# NACOmatic

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**Kindle-DX Index; by AptID** **Use "Menu", then "Goto Page"**


AR Min Alt#1 - 7
AR Min Rdr#1 - 11
AR Min TO#1 - 16
LA Min Alt#4 - 252
LA Min Rdr#4 - 256
LA Min TO#4 - 264
MS Min Alt#4 - 520
MS Min Rdr#4 - 524
MS Min TO#4 - 532
OK Min Alt#1 - 762
OK Min Rdr#1 - 766
OK Min TO#1 - 771
TX Min Alt#2 - 1098
TX Min Alt#3 - 1101
TX Min Alt#5 - 1104
TX Min Rdr#2 - 1106
TX Min Rdr#3 - 1110
TX Min TO#2 - 1116
TX Min TO#3 - 1124
TX Min TO#5 - 1133
00R - 2601
07F - 2003
0F2 - 1345
0M0 - 77
0M8 - 388
0R0 - 570
0R3 - 275
0R5 - 518
11R - 1353
15F - 2061
17K - 828
19M - 670
1F0 - 813
1F4 - 942
1K4 - 907
1L0 - 479
1O8 - 1064
1R7 - 562
1X1 - 2069
23R - 1770
25M - 731
2A2 - 64
2E3 - 2043
2F5 - 2555
2F7 - 1412
2K4 - 944
2O8 - 923
2R6 - 322
2R9 - 2492
2T1 - 2713
3F3 - 391
3F4 - 513
3F6 - 2741
3F7 - 829
3F9 - 2698
3M9 - 245
3R4 - 393
3R7 - 364
3R9 - 1261
3T5 - 2520
41F - 1797
42A - 165
45R - 2518
4F2 - 1384
4M3 - 58
4M9 - 68
4O4 - 932
4R7 - 334
50F - 1824
50R - 2605
51R - 2637
54T - 1292
5A4 - 706
5A6 - 756
5C1 - 2795
5F4 - 352
5M5 - 75
5R8 - 326
5T9 - 1777
60F - 2847
60R - 2719
6K4 - 896
6R1 - 517
6R3 - 1399
77F - 2968
7F3 - 1377
7M1 - 164
7M2 - 181
7M4 - 189
7M5 - 190
80F - 811
87I - 758
8F3 - 1455
8M1 - 560
8T6 - 1989
ABI - 1139
ACP - 463
ACT - 2922
ADH - 782
ADM - 816
ADS - 1460
AEX - 279
AFW - 1827
AGO - 160
ALI - 1159
AMA - 1166
AQO - 2602
ARA - 417
ARG - 239
ARM - 2941
ASD - 500
ASG - 217
ASL - 2643
ATA - 1259
AUS - 1266
AVK - 810
AWM - 248
AXH - 2074
AXS - 786
BAD - 309
BAZ - 2720
BBD - 1349
BDQ - 175
BEA - 1330
BFE - 1357
BFK - 831
BGD - 1341
BIF - 1800
BIX - 554
BKD - 1352
BKN - 825
BKS - 1794
BMQ - 1374
BMT - 1313
BPG - 1334
BPK - 177
BPT - 1317
BQP - 291
BRO - 1359
BTR - 295
BVO - 820
BVX - 34
BWD - 1366
BXA - 305
BYH - 45
BYY - 1288
CBM - 571
CDH - 55
CDS - 1392
CFD - 1371
CHK - 836
CKM - 564
CLK - 845

CLL - 1402
CNW - 2930
COM - 1401
COT - 1450
CPT - 1394
CQB - 833
CRP - 1413
CRS - 1444
CRT - 71
CRX - 593
CSM - 848
CUH - 854
CVB - 1387
CVK - 31
CWC - 2947
CWF - 374
CWS - 66
CXO - 2106
CZT - 1382
DAL - 1492
DEQ - 73
DFW - 1601
DHT - 1457
DKR - 1453
DLF - 1726
DRI - 330
DRT - 1739
DTN - 487
DTO - 1744
DUA - 860
DUC - 856
DUX - 1772
DWH - 2142
DYS - 1148
E01 - 2705
E11 - 1196
E19 - 2044
E30 - 1286
E38 - 1164
E41 - 1333
E42 - 2861
EBG - 1781
ECU - 2778
EFD - 2179
ELA - 1774
ELD - 79
ELK - 870
ELP - 1783
END - 872
ERV - 2493
ESF - 287
ETN - 1779
EYQ - 2227
F00 - 1338
F05 - 2916
F10 - 921
F14 - 2949
F17 - 1389
F22 - 1028
F24 - 398
F35 - 2004
F41 - 1793
F44 - 1258
F46 - 2780
F51 - 2967
F53 - 2711
F56 - 2864
F88 - 366
F98 - 2760
F99 - 928
FCY - 101
FDR - 906
FLP - 98
FSI - 897
FSM - 102
FST - 1820
FTW - 1858
FWS - 1887
FYV - 84
GAO - 342
GCM - 841
GDJ - 2007
GGG - 2607
GKY - 1230
GLE - 1948
GLH - 597
GLS - 1951
GMJ - 911
GNC - 2845
GNF - 610
GOK - 914
GPM - 2010
GPT - 616
GRK - 1809
GTR - 589
GTU - 1991
GUY - 918
GVT - 2035
GWO - 605
GYB - 1999
GYI - 2849
GZL - 1052
H34 - 131
H35 - 61
H68 - 1089
H70 - 2868
H71 - 1039
HBG - 631
HBR - 925
HBV - 2062
HBZ - 119
HDC - 347
HDO - 2072
HEE - 121
HEZ - 697
HHF - 1380
HHW - 931
HKA - 50
HKS - 646
HLR - 1803
HMY - 938
HOT - 127
HOU - 2257
HPY - 1304
HQZ - 2653
HRL - 2048
HRO - 114
HRX - 2067
HSA - 549
HSD - 969
HUM - 355
HYI - 2841
HZR - 458
IAH - 2312
IDL - 640
IER - 413
IKG - 2503
ILE - 2498
INJ - 2070
INK - 2964
IWS - 2372
JAN - 650
JAS - 2487
JBR - 138
JCT - 2490
JDD - 2699
JSO - 2485
JSV - 1040
JWG - 1091
JWY - 2697
JXI - 2002
L38 - 344
L39 - 389

L83 - 512
LAW - 934
LBB - 2617
LBX - 1197
LCH - 379
LFK - 2630
LFT - 367
LIT - 146
LIU - 2600
LLN - 2594
LLQ - 172
LMS - 671
LNC - 2559
LRD - 2583
LRF - 132
LTS - 790
LUD - 1723
LUL - 666
LVJ - 2406
LXY - 2679
LZZ - 2557
M16 - 728
M18 - 125
M19 - 182
M32 - 142
M36 - 54
M37 - 596
M40 - 543
M41 - 639
M43 - 726
M51 - 734
M70 - 200
M72 - 704
M73 - 27
M78 - 162
M79 - 475
M83 - 752
M89 - 29
MAF - 2681
MBO - 672
MCB - 677
MDD - 2695
MDF - 955
MEI - 681
MEZ - 167
MFE - 2646
MIO - 953
MJD - 723
MKN - 1411
MKO - 956
MKV - 395
MLC - 946
MLU - 403
MMS - 675
MNZ - 2045
MPE - 719
MPJ - 176
MRF - 2640
MSY - 423
MWL - 2702
MXA - 163
NBG - 440
NEW - 448
NFW - 1912
NGP - 1422
NMM - 690
NOG - 2731
NQI - 2505
O47 - 1037
O53 - 951
OCH - 2715
ODO - 2726
OJA - 1093
OKC - 975
OKM - 1023
OLV - 708
ONY - 2730
OPL - 466
ORG - 2738
ORK - 185
OSA - 2708
OSX - 664
OUN - 960
OWP - 1042
OZA - 2740
PBF - 195
PEQ - 2757
PEZ - 2765
PGR - 191
PIB - 635
PIL - 2768
PKV - 2771
PMU - 546
PNC - 1030
POE - 338
PPA - 2748
PQL - 715
PRX - 2753
PSN - 2744
PSX - 2742
PTN - 470
PVJ - 1026
PVW - 2762
PWA - 992
PWG - 2935
PYX - 2759
RAS - 2766
RBD - 1543
RBO - 2773
RCE - 1001
RFI - 2064
RKP - 2775
RKR - 1034
RND - 2892
RNV - 567
ROG - 201
RPH - 2005
RQO - 864
RSN - 482
RUE - 208
RVS - 1066
RWV - 1379
RYW - 2554
SAT - 2797
SEP - 2865
SGR - 2417
SGT - 224
SHV - 491
SJT - 2783
SKF - 2814
SLG - 214
SLR - 2869
SNK - 2858
SNL - 1048
SOA - 2860
SPH - 504
SPS - 2951
SRC - 211
SRE - 1046
SSF - 2830
STF - 735
SUZ - 37
SWI - 2848
SWO - 1054
SWW - 2872
T00 - 1185
T15 - 2642
T27 - 1792
T30 - 2756
T41 - 2524
T45 - 2751
T51 - 2452
T59 - 2946

T65 - 2939
T69 - 2854
T74 - 2873
T78 - 2598
T82 - 1945
T85 - 2969
T92 - 2645
T93 - 1799
TDW - 1183
TFP - 2483
TIK - 1007
TKI - 1574
TME - 2453
TPL - 2874
TQH - 1061
TRL - 2880
TUL - 1073
TUP - 743
TVR - 509
TXK - 231
TYR - 2883
UBS - 588
UOX - 711
UTA - 740
UTS - 2480
UVA - 2912
UXL - 505
VBT - 40
VCT - 2917
VHN - 2914
VKS - 750
WDG - 890
WEA - 2938
WWR - 1095
XBP - 1356
XNA - 92

INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

**ADA, OK**

ADA MUNI ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**ALTUS, OK**

ALTUS/QUARTZ
MOUNTAIN RGNL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR-A**
**VOR-B**[1]
NA when local weather not available.
[1]NA when KLTS ATCT closed.

**ARDMORE, OK**

ARDMORE MUNI ..... **ILS or LOC Rwy 31**[13]
**VOR-B**[2]
[1]ILS,Category B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

**BARTLESVILLE, OK**

BARTLESVILLE MUNI ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR Rwy 17**
**VOR/DME Rwy 35**
NA when local weather not available.
Category D, 800-2¼.

**BATESVILLE, AR**

BATESVILLE RGNL ..... **RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**BLYTHEVILLE, AR**

ARKANSAS INTL ..... **ILS Rwy 18**
**VOR Rwy 18**
**VOR Rwy 36**
NA when using Blytheville Muni altimeter setting.

BLYTHEVILLE MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**CLAREMORE, OK**

CLAREMORE RGNL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**CLINTON, OK**

CLINTON-SHERMAN ..... **ILS Rwy or LOC 17R**[1]
**VOR Rwy 35L**[2]
NA when control tower closed.
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

CLINTON RGNL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR/DME-A**
NA when local weather not available.

**CUSHING, OK**

CUSHING MUNI ..... **NDB Rwy 36**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**DEQUEEN, AR**

J. LYNN HELMS
SEVIER COUNTY ..... **RNAV (GPS) Rwy 8**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**EL DORADO, AR**

SOUTH ARKANSAS RGNL AT GOODWIN FIELD ..... **VOR Rwy 22**

NA when control zone not in effect.

**EL RENO, OK**

EL RENO RGNL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR/DME Rwy 35**

NA when local weather not available.

**ENID, OK**

ENID
WOODRING RGNL ..... **ILS or LOC Rwy 35[1]**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR Rwy 17**
**VOR Rwy 35**

NA when local weather not available.
[1]NA when control tower closed.

**FAYETTEVILLE, AR**

DRAKE FIELD ..... **LDA/DME Rwy 34[1 3 4]**
**LOC Rwy 16[2 3]**
**RNAV (GPS) Rwy 16[2 4]**
**RNAV (GPS) Rwy 34[4 5]**
**VOR-A[2 4]**
**VOR/DME-B[2]**

[1]LDA/GS,Category A,B, 800-2; Category C, 800-2½. LDA, Category C, 800-2½.
[2]Category C, 800-2¼; Category D, 1100-3.
[3]NA when control tower closed.
[4]NA when local weather not available.
[5]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

**FAYETTEVILLE/SPRINGDALE/ ROGERS, AR**

NORTHWEST ARKANSAS RGNL .... **ILS or LOC/DME Rwy 16**
**ILS or LOC/DME Rwy 34**
**RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**

NA when local weather not available.

**FLIPPIN, AR**

MARION COUNTY RGNL ..... **RNAV (GPS) Rwy 4[1]**
**RNAV (GPS) Rwy 22**
**VOR-A**

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.

NAME ALTERNATE MINIMUMS

**FORT SMITH, AR**

FORT SMITH RGNL ..... **ILS or LOC Rwy 7[1]**
**ILS or LOC Rwy 25[1]**
**NDB Rwy 25[2]**
**RADAR-1[3]**
**RNAV (GPS) Rwy 1[2 4]**
**VOR/DME or TACAN Rwy 7[3]**
**VOR or TACAN Rwy 25[3]**

NA when control tower closed.
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼; Category E, 800-2½. LOC, Category D, 800-2¼; Category E, 800-2½.
[2]Category D, 800-2¼.
[3]Category D, 800-2¼; Category E, 800-2½.
[4]NA when local weather not available.

**GUTHRIE, OK**

GUTHRIE-EDMOND RGNL ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**

NA when local weather not available.

**HARRISON, AR**

BOONE COUNTY ..... **RNAV (GPS) Rwy 36**

NA when local weather not available.

**HOBART, OK**

HOBART RGNL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR Rwy 35**

NA when local weather not available.

**HOT SPRINGS, AR**

MEMORIAL FIELD ..... **VOR Rwy 5[1]**
**ZAPLE VOR Rwy 5**

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

**JONESBORO, AR**

JONESBORO MUNI ..... **ILS or LOC Rwy 23**
**RNAV (GPS) Rwy 23**
**RNAV (GPS) Rwy 31**
**VOR Rwy 23**

NA when local weather not available.

**LAWTON, OK**

LAWTON-FORT SILL RGNL ..... **ILS or LOC Rwy 35**
**VOR Rwy 35**

NA when control tower closed.

NAME ALTERNATE MINIMUMS

## LITTLE ROCK, AR

ADAMS FIELD ..... **ILS or LOC Rwy 4L[1]**
**ILS or LOC Rwy 4R[2]**
**ILS or LOC Rwy 22R[14]**
**ILS or LOC Rwy 22L[14]**
**RADAR-1[3]**
**RNAV (GPS) Rwy 4L[34]**
**RNAV (GPS) Rwy 4R[34]**
**RNAV (GPS) Rwy 22L[34]**
**RNAV (GPS) Rwy 22R[34]**
**VOR-A[3]**

[1]ILS, Category C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]ILS, Categories A,B,C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[3]Category D, 1000-3.
[4]NA when local weather not available.

## MC ALESTER, OK

MC ALESTER RGNL ..... **RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**

NA when local weather not available.

## MONTICELLO, AR

MONTICELLO MUNI/
ELLIS FIELD ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**VOR-A**

NA when local weather not available.

## MOUNTAIN HOME, AR

OZARK RGNL ..... **ILS or LOC/DME Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR-A**

NA when local weather not available.

## MUSKOGEE, OK

DAVIS FIELD ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 13[1]**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 31[1]**

NA when local weather not available.
[1]Category E, 1000-3.

## NEWPORT, AR

NEWPORT MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## NORMAN, OK

UNIVERSITY OF OKLAHOMA
WESTHEIMER ..... **ILS or LOC Rwy 17[1]**
**NDB Rwy 3[23]**
**NDB Rwy 35[23]**
**RNAV (GPS) Rwy 3[2]**
**RNAV (GPS) Rwy 17[2]**

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

## OKLAHOMA CITY, OK

CLARENCE E.
PAGE MUNI ..... **RNAV (GPS) Rwy 17R**
**RNAV (GPS) Rwy 35L**
**VOR-B**

NA when local weather not available.

WILEY POST ..... **ILS Rwy 17L[1]**
**RNAV (GPS) Rwy 17L[2]**

[1]NA when control tower closed.
[2]NA when local weather not available.

WILLROGERS WORLD .. **ILS or LOC Rwy 17L[1]**
**ILS or LOC Rwy 17R[1]**
**ILS Rwy 35R[1]**
**ILS or LOC/DME Rwy 35L[1]**
**RADAR-1[1]**
**VOR Rwy 17L[2]**

[1]Category E, 1000-3.
[2]Categories A,B, 1100-2; Categories C,D,E, 1100-3.

## OKMULGEE, OK

OKMULGEE RGNL ..... **RNAV (GPS) Rwy 18**

NA when local weather not available.

## PONCA CITY, OK

PONCA CITY RGNL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**

NA when local weather not available.

## ROGERS, AR

ROGERS MUNI-
CARTER FIELD ..... **RNAV (GPS) Rwy 20[1]**
**VOR Rwy 2[2]**

[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.

## RUSSELLVILLE, AR

RUSSELLVILLE RGNL ..... **RNAV (GPS) Rwy 7**
**Category D, 900-2¾.**

NAME ALTERNATE MINIMUMS

**SEARCY, AR**

SEARCY MUNI ..... **RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
NA when local weather not available.

**SEMINOLE, OK**

SEMINOLE MUNI ..... **RNAV (GPS) Rwy 16**
NA when local weather not available.

**SILOAM SPRINGS, AR**

SMITH FIELD ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR-A**
NA when local weather not available.

**STILLWATER, OK**

STILLWATER RGNL ..... **ILS or LOC Rwy 17[1]**
**NDB Rwy 17[2]**
**RNAV (GPS) Rwy 17[2]**
**RNAV (GPS) Rwy 35[2]**
**VOR Rwy 17[2]**
**VOR/DME Rwy 35[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**STUTTGART, AR**

STUTTGART MUNI ..... **RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 27**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**TAHLEQUAH, OK**

TAHLEQUAH MUNI ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**TEXARKANA, AR**

TEXARKANA RGNL/
WEBB FIELD ..... **ILS or LOC Rwy 22[1][2]**
**LOC BC Rwy 4[1]**
**RNAV (GPS Rwy 4**
**RNAV (GPS Rwy 13**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 31**
**VOR Rwy 13**
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS,Category D, 700-2.

**TULSA, OK**

RICHARD LLOYD
JONES,JR. ..... **ILS or LOC Rwy 1L[1]**
**RNAV (GPS) Rwy 1L**
**VOR/DME-A**
NA when local weather not available.
[1]ILS, 700-2. ILS,LOC, NA when control tower closed.

TULSA INTL ..... **ILS or LOC Rwy 18L[1]**
**ILS or LOC Rwy 18R[2]**
**ILS or LOC Rwy 36R[3]**
**RNAV (GPS) Rwy 18L[4]**
**RNAV (GPS) Rwy 18R[4]**
**RNAV (GPS) Rwy 26[4]**
**RNAV (GPS) Rwy 36R[4]**
**VOR or TACAN Rwy 26[4]**
[1]ILS, Category D, 700-2; Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]ILS, Category D, 700-2.
[3]ILS, Categories A, B, C, D, 700-2. LOC, Category E, NA.
[4]Category E, 800-2¼.

**WOODWARD, OK**

WEST WOODWARD ..... **RNAV (GPS) Rwy 17[1][2]**
**RNAV (GPS) Rwy 35[1][2]**
**VOR/DME-A[2]**
[1]NA when local weather not available.
[2]Category D, 800-2¼.

## ALTUS AFB (KLTS), OK (Amdt 2, 09267 USAF) ELEV 1382

**RADAR**[1] - Ctc APP CON **(E)** 125.1 257.725

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR[2] | 17R[3,4] | | AB | **1740**/24 | 361 | (400-½) |
| | | | CDE | **1740**/40 | 361 | (400-¾) |
| | 17L[3,4] | | AB | **1740**/24 | 358 | (400-½) |
| | | | CDE | **1740**/40 | 358 | (400-¾) |
| | 35R[4] | | AB | **1740**/24 | 378 | (400-½) |
| | | | CDE | **1740**/40 | 378 | (400-¾) |
| | 35L[5] | | AB | **1760**/24 | 407 | (400-½) |
| | | | CD | **1760**/40 | 407 | (400-¾) |
| | | | E | **1760**/50 | 407 | (400-1) |
| CIR[6] | All Rwy | | A | **1780**-1 | 398 | (400-1) |
| | | | B | **1840**-1 | 458 | (500-1) |
| | | | C | **1840**-1½ | 458 | (500-1½) |
| | | | D | **1940**-2 | 558 | (600-2) |
| | | | E | **1980**-2 | 598 | (600-2) |

[1]Opr 1600-0600Z++ wkd,clsd wkend and hol. [2]No-NOTAM preventive maint sked: ASR 1100-1315++ Mon-Fri. [3]Stepdown fix 2 NM fr rwy thld. [4]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [5]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. [6]Circling not authorized W of Rwy 17R-35L.

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## FAYETTEVILLE, AR Orig-A, APR 21, 1997 (FAA) ELEV 1251

### DRAKE FIELD

**RADAR-** 121.0 244.57

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 16 | | A | **2060**-1 | 809 | (900-1) | B | **2060**-1¼ | 809 | (900-1¼) |
| | | | C | **2060**-2¼ | 809 | (900-2¼) | D | **2060**-2½ | 809 | (900-2½) |
| CIRCLING | | | A | **2060**-1 | 809 | (900-1) | B | **2060**-1¼ | 809 | (900-1¼) |
| | | | C | **2060**-2¼ | 809 | (900-2¼) | D | **2300**-3 | 1049 | (1100-3) |

Circling NA East of runway 16-34.
Inoperative table does not apply.

## FORT SMITH, AR Amdt 8B, AUG 28, 2008 (FAA) ELEV 469

### FORT SMITH RGNL

**RADAR** - 120.9 343.75 ▽ ⚠

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 25 | | AB | **1040**/24 | 594 | (600-½) | C | **1040**/50 | 594 | (600-1) |
| | | | D | **1040**/60 | 594 | (600-1¼) | E | **1040**-1½ | 594 | (600-1½) |
| | 1 | | AB | **1140**-1 | 692 | (700-1) | C | **1140**-2 | 692 | (700-2) |
| | | | D | **1140**-2¼ | 692 | (700-2¼) | E | **1140**-2½ | 692 | (700-2½) |
| | 7 | | AB | **1200**-½ | 731 | (800-½) | C | **1200**-1½ | 731 | (800-1½) |
| | | | D | **1200**-1¾ | 731 | (800-1¾) | E | **1200**-2 | 731 | (800-2) |
| CIRCLING | | | AB | **1200**-1 | 731 | (800-1) | C | **1200**-2 | 731 | (800-2) |
| | | | D | **1200**-2¼ | 731 | (800-2¼) | E | **1200**-2½ | 731 | (800-2½) |

When control tower closed ASR not authorized. Circling to Rwy 1 NA at night.
Circling Cat E NA when R-2401B active.

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## HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA) ELEV 1187

**RADAR - (E)** 120.55 322.4 ⚠ NA

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 35 | 3.0°/48/918 | AB | **1388**/24 | 200 | (200-½) |
| | | | CDE | **1388**/40 | 200 | (200-¾) |
| | 17 | 3.0°/42/809 | ABCDE | **1388**-¾ | 200 | (200-¾) |
| ASR | 35 | | ABC | **1540**/40 | 352 | (400-¾) |
| | | | DE | **1540**/50 | 352 | (400-1) |
| | 17 | | AB | **1660**-1 | 472 | (500-1) |
| | | | C | **1660**-1¼ | 472 | (500-1¼) |
| | | | D | **1660**-1½ | 472 | (600-1½) |
| | | | E | **1660**-1¾ | 472 | (500-1¾) |
| CIR[1] | 17-35 | | AB | **1680**-1 | 492 | (500-1) |
| | | | C | **1680**-1½ | 492 | (500-1½) |
| | | | D | **1740**-2 | 552 | (600-2) |
| | | | E | **1780**-2 | 592 | (600-2) |

[1]Cat E cir not auth W of Rwy 17-35.

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## LAWTON, OK AMDT.4A, JAN 10, 2000 (FAA) ELEV 1110

### LAWTON-FORT SILL RGNL

**RADAR 1** - 120.55 322.4

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 35 | | ABC | **1560**-¾ | 471 | (500-¾) | D | **1560**-1 | 471 | (500-1) |
| CIRCLING | | | AB | **1600**-1 | 490 | (500-1) | C | **1620-**1½ | 510 | (600-1½) |
| | | | D | **1680**-2 | 570 | (600-2) | | | | |

## LAWTON, OK

Amdt. 1B, JUN 25, 2002 (FAA) ELEV **1110**

### LAWTON-FORT SILL RGNL

**RADAR 2** - 120.55 322.4

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 17 | | AB | **1620**-1 | 510 | (600-1) | CD | **1620**-1½ | 510 | (600-1½) |
| CIRCLING | | | AB | **1620**-1 | 510 | (600-1) | C | **1620**-1½ | 510 | (600-1½) |
| | | | D | **1680**-2 | 570 | (600-2) | | | | |

## LITTLE ROCK, AR

Amdt 17, JUL 2, 2009 (FAA) ELEV **262**

### ADAMS FIELD

**RADAR-1** - 135.4 291.775 353.6 ▽ A

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 4R | | ABC | **720**/40 | 460 | (500-¾) | D | **720**/50 | 460 | (500-1) |
| | 4L | | AB | **780**/40 | 522 | (500-¾) | C | **780**/50 | 522 | (600-1) |
| | | | D | **780**/60 | 522 | (600-1¼) | | | | |
| | 18 | | AB | **720**-1 | 462 | (500-1) | C | **720**-1¼ | 462 | (500-1¼) |
| | | | D | **720**-1½ | 462 | (700-1½) | | | | |
| | 22R | | AB | **740**/24 | 478 | (500-½) | C | **740**/40 | 478 | (500-¾) |
| | | | D | **740**/50 | 478 | (500-1) | | | | |
| | 22L | | AB | **740**/40 | 480 | (500-¾) | C | **740**/60 | 480 | (500-1¼) |
| | | | D | **740**-1½ | 480 | (500-1½) | | | | |
| | 36 | | AB | **780**-1 | 523 | (600-1) | C | **780**-1½ | 523 | (600-1½) |
| | | | D | **780**-1¾ | 523 | (600-1¾) | | | | |
| CIRCLING | | | AB | **780**-1 | 518 | (600-1) | C | **880**-1¾ | 618 | (700-1¾) |
| | | | D | **1180**-3 | 918 | (1000-3) | | | | |

For inoperative MALSR increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

## OKLAHOMA CITY, OK

Amdt. 2, FEB 9, 1989 (FAA) ELEV **1299**

### WILEY POST

**RADAR** - 124.6 266.8 ▽

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 35R | | AB | **1840**-1 | 541 | (600-1) | C | **1840**-1½ | 541 | (600-1½) |
| | | | D | **1840**-1¾ | 541 | (600-1¾) | | | | |
| CIRCLING | | | AB | **1840**-1 | 541 | (600-1) | C | **1840**-1½ | 541 | (600-1½) |
| | | | D | **1880**-2 | 581 | (600-2) | | | | |

## OKLAHOMA CITY, OK Amdt. 20A, OCT 30, 2002 (FAA) ELEV 1295

### WILL ROGERS WORLD

**RADAR** - 124.6 266.8 ⚠

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 35R | | ABC | **1680**/40 | 386 | (400-¾) | DE | **1680**/50 | 386 | (400-1) |
| | 17L | | ABCDE | **1680**/60 | 394 | (400-1¼) | | | | |
| | 17R | | ABC | **1680**-¾ | 398 | (400-¾) | DE | **1680**-1 | 398 | (400-1) |
| | 35L | | ABCDE | **1680**-1¼ | 403 | (400-1¼) | | | | |
| CIRCLING | | | AB | **1760**-1¼ | 465 | (500-1¼) | C | **1760**-1½ | 465 | (500-1½) |
| | | | D | **1860**-2 | 565 | (600-2) | E | **2240**-3 | 945 | (1000-3) |

Category D,E S-17R visibility increased ¼ mile for inoperative MALSR.
Category D,E S-35R visibility increased to RVR 6000 for inoperative ALSF.

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## TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF) ELEV 1291

**RADAR** - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 ▽

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR | 35[1] | | A | **1940**/24 | 649 | (700-½) |
| | | | B | **1940**/40 | 649 | (700-¾) |
| | | | C | **1940**/60 | 649 | (700-1¼) |
| | | | D | **1940**-1½ | 649 | (700-1½) |
| | | | E | **1940**-1¾ | 649 | (700-1¾) |
| | 17[2] | | A | **2000**/40 | 733 | (800-¾) |
| | | | B | **2000**/50 | 733 | (800-1) |
| | | | C | **2000**-1¾ | 733 | (800-1¾) |
| | | | D | **2000**-2 | 733 | (800-2) |
| | | | E | **2000**-2¼ | 733 | (800-2¼) |
| CIR[3] | 35 | | A | **1940**-1 | 649 | (700-1) |
| | | | B | **1940**-1¼ | 649 | (700-1¼) |
| | | | C | **1940**-1¾ | 649 | (700-1¾) |
| | | | D | **1980**-2¼ | 689 | (700-2¼) |
| | | | E | **2040**-2¾ | 749 | (800-2¾) |
| | 17 | | A | **2000**-1 | 709 | (800-1) |
| | | | B | **2000**-1¼ | 709 | (800-1¼) |
| | | | C | **2000**-2 | 709 | (800-2) |
| | | | D | **2000**-2¼ | 709 | (800-2¼) |
| | | | E | **2040**-2¾ | 749 | (800-2¾) |

[1]When ALS inop, increase Cat A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. [2]When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, and CAT E vis to 2½ miles. [3]CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

## TULSA, OK
Amdt.17D, MAY 16, 2000 (FAA) ELEV **677**

## TULSA INTL

**RADAR** - 124.0 338.3

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 26 | | AB | **1060**-1 | 409 | (400-1) | CD | **1060**-1¼ | 409 | (400-1¼) |
| | | | E | **1060**-1½ | 409 | (400-1½) | | | | |
| | 18R | | AB | **1080**-1 | 413 | (500-1) | CD | **1080**-1¼ | 413 | (500-1¼) |
| | | | E | NA | | | | | | |
| | 18L | | AB | **1080**/24 | 439 | (500-½) | C | **1080**/40 | 439 | (500-¾) |
| | | | DE | **1080**/50 | 439 | (500-1) | | | | |
| | 8 | | AB | **1120**-1 | 449 | (500-1) | C | **1120**-1¼ | 449 | (500-1¼) |
| | | | DE | **1120**-1½ | 449 | (500-1½) | | | | |
| | 36R | | AB | **1140**/24 | 490 | (500-½) | C | **1140**/40 | 490 | (500-¾) |
| | | | DE | **1140**/50 | 490 | (500-1) | | | | |
| | 36L | | AB | **1180**-1 | 503 | (600-1) | CD | **1180**-1½ | 503 | (600-1½) |
| | | | E | NA | | | | | | |
| CIRCLING | | | AB | **1180**-1 | 503 | (600-1) | C | **1180**-1½ | 503 | (600-1½) |
| | | | D | **1300**-2 | 623 | (700-2) | E | **1300**-2¼ | 623 | (700-2¼) |

Category E circling not authorized south of runway 8-26.

INSTRUCTION APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME — TAKE-OFF MINIMUMS

## ADA, OK

ADA MUNI (ADH)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. w/ min. climb of 307' per NM to 1300. **Rwy 17,** 300-1¼ or std. w/ min. climb of 326' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 13,** bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL. Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160' MSL. **Rwy 17,** tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL. Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/1037' MSL. **Rwy 31,** trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on amom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. **Rwy 35,** trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261' right of centerline, up to 51' AGL/1050' MSL.

NAME — TAKE-OFF MINIMUMS

## ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)
ORIG 09267 (FAA)

NOTE: **Rwy 35,** terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

## ALTUS AFB (KLTS)

ALTUS, OK . . . . . .09295

TAKE-OFF OBSTACLES: 174° Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/1425' MSL, aircraft taxiing between 1038' and 2525' from DER, 717' left of centerline, 65' AGL/1425' MSL.

## ALVA, OK

ALVA RGNL

DEPARTURE PROCEDURE: **Rwys 8, 35**, climb on runway heading to 2000 before turning.

## ARDMORE, OK

ARDMORE DOWNTOWN EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. with a min. climb of 300' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1500 prior to turning. **Rwy 35**, climb on runway heading to 1400 prior to turning.

**ARDMORE, OK (CON'T)**

ARDMORE MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 240' per NM to 900. **Rwy 35,** 500-1 or std. with a min. climb of 440' per NM to 900.

**ARKADELPHIA, AR**

DEXTER B. FLORENCE MEMORIAL FIELD

NOTES: **Rwy 4,** multiple towers, trees, and railroad beginning 20' from departure end of runway, 282' left of centerline, up to 85' AGL/320' MSL. Multiple trees 79' from departure end of runway, 500' right of centerline, up to 54' AGL/184' MSL. **Rwy 22,** railroad 274' from departure end of runway, 434' right of centerline, 23' AGL/212' MSL.

**ASH FLAT, AR**

SHARP COUNTY RGNL

NOTE: **Rwy 4,** numerous trees beginning 1151' from departure end of runway, 576' right of centerline, up to 100' AGL/839' MSL. **Rwy 22,** numerous trees beginning 548' from departure end of runway, 83' left of centerline, up to 100' AGL/759' MSL.

**BARTLESVILLE, OK**

BARTLESVILLE MUNI (BVO)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy17,** 200-1 or std. w/ a min climb of 257' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway. **Rwy 35,** 400-2¾ or std. w/ a min. climb of 300' per NM to 1200, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 916' from departure end of runway, 169' right of centerline, up to 100' AGL/869' MSL. **Rwy 35,** tree 2216' from departure end of runway, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and powerline pylons beginning 1.1 NM from departure end of runway, 180' right of centerline, up to 100' AGL/1059' MSL.

**BATESVILLE, AR**

BATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. with a min. climb of 215' per NM to 800. **Rwy 25,** std. with a min. climb of 230' per NM to 1500, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25,** for climb in visual conditions: cross Batesville Rgnl Airport at or above 1300.

NOTE: **Rwy 7,** tree 1.3 NM from departure end of runway, 844' right of centerline, 100' AGL/679' MSL.

**BENTON, AR**

SALINE COUNTY RGNL (SUZ)

ORIG 07354 (FAA)

NOTE: **Rwy 2,** road plus vehicles beginning 185' from departure end of runway, 331' left of centerline, 10' AGL/394' MSL. Multiple trees beginning 357' from departure end of runway, 354' left of centerline, up to 75' AGL/474' MSL. Multiple trees beginning 69' from departure end of runway, 147' right of centerline, up to 35' AGL/454' MSL. **Rwy 20,** multiple trees 1221' from departure end of runway, 15' left of centerline, up to 59' AGL/438' MSL. Multiple trees and pole beginning 1315' from departure end of runway, 10' right of centerline, up to 69' AGL/448' MSL.

**BENTONVILLE, AR**

BENTONVILLE MUNI/LOUISE M. THADEN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2¼ or std. with a min. climb of 270' per NM to 1700.

NOTE: **Rwy 36,** tower 1.92NM from departure end of runway, 1607' left of centerline, 345' AGL/1595' MSL. Multiple t-line towers 2048' from departure end of runway, 81' AGL/1356' MSL.

**BLYTHEVILLE, AR**

ARKANSAS INTL (BYH)

ORIG 08101 (FAA)

NOTE: **Rwy 36,** tree 3301' from departure end of runway, 1188' left of centerline, 88' AGL/337' MSL.

BLYTHEVILLE MUNI (HKA)

ORIG 08157 (FAA)

NOTE: **Rwy 18,** tree 487' from departure end of runway, 345' left of centerline, 100' AGL/364' MSL. Tree 1780' from departure end of runway, 748' right of centerline, 100' AGL/364' MSL. **Rwy 36,** tree 2393' from departure end of runway, 825' right of centerline, 100' AGL/359' MSL.

**BOISE CITY, OK**

BOISE CITY (17K)

ORIG 09295 (FAA)

NOTE: **Rwy 22,** hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL. Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/4192' MSL.

**BRISTOW, OK**

JONES MEMORIAL

NOTE: **Rwy 17,** cross departure end of runway at or above 31'AGL/882'MSL. T-L towers 6532' from departure end of runway, 686' right of centerline, 70' AGL/960' MSL.

## CARLISLE, AR

CARLISLE MUNI (4M3)
ORIG 08157 (FAA)
NOTE: **Rwy 9,** trees 2966' from departure end of runway, 1135' right of centerline, 100' AGL/339' MSL. Building 82' from departure end of runway, 331' left of centerline, 20' AGL/264' MSL. Building 781' from departure end of runway, 565' right of centerline, 30' AGL/269' MSL. **Rwy 18,** trees 306' from departure end of runway, across centerline, up to 100' AGL/344' MSL. Road 674' from departure end of runway, across centerline, 17' AGL/262' MSL. **Rwy 27,** trees 2668' from departure end of runway, 516' right of centerline, 100' AGL/344' MSL. **Rwy 36,** road 396' from departure end of runway, across centerline, 15' AGL/259' MSL.

## CHANDLER, OK

CHANDLER RGNL
NOTE: **Rwy 35,** tree 1000' from departure end of runway, on centerline, 67' AGL/1029' MSL.

## CLAREMORE, OK

CLAREMORE RGNL (GCM)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 300' per NM to 1100.
NOTE: **Rwy 17,** terrain 207' from DER, 385' left of centerline, 749' MSL. Ground 451' from DER, 505' left of centerline, 753' MSL. Terrain 208' from DER, 106' right of centerline, 739' MSL. **Rwy 35,** tree 6601' from DER, 1918' left of centerline, 100' AGL/949' MSL. Tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL. Tree 1103' from DER, 510' right of centerline, 27' AGL/729' MSL. Tree 1571' from DER, 558' right of centerline, 42' AGL/739' MSL. Tree 1149' from DER, 479' left of centerline, 38' AGL/727' MSL. Tree 1510' from DER, 242' right of centerline, 46' AGL/735' MSL.

## CLARKSVILLE, AR

CLARKSVILLE MUNI
TAKE-OFF MINIMUMS: **Rwy 9**, 400-2
DEPARTURE PROCEDURE: **Rwys 9, 27**, climb on runway heading to 3500 prior to turning northbound.

## CLINTON, AR

HOLLEY MOUNTAIN AIRPARK (2A2)
ORIG 08325 (FAA)
NOTE: **Rwy 5,** numerous trees left and right of centerline, beginning 2' from departure end of runway, up to 100' AGL/1399' MSL. **Rwy 23,** numerous trees left and right of centerline, beginning 38' from departure end of runway, up to 100' AGL/1359' MSL.

## CLINTON, OK

CLINTON RGNL
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles. **Rwy 35,** 300-1 or std. w/ min. climb of 408' per NM to 2000.
NOTE: **Rwy 35,** tower 4403' from departure end of runway, 1625' left of centerline, 230' AGL/1780' MSL.

## CLINTON, OK (CON'T)

CLINTON-SHERMAN (CSM)
ORIG 08325 (FAA)
NOTE: **Rwy 17L,** tree 655' from departure end of runway, 317' left of centerline, 23' AGL/1932' MSL. **Rwy 17R,** tree 1275' from departure end of runway, 620' right of centerline, 35' AGL/1954' MSL. **Rwy 35R,** control tower 2797' from departure end of runway, 188' right of centerline, 66' AGL/1985' MSL. Tower 2981' from departure end of runway, 289' right of centerline, 76' AGL/1995' MSL.

## CONWAY, AR

DENNIS F. CANTRELL FIELD (CWS)
AMDT 1 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8,26,** NA at night. **Rwy 26,** 200-1 or std. w/ min. climb of 346' per NM to 600. **Rwy 36,** 400-2½ or std. w/ min. a minimum climb of 289' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 358° to 900 before proceeding on course.
NOTE: **Rwy 8,** trees, tower, poles and a building beginning 355' from departure end of runway, 10' right of centerline, up to 100' AGL/399' MSL. Trees, buildings, poles, sign, and a vehicle on roadway beginning 65' from departure end of runway, 18' left of centerline, up to 100' AGL/399' MSL. **Rwy 18,** silo 2222' from departure end of runway, 64' right of centerline, 100' AGL/413' MSL. Trees beginning 2370' from departure end of runway, 888' right of centerline, up to 100' AGL/399' MSL. **Rwy 26,** antenna 2003' from departure end of runway, 932' right of centerline, 140' AGL/449' MSL. Tank 3636' from departure end of runway, 1178' left of centerline, 165' AGL/475' MSL. Terrain beginning 27' from departure end of runway, 83' right of centerline, up to 0' AGL/325' MSL. **Rwy 36,** tower 11088' from departure end of runway, 3152' right of centerline, 150' AGL/650' MSL. Tower 11231' from departure end of runway, 3894' right of centerline, 186' AGL/687'. Trees beginning 2016' from departure end of runway, 340' right of centerline, up to 100' AGL/ 409' MSL. Trees and towers beginning 4368' from departure end of runway, 964' left of centerline, up to 119' AGL/428' MSL.

## CUSHING, OK

CUSHING MUNI
TAKE-OFF MINIMUMS: **Rwys 2, 8, 11, 20, 26, 29,** NA. **Rwy 36,** 400-2 or std. with a min. climb of 210' per NM to 1400.
DEPARTURE PROCEDURES: **Rwy 36,** climb via heading 360° to 1400' before turning left.
NOTE: **Rwy 36,** tower 2.16 NM from departure end of runway, 5370' left of centerline, 250' AGL/1263' MSL.

## DE QUEEN, AR

J. LYNN HELMS SEVIER COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 310' per NM to 800.

## DECATUR, AR

CRYSTAL LAKE
TAKE-OFF MINIMUMS: **Rwy 13**, NA-obstacles.
NOTE: **Rwy 31,** railroad 208' from departure end of runway, on centerline, 23' AGL/1202' MSL, multiple trees beginning 228' from departure end of runway, left of centerline up to 1231' MSL.

**DUMAS, AR**

BILLY FREE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

**DUNCAN, OK**

HALLIBURTON FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2, or std. with a min. climb of 220' per NM to 1600.

**EL DORADO, AR**

SOUTH ARKANSAS RGNL AT GOODWIN FIELD

TAKE-OFF MINIMUMS: **Rwys 13,22,31,35,** 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600, then climb on course.

**EL RENO, OK**

EL RENO RGNL (RQO)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18, 36,** NA-Environmental. **Rwy 35,** 200-1 or std. w/ min. climb of 300' per NM to 1700.

NOTE: **Rwy 17,** vehicle on road 444' from departure end of runway, on centerline, 17' AGL/1436' MSL. **Rwy 35,** powerlines, 1800' from departure end of runway, on centerline, 80' AGL/1519' MSL.

**ELK CITY, OK**

ELK CITY RGNL BUSINESS

NOTE: **Rwy 35,** multiple trees beginning 43' from departure end of runway, 225' left of centerline, up to 100' AGL/2119' MSL. Multiple trees beginning 44' from departure end of runway, 22' right of centerline, up to 100' AGL/2119' MSL.

**ENID, OK**

ENID WOODRING RGNL (WDG)

AMDT 3A 09267 (FAA)

NOTE: **Rwy 13,** trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 872' from DER, 308' left of centerline, up to 100' AGL/1289' MSL. **Rwy 35,** fence 218' from DER, 491' right of centerline, 8' AGL/1175' MSL. Vehicle on road beginning 253' from DER, 388' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/1190' MSL.

**FAIRVIEW, OK**

FAIRVIEW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 270' per NM to 1700.

**FAYETTEVILLE, AR**

DRAKE FIELD (FYV)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 501' per NM to 1800 or 400-1¼ w/ min. climb of 360' per NM to 1900 or 1600-2½ for climb in visual conditions. **Rwy 34,** 300-1 or std. w/ min. climb of 648' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 164° to 2700 before turning right, climb heading 164° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2800 before proceeding on course. **Rwy 34,** climb heading 344° to 2700 before proceeding on course.

NOTE: **Rwy 16,** multiple trees, road, fence, light poles, terrain, buildings beginning 72' from departure end of runway, 21' left of centerline, 114' AGL/1623' MSL. Multiple trees beginning 825' from departure end of runway, 13' right of centerline, up to 105' AGL/1438' MSL. **Rwy 34,** multiple trees, road, fence, light poles, terrain beginning 1' from departure end of runway, 102' left of centerline, up to 85' AGL/1343' MSL. Multiple trees, road, fence, light poles, terrain beginning 570' from departure end of runway, 319' right of centerline, up to 59' AGL/1540' MSL.

**FAYETTEVILLE/SPRINGDALE/ROGERS, AR**

NORTHWEST ARKANSAS RGNL

TAKE-OFF MINIMUMS: **Rwy 34,** 500-2 ¾ or std. with a min. climb of 227' per NM to 1900.

NOTES: **Rwy 16,** trees 1985' from departure end of runway, 1020' right of centerline, up to 100' AGL/1321' MSL. **Rwy 34,** tower 1.99 NM from departure end of runway, 1.29 NM left of centerline, 309' AGL/1729' MSL.

**FLIPPIN, AR**

MARION COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, turn right, direct FLP VOR, then climb on course. **Rwy 22**, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.

**FORREST CITY, AR**

FORREST CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 290' per NM to 900.

## FORT SMITH, AR

FORT SMITH RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 353' per NM to 800. **Rwy 7**, 300-1½ or std. with a min. climb of 261' per NM to 800. **Rwy 19,** 200-1¼ or std. w/ a min. climb of 226' per NM to 700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway. **Rwy 25,** 300-1 or std. w/ a min. climb of 351' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 016° to 2400 before turning left. **Rwy 25**, climb heading 256° to 1100 before turning right.

NOTE: **Rwy 1,** terrain 56' from departure end of runway, 218' right of centerline, 0' AGL/449' MSL. Terrain 159' from departure end of runway, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from departure end of runway, 287' left of centerline, 36' AGL/485' MSL. Tree 1495' from departure end of runway, 364' left of centerline, 60' AGL/509' MSL. Towers beginning 4315' from departure end of runway, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from departure end of runway, 924' right of centerline, up to 100' AGL/679' MSL. **Rwy 7,** terrain 835' from departure end of runway, 678' left of centerline, 0' AGL/479' MSL. Trees beginning 3910' from departure end of runway, 1032' left of centerline, up to 57' AGL/556' MSL. Trees beginning 1.2 NM from departure end of runway, 1416' right of centerline, up to 100' AGL/699' MSL. Pole 1.2 NM from departure end of runway, 1572' right of centerline, 41' AGL/640' MSL.

**Rwy 19,** vehicle and road 200' from departure end of runway, 200' left of centerline, 15' AGL/462' MSL. Railroad, 639' from departure end of runway, 313' left of centerline, 20' AGL/449' MSL. Tank 704' from departure end of runway, 518' left of centerline, 31' AGL/480' MSL. Railroad 751' from departure end of runway, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from departure end of runway, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from departure end of runway, 97' right of centerline, 25' AGL/474' MSL. Pole 1949' from departure end of runway, 439' left of centerline, 42' AGL/501' MSL. Elevator 2106' from departure end of runway, 969' right of centerline, 86' AGL/536' MSL. **Rwy 25,** pole 1642' from departure end of runway, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from departure end of runway, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from departure end of runway, 1376' left of centerline, 125' AGL/623' MSL. Tank 5628' from departure end of runway, 208' left of centerline, 101' AGL/610' MSL.

## GOLDSBY, OK

DAVID JAY PERRY

NOTE: **Rwy 13,** trees beginning 751' from departure end of runway, 481' left of centerline, up to 50' AGL/1209' MSL. Tree 982' from departure end of runway, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from departure end of runway, 369' right of centerline, 1159' MSL. **Rwy 31,** tree 1624' from departure end of runway, 550' right of centerline, 50' AGL/1219' MSL. **Rwy 35,** tree 930' from departure end of runway, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from departure end of runway, 18' left of centerline, 15' AGL/1194' MSL.

## GROVE, OK

GROVE MUNI (GMJ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1¼ or std. w/ min. climb of 271' per NM to 1100.

NOTE: **Rwy 18,** building 308' from departure end of runway, 321' left of centerline, 13' AGL/842' MSL. Multiple buildings beginning 11' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Windsock 118' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Light 165' from departure end of runway, 420' left of centerline, 24' AGL/863' MSL. Vehicle on road 598' from departure end of runway, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from departure end of runway, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from departure end of runway, 12' left of centerline, up to 100' AGL/1019' MSL. Trees and poles beginning 252' from departure end of runway, 13' right of centerline, up to 40' AGL/869' MSL. **Rwy 36,** rising terrain beginning 30' from departure end of runway, 277' left of centerline, up to 826' MSL. Pole 316' from departure end of runway, 521' left of centerline, 20' AGL/859' MSL. Trees beginning 151' from departure end of runway, 54' left of centerline, up to 100' AGL/939' MSL. Trees beginning 109' from departure end of runway, 49' right of centerline, up to 85' AGL/884' MSL.

## GUTHRIE, OK

GUTHRIE-EDMOND RGNL (GOK)

AMDT 1 09351 (FAA)

NOTE: **Rwy 16,** trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

## GUYMON, OK

GUYMON MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 600-2.

DEPARTURE PROCEDURE: **Rwys 18,36**, climb runway heading to 3700 before turning.

## HARRISON, AR

BOONE COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 1400-3 or std. with a min. climb of 320' per NM to 3200.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 182° to 2600 before turning.

## HELENA/WEST HELENA, AR

THOMPSON-ROBBINS

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2 or std. with a min. climb of 250' per NM to 700.

## HENRYETTA, OK

HENRYETTA MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 270' per NM to 1500.

NOTE: **Rwy 36,** tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from DER, 6059' left of centerline, 330' AGL/1223' MSL.

## HOBART, OK

HOBART RGNL (HBR)
AMDT 1 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30,** NA-Environmental.

NOTE: **Rwy 35,** Terrain beginning 107' from departure end of runway, 185' left of centerline, 0' AGL/1549' MSL. terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.

## HOPE, AR

HOPE MUNI (M18)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Rwy closed indefinitely.

NOTE: **Rwy 16,** tree 1395' from DER, 695' left of centerline, 70' AGL/409' MSL. Tree 1307' from DER, 842' right of centerline, 70' AGL/399' MSL. Tree 2217' from DER, on centerline, 70' AGL/399' MSL. **Rwy 34,** trees beginning 504' from DER, 113' right of centerline, up to 70' AGL/460' MSL. Trees beginning 1173' from DER, 59' left of centerline, up to 70' AGL/457' MSL. Bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL. Fence 154' from DER, 474' right of centerline, 11' AGL/371' MSL. Fence 410' from DER, 90' right of centerline, 11' AGL/370' MSL. Terrain 43' from DER, 448' left of centerline, 365' MSL.

## HOT SPRINGS, AR

MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 31**, 1100-3 or std. with a min. climb of 700' per NM to 1700. **Rwy 5**, 1100-3 or std. with a min climb of 820' per NM to 1700. **Rwy 13**, 300-1 or std. with a min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via HOT R-065, continue climb to 1700 before departing on course. **Rwys 13,23,31**, climb on runway heading to 1700 before departing on course.

## IDABEL, OK

MC CURTAIN COUNTY RGNL

NOTE: **Rwy 2,** trees 1.92 NM from departure end of runway, on centerline, 100' AGL/629' MSL.

## JONESBORO, AR

JONESBORO MUNI (JBR)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** NA-obstacles.

NOTE: **Rwy 5,** multiple trees beginning 872' from departure end of runway, 459' right of centerline, up to 55' AGL/304' MSL, trees 1226' from departure end of runway, 557' left of centerline, 64' AGL/315' MSL. **Rwy 13,** multiple trees and poles beginning 356' from departure end of runway, 188' right of centerline, up to 48' AGL/304' MSL. Trees and poles beginning 694' from departure end of runway, 81' left of centerline, 45' AGL/278' MSL. Railroad 600' from departure end of runway, 9' left of centerline, up to 19' AGL/275' MSL. **Rwy 23,** multiple trees beginning 2493' from departure end of runway, 282' right of centerline, up to 66' AGL/326' MSL.

## LITTLE ROCK, AR

ADAMS FIELD (LIT)
AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 391' per NM to 600. **Rwy 22L,** 300-1¾ or std. w/ min. climb of 216' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 22R,** 300-2 or std. w/ min. climb of 329' per NM to 1100.

DEPARTURE PROCEDURE**: Rwy 22R,** climb heading 225° to 1100 before turning right. **Rwy 36,** climb heading 360° to 800 before turning left.

NOTE: **Rwy 4L,** tree 1784' from departure end of runway, 787' right of centerline, 100' AGL/339' MSL. **Rwy 4R,** tree 3337' from departure end of runway, 1050' right of centerline, 100' AGL/349' MSL. **Rwy 18,** trees beginning 1147' from departure end of runway, 153' left of centerline, up to 100' AGL/401' MSL. Vehicle/road 2037' from departure end of runway, 177' left of centerline, 17' AGL/313' MSL, railroad 1264' from departure end of runway, 18' left of centerline, 23' AGL/285' MSL. Trees beginning 1473' from departure end of runway, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633' from departure end of runway, 371' right of centerline, 88' AGL/399' MSL. Train 60' from departure end of runway, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from departure end of runway, 75' right of centerline, 87' AGL/402' MSL. Railroad crossing guard 489' from departure end of runway, 545' right of centerline, 26' AGL/282' MSL. Railroad 777' from departure end of runway, 537' right of centerline, 23' AGL/277' MSL. **Rwy 22L,** trees, beginning 782' from departure end of runway, 174' left of centerline, up to 100' AGL/419' MSL. Obstruction light poles, beginning 2130' from departure end of runway, 754' left of centerline, up to 100' AGL/364' MSL. Building 1310' from departure end of runway, 820' left of centerline, 25' AGL/300' MSL. Trees, beginning 4728' from departure end of runway, 1423' right of centerline, up to 100' AGL/499' MSL. Light 982' from departure end of runway, 503' right of centerline, 100' AGL/295' MSL. **Rwy 22R,** trees beginning 1236' from departure end of runway, 407' left of centerline, up to 100' AGL/512' MSL. Railroad 969' from departure end of runway, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from departure end of runway, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from departure end of runway, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from departure end of runway, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from departure end of runway, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from departure end of runway, 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from departure end of runway, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from departure end of runway, 479' right of centerline, 18' AGL/267' MSL. **Rwy 36,** trees beginning 449' from departure end of runway, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from departure end of runway, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from departure end of runway, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from departure end of runway, 408' right of centerline, up to 100' AGL/347' MSL. Pole 902' from departure end of runway, 25' right of centerline, 42' AGL/301' MSL.

09351

## LITTLE ROCK AFB (KLRF)

JACKSONVILLE, AR . . . . . 08045

DEPARTURE PROCEDURE: **Rwy 25:** Cross DER at least 13' AGL/299 MSL. 467' (80' AGL) trees, 6528' from departure end of rwy, 2248' left of centerline. TAKE-OFF OBSTACLES: Rwy 07: Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline. Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline. **Rwy 07** (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/367' MSL, 2960' from DER, 1174' right of centerline. **Rwy 25**: Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/400' MSL, 4200' from DER, 757' left of centerline. **Rwy 25** (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

## MADILL, OK

MADILL MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-3 or std. with a min. climb of 325' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2600 before turning southbound. **Rwy 18**, plan departure to avoid 2584' tower 6 NM south of airport or maintain climb of 325' per NM to 3000.

## MAGNOLIA, AR

MAGNOLIA MUNI

NOTE: **Rwy 18,** 100' AGL tree 1950' from departure end of runway, 350' left of centerline.

## MALVERN, AR

MALVERN MUNI

NOTE: **Rwy 4,** multiple trees beginning 456' from departure end of runway, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from departure end of runway, 1' right of centerline, up to 100' AGL/649' MSL. **Rwy 22,** multiple trees and powerlines beginning 241' from departure end of runway, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and powerlines beginning 241' from departure end of runway, 1' right of centerline, up to 75' AGL/ 604' MSL.

## MC ALESTER, OK

MC ALESTER RGNL (MLC)

ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ a min. climb of 318' per NM to 1100. **Rwy 20,** 300-2 or std. w/ a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 2,** light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/828' MSL. Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. **Rwy 20,** multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.

## MELBOURNE, AR

MELBOURNE MUNI-JOHN E MILLER FIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1¼ or std. with a min. climb of 211' per NM to 1000.

NOTE: **Rwy 21,** water tank 1.1 NM from departure end of runway, 49' left of centerline, 105' AGL/939' MSL.

## MENA, AR

MENA INTERMOUNTAIN MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** std. with a min. climb of 284' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 17,** std. with a min. climb of 426' per NM to 3400, or 1300-2½ for climb in visual conditions. **Rwy 27,** std. with a min. climb of 408' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 293' per NM to 3400, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17, 27, 35,** for climb in visual conditions: cross Mena Intermountain Municipal Airport at or above 2300.

NOTE: **Rwy 27,** trees 2.01 NM from departure end of runway, on centerline, 100' AGL/1759' MSL.

## MONTICELLO, AR

MONTICELLO MUNI/ELLIS FIELD (LLQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 200-1¼ or std. w/ min. climb of 436' per NM to 600.

NOTE: **Rwy 3,** tree 278' from departure end of runway, 544' left of centerline, 100' AGL/349' MSL. Vehicle on road 625' from departure end of runway, 628' right of centerline, 15' AGL/264' MSL. **Rwy 21,** tree 3687' from departure end of runway, 819' left of centerline, 100' AGL/469' MSL. Vehicle on road 1000' from departure end of runway, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from departure end of runway, 607' right of centerline, up to 100' AGL/399' MSL. Powerline 5621' from departure end of runway, 994' right of centerline, 79' AGL/458' MSL. Powerline 4504' from departure end of runway, 1652' right of centerline, 79' AGL/388' MSL.

## MORRILTON, AR

MORRILTON MUNI (BDQ)

ORIG-A 08129 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** Std. w/ min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27,** For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 9,** trees beginning 321' from departure end of runway, 511' right of centerline up to 100' AGL/419' MSL. Trees beginning 3378' from departure end of runway, 346' left of centerline, up to 100' AGL/449' MSL. **Rwy 27,** trees beginning 814' from departure end of runway, 317' left of centerline up to 100' AGL/399' MSL. Trees beginning 1552' from departure end of runway, 6' right of centerline up to 100' AGL/429' MSL.

PETIT JEAN PARK

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2 or std. with a min. climb of 420'per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1300 before turning.

09351

## MOUNTAIN HOME, AR

OZARK RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 270' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, turn right. **Rwy 23,** turn left: **All aircraft** proceed direct via FLP VOR/DME then climb on course.

## MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 9**, 1000-3 or std. with a min. climb of 370' per NM to 2100. **Rwy 27**, 1800-3 or std. with a min. climb of 350' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° to 2100 before turning. **Rwy 27**, climb via heading 272° to 3100 before turning.

## MULDROW AHP (KHMY)

LEXINGTON, OK . . . . . ORIG, 08213

TAKE-OFF OBSTACLES: **Rwy 17,** trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline. **Rwy 35,** trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of centerline.

## MUSKOGEE, OK

DAVIS FIELD (MKO)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental. **Rwy 22,** 200-1½ or std. w/ min. climb of 436' per NM to 900. **Rwy 31,** 300-1½ or std. w/ min.

DAVIS FIELD (MKO)(CONT'D)

climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 22,** tree 3637' from departure end of runway, 985' right of centerline, 100' AGL/809' MSL. **Rwy 31,** tree 7679' from departure end of runway, 851' left of centerline, 100' AGL/819' MSL.

## NEWPORT, AR

NEWPORT MUNI (M19)

ORIG 08269 (FAA)

NOTE: **Rwy 22,** building beginning 1947' from departure end of runway, 452' right of centerline, 60' AGL/299' MSL. **Rwy 36,** trees 2163' from departure end of runway, 939' left of centerline, up to 100' AGL/339' MSL.

## NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER

NOTE: **Rwy 3,** multiple elevators, tower, and cement hopper beginning 1452' from departure end of runway, 358' right of centerline, up to 56' AGL/1236' MSL. **Rwy 21,** terrain 167' from departure end of runway, 506' right of centerline, 1182' MSL. **Rwy 35,** multiple poles beginning 699' from departure end of runway 518' right of centerline, up to 37' AGL/1215' MSL.

## NORTH LITTLE ROCK, AR

NORTH LITTLE ROCK MUNI

NOTE: **Rwy 5,** 80' AGL tree 360' from departure end of runway, 500' right of centerline. **Rwy 35,** 45' AGL trees 650' from departure end of runway, 300' left of centerline; 85' AGL tree 700' from departure end of runway, 600' right of centerline.

## OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI

NOTE: **Rwy 17R,** multiple trees beginning 43' from departure end of runway, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from departure end of runway, 345' left of centerline, 37' AGL/1366' MSL. **Rwy 35L,** bush 90' from departure end of runway, 482' left of centerline, 8' AGL/1358' MSL.

SUNDANCE AIRPARK

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1.

WILL ROGERS WORLD

NOTE: **Rwy 35L,** post 47' from departure end of runway, 495' left of centerline, 14' AGL/1287' MSL. **Rwy 36,** obstruction light on lighted WSK 678' from departure end of runway, 153' left of centerline, 31' AGL/1295' MSL.

WILEY POST (PWA)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L,** 200-1 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 127° to 2300 before turning left. **Rwys 35L,35R,** climb heading 352° to 1900 before turning right.

NOTE: **Rwy 13,** multiple trees 2032' from departure end of runway, 405' left of centerline, 50' AGL/1359' MSL. Multiple hangars 466' from departure end of runway, 465' left of centerline, 17' AGL/1316' MSL. Multiple hangars 1348' from departure end of runway, 604' right of centerline, 35' AGL/1334' MSL. **Rwy 17L,** multiple tanks 4592' to 6210' from departure end of runway, 1220' to 1385' left of centerline, up to 148' AGL/1478' MSL. Multiple trees 1292' to 1360' from departure end of runway, 645' to 727' right of centerline, up to 50' AGL/1345' MSL. **Rwy 17R,** windsock 326' from departure end of runway, 421' left of centerline, 20' AGL/1305' MSL. **Rwy 31,** road with vehicle 556' from departure end of runway, 319' left of centerline, 15' AGL/1289' MSL. **Rwy 35L,** multiple trees 706' from departure end of runway, 560' left of centerline, 50' AGL/1329' MSL. Spire 2442' from departure end of runway, 900' left of centerline, 86' AGL/1366' MSL.

## OKMULGEE, OK

OKMULGEE RGNL

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 356° to 1600 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 1303' from departure end of runway, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from departure end of runway, 12' right of centerline, up to 100' AGL 779' MSL.

09351

## OSCEOLA, AR

OSCEOLA MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1.

NOTE: **Rwy 1,** 180' AGL antenna 3003' from departure end of runway, 20' right of centerline.

## OZARK, AR

OZARK-FRANKLIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2 or std. with a min. climb of 492' per NM to 1400. **Rwy 22,** std. with a min. climb of 282' per NM to 1400, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course. **Rwy 22,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual condtions cross Ozark-Franklin County Airport southwest bound at or above 1600 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1906' from departure end of runway, 100' left of centerline, up to 100' AGL/959' MSL. Trees beginning 3412' from departure end of runway, 6' right of centerline, up to 100' AGL/959' MSL. Tower 1.1 NM from departure end of runway, 470' left of centerline, 205' AGL/995' MSL. **Rwy 22,** rising terrain and trees beginning 1.6 NM from departure end of runway, 1017' right of centerline, up to 100' AGL/999' MSL. Rising terrain and trees beginning 2.7 NM from departure end of runway, on centerline, up to 100' AGL/1079' MSL.

## PARAGOULD, AR

KIRK FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. with a min. climb of 333' per NM to 600. **Rwys 8, 26,** NA-unsurveyed turf runways. **Rwy 22,** 200-1.

NOTE: **Rwy 4,** tank 5070' from departure end of runway, 883' right of centerline, 190' AGL/470' MSL. Road 1285' from departure end of runway, on centerline, 289' MSL. Sign 1506' from departure end of runway, 135' right of centerline, 50' AGL/331' MSL. **Rwy 22,** sign 311' from departure end of runway, 285' right of centerline, 30' AGL/325' MSL. Road 300' from departure end of runway, on centerline, 295' MSL.

## PONCA CITY, OK

PONCA CITY RGNL (PNC)

ORIG 07354 (FAA)

NOTE: **Rwy 17,** multiple buildings, poles, and antenna beginning 195' from departure end of runway, 303' right of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from departure end of runway, from 400' left of centerline, 70' AGL/1061' MSL. **Rwy 35,** antenna on building 10' from departure end of runway, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from departure end of runway, 350' right of centerline 50' AGL/1030' MSL.

## POTEAU, OK

ROBERT S. KERR

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2500 before turning on course. **Rwy 36,** climb runway heading to 2800 before turning on course.

NOTE: **Rwy 36,** cross departure end of runway at or above 16' AGL/461' MSL.

## PRYOR, OK

MID-AMERICA INDUSTRIAL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb to 1400 before turning on course.

## ROGERS, AR

ROGERS MUNI-CARTER FIELD

NOTES: **Rwy 20**, multiple towers and trees beginning 393' from departure end of runway, 209' right of centerline, up to 122' AGL/1462' MSL. Multiple towers and trees beginning 567' from departure end of runway, 81' left of centerline, up to 108' AGL/1469' MSL.

## RUSSELLVILLE, AR

RUSSELLVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 500-2 or std. with a min. climb of 490' per NM to 900. **Rwy 25,** 1800-3 or std. with a min. climb of 230' per NM to 2200.

NOTE: **Rwy 7,** building, 3192' from departure end of runway, 204' left of centerline, 50' AGL/520' MSL.

## SALLISAW, OK

SALLISAW MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 210' per NM to 1000. **Rwy 35,** 700-2 or std. with a min. climb of 470' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1000 before turning. **Rwy 35,** climbing left turn to 1500 on heading 180° before proceeding on course.

## SAND SPRINGS, OK

WILLIAM R. POGUE MUNI (OWP)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 169° to 2500 before turning left. **Rwy 35,** climb heading 349° to 2500 before turning right.

NOTE: **Rwy 17,** trees beginning 75' from DER, 121' left and right of centerline, up to 100' AGL/940' MSL. Vehicles 83' from DER, 35' left and right of centerline, 15' AGL/905' MSL. **Rwy 35,** vehicles 83' from DER, 35' left of centerline, 15' AGL/905' MSL. Trees 1.24 NM from DER, 671' left of centerline, up to 100' AGL/1126' MSL.

## SEMINOLE, OK

SEMINOLE MUNI

NOTE: **Rwy 16,** powerline 419' from departure end of runway, 403' left of centerline, 46' AGL/1025' MSL.

## SILOAM SPRINGS, AR

SMITH FIELD

NOTE: **Rwy 18,** light pole 1320' from departure end of runway, 358' right of centerline, 31' AGL/1209' MSL. Trees 795' from departure end of runway, 354' left of centerline, up to 25' AGL/1197' MSL. Trees 1272' from departure end of runway, 340' right of centerline, up to 34' AGL/1212' MSL. **Rwy 36,** power pole 1185' from departure end of runway, 567' right of centerline, 31' AGL/1223' MSL. Trees 528' from departure end of runway, 424' left of centerline, up to 54' AGL/1241' MSL. Trees 532' from departure end of runway, 354' right of centerline, up to 39' AGL/1232' MSL.

09351

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09351

## SPRINGDALE, AR

SPRINGDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. with a min. climb of 260' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1900 prior to turning on course or as directed by ATC.

NOTE: **Rwy 36,** 70' AGL/1422' MSL trees 4406' from departure end of runway, 522' right of centerline. 70' AGL/1409' MSL trees 2734' from departure end of runway, 325' right of centerline. 70' AGL/1403' MSL trees 2783' from departure end of runway, 42' right of centerline. 70' AGL/1418' MSL trees 3075' from departure end of runway, 329' right of centerline. 70' AGL/1389' MSL trees 1659' from departure end of runway, 326' right of centerline.

## STUTTGART, AR

STUTTGART MUNI

NOTE: **Rwy 18,** tree 108' from departure end of runway, 286' right of centerline, 9' AGL/227' MSL. **Rwy 27,** tree 188' from departure end of runway, 152' left of centerline, 7' AGL/227' MSL.

## TAHLEQUAH, OK

TAHLEQUAH MUNI (TQH)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 345' per NM to 1200.

NOTE: **Rwy 17,** trees beginning 80' from departure end of runway, 16' right of centerline, up to 60' AGL/911' MSL. Trees and poles beginning 139' from departure end of runway, 337' left of centerline, up to 34' AGL/855' MSL. Light 1042' from departure end of runway, 403' left of centerline, 29' AGL/878' MSL. **Rwy 35,** poles and trees beginning 23' from departure end of runway, 42' left of centerline, up to 56' AGL/1075' MSL. Poles and trees beginning 1334' from departure end of runway, 29' right of centerline, up to 40' AGL/1058' MSL. Building 4492' from departure end of runway, 889' left centerline, 24' AGL/1024' MSL.

## TEXARKANA, AR

TEXARKANA RGNL-WEBB FIELD (TXK)

AMDT 4 07354 (FAA)

NOTE: **Rwy 4,** multiple trees 881' from departure end of runway, 677' left of centerline, 60' AGL/419' MSL. Multiple trees 767' from departure end of runway, 621' right of centerline, 75' AGL/434' MSL. **Rwy 13,** multiple trees 21' from departure end of runway, 372' left of centerline, 75' AGL/424' MSL. Multiple trees 1819' from departure end of runway, 133' left of centerline, 99' AGL/438' MSL. Multiple trees beginning 237' from departure end of runway, 344' right of centerline, 98' AGL/457' MSL. **Rwy 22,** multiple trees beginning 122' from departure end of runway, 276' left of centerline, 47' AGL/406' MSL. Multiple trees beginning 132' from departure end of runway, 348' right of centerline, 71' AGL/400' MSL. **Rwy 31,** vehicle on road 346' from departure end of runway, on centerline, 15' AGL/391' MSL. Multiple trees 535' from deaprture end of runway, 124' left of centerline, 60' AGL/391' MSL. Mutliple trees beginning 454' from departure end of runway, 349' right of centerline, 70' AGL/429' MSL. Multiple trees 1962' from departure end of runway, 195' left of centerline, 60' AGL/429' MSL

## TINKER AFB (KTIK),

OKLAHOMA CITY, OK . . . . . 09043

DEPARTURE PROCEDURE: **Rwy 30,** climb on track 306° to 4000 prior to executing a right turn, left turns may be initiated at 1800. **Rwy 35,** intercept TIK R-354 climbing to 4000 prior to executing left turn.

TAKE-OFF OBSTACLES: **Rwy 30,** Trees 47' AGL/1267' MSL, 1778' from DER, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from DER, 1337' right of centerline. Trees 28' AGL/1245' MSL, 2862' from DER, 1641' right of centerline.

## TULSA, OK

RICHARD LLOYD JONES JR (RVS)

AMDT 6 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1¾ or std. w/ min. climb of 470' per NM to 1100.

DEPARTURE PROCEDURE: **Rwys 1L, 1R,** climb heading 007° to 1400 before proceeding on course. **Rwy 13,** climb heading 127° to 1400 before proceeding on course. **Rwys 19L, 19R,** climb heading 187° to 1400 before proceeding on course. **Rwy 31,** climb heading 307° to 1700 before proceeding on course.

NOTE: **Rwy 1L,** tree 1492' from departure end of runway, 627' right of centerline, 81' AGL/700' MSL **Rwy 1R,** railroad 163' from departure end of runway, 226' right of centerline, 23' AGL/669' MSL. Tree 250' from departure end of runway, 236' right of centerline, 45' AGL/669' MSL. Pole 582' from departure end of runway, 330' right of centerline, 49' AGL/673' MSL. Pole 992' from departure end of runway, 117' right of centerline, 40' AGL/664' MSL. Tree 1844' from departure end of runway, 74' left of centerline, 81' AGL/700' MSL. **Rwy 13,** building 717' from departure end of runway, 514' right of centerline, 25' AGL/641' MSL. Tree 1961' from departure end of runway, 92' left of centerline, 50' AGL/679' MSL. Tree 2021' from departure end of runway, 461' right of centerline, 76' AGL/695' MSL. Tree 2287' from departure end of runway, 102' right of centerline, 79' AGL/698' MSL. Tree 2438' from departure end of runway, 31' left of centerline, 80' AGL/699' MSL. Tree 2697' from departure end of runway, 323' right of centerline, 90' AGL/709' MSL. Trees beginning 2292' from departure end of runway, 655' right of centerline, up to 100' AGL/729' MSL. **Rwy 19L,** tree 791' from departure end of runway, 311' left of centerline, 46' AGL/665' MSL. Tree 1379' from departure end of runway, 457' left of centerline, 64' AGL/683' MSL. Trees beginning 3858' from departure end of runway, 620' left of centerline, up to 100' AGL/719' MSL. **Rwy 19R,** tree 2247' from departure end of runway, 1020' left of centerline, 56' AGL/685' MSL. Trees beginning 3296' from departure end of runway, 1323' left of centerline, up to 100' AGL/714' MSL. **Rwy 31,** hangar, 507' from departure end of runway, 344' right of centerline, 21' AGL/640' MSL. Trees beginning 1372' from departure end of runway, from 265' left of centerline to 248' right of centerline, up to 95' AGL/714' MSL. Tree 2161' from departure end of runway, 74' left of centerline, 102' AGL/721' MSL. Trees beginning 1965' from departure end of runway, 909' left of centerline, up to 100' AGL/739' MSL. Transmission line towers beginning 2732' from departure end of runway, 28' right of centerline, up to 107' AGL/773' MSL.

09351

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

**TULSA, OK (CON'T)**

TULSA INTL

TAKE-OFF MINIMUMS: **Rwy 18R**, 200-1 or std. with a min. climb of 210' per NM to 900.

DEPARTURE PROCEDURE: Comply with SID or as cleared.

**VANCE AFB (KEND)**

ENID, OK . . . . . .09323

TAKE-OFF OBSTACLES:

**Rwy 17C:** Barrier (when raised) 24' AGL/1321' MSL, 154' into overrun, on centerline.

**Rwy 17L:** Terrain, 1293' MSL, 239' from DER, 55' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 574' left of centerline. Trees, 70' AGL/1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.

**Rwy 17R:** Barrier (when raised), 24' AGL/1336' MSL, 152' into overrun, on centerline.

**Rwy 35C:** Barrier (when raised), 24' AGL/1301' MSL, 147' into overrun, on centerline.

**Rwy 35L:** Barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline.

**Rwy 35R:** Wind sensor, 33' AGL/1299' MSL, 1884' from DER, 577' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 144' from DER, 292' left of centerline. T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.

**WAGONER, OK**

HEFNER-EASLEY (H68)

ORIG 08045 (FAA)

NOTE: **Rwy 36,** Multiple trees beginning 167' from departure end of runway, 544' right of centerline, up to 100' AGL/709' MSL.

**WATONGA, OK**

WATONGA RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 315' per NM to 2000.

NOTE: **Rwy 17,** vehicle on road 165' from departure end of runway, 471' left of centerline, 15' AGL/1554' MSL. Elevator 5609' from departure end of runway, 614' left of centerline, 177' AGL/1694' MSL. **Rwy 35,** trees beginning 3318' from departure end of runway, 435' left of centerline, up to 100' AGL/1689' MSL. Vehicle on road 284' from departure end of runway, 471' right of centerline, 15' AGL/1584' MSL.

**WEATHERFORD, OK**

THOMAS P. STAFFORD

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 17,** truck on road 682' from departure end of runway, crossing centerline, 17' AGL/1636' MSL, multiple trees beginning 2605' from departure end of runway, 652' right of centerline, up to 100' AGL/1699' MSL. **Rwy 35,** tree 1421' from departure end of runway, 413' right of centerline, 40' AGL/1649' MSL.

**WEST MEMPHIS, AR**

WEST MEMPHIS MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** NOTE: 101' AGL trees 2155' from departure end of rwy, 196' right of centerline.

**WOODWARD, OK**

WEST WOODWARD

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 3100 before proceeding on course.

| APP CRS | Rwy Idg | 3496 |
|---|---|---|
| 358° | TDZE | 210 |
| | Apt Elev | 211 |

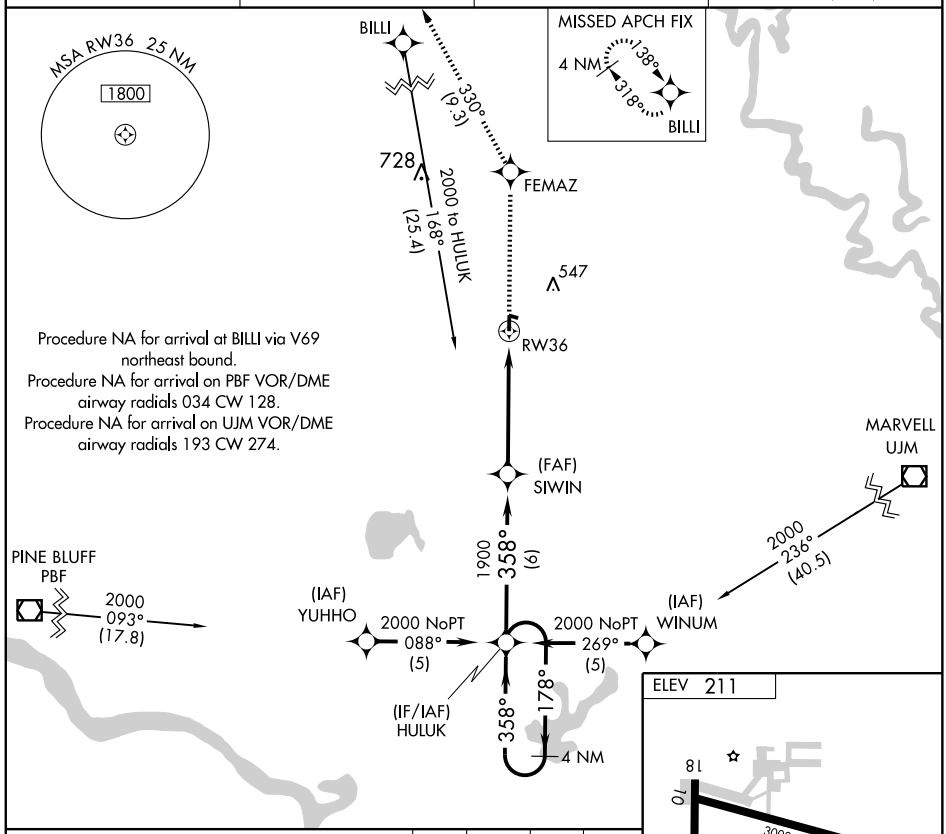
# RNAV (GPS) RWY 36

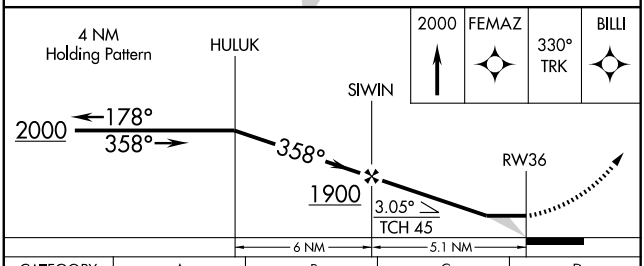
ALMYRA MUNI (M73)

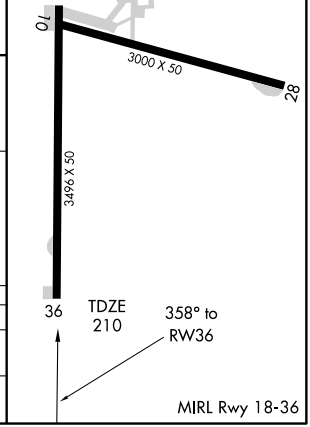
NA Use Stuttgart altimeter setting; if not received, use Pine Bluff/Grider Field altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct FEMAZ and via 330° track to BILLI and hold.

| STUTTGART AWOS-3 | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 119.85 353.6 | 119.85 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 | 470 (500-1) | 680-1¼ 470 (500-1¼) | NA |
| CIRCLING | 680-1 | 469 (500-1) | 940-2 729 (800-2) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME PBF | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.0 | 062° | TDZE | N/A |
| Chan 107 | | Apt Elev | 211 |

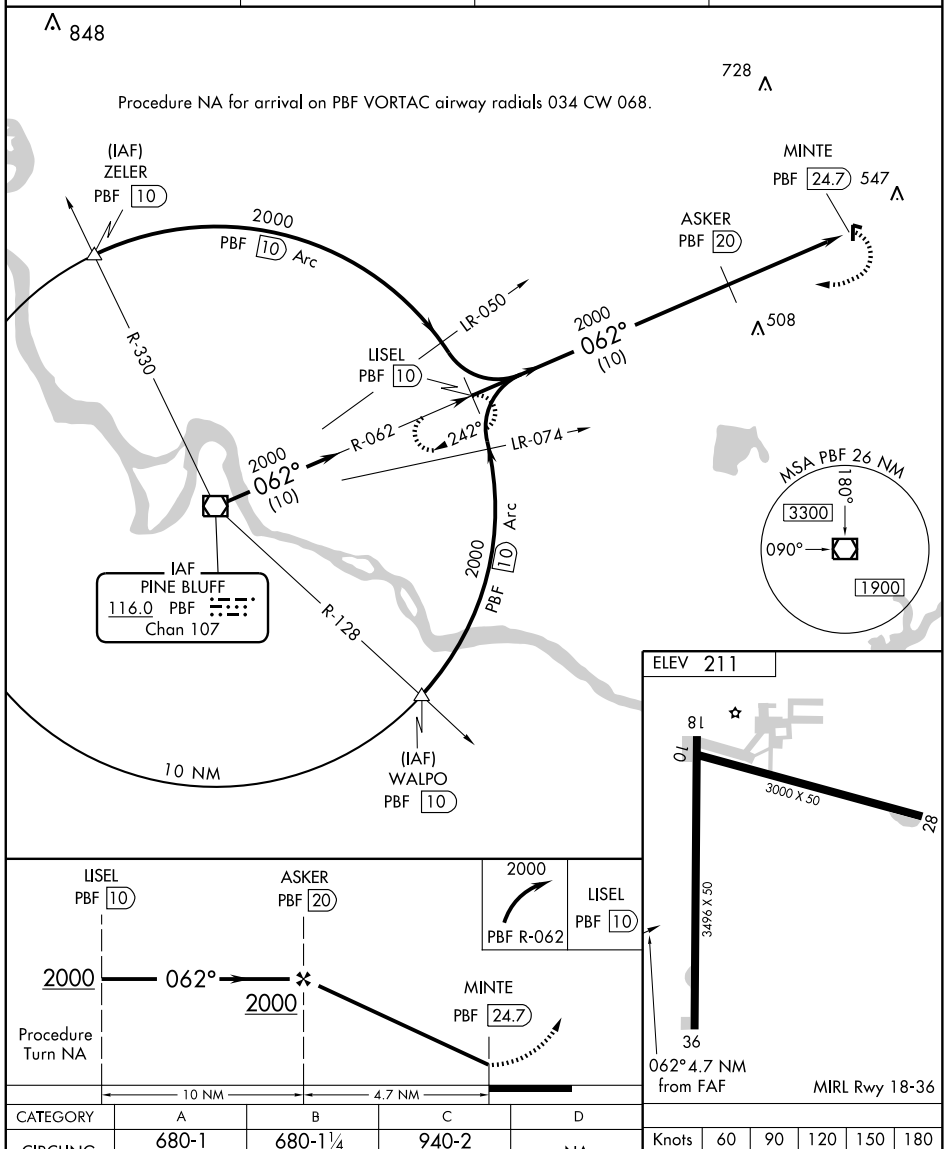
# VOR/DME-A

## ALMYRA MUNI (M73)

NA Use Stuttgart altimeter setting; if not received, use Pine Bluff/Grider Field altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 2000 via PBF R-062 to LISEL/10 DME and hold.

| STUTTGART AWOS-3 | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 119.85 353.6 | 119.85 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 680-1<br>469 (500-1) | 680-1¼<br>469 (500-1¼) | 940-2<br>729 (800-2) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB ADF | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| 275 | 033° | TDZE | 182 |
| | | Apt Elev | 182 |

# NDB RWY 4

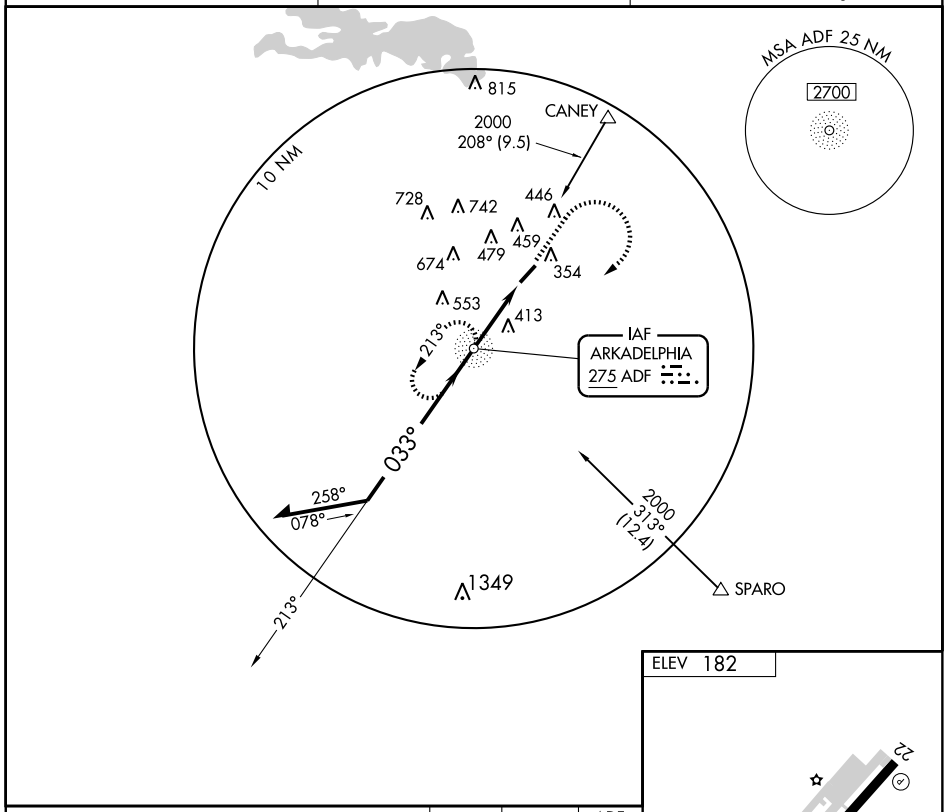
## ARKADELPHIA/ DEXTER B. FLORENCE MEMORIAL FIELD (M89)

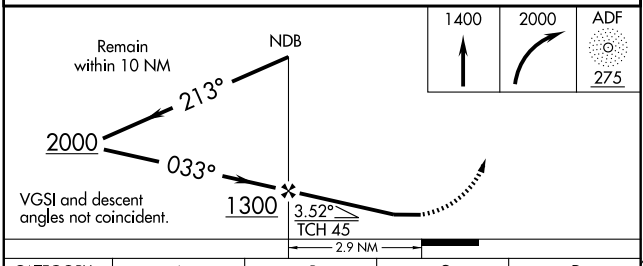
Use Hot Springs altimeter setting; if not received, use Little Rock altimeter setting and increase all MDAs 20 feet.

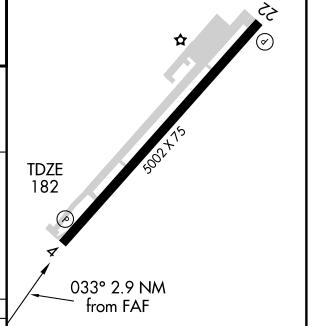
NA

MISSED APPROACH: Climb to 1400 then climbing right turn to 2000 direct ADF NDB and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.175 | 128.475 377.15 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 880-1 698 (700-1) | | 880-2 698 (700-2) | NA |
| CIRCLING | 880-1 698 (700-1) | | 880-2 698 (700-2) | NA |

FAF to MAP 2.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:54 | 1:56 | 1:27 | 1:10 | 0:58 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5002 |
|---|---|---|
| 040° | TDZE | 182 |
| | Apt Elev | 182 |

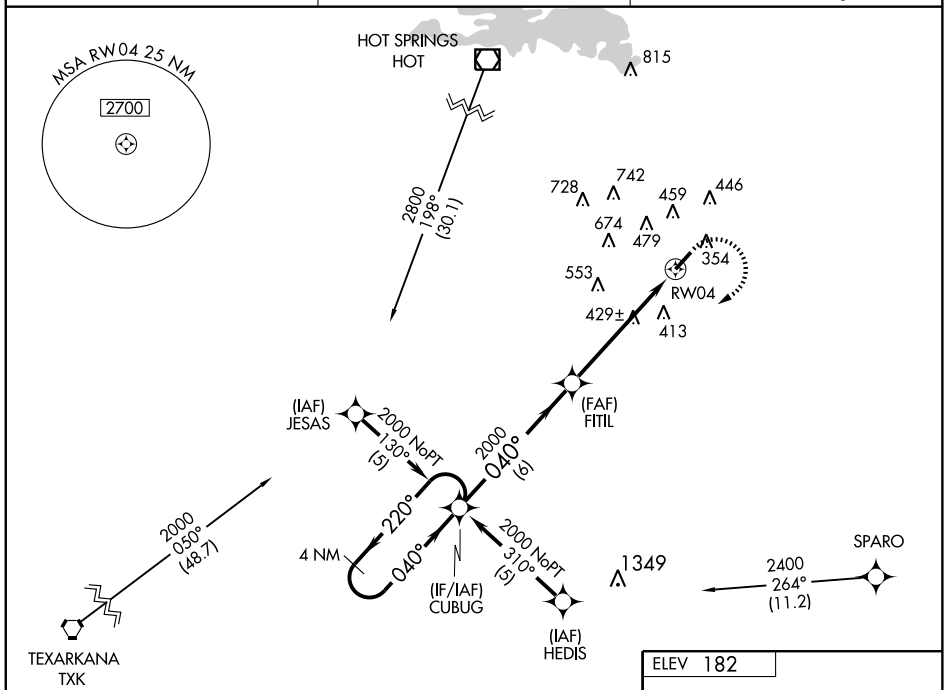
# RNAV (GPS) RWY 4

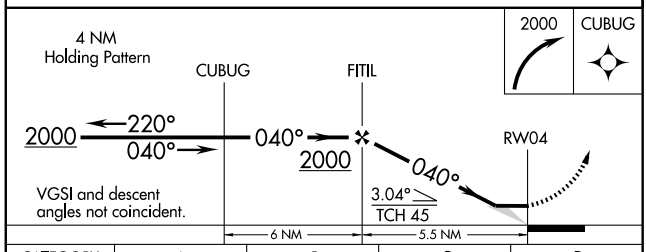
ARKADELPHIA/ DEXTER B. FLORENCE MEMORIAL FIELD (M89)

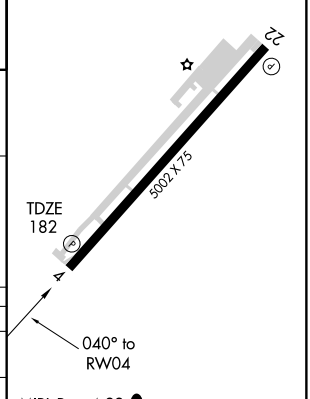
DME/DME RNP-0.3 NA.
Use Hot Springs altimeter setting; if not received, use Little Rock altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 2000 direct CUBUG and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.175 | 128.475 377.15 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 618 (700-1) | | 800-1¾ 618 (700-1¾) | NA |
| CIRCLING | 860-1 678 (700-1) | 880-1 698 (700-1) | 880-2 698 (700-2) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB AJX 344 | APP CRS 019° | Rwy Idg 5156<br>TDZE 700<br>Apt Elev 716 |
|---|---|---|

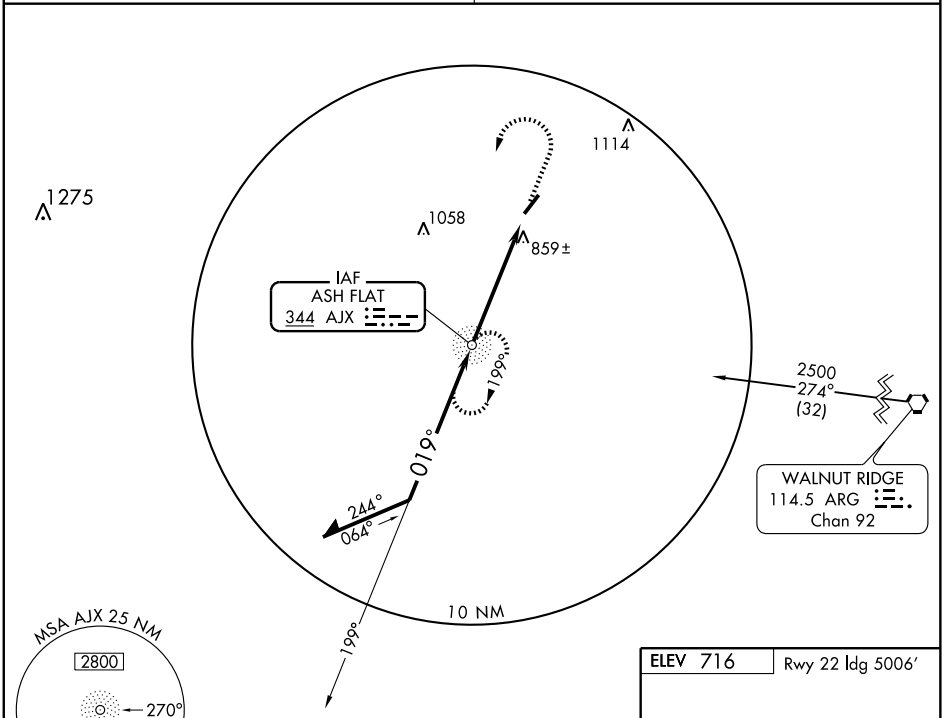
# NDB RWY 4

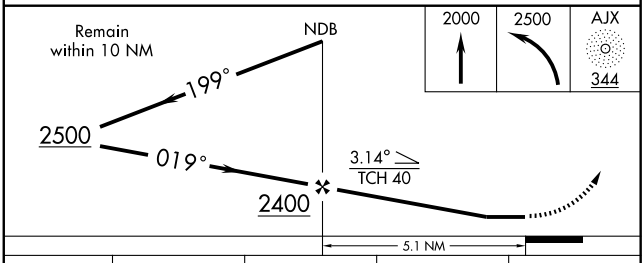
ASH FLAT/ SHARP COUNTY RGNL (CVK)

▼ NA — Use Jonesboro altimeter setting; if not received, procedure not authorized.

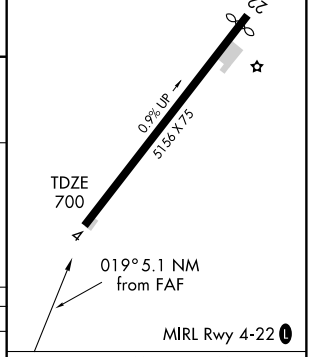
MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct AJX NDB and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 120.075 289.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1380-1 680 (700-1) | | 1380-2 680 (700-2) | NA |
| CIRCLING | 1460-1 744 (800-1) | 1460-1¼ 744 (800-1¼) | 1460-2¼ 744 (800-2¼) | NA |




FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

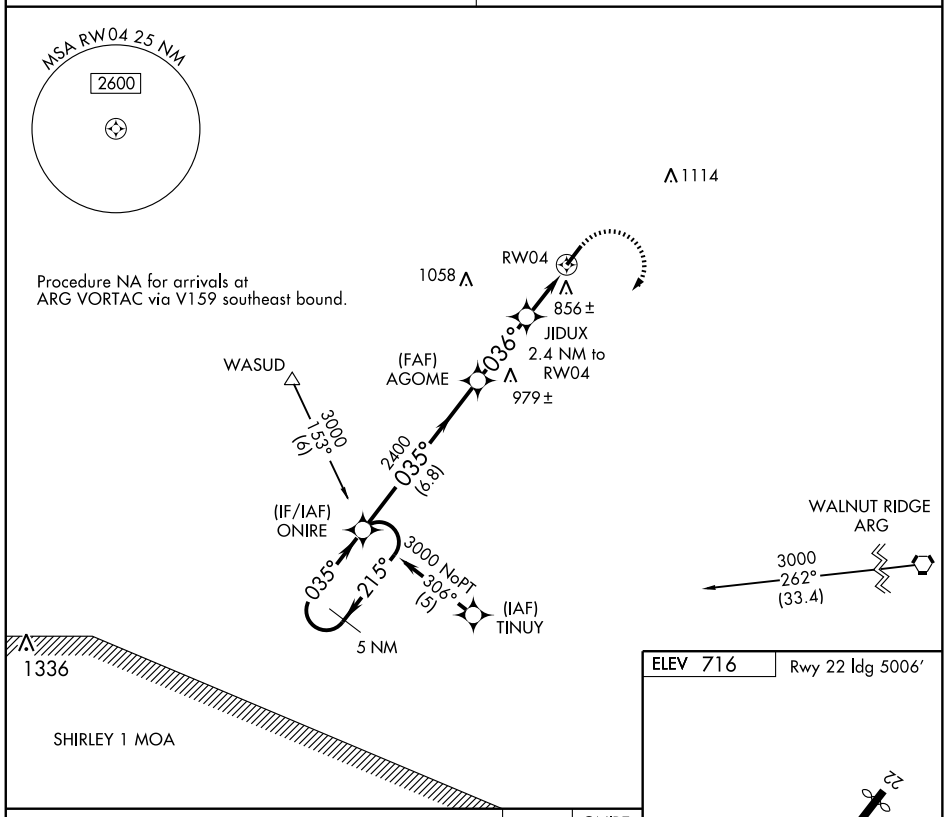
SC-1, 14 JAN 2010 to 11 FEB 2010

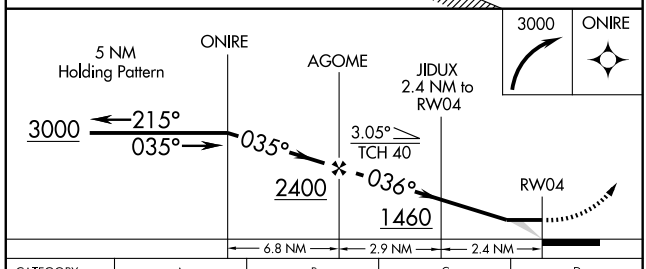
| APP CRS | Rwy Idg | 5156 |
|---|---|---|
| 036° | TDZE | 700 |
| | Apt Elev | 716 |

# RNAV (GPS) RWY 4

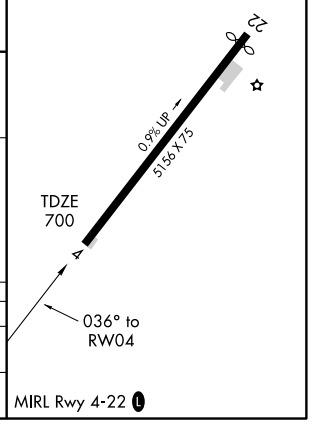
ASH FLAT/ SHARP COUNTY RGNL (CVK)

| | |
|---|---|
| ▼ DME/DME RNP-0.3 NA. Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet. NA | MISSED APPROACH: Climbing right turn to 3000 direct ONIRE and hold. |
| MEMPHIS CENTER **120.075 289.4** | UNICOM **122.7** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 | 560 (600-1) | 1260-1½ 560 (600-1½) | NA |
| CIRCLING | 1400-1 | 684 (700-1) | 1400-2 684 (700-2) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5006 |
|---|---|---|
| 216° | TDZE | 716 |
| | Apt Elev | 716 |

# RNAV (GPS) RWY 22

ASH FLAT/ SHARP COUNTY RGNL (CVK)

DME/DME RNP-0.3 NA. Use Walnut Ridge altimeter setting; if not received, use Jonesboro altimeter setting and increase all MDAs 60 feet.

NA

MISSED APPROACH: Climb to 3000 direct ONIRE and hold.

MEMPHIS CENTER
**120.075 289.4**

UNICOM
**122.7** (CTAF) L

LINDBERGH C MOA

ZERTY

3000
107°
(27.7)

1444

MSA RW 22 25 NM
2600

(IAF)
KOCEG

5 NM

3000 NoPT
126°
(5)

036°

216°

(IF/IAF)
JINOM

2400
216°
(6.5)

3000 NoPT
306°
(5)

(IAF)
HUXAG

(FAF)
NOYDI

3000
309°
(24.1)

WALNUT RIDGE
ARG

OYEYA
2.7 NM to
RW22

1114

RW22

3000
036°
(21.7)

1058

WASUD

MISSED APCH FIX
ONIRE
035°
215°
5 NM

ELEV 716

Rwy 22 ldg 5006'

216° to
RW22

22

TDZE
716

839±

0.9% UP

5156 X 75

4

3000

ONIRE

OYEYA
2.7 NM to
RW22

NOYDI

JINOM

5 NM
Holding Pattern

036°
216°
3000

RW22

3.04°
TCH 40

216°

2400

1600

2.7 NM — 2.4 NM — 6.5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 | 644 (700-1) | 1360-1¾<br>644 (700-1¾) | NA |
| CIRCLING | 1400-1 | 684 (700-1) | 1400-2<br>684 (700-2) | NA |

MIRL Rwy 4-22 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-BVX | APP CRS | Rwy Idg 6002 |
|---|---|---|
| 109.7 | 079° | TDZE 463 |
| Chan 34 | | Apt Elev 464 |

# LOC RWY 7
## BATESVILLE RGNL (BVX)

V
NA

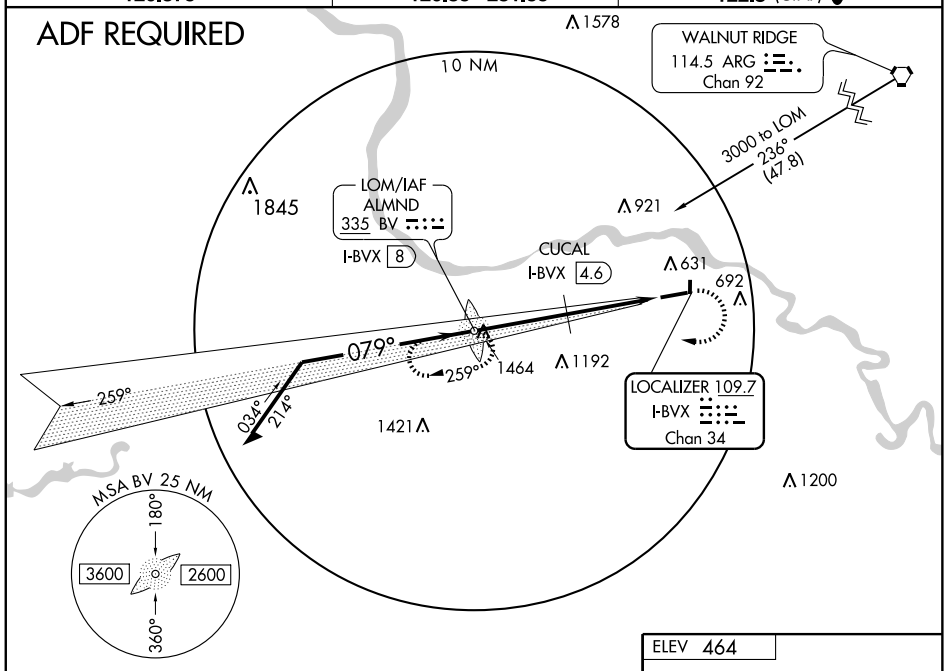
If local altimeter setting not received, use Searcy Muni altimeter setting and increase all MDAs 100 feet. VDP NA with Searcy Muni altimeter setting. Circling NA northwest of Rwys 7 and 25. Circling to Rwy 17-35 NA at night. Inoperative table does not apply to S-LOC 7 all Cats and CUCAL fix minimums S-LOC 7 Cat C. ADF Required.

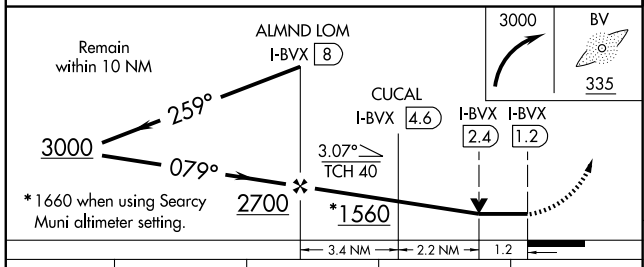
MALS (A4)

MISSED APPROACH: Climbing right turn to 3000 direct ALMND LOM and hold.

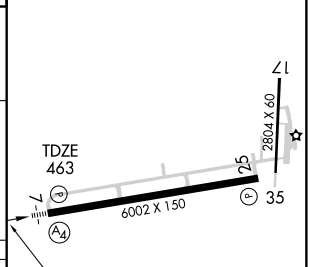
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 126.375 | 126.85 281.55 | 122.8 (CTAF) L |

ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 7 | 1560-1¼ 1097 (1100-1¼) | 1560-1½ 1097 (1100-1½) | 1560-3 1097 (1100-3) | |
| CIRCLING | 1560-1¼ 1096 (1100-1¼) | 1560-1½ 1096 (1100-1½) | 1560-3 1096 (1100-3) | |
| CUCAL FIX MINIMUMS | | | | |
| S-LOC 7 | 880-¾ 417 (500-¾) | | 880-1¼ 417 (500-1¼) | |
| CIRCLING | 980-1 516 (600-1) | | 980-1½ 516 (600-1½) | 1040-2 576 (600-2) |




MIRL Rwy 7-25 L

| FAF to MAP 6.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6002 |
|---|---|---|
| 079° | TDZE | 463 |
| | Apt Elev | 464 |

# RNAV (GPS) RWY 7

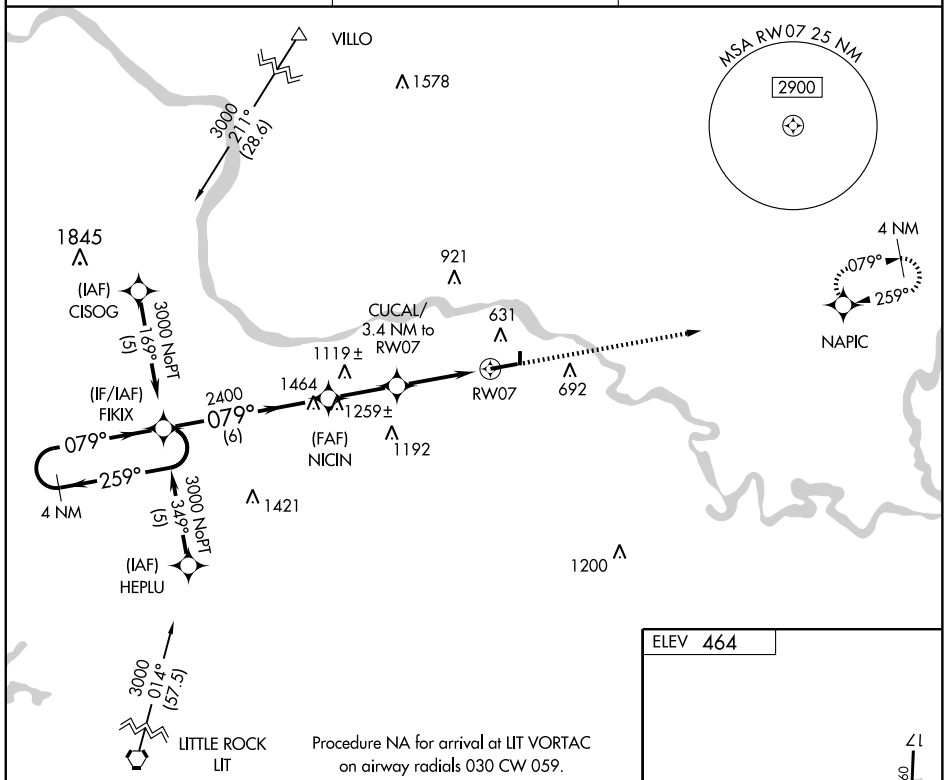
BATESVILLE RGNL (BVX)

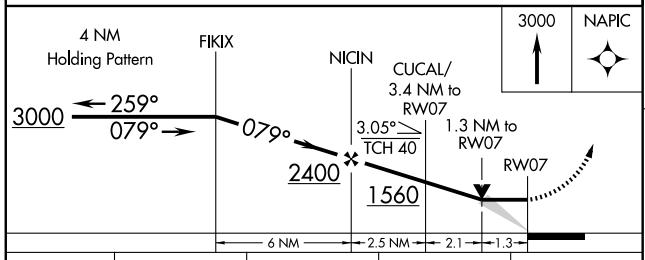
If local altimeter setting not received, use Searcy Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Searcy Muni altimeter setting. Circling NA northwest of Rwy 7-25. Circling to Rwy 17-35 NA at night. DME/DME RNP-0.3 NA. Inoperative table does not apply to LNAV Cat C.

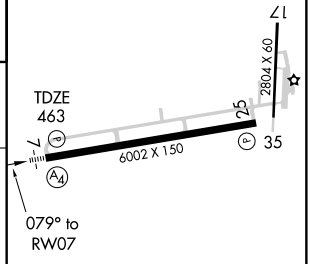
MALS

MISSED APPROACH: Climb to 3000 direct NAPIC and hold

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 126.375 | 126.85 281.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-¾ 457 (500-¾) | | 920-1¼ 457 (500-1¼) | 920-1½ 457 (500-1½) |
| CIRCLING | 980-1 516 (600-1) | | 980-1½ 516 (600-1½) | 1040-2 576 (600-2) |

MIRL Rwy 7-25 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6002 |
|---|---|---|
| 259° | TDZE | 464 |
| | Apt Elev | 464 |

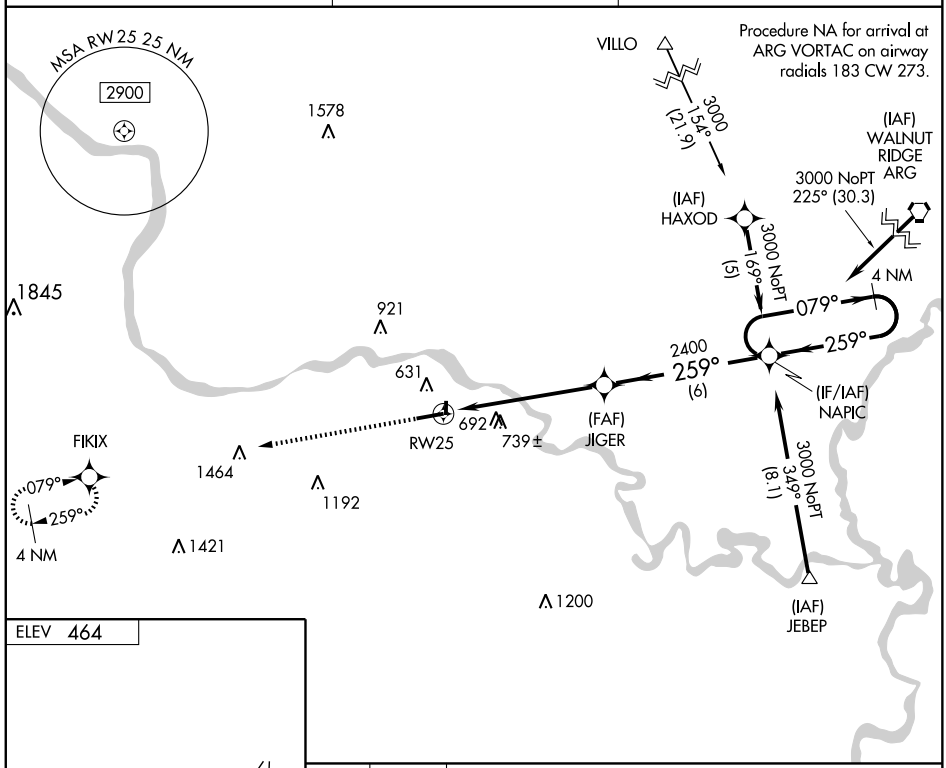
# RNAV (GPS) RWY 25

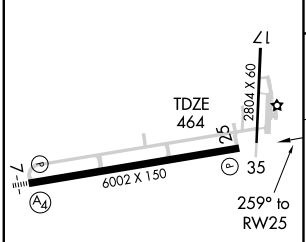
BATESVILLE RGNL (BVX)

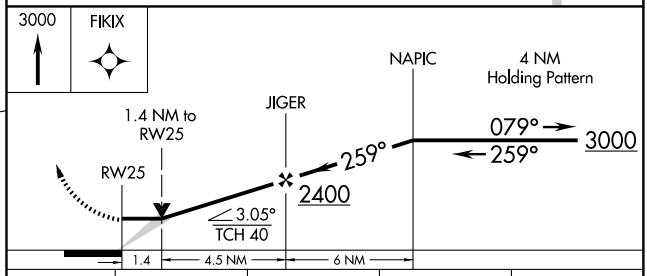
If local altimeter setting not received, use Searcy Muni altimeter setting and increase all MDAs 100 feet. VDP NA with Searcy Muni altimeter setting. Circling NA northwest of Rwy 7-25. Circling to Rwy 17-35 NA at night. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FIKIX and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 126.375 | 126.85 281.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 476 (500-1) | | 940-1¼ 476 (500-1¼) | 940-1½ 476 (500-1½) |
| CIRCLING | 980-1 516 (600-1) | | 980-1½ 516 (600-1½) | 1040-2 576 (600-2) |

MIRL Rwy 7-25 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-SUZ | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 111.95 | 019° | TDZE | 390 |
| Chan 56 (Y) | | Apt Elev | 390 |

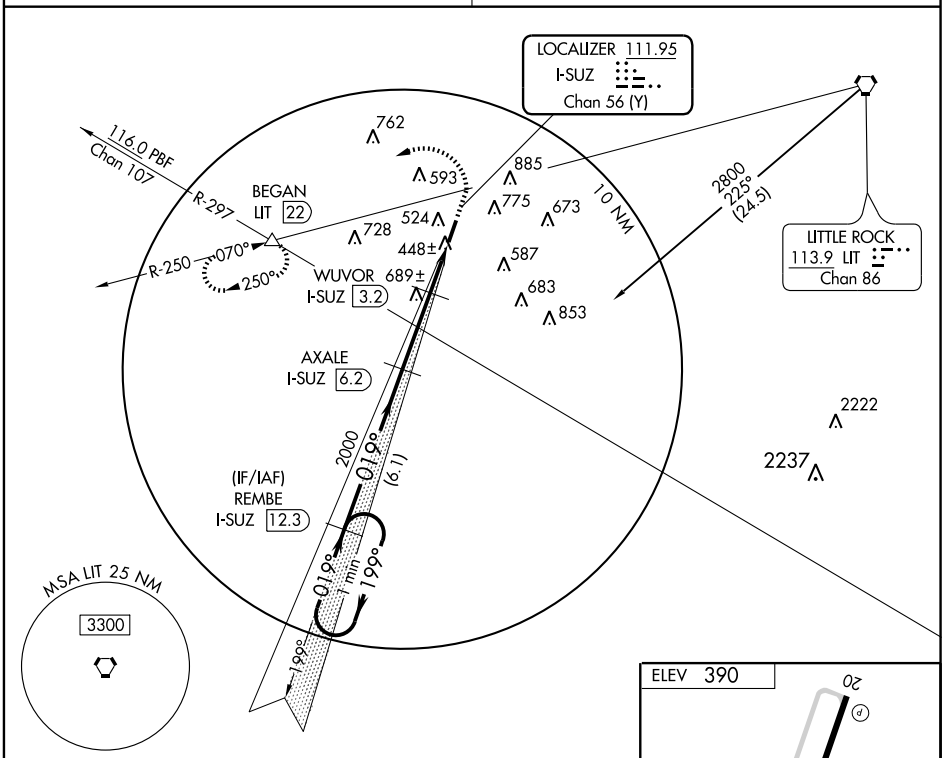
# LOC/DME RWY 2

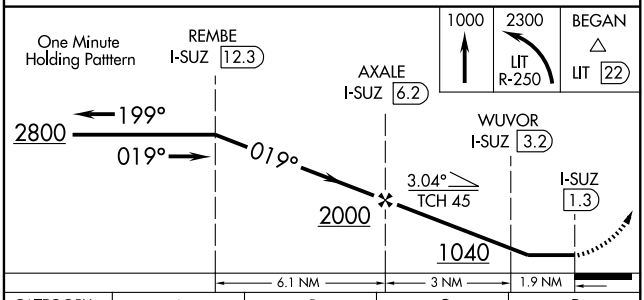
BENTON/ SALINE COUNTY RGNL (SUZ)

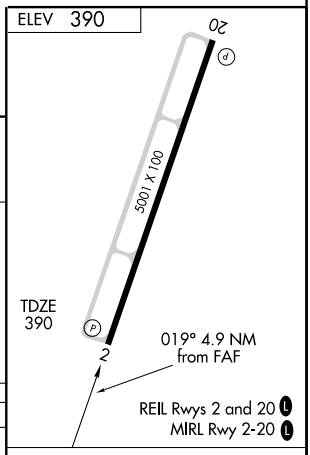
Visibility reduction by helicopters NA.
Use Little Rock/Adams Field altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2300 via LIT VORTAC R-250 to BEGAN INT/LIT 22 DME and hold.

| LITTLE ROCK APP CON | UNICOM |
|---|---|
| 119.5 306.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 760-1 370 (400-1) | | | 760-1¼ 370 (400-1¼) |
| CIRCLING | 1000-1 610 (700-1) | 1140-1¼ 750 (800-1¼) | 1140-2¼ 750 (800-2¼) | 1140-2½ 750 (800-2½) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

BENTON, ARKANSAS AL-10336 (FAA)

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 58209 | 019° | TDZE | 390 |
| W02A | | Apt Elev | 390 |

# RNAV (GPS) RWY 2

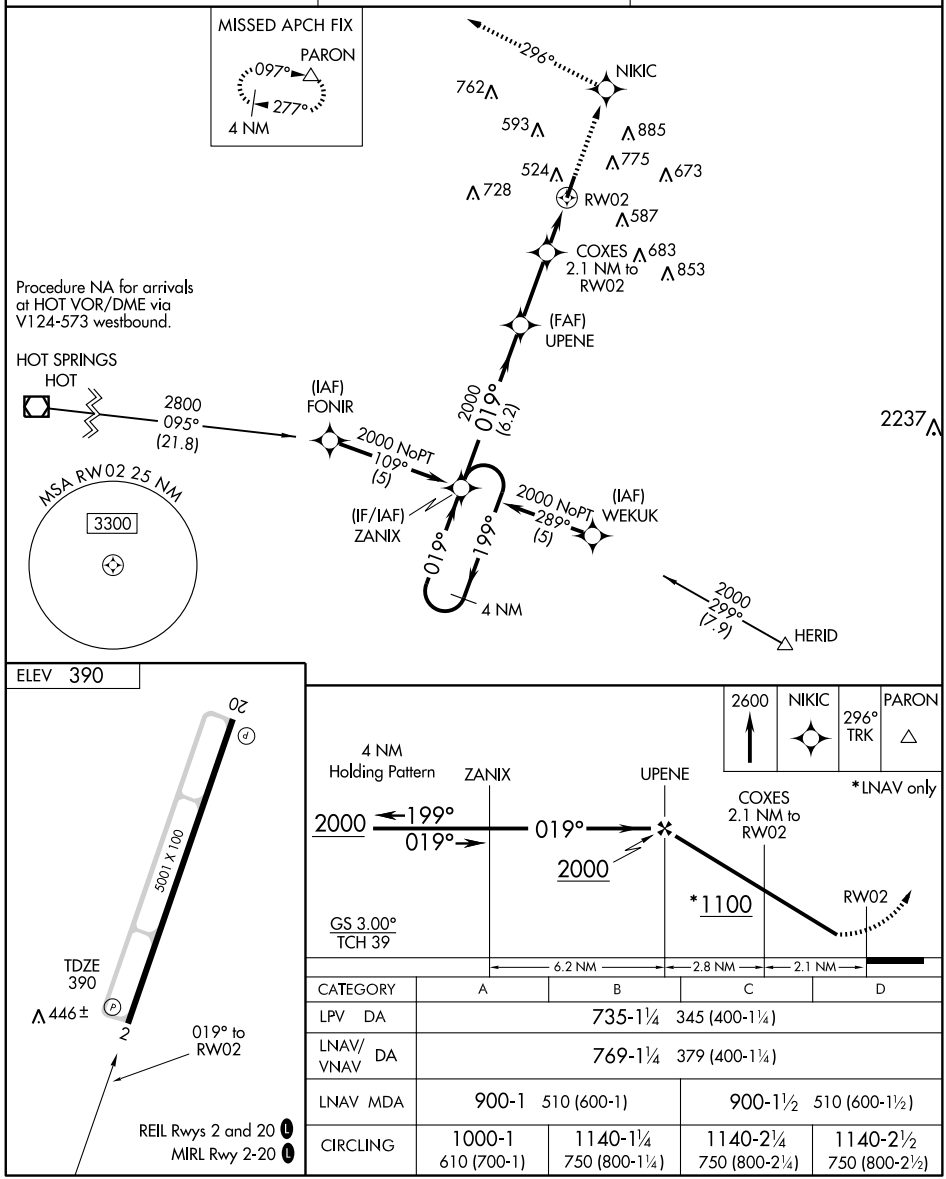
BENTON/ SALINE COUNTY RGNL (SUZ)

NA

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV visibility all Cats ¼ mile and LNAV visibility Cat D ¼ mile.

MISSED APPROACH: Climb to 2600 direct NIKIC and via 296° track to PARON and hold.

| HOT SPRINGS ASOS | LITTLE ROCK APP CON | UNICOM |
|---|---|---|
| 119.925 | 119.5 306.2 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 735-1¼ 345 (400-1¼) | | | |
| LNAV/ VNAV DA | 769-1¼ 379 (400-1¼) | | | |
| LNAV MDA | 900-1 510 (600-1) | | 900-1½ 510 (600-1½) | |
| CIRCLING | 1000-1 610 (700-1) | 1140-1¼ 750 (800-1¼) | 1140-2¼ 750 (800-2¼) | 1140-2½ 750 (800-2½) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 40309 | 199° | TDZE | 387 |
| W20A | | Apt Elev | 390 |

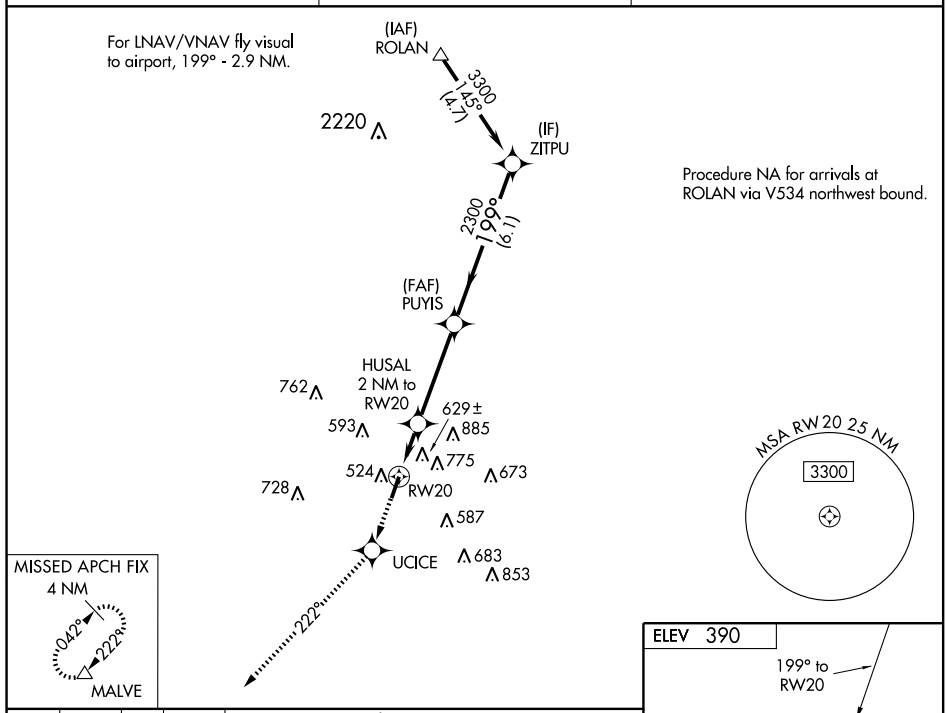
# RNAV (GPS) RWY 20

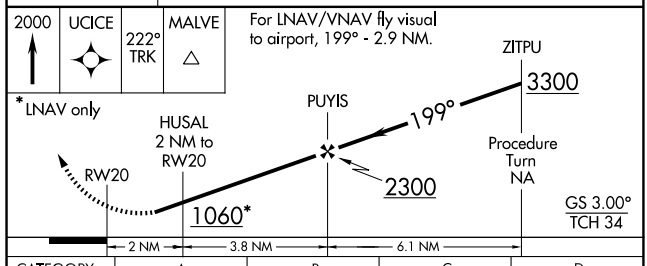
BENTON/ SALINE COUNTY RGNL (SUZ)

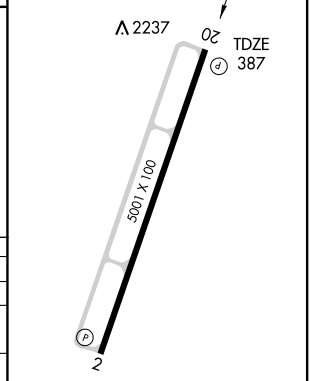
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Little Rock/Adams Field altimeter setting; when not received, use Hot Springs altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LPV visibility all Cats ¼ mile, LNAV/VNAV visibility Cat C ¼ mile and LNAV visibility Cat C, D ¼ mile.

MISSED APPROACH: Climb to 2000 direct UCICE and via 222° track to MALVE and hold.

| HOT SPRINGS ASOS | LITTLE ROCK APP CON | UNICOM |
|---|---|---|
| 119.925 | 119.5 306.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 827-1½ 440 (500-1½) | | | |
| LNAV/ VNAV DA | 1330-2 943 (1000-2) | | 1330-2¾ 943 (1000-2¾) | 1330-3 943 (1000-3) |
| LNAV MDA | 960-1 573 (600-1) | | 960-1½ 573 (600-1½) | 960-1¾ 573 (600-1¾) |
| CIRCLING | 1000-1 610 (700-1) | 1140-1¼ 750 (800-1¼) | 1140-2¼ 750 (800-2¼) | 1140-2½ 750 (800-2½) |

REIL Rwys 2 and 20 L
MIRL Rwy 2-20 L

SC-1, 14 JAN 2010 to 11 FEB 2010

CLNC DEL 121.05 263.12
UNICOM 122.8 (CTAF)
AWOS-3 134.975
RAZORBACK DEP CON ★
121.0 (WEST) 244.57

TAKE-OFF MINIMUMS:
Rwy 18: standard.
Rwy 36: 300 -2 ¼ or standard with minimum climb at 270 feet per NM to 1700.

SPRINGFIELD
116.9 SGF
Chan 116
N37°21.36′-W93°20.04′
L-16, H-5

DOGWOOD
109.4 DGD
Chan 31
N37°01.41′ -W92°52.62′
L-16

BARTLESVILLE
117.9 BVO
Chan 126
N36°50.06′-W96°01.10′
L-15, H-6

NEOSHO
117.3 EOS
Chan 120
N36°50.55′-W94°26.14′
L-16, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′ -W95°47.29′
L-15, H-6

DEPARTURE OBSTACLES
Rwy 36: 1343′ T-L Tower
1342′ T-L Tower

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′-W97°36.55′
L-15, H-6

RAZORBACK
116.4 RZC
Chan 111
N36°14.79′-W94°07.28′
L-16, H-6

HARRISON
112.5 HRO
Chan 72
N36°19.10′-W93°12.80′
L-16

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′-W95°51.96′
L-15, H-6

FORT SMITH
110.4 FSM
Chan 41
N35°23.30′-W94°16.29′
L-16, H-6

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

McALESTER
112.0 MLC
Chan 57
N34°50.97′-W95°46.94′
L-17, H-6

HOT SPRINGS
110.0 HOT
Chan 37
N34°28.72′-W93°05.44′
L-17

NOTE: Rwy 36 tower 11,638 feet from departure end of runway 1607 feet left of centerline, 345 feet AGL/1595 feet MSL.
Multiple T-L tower 2048 feet from departure end of runway, 81 feet AGL/1356 feet MSL.

NOTE: Chart not to scale.
NOTE: RADAR required.

## DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed. Fly runway heading; expect radar vectors to filed/assigned route. Climb and maintain 3000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet and proceed direct RZC VORTAC, then proceed on course.

| APP CRS | | |
|---|---|---|
| 176° | Rwy Idg | 3855 |
| | TDZE | 1290 |
| | Apt Elev | 1296 |

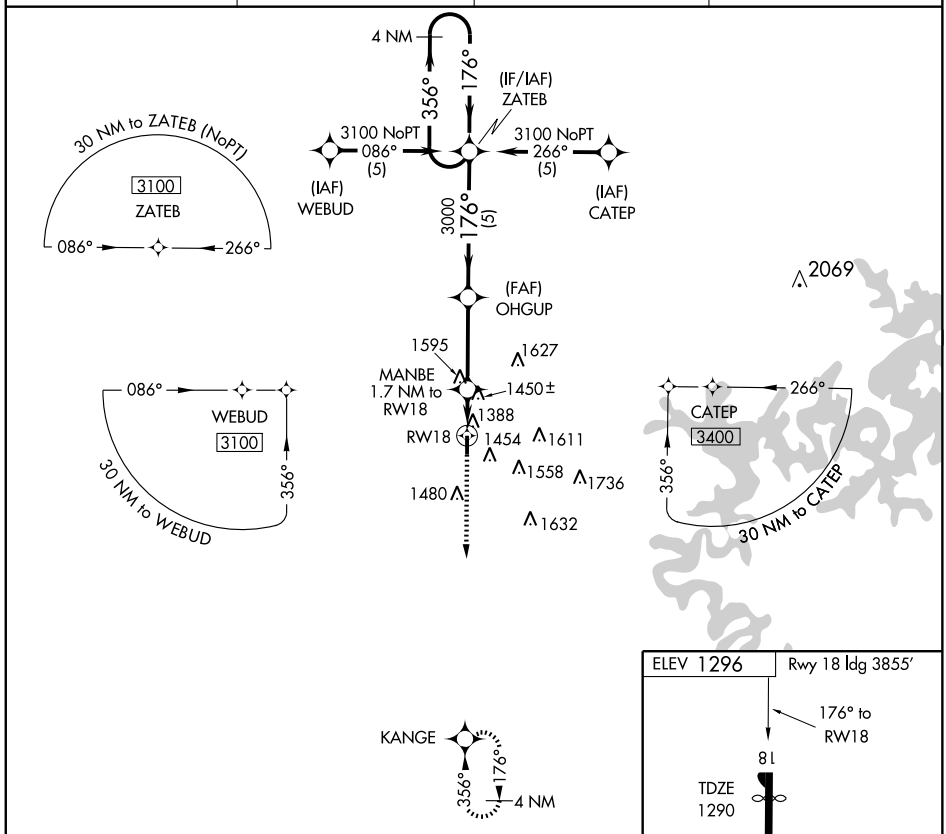
# RNAV (GPS) RWY 18

## BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

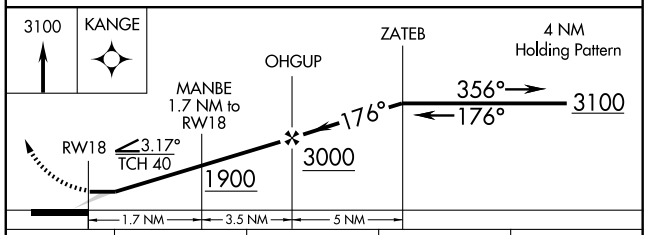
MISSED APPROACH: Climb to 3100 direct KANGE and hold.

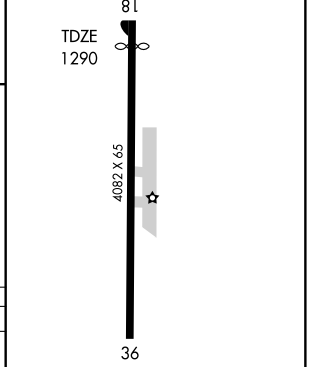
| AWOS-3 | RAZORBACK APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.975 | 121.0 (WEST) 244.57 | 121.05 263.12 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1760-1 470 (500-1) | | 1760-1¼ 470 (500-1¼) | 1760-1½ 470 (500-1½) |
| CIRCLING | 1820-1 524 (600-1) | | 1820-1½ 524 (600-1½) | 1960-2 664 (700-2) |

REIL Rwys 18 and 36
MIRL Rwy 18-36 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 356° | Rwy Idg | 4082 |
| | TDZE | 1290 |
| | Apt Elev | 1296 |

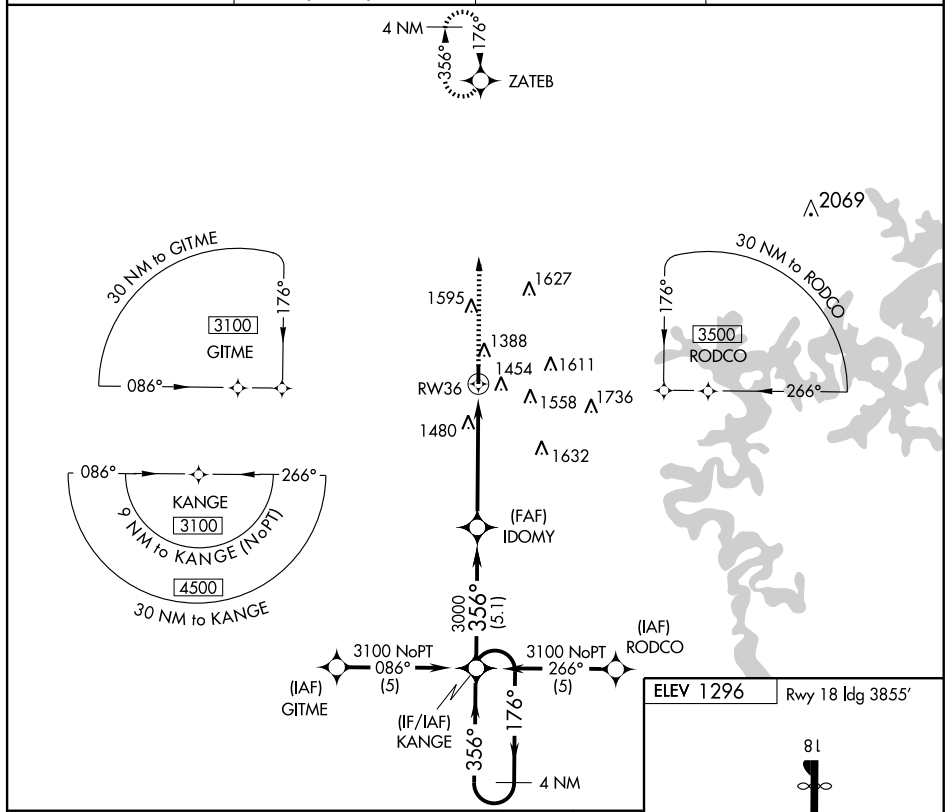
# RNAV (GPS) RWY 36

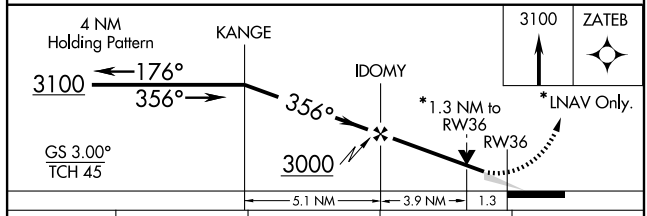
## BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

Baro-VNAV NA below -17°C (-2°F).
NA GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.

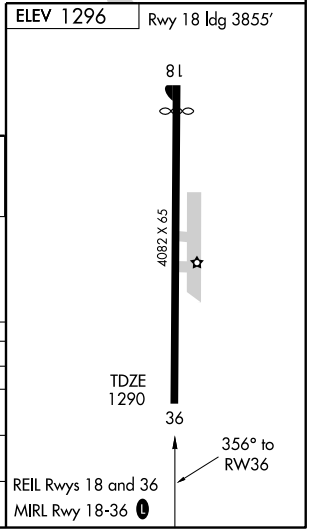
MISSED APPROACH: Climb to 3100 direct ZATEB WP and hold.

| AWOS-3 | RAZORBACK APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.975 | 121.0 (WEST) 244.57 | 121.05 263.12 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1700-1½ 410 (500-1½) | | | |
| LNAV MDA | 1740-1 450 (500-1) | | 1740-1¼ 450 (500-1¼) | 1740-1½ 450 (500-1½) |
| CIRCLING | 1820-1½ 524 (600-1½) | | | 1960-2 664 (700-2) |




SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC RZC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.4 | 317° | TDZE | N/A |
| Chan 111 | | Apt Elev | 1296 |

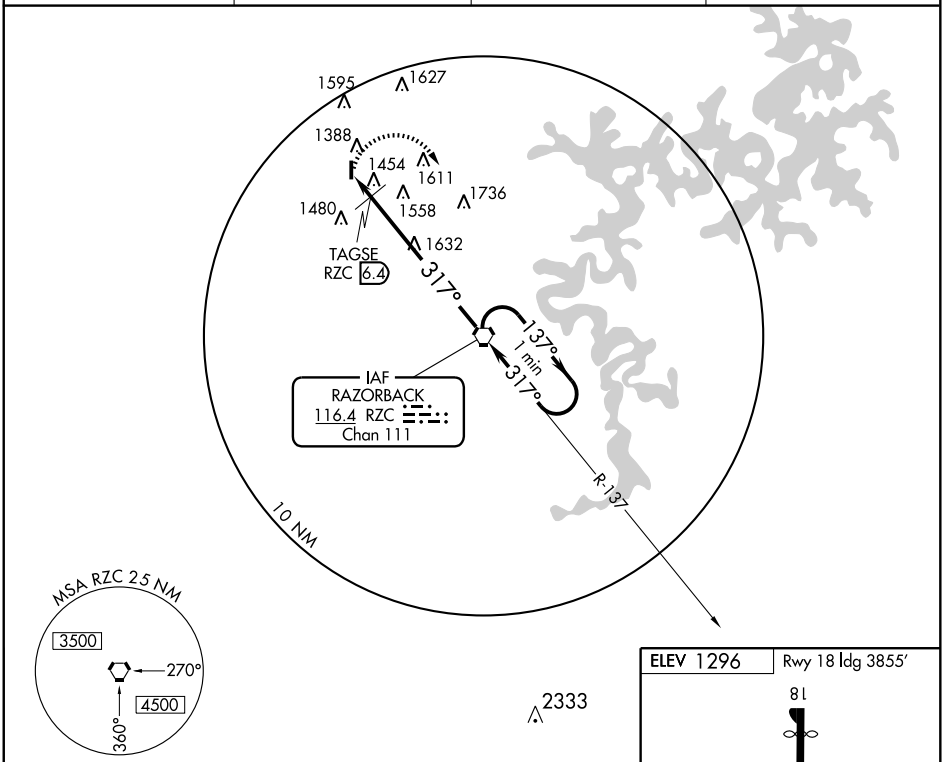
# VOR-A

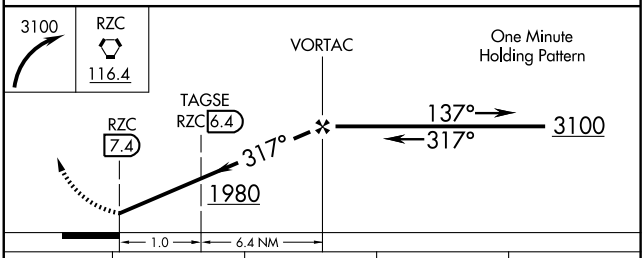
## BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

NA

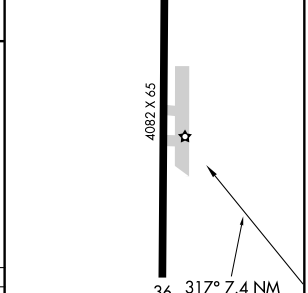
MISSED APPROACH: Climbing right turn to 3100 direct RZC VORTAC and hold.

| AWOS-3 | RAZORBACK APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.975 | 121.0 (WEST) 244.57 | 121.05 263.12 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1980-1 684 (700-1) | | 1980-2 684 (700-2) | 1980-2¼ 684 (700-2¼) |
| TAGSE FIX MINIMUMS | | | | |
| CIRCLING | 1820-1 524 (600-1) | | 1820-1½ 524 (600-1½) | 1960-2 664 (700-2) |




REIL Rwys 18 and 36
MIRL Rwy 18-36 L

FAF to MAP 7.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:24 | 4:56 | 3:42 | 2:58 | 2:28 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC RZC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.4 | 137° | TDZE | N/A |
| Chan 111 | | Apt Elev | 1296 |

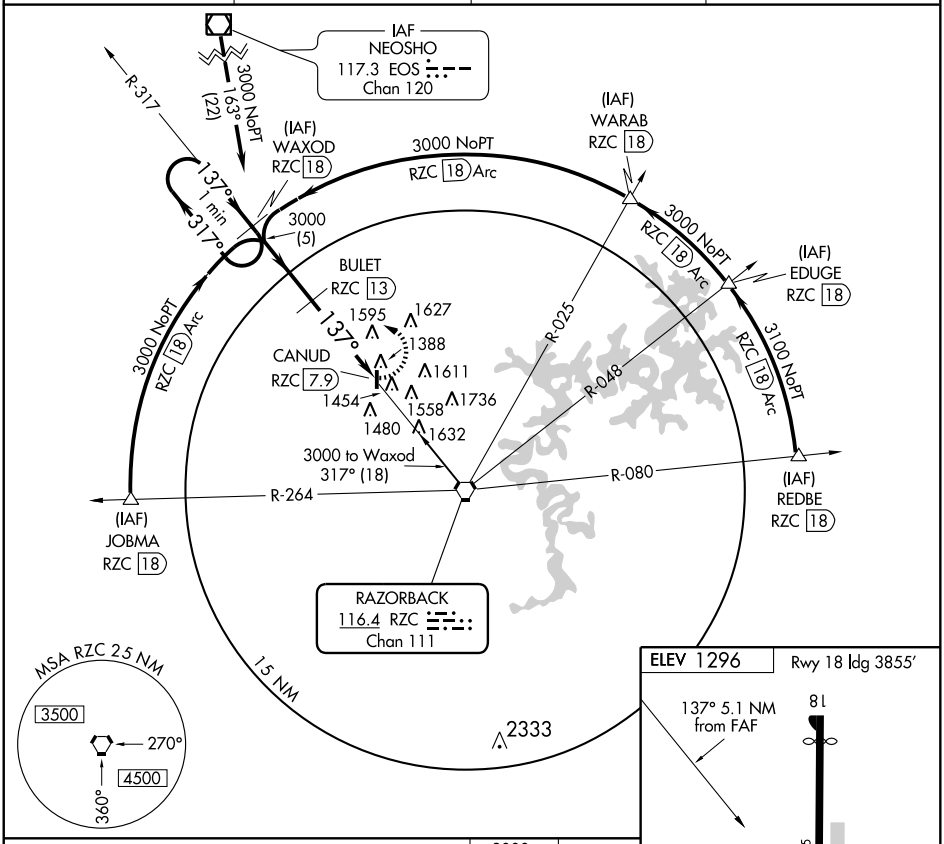
# VOR/DME-B

## BENTONVILLE MUNI/LOUISE M. THADEN FIELD (VBT)

NA

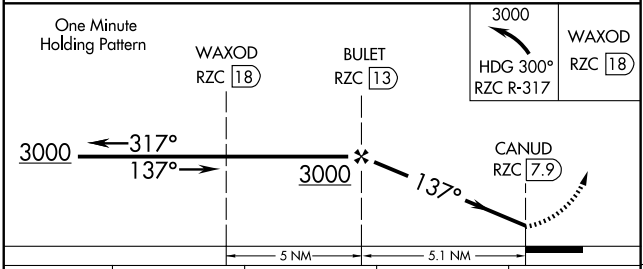
MISSED APPROACH: Climbing left turn to 3000 via heading 300° and RZC R-317 to WAXOD/18.00 DME and hold.

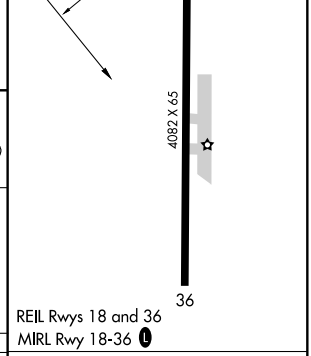
| AWOS-3 | RAZORBACK APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.975 | 121.0 (WEST) 244.57 | 121.05 263.12 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1900-1 604 (700-1) | | 1900-1¾ 604 (700-1¾) | 1960-2 664 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-BYH | APP CRS | Rwy Idg 11602 |
|---|---|---|
| 110.3 | 179° | TDZE 250 |
| Chan 40 | | Apt Elev 254 |

# ILS RWY 18

BLYTHEVILLE/ARKANSAS INTL (BYH)

For inoperative ALSF-1, increase S-LOC-18 Cat D visibility to 1 mile. Circling not authorized East of Rwy 18-36. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DA/MDAs 20 feet.

ALSF-1

MISSED APPROACH: Climb to 2000 then left turn direct IUI NDB and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 134.65 316.15 | 122.7 (CTAF) |




FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 450- ½ 200 (200-½) | | | |
| S-LOC 18 | 580- ½ 330 (400-½) | | | 580- ¾ 330 (400- ¾) |
| CIRCLING | 700-1 446 (500-1) | 720-1 466 (500-1) | 720-1½ 466 (500-1½) | 820-2 566 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg 11602 |
|---|---|---|
| CH 58306 | 179° | TDZE 250 |
| W18A | | Apt Elev 254 |

# RNAV (GPS) RWY 18

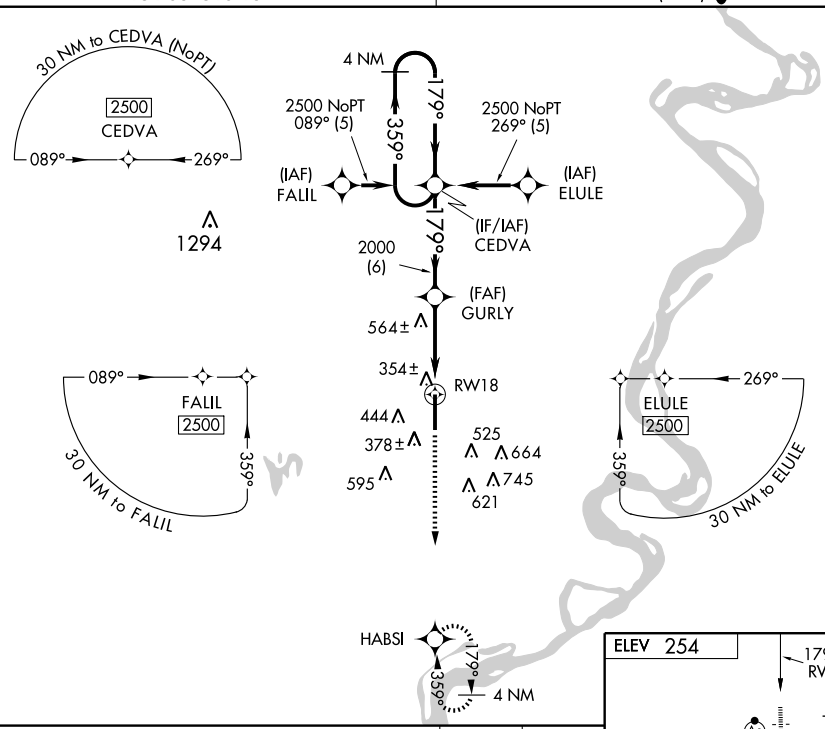
BLYTHEVILLE /ARKANSAS INTL (BYH)

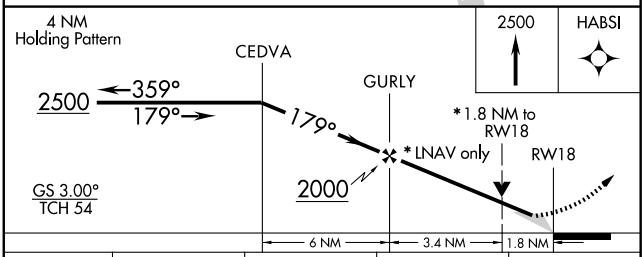
Circling NA East of Rwy 18-36. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DAs 14 feet, all MDAs 20 feet. Baro-VNAV and VDP NA when using Blytheville Muni altimeter setting. For inoperative ALSF, when using Blytheville Muni altimeter setting, increase LPV visibility to 1 mile all Cats.

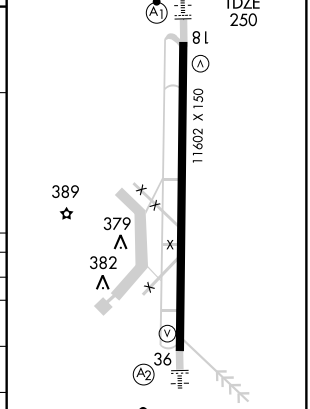
ALSF-1

MISSED APPROACH: Climb to 2500 direct HABSI and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 134.65 316.15 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 510-½ 260 (300-½) | | | |
| LNAV/VNAV DA | 624-¾ 374 (400-¾) | | | |
| LNAV MDA | 880-½ 630 (700-½) | | 880-1¼ 630 (700-1¼) | 880-1½ 630 (700-1½) |
| CIRCLING | 880-1 626 (700-1) | | 880-1¾ 626 (700-1¾) | 880-2 626 (700-2) |

SC-1. 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 11602 |
|---|---|---|
| 359° | TDZE | 254 |
| | Apt Elev | 254 |

# RNAV (GPS) RWY 36

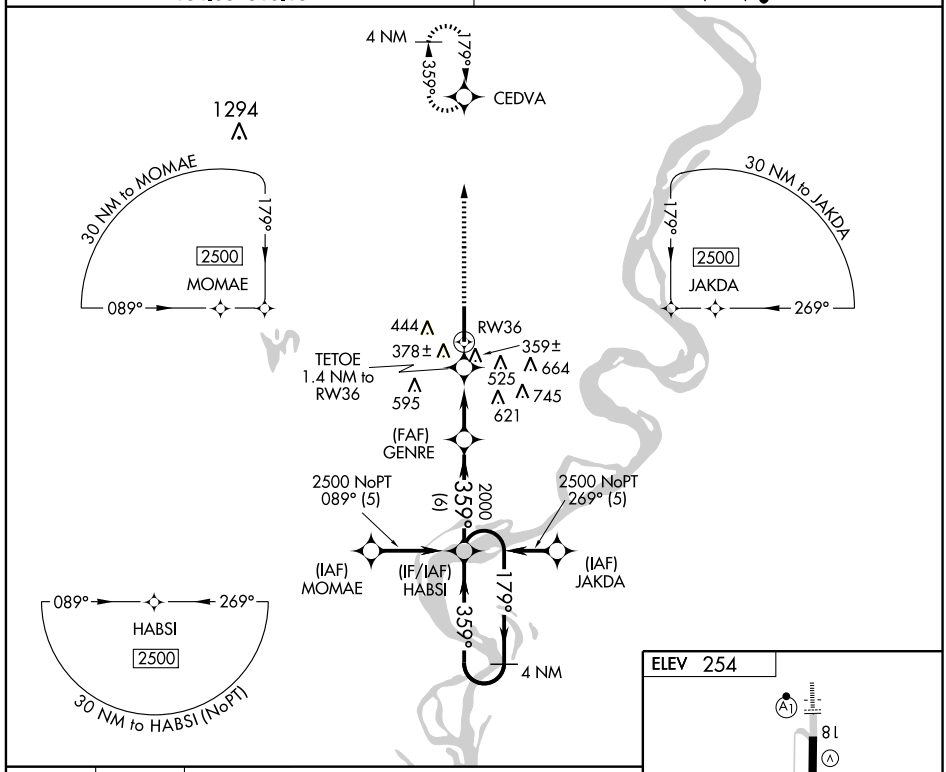
BLYTHEVILLE/ARKANSAS INTL (BYH)

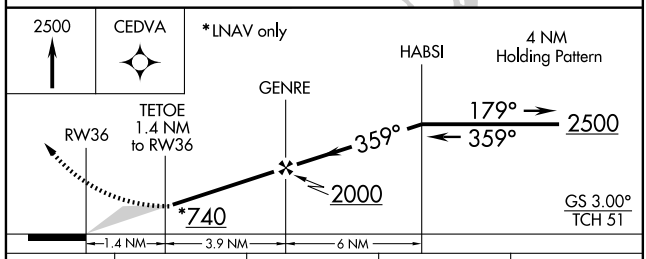
Circling NA east of Rwy 18-36. Baro-VNAV NA when using Blytheville Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting and increase all DAs/MDAs 20 feet. Baro-VNAV NA when using Blytheville Muni altimeter setting. Inoperative table does not apply to LNAV/VNAV.

SALS (A2)

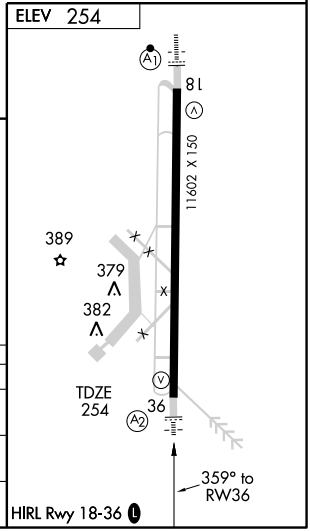
MISSED APPROACH: Climb to 2500 direct CEDVA and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 134.65 316.15 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 821-2 567 (600-2) | | | |
| LNAV MDA | 620-¾ 366 (400-¾) | | | 620-1¼ 366 (400-1¼) |
| CIRCLING | 700-1 446 (500-1) | 720-1 466 (500-1) | 720-1½ 466 (500-1½) | 820-2 566 (600-2) |




SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR GOJ | APP CRS | Rwy Idg | 11602 |
|---|---|---|---|
| 111.8 | 174° | TDZE | 250 |
| | | Apt Elev | 254 |

# VOR RWY 18

BLYTHEVILLE/ARKANSAS INTL (BYH)

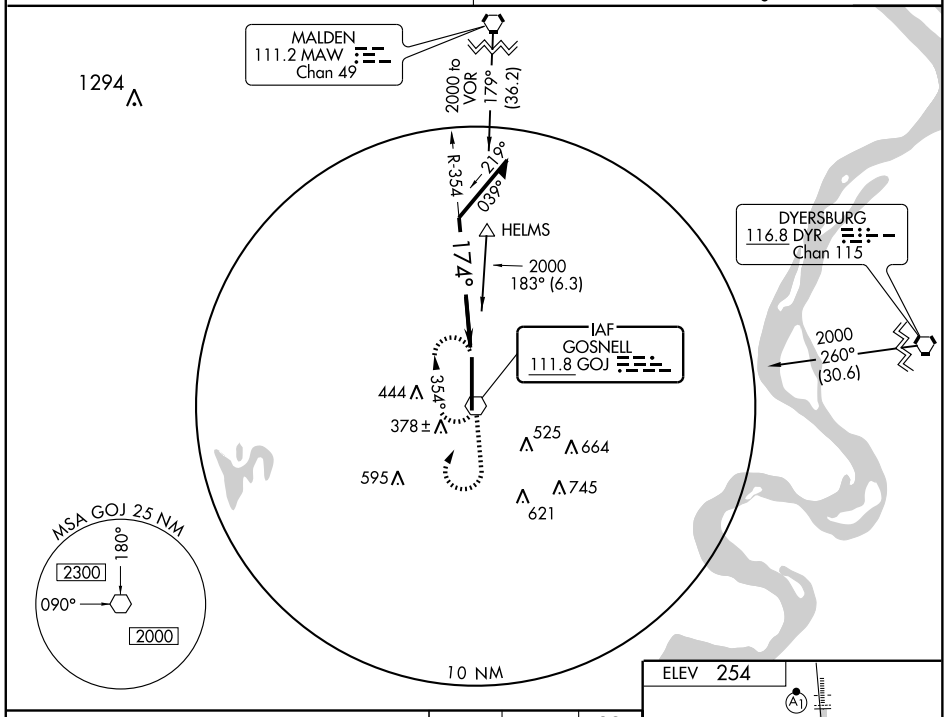
Circling NA East of Rwy 18-36. Obtain local altimeter setting on CTAF; when not received, use Blytheville Muni altimeter setting.

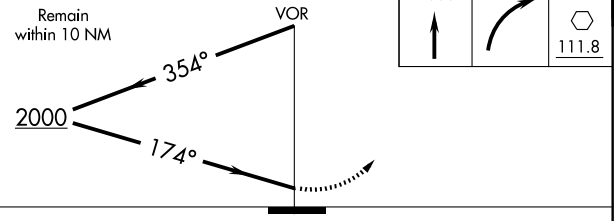
ALSF-1

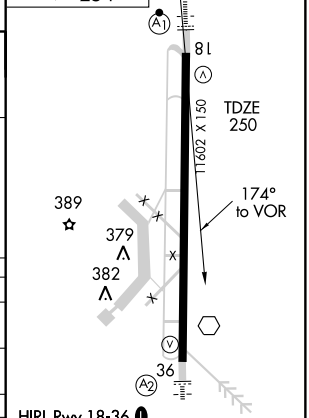
MISSED APPROACH: Climb to 2000 then right turn direct GOJ VOR and hold.

MEMPHIS CENTER
134.65 316.15

UNICOM
122.7 (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 920-½ | 670 (700-½) | 920-1¼ 670 (700-1¼) | 920-1½ 670 (700-1½) |
| CIRCLING | 920-1 | 666 (700-1) | 920-1¾ 666 (700-1¾) | 920-2 666 (700-2) |
| BLYTHEVILLE MUNI ALTIMETER SETTING MINIMUMS | | | | |
| S-18 | 940-½ | 690 (700-½) | 940-1½ 690 (700-1½) | 940-1¾ 690 (700-1¾) |
| CIRCLING | 940-1 | 686 (700-1) | 940-2 686 (700-2) | 940-2¼ 686 (700-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR GOJ | APP CRS | Rwy Idg | 11602 |
|---|---|---|---|
| 111.8 | 004° | TDZE | 254 |
| | | Apt Elev | 254 |

# VOR RWY 36

BLYTHEVILLE/ARKANSAS INTL (BYH)

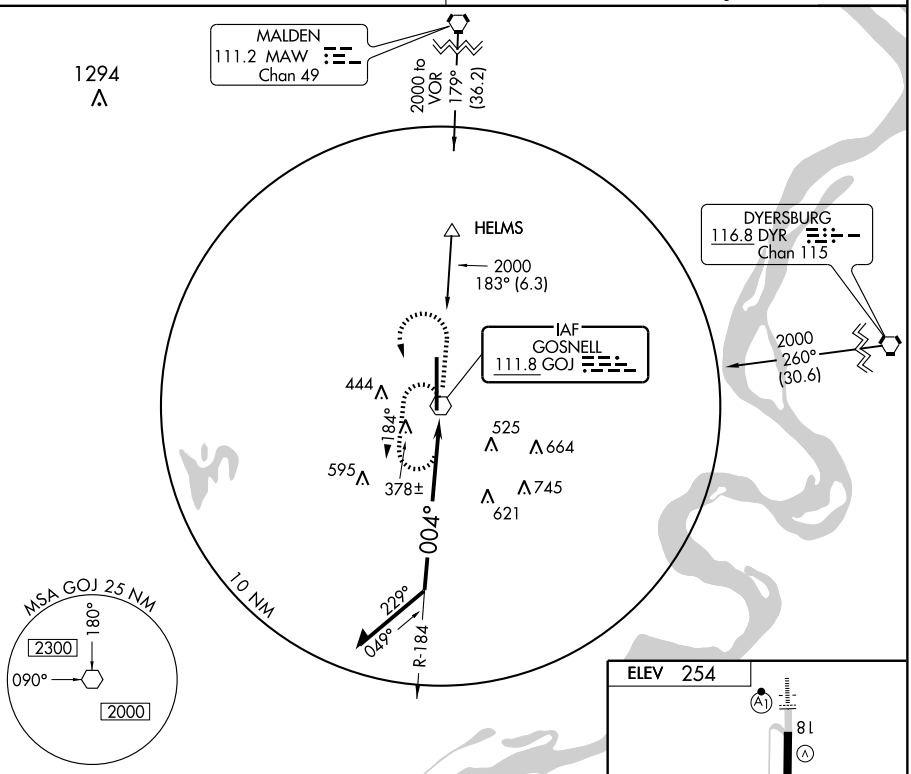
Circling NA East of Rwy 18-36. Obtain local altimeter on CTAF; when not received, use Blytheville Muni altimeter setting. Inoperative table does not apply to Cat C.

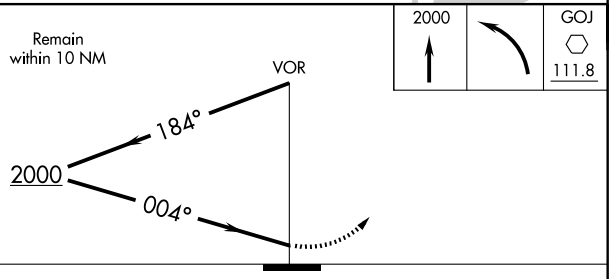
SALS (A2)

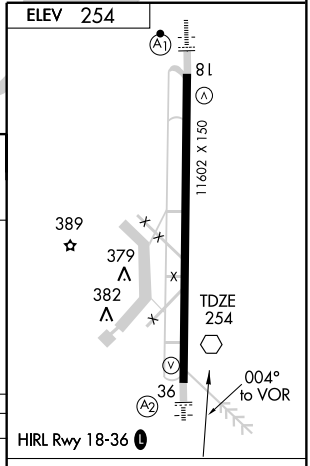
MISSED APPROACH: Climb to 2000 then left turn direct GOJ VOR and hold.

MEMPHIS CENTER 134.65 316.15

UNICOM 122.7 (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 900-¾ 646 (700-¾) | | 900-1¾ 646 (700-1¾) | 900-2 646 (700-2) |
| CIRCLING | 900-1 646 (700-1) | | 900-1¾ 646 (700-1¾) | 900-2 646 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB IUI | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 350 | 186° | TDZE | 255 |
| | | Apt Elev | 255 |

# NDB RWY 18

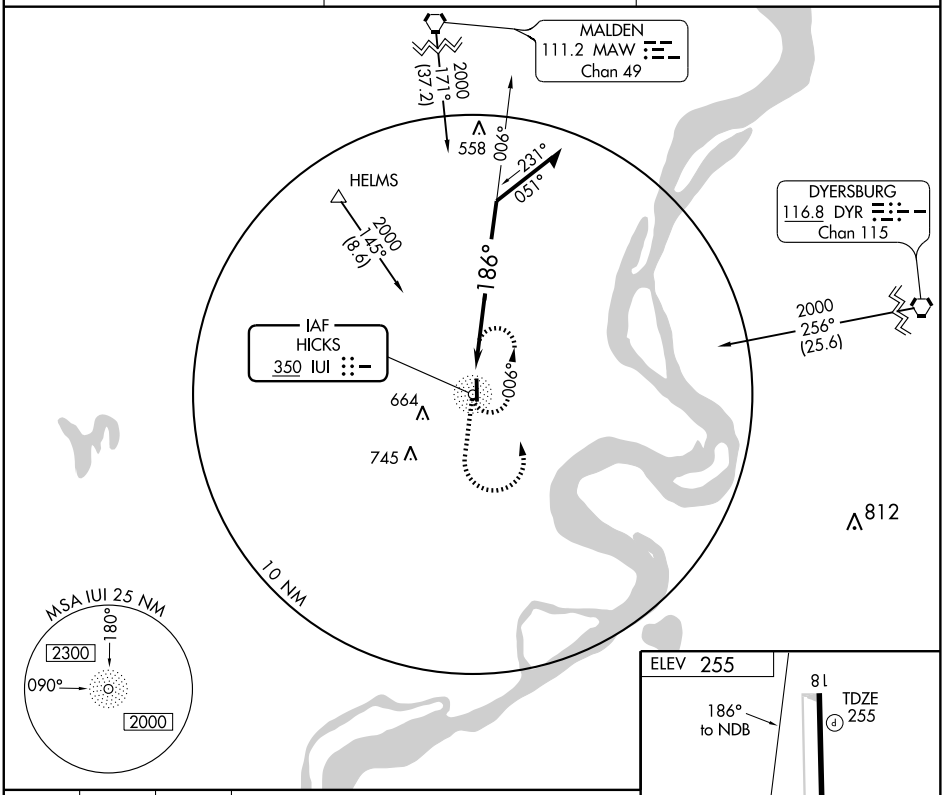
## BLYTHEVILLE MUNI (HKA)

When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet and Cat B visibility ¼ mile.

NA

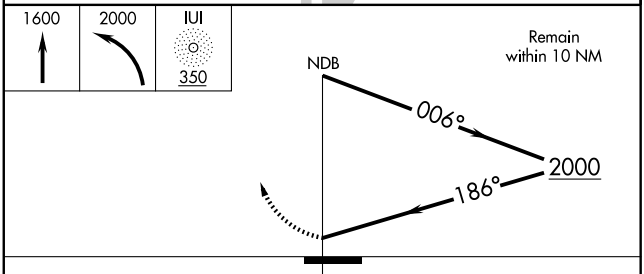
MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct IUI NDB and hold.

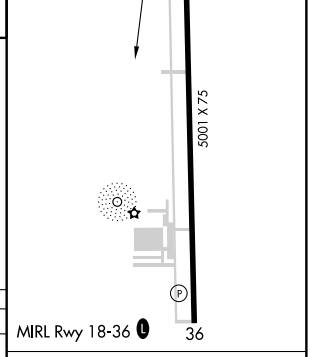
| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.025 | 134.65 316.15 | 123.05 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 960-1 | 705 (800-1) | NA | |
| CIRCLING | 960-1 | 705 (800-1) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB IUI 350 | APP CRS 347° | Rwy Idg 5001<br>TDZE 255<br>Apt Elev 255 |
|---|---|---|

# NDB RWY 36

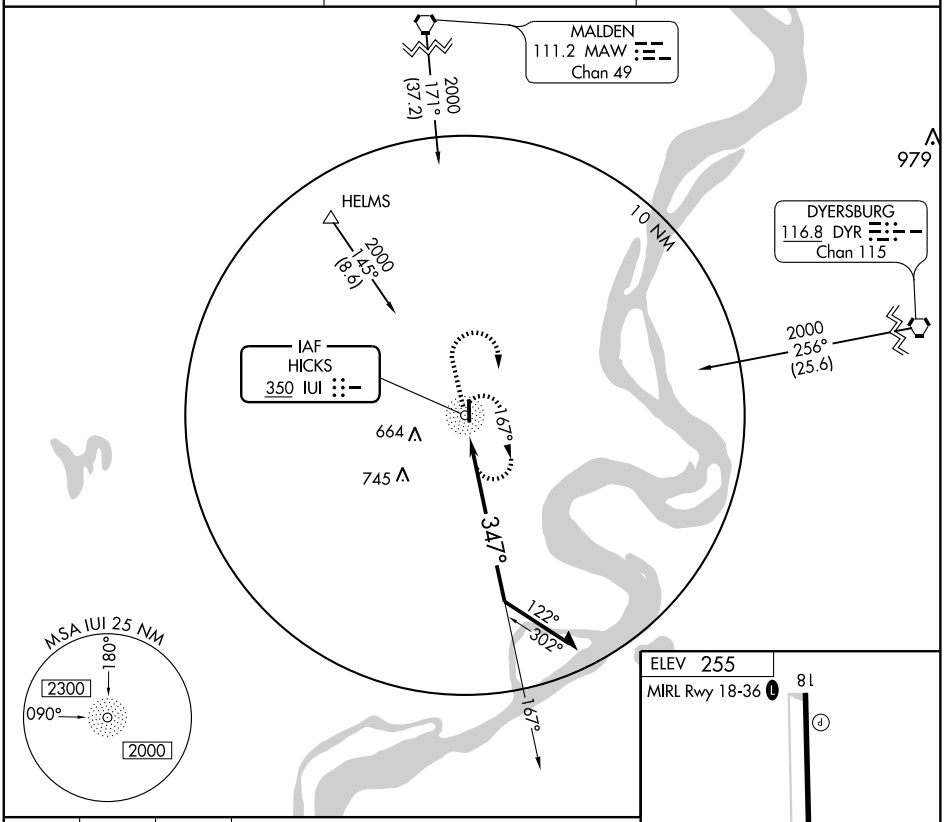
BLYTHEVILLE MUNI (HKA)

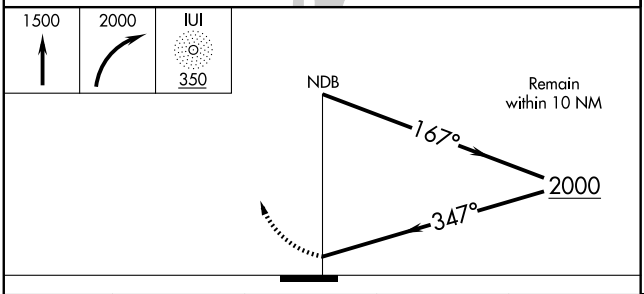
If local altimeter not received, use Dyersburg altimeter setting and increase all MDAs 60 feet.

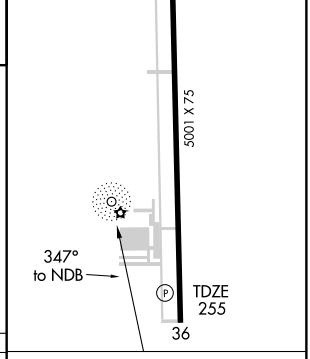
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct IUI NDB and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.025 | 134.65 316.15 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 820-1 | 565 (600-1) | NA | |
| CIRCLING | 820-1 | 565 (600-1) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

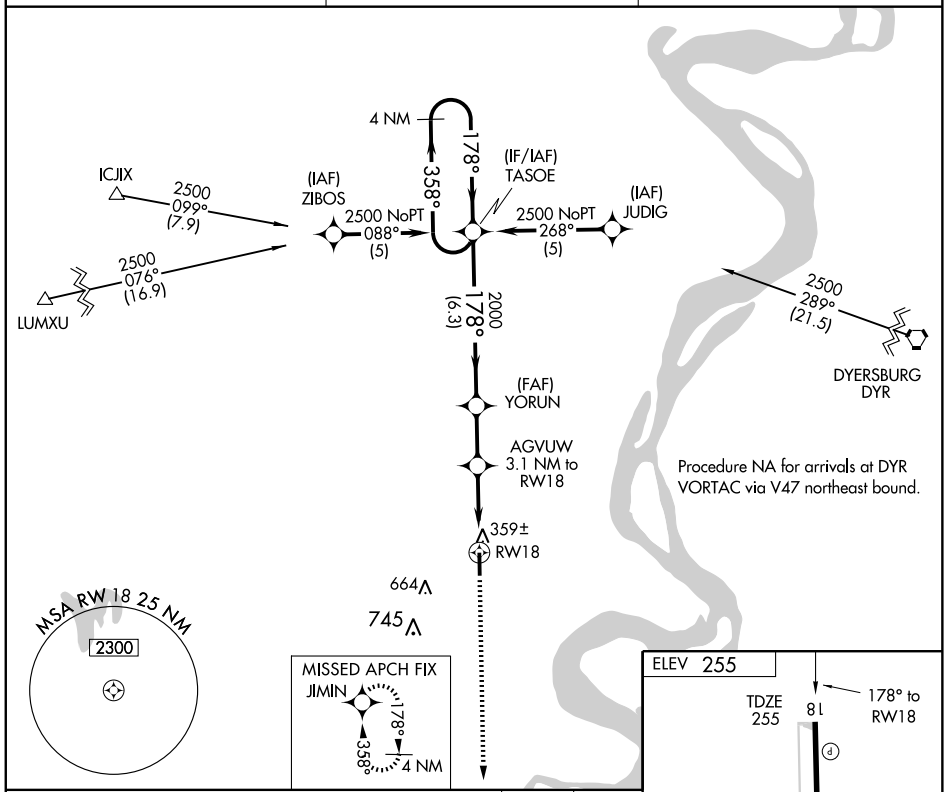
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 178° | TDZE | 255 |
| | Apt Elev | 255 |

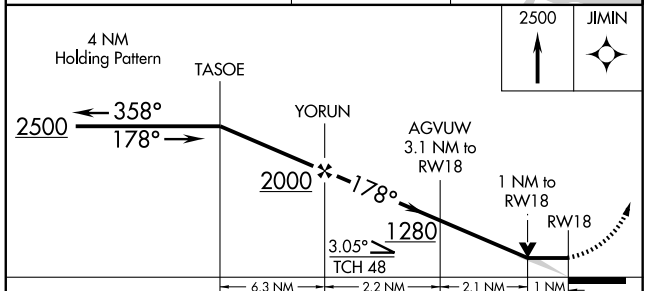
# RNAV (GPS) RWY 18
## BLYTHEVILLE MUNI (HKA)

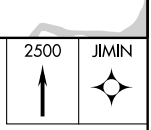
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting.

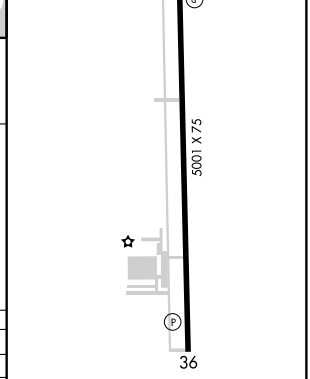
MISSED APPROACH: Climb to 2500 direct JIMIN and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.025 | 134.65 316.15 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 | 365 (400-1) | NA | |
| CIRCLING | 760-1<br>505 (600-1) | 780-1<br>525 (600-1) | NA | |

MIRL Rwy 18-36 L

SC-1, 14 JAN 2010 to 11 FEB 2010

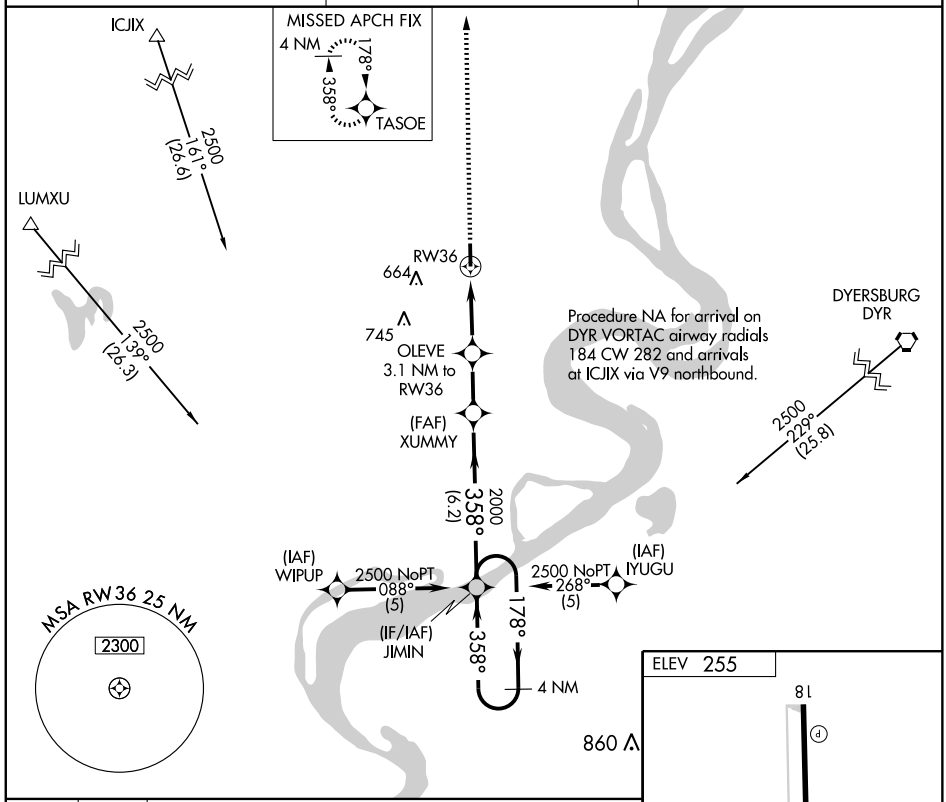
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 358° | TDZE | 255 |
| | Apt Elev | 255 |

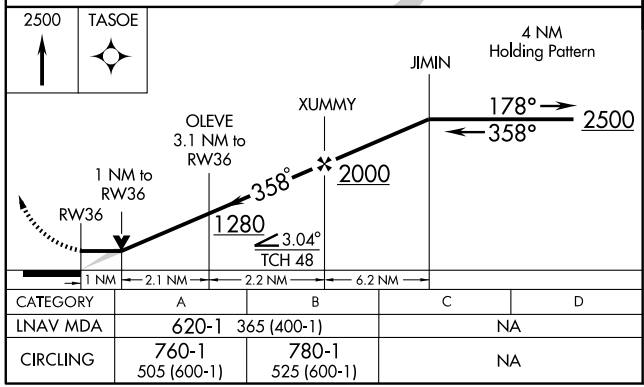
# RNAV (GPS) RWY 36
BLYTHEVILLE MUNI (HKA)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyersburg altimeter setting and increase all MDAs 60 feet. VDP NA when using Dyersburg altimeter setting.

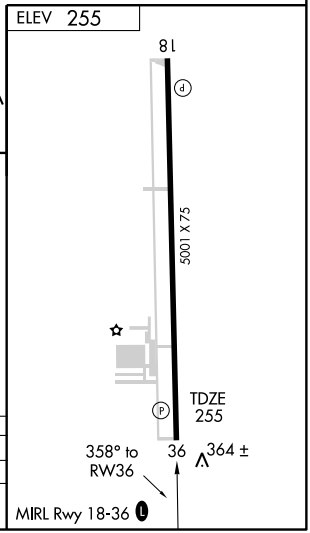
MISSED APPROACH: Climb to 2500 direct TASOE and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.025 | 134.65 316.15 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 | 365 (400-1) | NA | |
| CIRCLING | 760-1<br>505 (600-1) | 780-1<br>525 (600-1) | NA | |




SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3855 |
|---|---|---|
| 204° | TDZE | 194 |
| | Apt Elev | 194 |

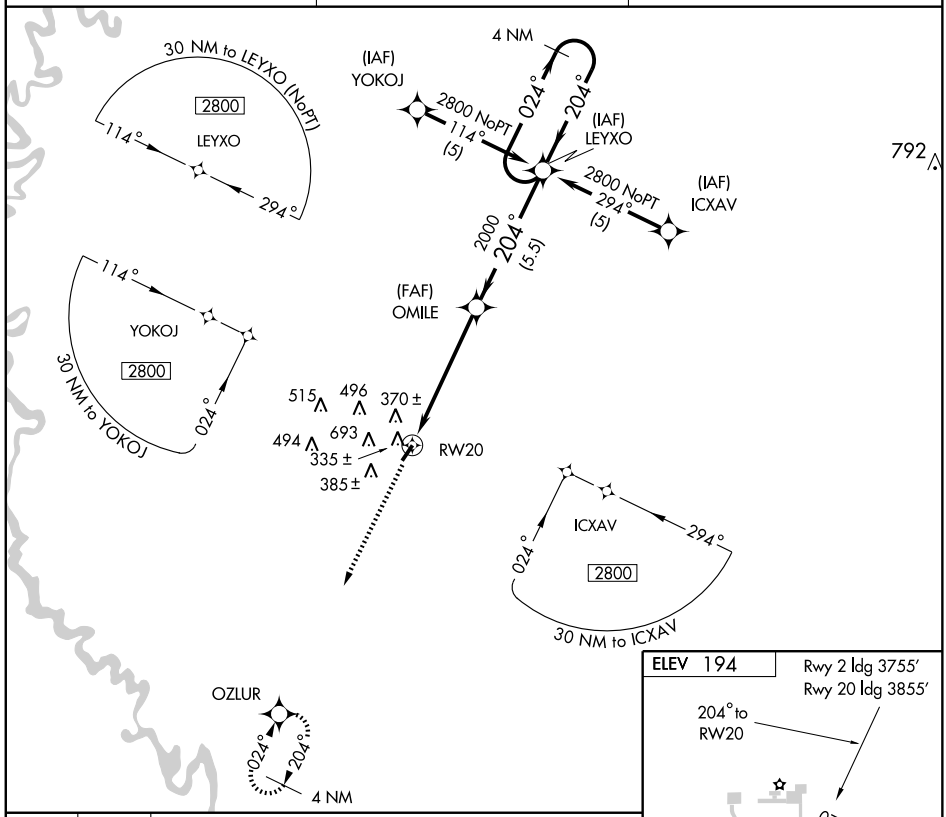
# RNAV (GPS) RWY 20

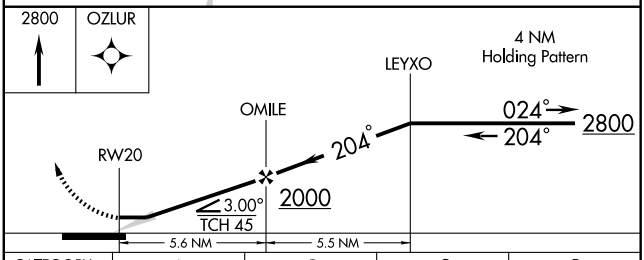
BRINKLEY/ FRANK FEDERER MEMORIAL (M36)

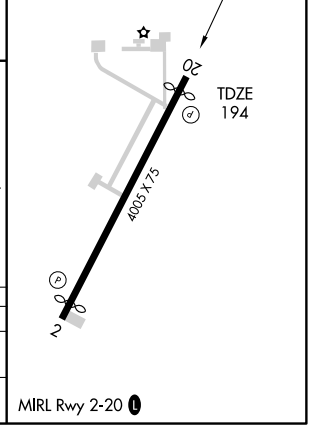
NA Use Stuttgart Muni altimeter setting.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climb to 2800 direct OZLUR and hold.

| STUTTGART AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.025 | 135.3 335.8 | 122.8 L (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1<br>826 (900-1) | 1020-1¼<br>826 (900-1¼) | 1020-2½<br>826 (900-2½) | NA |
| CIRCLING | 1120-1¼ 926 (1000-1¼) | | 1120-2¾<br>926 (1000-2¾) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6502 |
|---|---|---|
| 186° | TDZE | 130 |
| | Apt Elev | 130 |

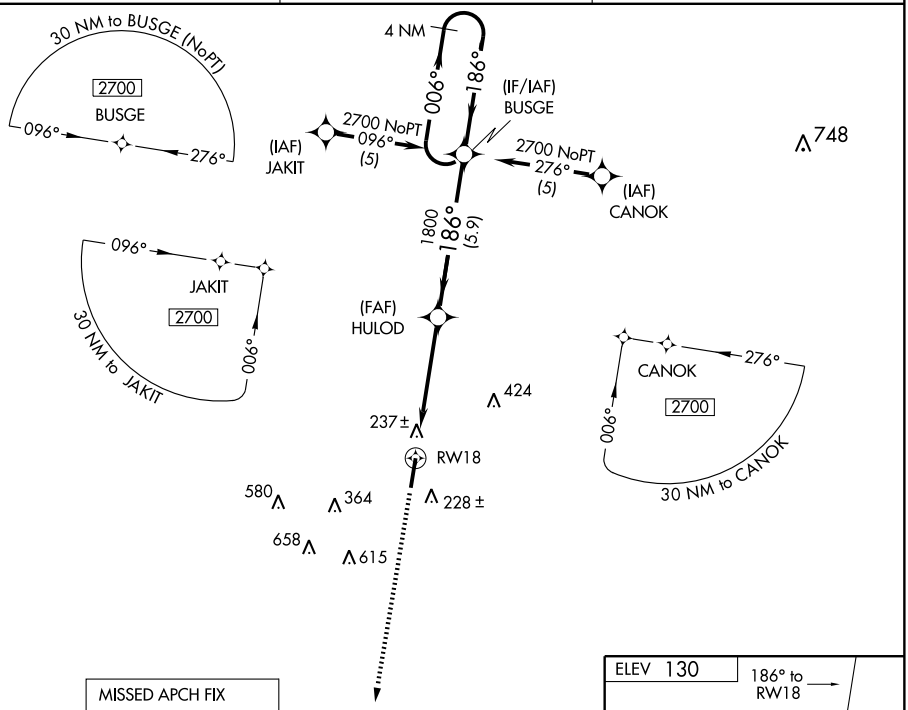
# RNAV (GPS) RWY 18

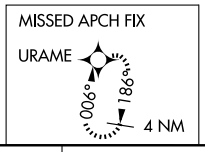
CAMDEN/HARRELL FIELD (CDH)

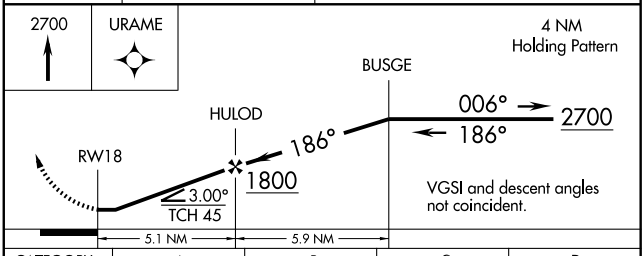
⚠ NA Use El Dorado altimeter setting.
Inoperative table doesn't apply to Cat C.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

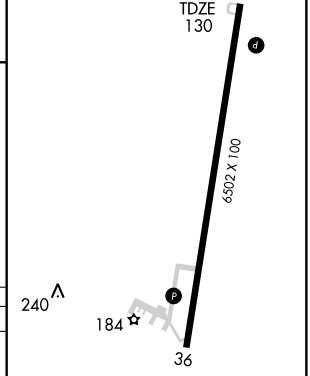
MISSED APPROACH: Climb to 2700 direct URAME and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 125.2 | 128.2 269.1 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-¾ | 450 (500-¾) | 580-1¼ 450 (500-1¼) | 580-1½ 450 (500-1½) |
| CIRCLING | 620-1 | 490 (500-1) | 620-1½ 490 (500-1½) | 680-2 550 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6502 |
|---|---|---|
| 006° | TDZE | 124 |
| | Apt Elev | 130 |

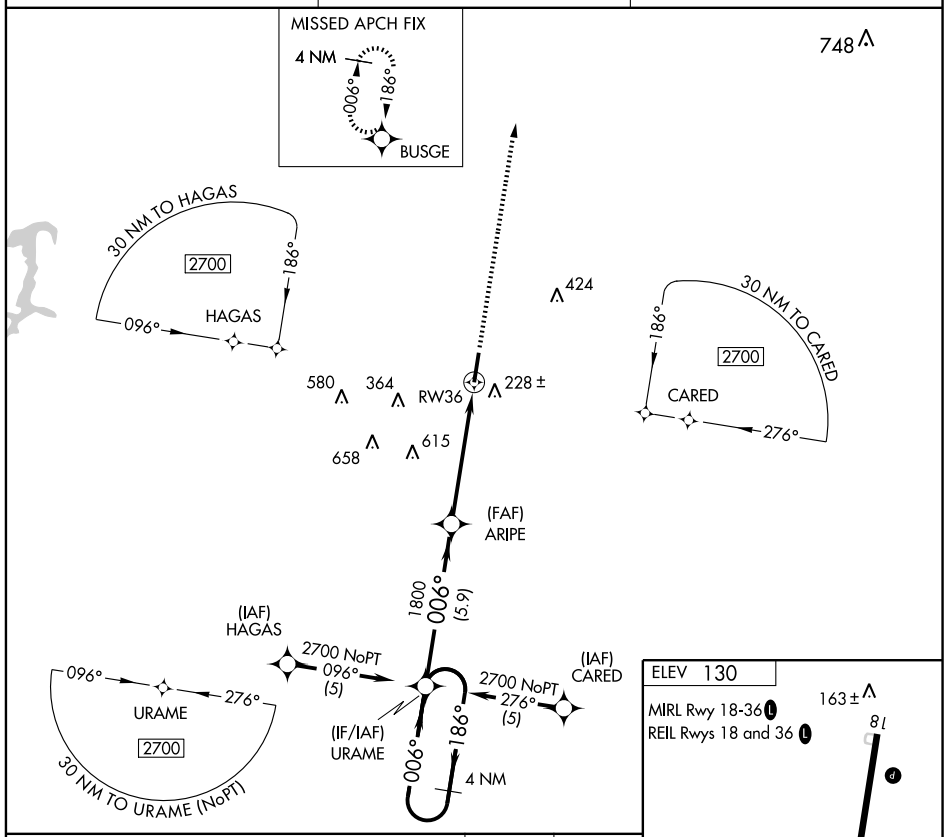
# RNAV (GPS) RWY 36

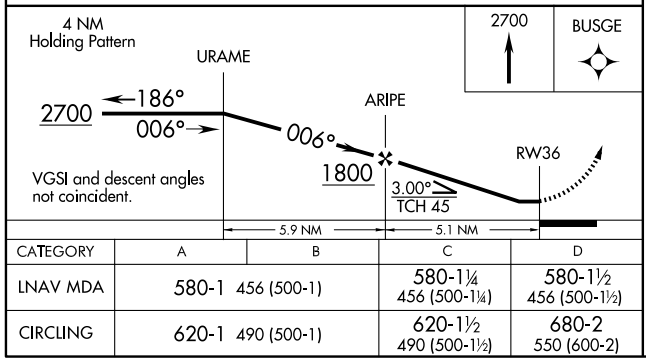
CAMDEN/HARRELL FIELD (CDH)

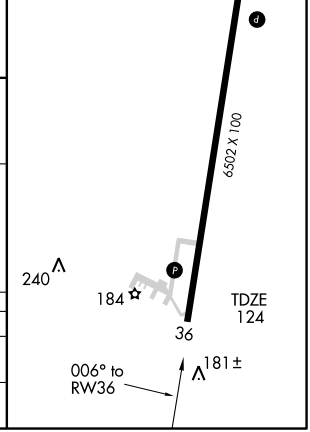
NA Use El Dorado altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2700 direct BUSGE and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 125.2 | 128.2 269.1 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 456 (500-1) | | 580-1¼ 456 (500-1¼) | 580-1½ 456 (500-1½) |
| CIRCLING | 620-1 490 (500-1) | | 620-1½ 490 (500-1½) | 680-2 550 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC ELD 115.5 Chan 102 | APP CRS 350° | Rwy Idg 6502 TDZE 124 Apt Elev 130 |
|---|---|---|

# VOR/DME RWY 36

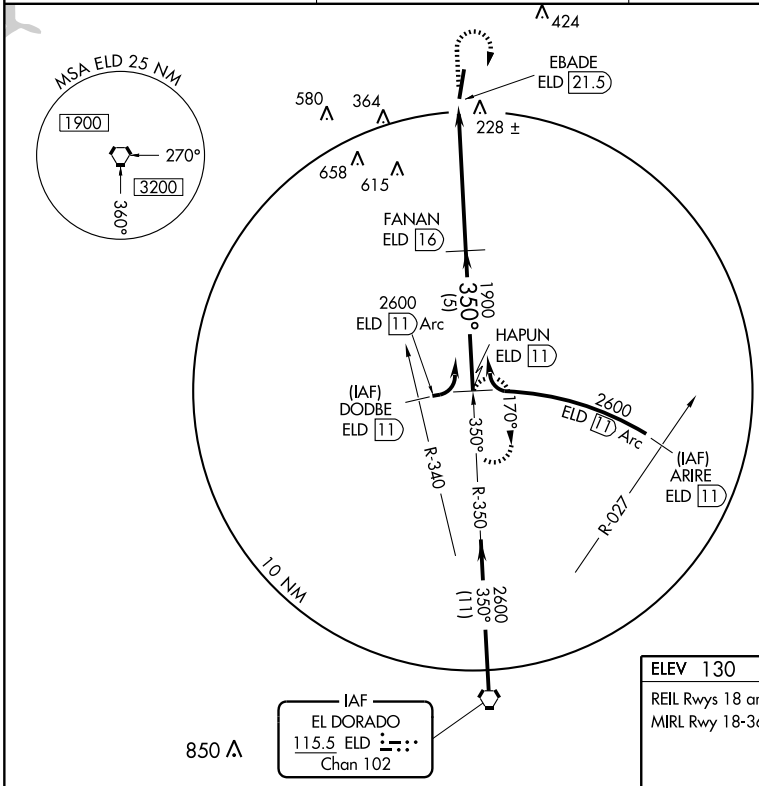
CAMDEN/ HARRELL FIELD (CDH)

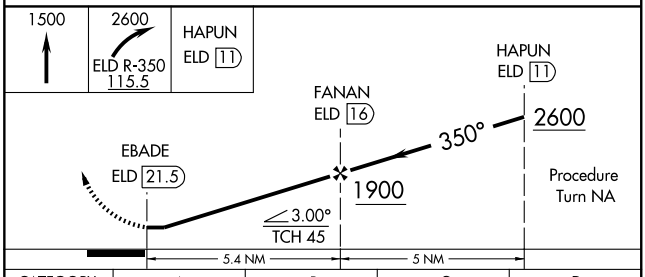
Use El Dorado altimeter setting.

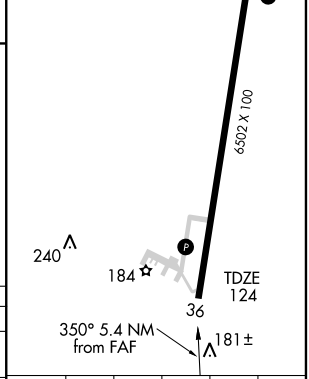
NA

MISSED APPROACH: Climb to 1500, then climbing right turn to 2600 via ELD R-350 to HAPUN 11 DME and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 125.2 | 128.2 269.1 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 880-1<br>756 (800-1) | 880-1¼<br>756 (800-1¼) | 880-2¼<br>756 (800-2¼) | 880-2½<br>756 (800-2½) |
| CIRCLING | 880-1<br>750 (800-1) | 880-1¼<br>750 (800-1¼) | 880-2¼<br>750 (800-2¼) | 880-2½<br>750 (800-2½) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4501 |
|---|---|---|
| 088° | TDZE | 240 |
| | Apt Elev | 240 |

# RNAV (GPS) RWY 9

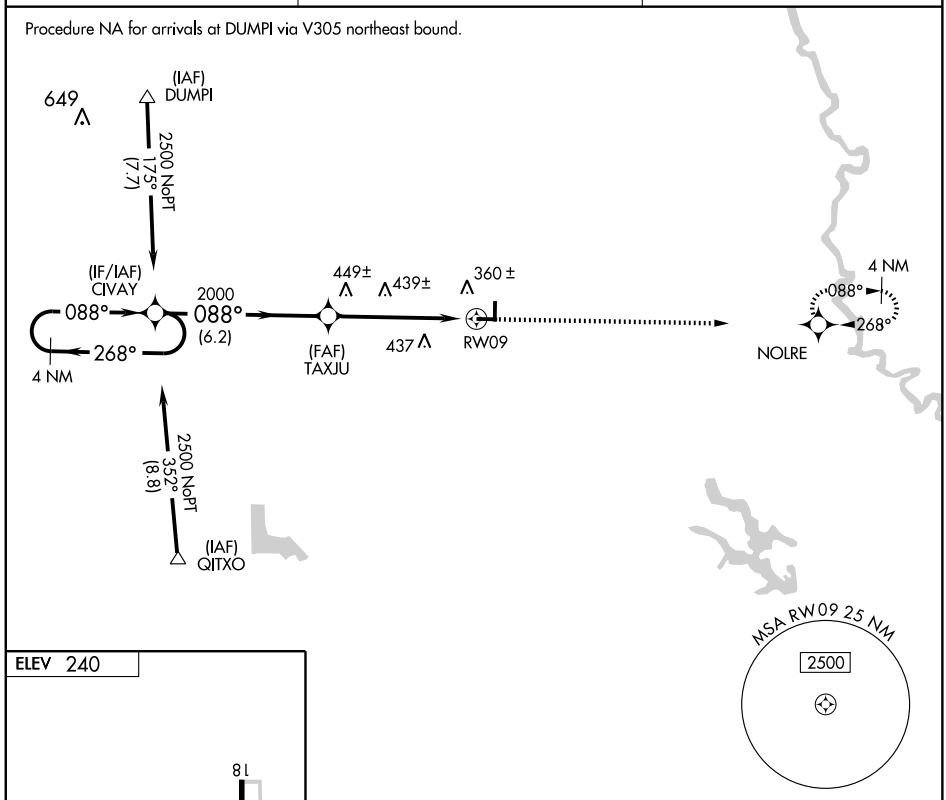
CARLISLE MUNI (4M3)

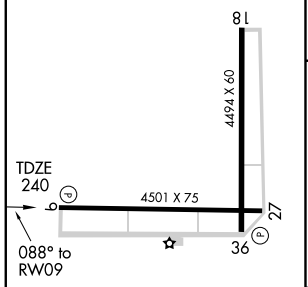
Use Stuttgart altimeter setting when not received, use Little Rock Adams Field altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

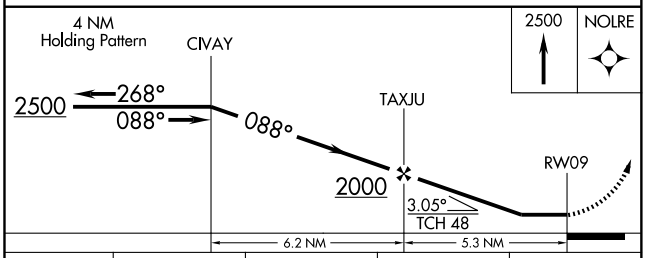
MISSED APPROACH: Climb to 2500 direct NOLRE and hold.

| LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 135.4 353.6 | 135.4 | 122.8 (CTAF) L |

Procedure NA for arrivals at DUMPI via V305 northeast bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 540 (600-1) | | NA | |
| CIRCLING | 840-1 600 (600-1) | | NA | |

MIRL Rwy 9-27 L

SC-1, 14 JAN 2010 to 11 FEB 2010

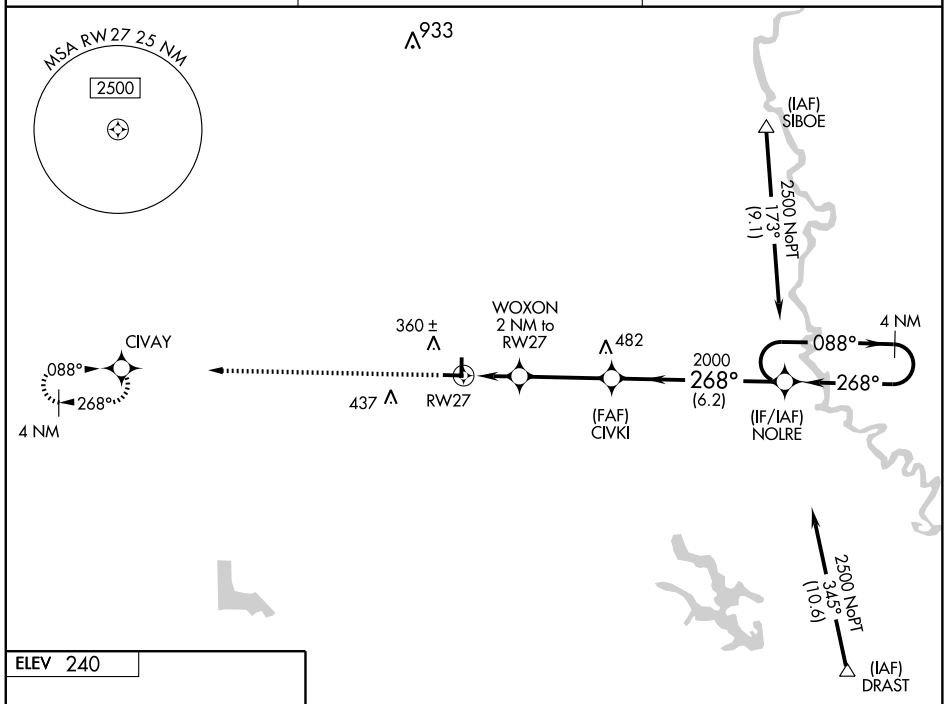
| APP CRS | Rwy Idg | 4501 |
|---|---|---|
| 268° | TDZE | 240 |
| | Apt Elev | 240 |

# RNAV (GPS) RWY 27
## CARLISLE MUNI (4M3)

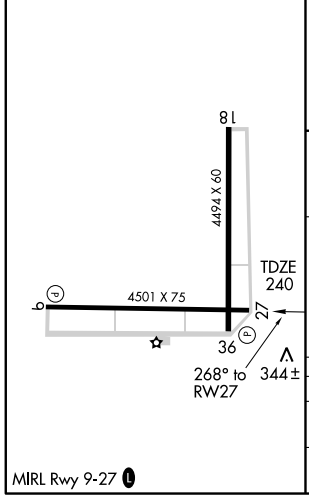
Use Stuttgart altimeter setting when not received, use Little Rock Adams Field altimeter setting and increase all MDAs 20 feet.
NA DME/DME RNP-0.3 NA.

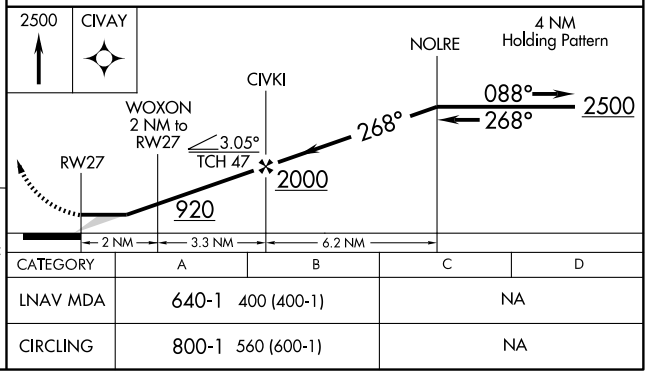
MISSED APPROACH: Climb to 2500 direct CIVAY and hold.

| LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 135.4 353.6 | 135.4 | 122.8 (CTAF) L |




Procedure NA for arrivals at DRAST via V47 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 400 (400-1) | | NA | |
| CIRCLING | 800-1 560 (600-1) | | NA | |

MIRL Rwy 9-27 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC LIT | APP CRS | Rwy Idg | 4501 |
|---|---|---|---|
| 113.9 | 066° | TDZE | 240 |
| Chan 86 | | Apt Elev | 240 |

# VOR/DME RWY 9

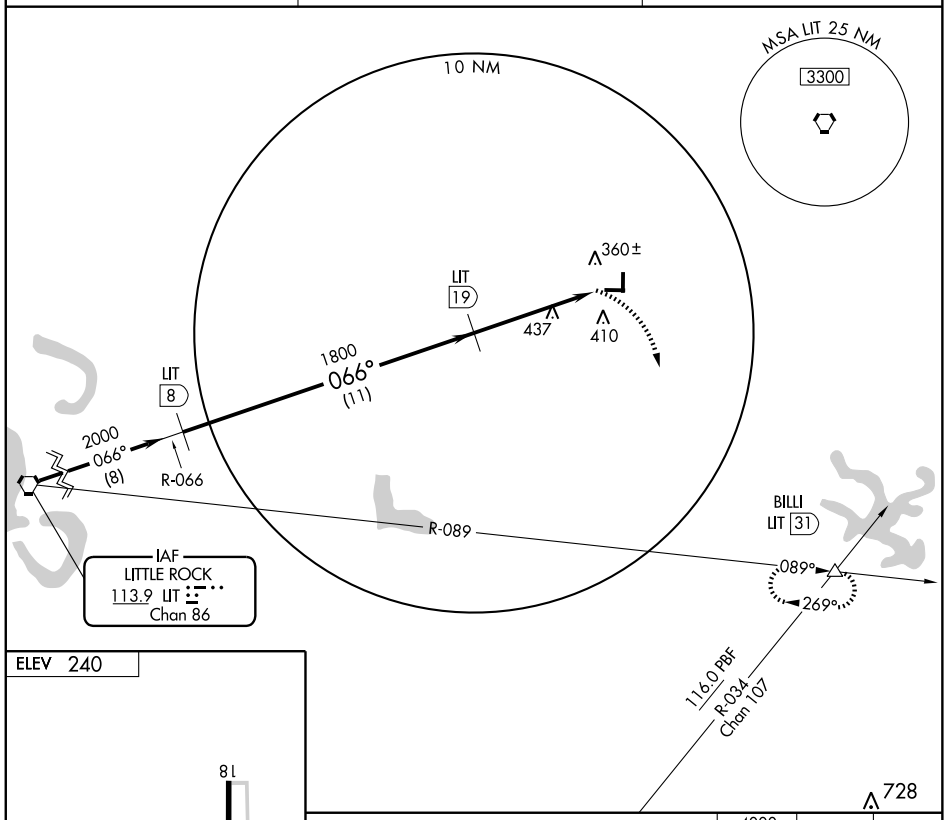
## CARLISLE MUNI (4M3)

Use Little Rock (Adams Field) altimeter setting.

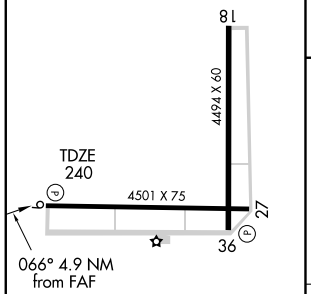
NA

MISSED APPROACH: Climbing right turn to 4000 via heading 140° and LIT R-089 to BILLI Int and hold.

| LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 135.4 353.6 | 135.4 | 122.8 (CTAF) L |

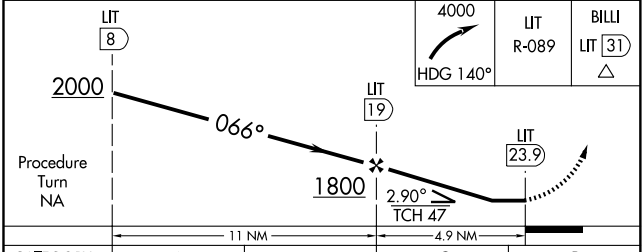



ELEV 240




MIRL Rwy 9-27 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 900-1<br>660 (700-1) | 900-1¼<br>660 (700-1¼) | NA | |
| CIRCLING | 900-1<br>660 (700-1) | 900-1¼<br>660 (700-1¼) | NA | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB CZE 201 | APP CRS 312° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 481 |
|---|---|---|

# NDB-A

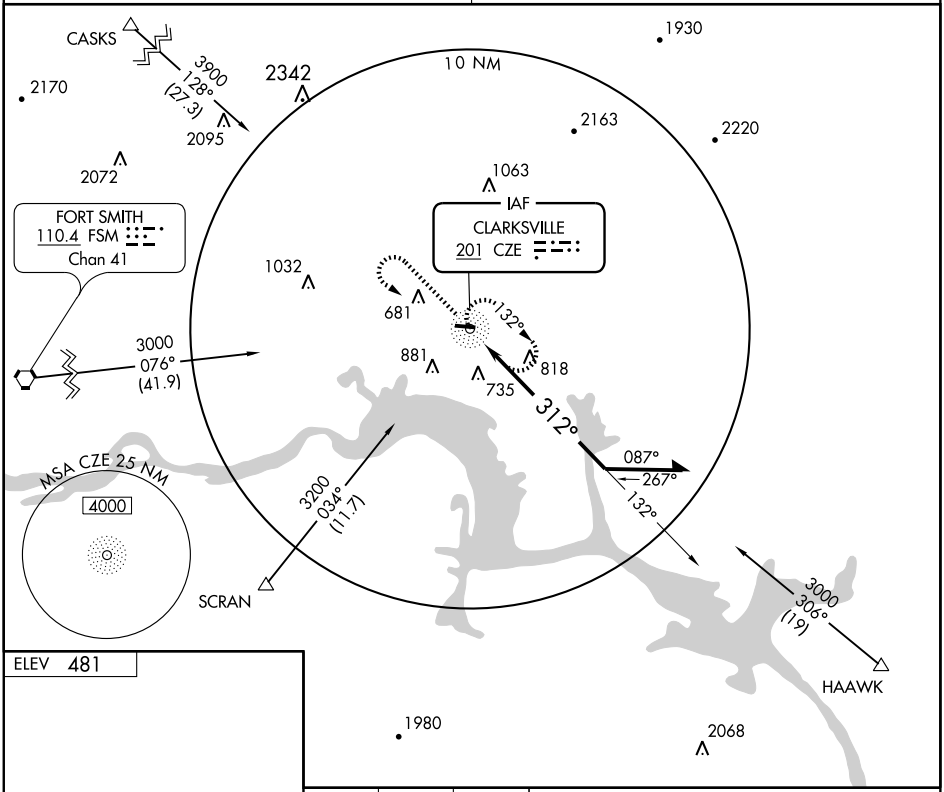
## CLARKSVILLE MUNI (H35)

Use Russellville altimeter setting; if not received, use Fort Smith altimeter setting.

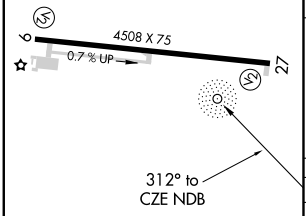
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct CZE NDB and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 128.475 377.15 | 122.8 (CTAF) |

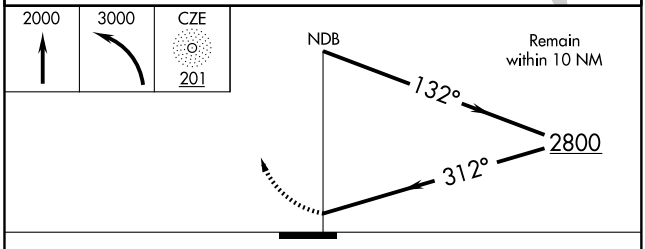



ELEV 481




MIRL Rwy 9-27

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1¼ 919 (1000-1¼) | | NA | |
| FORT SMITH ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1440-1¼ 959 (1000-1¼) | 1440-1½ 959 (1000-1½) | NA | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4508 |
|---|---|---|
| 091° | TDZE | 481 |
| | Apt Elev | 481 |

# RNAV (GPS) RWY 9

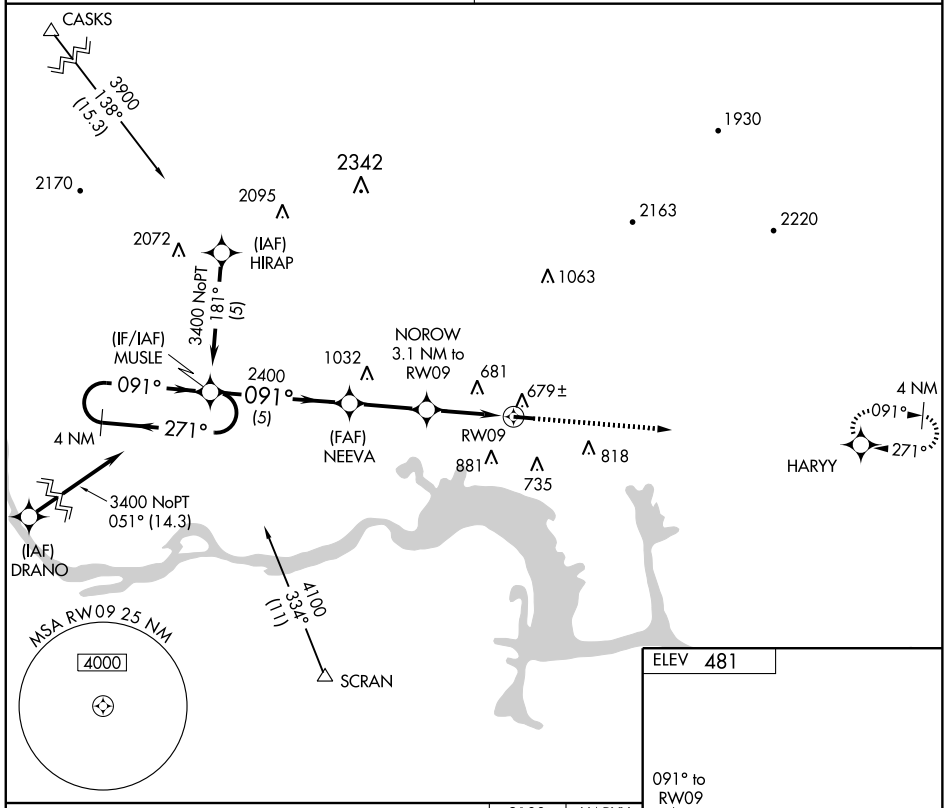
CLARKSVILLE MUNI (H35)

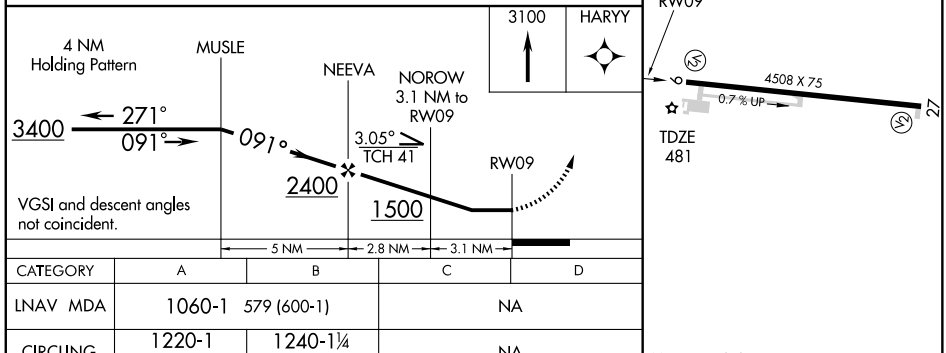
Use Russellville Rgnl altimeter setting; If not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60'. DME/DME RNP-0.3 NA.

NA When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 3100 direct HARYY WP and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 128.475 377.15 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 | 579 (600-1) | | NA |
| CIRCLING | 1220-1<br>739 (800-1) | 1240-1¼<br>759 (800-1¼) | | NA |

MIRL Rwy 9-27

SC-1, 14 JAN 2010 to 11 FEB 2010

CLARKSVILLE, ARKANSAS

AL-6402 (FAA)

| APP CRS | | |
|---|---|---|
| 271° | Rwy Idg | 4508 |
| | TDZE | 481 |
| | Apt Elev | 481 |

# RNAV (GPS) RWY 27

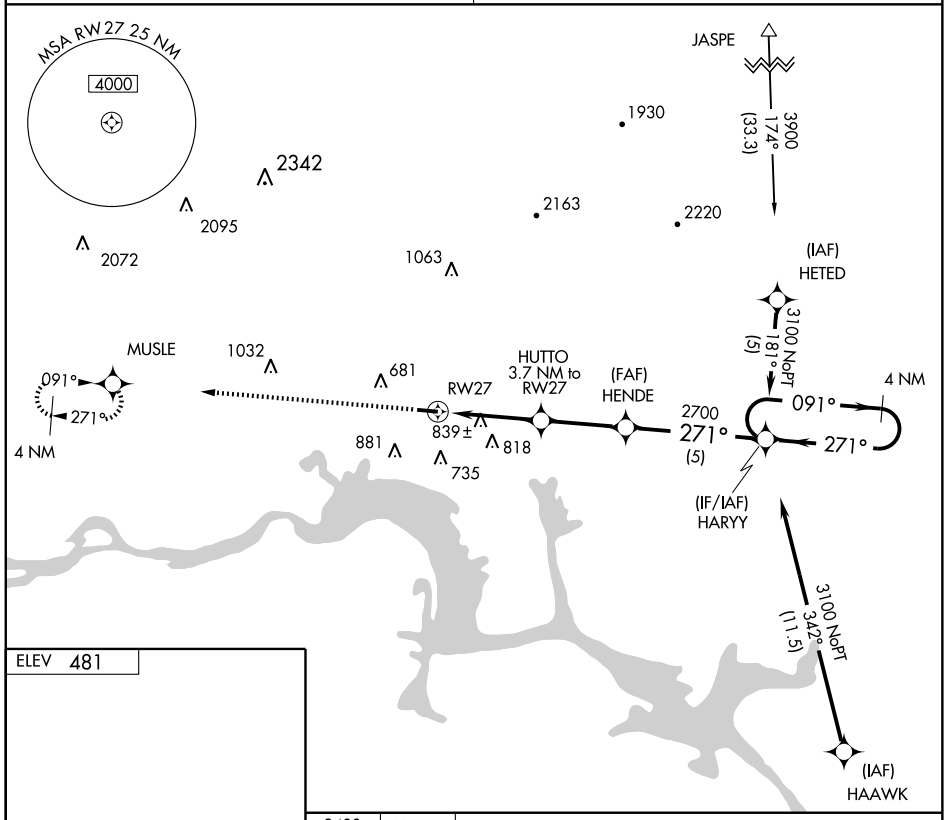
## CLARKSVILLE MUNI (H35)

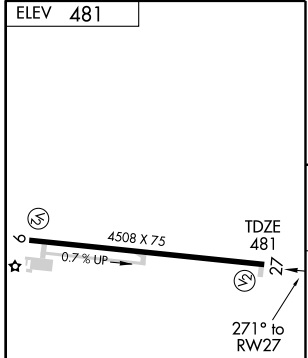
Use Russellville Rgnl altimeter setting; if not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. When VGSI inoperative, procedure not authorised at night.

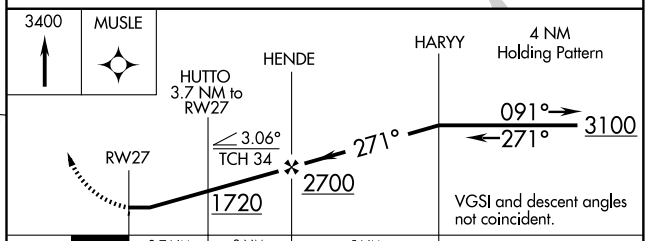
NA

MISSED APPROACH: Climb to 3400 direct MUSLE WP and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 128.475 377.15 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1 679 (700-1) | | NA | |
| CIRCLING | 1220-1 739 (800-1) | 1240-1¼ 759 (800-1¼) | NA | |

MIRL Rwy 9-27

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4397 |
|---|---|---|
| 055° | TDZE | 1268 |
| | Apt Elev | 1268 |

# RNAV (GPS) RWY 5

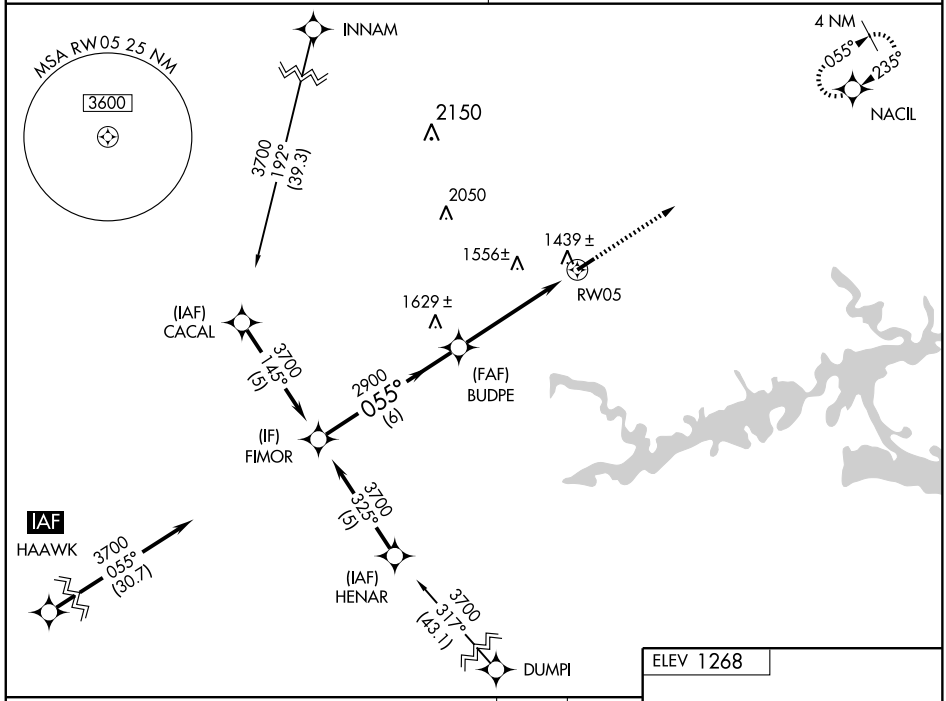
CLINTON/HOLLEY MOUNTAIN AIRPARK (2A2)

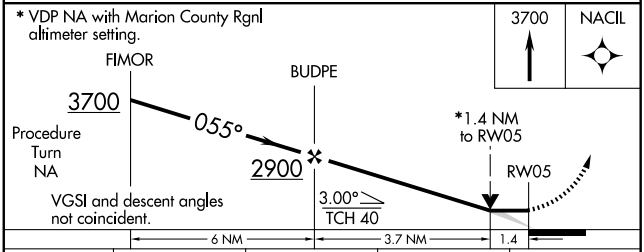
T NA — Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. DME/DME RNP-0.3 NA.

IAF ARM APPROACH MODE PRIOR TO IAF.

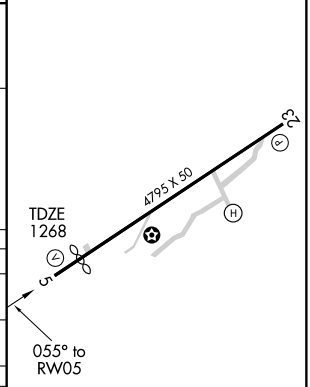
MISSED APPROACH: Climb to 3700 direct NACIL and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 126.85 281.55 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1760-1 | 492 (500-1) | 1760-1¼ 492 (500-1¼) | NA |
| CIRCLING | 1760-1 | 492 (500-1) | 1780-1½ 512 (600-1½) | NA |
| MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1920-1 | 652 (700-1) | 1920-1¾ 652 (700-1¾) | NA |
| CIRCLING | 1940-1 | 672 (700-1) | 1960-2 692 (700-2) | NA |




MIRL Rwy 5-23 L
REIL Rwy 5 and 23 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4795 |
|---|---|---|
| 235° | TDZE | 1268 |
| | Apt Elev | 1268 |

# RNAV (GPS) RWY 23

CLINTON/ HOLLEY MOUNTAIN AIRPARK (2A2)

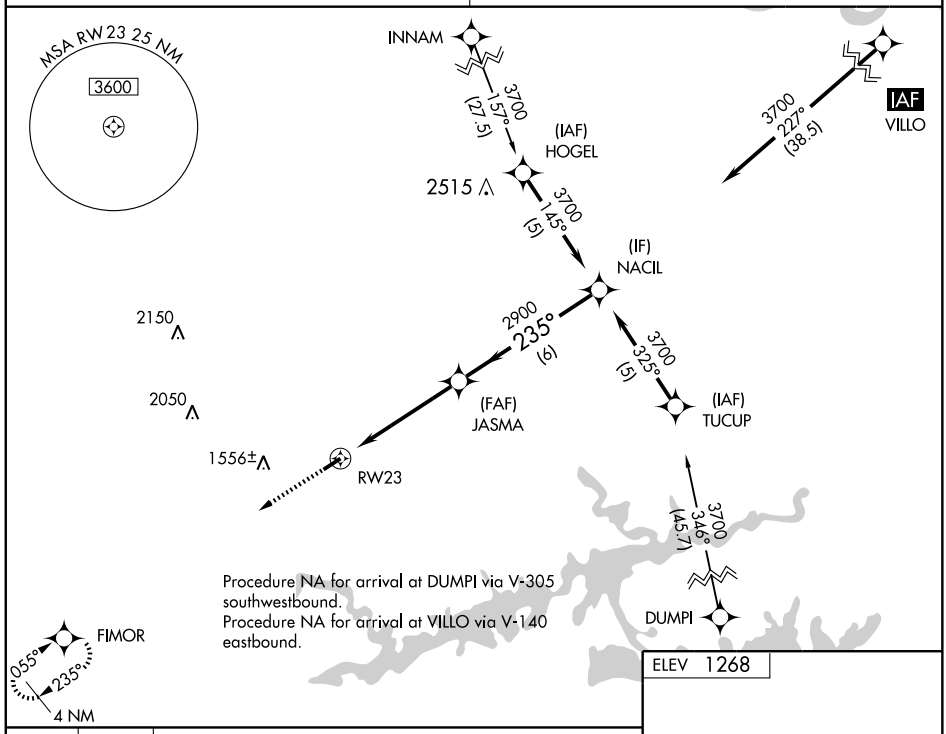
Obtain local altimeter setting on CTAF; when not received, use Marion County Rgnl altimeter setting. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

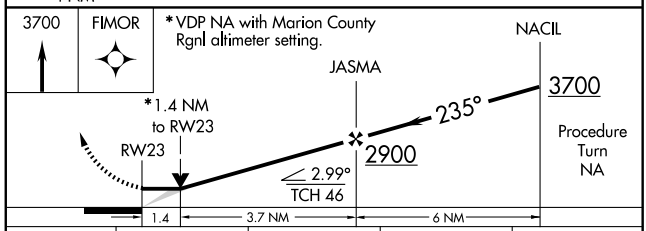
NA

IAF ARM APPROACH MODE PRIOR TO IAF.

MISSED APPROACH: Climb to 3700 direct FIMOR and hold.

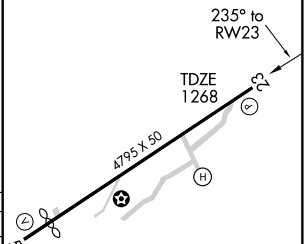
| MEMPHIS CENTER | UNICOM |
|---|---|
| 126.85 281.55 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1740-1 | 472 (500-1) | 1740-1¼ 472 (500-1¼) | NA |
| CIRCLING | 1760-1 | 492 (500-1) | 1800-1½ 532 (600-1½) | NA |
| MARION COUNTY RGNL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1900-1 | 632 (700-1) | 1900-1¾ 632 (700-1¾) | NA |
| CIRCLING | 1940-1 | 672 (700-1) | 1960-2 712 (800-2) | NA |

ELEV 1268




MIRL Rwy 5-23 L

REIL Rwy 5 and 23 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 254° | Rwy Idg | 4875 (3232 Nights only) |
| | TDZE | 315 |
| | Apt Elev | 315 |

# GPS RWY 26

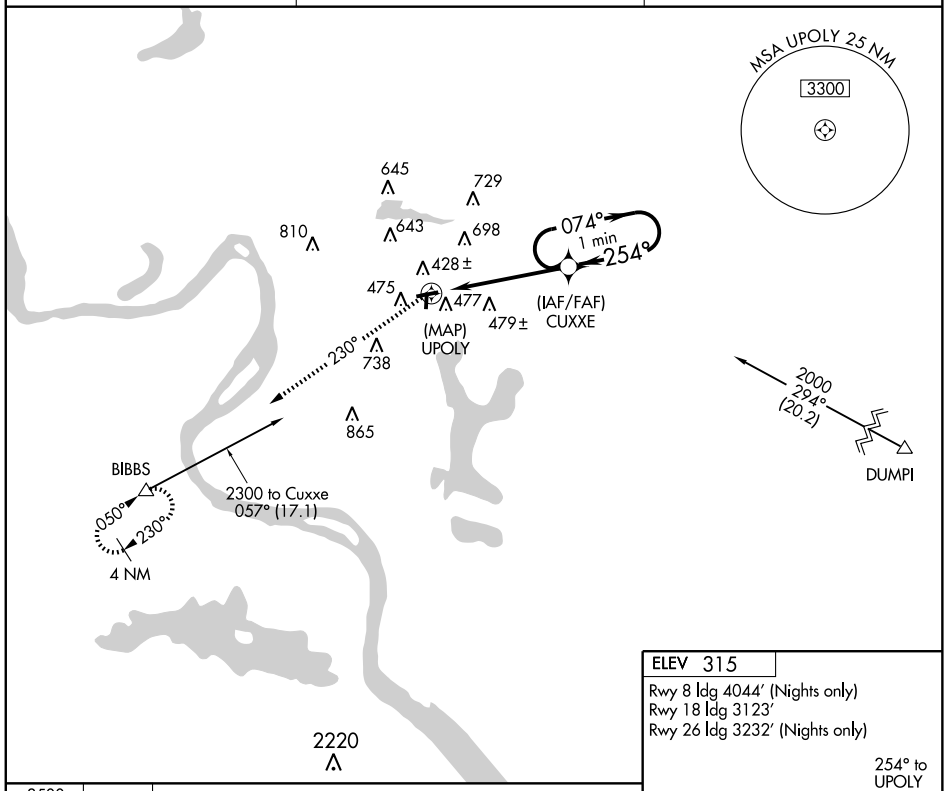
## CONWAY/ DENNIS F. CANTRELL FIELD (CWS)

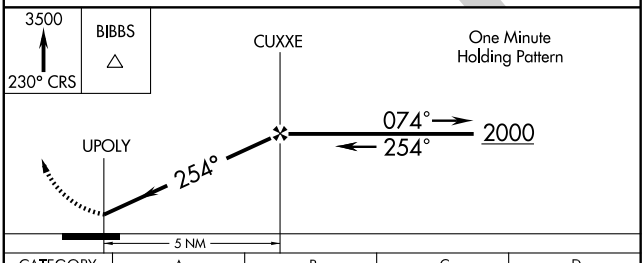
Obtain local altimeter on CTAF; when not received, use Little Rock altimeter setting.

NA

MISSED APPROACH: Climb to 3500 via 230° course to BIBBS and hold.

| LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 119.5 306.2 | 121.2 | 122.8 (CTAF) L |

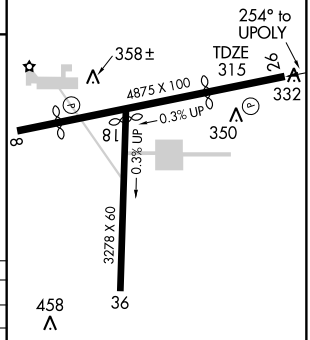



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 900-1 | 585 (600-1) | NA | |
| CIRCLING | 900-1 | 585 (600-1) | NA | |
| LITTLE ROCK ALTIMETER SETTING MINIMUMS | | | | |
| S-26 | 960-1 | 645 (700-1) | NA | |
| CIRCLING | 960-1 | 645 (700-1) | NA | |

ELEV 315

Rwy 8 ldg 4044′ (Nights only)
Rwy 18 ldg 3123′
Rwy 26 ldg 3232′ (Nights only)




MIRL Rwys 8-26 L and 18-36

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB CWS 302 | APP CRS 270° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 315 |
|---|---|---|

# NDB-A

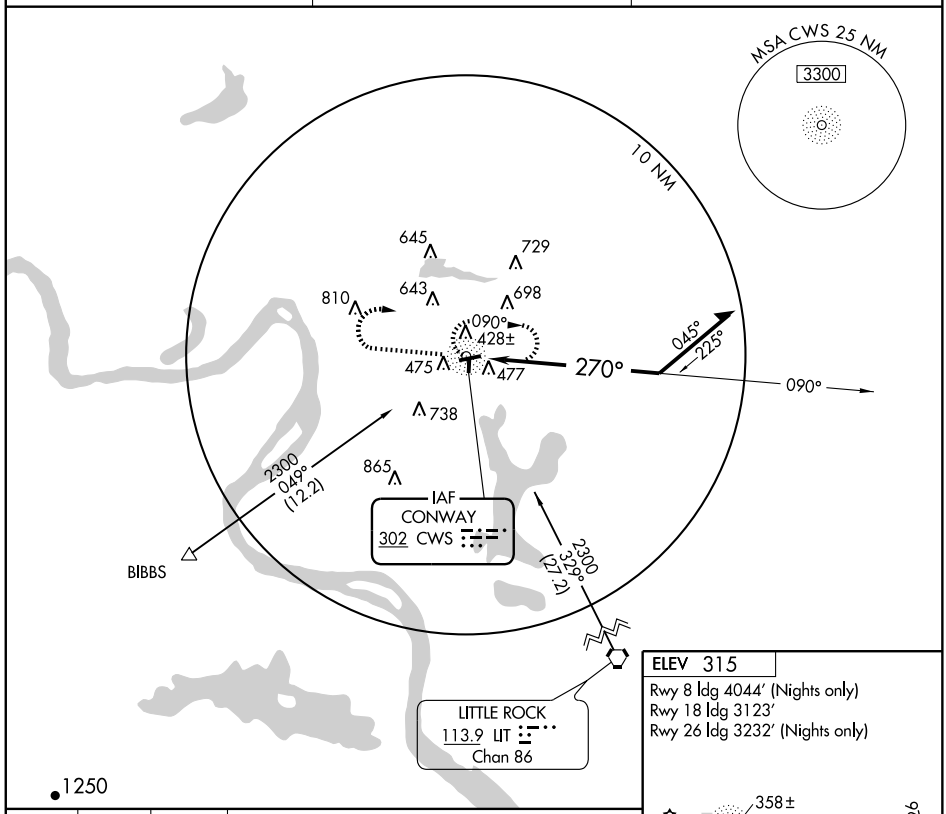
## CONWAY/ DENNIS F. CANTRELL FIELD (CWS)

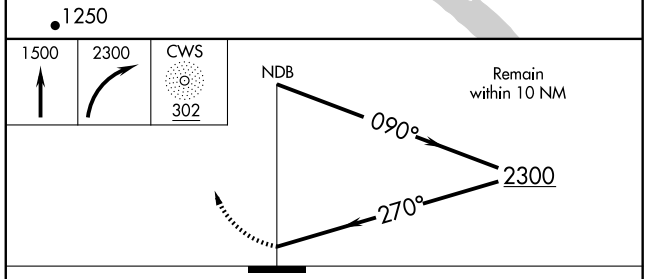
Obtain local altimeter on CTAF; when not received, use Little Rock altimeter setting.

NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 CWS NDB and hold.

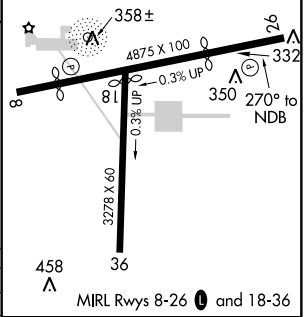
| LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 119.5 306.2 | 121.2 | 122.8 (CTAF) L |




ELEV 315

Rwy 8 ldg 4044′ (Nights only)
Rwy 18 ldg 3123′
Rwy 26 ldg 3232′ (Nights only)




MIRL Rwys 8-26 L and 18-36

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1 | 685 (700-1) | NA | |

LITTLE ROCK ALTIMETER SETTING MINIMUMS

| CIRCLING | 1060-1<br>745 (800-1) | 1060-1¼<br>745 (800-1¼) | NA |
|---|---|---|---|

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

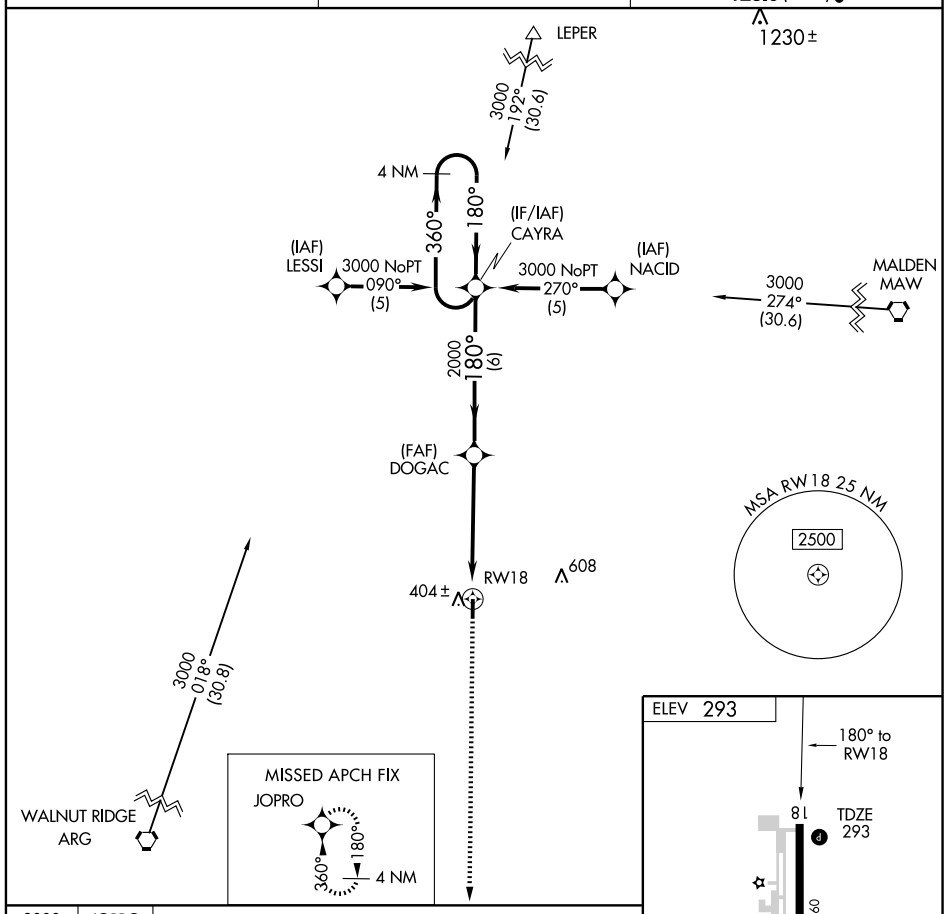
| APP CRS | Rwy Idg | 4299 |
|---|---|---|
| 180° | TDZE | 293 |
| | Apt Elev | 293 |

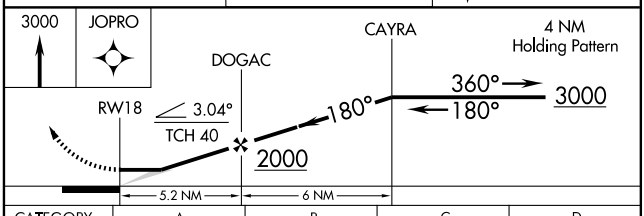
# RNAV (GPS) RWY 18
## CORNING MUNI (4M9)

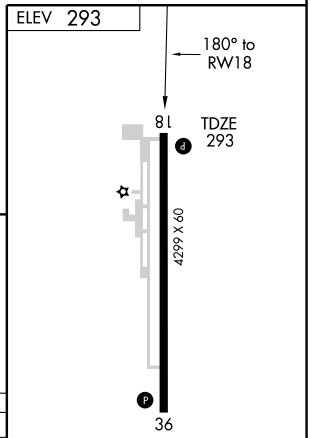
NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Walnut Ridge Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct JOPRO WP and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.325 | 120.075 289.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 | 427 (500-1) | 720-1¼ 427 (500-1¼) | NA |
| CIRCLING | 760-1 | 467 (500-1) | 760-1½ 467 (500-1½) | NA |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-1, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 36

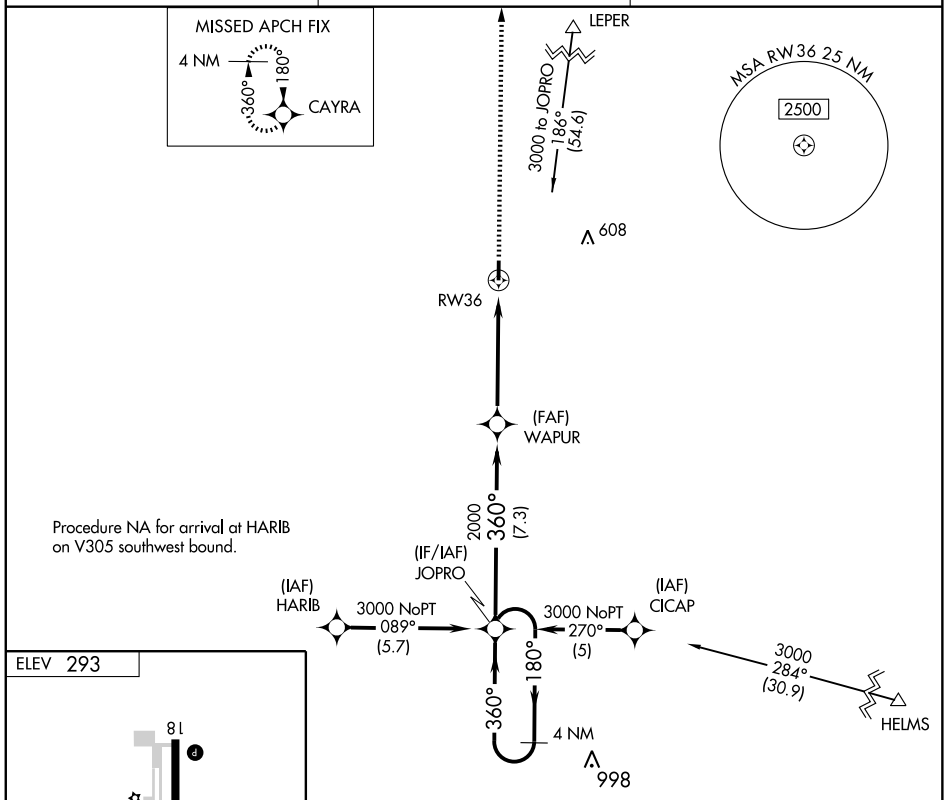
CORNING MUNI (4M9)

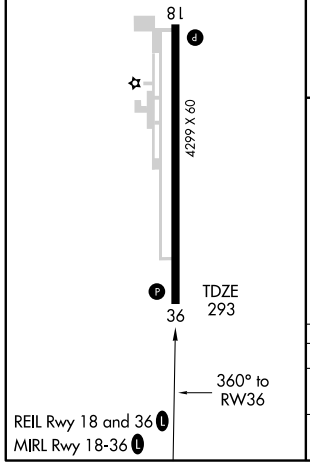
| APP CRS | | |
|---|---|---|
| 360° | Rwy Idg | 4299 |
| | TDZE | 293 |
| | Apt Elev | 293 |

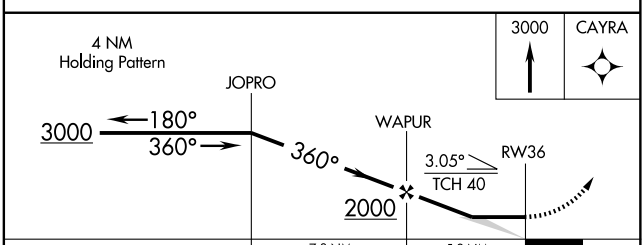
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Walnut Ridge Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct CAYRA WP and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.325 | 120.075 289.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 | 407 (500-1) | 700-1¼ 407 (500-1¼) | NA |
| CIRCLING | 760-1 | 467 (500-1) | 760-1½ 467 (500-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

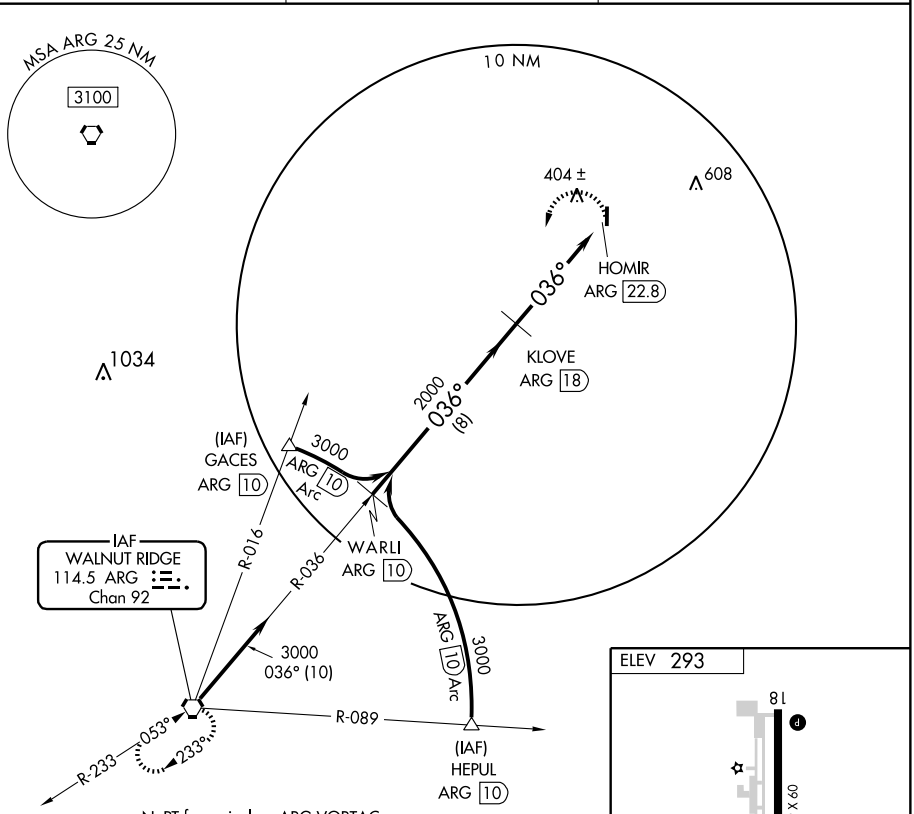
| VORTAC ARG | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.5 | 036° | TDZE | N/A |
| Chan 92 | | Apt Elev | 293 |

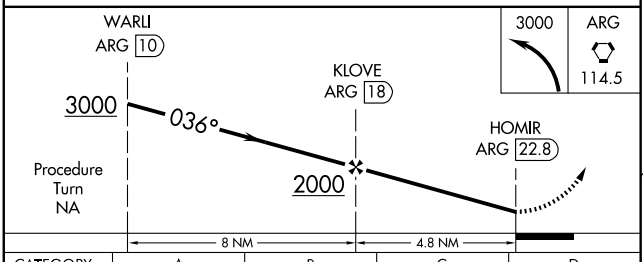
# VOR/DME-A
## CORNING MUNI (4M9)

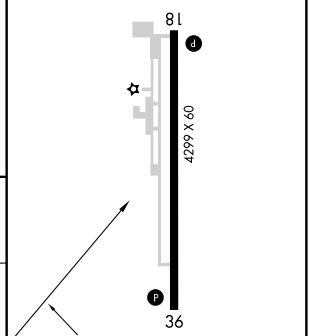
NA Use Walnut Ridge Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct ARG VORTAC and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.325 | 120.075 289.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1100-1<br>807 (900-1) | 1100-1¼<br>807 (900-1¼) | 1100-2¼<br>807 (900-2¼) | NA |

REIL Rwy 18 and 36 L
MIRL Rwy 18-36 L

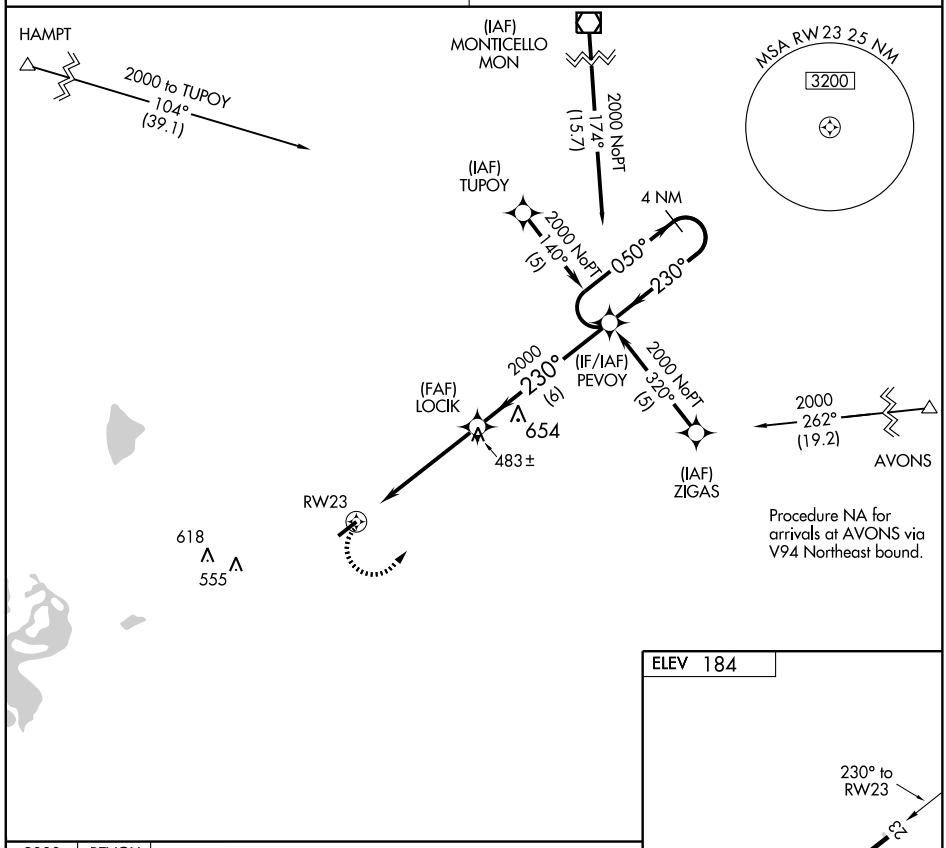
SC-1, 14 JAN 2010 to 11 FEB 2010

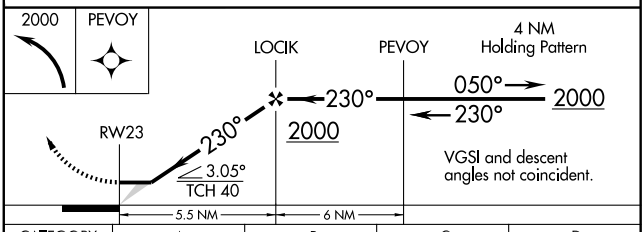
| APP CRS | Rwy Idg | 5009 |
|---|---|---|
| 230° | TDZE | 184 |
| | Apt Elev | 184 |

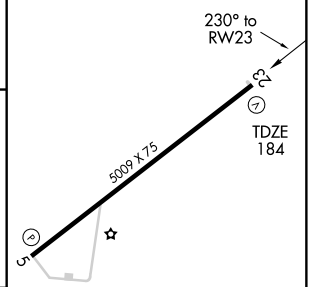
# RNAV (GPS) RWY 23

CROSSETT/Z M JACK STELL FIELD (CRT)

| | |
|---|---|
| ⚠ NA DME/DME RNP-0.3 NA. Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet. | MISSED APPROACH: Climbing left turn to 2000 direct PEVOY and hold. |
| MEMPHIS CENTER **135.875 269.35** | UNICOM **122.8** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1 | 576 (600-1) | 760-1½ 576 (600-1½) | NA |
| CIRCLING | 760-1 | 576 (600-1) | 760-1½ 576 (600-1½) | NA |

MIRL Rwy 5-23

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME MON 111.6 Chan 53 | APP CRS 196° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 184 |
|---|---|---|

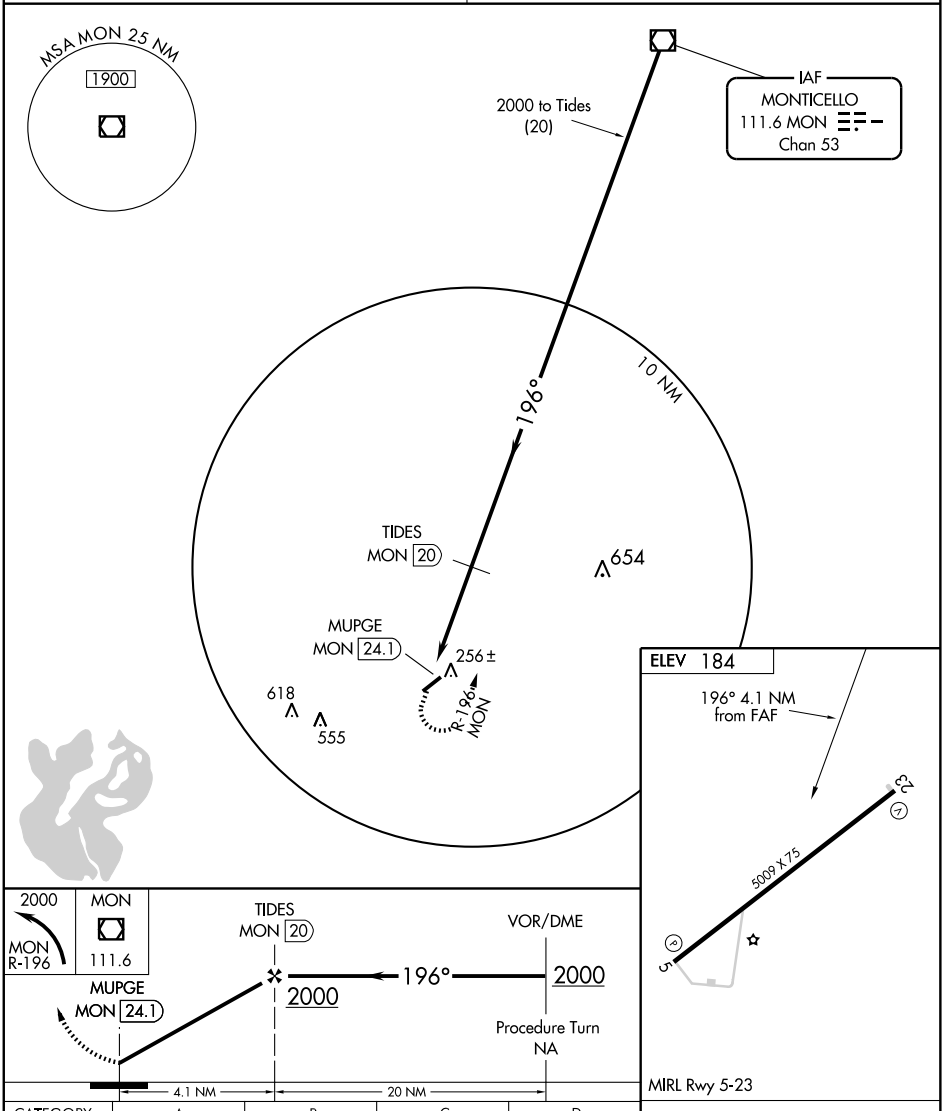
# VOR/DME-A

CROSSETT/ Z M JACK STELL FIELD (CRT)

NA Use Monroe, LA altimeter setting; if not received, use El Dorado altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing left turn to 2000 via MON R-196 to MON VOR/DME.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.875 269.35 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1020-1<br>837 (900-1) | 1020-1¼<br>837 (900-1¼) | 1020-2½<br>837 (900-2½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1. 14 JAN 2010 to 11 FEB 2010

| NDB DEQ | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 281 | 083° | TDZE | 355 |
| | | Apt Elev | 355 |

# NDB RWY 8

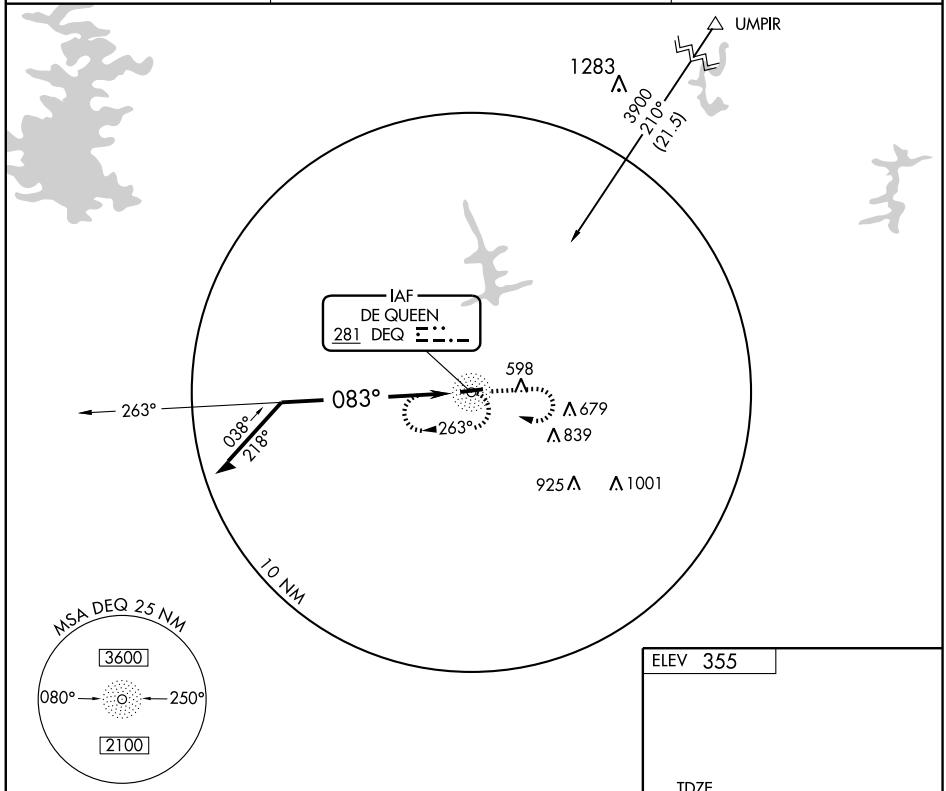
DE QUEEN / J. LYNN HELMS SEVIER COUNTY (DEQ)

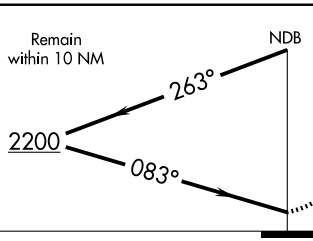
If local altimeter setting not received, use Texarkana altimeter setting and increase all MDAs 100 feet.

NA

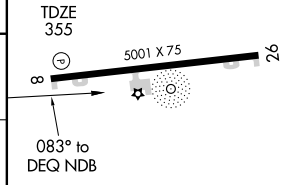
MISSED APPROACH: Climb to 1500, then climbing right turn to 2200 direct DEQ NDB and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 134.075 | 123.925 269.475 | 122.8 (CTAF) L |




| 1500 | 2200 | DEQ |
|---|---|---|
| | | 281 |




REIL Rwy 8 L

MIRL Rwy 8-26 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 1260-1¼<br>905 (1000-1¼) | 1260-1½<br>905 (1000-1½) | NA | |
| CIRCLING | 1260-1¼<br>905 (1000-1¼) | 1260-1½<br>905 (1000-1½) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 079° | TDZE | 355 |
| | Apt Elev | 355 |

# RNAV (GPS) RWY 8

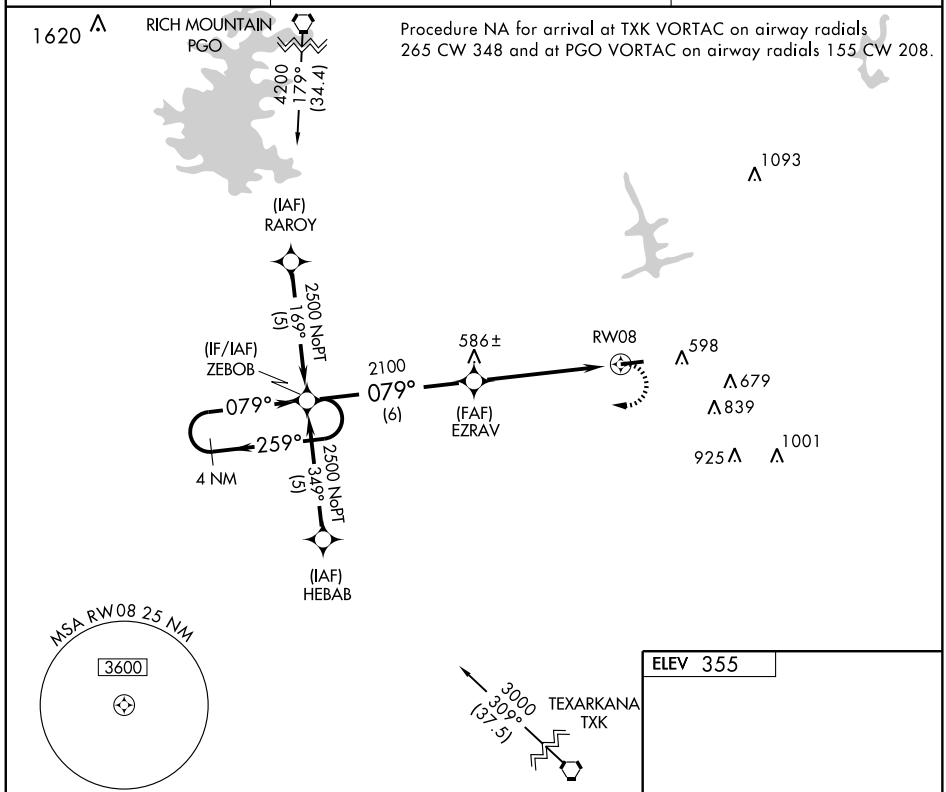
DE QUEEN/ J. LYNN HELMS SEVIER COUNTY (DEQ)

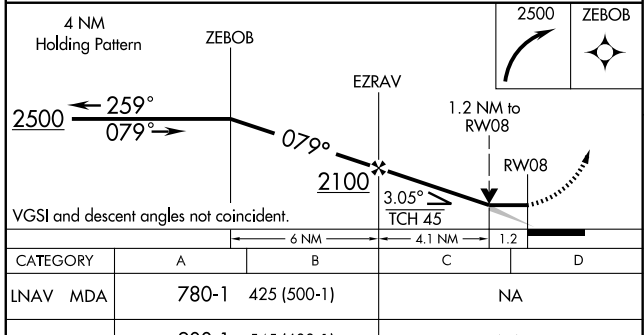
VDP NA with Texarkana altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Texarkana altimeter setting and increase all MDAs 100 feet.

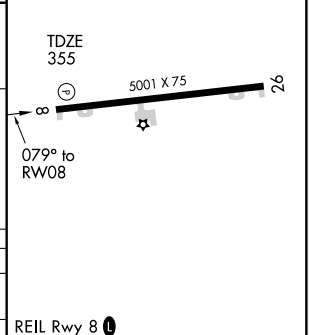
MISSED APPROACH: Climbing right turn to 2500 direct ZEBOB and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 134.075 | 123.925 269.475 | 122.8 (CTAF) L |

Procedure NA for arrival at TXK VORTAC on airway radials 265 CW 348 and at PGO VORTAC on airway radials 155 CW 208.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 | 425 (500-1) | NA | |
| CIRCLING | 900-1 | 545 (600-1) | NA | |

REIL Rwy 8 L
MIRL Rwy 8-26 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3865 |
|---|---|---|
| 131° | TDZE | 1176 |
| | Apt Elev | 1180 |

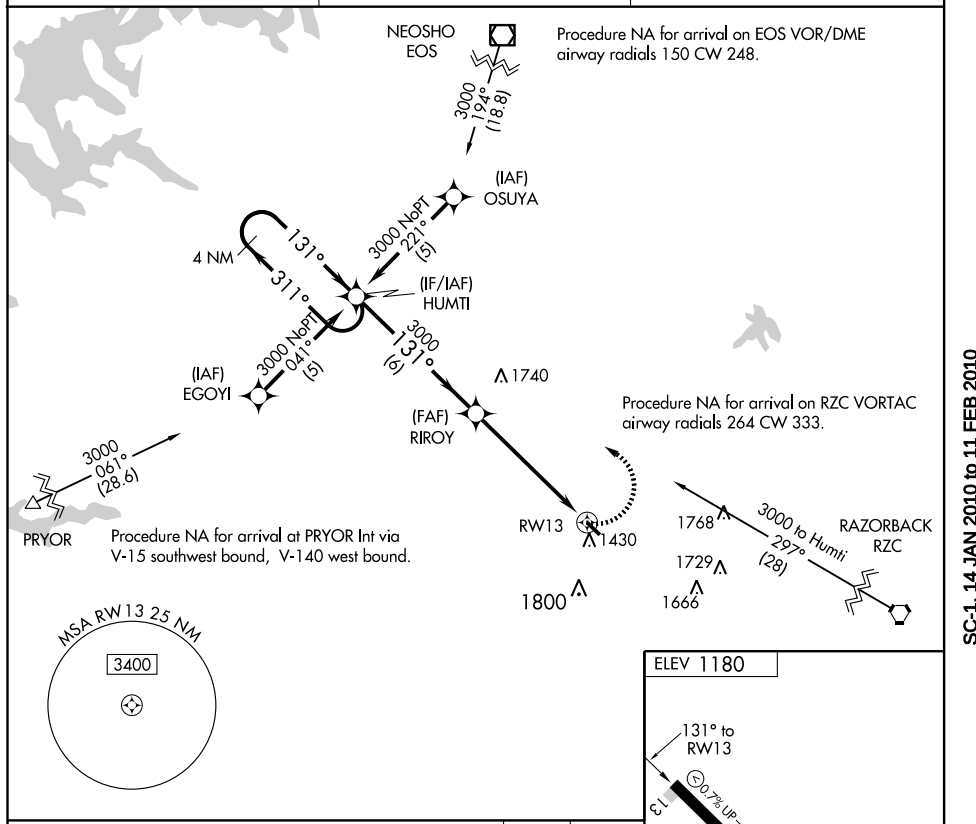
# RNAV (GPS) RWY 13

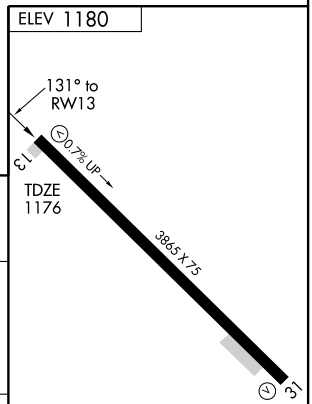
DECATUR/CRYSTAL LAKE (5M5)

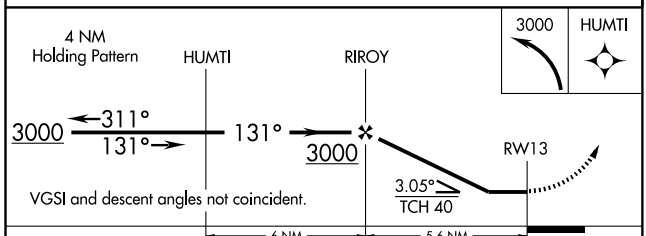
DME/DME RNP-0.3 NA
Use Fayetteville/Northwest Arkansas Rgnl altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing left turn to 3000 direct HUMTI WP and hold.

| RAZORBACK APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|
| 121.0 244.57 | 121.725 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1720-1 | 544 (600-1) | 1720-1½ 544 (600-1½) | NA |
| CIRCLING | 1820-1 | 640 (700-1) | 1860-2 680 (700-2) | NA |

LIRL Rwy 13-31

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC RZC | APP CRS | Rwy Idg | 3865 |
|---|---|---|---|
| 116.4 | 107° | TDZE | 1176 |
| Chan 111 | | Apt Elev | 1180 |

# VOR/DME RWY 13

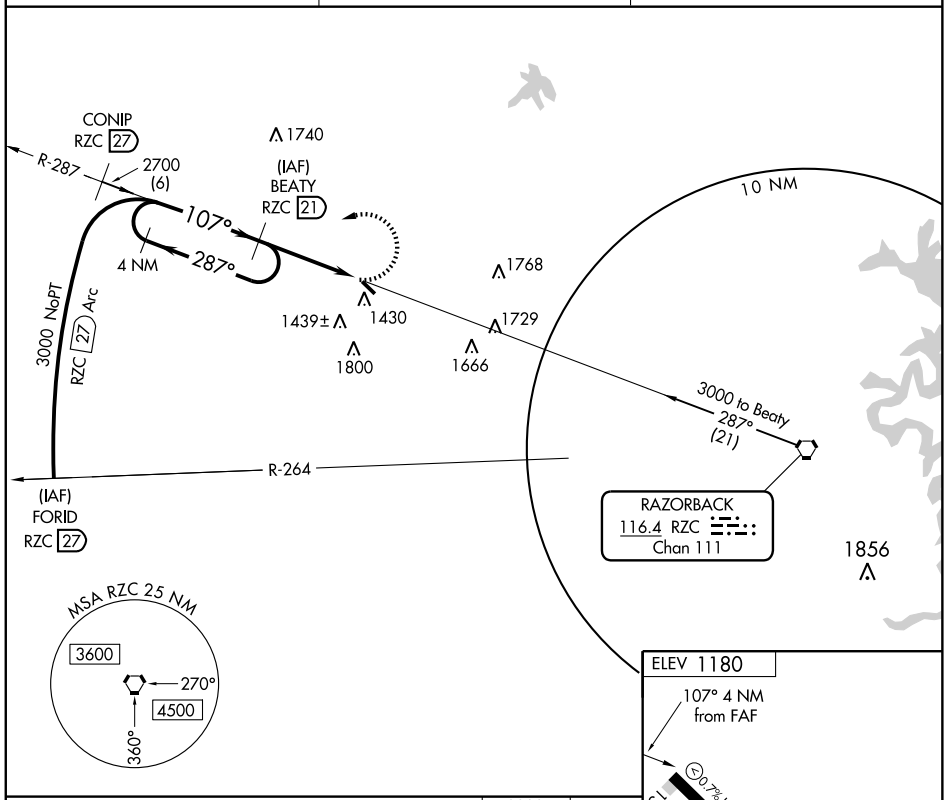
DECATUR/ CRYSTAL LAKE (5M5)

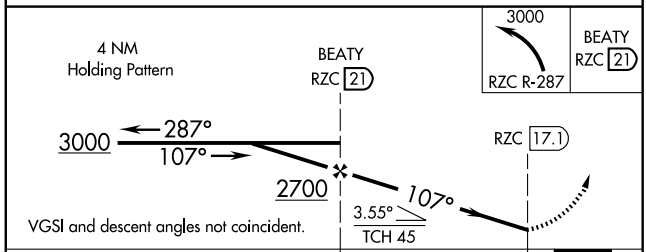
Use Fayetteville/Northwest Arkansas Rgnl altimeter setting; if not received, use Joplin, MO altimeter setting and increase all MDAs 120 feet.

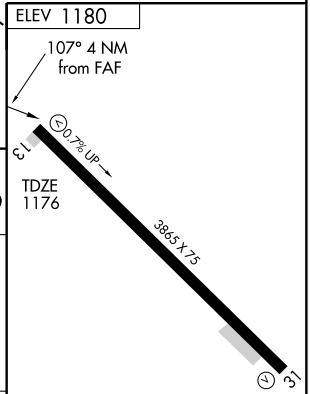
NA

MISSED APPROACH: Climbing left turn to 3000 via RZC R-287 to BEATY/21 DME and hold.

| RAZORBACK APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|
| 121.0 244.57 | 121.725 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1780-1 | 604 (600-1) | 1780-1¾ 604 (600-1¾) | NA |
| CIRCLING | 1820-1 | 640 (700-1) | 1860-2 680 (700-2) | NA |

LIRL Rwy 13-31

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 001° | TDZE | 163 |
| | Apt Elev | 163 |

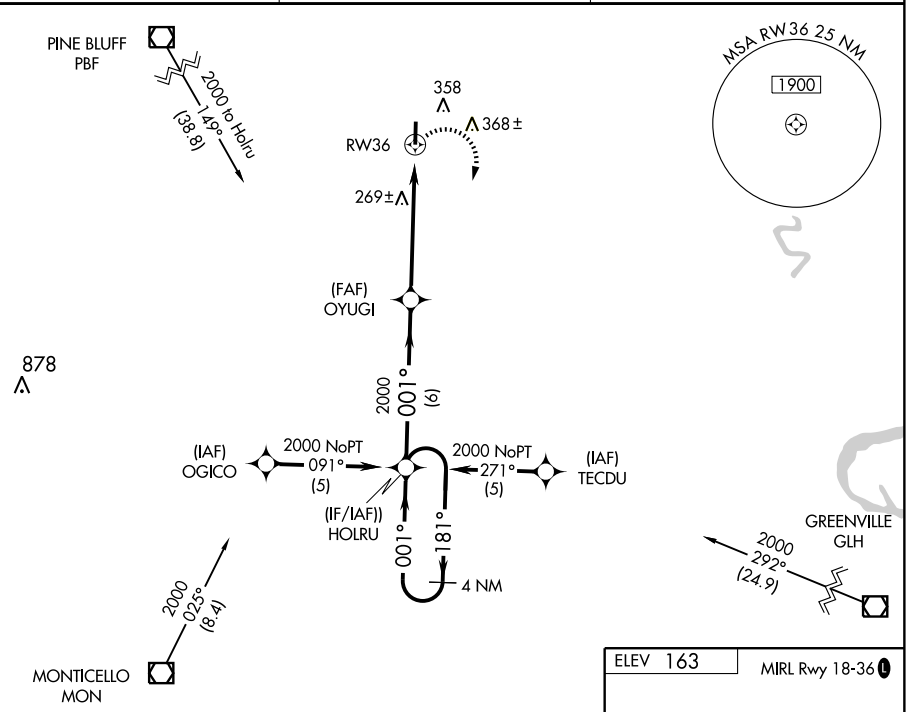
# RNAV (GPS) RWY 36

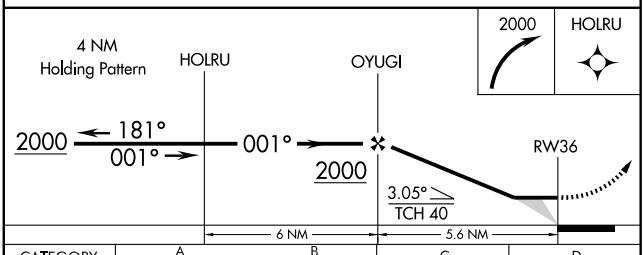
DUMAS/BILLY FREE MUNI (ØMØ)

Use Pine Bluff altimeter setting; if not received, use Greenville, MS altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

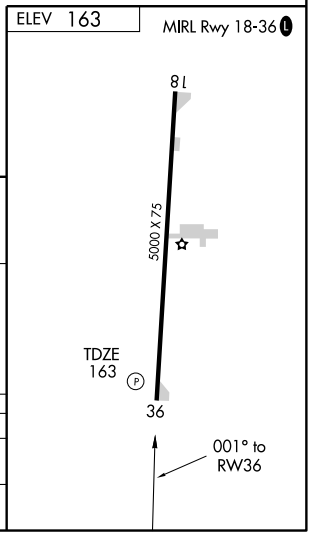
MISSED APPROACH: Climbing right turn to 2000 direct HOLRU and hold.

| PINE BLUFF ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.775 | 135.875 269.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 | 437 (500-1) | 600-1¼ 437 (500-1¼) | NA |
| CIRCLING | 780-1 | 617 (700-1) | 780-1¾ 617 (700-1¾) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME MON | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 111.6 | 022° | TDZE | 163 |
| Chan 53 | | Apt Elev | 163 |

# VOR/DME RWY 36

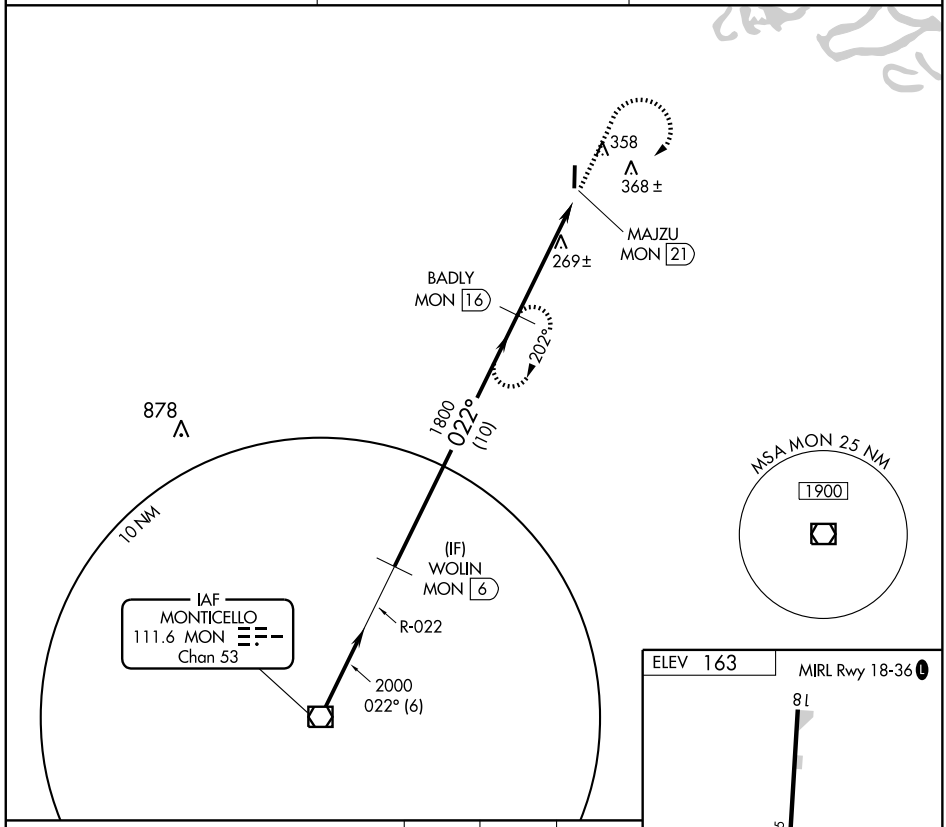
DUMAS/BILLY FREE MUNI (ØMØ)

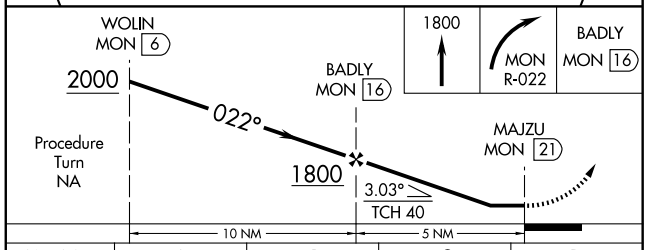
Use Pine Bluff altimeter setting; if not received, use Greenville, MS altimeter setting and increase all MDAs 40 feet.

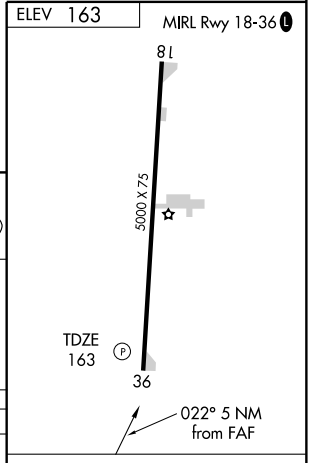
NA

MISSED APPROACH: Climb to 1800 then right turn via MON VOR/DME R-022 to BADLY/16 DME and hold.

| PINE BLUFF ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.775 | 135.875 269.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 600-1<br>437 (500-1) | 600-1¼<br>437 (500-1¼) | 600-1½<br>437 (500-1½) | NA |
| CIRCLING | 780-1<br>617 (700-1) | 780-1¼<br>617 (700-1¼) | 780-1¾<br>617 (700-1¾) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-ELD | APP CRS | Rwy Idg 6601 |
|---|---|---|
| 111.1 Chan 48 | 223° | TDZE 259 |
| | | Apt Elev 277 |

EL DORADO/
SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

# ILS or LOC RWY 22

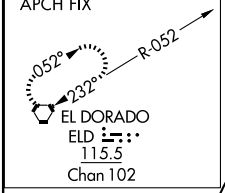
ADF required. If local altimeter setting not received, use Ruston Rgnl altimeter setting and increase all DAs to 565 feet and increase all MDAs 120 feet.

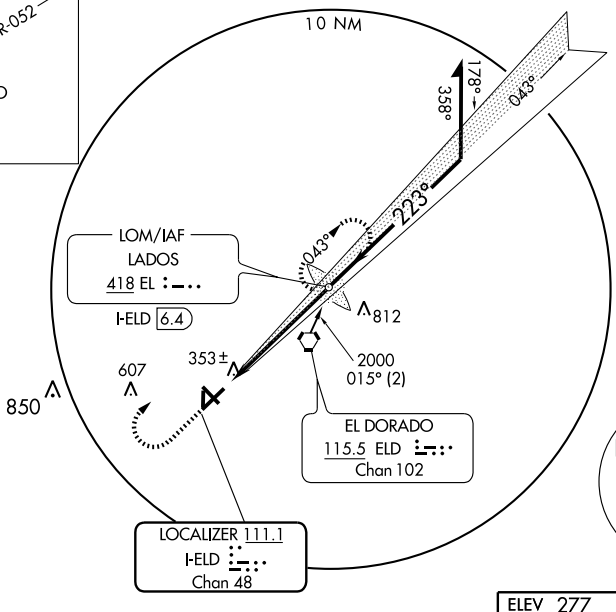
MALSR

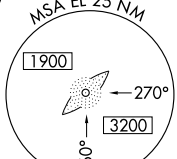
MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct LADOS LOM and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.325 | 128.2 269.1 | 123.0 (CTAF) |

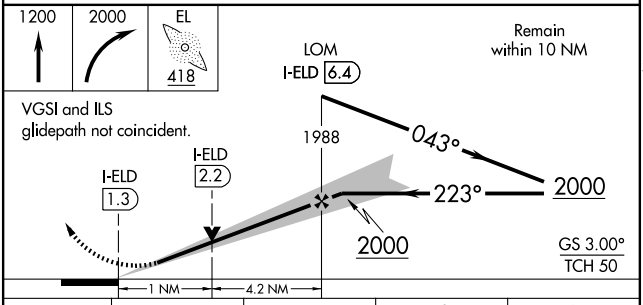
ALTERNATE MISSED APCH FIX

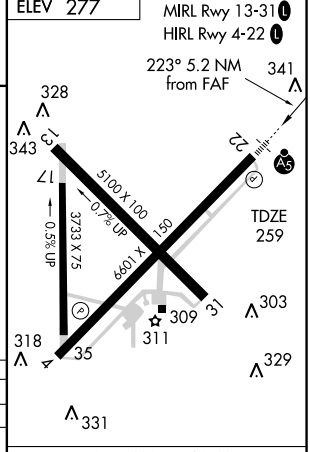



## ADF or DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 459-½ 200 (200-½) | | | |
| S-LOC 22 | 620-½ 361 (400-½) | | | 620-¾ 361 (400-¾) |
| CIRCLING | 740-1 463 (500-1) | | 740-1½ 463 (500-1½) | 840-2 563 (600-2) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6601 |
|---|---|---|
| 043° | TDZE | 260 |
| | Apt Elev | 277 |

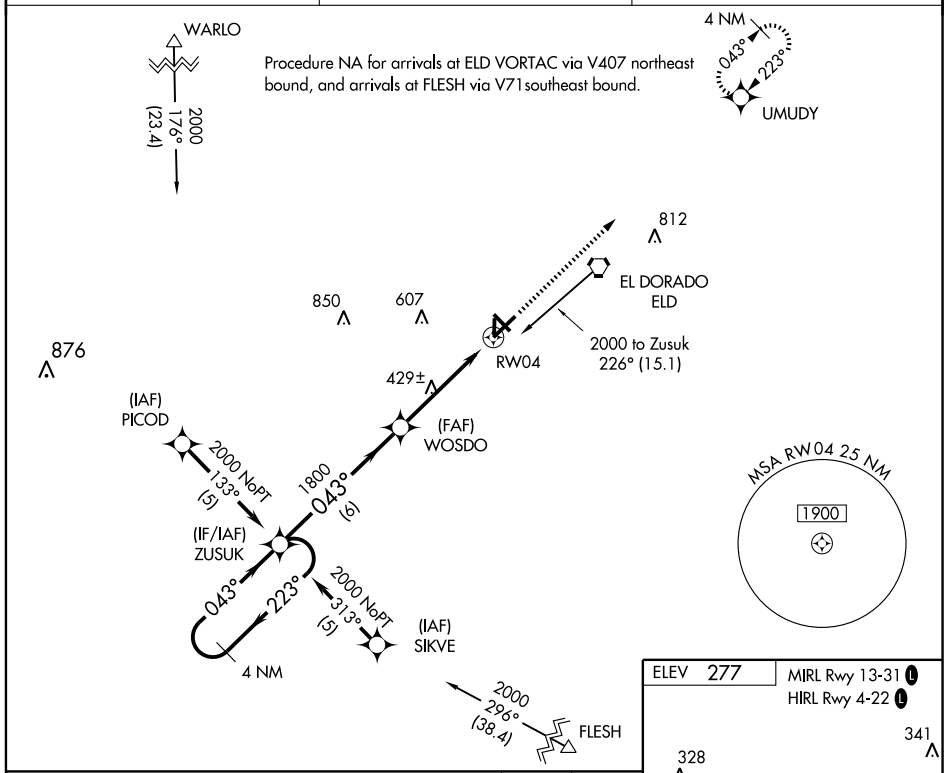
# RNAV (GPS) RWY 4

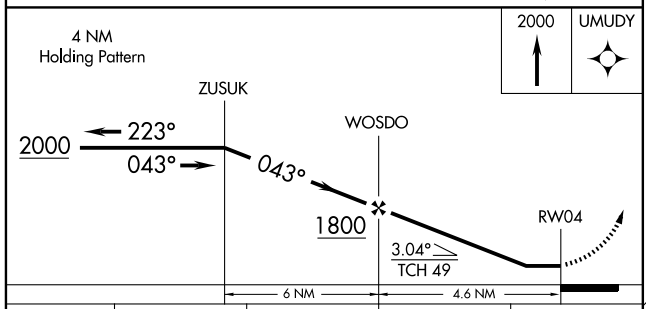
## EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

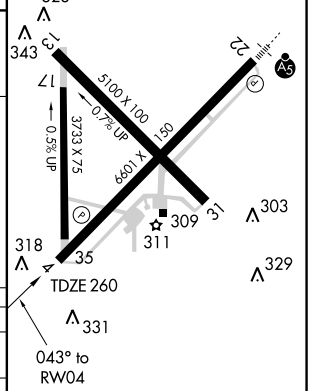
DME/DME RNP-0.3 NA.
Circling to runways 13, 17, 31, and 35 NA at night.
When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2000 direct UMUDY and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.325 | 128.2 269.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 420 (500-1) | | 680-1¼ 420 (500-1¼) | |
| CIRCLING | 740-1 463 (500-1) | | 740-1½ 463 (500-1½) | 840-2 563 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg 6601 |
|---|---|---|
| Ch 77521 | 223° | TDZE 259 |
| W22A | | Apt Elev 277 |

# RNAV (GPS) RWY 22

## EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

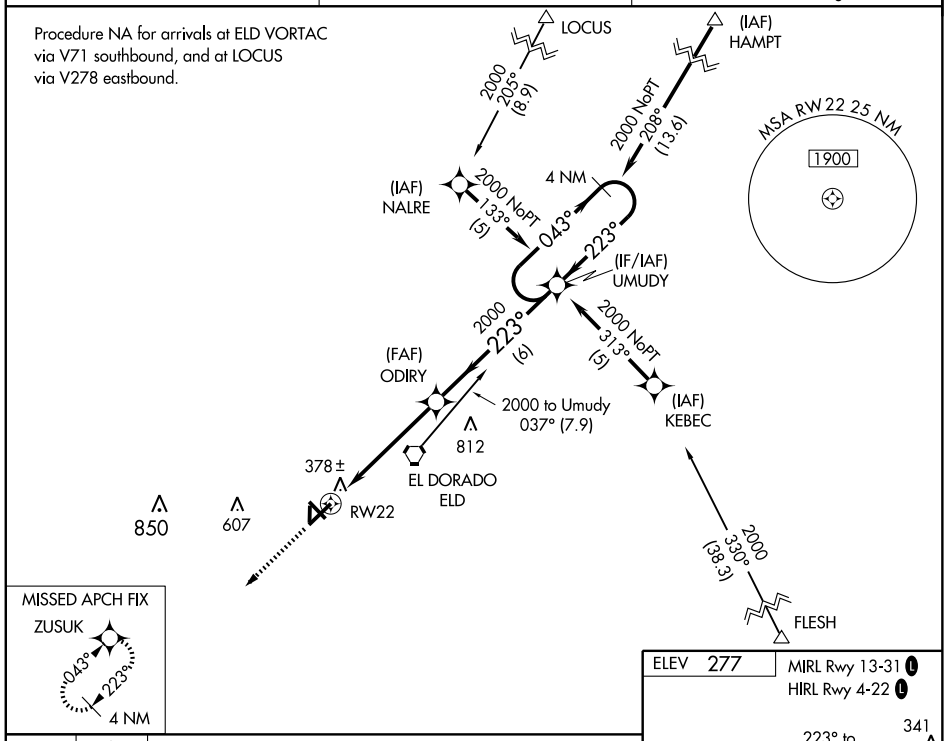
BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to 1¼ all Cats, increase LNAV Cats A, B, and C visibility to 1, and Cat. D to 1¼. Circling to runways 4, 13, 17, 31 and 35 NA at night.

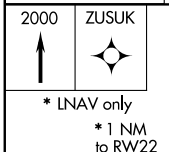
MALSR

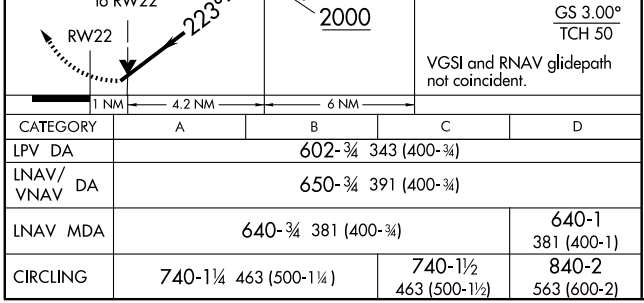
MISSED APPROACH: Climb to 2000 direct ZUSUK and hold.

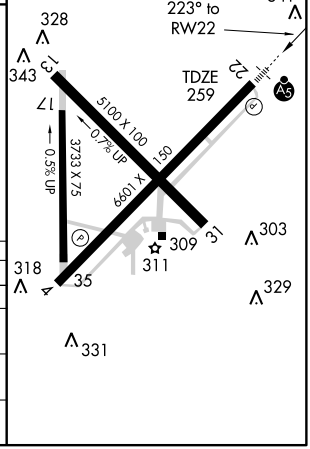
| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.325 | 128.2 269.1 | 123.0 (CTAF) L |

Procedure NA for arrivals at ELD VORTAC via V71 southbound, and at LOCUS via V278 eastbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 602-¾ 343 (400-¾) | | | |
| LNAV/ VNAV DA | 650-¾ 391 (400-¾) | | | |
| LNAV MDA | 640-¾ 381 (400-¾) | | | 640-1 381 (400-1) |
| CIRCLING | 740-1¼ 463 (500-1¼) | | 740-1½ 463 (500-1½) | 840-2 563 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

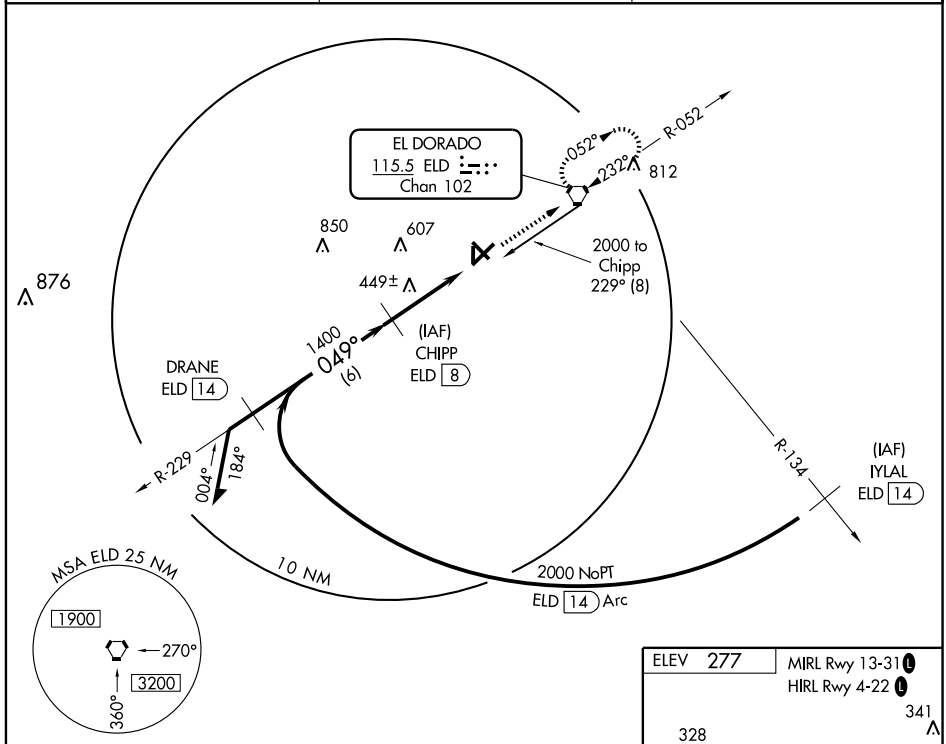
| VORTAC ELD | APP CRS | Rwy Idg 6601 |
|---|---|---|
| 115.5 | 049° | TDZE 260 |
| Chan 102 | | Apt Elev 277 |

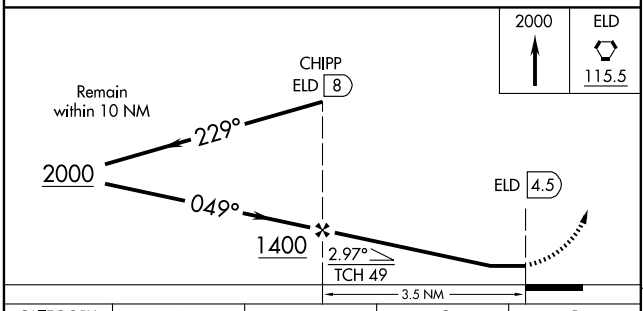
# VOR/DME RWY 4

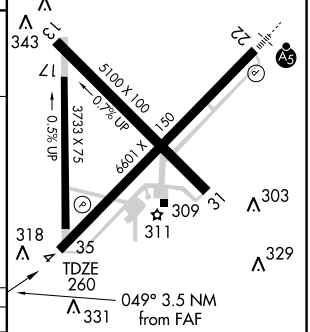
EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

MISSED APPROACH: Climb to 2000 direct ELD VORTAC and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.325 | 128.2 269.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 700-1 | 440 (500-1) | 700-1¼ 440 (500-1¼) | 700-1½ 440 (500-1½) |
| CIRCLING | 740-1 | 463 (500-1) | 740-1½ 463 (500-1½) | 840-2 563 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1. 14 JAN 2010 to 11 FEB 2010

| VORTAC ELD | APP CRS | Rwy Idg 6601 |
|---|---|---|
| 115.5 | 232° | TDZE 260 |
| Chan 102 | | Apt Elev 277 |

# VOR RWY 22

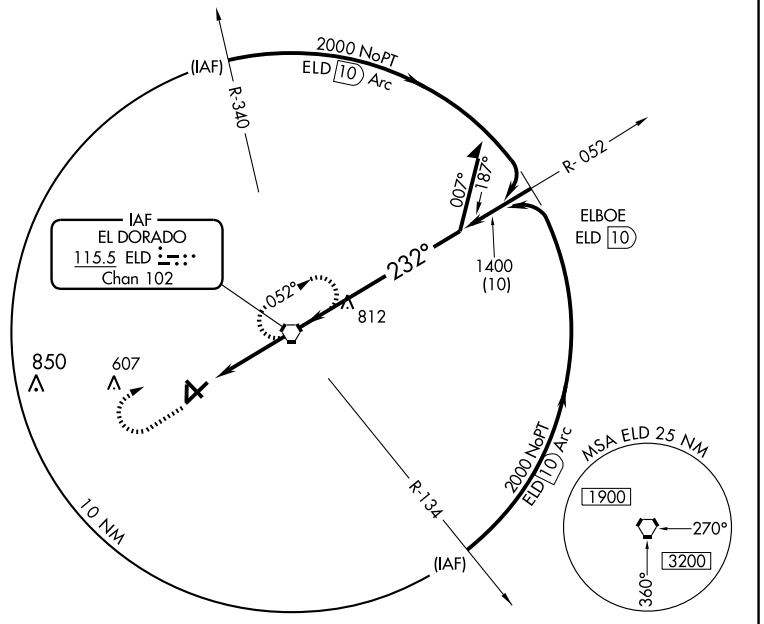
## EL DORADO/ SOUTH ARKANSAS RGNL AT GOODWIN FIELD (ELD)

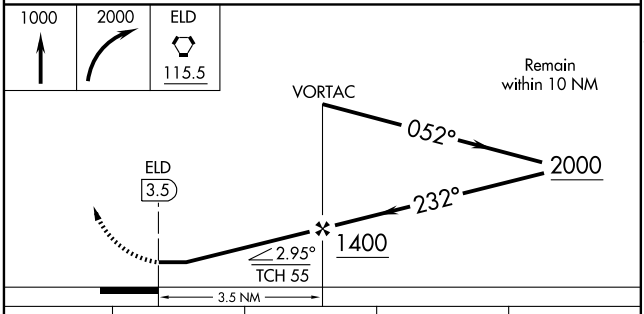
When local altimeter setting not received, procedure not authorized. For inoperative MALSR, increase S-22 Cat D visibility to 1¼.

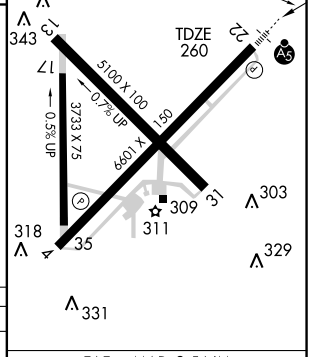
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct ELD VORTAC and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.325 | 128.2 269.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 660-½ 400 (400-½) | | | 660-1 400 (400-1) |
| CIRCLING | 740-1 463 (500-1) | | 740-1½ 463 (500-1½) | 840-2 563 (600-2) |

FAF to MAP 3.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

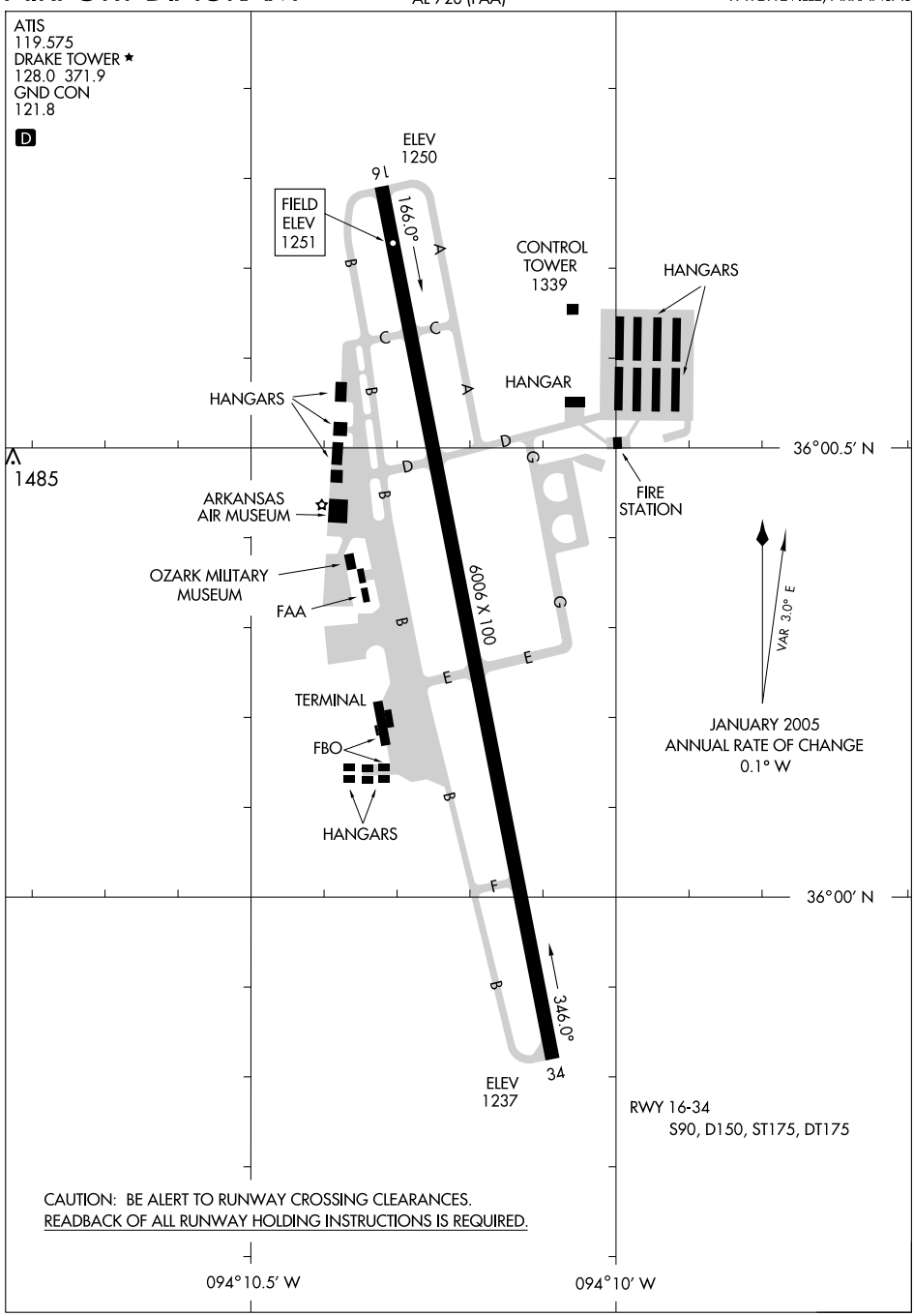
SC-1, 14 JAN 2010 to 11 FEB 2010

09015

# AIRPORT DIAGRAM

AL-728 (FAA)

FAYETTEVILLE/ DRAKE FIELD (FYV)
FAYETTEVILLE, ARKANSAS




SC-1, 14 JAN 2010 to 11 FEB 2010

FAYETTEVILLE, ARKANSAS AL-728 (FAA)

| LOC/DME I-LFH | APP CRS | Rwy Idg | 6006 |
|---|---|---|---|
| 111.9 | 349° | TDZE | 1241 |
| Chan 56 | | Apt Elev | 1251 |

# LDA/DME RWY 34

FAYETTEVILLE/ DRAKE FIELD (FYV)

ASR — Glideslope provided by standard glideslope equipment. Circling NA east of Rwy 16-34. Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springdale altimeter setting and increase all DA/MDA 40 feet.

ODALS

MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 via heading 245° and DAK R-246 to SUMMO Int and hold.

| ATIS | RAZORBACK APP CON★ | DRAKE TOWER★ | GND CON |
|---|---|---|---|
| 119.575 | 121.0 244.57 | 128.0 (CTAF) L 371.9 | 121.8 |

RAZORBACK 116.4 RZC Chan 111

4500 to Trium 181° (19.8)

ALTERNATE MISSED APCH FIX

R-221 RZC 116.4 Chan 111

R-246 DAK 108.8 Chan 25

066° 246° R-340 FSM 110.4 Chan 41

SUMMO DAK 12.4

1625± 1760 1849

DRAKE 108.8 DAK Chan 25

10 NM R-221 R-246 041° 221°

2017 1697 2333 1859

1399± IVOYI I-LFH 0.3

LOCALIZER 111.9 I-LFH Chan 56

SUMMO RZC 22.1 R-340

2029 OLEXE I-LFH 2.6 1699 ± (IAF) TRIUM I-LFH 4.6

2503 2351 2223 3470

AWEMO I-LFH 7 2456 2202 3049

MSA DAK 25 NM 3600 270° 4500 360°

4000 NoPT 349° (5.1) 3449

214° 034° (IF/IAF) GERTE I-LFH 12.1

Final approach course (offset 5.5°) intersects runway centerline at Rwy 34 threshold.

FORT SMITH 110.4 FSM Chan 41

4000 to Gerte 007° (25.1)

1699

## LDA/GLIDESLOPE

2200 4000 HDG 245° DAK R-246 SUMMO

TRIUM I-LFH 4.6 AWEMO I-LFH 7 OLEXE I-LFH 2.6 IVOYI I-LFH 0.3

Remain within 10 NM

169° 4500 349° 4000 349° 4000 2380* 3000* *LDA only

GS 3.50° TCH 58

0.5 2.3 NM 2 NM 2.4 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LDA/GS 34 | 1589-1¼ 348 (400-1¼) | | | NA |
| S-LDA 34 | 2000-1¼ 759 (800-1¼) | 2000-1½ 759 (800-1½) | 2000-2½ 759 (800-2½) | NA |
| CIRCLING | 2000-1¼ 749 (800-1¼) | 2000-1½ 749 (800-1½) | 2000-2½ 749 (800-2½) | NA |

ELEV 1251 MIRL Rwy 16-34

D

1266 1339 1337 1509 ± 6000 X 100 TDZE 1241 34 1260 ±

349° 7.2 NM from FAF

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-FYV | APP CRS | Rwy Idg | 6006 |
|---|---|---|---|
| 111.9 | 164° | TDZE | 1251 |
| Chan 56 | | Apt Elev | 1251 |

# LOC RWY 16

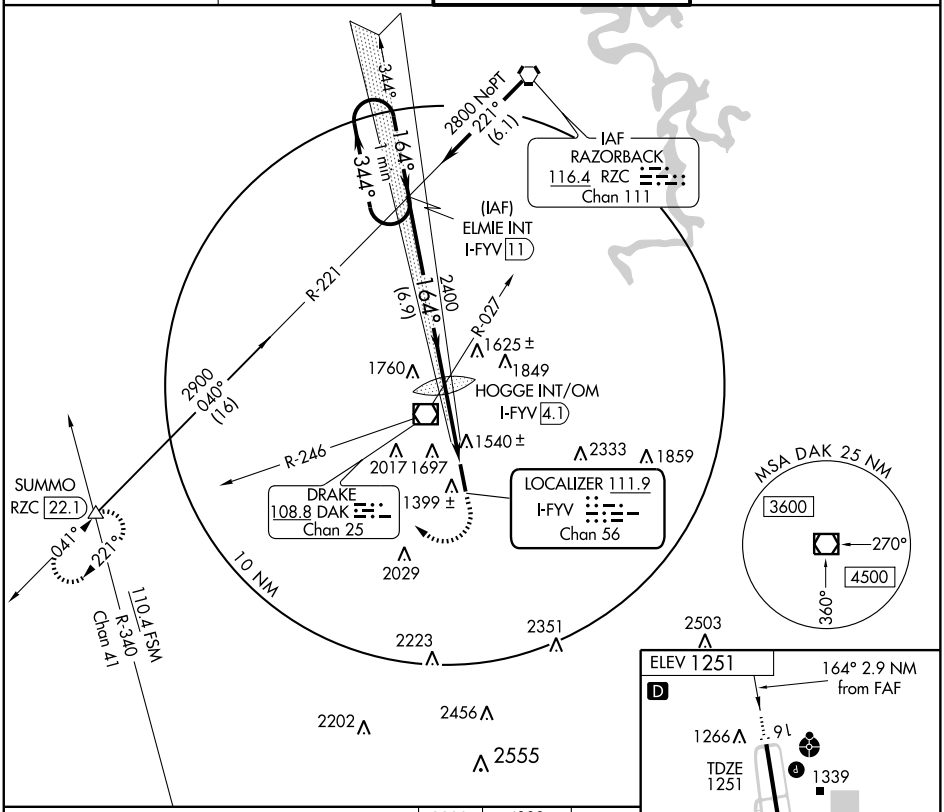
## FAYETTEVILLE/ DRAKE FIELD (FYV)

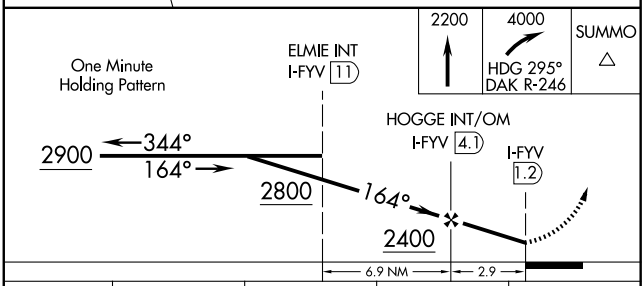
Circling not authorized east of Rwy 16-34.
Inoperative table does not apply.
ASR

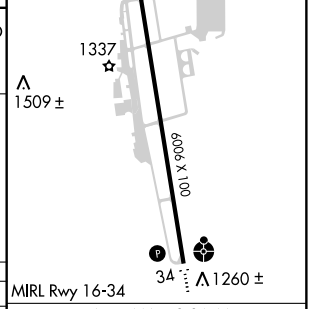
ODALS

MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 via heading 295° and DAK R-246 to SUMMO Int and hold.

| ATIS | RAZORBACK APP CON★ | DRAKE TOWER★ | GND CON |
|---|---|---|---|
| 119.575 | 121.0 244.57 | 128.0 (CTAF) L 371.9 | 121.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 1760-1 | 509 (600-1) | 1760-1½ | 509 (600-1½) |
| CIRCLING | 2000-1 | 2000-1¼ | 2000-2¼ | 2300-3 |
| | 749 (800-1) | 749 (800-1¼) | 749 (800-2¼) | 1049 (1100-3) |

FAF to MAP 2.9 NM

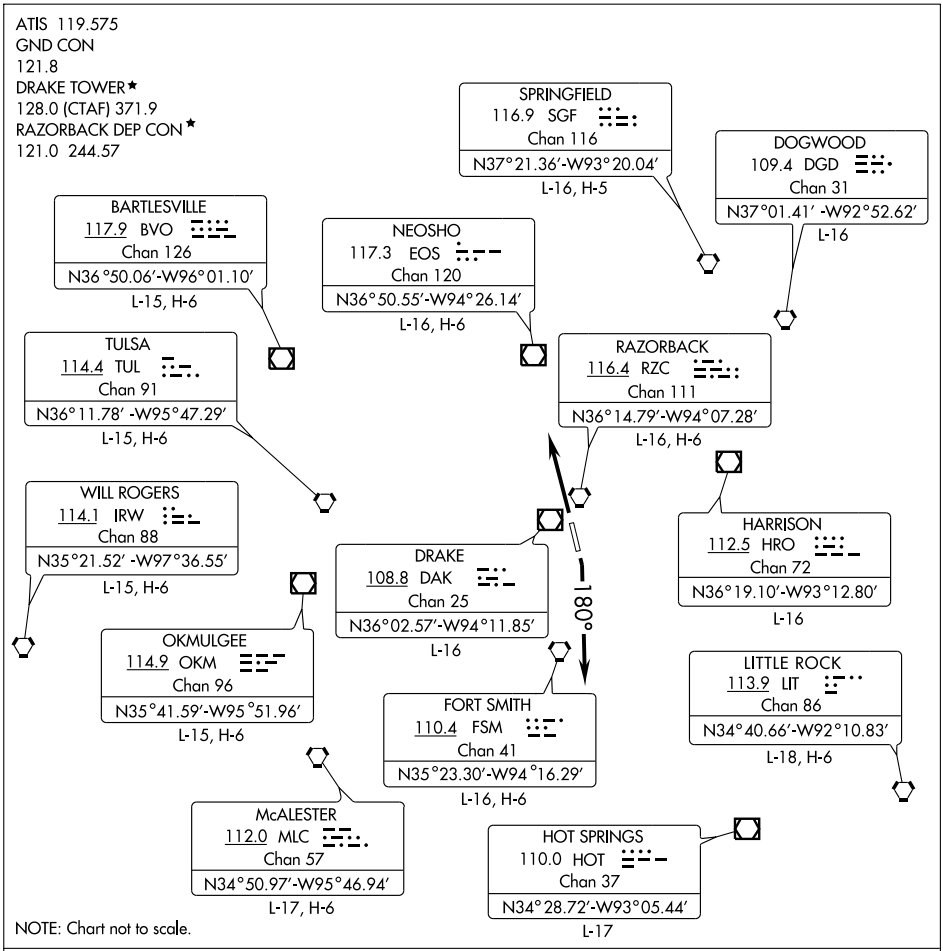
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:54 | 1:56 | 1:27 | 1:10 | 0:58 |

SC-1, 14 JAN 2010 to 11 FEB 2010

# RAZORBACK ONE DEPARTURE

SL-728 (FAA)

FAYETTEVILLE, ARKANSAS




## DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.

TAKE-OFF RUNWAY 16: Climbing right turn heading 180°. Thence . . . .

TAKE-OFF RUNWAY 34: Fly runway heading. Thence . . . .

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 5,000 feet or lower assigned altitude. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet; leaving 3,500 feet proceed direct DAK VOR/DME, then proceed on course.

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6006 |
|---|---|---|
| 164° | TDZE | 1251 |
| | Apt Elev | 1251 |

# RNAV (GPS) RWY 16

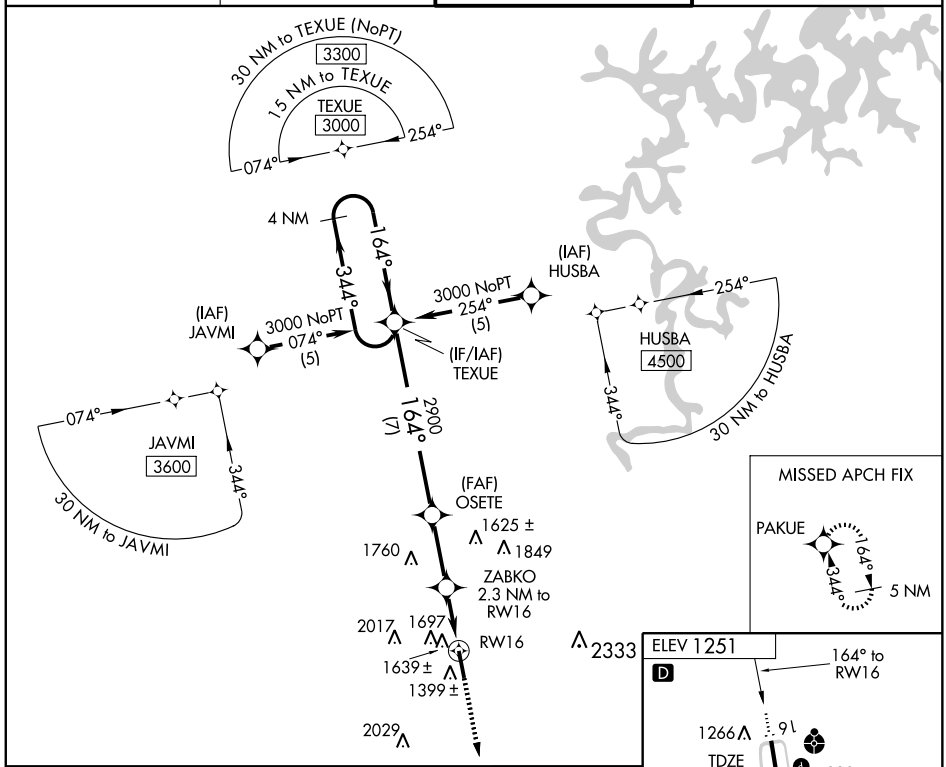
FAYETTEVILLE/ DRAKE FIELD (FYV)

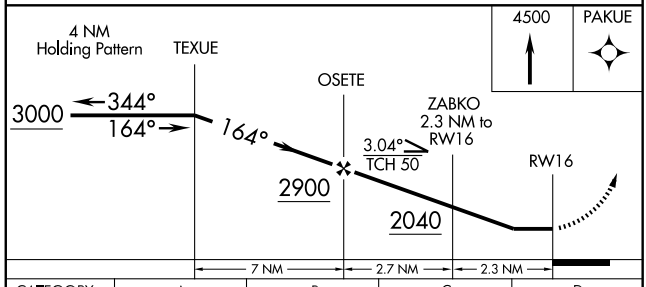
ASR: Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet. Increase LNAV Cat C/D visibility ¼ mile. Circling NA east of Rwy 16-34.

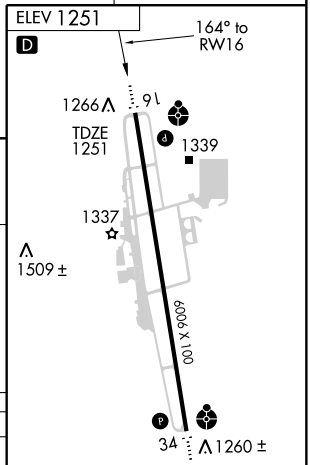
ODALS

MISSED APPROACH: Climb to 4500 direct PAKUE and hold.

| ATIS | RAZORBACK APP CON★ | DRAKE TOWER★ | GND CON |
|---|---|---|---|
| 119.575 | 121.0 244.57 | 128.0 (CTAF) L 371.9 | 121.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1920-1 669 (700-1) | | 1920-1¾ 669 (700-1¾) | 1920-2 669 (700-2) |
| CIRCLING | 2000-1 749 (800-1) | 2000-1¼ 749 (800-1¼) | 2000-2¼ 749 (800-2¼) | 2260-3 1009 (1100-3) |

MIRL Rwy 16-34

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6006 |
|---|---|---|
| 344° | TDZE | 1241 |
| | Apt Elev | 1251 |

# RNAV (GPS) RWY 34

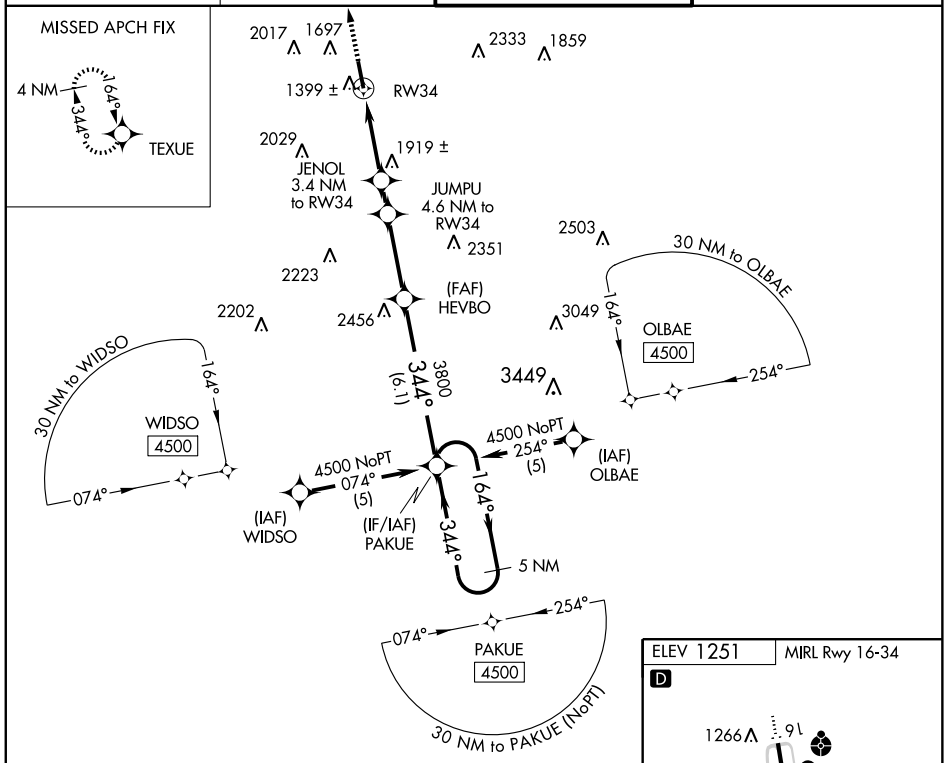
FAYETTEVILLE/ DRAKE FIELD (FYV)

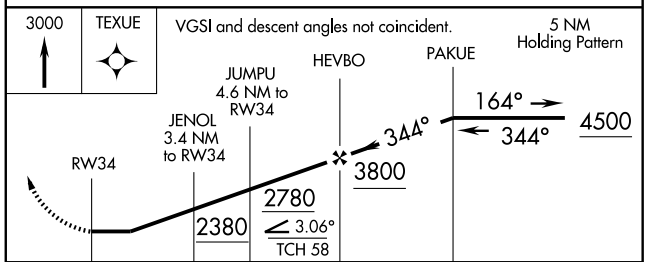
T A ASR Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA East Rwys 16-34. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet and LNAV and circling Cat C visibility ¼ mile.

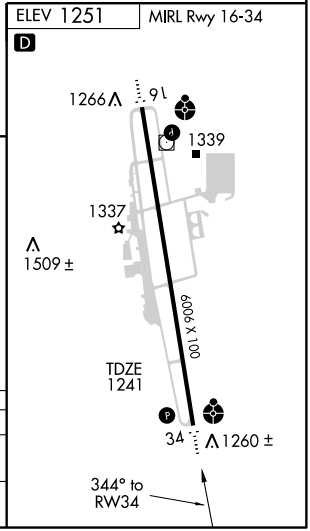
ODALS

MISSED APPROACH: Climb to 3000 direct TEXUE and hold.

| ATIS | RAZORBACK APP CON★ | DRAKE TOWER★ | GND CON |
|---|---|---|---|
| 119.575 | 121.0 244.57 | 128.0 (CTAF) 371.9 | 121.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2180-1¼ | 939 (1000-1¼) | 2180-2¾ 939 (1000-2¾) | 2180-3 939 (1000-3) |
| CIRCLING | 2180-1¼ | 929 (1000-1¼) | 2180-2¾ 929 (1000-2¾) | 2260-3 1009 (1100-3) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME DAK | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.8 | 139° | TDZE | N/A |
| Chan 25 | | Apt Elev | 1251 |

# VOR-A

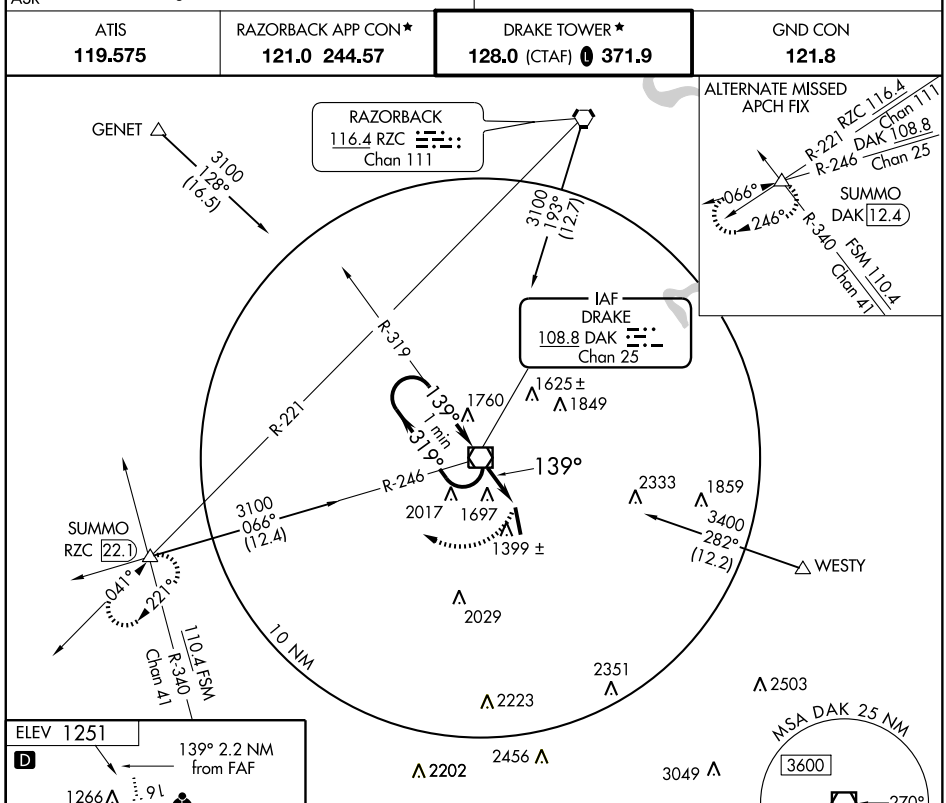
## FAYETTEVILLE/DRAKE FIELD (FYV)

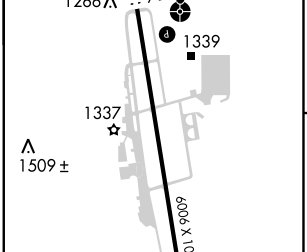
ASR

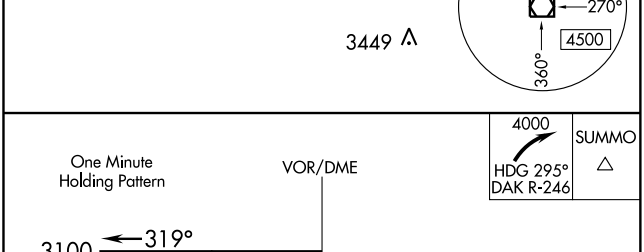
Circling NA east of Rwy 16-34. When local altimeter setting not received, use Springdale altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 295° and DAK R-246 to SUMMO Int and hold.

| ATIS | RAZORBACK APP CON★ | DRAKE TOWER★ | GND CON |
|---|---|---|---|
| 119.575 | 121.0 244.57 | 128.0 (CTAF) 371.9 | 121.8 |




| FAF to MAP 2.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:12 | 1:28 | 1:06 | 0:53 | 0:44 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2000-1<br>749 (800-1) | 2000-1¼<br>749 (800-1¼) | 2000-2¼<br>749 (800-2¼) | 2300-3<br>1049 (1100-3) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME DAK 108.8 Chan 25 | APP CRS 325° | Rwy Idg N/A TDZE N/A Apt Elev 1251 |
|---|---|---|

# VOR/DME-B

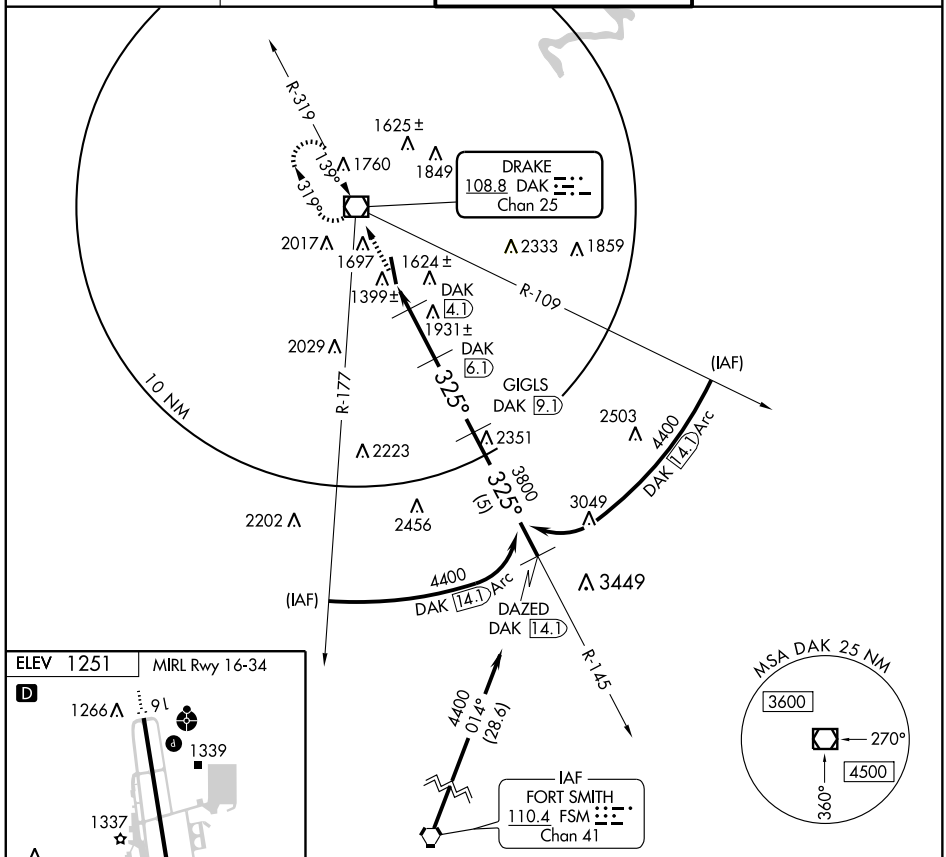
## FAYETTEVILLE/ DRAKE FIELD (FYV)

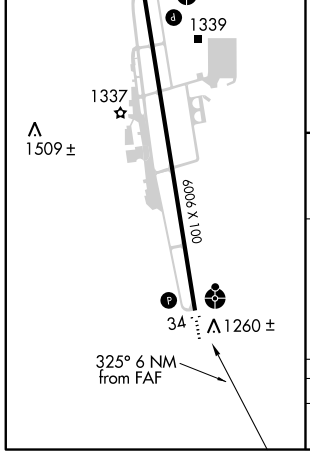
T A ASR

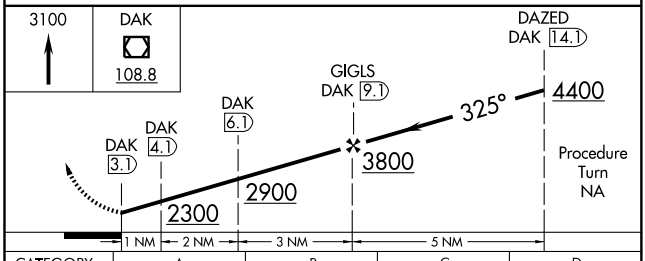
Circling not authorized east of Rwy 16-34.

MISSED APPROACH: Climb to 3100 direct DAK VOR/DME and hold.

| ATIS | RAZORBACK APP CON★ | DRAKE TOWER★ | GND CON |
|---|---|---|---|
| 119.575 | 121.0 244.57 | 128.0 (CTAF) Ⓤ 371.9 | 121.8 |



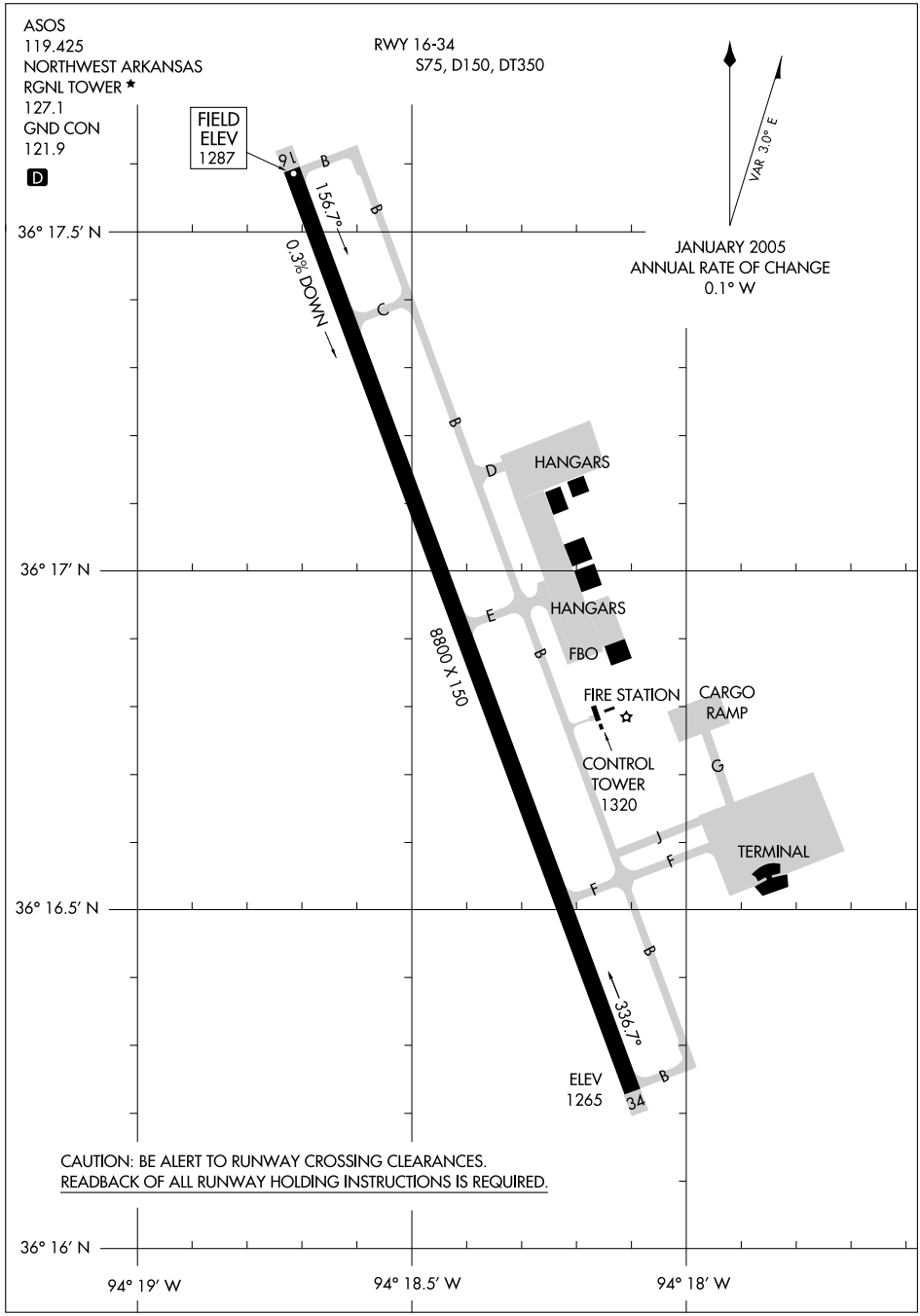

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2000-1<br>749 (800-1) | 2000-1¼<br>749 (800-1¼) | 2000-2¼<br>749 (800-2¼) | 2300-3<br>1049 (1100-3) |

SC-1, 14 JAN 2010 to 11 FEB 2010

09183

# AIRPORT DIAGRAM

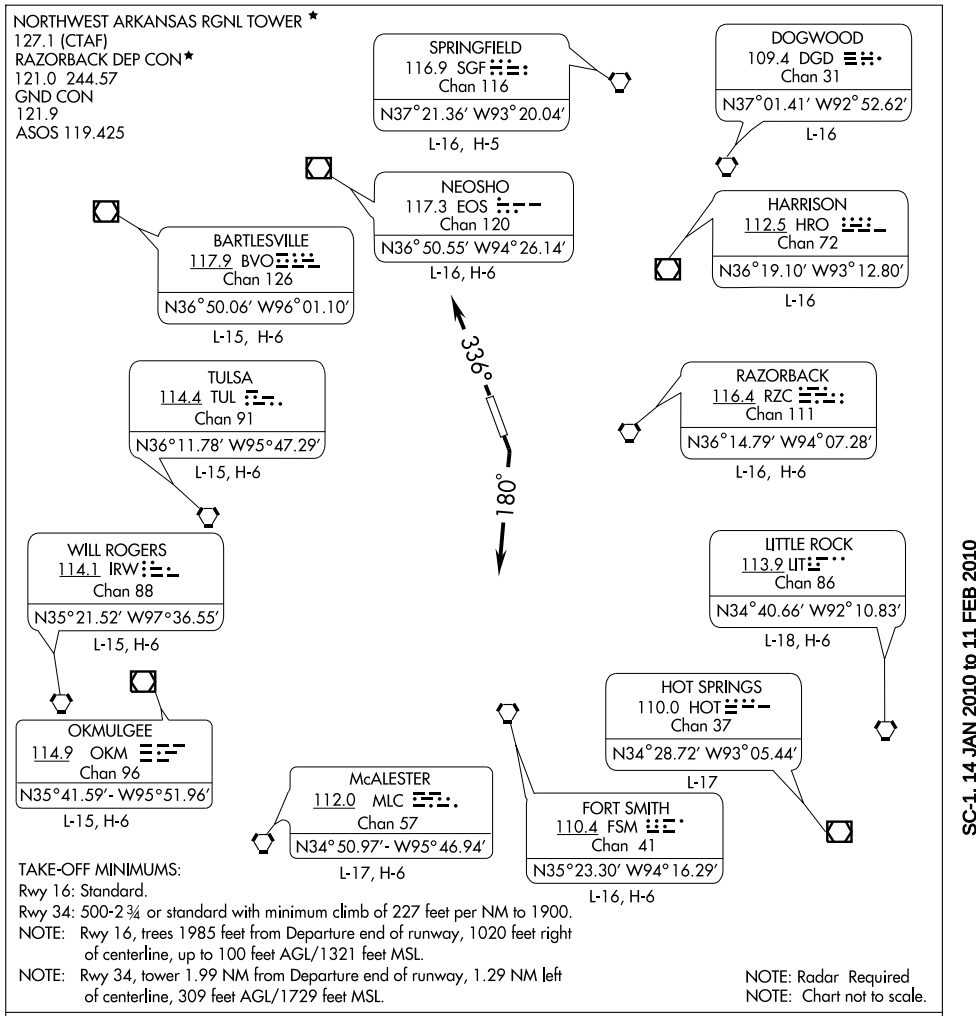
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)
AL-9274 (FAA) FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS




SC-1, 14 JAN 2010 to 11 FEB 2010

# HIGHFILL THREE DEPARTURE






TAKE-OFF MINIMUMS:
Rwy 16: Standard.
Rwy 34: 500-2¾ or standard with minimum climb of 227 feet per NM to 1900.
NOTE: Rwy 16, trees 1985 feet from Departure end of runway, 1020 feet right of centerline, up to 100 feet AGL/1321 feet MSL.
NOTE: Rwy 34, tower 1.99 NM from Departure end of runway, 1.29 NM left of centerline, 309 feet AGL/1729 feet MSL.

NOTE: Radar Required
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFT CLEARED AS FILED.

TAKE-OFF RUNWAY 16: Climbing right turn via heading 180° . Thence. . .

TAKE-OFF RUNWAY 34: Fly via heading 336°. Thence. . .

. . . . Expect radar vectors to filed/assigned route. Climb and maintain 5,000 feet or other assigned altitude. Expect filed altitude ten minutes after departure.

LOST COMMUNICATION PROCEDURES: If communications are not established within 2 minutes after departure, climb and maintain 5,000 feet and proceed direct RZC VORTAC, then proceed on course.

| LOC/DME I-XNA | APP CRS | Rwy Idg | 8800 |
|---|---|---|---|
| 110.55 | 156° | TDZE | 1287 |
| Chan 42 (Y) | | Apt Elev | 1287 |

# ILS or LOC/DME RWY 16

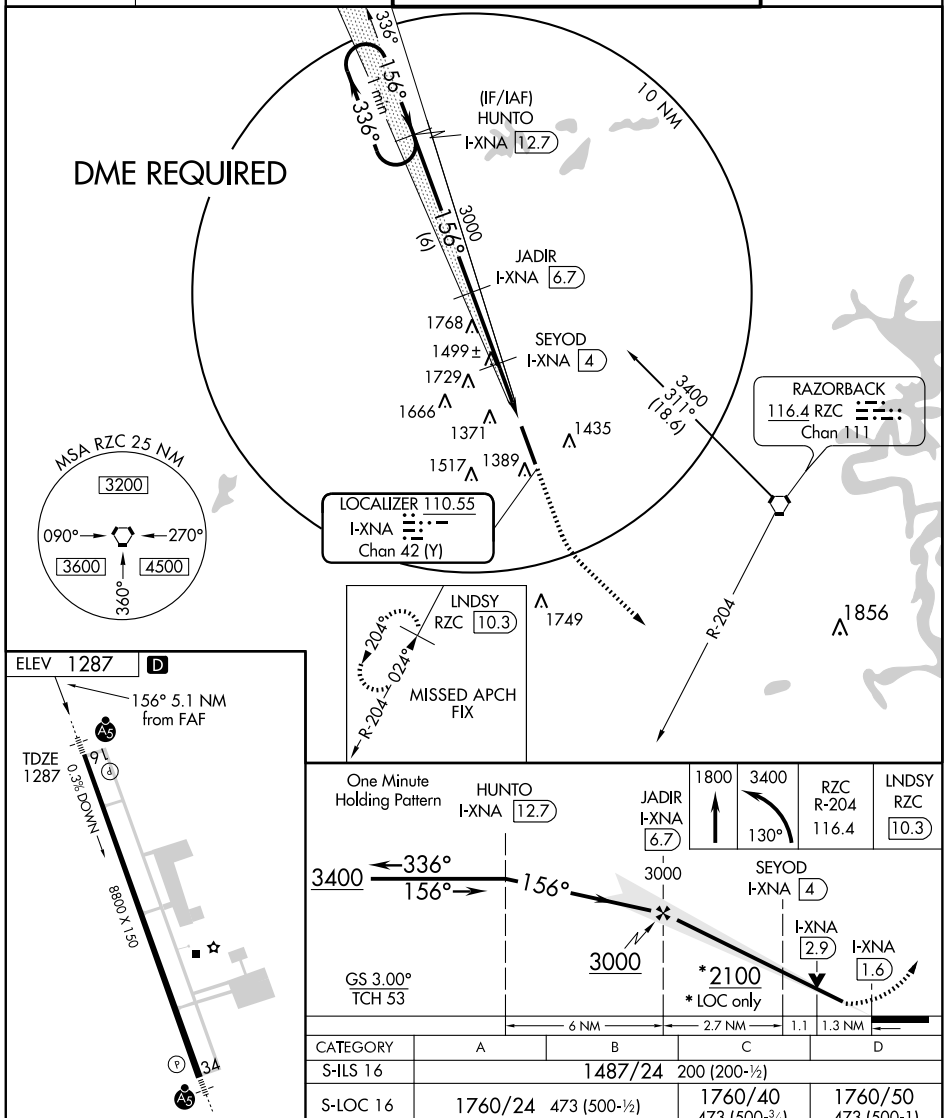
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

▼ If local altimeter setting not received, use Smith Field altimeter setting and increase all DAs 38 feet and all MDAs 40 feet.
▲ VDP NA when using Smith Field altimeter setting.

MALSR

MISSED APPROACH: Climb to 1800 then climbing left turn to 3400 via heading 130° and RZC VORTAC R-204 to LNDSY/RZC 10.3 DME and hold.

| ASOS | RAZORBACK APP CON ★ | NORTHWEST ARKANSAS RGNL TOWER ★ | GND CON |
|---|---|---|---|
| 119.425 | 121.0 244.57 | 127.1 (CTAF) L | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 1487/24 200 (200-½) | | | |
| S-LOC 16 | 1760/24 473 (500-½) | | 1760/40 473 (500-¾) | 1760/50 473 (500-1) |
| CIRCLING | 1760-1 473 (500-1) | | 1760-1½ 473 (500-1½) | 1840-2 553 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-FBS | APP CRS | Rwy Idg | 8800 |
|---|---|---|---|
| 110.55 | 336° | TDZE | 1273 |
| Chan 42 (Y) | | Apt Elev | 1287 |

# ILS or LOC/DME RWY 34

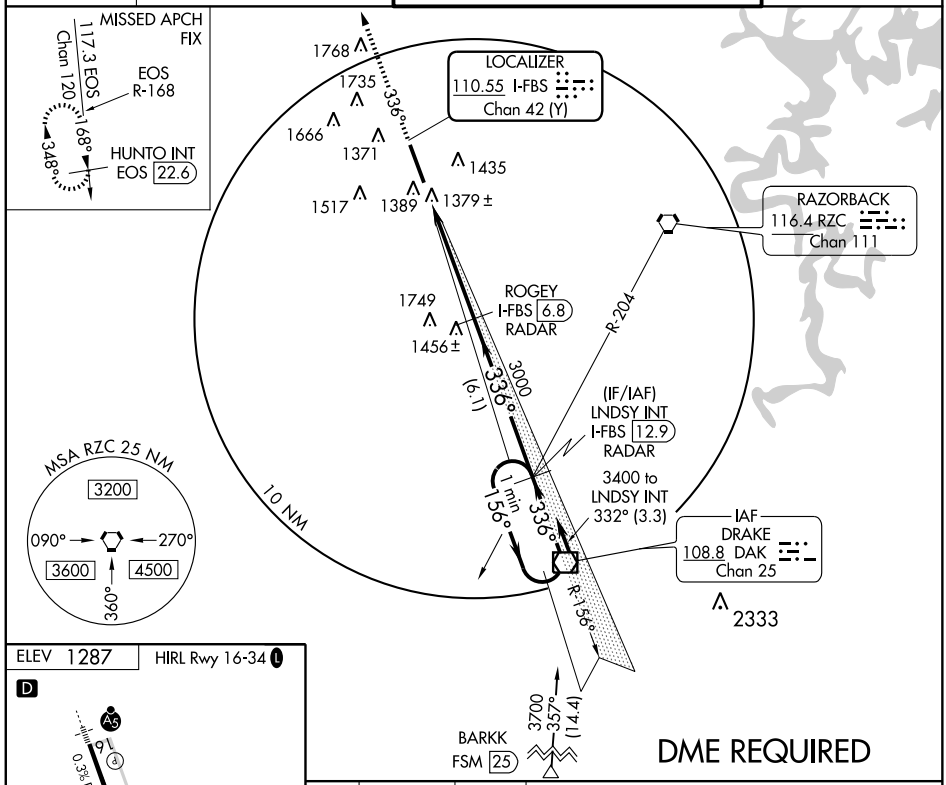
FAYETTEVILLE/NORTHWEST ARKANSAS RGNL (XNA)

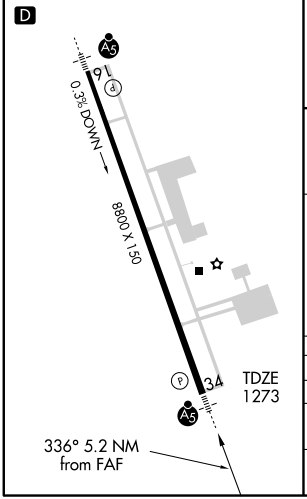
VDP NA when using Smith Field altimeter setting.
*RVR 1800 authorized with the use of FD or AP or HUD to DA.
When local altimeter setting not received, use Smith Field altimeter setting and increase all DA/MDA 40 feet, and increase S-LOC 34 Cat C visibility ¼ mile.

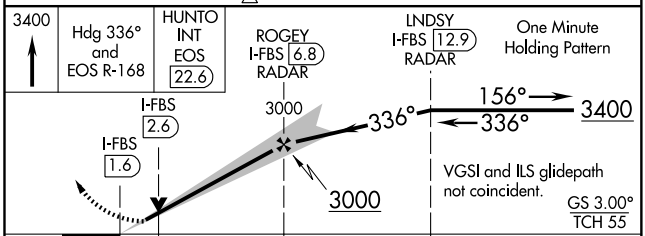
MALSR

MISSED APPROACH:
Climb to 3400 via heading 336° and EOS R-168 to HUNTO INT/EOS 22.6 DME and hold.

| ASOS | RAZORBACK APP CON * | NORTHWEST ARKANSAS RGNL TOWER * | GND CON |
|---|---|---|---|
| 119.425 | 121.0 244.57 | 127.1 (CTAF) L | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | *1473/24 200 (200-½) | | | |
| S-LOC 34 | 1640/24 367 (400-½) | | | 1640/40 367 (400-¾) |
| CIRCLING | 1720-1 433 (500-1) | 1740-1 453 (500-1) | 1740-1½ 453 (500-1½) | 1840-2 553 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 8800 |
|---|---|---|---|
| CH 72899 | 156° | TDZE | 1287 |
| W16A | | Apt Elev | 1287 |

# RNAV (GPS) RWY 16

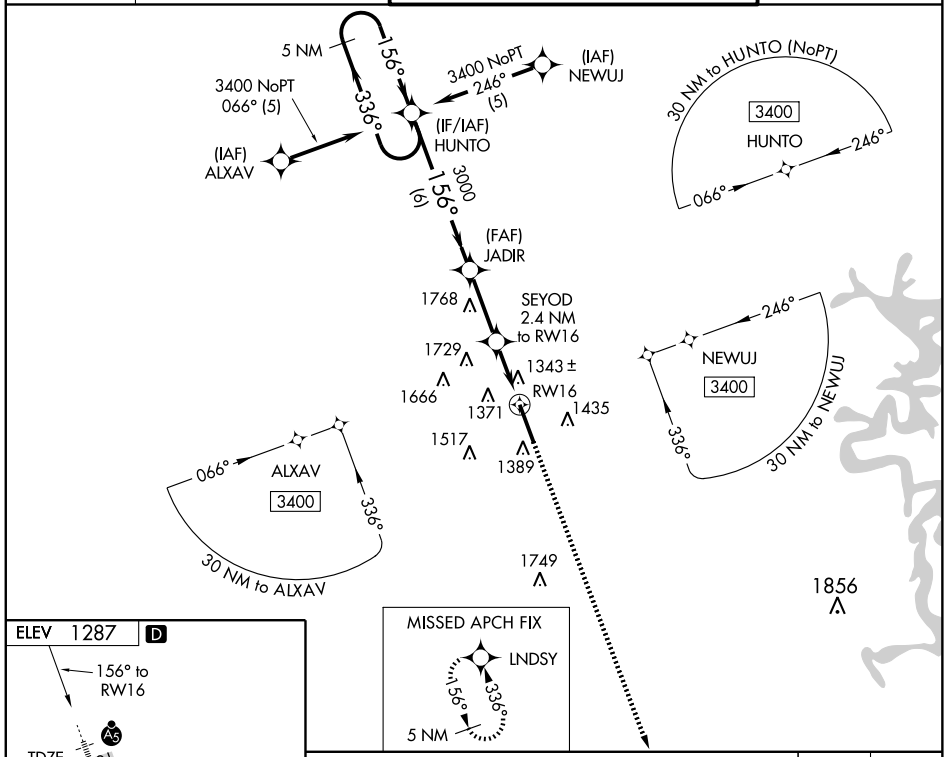
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

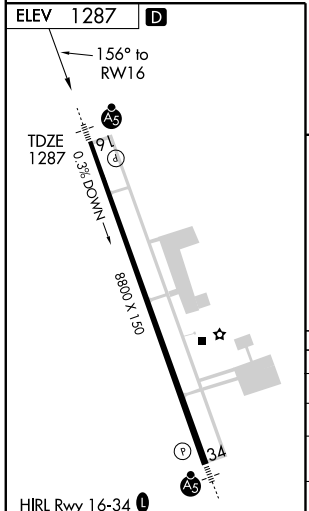
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C (2°F) or above 46°C (114°F). If local altimeter setting not received, use Smith Field altimeter setting and increase all DAs 38 feet and all MDAs 40 feet. Baro-VNAV NA and VDP NA when using Smith Field altimeter setting.

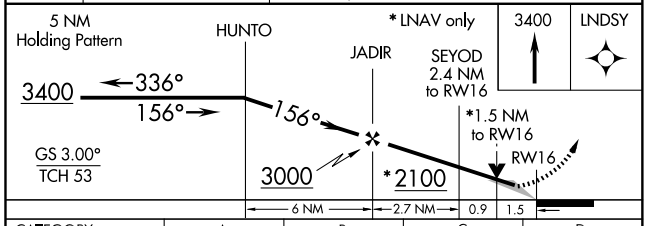
MALSR

MISSED APPROACH: Climb to 3400 direct LNDSY and hold.

| ASOS | RAZORBACK APP CON ★ | NORTHWEST ARKANSAS RGNL TOWER ★ | GND CON |
|---|---|---|---|
| 119.425 | 121.0 244.57 | 127.1 (CTAF) L | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1537/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1693/50 406 (500-1) | | | |
| LNAV MDA | 1800/24 513 (600-½) | | 1800/50 513 (600-1) | 1800/60 513 (600-1¼) |
| CIRCLING | 1800-1 513 (600-1) | | 1800-1½ 513 (600-1½) | 1840-2 553 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 78299 W34A | APP CRS 336° | Rwy Idg 8800 TDZE 1273 Apt Elev 1287 |
|---|---|---|

# RNAV (GPS) RWY 34

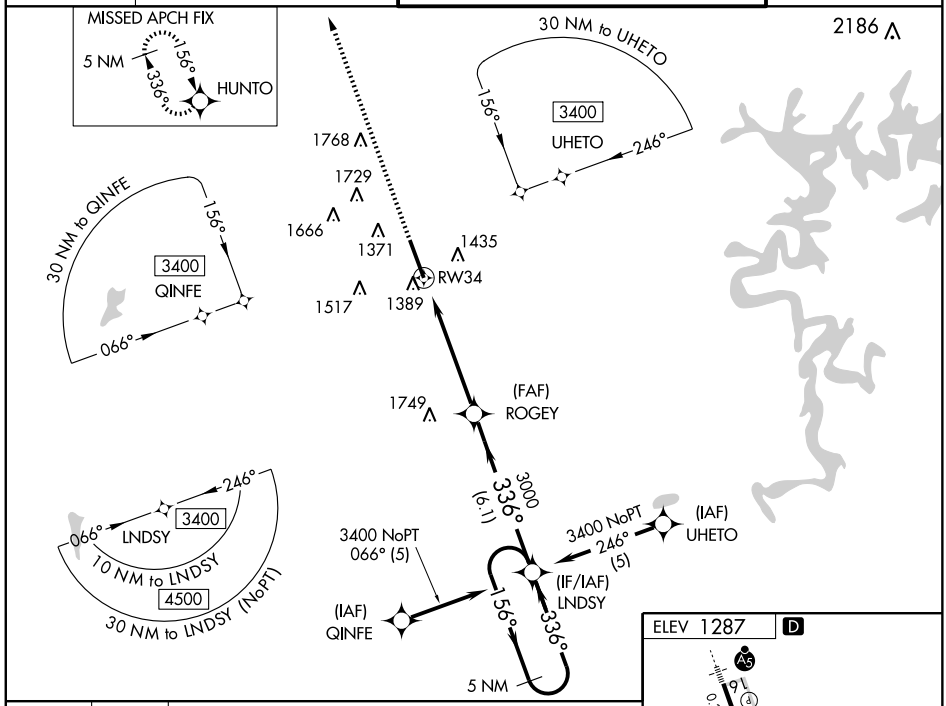
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

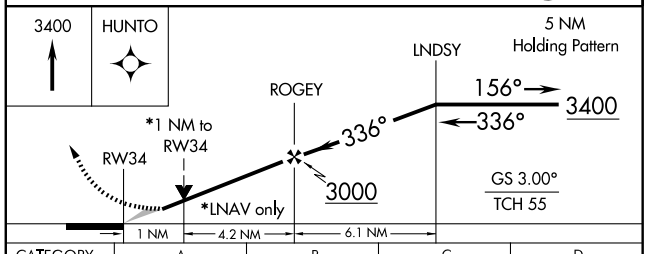
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (115°F). For inoperative MALSR, increase LPV all Cats visibility to RVR 4000 and LNAV Cat D to RVR 6000. If local altimeter setting not received, use Smith Field altimeter setting and increase all DAs/MDAs 40 feet. VDP and Baro-VNAV NA when using Smith Field altimeter setting.

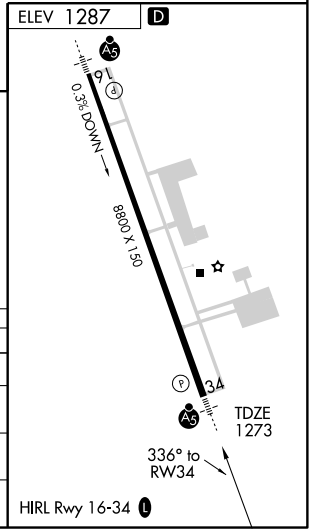
MALSR

MISSED APPROACH: Climb to 3400 direct HUNTO and hold

| ASOS 119.425 | RAZORBACK APP CON ★ 121.0 244.57 | NORTHWEST ARKANSAS RGNL TOWER ★ 127.1 (CTAF) L | GND CON 121.9 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1523/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1639/40 366 (400-¾) | | | |
| LNAV MDA | 1640/24 367 (400-½) | | | 1640/50 367 (400-1) |
| CIRCLING | 1720-1¼ 433 (500-1¼) | 1740-1¼ 453 (500-1¼) | 1740-1½ 453 (500-1½) | 1840-2 553 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

FLIPPIN, ARKANSAS

AL-5003 (FAA)

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 048° | TDZE | 719 |
| | Apt Elev | 719 |

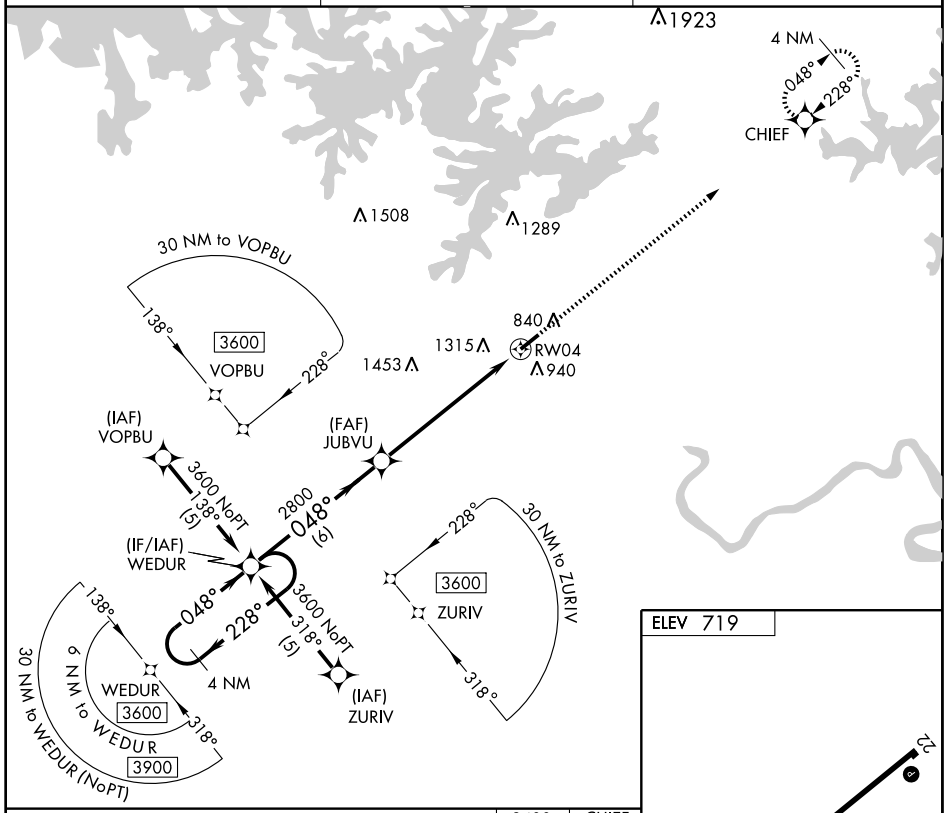
# RNAV (GPS) RWY 4

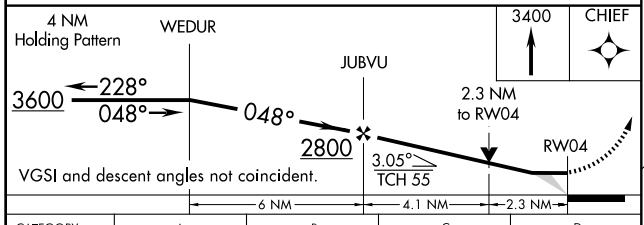
FLIPPIN/MARION COUNTY RGNL (FLP)

Circling NA north of Rwy 04-22. DME/DME RNP -0.3 NA. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDA 60 feet, increase LNAV and circling Cats A and C visibility ¼ mile. VDP NA when using Mountain Home altimeter setting.

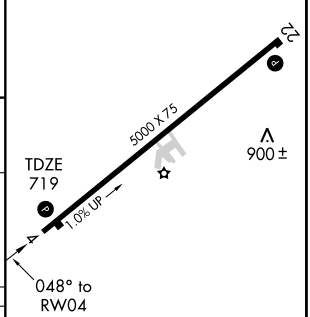
MISSED APPROACH: Climb to 3400 direct CHIEF and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 132.075 | 126.85 281.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1580-1<br>861 (900-1) | 1580-1¼<br>861 (900-1¼) | 1580-2½<br>861 (900-2½) | NA |
| CIRCLING | 1580-1<br>861 (900-1) | 1580-1¼<br>861 (900-1¼) | 1580-2½<br>861 (900-2½) | NA |




MIRL Rwy 4-22 L

REIL Rwys 4 and 22 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 228° | TDZE | 719 |
| | Apt Elev | 719 |

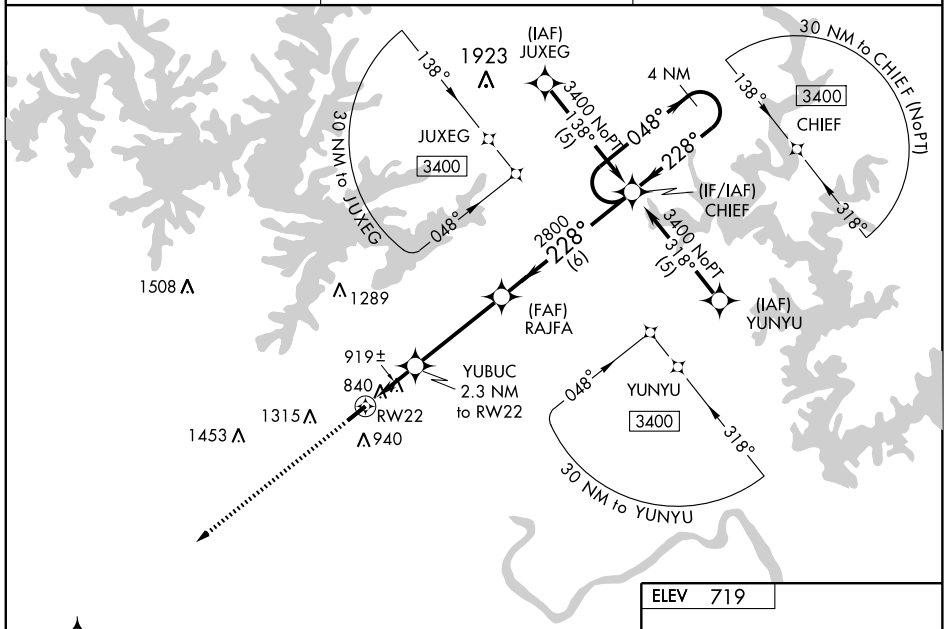
# RNAV (GPS) RWY 22

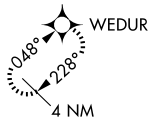
FLIPPIN/ MARION COUNTY RGNL (FLP)

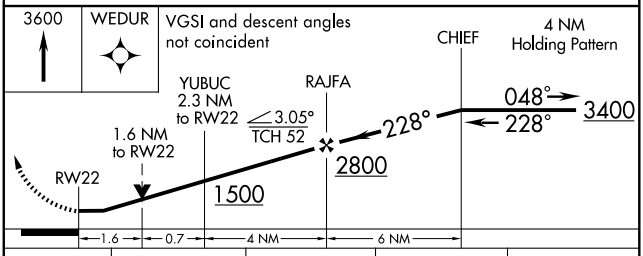
DME/DME RNP -0.3 NA. Circling NA north of Rwy 04-22. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDAs 60 feet, increase LNAV and circling Cat C visibility ¼ mile. VDP NA when using Mountain Home altimeter setting.

MISSED APROACH: Climb to 3600 direct WEDUR and hold.

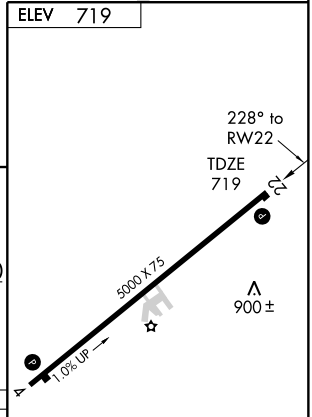
| AWOS-3 | MEMPLIS CENTER | UNICOM |
|---|---|---|
| 132.075 | 126.85 281.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 | 661 (700-1) | 1380-1¾ 661 (700-1¾) | NA |
| CIRCLING | 1380-1 | 661 (700-1) | 1380-1¾ 661 (700-1¾) | NA |




MIRL Rwy 4-22 L
REIL Rwys 4 and 22 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME FLP | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.8 | 263° | TDZE | N/A |
| Chan 75 | | Apt Elev | 719 |

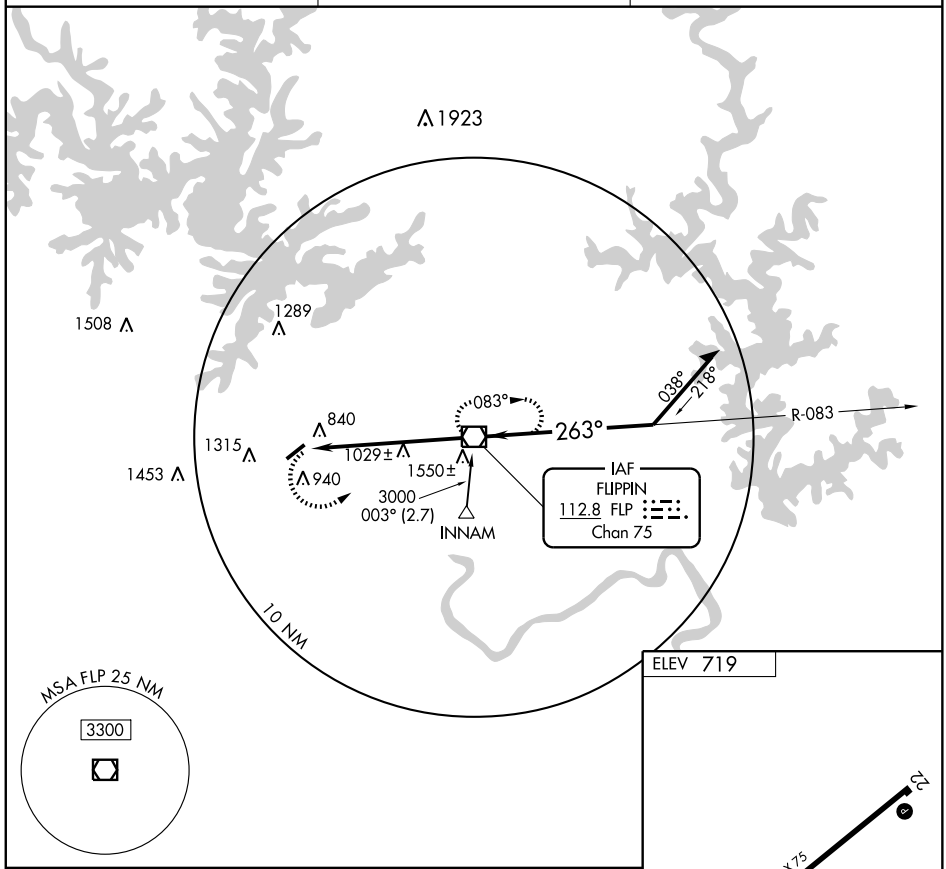
# VOR-A

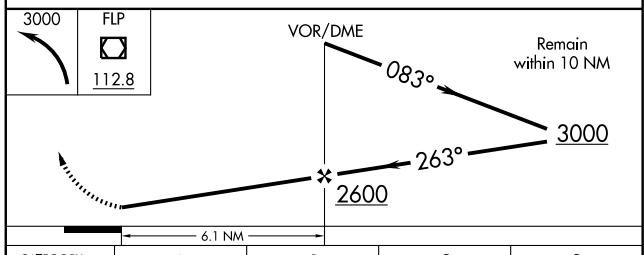
FLIPPIN/ MARION COUNTY RGNL (FLP)

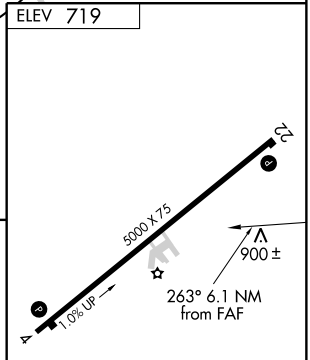
Circling NA north of Rwy 4-22. When local altimeter setting not received, use Mountain Home altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 direct FLP VOR/DME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 132.075 | 126.85 281.55 | 123.0 (CTAF) L |




MIRL Rwy 4-22 L

REIL Rwys 4 and 22 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1300-1 | 581 (600-1) | 1300-1½ 581(600-1½) | NA |

| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3014 |
|---|---|---|
| 360° | TDZE | 249 |
| | Apt Elev | 249 |

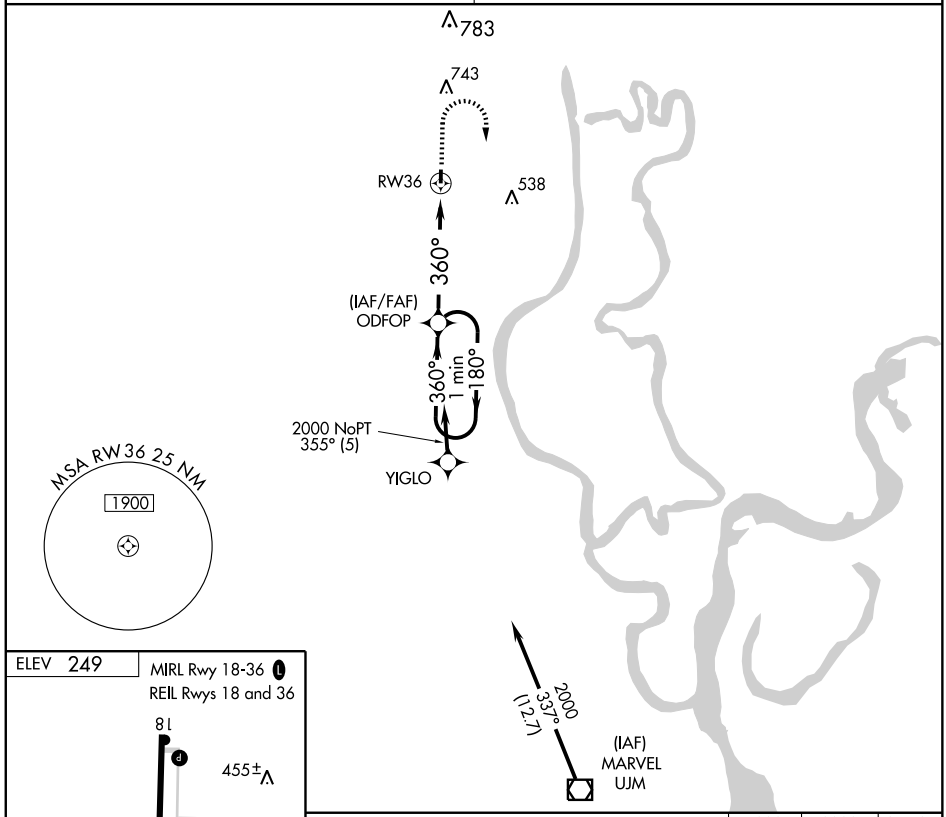
# GPS RWY 36
## FORREST CITY MUNI (FCY)

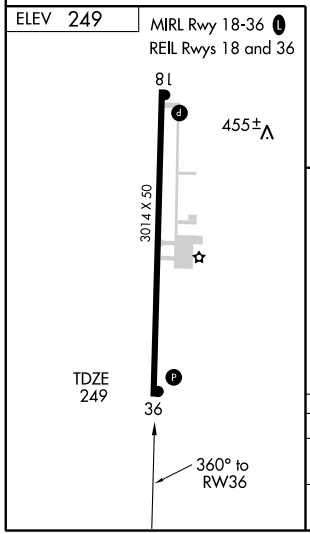
Use Memphis altimeter setting.

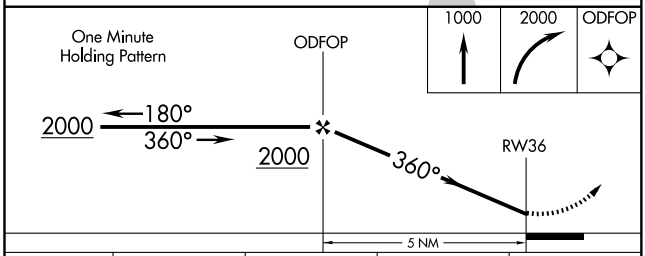
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct ODFOP WP and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.3 335.8 | 122.8 (CTAF) L |

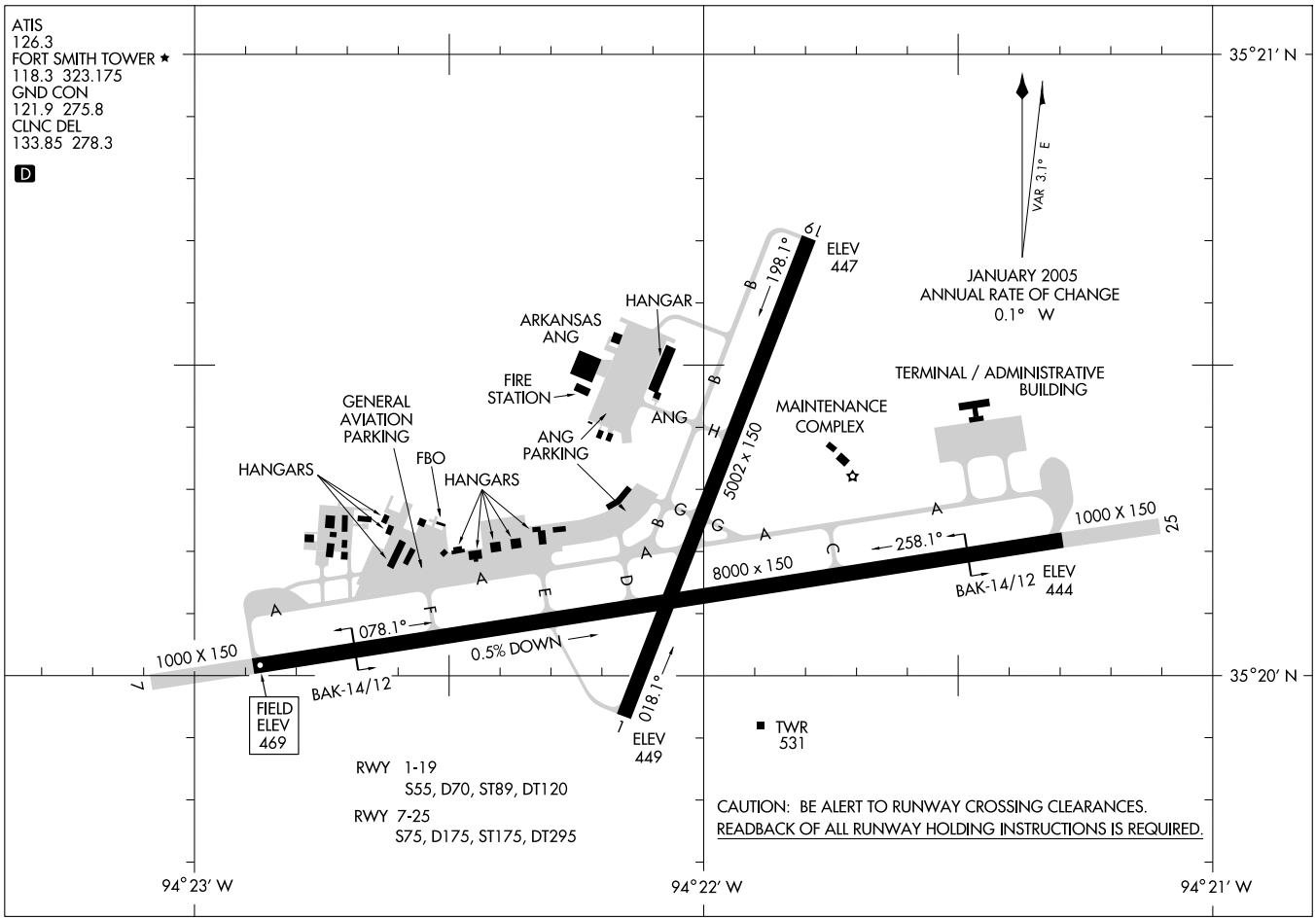



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 800-1 | 551 (600-1) | NA | |
| CIRCLING | 920-1 | 671 (700-1) | NA | |

SC-1, 14 JAN 2010 to 11 FEB 2010


ATIS
126.3
FORT SMITH TOWER ★
118.3 323.175
GND CON
121.9 275.8
CLNC DEL
133.85 278.3
D
35°21′ N
35°20′ N
94°23′ W
94°22′ W
94°21′ W
VAR 3.1° E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
HANGAR
ARKANSAS ANG
FIRE STATION
ANG
ANG PARKING
GENERAL AVIATION PARKING
FBO
HANGARS
HANGARS
MAINTENANCE COMPLEX
TERMINAL / ADMINISTRATIVE BUILDING
198.1°
ELEV 447
5002 x 150
1000 X 150
258.1°
8000 x 150
BAK-14/12
ELEV 444
078.1°
0.5% DOWN
1000 X 150
BAK-14/12
FIELD ELEV 469
018.1°
ELEV 449
TWR 531
RWY 1-19
S55, D70, ST89, DT120
RWY 7-25
S75, D175, ST175, DT295
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

# HI-ILS or LOC RWY 25

| LOC I-FSM | APCH CRS | Rwy ldg / TDZE / Arpt Elev | JAL-631 [USAF] |
|---|---|---|---|
| 111.3 | 256° | 8000 / 446 / 469 | FORT SMITH REGIONAL (KFSM) |

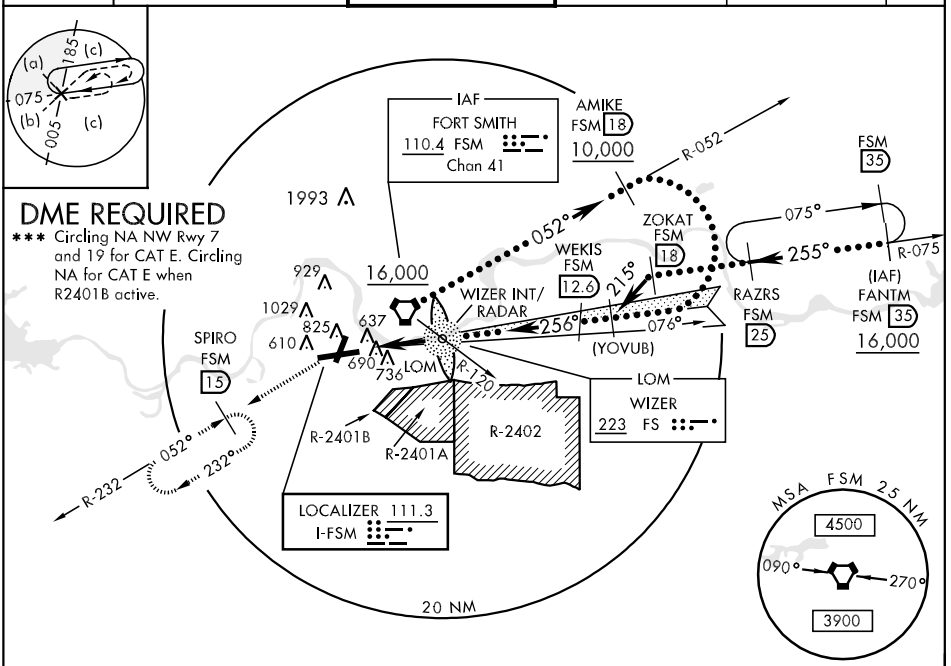
▼ * When ALS inop, increase CAT E RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT E vis to 1¾ mile.
▲ NA When control tower closed.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 via heading 220° and FSM R-232 to SPIRO 15 DME and hold, continue climb in hold to 4000.

| ATIS ★ | RAZORBACK APP CON | FORT SMITH TOWER ★ | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 126.3 | 120.9 343.75 | 118.3 (CTAF) 323.175 | 121.9 275.8 | 133.85 278.3 | |

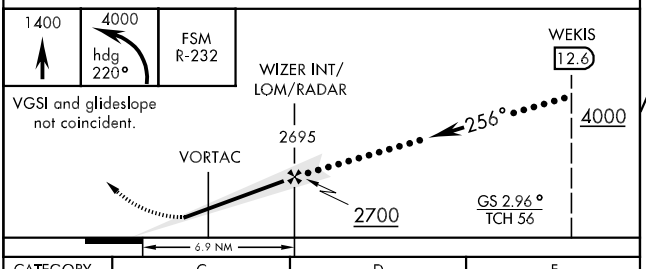


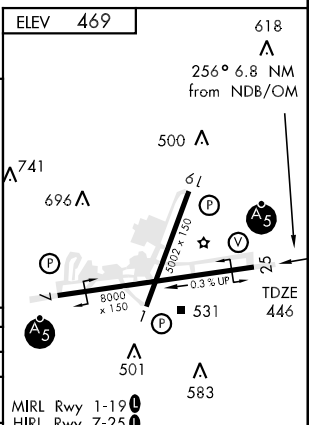

## DME REQUIRED

*** Circling NA NW Rwy 7 and 19 for CAT E. Circling NA for CAT E when R2401B active.

EMERG SAFE ALT 100 NM 4500 FROM FSM VORTAC




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS * | 646/24 200 (200-½) | | |
| S-LOC ** | 960/50 514 (600-1) | 960/60 514 (600-1¼) | |
| *** CIRCLING | 1140-2 671 (700-2) | 1140-2¼ 671 (700-2¼) | 1200-2½ 731 (800-2½) |
| S-ASR 25 | 1040/50 594 (600-1) | 1040/60 594 (600-1¼) | 1040-1½ 594 (600-1½) |




| FAF to MAP 6.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 3:27 | 2:57 | 2:35 | 2:18 | 2:04 |

# HI-VOR/DME or TACAN RWY 7

| VORTAC FSM | APCH CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 110.4 | 053° | TDZE | 469 |
| Chan 41 | | Arpt Elev | 469 |

JAL-631 [USAF]

FORT SMITH REGIONAL (KFSM)

▼ * Circling NA NW Rwy 7 and 19 for CAT E.

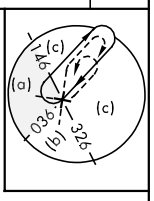
▲ NA When Control Tower closed.

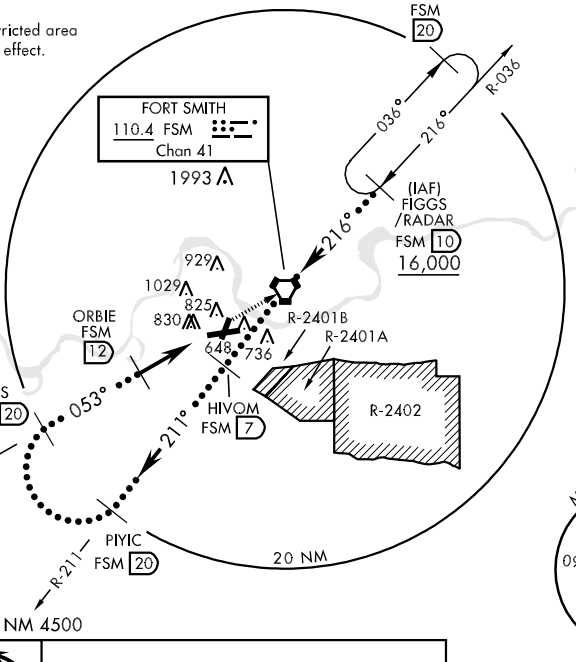
MALSR

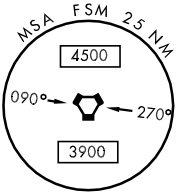
MISSED APPROACH: Climb to 4000 direct FSM VORTAC and via R-036 to FIGGS (FSM R-036/10 DME) and hold.

| ATIS ★ | RAZORBACK APP CON | | FORT SMITH TOWER ★ | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 126.3 | 120.9 | 343.75 | 118.3 (CTAF) L 323.175 | 121.9 | 275.8 | 133.85 278.3 |

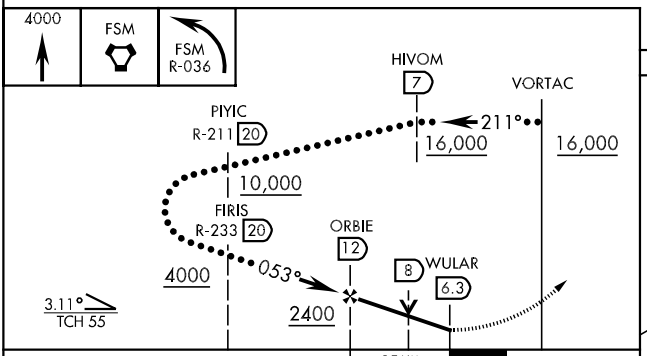
Procedure NA when restricted area R-2401A or R-2401B in effect.

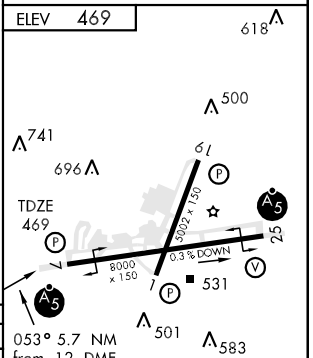



EMERG SAFE ALT 100 NM 4500




| CATEGORY | C | D | E |
|---|---|---|---|
| S-7 | 1080-1¾<br>611 (700-1¾) | 1080-2<br>611 (700-2) | 1080-2¼<br>611 (700-2¼) |
| CIRCLING * | 1140-2<br>671 (700-2) | 1140-2¼<br>671 (700-2¼) | 1200-2½<br>731 (800-2½) |
| S-ASR 7 | 1200-1½<br>731 (800-1½) | 1200-1¾<br>731 (800-1¾) | 1200-2<br>731 (800-2) |

MIRL Rwy 1-19 L
HIRL Rwy 7-25 L



SC-1, 14 JAN 2010 to 11 FEB 2010

# HI-VOR/DME or TACAN RWY 25

| VORTAC FSM 110.4 Chan 41 | APCH CRS 226° | Rwy ldg 8000 TDZE 446 Arpt Elev 469 |
|---|---|---|

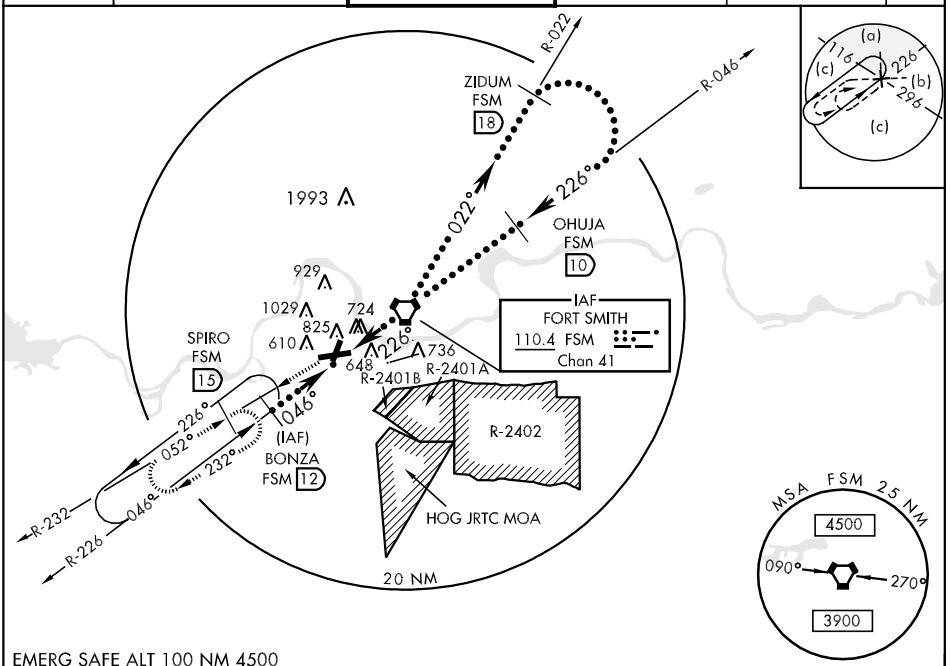
JAL-631 [USAF] — FORT SMITH REGIONAL (KFSM)

* Circling NA NW Rwy 7 and 19 for CAT E. Circling NA for CAT E when R-2401B is active.
NA When Control Tower closed.

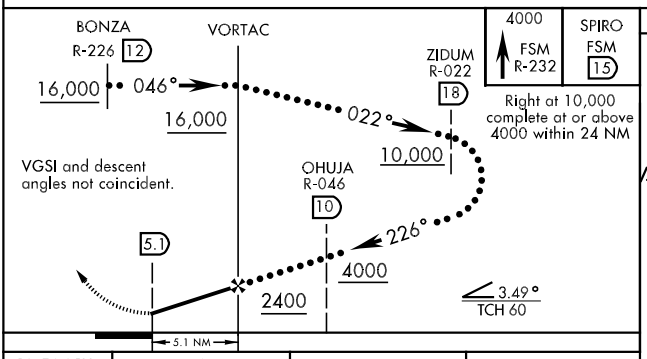
MALSR

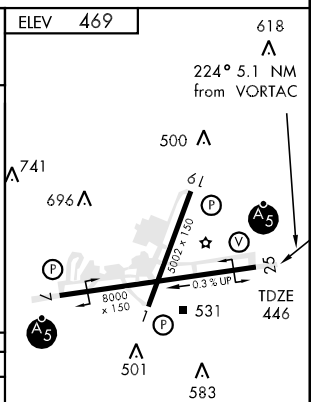
MISSED APPROACH: Climb to 4000 via FSM R-232 to SPIRO (FSM R-232/15 DME) and hold, continue climb in hold to 4000.

| ATIS ★ | RAZORBACK APP CON | FORT SMITH TOWER ★ | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 126.3 | 120.9 343.75 | 118.3 (CTAF) L 323.175 | 121.9 275.8 | 133.85 278.3 | |




EMERG SAFE ALT 100 NM 4500




| CATEGORY | C | D | E |
|---|---|---|---|
| S-25 | 980-1½ 534 (600-1½) | 980-1¾ 534 (600-1¾) | 980-2 534 (600-2) |
| CIRCLING * | 1140-2 671 (700-2) | 1140-2 ¼ 671 (700-2¼) | 1200-2½ 731 (800-2½) |
| S-ASR 25 | 1040/50 594 (600-1) | 1040/60 594 (600-1¼) | 1040-1½ 594 (600-1½) |

MIRL Rwy 1-19 L
HIRL Rwy 7-25 L



SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-GKV | APP CRS | Rwy Idg | 8000 |
|---|---|---|---|
| 111.3 | 076° | TDZE | 469 |
| | | Apt Elev | 469 |

# ILS or LOC RWY 7

FORT SMITH RGNL (FSM)

Circling not authorized NW of Rwys 7 and 19 for Cat. E. Circling to Rwy 1 NA at night. ASR Circling Cat E NA when R-2401B active.

MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 direct FSM VORTAC and hold.(TACAN aircraft continue climb to 4000 via R-036 to FIGGS 10 DME and hold, NE, RT, 216° inbound.)

| ATIS | RAZORBACK APP CON ★ | FORT SMITH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 120.9 343.75 | 118.3 (CTAF) L 323.175 | 121.9 275.8 | 133.85 278.3 | 122.95 |

## ADF, DME or RADAR REQUIRED

MSA GK LOM 25 NM
3900

LAVER
4000 to LOM 144° (20.5)

(IAF) AWIJE FSM 17

3500 NoPT FSM 17 Arc

AKINS
4000 to LOM 126° (13.2)

LOM/IAF JEMBO 311 GK
RADAR

4000 to JEMBO 241° (10.7)

FIGGS FSM 10

FSM R-036
036° 216°
R-046
046° 226°
R-297

FORT SMITH 110.4 FSM Chan 41

IXASY FSM 17

LR-253
LR-239
076°
256°
031° 211°
2100 to LOM (6.4)

LOCALIZER 111.3 I-GKV

R-2401A
R-2401B
R-168

15 NM

(IAF) UVUZU FSM 17

2568

4000 to LOM 321° (21.4)
SISCO

1993 1993 1095 888 718 776 682 716 1047 828± 612 656 624 610 765 829 669 827 892 840 891

SC-1, 14 JAN 2010 to 11 FEB 2010

ELEV 469 D

618 500 741 696 61 076° 4.6 NM from FAF 8000 X 150 5002 X 150 25 0.5% DOWN 531 TDZE 469 501 585

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

1000 3000 FSM 110.4

Remain within 15 NM
LOM RADAR
256° 076°
3000
2008
2100
GS 3.00°
TCH 54
4.6 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 7 | 669-½ 200 (200-½) | | | | |
| S-LOC 7 | 860-½ 391 (400-½) | | | 860-¾ 391 (400-¾) | 860-1 391 (400-1) |
| CIRCLING | 1140-1 671 (700-1) | | 1140-2 671 (700-2) | 1140-2¼ 671 (700-2¼) | 1200-2½ 731(800-2½) |

| LOC I-FSM | APP CRS | Rwy Idg | 8000 |
|---|---|---|---|
| 111.3 | 256° | TDZE | 446 |
| | | Apt Elev | 469 |

# ILS or LOC RWY 25

FORT SMITH RGNL (FSM)

T A ASR — Circling not authorized NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. # Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA. Circling Cat E NA when R-2401B active.

MALSR

MISSED APPROACH: Climb to 2500 direct JEMBO LOM and hold. (TACAN aircraft climb to 1200 then climbing left, then to 4000 via FSM R-232 to SPIRO Int/15 DME and hold southwest, right turn, 052° inbound.)

| ATIS | RAZORBACK APP CON * | FORT SMITH TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 120.9 343.75 | 118.3 (CTAF) L 323.175 | 121.9 275.8 | 133.85 278.3 | 122.95 |

* Not authorized when Restricted Area R-2401 or R-2402 in effect.

** All maneuvering must be completed to the north side of approach course. Standard width not provided between non-maneuvering side of approach course and R-2401 and R-2402.

(IAF) AYUWU FSM 10 — R-359 — 3100 NoPT FSM 10 Arc

FORT SMITH 110.4 FSM Chan 41

LOCALIZER 111.3 I-FSM

LOM/IAF WIZER 223 FS

**3100 120° (3.4)

RADAR

LR-076 — 031° — 217° — 076°

256° — OCEXA FSM 10 — R-088

2700 (7.4) — R-120 — LR-100

R-2401B — R-2401A — R-2402

*3100 285° (24.8) — MAGGA

*3100 NoPT FSM 10 Arc

R-232 — 077° — 257° — 052° — 232° — SPIRO FSM 15 — LOM JEMBO 311 GK

R-195 — 10 NM

MSA FS 25 NM — 4000

(IAF) UXADY FSM 10 — *3100 357° (19.8) — SISCO

ADF REQUIRED

1993 — 1095 — 888 — 718 — 776 — 682 — 716 — 1047 — 624 — 828± — 612 — 656 — 765 — 669 — 827 — 829 — 840 — 892 — 891

ELEV 469 D

618 — 500 — 741 — 696 — 256° 6.8 NM from FAF — 61 — 8000 X 150 — 5002 X 150 — 25 — 0.5% DOWN — 531 — TDZE 446 — 501 — 585

2500 — GK 311

LOM INT/RADAR — Remain within 15 NM — 076° — 2697 — 3100 — 256° — 2700 — GS 2.96° TCH 56 — 6.8 NM

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 6.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 25 | # 646/ 24 200 (200-½) | | | | |
| S-LOC 25 | 960/24 514 (500-½) | | 960/50 514 (500- 1) | 960/60 514 (500-1¼) | |
| CIRCLING | 1140-1 671 (700-1) | | 1140-2 671 (700-2) | 1140-2¼ 671 (700-2¼) | 1200-2½ 731 (800-2½) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOM FS | APP CRS | Rwy Idg | 8000 |
|---|---|---|---|
| 223 | 256° | TDZE | 445 |
| | | Apt Elev | 469 |

# NDB RWY 25
## FORT SMITH RGNL (FSM)

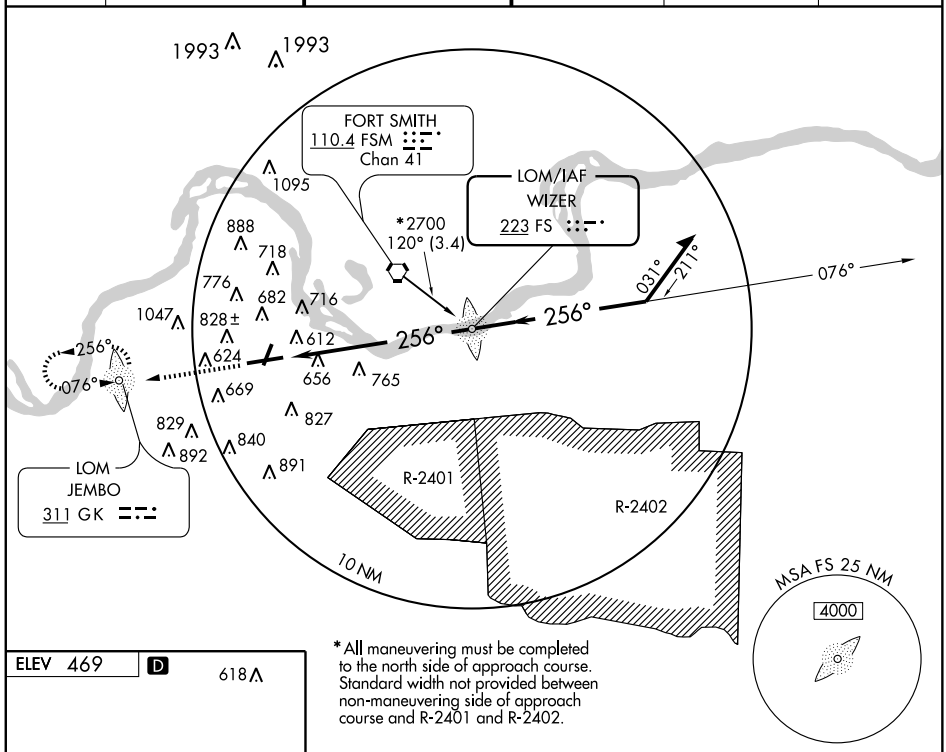
ASR

Circling to Rwy 1 NA at night.

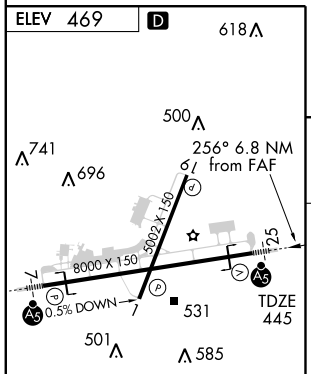
MALSR

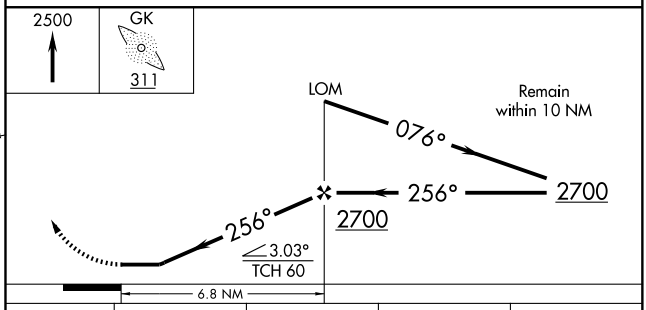
MISSED APPROACH: Climb to 2500 direct GK LOM and hold.

| ATIS | RAZORBACK APP CON* | FORT SMITH TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 120.9 343.75 | 118.3 (CTAF) L 323.175 | 121.9 275.8 | 133.85 278.3 | 122.95 |




*All maneuvering must be completed to the north side of approach course. Standard width not provided between non-maneuvering side of approach course and R-2401 and R-2402.




HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 6.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 1140-¾ 695 (700-¾) | | 1140-1½ 695 (700-1½) | 1140-2 695 (700-2) |
| CIRCLING | 1140-1 671 (700-1) | | 1140-2 671 (700-2) | 1140-2¼ 671 (700-2¼) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5002 |
|---|---|---|
| 016° | TDZE | 449 |
| | Apt Elev | 469 |

# RNAV (GPS) RWY 1

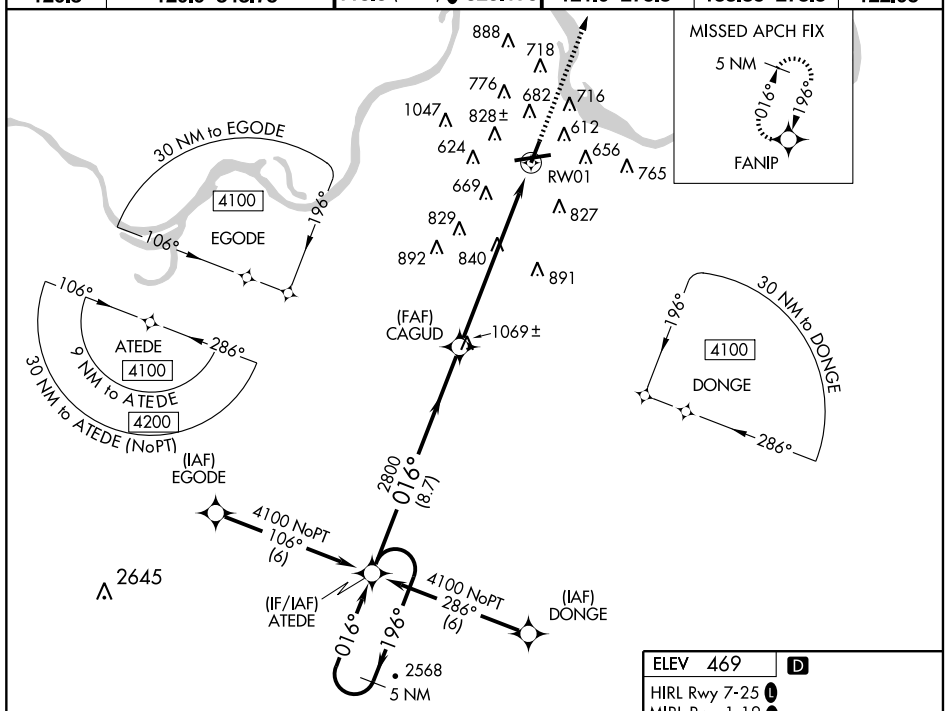
## FORT SMITH RGNL (FSM)

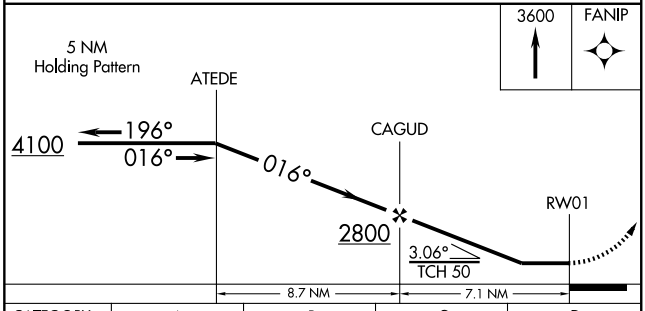
V A ASR

If local altimeter setting not received, use Poteau altimeter setting and increase all MDAs 60 feet. Circling to Rwy 1 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night.

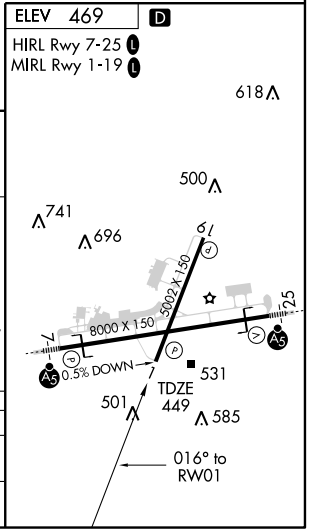
MISSED APPROACH: Climb to 3600 direct FANIP and hold, continue climb-in-hold to 3600.

| ATIS | RAZORBACK APP CON ★ | FORT SMITH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 120.9 343.75 | 118.3 (CTAF) L 323.175 | 121.9 275.8 | 133.85 278.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1 | 711 (700-1) | 1160-2 711 (700-2) | 1160-2¼ 711 (700-2¼) |
| CIRCLING | 1160-1 | 691 (700-1) | 1160-2 691 (700-2) | 1160-2¼ 691 (700-2¼) |




SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 8000 |
|---|---|---|
| 076° | TDZE | 469 |
| | Apt Elev | 469 |

# RNAV (GPS) RWY 7

## FORT SMITH RGNL (FSM)

Circling not authorized NW of Rwys 7 and 19 for Cat E. DME/DME RNP-0.3 NA. Circling to Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When ALS inop, increase LNAV/VNAV and LNAV vis Cat E ½ mile. Circling Cat E NA when R-2401B active.

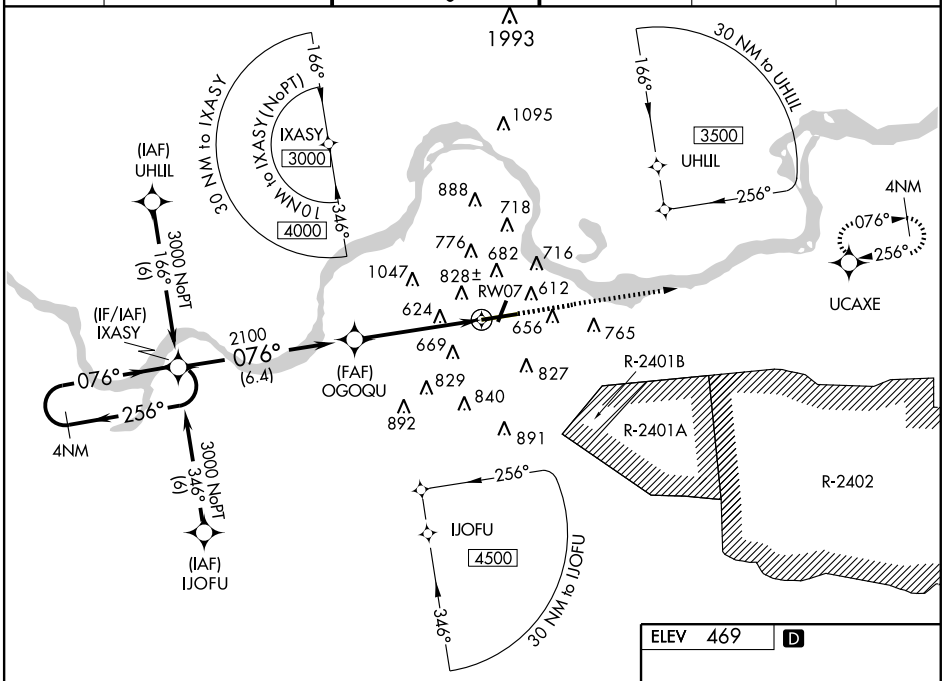
NA

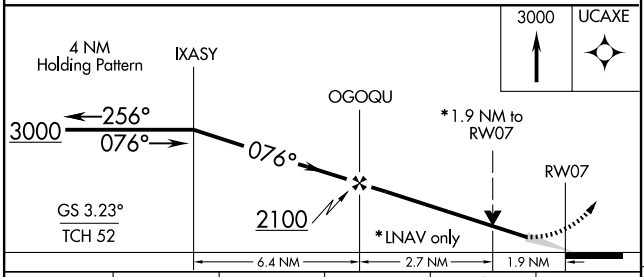
ASR

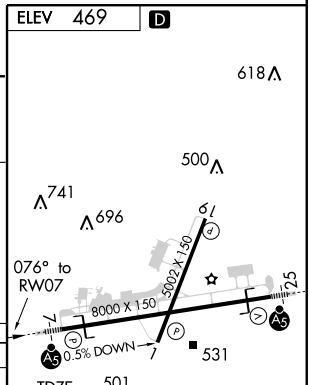
MALSR

MISSED APPROACH: Climb to 3000 direct UCAXE and hold.

| ATIS | RAZORBACK APP CON * | FORT SMITH TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 120.9 343.75 | 118.3 (CTAF) L 323.175 | 121.9 275.8 | 133.85 278.3 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS DA | NA | | | | |
| LNAV/VNAV DA | 1085-1½ 616 (700-1½) | | | | |
| LNAV MDA | 1140-½ 671 (700-½) | | 1140-1½ 671 (700-1½) | 1140-1¾ 671 (700-1¾) | 1140-2 671 (700-2) |
| CIRCLING | 1140-1 671 (700-1) | | 1140-2 671 (700-2) | 1140-2¼ 671 (700-2¼) | 1200-2½ 731 (800-2½) |

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 8000 |
|---|---|---|
| 256° | TDZE | 446 |
| | Apt Elev | 469 |

# RNAV (GPS) RWY 25

FORT SMITH RGNL (FSM)

Circling not authorized NW of Rwys 7 and 19 for Cat E. DME/DME RNP-0.3 NA. Circling to Rwy 1 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Circling Cat E NA when R-2401B active. When ALS inop, increase LNAV/VNAV and LNAV vis Cat E ½ mile.

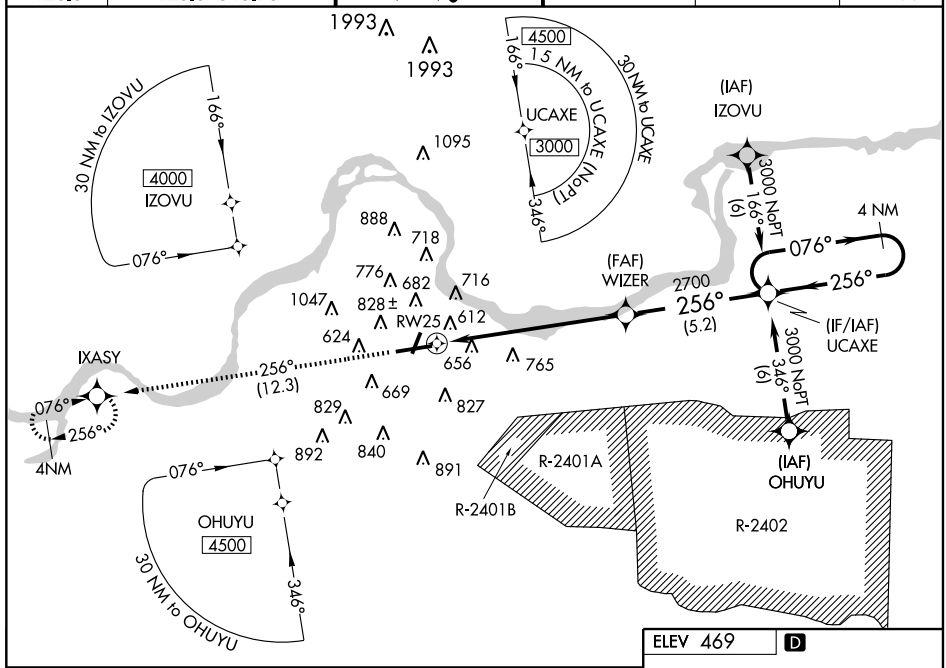
NA

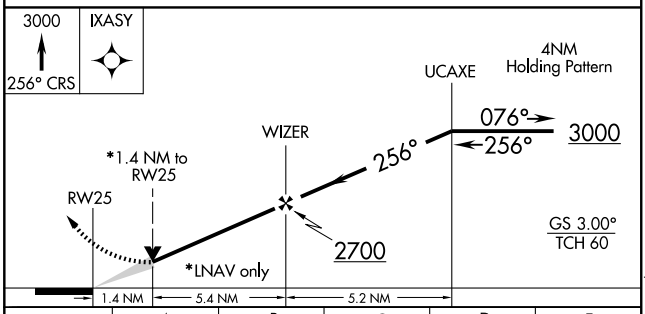
ASR

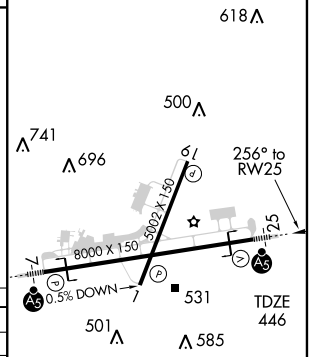
MALSR

MISSED APPROACH: Climb to 3000 via 256° course to IXASY WP and hold.

| ATIS | RAZORBACK APP CON * | FORT SMITH TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 120.9 343.75 | 118.3 (CTAF) L 323.175 | 121.9 275.8 | 133.85 278.3 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS DA | NA | | | | |
| LNAV/VNAV DA | 960/60 514 (500-1¼) | | | | |
| LNAV MDA | 960/24 514 (500-½) | | 960/50 514 (500-1) | 960/60 514 (500-1¼) | |
| CIRCLING | 1140-1 671 (700-1) | | 1140-2 671 (700-2) | 1140-2¼ 671 (700-2¼) | 1200-2½ 731 (800-2½) |

HIRL Rwy 7-25 L

MIRL Rwy 1-19 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC FSM | APP CRS | Rwy Idg | 8000 |
|---|---|---|---|
| 110.4 | 053° | TDZE | 469 |
| Chan 41 | | Apt Elev | 469 |

# VOR/DME or TACAN RWY 7

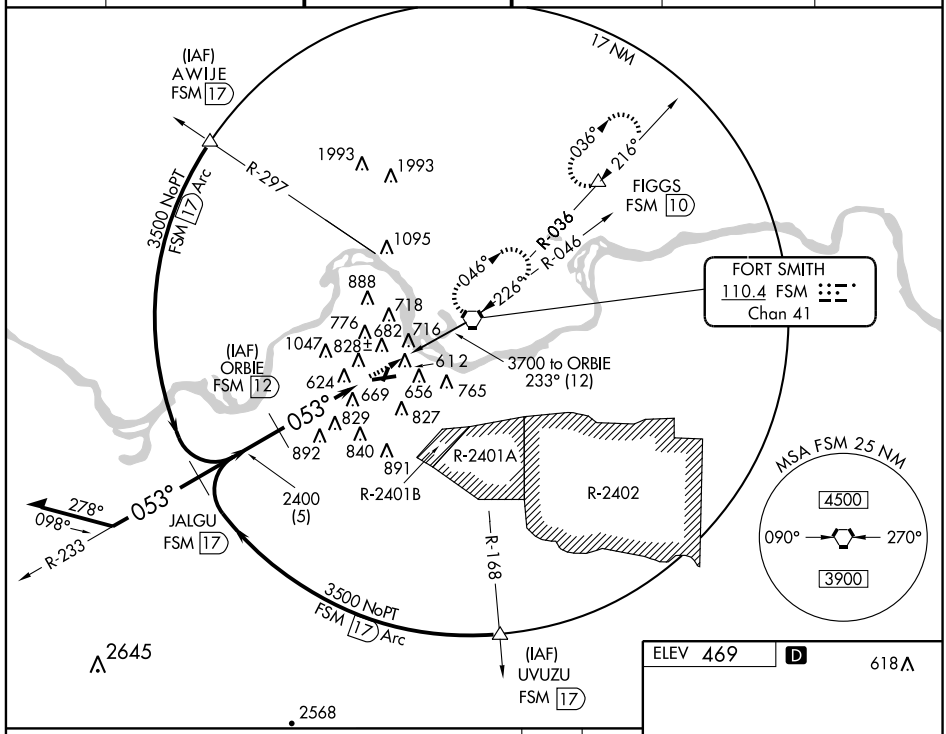
FORT SMITH RGNL (FSM)

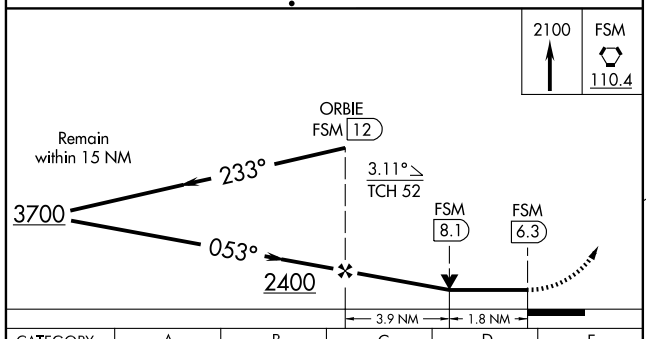
T A ASR — Inoperative table does not apply. Circling not authorized NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. Circling Cat E NA when R-2401B active.

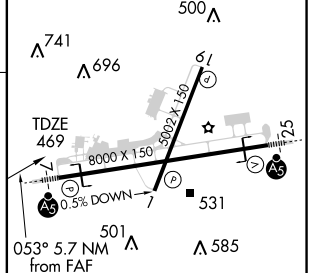
MALSR

MISSED APPROACH: Climb to 2100 direct FSM VORTAC and hold. (TACAN aircraft climbing left turn to 4000 direct FSM VORTAC then via R-036 to FIGGS 10 DME and hold northeast, right turn 216° inbound.)

| ATIS | RAZORBACK APP CON ★ | FORT SMITH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 120.9 343.75 | 118.3 (CTAF) L 323.175 | 121.9 275.8 | 133.85 278.3 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-7 | 1080-1 | 611 (700-1) | 1080-1¾ 611 (700-1¾) | 1080-2 611 (700-2) | 1080-2¼ 611 (700-2¼) |
| CIRCLING | 1140-1 | 671 (700-1) | 1140-2 671 (700-2) | 1140-2¼ 671 (700-2¼) | 1200-2½ 731 (800-2½) |

HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC FSM 110.4 Chan 41 | APP CRS 224° | Rwy Idg 8000 TDZE 445 Apt Elev 469 |
|---|---|---|

# VOR or TACAN RWY 25

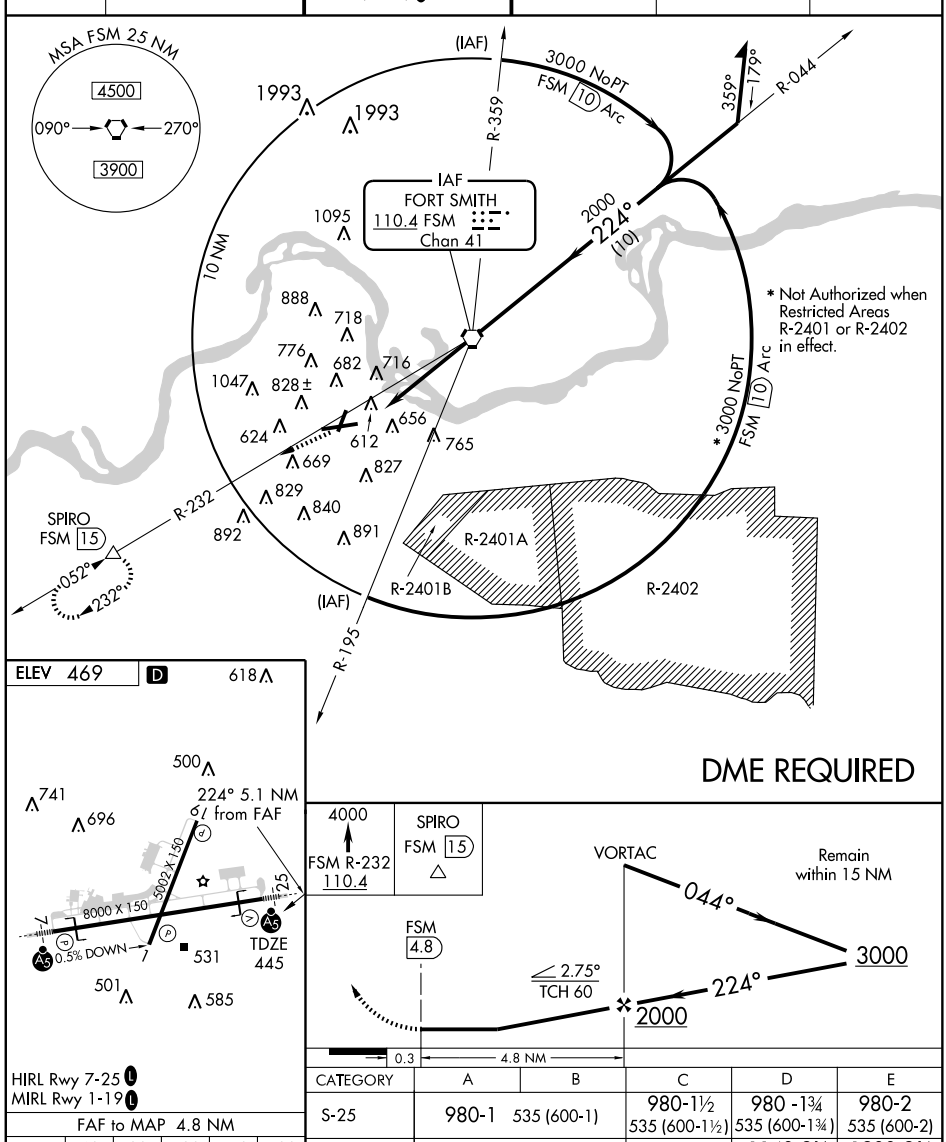
FORT SMITH RGNL (FSM)

T A ASR — Inoperative table does not apply. Circling NA NW of Rwys 7 and 19 for Cat E. Circling to Rwy 1 NA at night. Circling Cat E NA when R-2401B active.

MALSR

MISSED APPROACH: Climb to 4000 via FSM R-232 to SPIRO Int/15 DME and hold.

| ATIS | RAZORBACK APP CON* | FORT SMITH TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 120.9 343.75 | 118.3 (CTAF) L 323.175 | 121.9 275.8 | 133.85 278.3 | 122.95 |




ELEV 469 D 618




HIRL Rwy 7-25 L
MIRL Rwy 1-19 L

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

DME REQUIRED

4000
FSM R-232
110.4

SPIRO
FSM 15




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-25 | 980-1 | 535 (600-1) | 980-1½ 535 (600-1½) | 980 -1¾ 535 (600-1¾) | 980-2 535 (600-2) |
| CIRCLING | 1140-1 | 671 (700-1) | 1140-2 671 (700-2) | 1140-2¼ 671 (700-2¼) | 1200-2½ 731 (800-2½) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-HRO | APP CRS | Rwy Idg | 6161 |
|---|---|---|---|
| 111.7 | 359° | TDZE | 1351 |
| Chan 54 | | Apt Elev | 1365 |

# ILS RWY 36

HARRISON/ BOONE COUNTY (HRO)

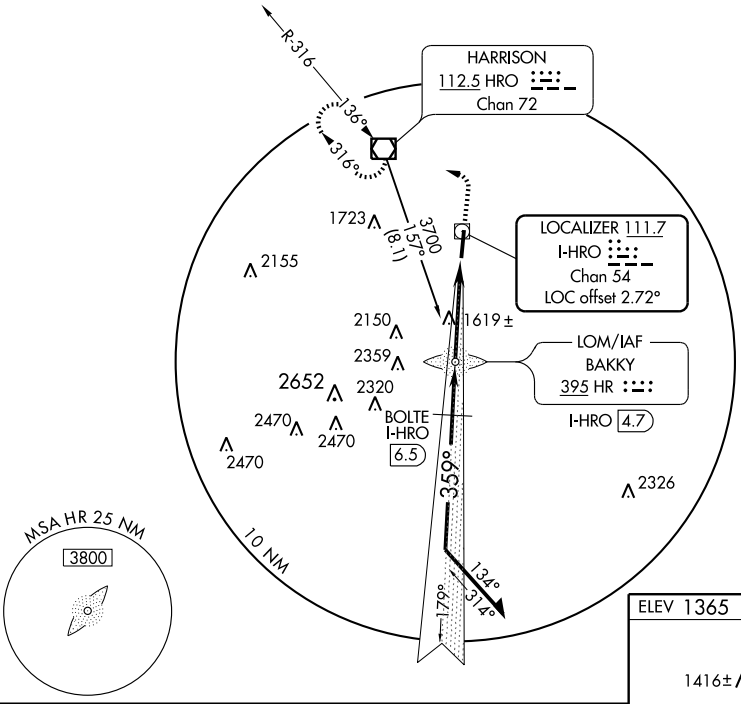
NA

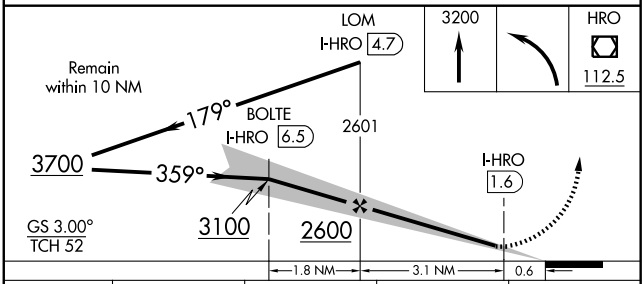
MALSR

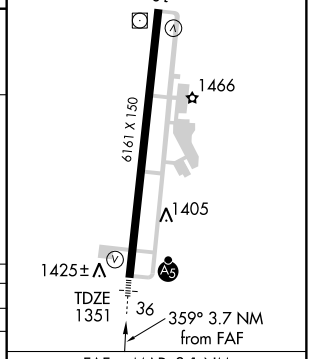
MISSED APPROACH: Climb to 3200 then left turn direct HRO VOR/DME and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 121.125 | 126.85 281.55 | 123.0 (CTAF) L |

## ADF or DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 1601-½ 250 (300-½) | | | |
| S-LOC 36 | 1880-½ 529 (600-½) | | 1880-1 529 (600-1) | 1880-1¼ 529 (600-1¼) |
| CIRCLING | 1880-1 515 (600-1) | | 1880-1½ 515 (600-1½) | 1920-2 555 (600-2) |

FAF to MAP 3.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOM HR | APP CRS | Rwy Idg | 6161 |
|---|---|---|---|
| 233 | 180° | TDZE | 1363 |
| | | Apt Elev | 1365 |

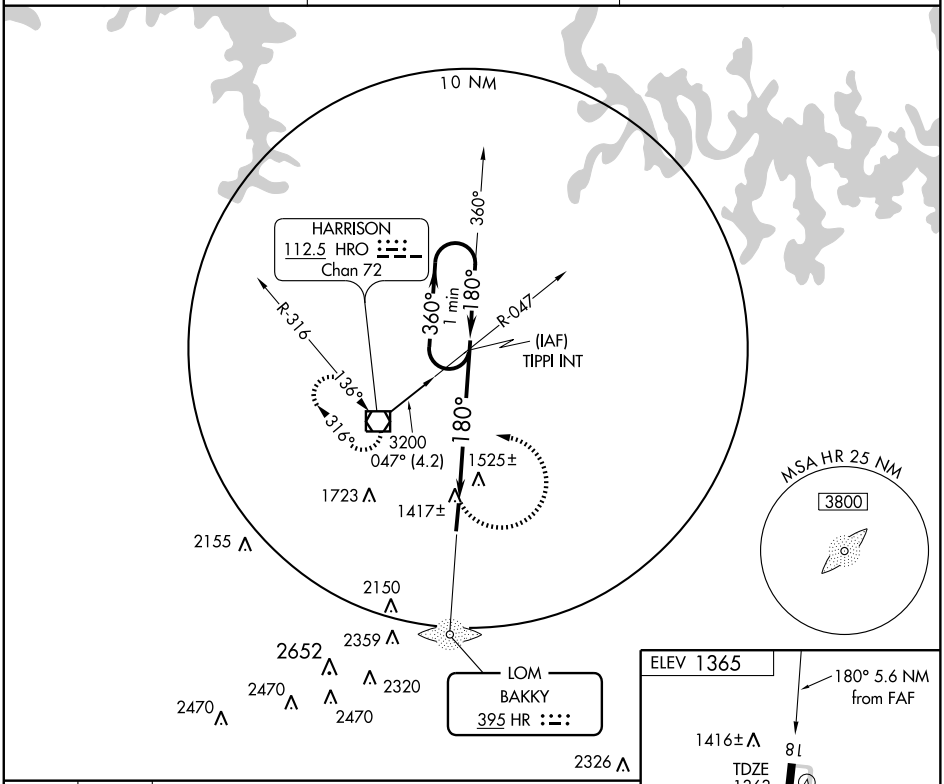
# NDB RWY 18

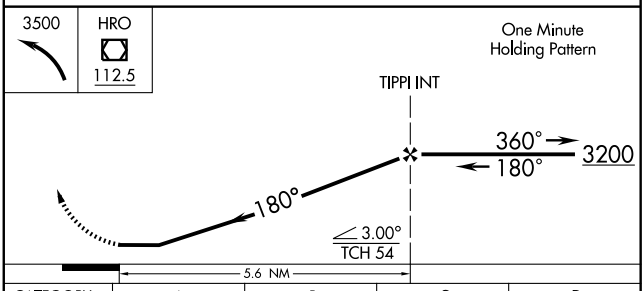
HARRISON/ BOONE COUNTY (HRO)

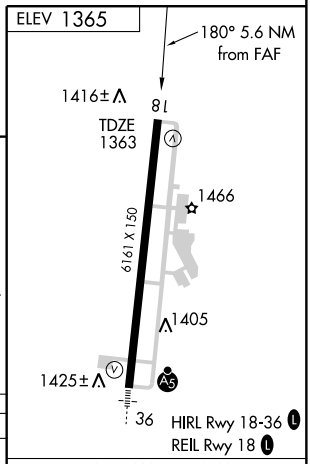
NA

MISSED APPROACH: Climbing left turn to 3500 direct HRO VOR/DME and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 121.125 | 126.85 281.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1740-1 375 (400-1) | | | 1740-1¼ 375 (400-1¼) |
| CIRCLING | 1780-1 415 (500-1) | 1820-1 455 (500-1) | 1820-1½ 455 (500-1½) | 1920-2 555 (600-2) |

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 6161 |
|---|---|---|
| 182° | TDZE | 1365 |
| | Apt Elev | 1365 |

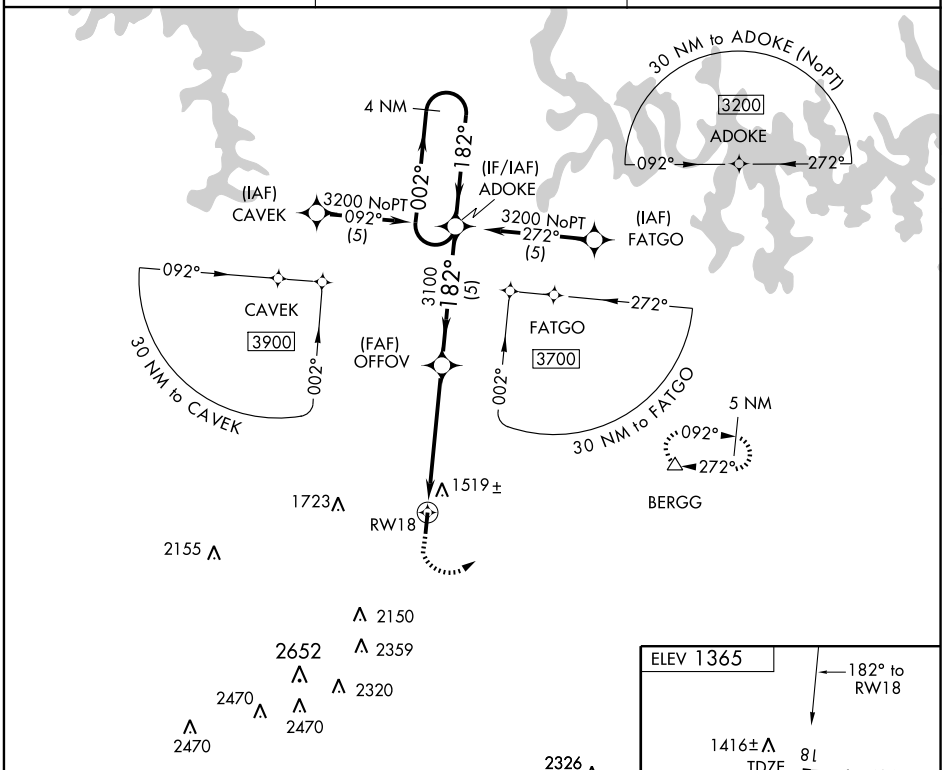
# RNAV (GPS) RWY 18
## HARRISON/BOONE COUNTY (HRO)

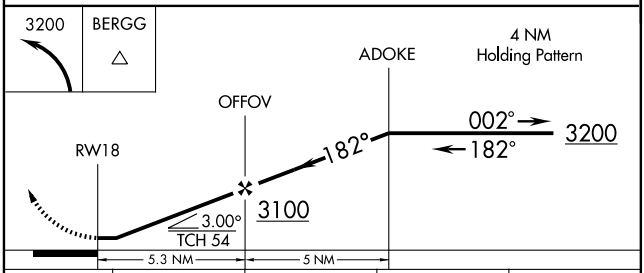
GPS or RNP-0.3 required. DME/DME RNP -0.3 NA.

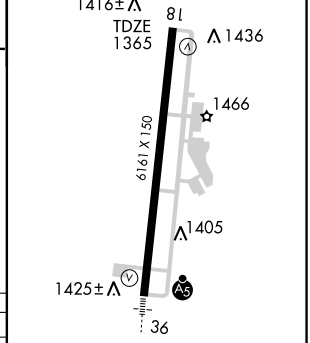
NA

MISSED APPROACH: Climbing left turn to 3200 direct BERGG WP and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 121.125 | 126.85 281.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1720-1 355 (400-1) | | | 1720-1¼ 355 (400-1¼) |
| CIRCLING | 1780-1 415 (500-1) | 1820-1 455 (500-1) | 1820-1½ 455 (500-1½) | 1920-2 555 (600-2) |

HIRL Rwy 18-36 L
REIL Rwy 18 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6161 |
|---|---|---|---|
| CH 93711 | 002° | TDZE | 1351 |
| W36A | | Apt Elev | 1365 |

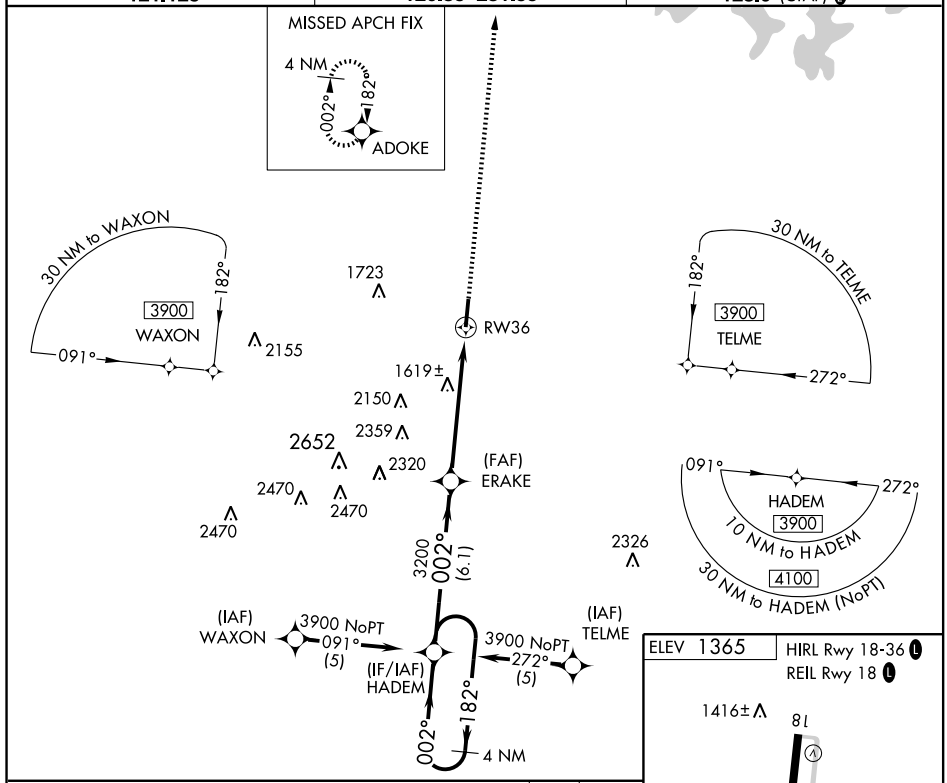
# RNAV (GPS) RWY 36
## HARRISON/BOONE COUNTY (HRO)

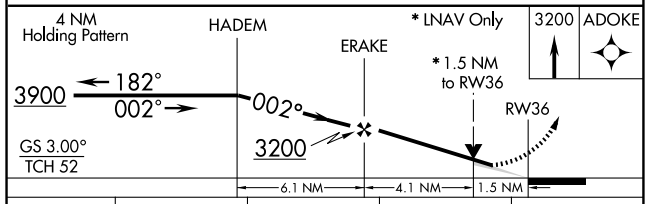
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Mountain Home altimeter setting. When local altimeter setting not received, use Mountain Home altimeter setting and increase all DA 139 feet and all MDA 140 feet, increase LPV all Cats and LNAV and Circling Cat C and D visibility ¼ mile, increase LNAV/VNAV all Cats visibility ½ mile. For inoperative MALSR when using Mountain Home altimeter setting, increase LPV all Cats visibility to 1¼.

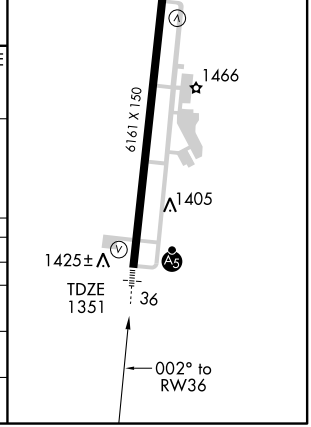
MALSR

MISSED APPROACH: Climb to 3200 direct ADOKE and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 121.125 | 126.85 281.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1601-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1815-1 464 (500-1) | | | |
| LNAV MDA | 1880-½ 529 (600-½) | | 1880-1 529 (600-1) | 1880-1¼ 529 (600-1¼) |
| CIRCLING | 1880-1 515 (600-1) | | 1880-1½ 515 (600-1½) | 1920-2 555 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME HRO | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.5 | 136° | TDZE | N/A |
| Chan 72 | | Apt Elev | 1365 |

# VOR-A

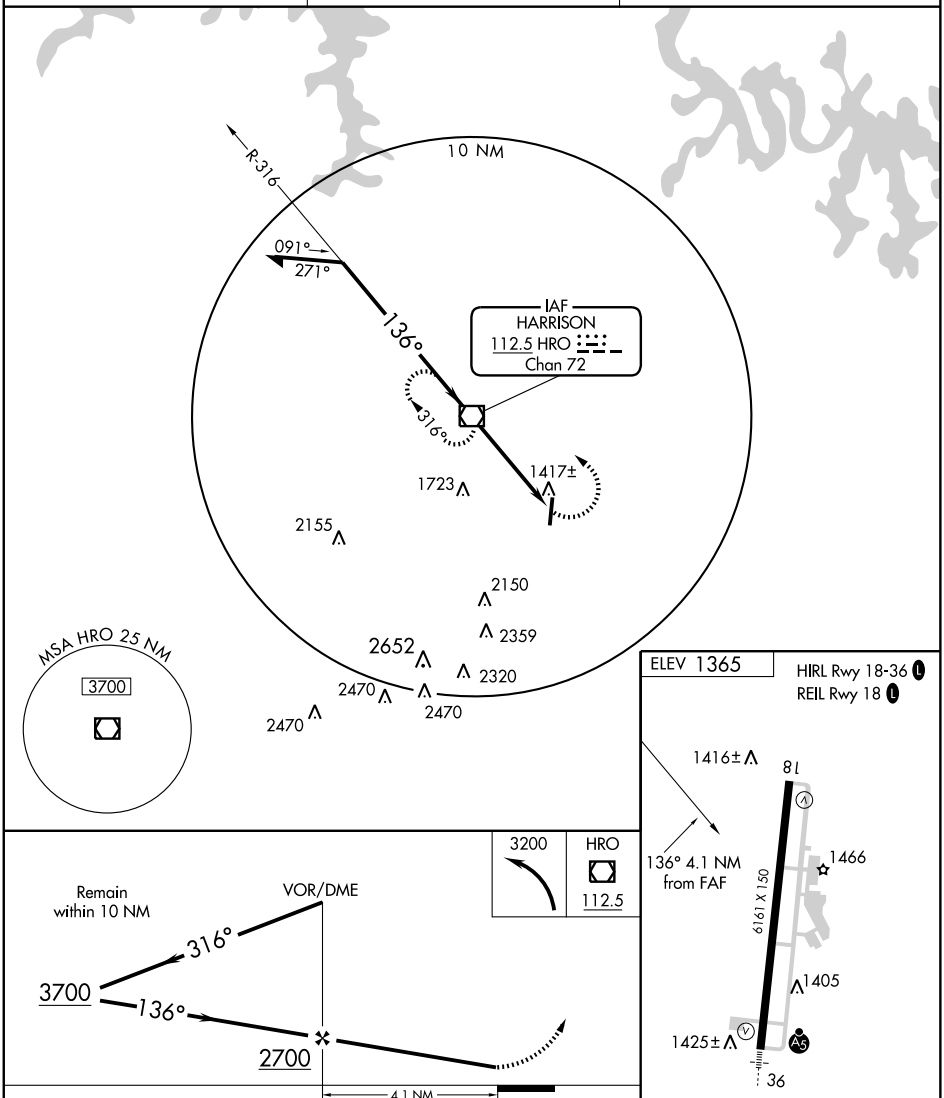
## HARRISON/BOONE COUNTY (HRO)

T

NA

MISSED APPROACH: Climbing left turn to 3200 direct HRO VOR/DME and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 121.125 | 126.85 281.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1780-1<br>415 (500-1) | 1820-1<br>455 (500-1) | 1820-1½<br>455 (500-1½) | 1920-2<br>555 (600-2) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4002 |
|---|---|---|
| 057° | TDZE | 631 |
| | Apt Elev | 632 |

# RNAV (GPS) RWY 5

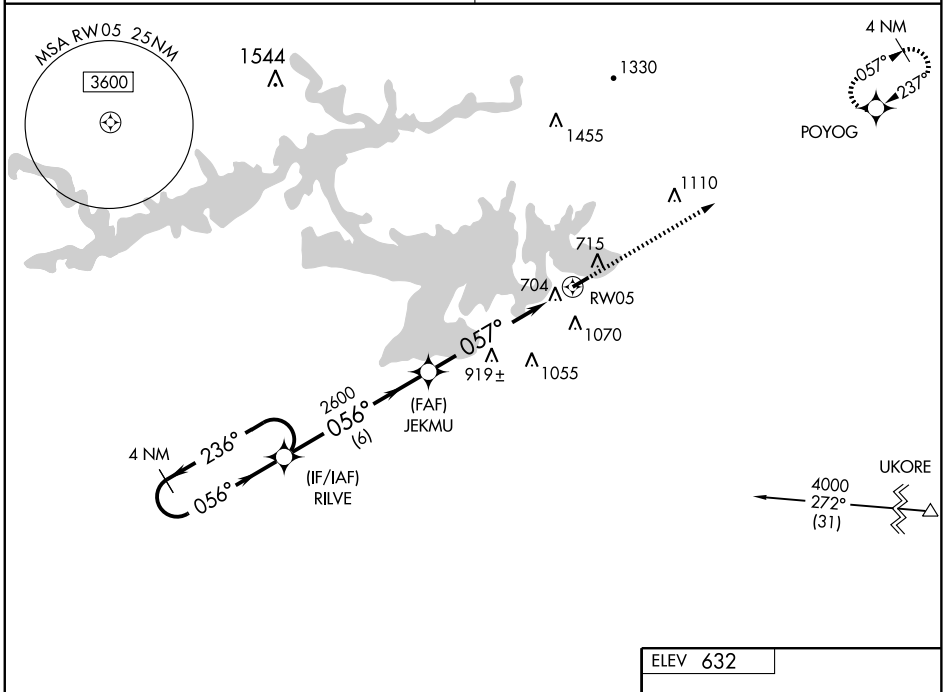
## HEBER SPRINGS MUNI (HBZ)

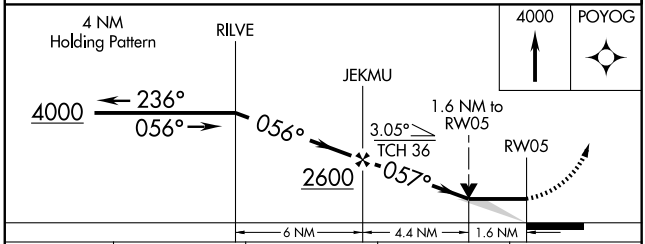
⚠ NA

DME/DME RNP-0.3 NA. VDP NA when using Batesville Rgnl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Batesville Rgnl altimeter setting.

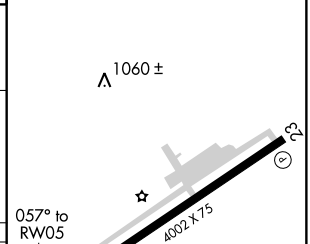
MISSED APPROACH: Climb to 4000 direct POYOG and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 126.85 281.55 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1180-1 549 (600-1) | | 1180-1½ 549 (600-1½) | NA |
| CIRCLING | 1240-1 608 (700-1) | 1280-1 648 (700-1) | 1380-2¼ 748 (800-2¼) | NA |
| BATESVILLE RGNL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1260-1 629 (700-1) | | 1260-1¾ 629 (700-1¾) | NA |
| CIRCLING | 1320-1 688 (700-1) | 1360-1 728 (800-1) | 1460-2½ 828 (900-2½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

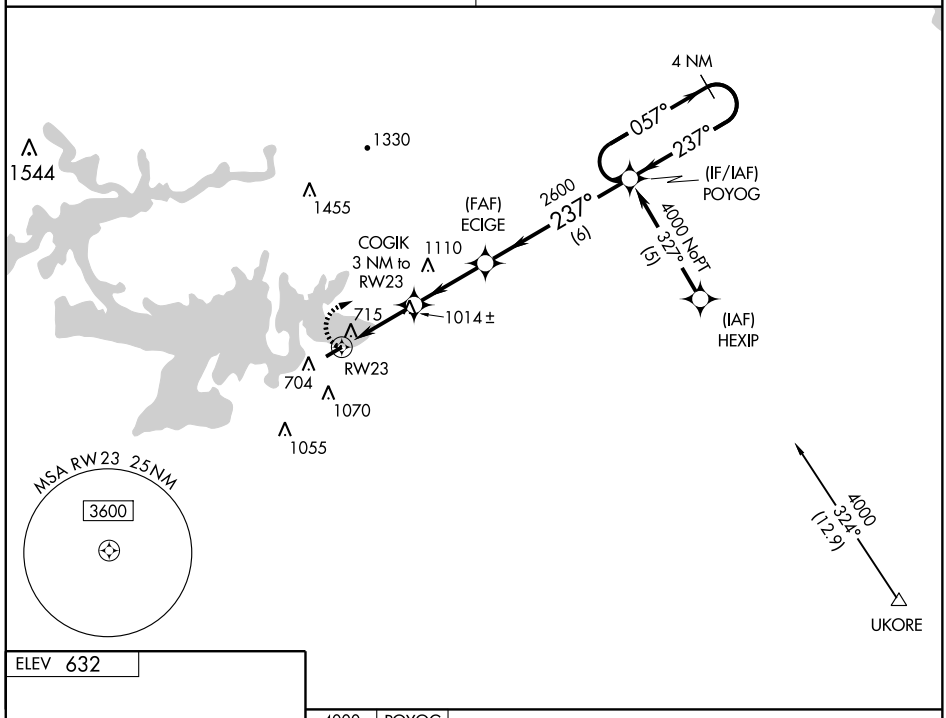
| APP CRS | Rwy Idg | 4002 |
|---|---|---|
| 237° | TDZE | 632 |
| | Apt Elev | 632 |

# RNAV (GPS) RWY 23

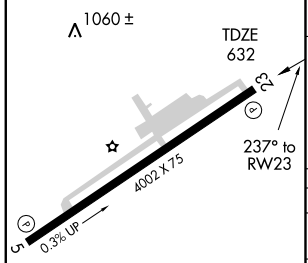
## HEBER SPRINGS MUNI (HBZ)

| NA | DME/DME RNP-0.3 NA. VDP NA when using Batesville Rgnl altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Batesville Rgnl altimeter setting. | MISSED APPROACH: Climbing right turn to 4000 direct POYOG and hold. |
|---|---|---|

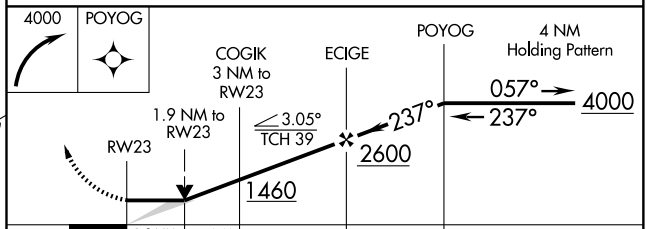
| MEMPHIS CENTER | UNICOM |
|---|---|
| 126.85 281.55 | 122.7 (CTAF) L |




ELEV 632




MIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1 648 (700-1) | | 1280-1¾ 648 (700-1¾) | NA |
| CIRCLING | 1280-1 648 (700-1) | | 1380-2¼ 748 (800-2¼) | NA |
| BATESVILLE RGNL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1340-1 708 (800-1) | | 1340-2 703 (800-2) | NA |
| CIRCLING | 1340-1 708 (800-1) | 1360-1 728 (800-1) | 1460-2½ 828 (900-2½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 17

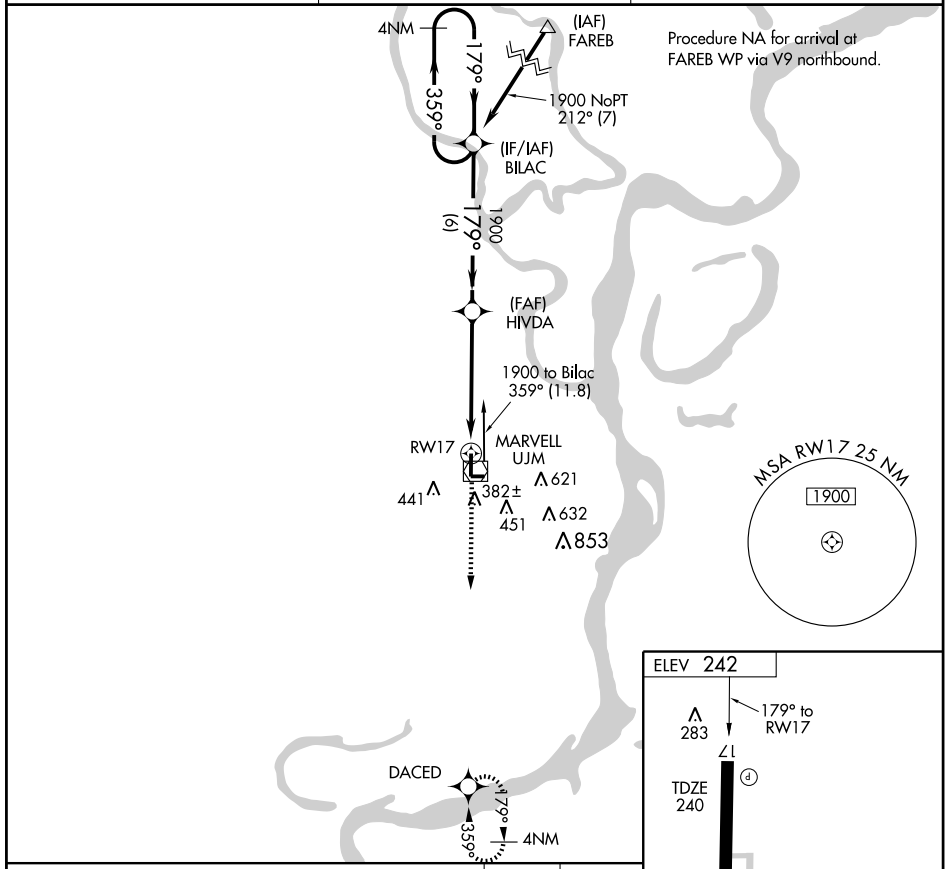
HELENA/WEST HELENA/THOMPSON-ROBBINS (HEE)

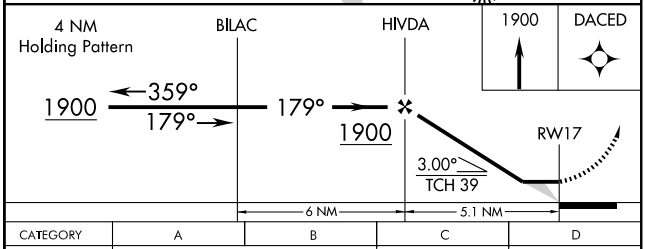
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 179° | TDZE | 240 |
| | Apt Elev | 242 |

T A NA — GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Clarksdale, MS altimeter setting.

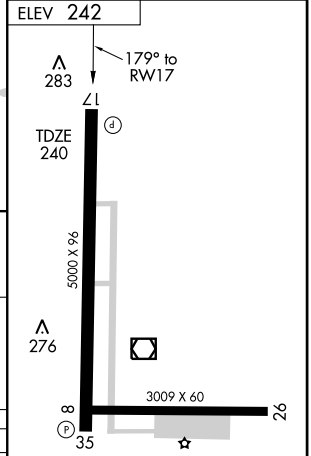
MISSED APPROACH: Climb to 1900 direct DACED WP and hold.

| CLARKSDALE, MS AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.3 335.8 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 | 580 (600-1) | 820-1½ 580 (600-1½) | NA |
| CIRCLING | 840-1 | 598 (600-1) | 840-1½ 598 (600-1½) | NA |




REIL Rwys 17 and 35
MIRL Rwys 8-26 and 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 359° | TDZE | 240 |
| | Apt Elev | 242 |

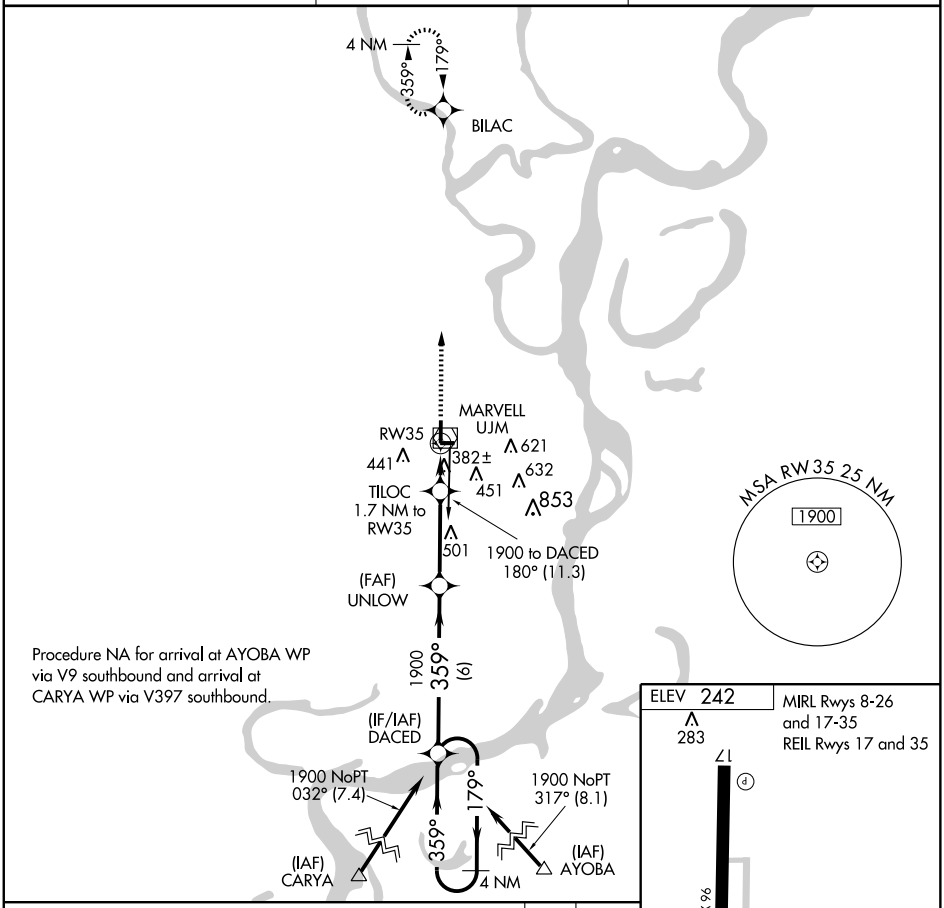
# RNAV (GPS) RWY 35

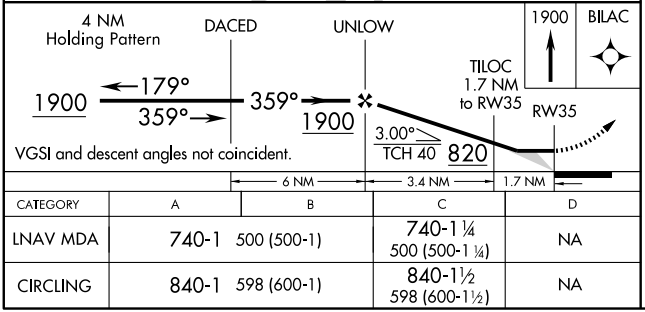
HELENA/WEST HELENA/ THOMPSON-ROBBINS (HEE)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Clarksdale, MS altimeter setting.

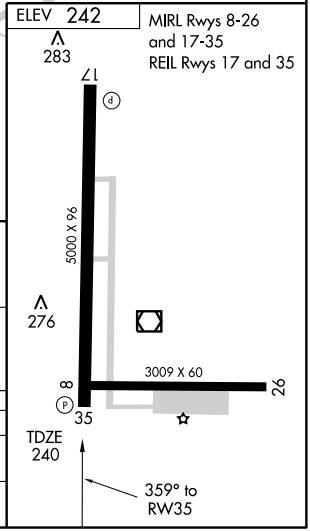
MISSED APPROACH: Climb to 1900 direct BILAC WP and hold.

| CLARKSDALE, MS AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.3 335.8 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 | 500 (500-1) | 740-1 ¼ 500 (500-1 ¼) | NA |
| CIRCLING | 840-1 | 598 (600-1) | 840-1½ 598 (600-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME UJM | APP CRS | Rwy Idg 5000 |
|---|---|---|
| 109.6 | 171° | TDZE 240 |
| Chan 33 | | Apt Elev 242 |

# VOR RWY 17

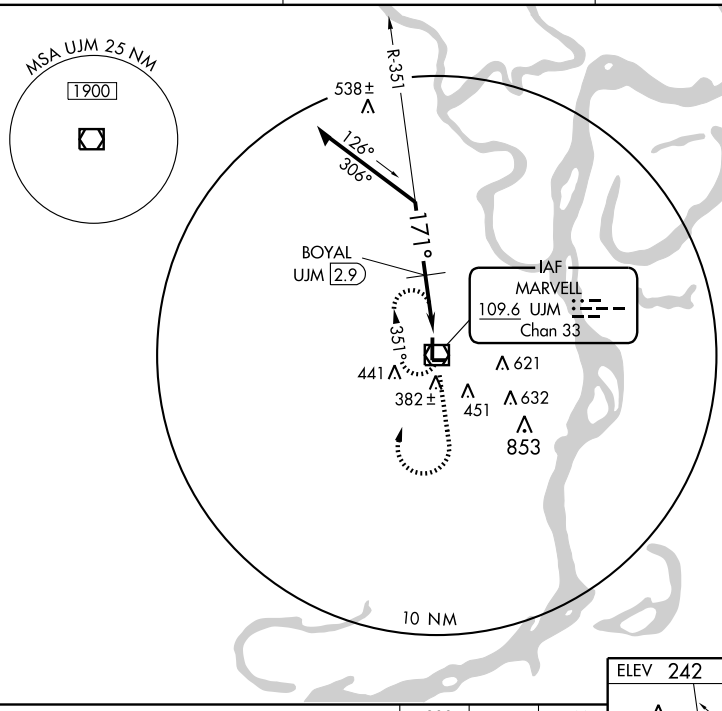
## HELENA/WEST HELENA/ THOMPSON-ROBBINS (HEE)

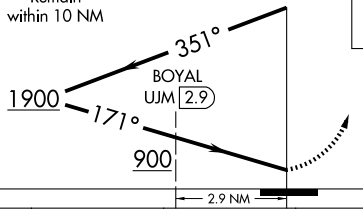
Use Clarksdale, MS altimeter setting.
Circling to Rwy 8-26 NA at night.

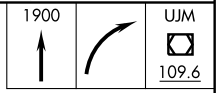
NA

MISSED APPROACH: Climb to 1900 then right turn direct UJM VOR/DME and hold.

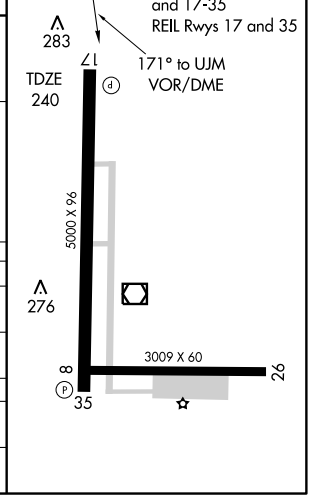
| CLARKSDALE, MS AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.3 335.8 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 900-1 | 660 (700-1) | 900-1¾ 660 (700-1¾) | NA |
| CIRCLING | 900-1 | 658 (700-1) | 900-1¾ 658 (700-1¾) | NA |
| BOYAL FIX MINIMUMS | | | | |
| S-17 | 800-1 | 560 (600-1) | 800-1½ 560 (600-1½) | NA |
| CIRCLING | 840-1 | 598 (600-1) | 840-1½ 598 (600-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME UJM | APP CRS | Rwy Idg 5000 |
|---|---|---|
| 109.6 | 013° | TDZE 240 |
| Chan 33 | | Apt Elev 242 |

# VOR RWY 35

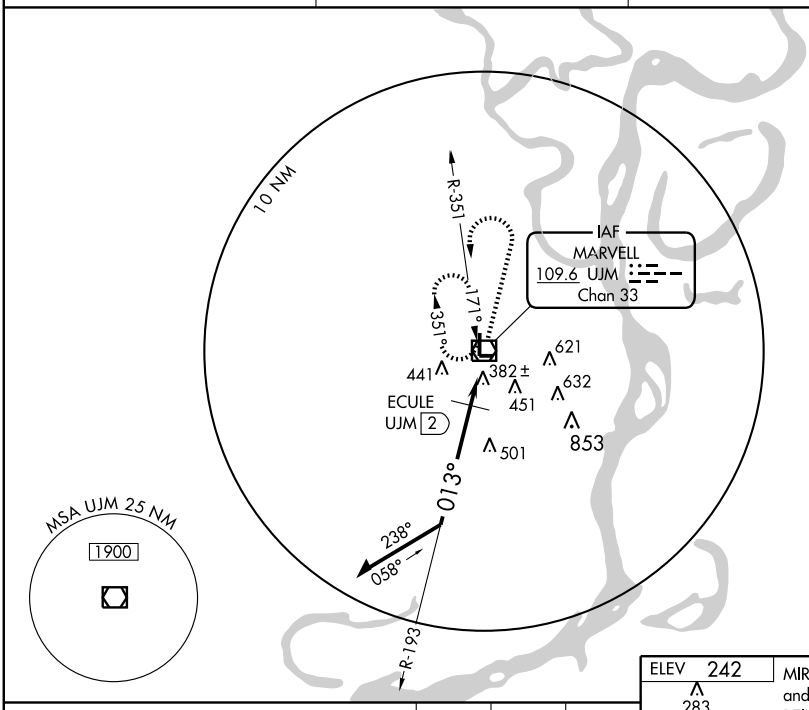
## HELENA/WEST HELENA/THOMPSON-ROBBINS (HEE)

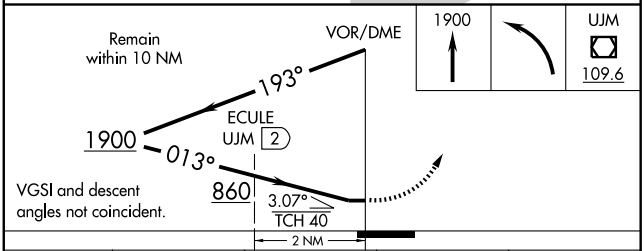
Use Clarksdale, MS altimeter setting.
Circling to Rwy 8-26 NA at night.

NA

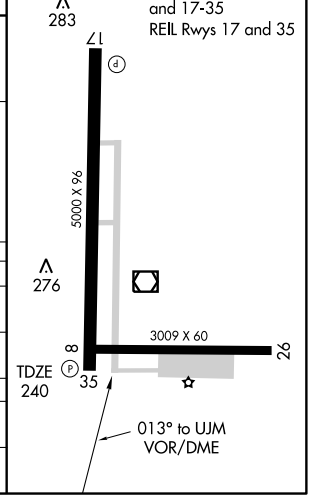
MISSED APPROACH: Climb to 1900 then left turn direct UJM VOR/DME and hold.

| CLARKSDALE, MS AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.3 335.8 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 860-1 620 (700-1) | | 860-1¾ 620 (700-1¾) | NA |
| CIRCLING | 860-1 618 (700-1) | | 860-1¾ 618 (700-1¾) | NA |
| ECULE FIX MINIMUMS | | | | |
| S-35 | 700-1 460 (500-1) | | 700-1¼ 460 (500-1¼) | NA |
| CIRCLING | 840-1 598 (600-1) | | 840-1½ 598 (600-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB HPC 362 | APP CRS 151° | Rwy Idg 5501 TDZE 359 Apt Elev 359 |
|---|---|---|

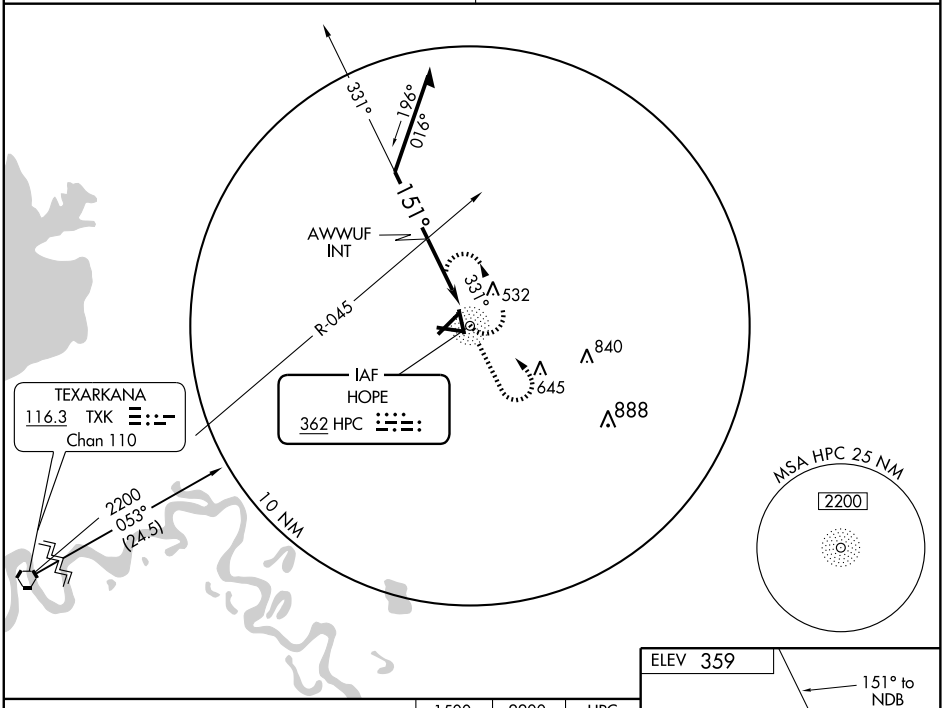
# NDB RWY 16

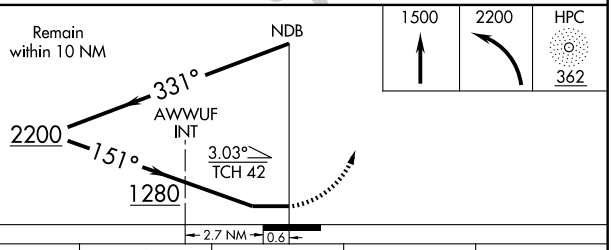
HOPE MUNI (M18)

NA When VGSI inop, Straight-In/Circling Rwy 16 procedure NA at night. Visibility reduction by helicopters NA. Use Texarkana altimeter setting; when not received use Arkadelphia altimeter setting.

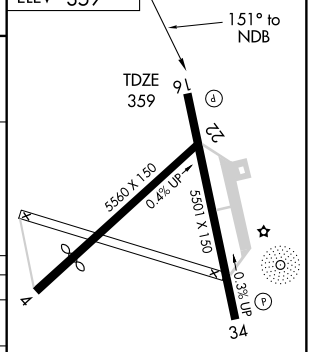
MISSED APPROACH: Climb to 1500, then climbing left turn to 2200 direct HPC NDB and hold.

| FORT WORTH CENTER | UNICOM |
|---|---|
| 123.925 269.475 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 1280-1¼ 921 (1000-1¼) | | 1280-2¾ 921 (1000-2¾) | 1280-3 921 (1000-3) |
| CIRCLING | 1280-1¼ 921 (1000-1¼) | | 1280-2¾ 921 (1000-2¾) | 1280-3 921 (1000-3) |
| AWWUF FIX MINIMUMS | | | | |
| S-16 | 1020-1 661 (700-1) | | 1020-1¾ 661 (700-1¾) | 1020-2 661 (700-2) |
| CIRCLING | 1020-1 661 (700-1) | | 1020-1¾ 661 (700-1¾) | 1020-2 661 (700-2) |




REIL Rwys 16 and 34
MIRL Rwy 16-34 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5501 |
|---|---|---|
| 164° | TDZE | 359 |
| | Apt Elev | 359 |

# RNAV (GPS) RWY 16

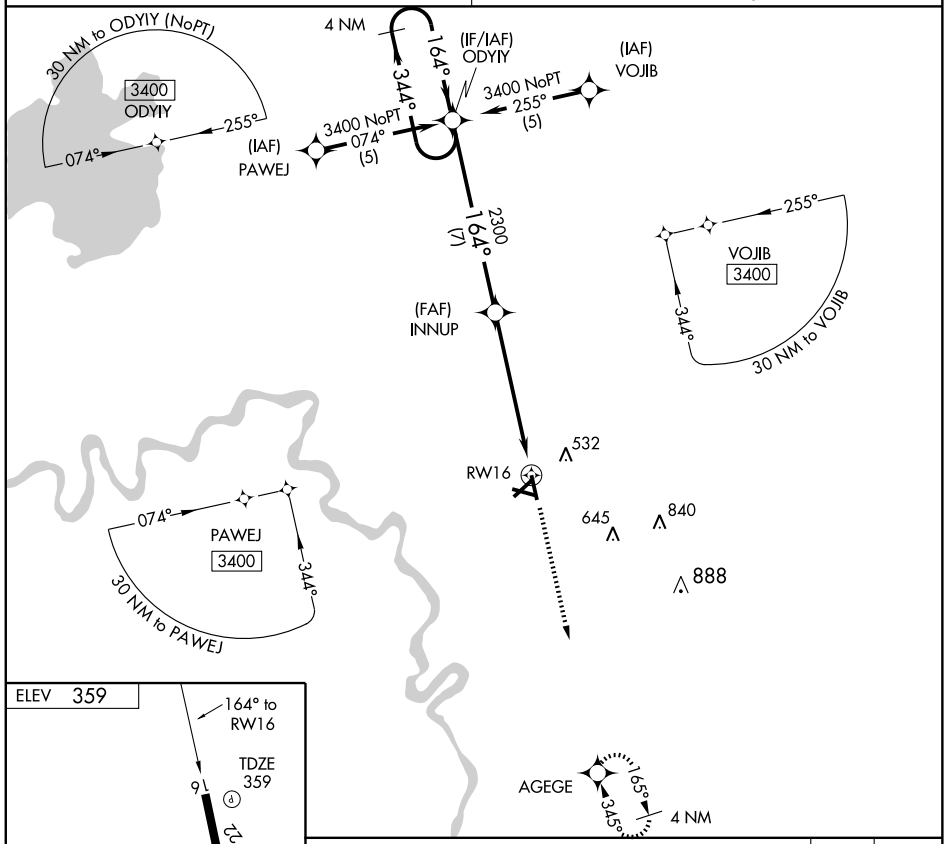
HOPE MUNI (M18)

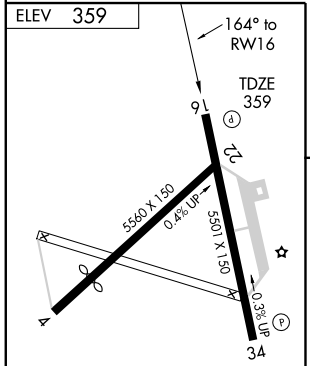
NA Use Texarkana altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct AGEGE and hold.

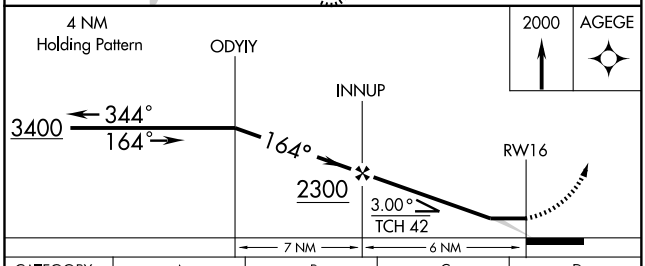
FORT WORTH CENTER
**123.925 269.475**

UNICOM
**122.8** (CTAF) L




MIRL Rwy 16-34 L
REIL Rwys 16 and 34




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 | 561 (600-1) | 920-1½<br>561 (600-1½) | 920-1¾<br>561 (600-1¾) |
| CIRCLING | 920-1 | 561 (600-1) | 920-1½<br>561 (600-1½) | 920-2<br>561 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-HOT | APP CRS | Rwy Idg | 6595 |
|---|---|---|---|
| 111.5 | 050° | TDZE | 515 |
| Chan 52 | | Apt Elev | 540 |

# ILS or LOC RWY 5

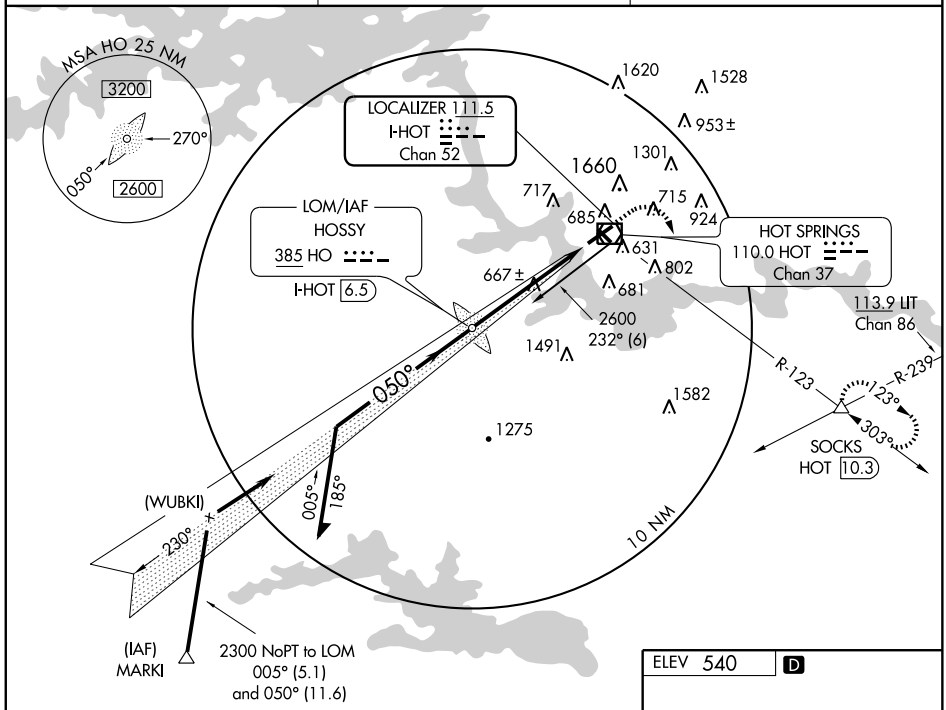
HOT SPRINGS/ MEMORIAL FIELD (HOT)

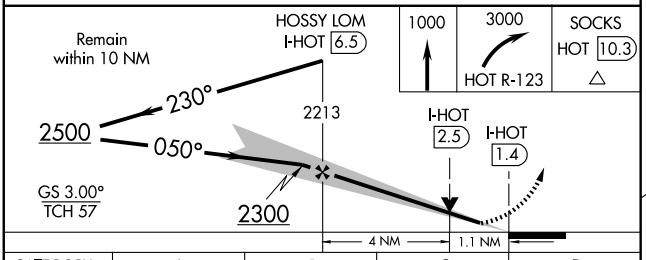
Circling not authorized northwest of Rwy 5-23.
NA Use I-HOT DME when on localizer course.

MALSR

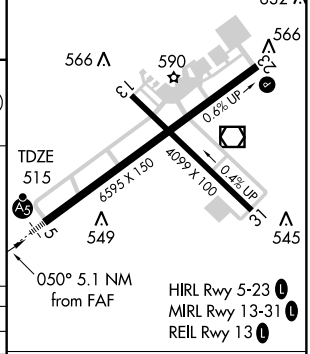
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.925 | 128.475 377.15 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 715-½ 200 (200-½) | | | |
| S-LOC 5 | 940-½ 425 (500-½) | | 940-¾ 425 (500-¾) | |
| CIRCLING | 1060-1 520 (600-1) | | 1060-1½ 520 (600-1½) | 1120-2 580 (600-2) |




| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6595 |
|---|---|---|
| 050° | TDZE | 515 |
| | Apt Elev | 540 |

# RNAV (GPS) RWY 5

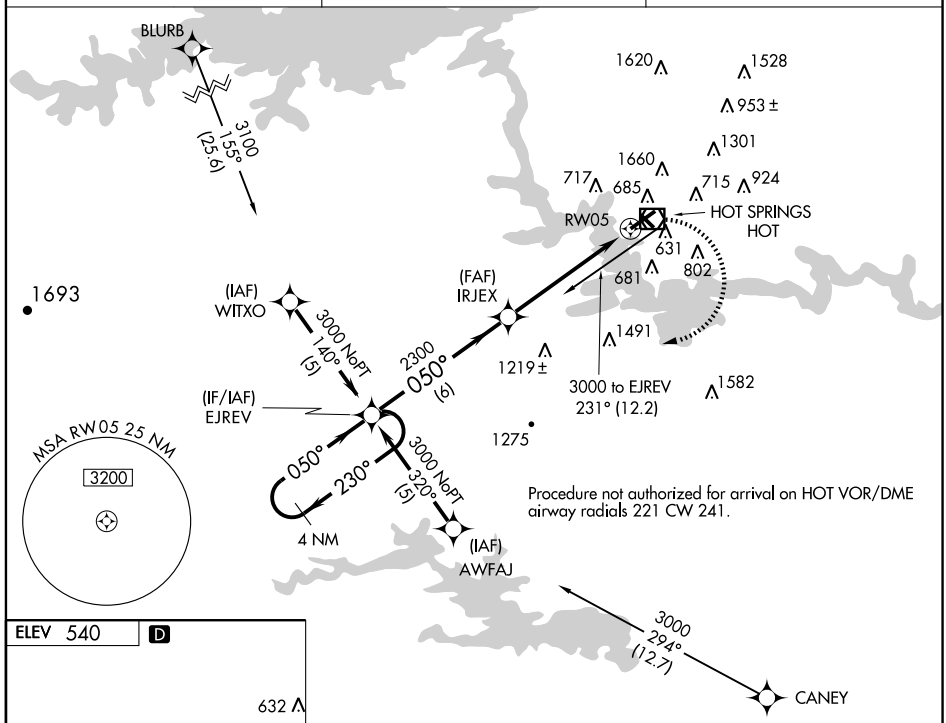
HOT SPRINGS /MEMORIAL FIELD (HOT)

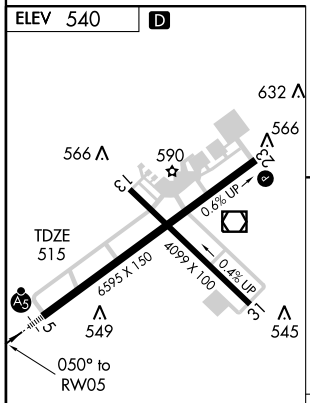
DME/DME RNP-0.3 NA. Circling not authorized northwest of Rwy 5-23. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ mile.

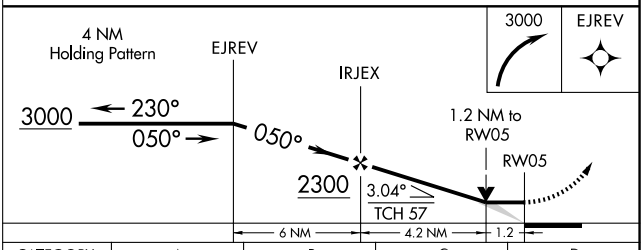
MALSR

MISSED APPROACH: Climbing right turn to 3000 direct EJREV WP and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.925 | 128.475 377.15 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-½ 425 (400-½) | | 940-¾ 425 (400-¾) | 940-1 425 (400-1) |
| CIRCLING | 1060-1 520 (600-1) | | 1060-1½ 520 (600-1½) | 1120-2 580 (600-2) |

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME HOT | APP CRS | Rwy Idg | 6595 |
|---|---|---|---|
| 110.0 | 058° | TDZE | 515 |
| Chan 37 | | Apt Elev | 540 |

# VOR RWY 5

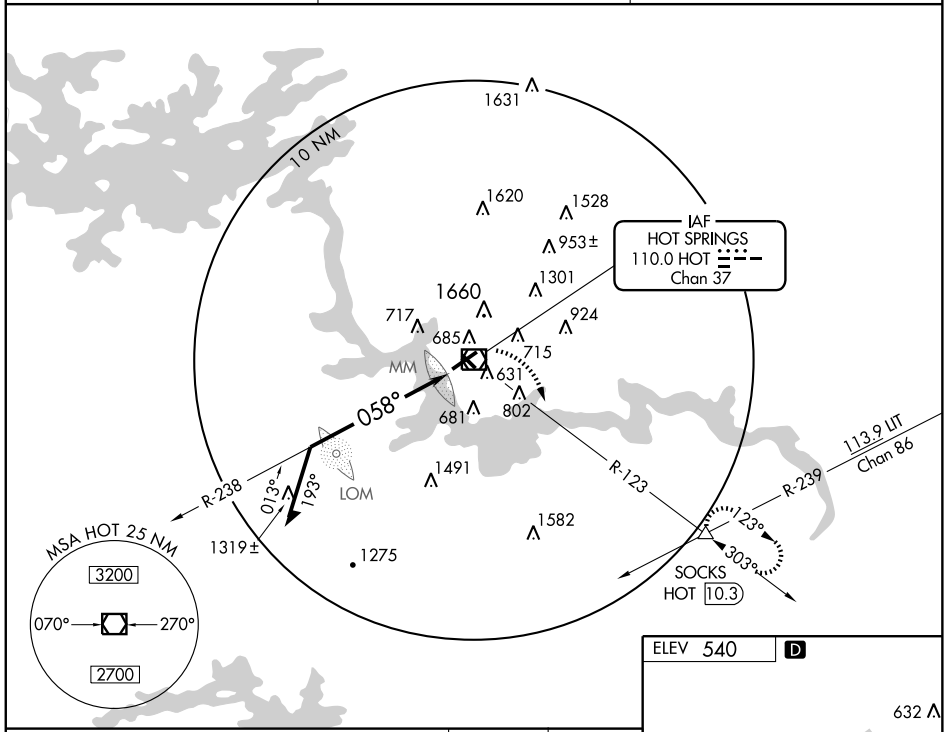
## HOT SPRINGS/ MEMORIAL FIELD (HOT)

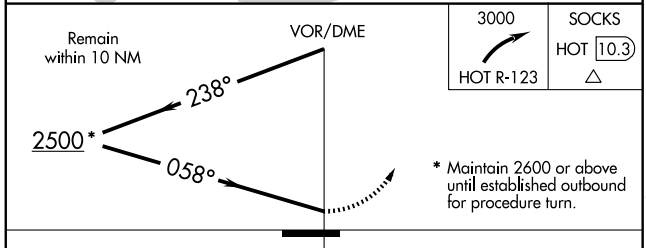
Circling not authorized northwest of Rwy 5-23. Obtain local altimeter setting on CTAF; when not received, use Little Rock altimeter setting. Inoperative table does not apply to Cat. A. For inoperative MALSR, increase S-5 Cat. B visibility to 1½.

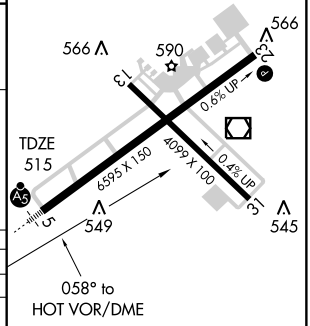
MALSR

MISSED APPROACH: Climbing right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.925 | 128.475 377.15 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1620-1¼ 1105 (1100-1¼) | | 1620-2½ 1105 (1100-2½) | |
| CIRCLING | 1620-1¼ 1080 (1100-1¼) | 1620-1½ 1080 (1100-1½) | 1620-3 1080 (1100-3) | |
| LITTLE ROCK ALTIMETER SETTING MINIMUMS | | | | |
| S-5 | 1780-1¼ 1265 (1300-1¼) | | 1780-2½ 1265 (1300-2½) | |
| CIRCLING | 1780-1¼ 1240 (1300-1¼) | 1780-1½ 1240 (1300-1½) | 1780-3 1240 (1300-3) | |

HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME HOT | APP CRS | Rwy Idg | 6595 |
|---|---|---|---|
| 110.0 | 058° | TDZE | 515 |
| Chan 37 | | Apt Elev | 540 |

# ZAPLE VOR RWY 5

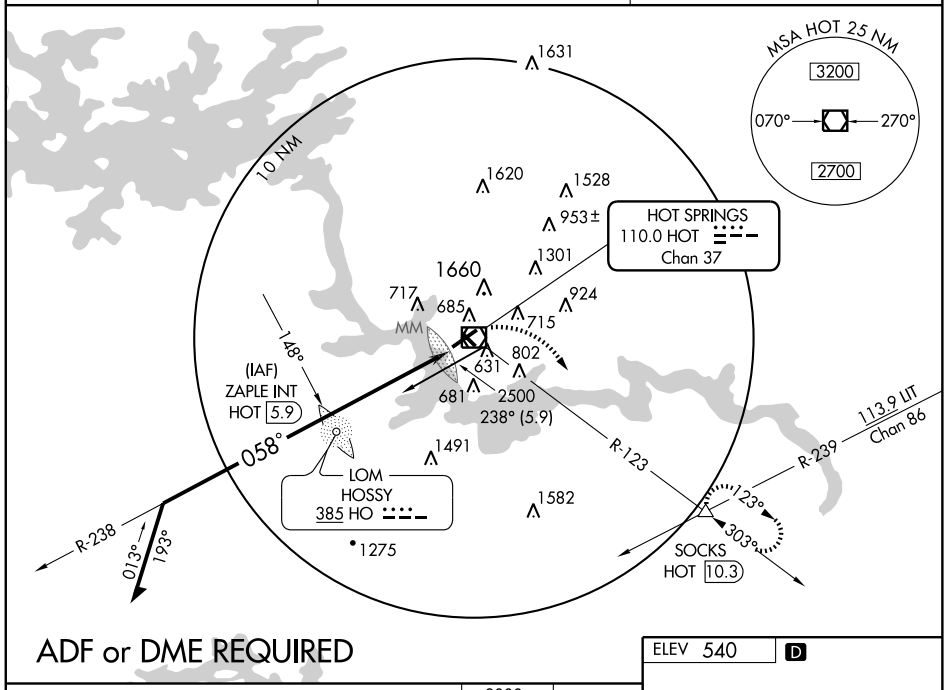
HOT SPRINGS/ MEMORIAL FIELD (HOT)

Circling not authorized northwest of Rwy 5-23. Obtain local altimeter setting on CTAF; when not received, use Little Rock altimeter setting. Memorial Field altimeter setting minimums: for inoperative MALSR, increase S-5 Cat. D visibility to 1¼ .

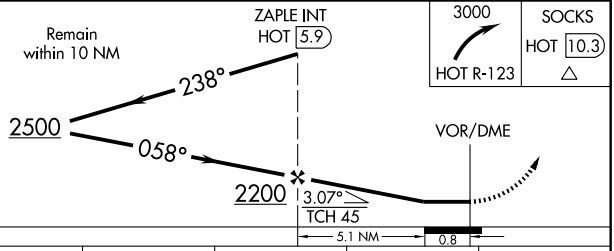
MALSR

MISSED APPROACH: Climb right turn to 3000 via HOT R-123 to SOCKS Int/HOT 10.3 DME and hold.

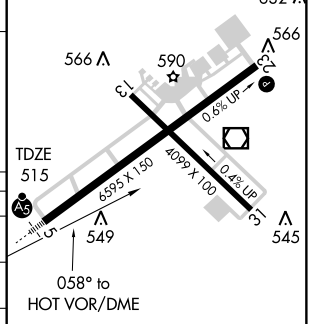
| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 119.925 | 128.475 377.15 | 123.0 (CTAF) L |




## ADF or DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 940-½ 425 (500-½) | | 940-¾ 425 (500-¾) | 940-1 425 (500-1) |
| CIRCLING | 1060-1 520 (600-1) | | 1060-1½ 520 (600-1½) | 1120-2 580 (600-2) |
| LITTLE ROCK ALTIMETER SETTING MINIMUMS | | | | |
| S-5 | 1080-½ 565 (600-½) | | 1080-1 565 (600-1) | 1080-1¼ 565 (600-1¼) |
| CIRCLING | 1200-1 660 (700-1) | | 1200-1¾ 660 (700-1¾) | 1260-2¼ 720 (800-2¼) |




HIRL Rwy 5-23 L
MIRL Rwy 13-31 L
REIL Rwy 13 L

SC-1, 14 JAN 2010 to 11 FEB 2010

HUNTSVILLE, ARKANSAS

AL-6945 (FAA)

| VORTAC RZC | APP CRS | Rwy Idg | 3600 |
|---|---|---|---|
| 116.4 | 115° | TDZE | 1744 |
| Chan 111 | | Apt Elev | 1749 |

# VOR/DME or GPS RWY 12

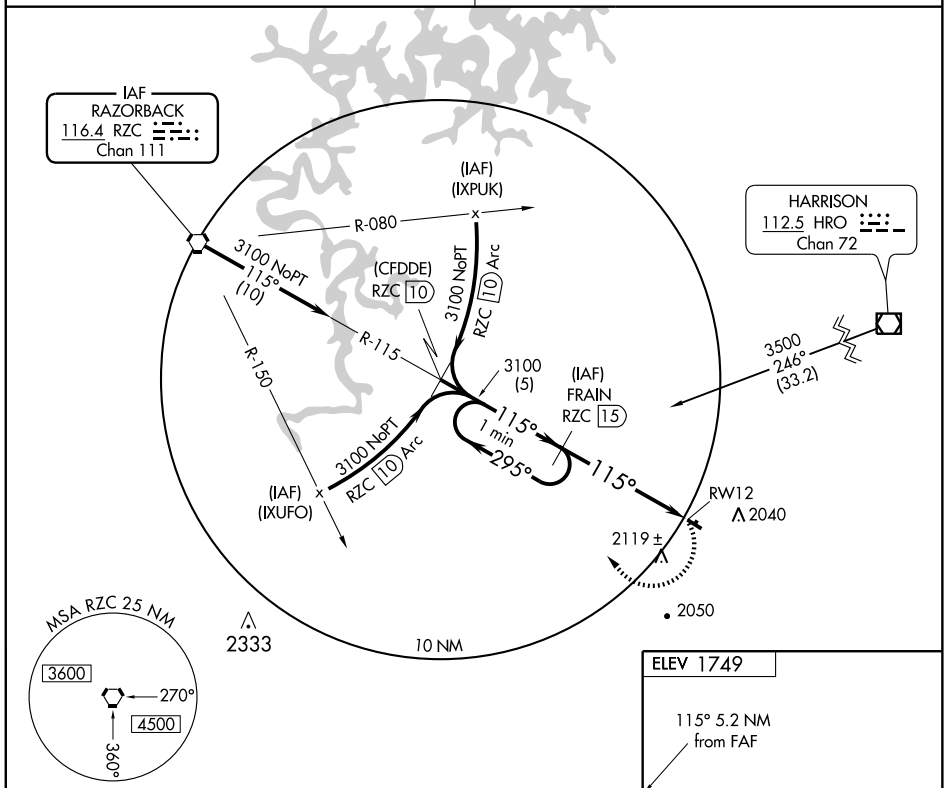
HUNTSVILLE MUNI (H34)

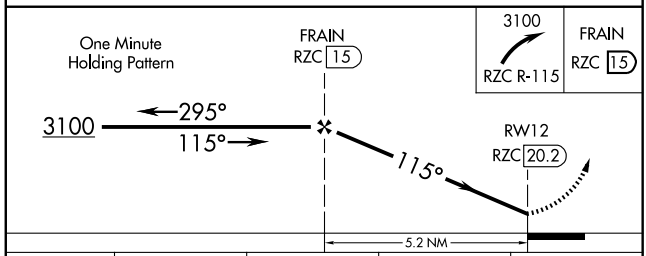
NA Use Fayetteville/Drake Field altimeter setting.

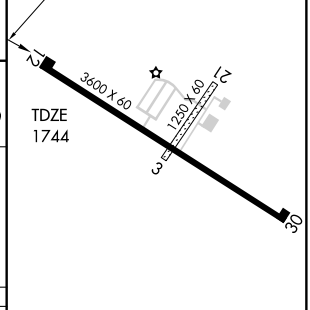
MISSED APPROACH: Climbing right turn to 3100 via RZC R-115 to FRAIN 15 DME and hold.

RAZORBACK APP CON *
126.6 305.2

UNICOM
122.8 (CTAF) L



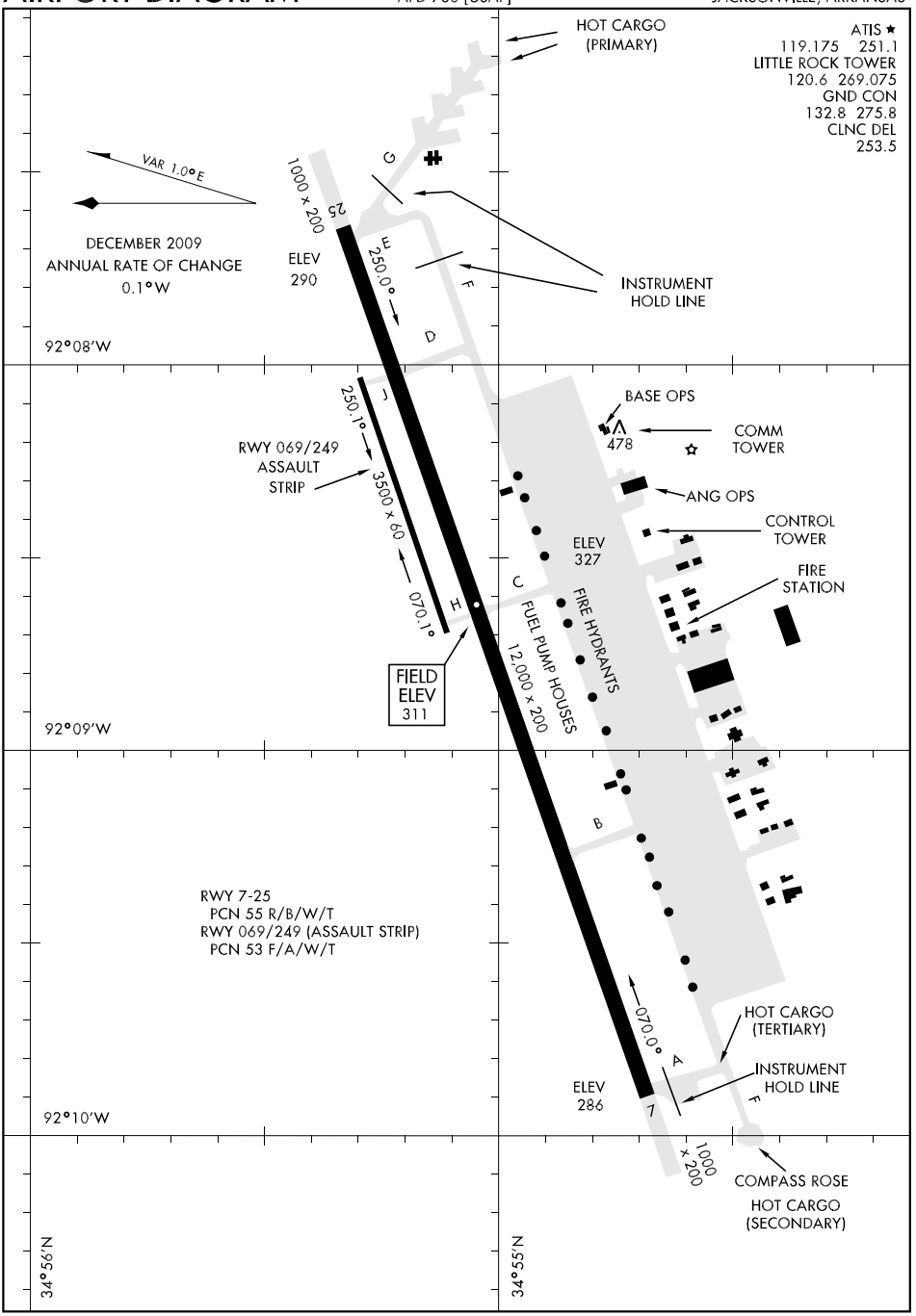




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 2500-1<br>756 (800-1) | 2500-1¼<br>756 (800-1¼) | 2500-2¼<br>756 (800-2¼) | NA |
| CIRCLING | 2500-1<br>751 (800-1) | 2500-1¼<br>751 (800-1¼) | 2500-2¼<br>751 (800-2¼) | NA |

MIRL Rwy 12-30 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010


HOT CARGO (PRIMARY)
ATIS ★ 119.175 251.1
LITTLE ROCK TOWER 120.6 269.075
GND CON 132.8 275.8
CLNC DEL 253.5
VAR 1.0°E
DECEMBER 2009
ANNUAL RATE OF CHANGE
0.1°W
1000 x 200
25
ELEV 290
250.0°
INSTRUMENT HOLD LINE
92°08'W
BASE OPS
478
COMM TOWER
RWY 069/249 ASSAULT STRIP
250.1°
3500 x 60
070.1°
ANG OPS
CONTROL TOWER
ELEV 327
FIRE STATION
FIRE HYDRANTS
FUEL PUMP HOUSES
12,000 x 200
FIELD ELEV 311
92°09'W
RWY 7-25
PCN 55 R/B/W/T
RWY 069/249 (ASSAULT STRIP)
PCN 53 F/A/W/T
070.0°
HOT CARGO (TERTIARY)
INSTRUMENT HOLD LINE
ELEV 286
7
1000 x 200
COMPASS ROSE
HOT CARGO (SECONDARY)
92°10'W
34°56'N
34°55'N

# ILS or LOC RWY 25

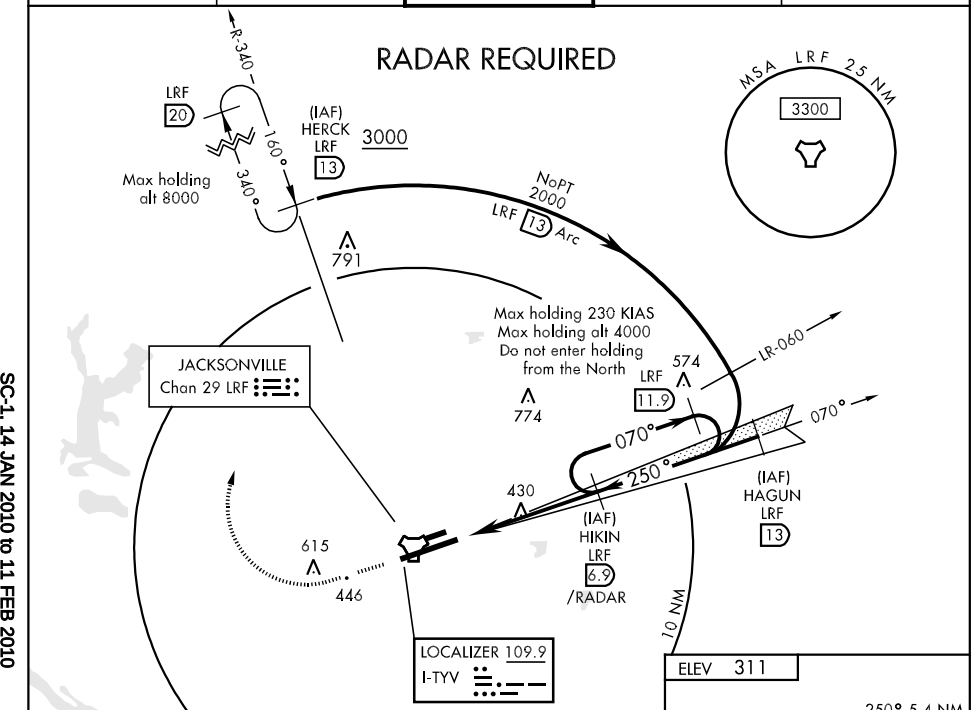
| LOC I-TYV | APCH CRS | Rwy ldg 12,000 / TDZE 299 / Arpt Elev 311 | AL-738 [USAF] | LITTLE ROCK AFB (KLRF) |
|---|---|---|---|---|
| 109.9 | 250° | | | |

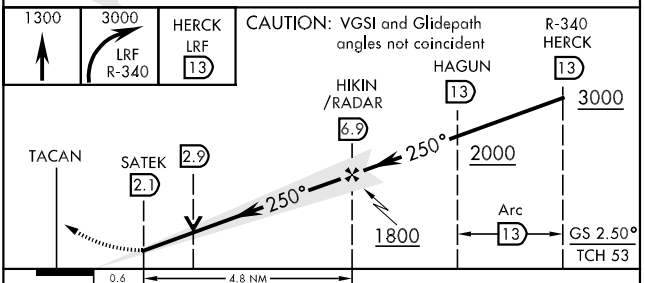
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

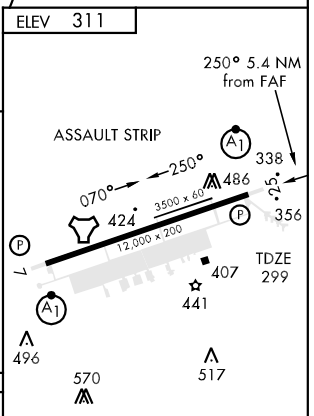
ALSF-1 (A1)

MISSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

| ATIS ★ | LITTLE ROCK APP CON | LITTLE ROCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.175 251.1 | 119.5 306.2 | 120.6 269.075 | 132.8 275.8 | 253.5 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 25 * | 499/24 | | 200 (200-½) | | |
| S-LOC/DME 25 ** | 700/24 401 (400-½) | | 700/40 401 (400-¾) | | 700/50 401 (400-1) |
| CIRCLING | 840-1 529 (600-1) | 880-1 569 (600-1) | 880-1½ 569 (600-1½) | 880-2 569 (600-2) | 940-2¼ 629 (700-2¼) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



SC-1, 14 JAN 2010 to 11 FEB 2010

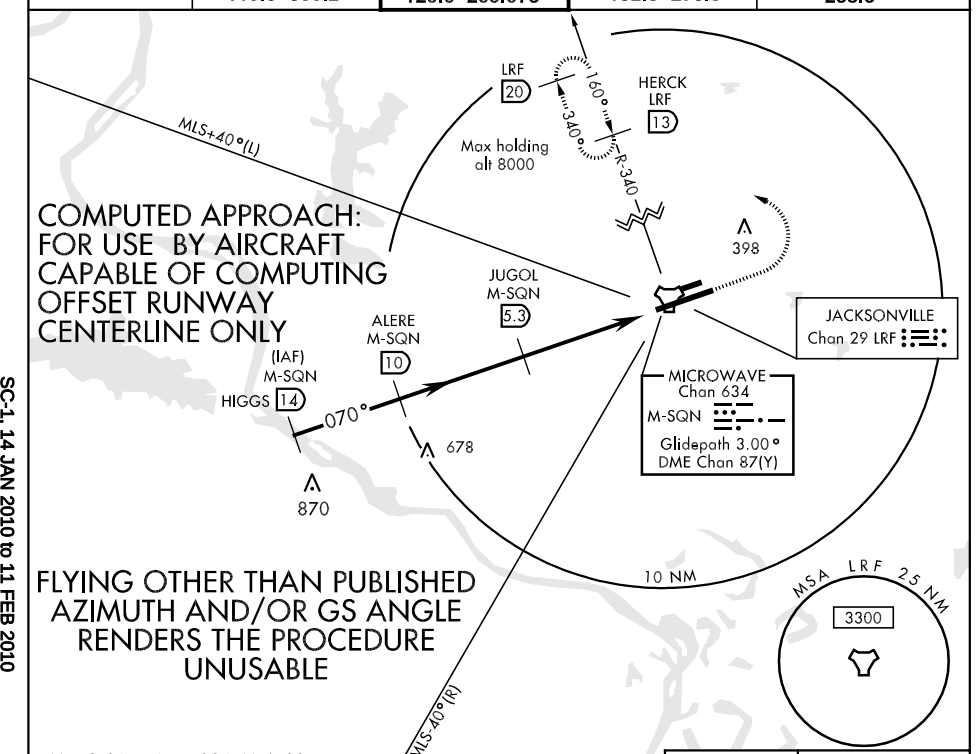
| MLS M-SQN Chan 634 | APCH CRS 070° | Rwy ldg 12,000 TDZE 308 Arpt Elev 311 | AL-738 [USAF] | LITTLE ROCK AFB (KLRF) |
|---|---|---|---|---|

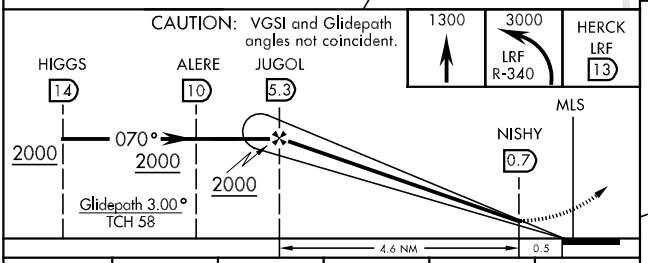
▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

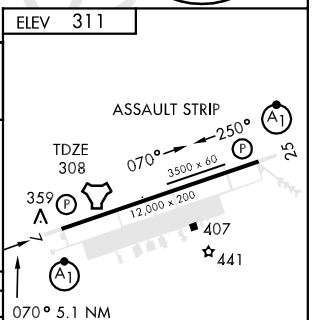
ALSF-1 (A1)

MISSED APPROACH: Climb to 1300 then turn left climbing to 3000 intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

| ATIS * | LITTLE ROCK APP CON | LITTLE ROCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.175 251.1 | 119.5 306.2 | 120.6 269.075 | 132.8 275.8 | 253.5 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-MLS 7 * | 508/24 | | 200 | (200-½) | |
| S-AZ 7 ** | 860/24 552 (600-½) | | 860/50 552 (600-1) | 860/60 552 (600-1¼) | 860-1½ 552 (600-1½) |
| CIRCLING | 860-1 549 (600-1) | 880-1 569 (600-1) | 880-1½ 569 (600-1½) | 880-2 569 (600-2) | 940-2¼ 629 (700-2¼) |

HIRL Rwy 7-25

JACKSONVILLE, ARKANSAS 34°55'N-92°09'W LITTLE ROCK AFB (KLRF)

Orig 09351

MLS RWY 7

SC-1, 14 JAN 2010 to 11 FEB 2010

# NDB RWY 25

| NDB TYV 290 | APCH CRS 250° | Rwy ldg 12,000 TDZE 299 Arpt Elev 311 | AL-738 [USAF] | LITTLE ROCK AFB (KLRF) |
|---|---|---|---|---|

* When ALS inop, increase CAT AB RVR to 60 and vis to 1¼ miles, CAT C vis to 1½ miles, CAT D vis to1¾ miles, CAT E vis to 2 miles.

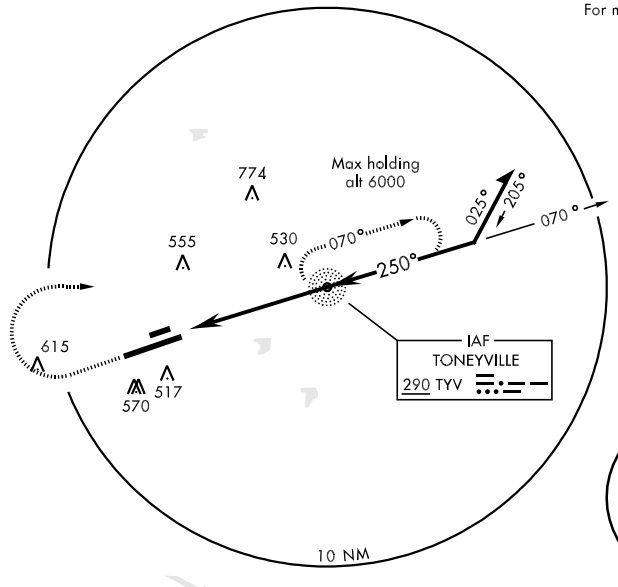
ALSF-1

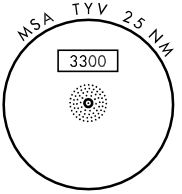
MISSED APPROACH: Climb to 1300, then climbing right turn to 2000 direct TYV NDB and hold.

| ATIS ★ | LITTLE ROCK APP CON | LITTLE ROCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.175 251.1 | 119.5 306.2 | 120.6 269.075 | 132.8 275.8 | 253.5 |

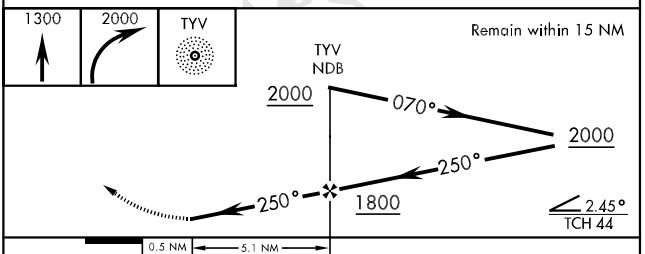
## RADAR REQUIRED

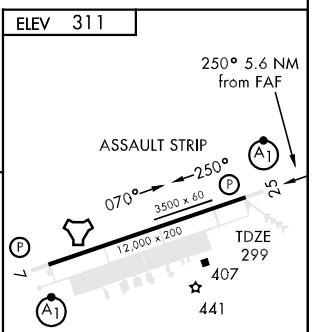
For missed approach




EMERG SAFE ALT 100 NM 4100




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-NDB 25 * | 880/24 581 | (600-½) | 880/50 581 (600-1) | 880/60 581 (600-1¼) | 880-1½ 581 (600-1½) |
| CIRCLING | 880-1 569 | (600-1) | 880-1½ 569 (600-1½) | 880-2 569 (600-2) | 940-2¼ 629 (700-2¼) |

HIRL Rwy 7-25

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |



SC-1, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 7

| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| LRF Chan 29 | 056° | 12,000 | 308 | 311 |

AL-738 [USAF]

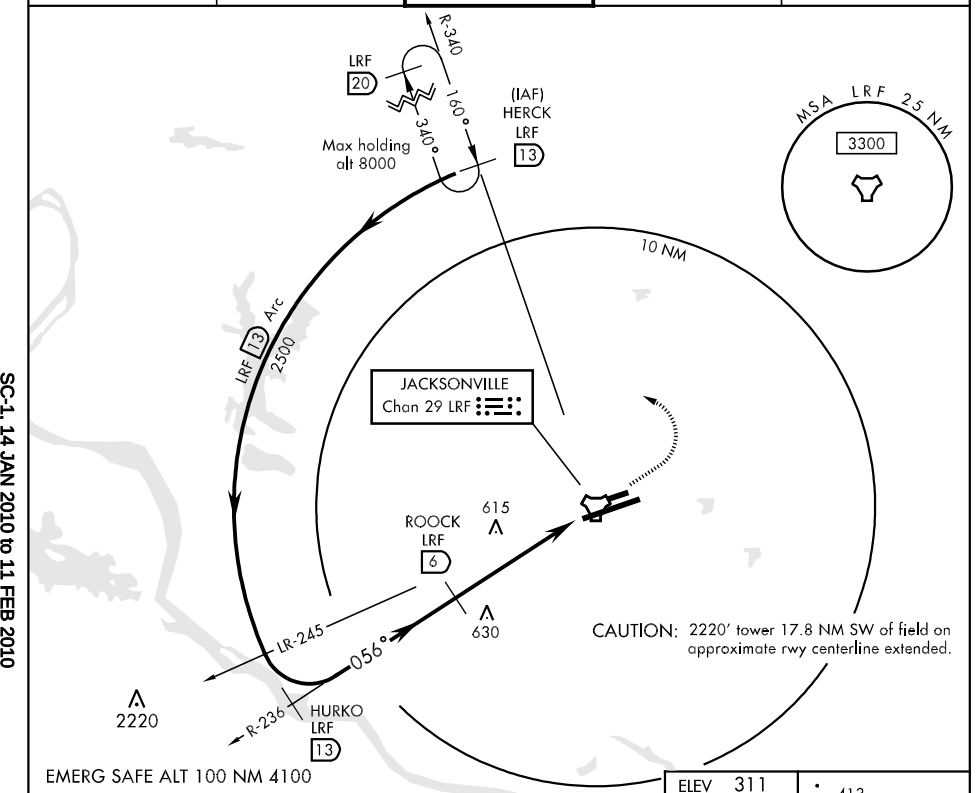
LITTLE ROCK AFB (KLRF)

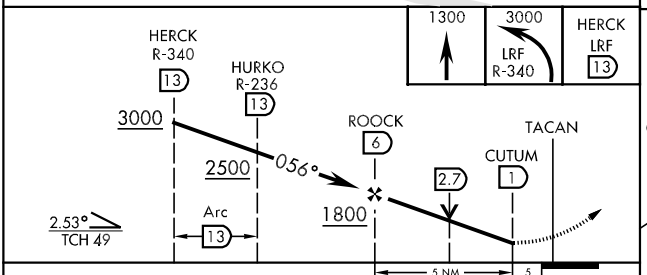
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles and CAT E vis to 2 miles.

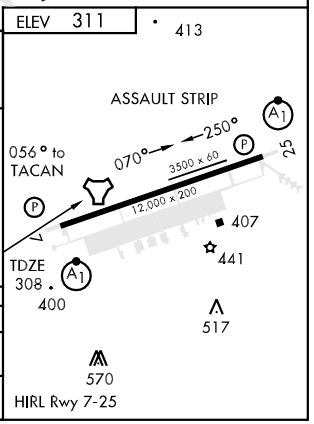
ALSF-1

MISSED APPROACH: Climb to 1300 then turn left climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

| ATIS ★ | LITTLE ROCK APP CON | LITTLE ROCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.175 251.1 | 119.5 306.2 | 120.6 269.075 | 132.8 275.8 | 253.5 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-7 * | 900/24 | 592 (600-½) | 900/50 592 (600-1) | 900/60 592 (600-1¼) | 900-1½ 592 (600-1½) |
| CIRCLING | 900-1 | 589 (600-1) | 900-1½ 589 (600-1½) | 900-2 589 (600-2) | 940-2¼ 629 (700-2¼) |



SC-1, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 25

| TACAN | APCH CRS | Rwy ldg / TDZE / Arpt Elev | AL-738 [USAF] | LITTLE ROCK AFB (KLRF) |
|---|---|---|---|---|
| Chan 29 | 257° | 12,000 / 299 / 311 | | |

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 1300 then turn right climbing to 3000, intercept LRF TACAN R-340 to 13 DME (HERCK) and hold.

| ATIS * | LITTLE ROCK APP CON | LITTLE ROCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 119.175 251.1 | 119.5 306.2 | 120.6 269.075 | 132.8 275.8 | 253.5 |

RADAR REQUIRED

R-340 LRF 20 160° 340° (IAF) HERCK LRF 13

Max holding alt 8000

LRF 13 Arc 2000

791

LR-068 R-077

GETVE LRF 7 257° 407 649

ETABE LRF 13

615

MSA LRF 2.5 NM 3300

JACKSONVILLE Chan 29 LRF

10 NM

EMERG SAFE ALT 100 NM 4100

1300 | 3000 LRF R-340 | HERCK LRF 13

HERCK R-340 13 3000

ETABE R-077 13

GETVE 7

257° 2000

HITKI 3.0

TACAN 2

1800

Arc 13

2.51° TCH 44

.5 5 NM

ELEV 311

257° 5.5 NM from FAF

331

ASSAULT STRIP

070° 250°

3500 x 60

12,000 x 200

TDZE 299

407 441

496 517 570

HIRL Rwy 7-25

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-25 * | 740/24 441 (500-½) | | 740/40 441 (500-¾) | 740/50 441 (500-1) | |
| CIRCLING | 840-1 529 (600-1) | 880-1 569 (600-1) | 880-1½ 569 (600-1½) | 880-2 569 (600-2) | 940-2¼ 629 (700-2¼) |



SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-JBR | APP CRS | Rwy Idg | 6200 |
|---|---|---|---|
| 110.15 | 228° | TDZE | 262 |
| | | Apt Elev | 262 |

# ILS or LOC RWY 23

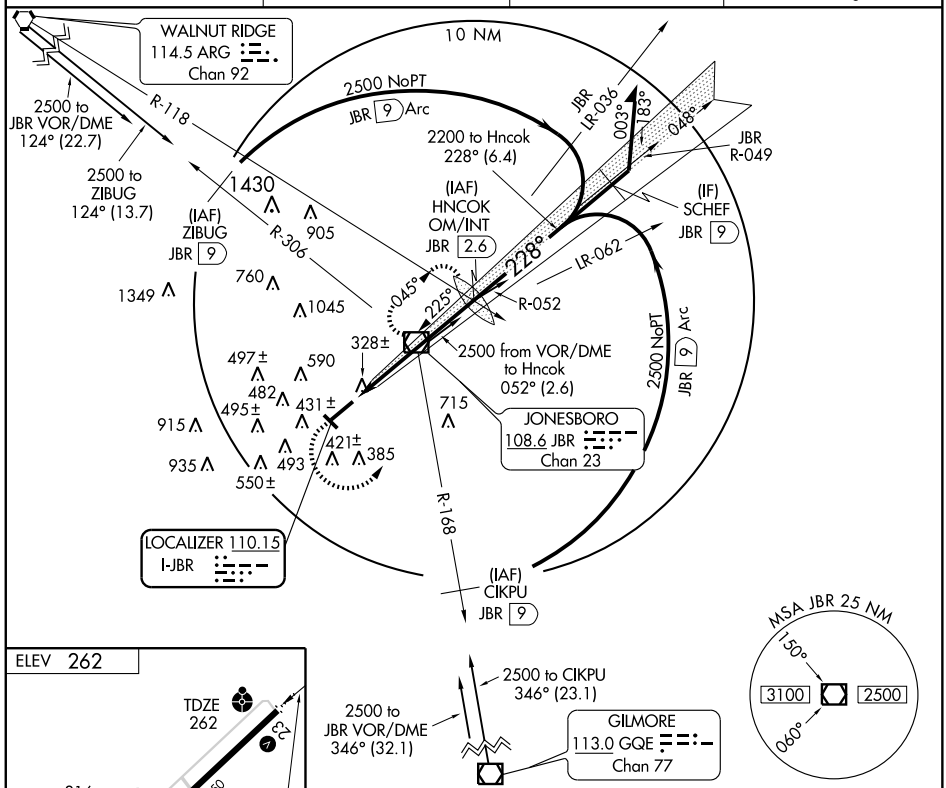
JONESBORO MUNI (JBR)

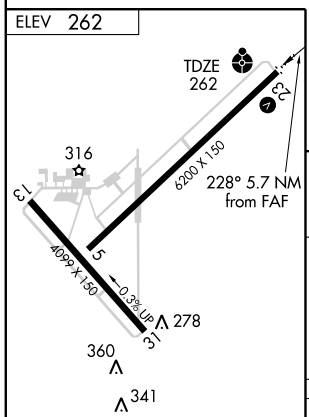
Circling NA northwest of Rwy 5-23. Visibility reduction by helicopters NA. When local altimeter setting not received, use Walnut Ridge altimeter setting; increase DA to 516 feet. Increase all MDAs 60 feet and visibility S-LOC 23 Cat D ¼ mile. Autopilot coupled approach NA below 1327.

ODALS

MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

| ASOS | MEMPHIS CENTER | UNICOM | CTAF |
|---|---|---|---|
| 118.525 | 120.075 289.4 | 123.0 | 123.6 L |

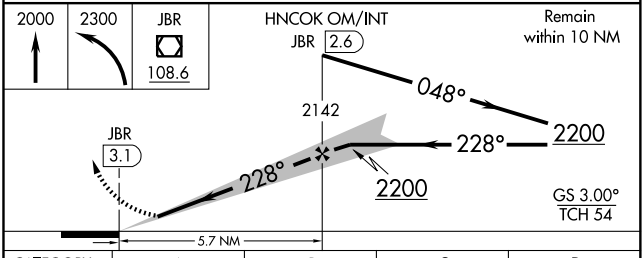









FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 462-¾ 200 (200-¾) | | | |
| S-LOC 23 | 580-¾ 318 (400-¾) | | | 580-1 318 (400-1) |
| CIRCLING | 760-1 498 (500-1) | | 760-1½ 498 (500-1½) | 820-2 558 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6200 |
|---|---|---|---|
| Chan 65806 | 228° | TDZE | 262 |
| W23A | | Apt Elev | 262 |

# RNAV (GPS) RWY 23

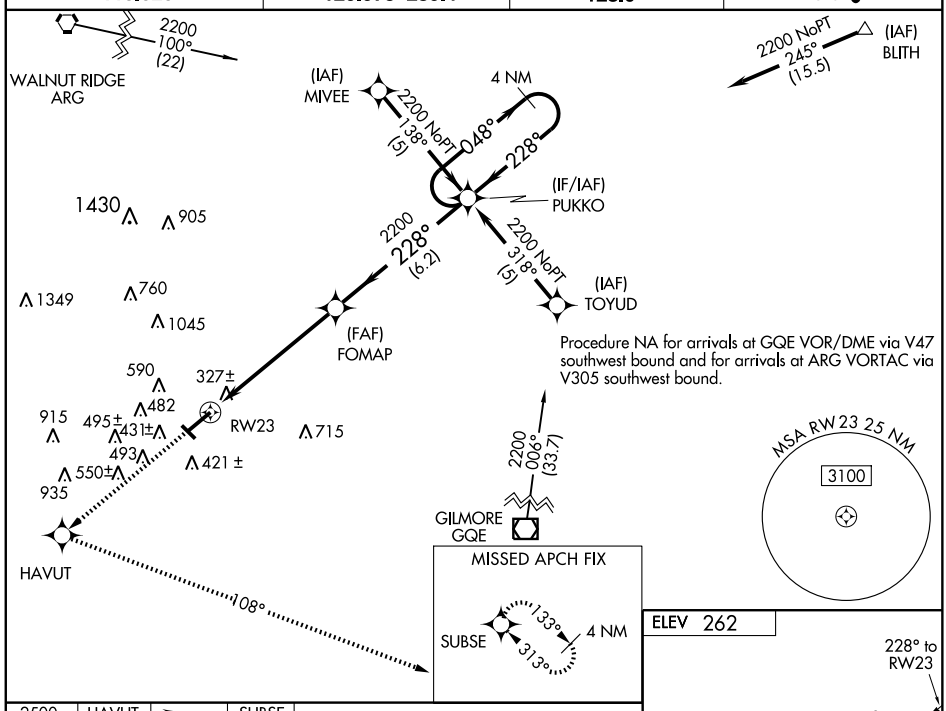
JONESBORO MUNI (JBR)

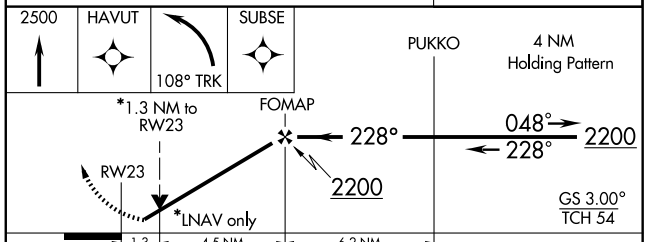
Inoperative table does not apply to LNAV Cat C. Circling NA north of Rwy 5-23.
BARO-VNAV NA when using Walnut Ridge altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Walnut Ridge altimeter setting. When local altimeter setting not received, use Walnut Ridge altimeter setting, increase all DAs 54 feet and all MDAs 60 feet. Increase LPV visibility ¼ mile all Cats and LNAV visibility Cats C and D ¼ mile.

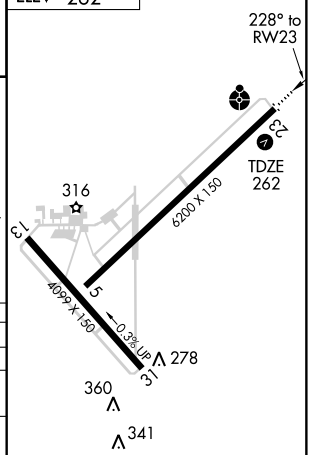
ODALS

MISSED APPROACH: Climb to 2500 direct HAVUT and left turn via 108° track to SUBSE and hold.

| ASOS | MEMPHIS CENTER | UNICOM | CTAF |
|---|---|---|---|
| 118.525 | 120.075 289.4 | 123.0 | 123.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 545-1 283 (300-1) | | | |
| LNAV/VNAV DA | 593-1¼ 331 (400-1¼) | | | |
| LNAV MDA | 720-¾ 458 (500-¾) | | 720-1¼ 458 (500-1¼) | 720-1½ 458 (500-1½) |
| CIRCLING | 760-1 498 (500-1) | | 760-1½ 498 (500-1½) | 820-2 558 (600-2) |

REIL Rwy 23 L
MIRL Rwys 5-23 and 13-31 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4099 |
|---|---|---|
| 313° | TDZE | 258 |
| | Apt Elev | 262 |

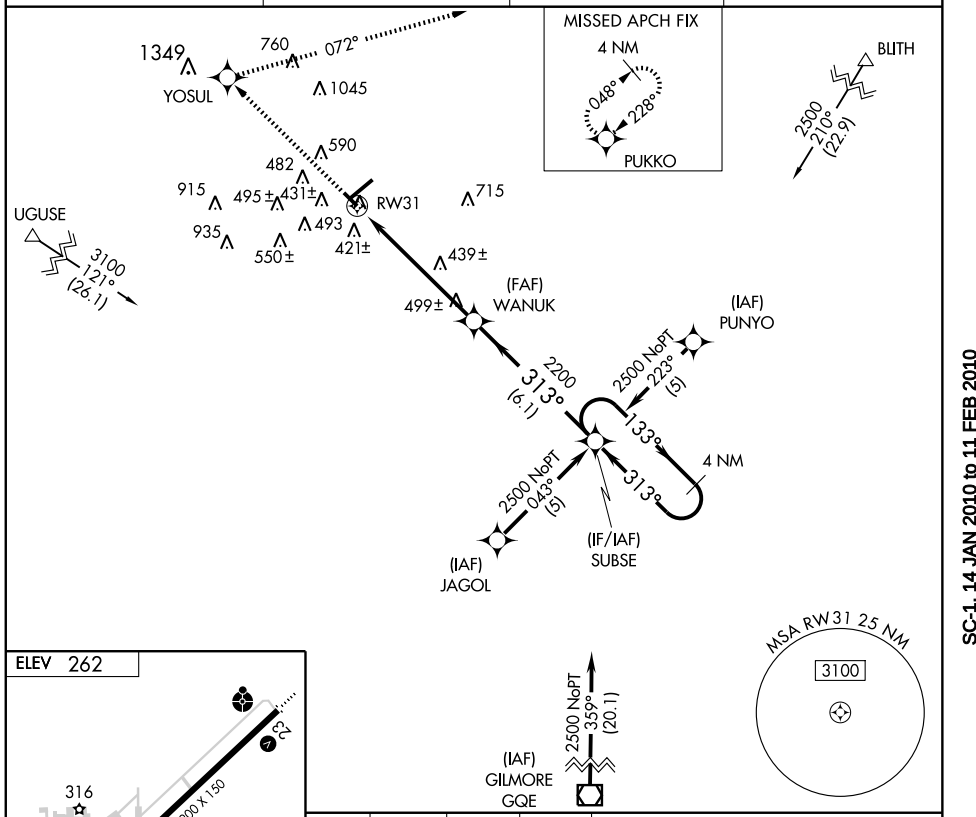
# RNAV (GPS) RWY 31

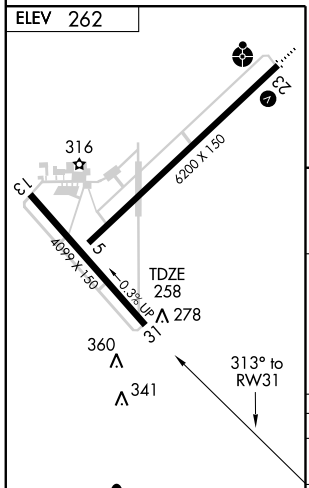
JONESBORO MUNI (JBR)

Straight in minimums NA at night. Circling to Rwy 31 NA at night. Circling NA northwest of Rwy 5-23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Walnut Ridge altimeter setting, increase all MDAs 60 feet and increase LNAV visibility Cats C and D ¼mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct YOSUL and right turn via 072° track to PUKKO and hold.

| ASOS | MEMPHIS CENTER | UNICOM | CTAF |
|---|---|---|---|
| 118.525 | 120.075 289.4 | 123.0 | 123.6 (L) |

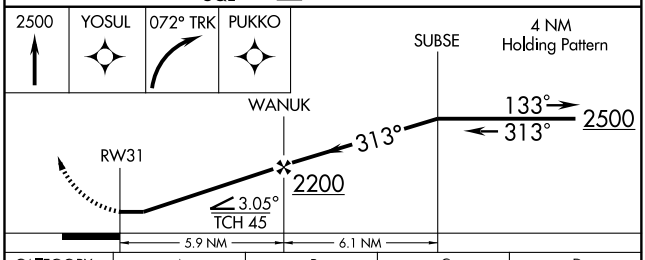









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 | 562 (600-1) | 820-1½ 562 (600-1½) | 820-1¾ 562 (600-1¾) |
| CIRCLING | 820-1 | 558 (600-1) | 820-1½ 558 (600-1½) | 820-2 558 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME JBR | APP CRS | Rwy Idg | 6200 |
|---|---|---|---|
| 108.6 | 225° | TDZE | 262 |
| Chan 23 | | Apt Elev | 262 |

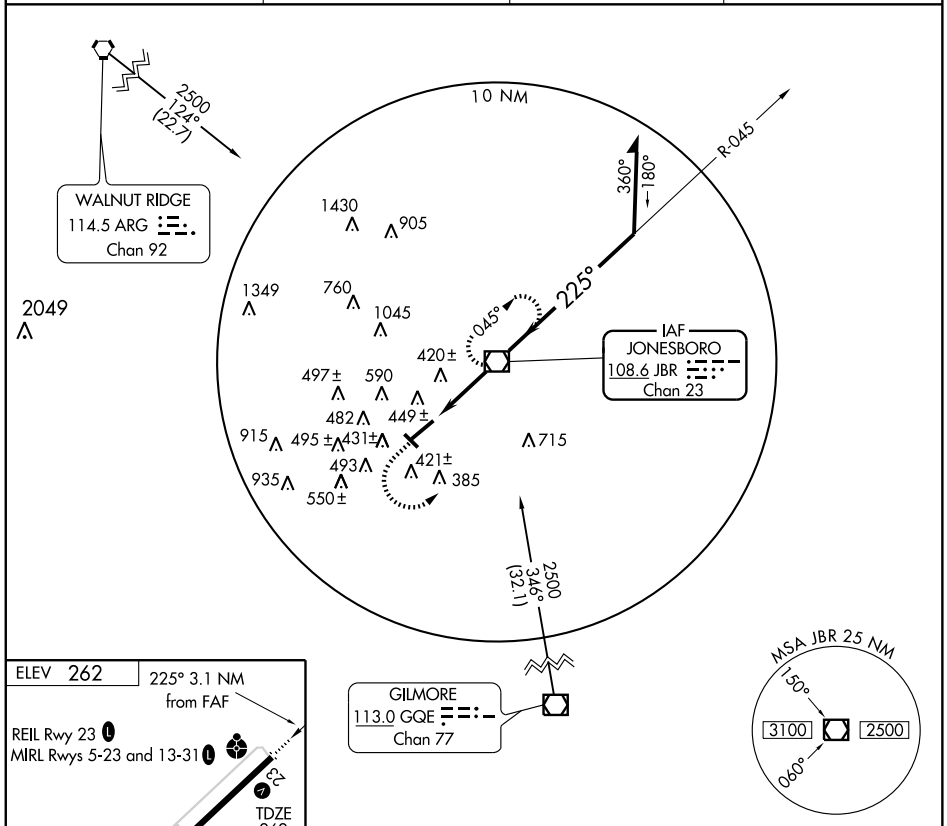
# VOR RWY 23
## JONESBORO MUNI (JBR)

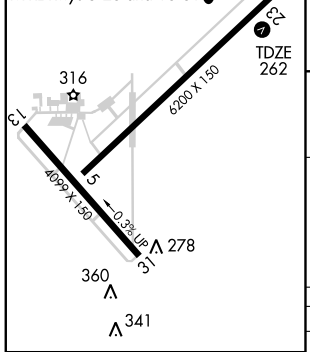
Circling NA north of Rwy 5-23. Inoperative table does not apply to S-23 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Walnut Ridge Rgnl altimeter setting and increase all MDAs 60 feet.

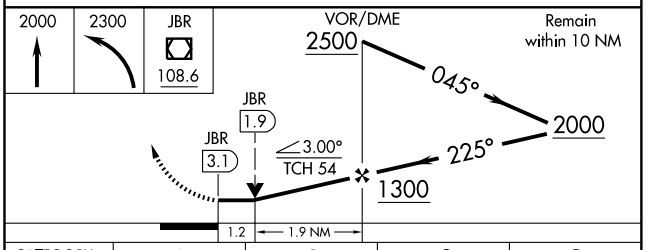
ODALS

MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 direct JBR VOR/DME and hold.

| ASOS | MEMPHIS CENTER | UNICOM | CTAF |
|---|---|---|---|
| 118.525 | 120.075 289.4 | 123.0 | 123.6 L |




| FAF to MAP 3.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 700-¾ 438 (500-¾) | | 700-1¼ 438 (500-1¼) | 700-1½ 438 (500-1½) |
| CIRCLING | 760-1 498 (500-1) | | 760-1½ 498 (500-1½) | 820-2 558 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 012° | TDZE | 125 |
| | Apt Elev | 125 |

# GPS RWY 1
## LAKE VILLAGE MUNI (M32)

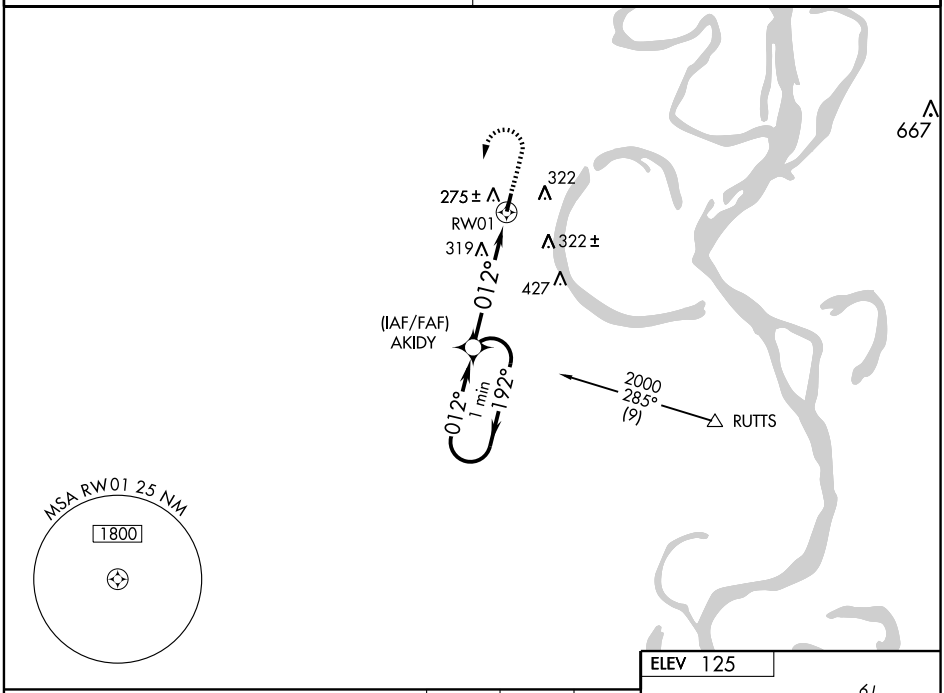
SC-1, 14 JAN 2010 to 11 FEB 2010

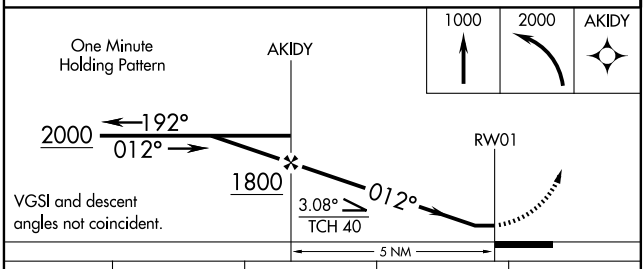
NA Use Greenville, MS (Mid Delta Rgnl) altimeter setting, when not available use Greenwood, MS altimeter setting. Circling not authorized East of runway 1-19.

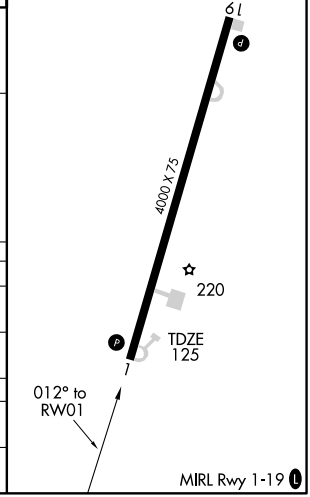
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct AKIDY WP and hold.

MEMPHIS CENTER
**135.875 269.35**

CTAF
**122.9** L



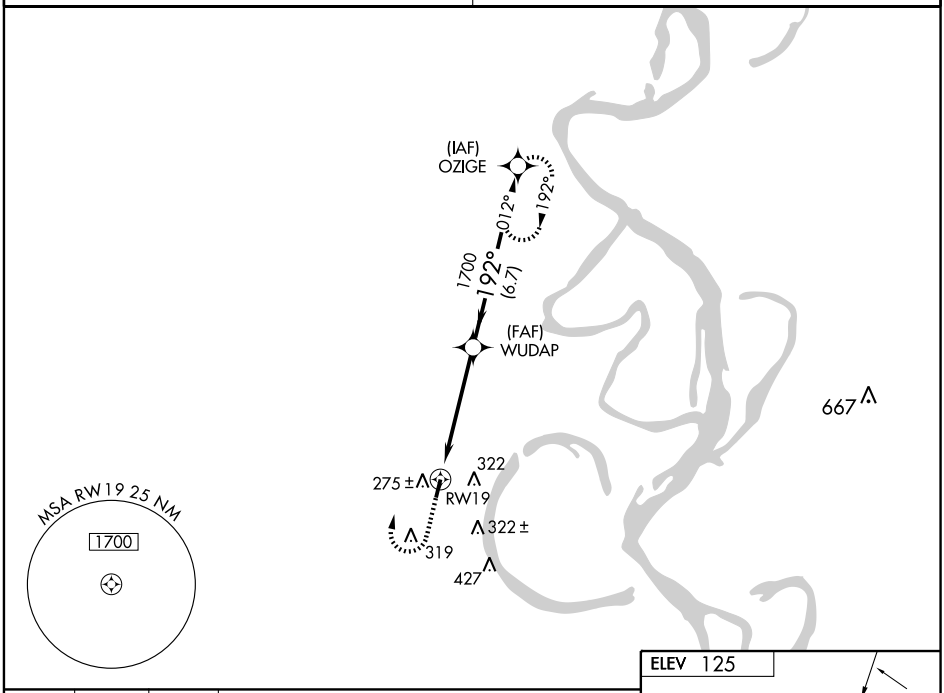



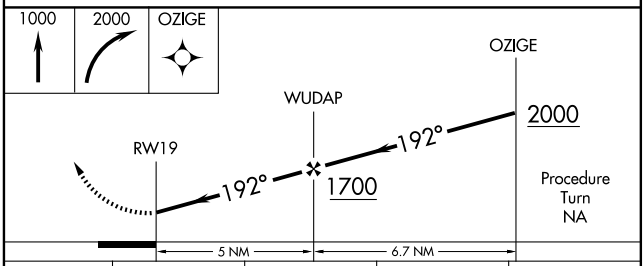

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 680-1 555 (600-1) | | 680-1½ 555 (600-1½) | 680-1¾ 555 (600-1¾) |
| CIRCLING | 680-1 555 (600-1) | | 680-1½ 555 (600-1½) | 680-2 555 (600-2) |
| GREENWOOD, MS ALTIMETER SETTING MINIMUMS | | | | |
| S-1 | 780-1 655 (700-1) | | 780-1¾ 655 (700-1¾) | 780-2 655 (700-2) |
| CIRCLING | 780-1 655 (700-1) | | 780-1¾ 655 (700-1¾) | 780-2 655 (700-2) |

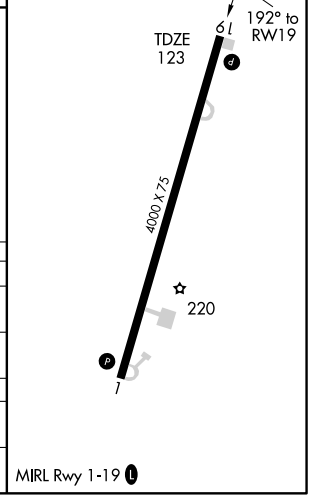
| APP CRS | | |
|---|---|---|
| 192° | Rwy Idg | 4000 |
| | TDZE | 123 |
| | Apt Elev | 125 |

# GPS RWY 19
## LAKE VILLAGE MUNI (M32)

| | |
|---|---|
| ⚠ NA Use Greenville, MS (Mid Delta Rgnl) altimeter setting, when not available use Greenwood, MS altimeter setting. Circling not authoriized East of runway 1-19. | MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct OZIGE WP and hold. |
| MEMPHIS CENTER<br>**135.875 269.35** | CTAF<br>**122.9** L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 620-1 | 497 (500-1) | 620-1¼<br>497 (500-1¼) | 620-1½<br>497 (500-1½) |
| CIRCLING | 680-1 | 555 (600-1) | 680-1½<br>555 (600-1½) | 680-2<br>555 (600-2) |
| GREENWOOD, MS ALTIMETER SETTING MINIMUMS | | | | |
| S-19 | 740-1 | 617 (700-1) | 740-1¾<br>617 (700-1¾) | 740-2<br>617 (700-2) |
| CIRCLING | 780-1 | 655 (700-1) | 780-1¾<br>655 (700-1¾) | 780-2<br>655 (700-2) |

MIRL Rwy 1-19 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME MON | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.6 | 119° | TDZE | N/A |
| Chan 53 | | Apt Elev | 125 |

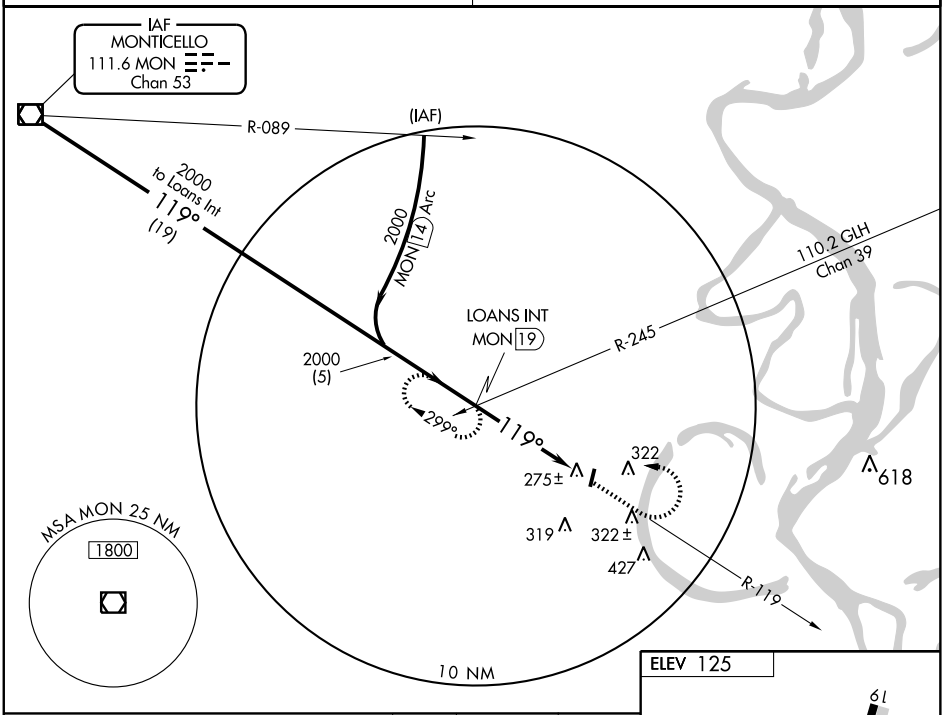
# VOR-A

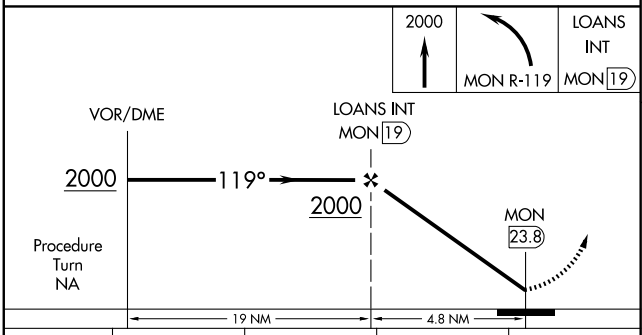
## LAKE VILLAGE MUNI (M32)

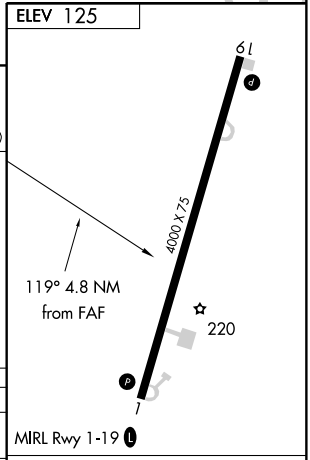
⚠ NA Use Greenville, MS (Mid Delta Rgnl) altimeter setting, when not available use Greenwood, MS altimeter setting. Circling not authoriized East of runway 1-19.

MISSED APPROACH: Climb to 2000 then left turn via MON R-119 to LOANS Int and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 135.875 269.35 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 680-1<br>555 (600-1) | 680-1¼<br>555 (600-1¼) | 680-1½<br>555 (600-1½) | 680-2<br>555 (600-2) |
| GREENWOOD, MS ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 780-1<br>655 (700-1) | 780-1¼<br>655 (700-1¼) | 780-1¾<br>655 (700-1¾) | 780-2<br>655 (700-2) |

MIRL Rwy 1-19 (L)

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME GLH 110.2 Chan 39 | APP CRS 234° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 125 |
|---|---|---|

# VOR/DME-B

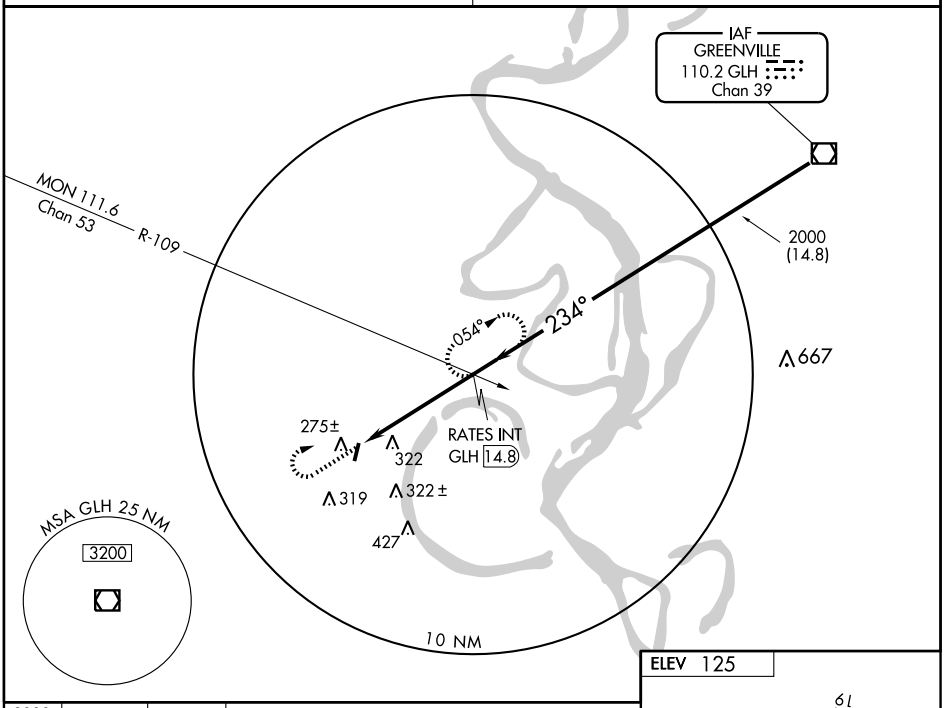
## LAKE VILLAGE MUNI (M32)

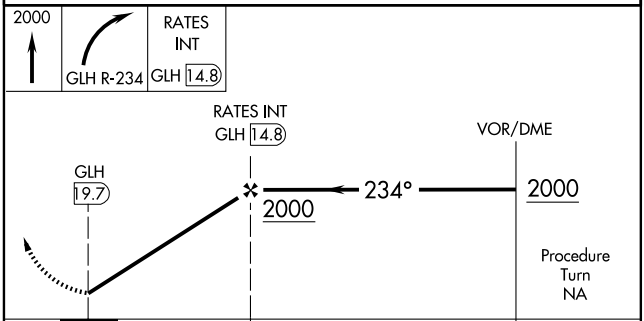
⚠ NA — Use Greenville, MS altimeter setting, when not available use Greenwood, MS altimeter setting. Circling not authoriized East of runway 1-19.

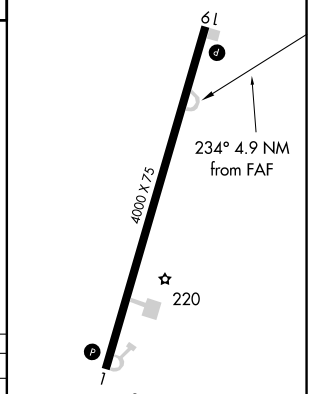
MISSED APPROACH: Climb to 2000 then right turn via GLH R-234 to RATES Int/14.8 DME and hold.

MEMPHIS CENTER
**135.875 269.35**

CTAF
**122.9** L



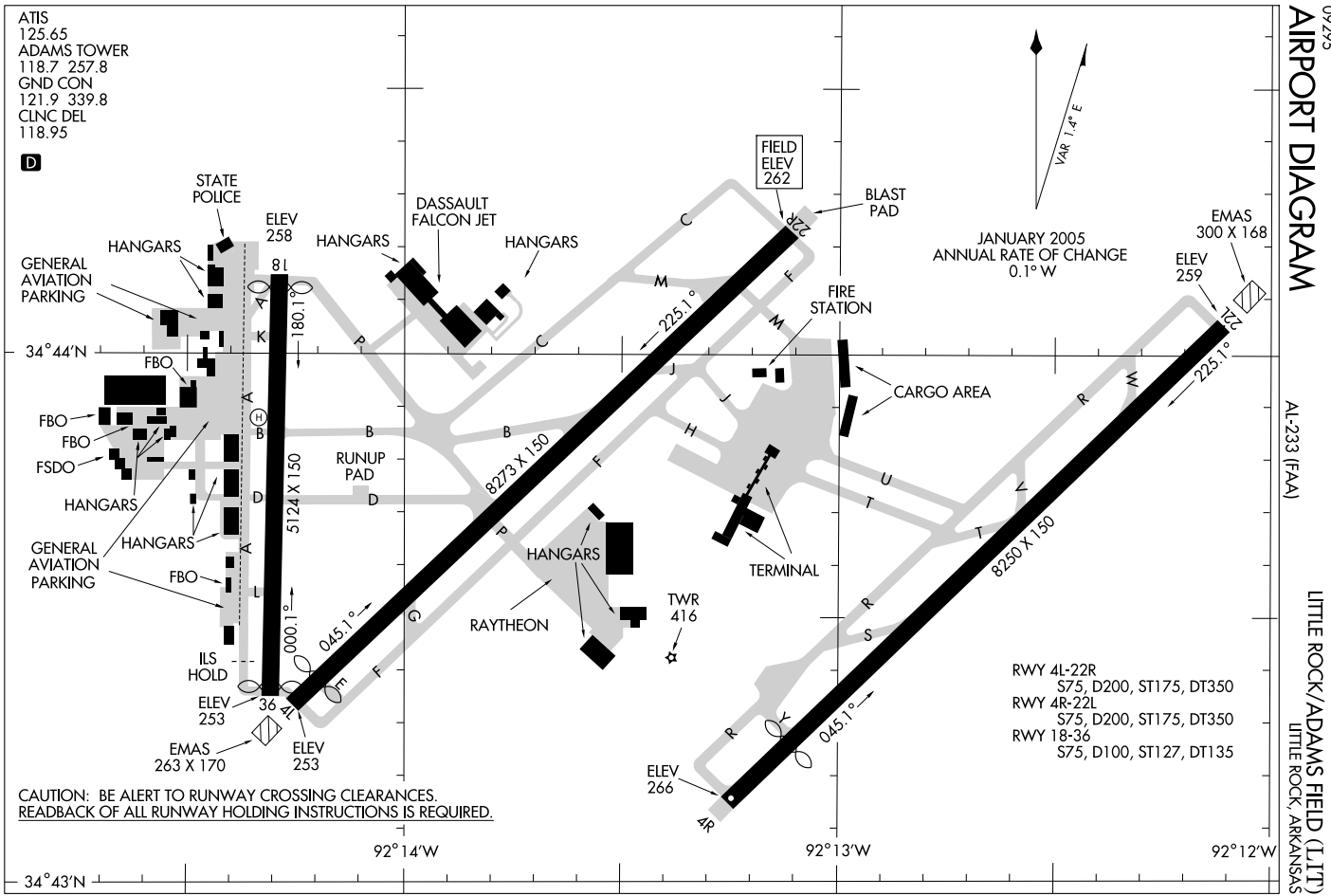




MIRL Rwy 1-19 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 680-1 555 (600-1) | | 680-1½ 555 (600-1½) | 680-2 555 (600-2) |
| GREENWOOD, MS ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 780-1 655 (700-1) | | 780-1¾ 655 (700-1¾) | 780-2 655 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010


ATIS
125.65
ADAMS TOWER
118.7 257.8
GND CON
121.9 339.8
CLNC DEL
118.95
D
STATE POLICE
ELEV 258
HANGARS
GENERAL AVIATION PARKING
FBO
FBO
FBO
FSDO
HANGARS
HANGARS
GENERAL AVIATION PARKING
FBO
ILS HOLD
ELEV 253
EMAS 263 X 170
ELEV 253
DASSAULT FALCON JET
HANGARS
HANGARS
FIELD ELEV 262
BLAST PAD
22R
FIRE STATION
CARGO AREA
TERMINAL
RUNUP PAD
8273 X 150
5124 X 150
8250 X 150
HANGARS
RAYTHEON
TWR 416
180.1°
225.1°
045.1°
000.1°
045.1°
225.1°
VAR 1.4° E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
EMAS 300 X 168
ELEV 259
22L
ELEV 266
4R
RWY 4L-22R
S75, D200, ST175, DT350
RWY 4R-22L
S75, D200, ST175, DT350
RWY 18-36
S75, D100, ST127, DT135
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
34°44'N
34°43'N
92°14'W
92°13'W
92°12'W

| LOC I-LIT | APP CRS | Rwy Idg | 7976 |
|---|---|---|---|
| 110.3 | 045° | TDZE | 258 |
| Chan 40 | | Apt Elev | 262 |

# ILS or LOC RWY 4L

LITTLE ROCK/ADAMS FIELD (LIT)

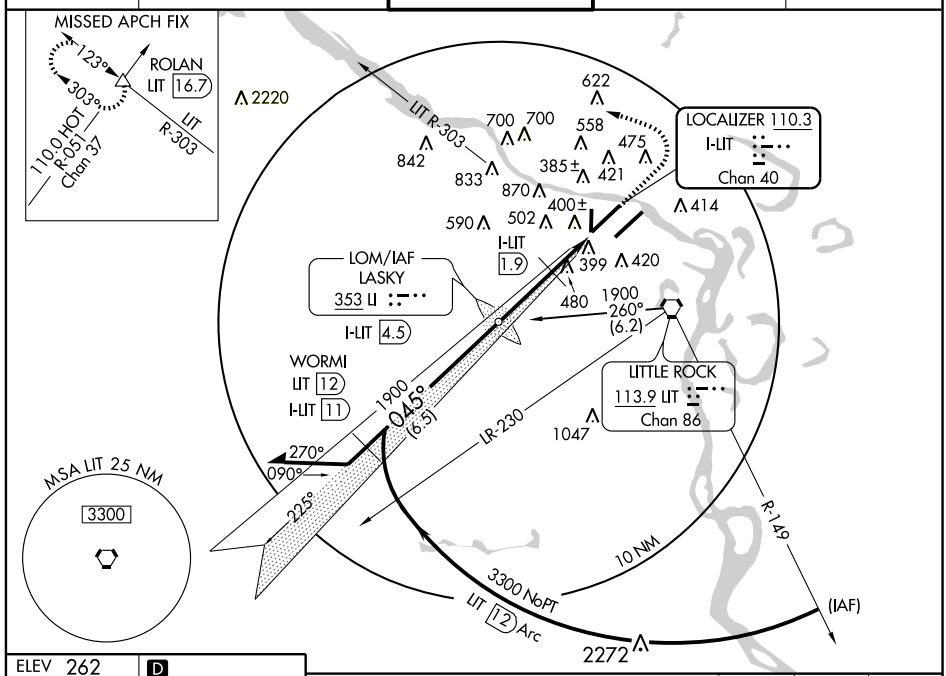
ASR

Inoperative table does not apply to S-ILS 4L all Cats. For inoperative MALSR, increase S-LOC 4L Cats A and B visibility to RVR 5000. Glide slope unusable below 650 for coupled approaches.

MALSR

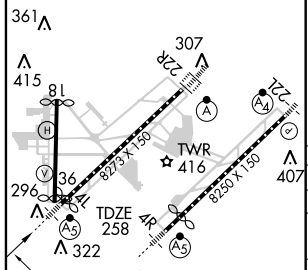
MISSED APPROACH: Climb to 1500 then climbing left turn to 3500 via LIT R-303 to ROLAN Int and hold.

| ATIS | LITTLE ROCK APP CON | ADAMS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.65 | 135.4 291.775 353.6 | 118.7 257.8 | 121.9 339.8 | 118.95 |




ELEV 262 D

Rwy 18-36 5124 X 150

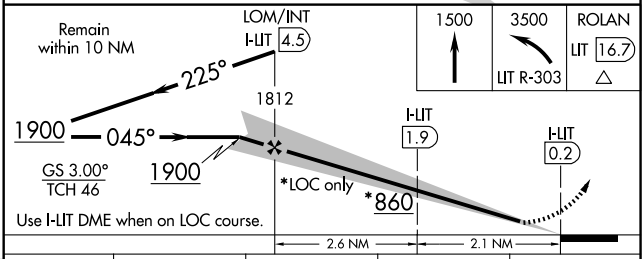



TDZ/CL Rwy 22R

HIRL Rwys 4R-22L, 4L-22R and 18-36

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4L | 508/40 250 (300-¾) | | | |
| S-LOC 4L | 860/40 602 (600-½) | | 860/60 602 (600-1¼) | 860-1½ 602 (600-1½) |
| CIRCLING | 860-1 598 (600-1) | | 880-1¾ 618 (700-1¾) | 1180-3 918 (1000-3) |
| DME MINIMUMS | | | | |
| S-LOC 4L | 720/40 462 (500-¾) | | 720/40 462 (500-¾) | 720/50 462 (500-1) |
| CIRCLING | 800-1 538 (600-1) | | 880-1¾ 618 (700-1¾) | 1180-3 918 (1000-3) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-CNL | APP CRS | Rwy Idg | 7200 |
|---|---|---|---|
| 111.3 | 045° | TDZE | 260 |
| Chan 50 | | Apt Elev | 266 |

# ILS or LOC RWY 4R

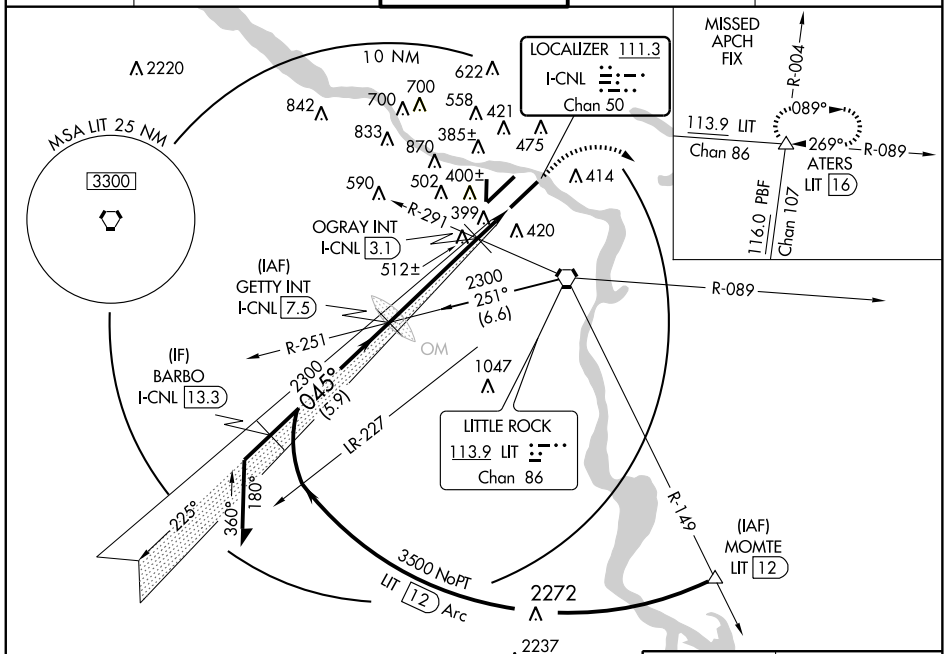
LITTLE ROCK/ADAMS FIELD (LIT)

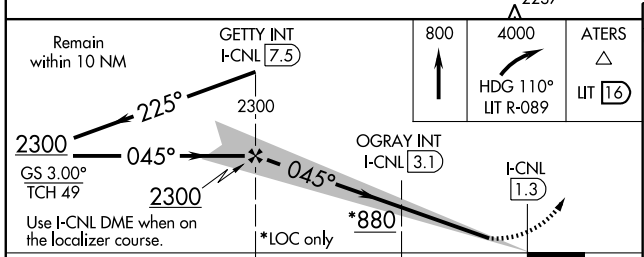
ASR: Visibility reduction by helicopters NA. Inoperative table does not apply to S-ILS 4R. For inoperative MALSR, increase S-LOC 4R Cat A/B visibility to RVR 5000.

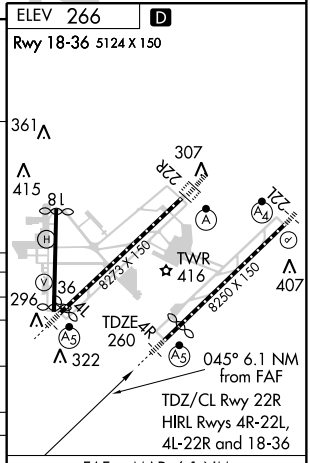
MALSR (A5)

MISSED APPROACH: Climb to 800 then climbing right turn to 4000 via heading 110° and LIT R-089 to ATERS INT/LIT 16 DME and hold.

| ATIS | LITTLE ROCK APP CON | ADAMS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.65 | 135.4 291.775 353.6 | 118.7 257.8 | 121.9 339.8 | 118.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | 510/40 | | 250 (300-¾) | |
| S-LOC 4R | 880/40 | 620 (700-¾) | 880/60 620 (700-1¼) | 880-1½ 620 (700-1½) |
| CIRCLING | 880-1 | 614 (700-1) | 880-1¾ 614 (700-1¾) | 1180-3 914 (1000-3) |
| OGRAY FIX MINIMUMS | | | | |
| S-LOC 4R | 780/40 | 520 (600-¾) | 780/50 520 (600-1) | 780/60 520 (600-1¼) |
| CIRCLING | 780-1 | 514 (600-1) | 880-1¾ 614 (700-1¾) | 1180-3 914 (1000-3) |

FAF to MAP 6.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-BWY | APP CRS | Rwy Idg | 8250 |
|---|---|---|---|
| 110.7 | 226° | TDZE | 260 |
| Chan 44 | | Apt Elev | 262 |

# ILS or LOC RWY 22L

LITTLE ROCK/ ADAMS FIELD (LIT)

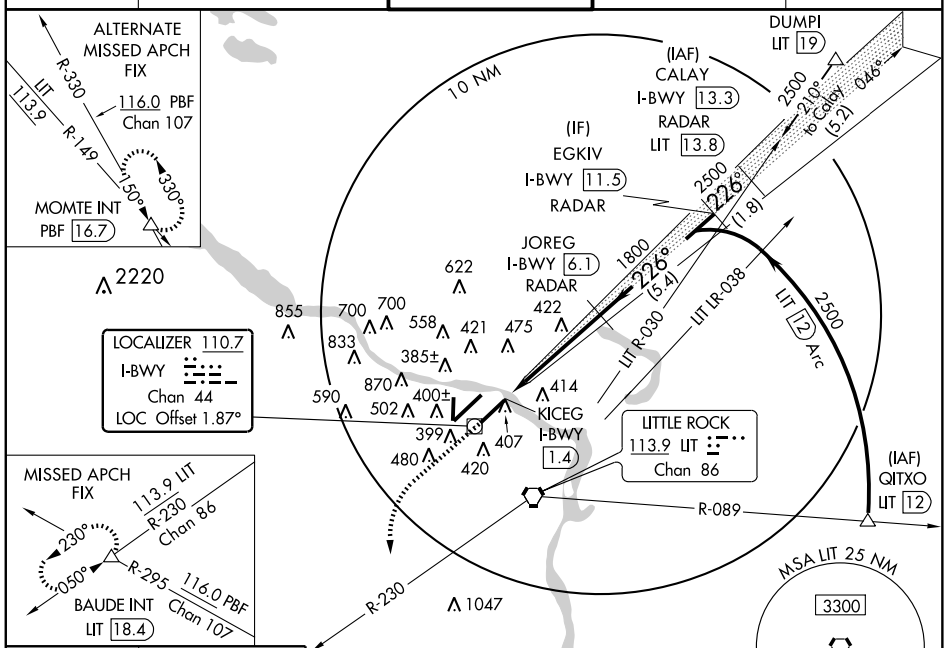
DME or radar required. VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet. Increase S-ILS visibility to RVR 6000, S-LOC Cat C visibility to RVR 6000, Cat D to 1½ miles and circling Cat C to 2 miles.

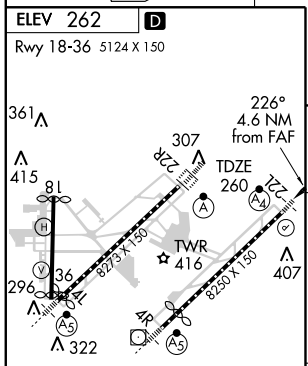
ASR

MALSF

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via heading 170° and LIT R-230 to BAUDE Int/LIT 18.4 DME and hold.

| ATIS | LITTLE ROCK APP CON | ADAMS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.65 | 135.4 291.775 353.6 | 118.7 257.8 | 121.9 339.8 | 118.95 |



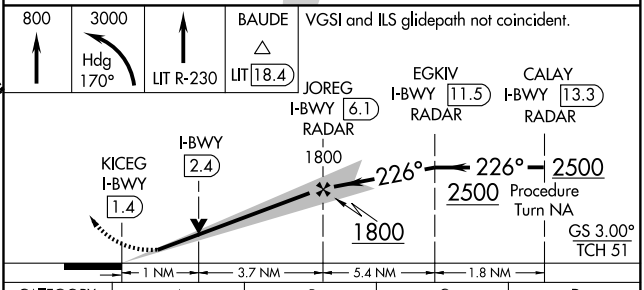




TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

## DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | 510/40 250 (300-¾) | | | |
| S-LOC 22L | 640/40 380 (400-¾) | | | |
| CIRCLING | 800-1 538 (600-1) | | 880-1¾ 618 (700-1¾) | 1180-3 918 (1000-3) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-AAY | APP CRS | Rwy Idg | 8273 |
|---|---|---|---|
| 110.3 | 225° | TDZE | 262 |
| Chan 40 | | Apt Elev | 262 |

# ILS or LOC RWY 22R

LITTLE ROCK/ADAMS FIELD (LIT)

VDP NA when using Stuttgart altimeter setting. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet, all MDA 100 feet. Increase S-ILS visibility to RVR 4000, increase S-LOC 22R Cat C visibility to RVR 5000, Cat D visibility to RVR 6000 and circling Cat C visibility to 2 miles.

ASR

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 via LIT VORTAC R-250 to BEGAN Int/LIT 22 DME and hold.

| ATIS | LITTLE ROCK APP CON | ADAMS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.65 | 135.4 291.775 353.6 | 118.7 257.8 | 121.9 339.8 | 118.95 |

DME REQUIRED

ALTERNATE MISSED APCH FIX

090° 270°

CONWAY 302 CWS

2000 NoPT to Highs Int 225° (7.3)

045°

(IF) HIGHS INT LIT 12 PBF 37.1 I-AAY 11.7

(IAF) DUMPI I-AAY 18.9

1700 225° (6.2)

R-004

(IAF) SHERR OM/INT I-AAY 5.5

270° 090°

225°

LIT R-023 LIT R-030

2220

622 700 700 558 421 475 422 414

842 833 385± 870 400± 502

LOCALIZER 110.3 I-AAY Chan 40

IM MM

10 NM

R-345

1900 004° (6.4)

MISSED APCH FIX

BEGAN LIT 22 113.9 LIT Chan 86

R-297

R-250 070° 250° 116.0 PBF Chan 107

399 480 420

LITTLE ROCK 113.9 LIT Chan 86

1047

Procedure NA for arrival at LIT VORTAC via V305 and V124 southwest bound.

116.0 PBF Chan 107

MSA LIT 25 NM

3300

ELEV 262 D

Rwy 18-36 5124 X 150

225° 4 NM from FAF

361 307 415 TDZE 262 22R 18L 36 296 322 TWR 416 407 22L 4L 4R 8273 X 150 8250 X 150

TDZ/CL Rwy 22R

HIRL Rwys 4R-22L, 4L-22R and 18-36

| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

1000 2300 BEGAN LIT R-250 LIT 22

SHERR OM/INT I-AAY 5.5

Remain within 10 NM

045° 1900 225° 1700

I-AAY 2.5 1601

IM I-AAY 1.5 MM

GS 3.00° TCH 59

0.1 0.3 0.7 NM 2.9 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | 462/18 200 (200-½) | | | |
| S-LOC 22R | 680/24 418 (500-½) | | 680/40 418 (500-¾) | |
| CIRCLING | 800-1 538 (600-1) | | 880-1¾ 618 (700-1¾) | 1180-3 918 (1000-3) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-AAY | APP CRS | Rwy Idg | 8273 |
|---|---|---|---|
| 110.3 | 225° | TDZE | 262 |
| Chan 40 | | Apt Elev | 262 |

# ILS RWY 22R (CAT II)

LITTLE ROCK/ADAMS FIELD (LIT)

ASR

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 via LIT VORTAC R-250 to BEGAN Int/LIT 22 DME and hold.

| ATIS | LITTLE ROCK APP CON | ADAMS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.65 | 135.4 291.775 353.6 | 118.7 257.8 | 121.9 339.8 | 118.95 |

ALTERNATE MISSED APCH FIX
090°
270°
CONWAY
302 CWS

DME REQUIRED

2000 NoPT to Highs Int 225° (7.3)
045°
(IF) HIGHS INT LIT 12 PBF 37.1 I-AAY 11.7
(IAF) DUMPI I-AAY 18.9
1700 225° (6.2)
R-004
(IAF) SHERR OM/INT I-AAY 5.5
225°
270° 090°
LIT R-023
LIT R-030
2220
622
700 700
558
421 475
422
842
833
385±
870
400±
414
502
LOCALIZER 110.3 I-AAY Chan 40
IM
MM
399 480 420
1900 004° (6.4)
10 NM
R-345
R-250
MISSED APCH FIX
BEGAN LIT 22
R-297
113.9 LIT Chan 86
R-250 070° 250°
116.0 PBF Chan 107
LITTLE ROCK 113.9 LIT Chan 86
1047
Procedure NA for arrival at LIT VORTAC via V305 and V124 southwest bound.
MSA LIT 25 NM
3300

ELEV 262 D
Rwy 18-36 5124 X 150

361
307
415
8 l
2R
22L
36
296
8273 X 150
TWR 416
8250 X 150
4R
407
322

| 1000 | 2300 | BEGAN |
|---|---|---|
| | LIT R-250 | LIT 22 |

SHERR OM/INT I-AAY 5.5
Remain within 10 NM
045°
1601
MM
DH RA128
IM
225°
1900
1700
262 MSL
GS 3.00°
TCH 59
120' 783' 1619' 3.6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | RA 128/12 100 DA 362 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 14 JAN 2010 to 11 FEB 2010

LITTLE ROCK, ARKANSAS

AL-233 (FAA)

# ILS RWY 22R (CAT III)

LITTLE ROCK/ADAMS FIELD (LIT)

| LOC/DME I-AAY | APP CRS | Rwy Idg | 8273 |
|---|---|---|---|
| 110.3 | 225° | TDZE | 262 |
| Chan 40 | | Apt Elev | 262 |

ASR

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 via LIT VORTAC R-250 to BEGAN Int/LIT 22 DME and hold.

| ATIS | LITTLE ROCK APP CON | ADAMS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.65 | 135.4 291.775 353.6 | 118.7 257.8 | 121.9 339.8 | 118.95 |

ALTERNATE MISSED APCH FIX

090° 270°

CONWAY

302 CWS

DME REQUIRED

2000 NoPT to Highs Int 225° (7.3)

045°

(IF) HIGHS INT LIT 12 PBF 37.1 I-AAY 11.7

(IAF) DUMPI I-AAY 18.9

1700 225° (6.2)

R-004

(IAF) SHERR OM/INT I-AAY 5.5

270° 090°

225°

LIT R-023

LIT R-030

2220

622

700 700

558

421 475

422

LOCALIZER 110.3 I-AAY Chan 40

855

833

385±

870

400±

414

502

MM

IM

399 480 420

1900 004° (6.4)

10 NM

R-345

MISSED APCH FIX

BEGAN LIT 22

113.9 LIT Chan 86

R-297

R-250

070°

250°

116.0 PBF Chan 107

LITTLE ROCK 113.9 LIT Chan 86

1047

Procedure NA for arrival at LIT VORTAC via V305 and V124 southwest bound.

MSA LIT 25 NM

3300

ELEV 262 D

Rwy 18-36 5124 X 150

361

TDZE 262

307

22R

415

18

22L

A

A4

H

V

36

8273 X 150

TWR 416

407

296

4L

4R

8250 X 150

A5

322

| 1000 | 2300 | BEGAN |
|---|---|---|
| | LIT R-250 | LIT 22 |

SHERR OM/INT I-AAY 5.5

Remain within 10 NM

MM 1601 447

045°

1900

IM 362

225°

1700

262 MSL

GS 3.00° TCH 59

120' 783' 1620' 3.6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | CAT IIIa RVR 07 | | | |
| S-ILS 22R | CAT IIIb RVR 06 | | | |
| S-ILS 22R | CAT IIIc NA | | | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwy 22R

HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 90411 W04A | APP CRS 044° | Rwy Idg 7976 TDZE 258 Apt Elev 262 |
|---|---|---|

# RNAV (GPS) RWY 4L

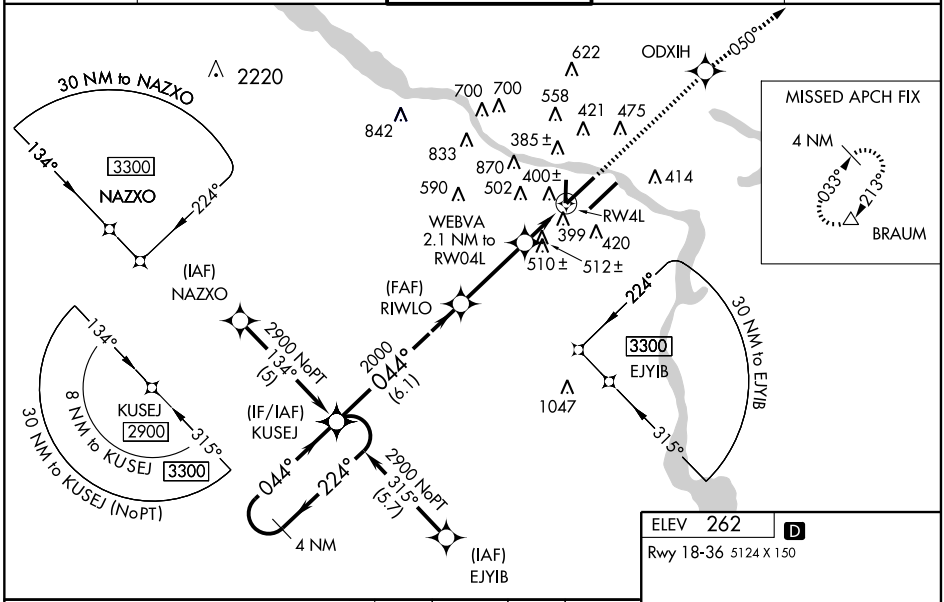
LITTLE ROCK/ADAMS FIELD (LIT)

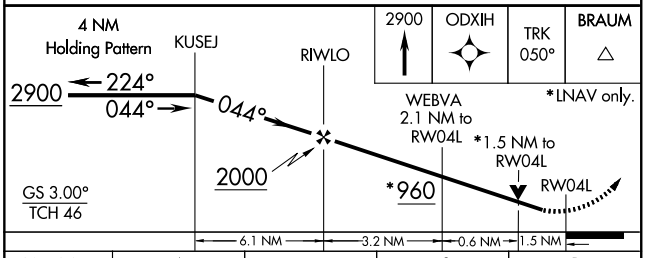
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C and D visibility ¼ mile, and increase circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSR, when using Stuttgart altimeter setting, increase LPV all Cats visibility to RVR 6000, LNAV Cat A and B visibility to RVR 5000.

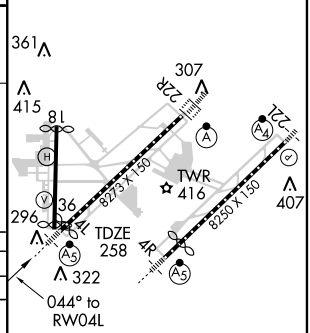
MALSR

MISSED APPROACH: Climb to 2900 direct ODXIH and via 050° track to BRAUM and hold.

| ATIS | LITTLE ROCK APP CON | ADAMS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.65 | 135.4 291.775 353.6 | 118.7 257.8 | 121.9 339.8 | 118.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 540/40 282 (300-¾) | | | |
| LNAV/VNAV DA | 820-1½ 562 (600-1½) | | | |
| LNAV MDA | 780/40 522 (600-¾) | | 780/50 522 (600-1) | 780/60 522 (600-1¼) |
| CIRCLING | 780-1 518 (600-1) | | 880-1¾ 618 (700-1¾) | 1180-3 918 (1000-3) |

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

| WAAS CH 70611 W04B | APP CRS 044° | Rwy Idg 7200 TDZE 260 Apt Elev 262 |
|---|---|---|

# RNAV (GPS) RWY 4R

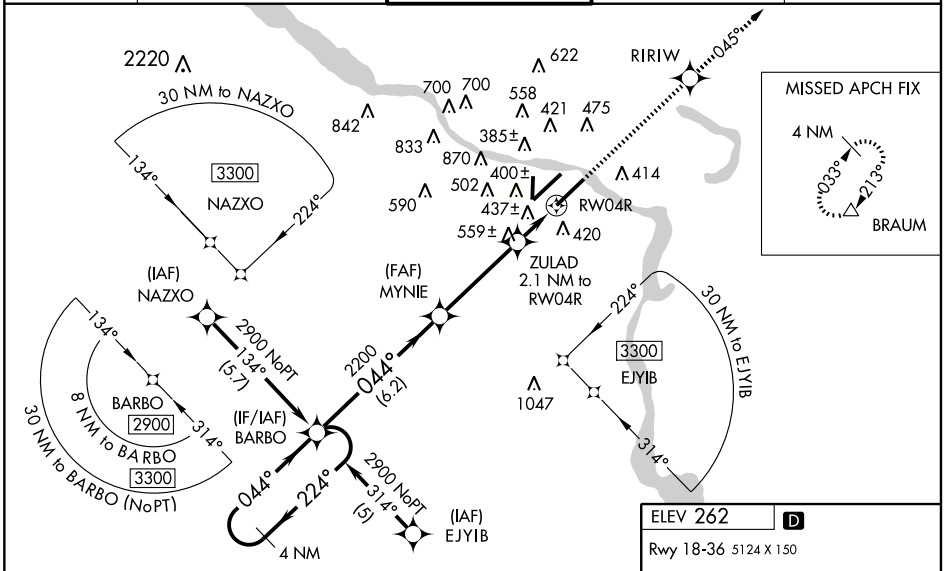
LITTLE ROCK/ADAMS FIELD (LIT)

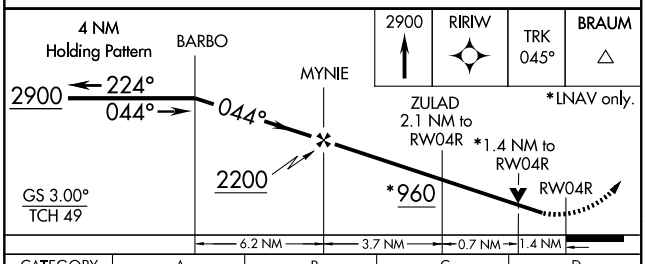
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ¼ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inoperative MALSR increase LNAV Cat A and B visibility to RVR 5000 and Cat C visibility to RVR 6000. For inoperative MALSR, when using Stuttgart altimeter setting, increase LPV all Cats visibility to 1½ miles, increase LNAV Cat A and B visibility to RVR 5000.

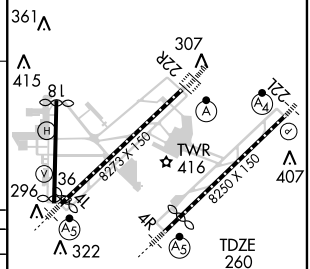
MALSR

MISSED APPROACH: Climb to 2900 direct RIRIW and via 045° track to BRAUM and hold.

| ATIS | LITTLE ROCK APP CON | ADAMS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.65 | 135.4 291.775 353.6 | 118.7 257.8 | 121.9 339.8 | 118.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 574/40 314 (400-¾) | | | |
| LNAV/VNAV DA | 728/60 468 (500-1¼) | | | |
| LNAV MDA | 760/40 500 (500-¾) | | | 760/50 500 (500-1) |
| CIRCLING | 760-1 498 (500-1) | | 880-1¾ 618 (700-1¾) | 1180-3 918 (1000-3) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5024 |
|---|---|---|
| 180° | TDZE | 258 |
| | Apt Elev | 262 |

# RNAV (GPS) RWY 18

LITTLE ROCK/ADAMS FIELD (LIT)

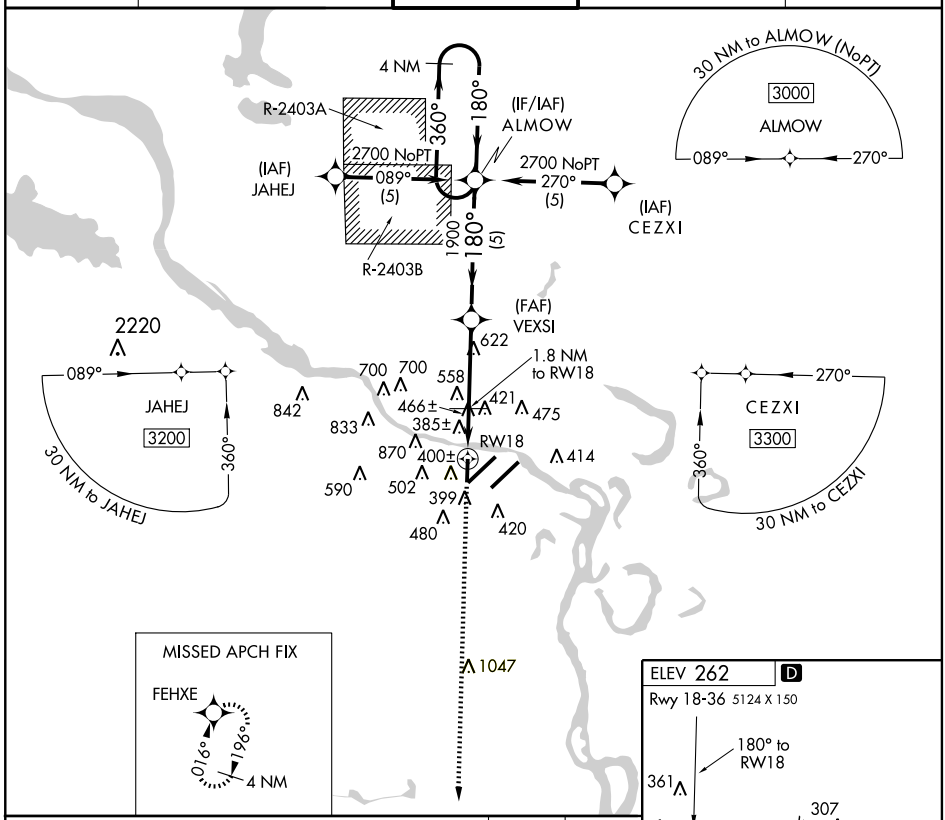
GPS or RNP-0.3 required. DME/DME RNP 0.3 NA. Procedure not authorized when restricted areas R-2403A and R-2403B in effect.

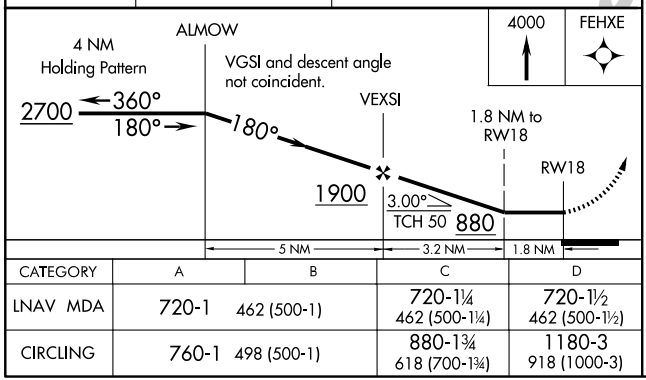
NA

ASR

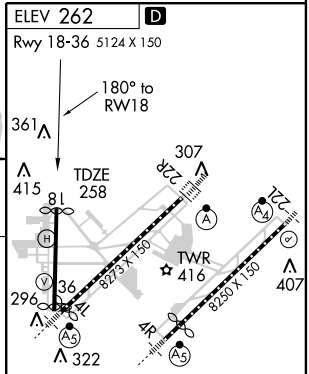
MISSED APPROACH: Climb to 4000 direct FEHXE WP and hold.

| ATIS | LITTLE ROCK APP CON | ADAMS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.65 | 135.4 291.775 353.6 | 118.7 257.8 | 121.9 339.8 | 118.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 | 462 (500-1) | 720-1¼ 462 (500-1¼) | 720-1½ 462 (500-1½) |
| CIRCLING | 760-1 | 498 (500-1) | 880-1¾ 618 (700-1¾) | 1180-3 918 (1000-3) |




TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 42811 W22A | APP CRS 225° | Rwy Idg 8250<br>TDZE 260<br>Apt Elev 262 |
|---|---|---|

# RNAV (GPS) RWY 22L

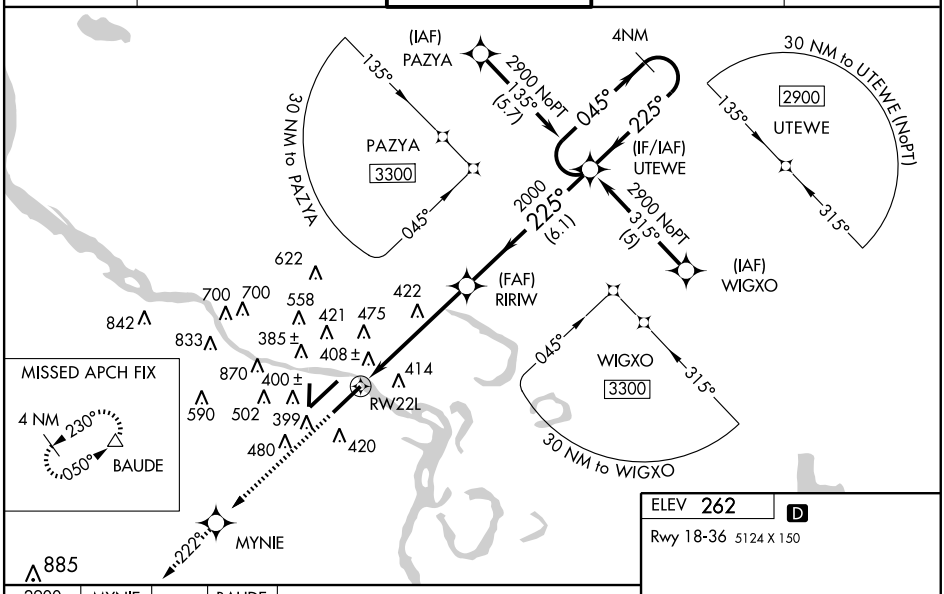
LITTLE ROCK/ADAMS FIELD (LIT)

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile. Increase LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. Inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSF increase LNAV Cat A and B visibility to RVR 5000. When using Stuttgart altimeter setting, inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C and D. For inoperative MALSF, when using Stuttgart altimeter setting, increase LNAV Cat A and B visibility to RVR 5000.

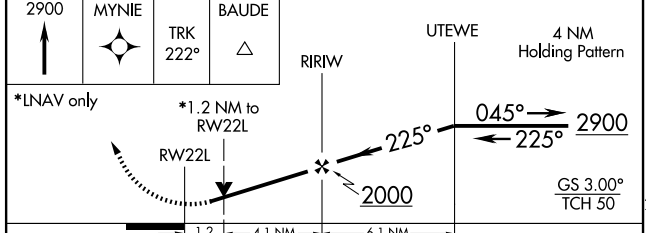
MALSF

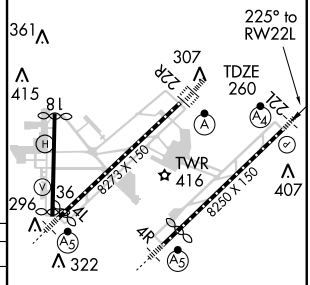
MISSED APPROACH: Climb to 2900 direct MYNIE and via 222° track to BAUDE and hold.

| ATIS | LITTLE ROCK APP CON | ADAMS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.65 | 135.4 291.775 353.6 | 118.7 257.8 | 121.9 339.8 | 118.95 |




| 2900 | MYNIE | TRK 222° | BAUDE |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 543/50 283 (300-1) | | | |
| LNAV/VNAV DA | 773-1¾ 513 (600-1¾) | | | |
| LNAV MDA | 680/40 420 (500-¾) | | 680/60 420 (500-1¼) | |
| CIRCLING | 760-1 498 (500-1) | | 880-1¾ 618 (700-1¾) | 1180-3 918 (1000-3) |

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 8273 |
|---|---|---|---|
| CH 93811 | 225° | TDZE | 262 |
| W22B | | Apt Elev | 262 |

# RNAV (GPS) RWY 22R

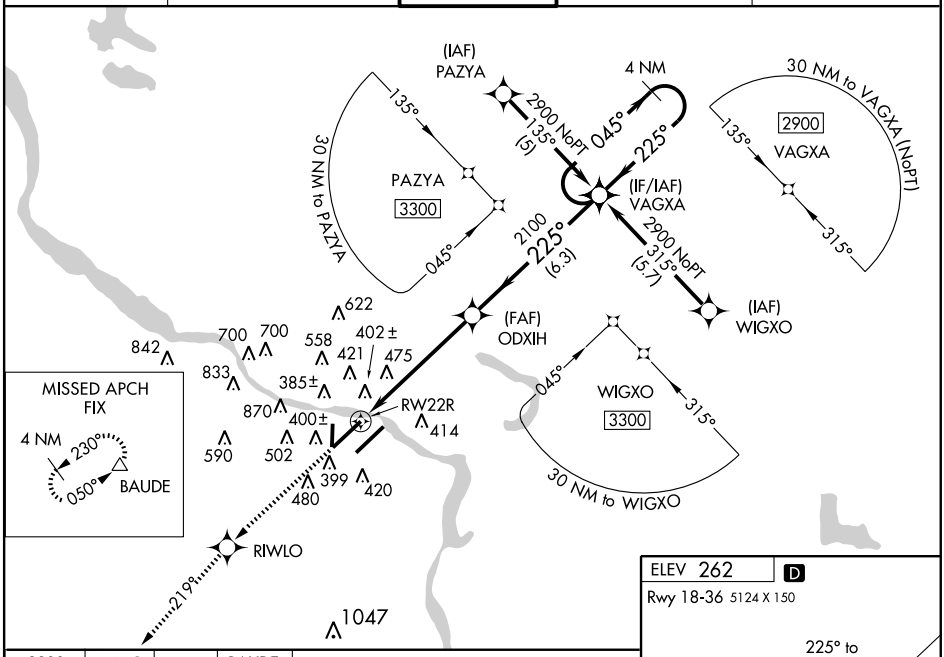
LITTLE ROCK/ADAMS FIELD (LIT)

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 82 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Stuttgart altimeter setting. For inoperative ALSF-2, when using Stuttgart altimeter setting, increase LPV all Cats visibility to RVR 5000.

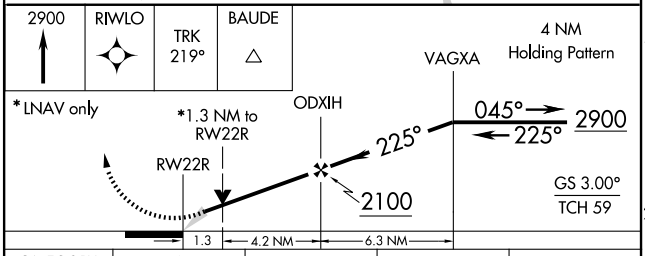
ALSF

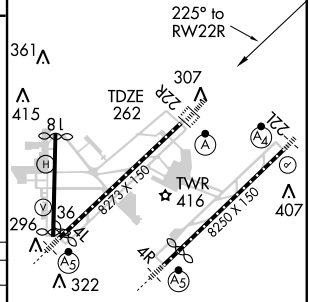
MISSED APPROACH: Climb to 2900 direct RIWLO and via 219° track to BAUDE and hold.

| ATIS | LITTLE ROCK APP CON | ADAMS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.65 | 135.4 291.775 353.6 | 118.7 257.8 | 121.9 339.8 | 118.95 |




| 2900 | RIWLO | TRK 219° | BAUDE |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 462/24 200 (200-½) | | | |
| LNAV/VNAV DA | 727/50 465 (500-1) | | | |
| LNAV MDA | 740/24 478 (500-½) | | 740/40 478 (500-¾) | 740/50 478 (500-1) |
| CIRCLING | 760-1 498 (500-1) | | 880-1¾ 618 (700-1¾) | 1180-3 918 (1000-3) |

TDZ/CL Rwy 22R
HIRL Rwys 4R-22L, 4L-22R and 18-36

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5024 |
|---|---|---|
| 360° | TDZE | 257 |
| | Apt Elev | 262 |

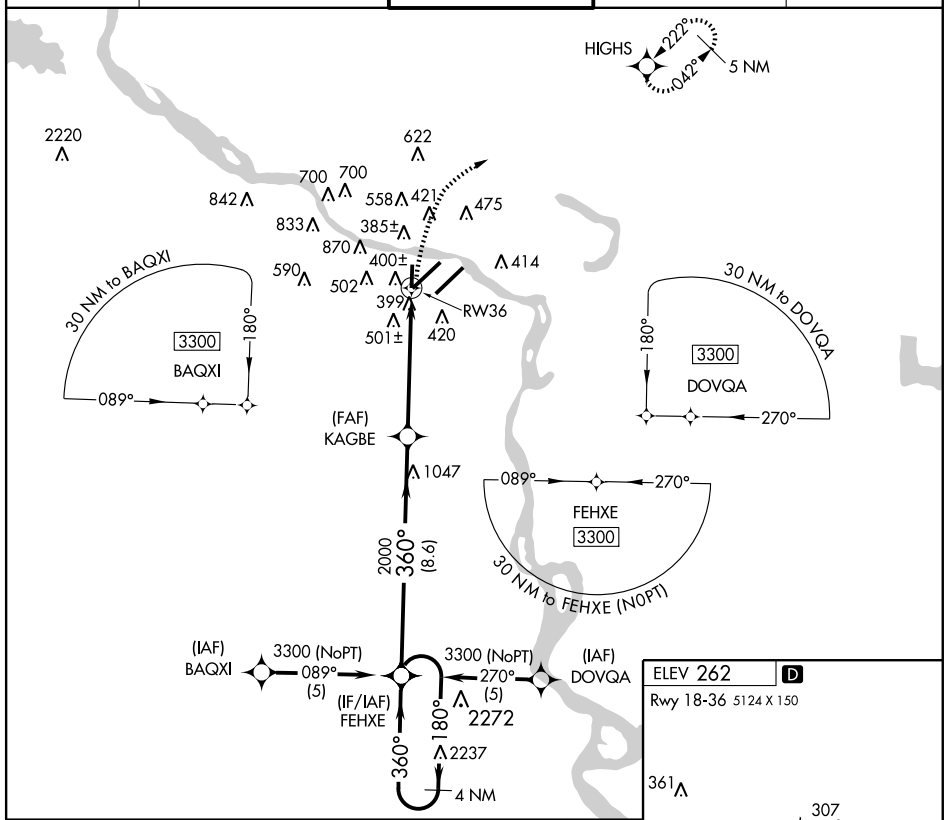
# RNAV (GPS) RWY 36

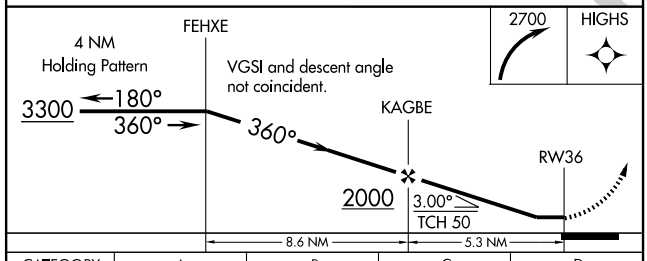
LITTLE ROCK/ADAMS FIELD (LIT)

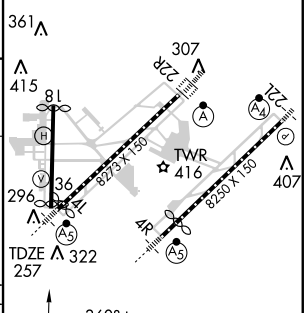
GPS or RNP-0.3 required. DME/DME RNP 0.3 NA.

MISSED APPROACH: Climbing right turn to 2700 direct HIGHS WP and hold.

| ATIS | LITTLE ROCK APP CON | ADAMS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.65 | 135.4 291.775 353.6 | 118.7 257.8 | 121.9 339.8 | 118.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1 503 (500-1) | | 760-1½ 503 (500-1½) | |
| CIRCLING | 760-1 498 (500-1) | | 880-1¾ 618 (700-1¾) | 1180-3 918 (1000-3) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC LIT 113.9 Chan 86 | APP CRS 319° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 262 |
|---|---|---|

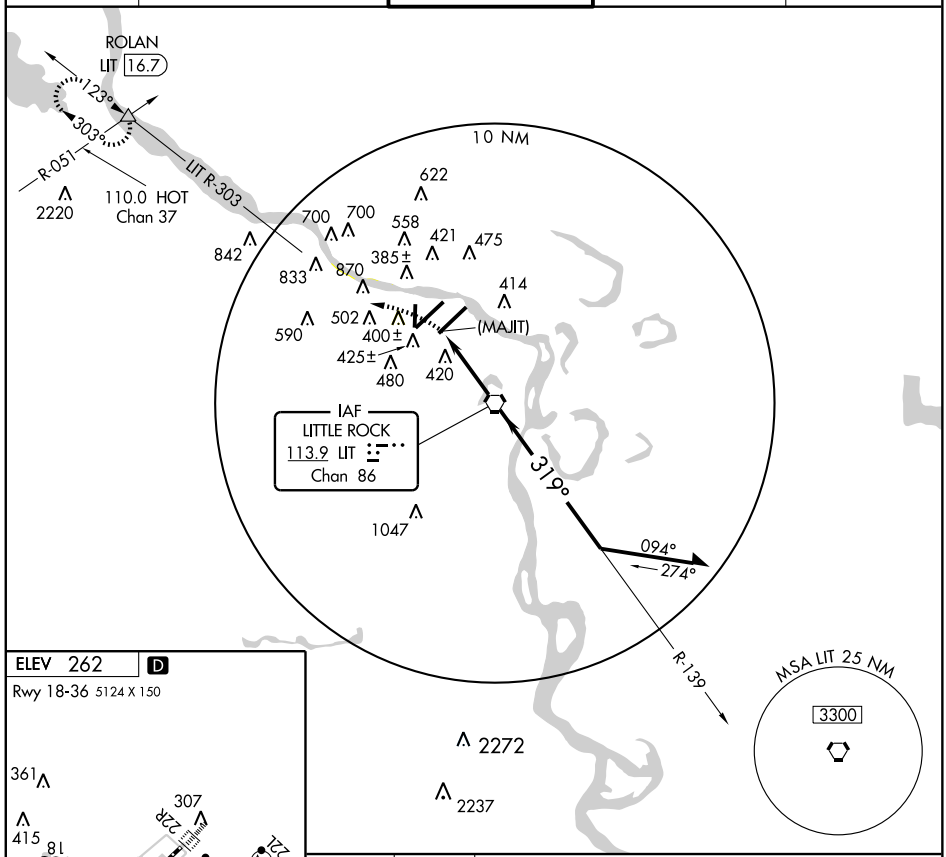
# VOR-A

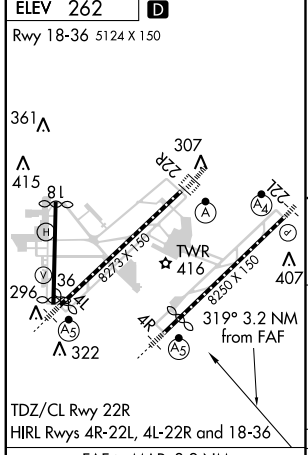
## LITTLE ROCK/ADAMS FIELD (LIT)

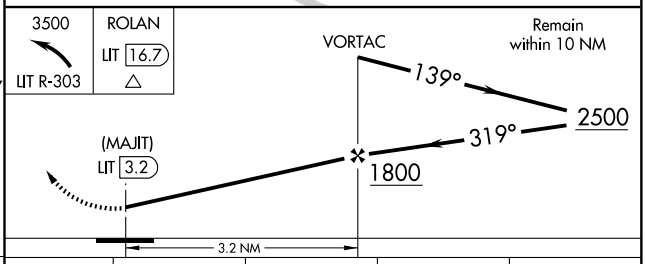
ASR

MISSED APPROACH: Climbing left turn to 3500 via LIT R-303 to ROLAN Int and hold.

| ATIS | LITTLE ROCK APP CON | ADAMS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.65 | 135.4 291.775 353.6 | 118.7 257.8 | 121.9 339.8 | 118.95 |




| FAF to MAP 3.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 800-1 538 (600-1) | | 880-1¾ 618 (700-1¾) | 1180-3 918 (1000-3) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5008 |
|---|---|---|
| 178° | TDZE | 314 |
| | Apt Elev | 317 |

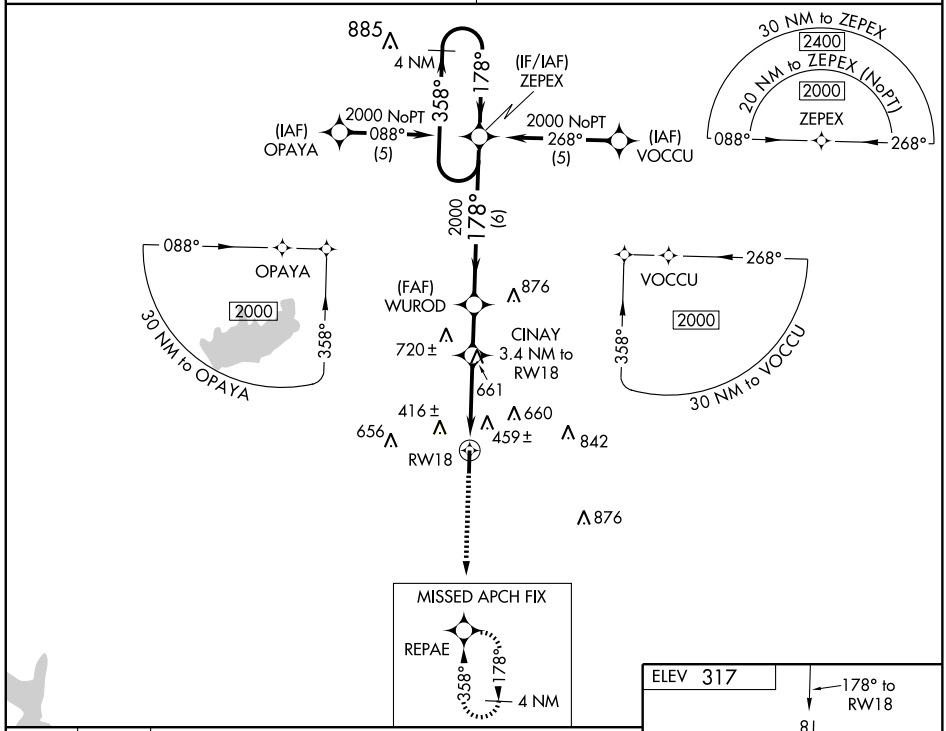
# RNAV (GPS) RWY 18
## MAGNOLIA MUNI (AGO)

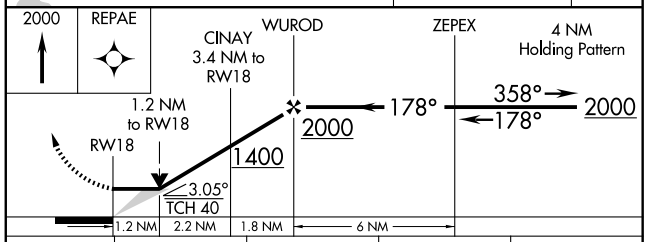
Obtain local altimeter setting on CTAF; when not received use El Dorado altimeter setting. DME/DME RNP-0.3 NA. VDP NA with El Dorado altimeter setting.

NA

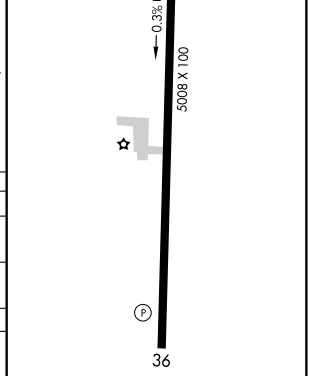
MISSED APPROACH: Climb to 2000 direct REPAE WP and hold.

| FORT WORTH CENTER | UNICOM |
|---|---|
| 128.2 269.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 406 (500-1) | | 720-1¼ 406 (500-1¼) | NA |
| CIRCLING | 760-1 443 (500-1) | 780-1 463 (500-1) | 780-1½ 463 (500-1½) | NA |
| EL DORADO ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 780-1 466 (500-1) | | 780-1¼ 466 (500-1¼) | NA |
| CIRCLING | 820-1 503 (600-1) | | 820-1½ 503 (600-1½) | NA |




MIRL Rwy 18-36
REIL Rwys 18 and 36

SC-1, 14 JAN 2010 to 11 FEB 2010

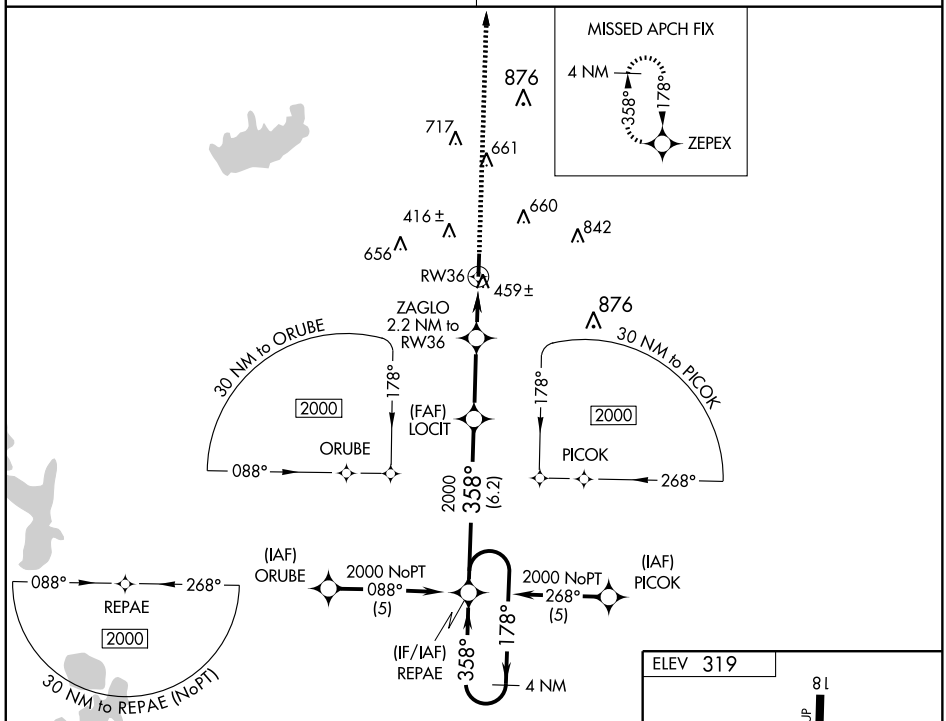
| APP CRS | Rwy Idg | 5008 |
|---|---|---|
| 358° | TDZE | 319 |
| | Apt Elev | 319 |

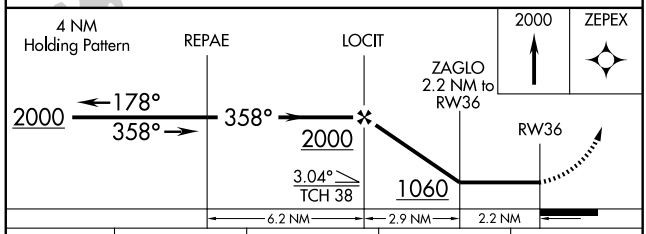
# RNAV (GPS) RWY 36
## MAGNOLIA MUNI (AGO)

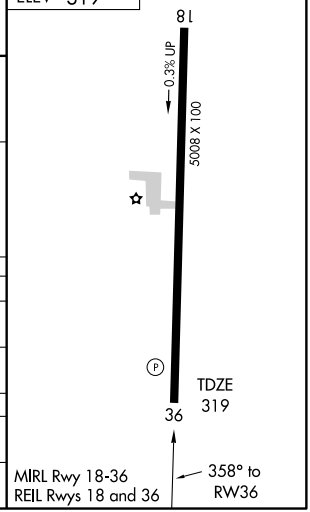
Obtain local altimeter setting on CTAF; when not received, use El Dorado altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct ZEPEX and hold.

| FORT WORTH CENTER | UNICOM |
|---|---|
| 128.2 269.1 | 122.8 (CTAF) |



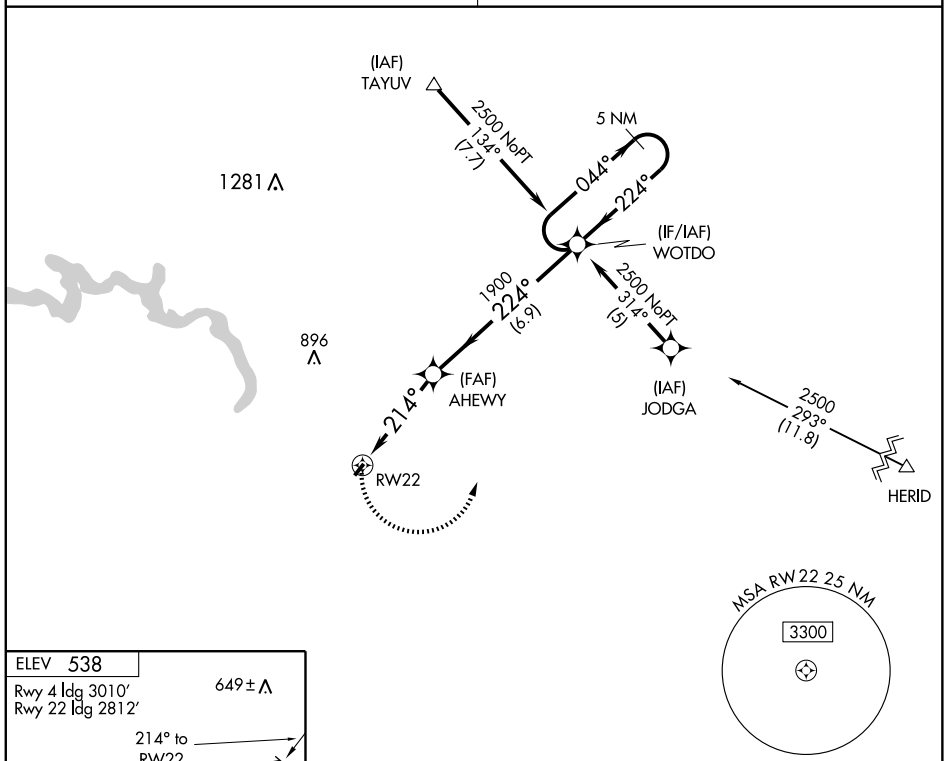

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 401 (500-1) | | 720-1¼ 401 (500-1¼) | NA |
| CIRCLING | 760-1 441 (500-1) | 780-1 461 (500-1) | 780-1½ 461 (500-1½) | NA |
| EL DORADO ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 780-1 461 (500-1) | | 780-1¼ 461 (500-1¼) | NA |
| CIRCLING | 820-1 501 (600-1) | | 820-1½ 501 (600-1½) | NA |

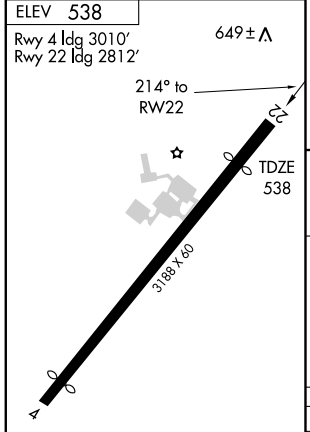
SC-1, 14 JAN 2010 to 11 FEB 2010

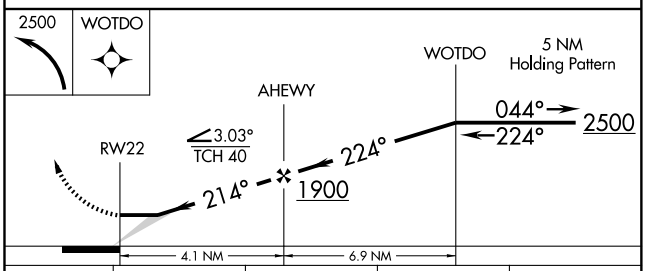
| APP CRS | Rwy Idg | 2812 |
|---|---|---|
| 214° | TDZE | 538 |
| | Apt Elev | 538 |

# RNAV (GPS) RWY 22
MALVERN MUNI (M78)

| | |
|---|---|
| Use Hot Springs altimeter setting; if not received, use Adams Field altimeter setting and increase all MDAs 80 feet. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climbing left turn to 2500 direct WOTDO and hold. |
| MEMPHIS CENTER **128.475 377.15** | UNICOM **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 422 (500-1) | | NA | |
| CIRCLING | 1000-1 462 (500-1) | | NA | |

SC-1, 14 JAN 2010 to 11 FEB 2010

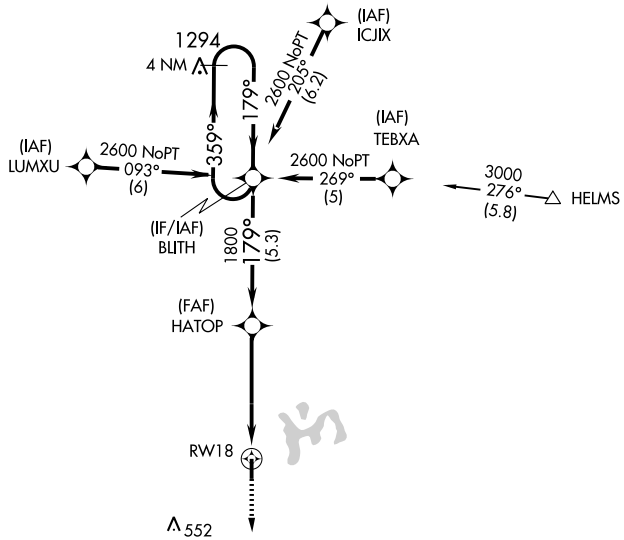
| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 179° | TDZE | 242 |
| | Apt Elev | 242 |

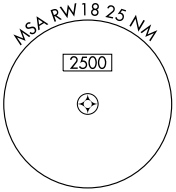
# RNAV (GPS) RWY 18
## MANILA MUNI (MXA)

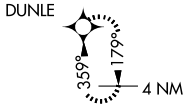
NA Use Blytheville Muni altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

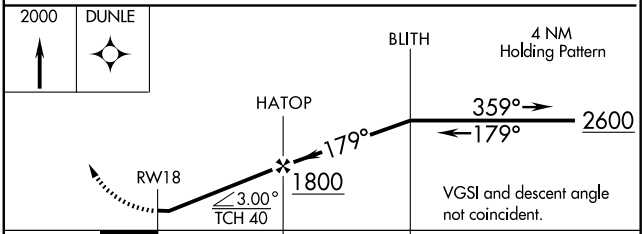
MISSED APPROACH: Climb to 2000 direct DUNLE WP and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 120.075 289.4 | 122.8 (CTAF) L |

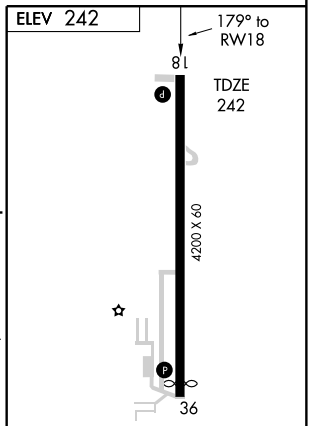



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 | 398 (400-1) | NA | |
| CIRCLING | 720-1 | 478 (500-1) | NA | |




MIRL Rwy 18-36 L

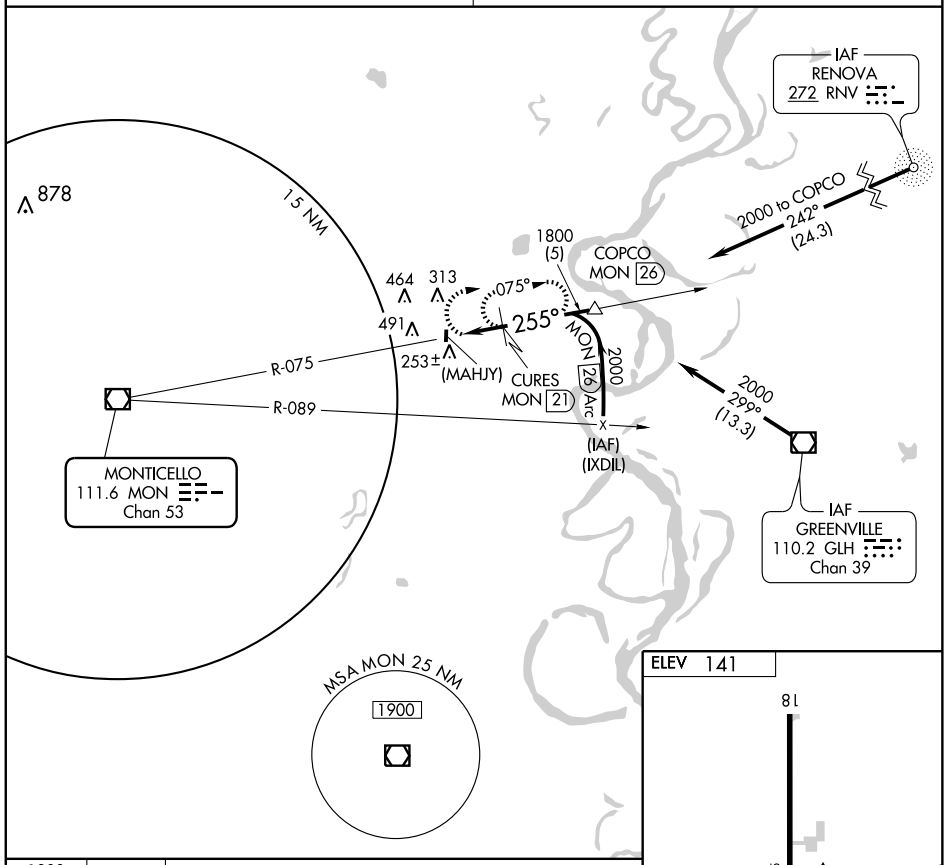
SC-1, 14 JAN 2010 to 11 FEB 2010

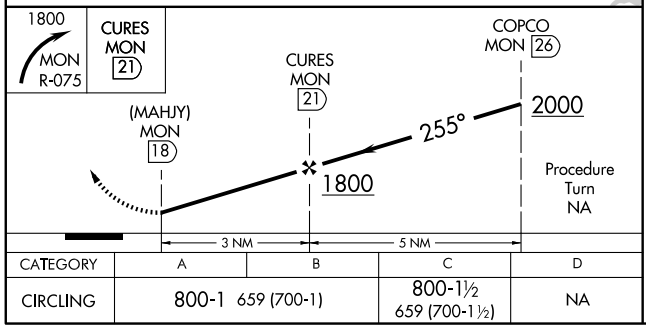
| VOR/DME MON 111.6 Chan 53 | APP CRS 255° | Rwy Idg N/A TDZE N/A Apt Elev 141 |
|---|---|---|

# VOR/DME or GPS-A

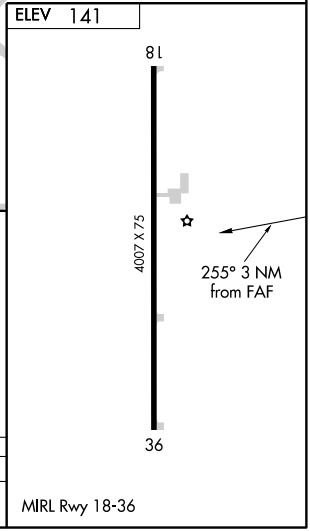
## MC GEHEE MUNI (7M1)

| | |
|---|---|
| NA Circling West of Rwy 18-36 not authorized. Use Greenville, MS altimeter setting; when not available, use Greenwood, MS altimeter setting and increase all MDAs 220 feet. | MISSED APPROACH: Climbing right turn to 1800 via MON R-075 to CURES 21 DME and hold. |
| MEMPHIS CENTER 135.875 269.35 | CTAF 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 800-1 659 (700-1) | | 800-1½ 659 (700-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4002 |
|---|---|---|
| 031° | TDZE | 735 |
| | Apt Elev | 735 |

# RNAV (GPS) RWY 3

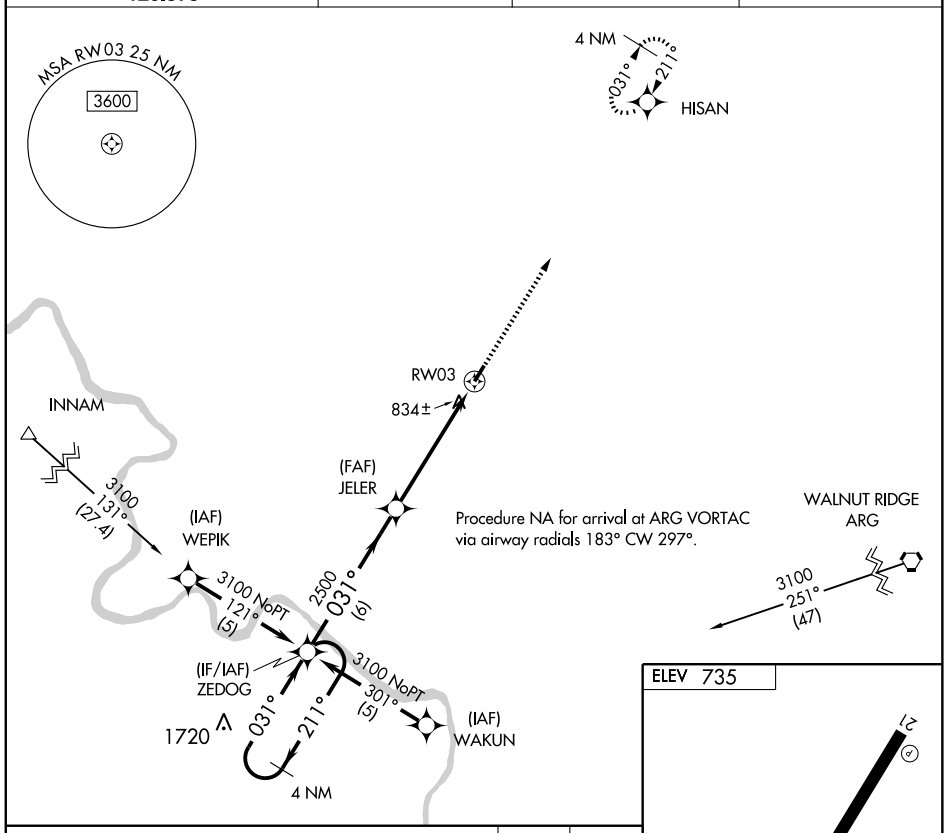
## MELBOURNE MUNI - JOHN E. MILLER FIELD (42A)

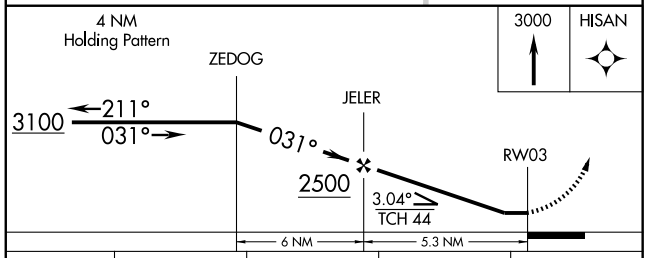
T
A NA

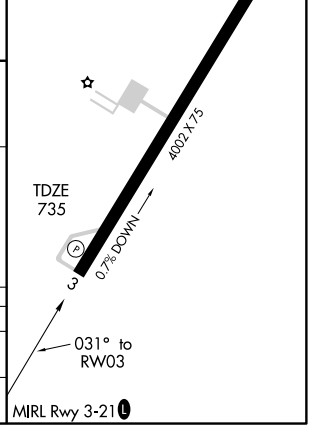
DME/DME RNP-0.3 NA. Use Batesville Rgnl altimeter setting; if not received, use Mountain Home/Ozark Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3000 direct HISAN and hold.

| BATESVILLE REGIONAL AWOS-3 | MEMPHIS CENTER | CTAF | 122.95 L |
|---|---|---|---|
| 126.375 | 126.85 281.55 | 122.9 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 | 565 (600-1) | 1300-1½<br>565 (600-1½) | NA |
| CIRCLING | 1360-1 | 625 (700-1) | 1360-1¾<br>625 (700-1¾) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4002 |
|---|---|---|
| 211° | TDZE | 722 |
| | Apt Elev | 735 |

# RNAV (GPS) RWY 21

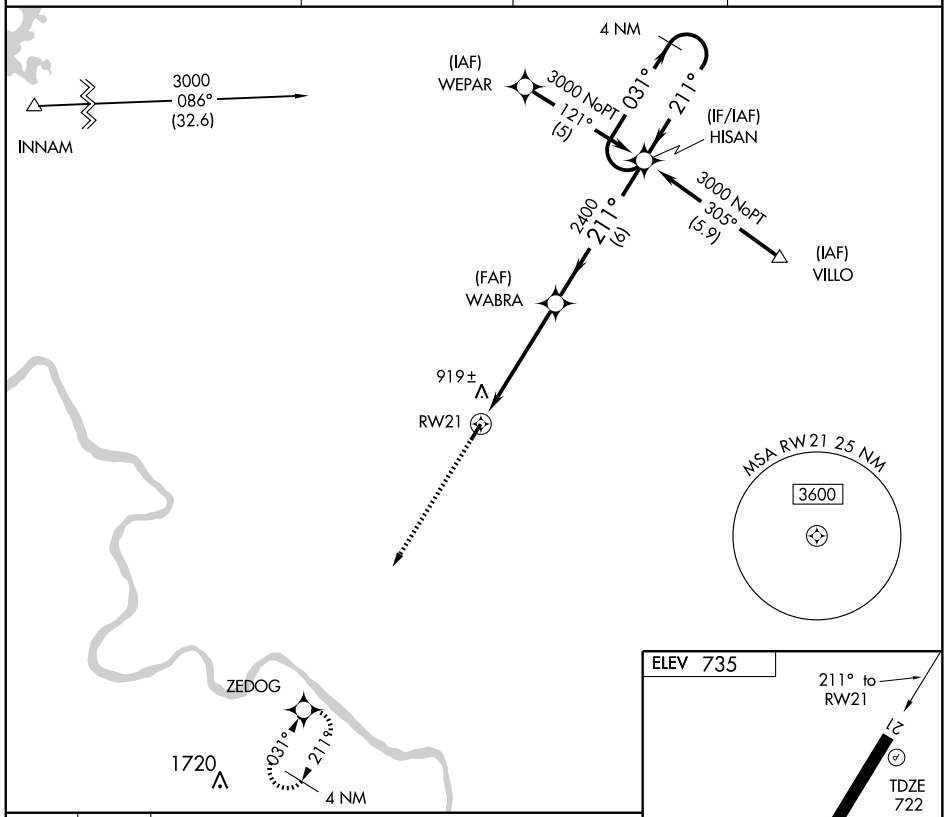
## MELBOURNE MUNI - JOHN E. MILLER FIELD (42A)

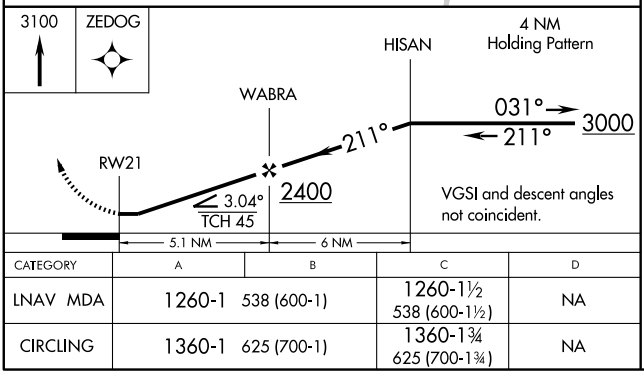
T
A NA

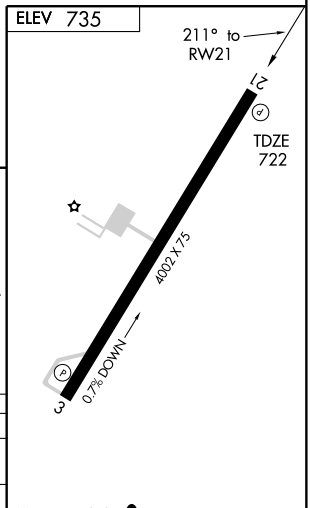
DME/DME RNP-0.3 NA. Use Batesville Rgnl altimeter setting; if not received, use Mountain Home/Ozark Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3100 direct ZEDOG and hold.

| BATESVILLE REGIONAL AWOS-3 | MEMPHIS CENTER | CTAF | 122.95 L |
|---|---|---|---|
| 126.375 | 126.85 281.55 | 122.9 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 | 538 (600-1) | 1260-1½ 538 (600-1½) | NA |
| CIRCLING | 1360-1 | 625 (700-1) | 1360-1¾ 625 (700-1¾) | NA |

MIRL Rwy 3-21 L

SC-1, 14 JAN 2010 to 11 FEB 2010

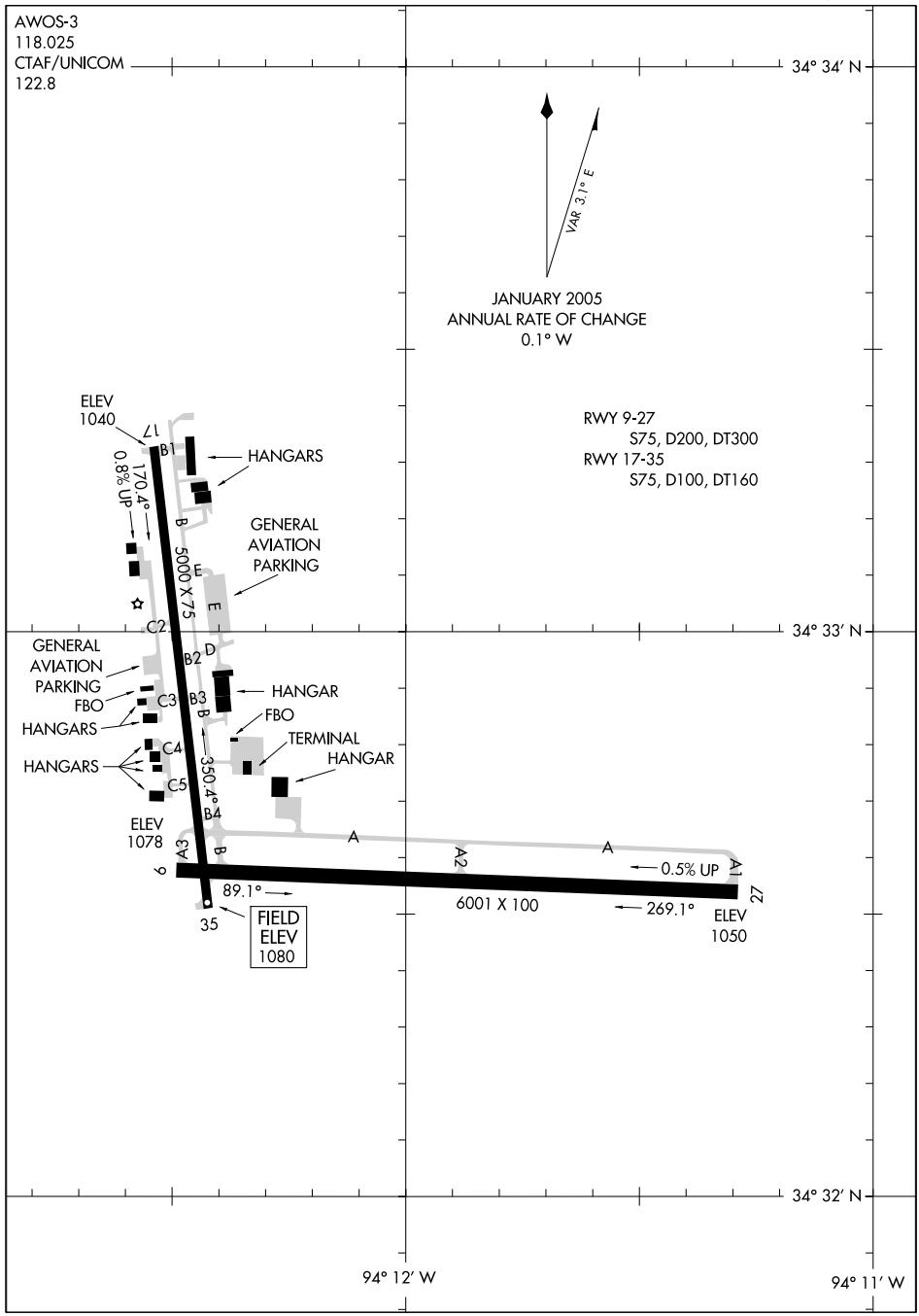
09015

# AIRPORT DIAGRAM

AL-6002 (FAA)

## MENA INTERMOUNTAIN MUNI (MEZ)

MENA, ARKANSAS




SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-VMU | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| 108.7 | 269° | TDZE | 1058 |
| Chan 24 | | Apt Elev | 1079 |

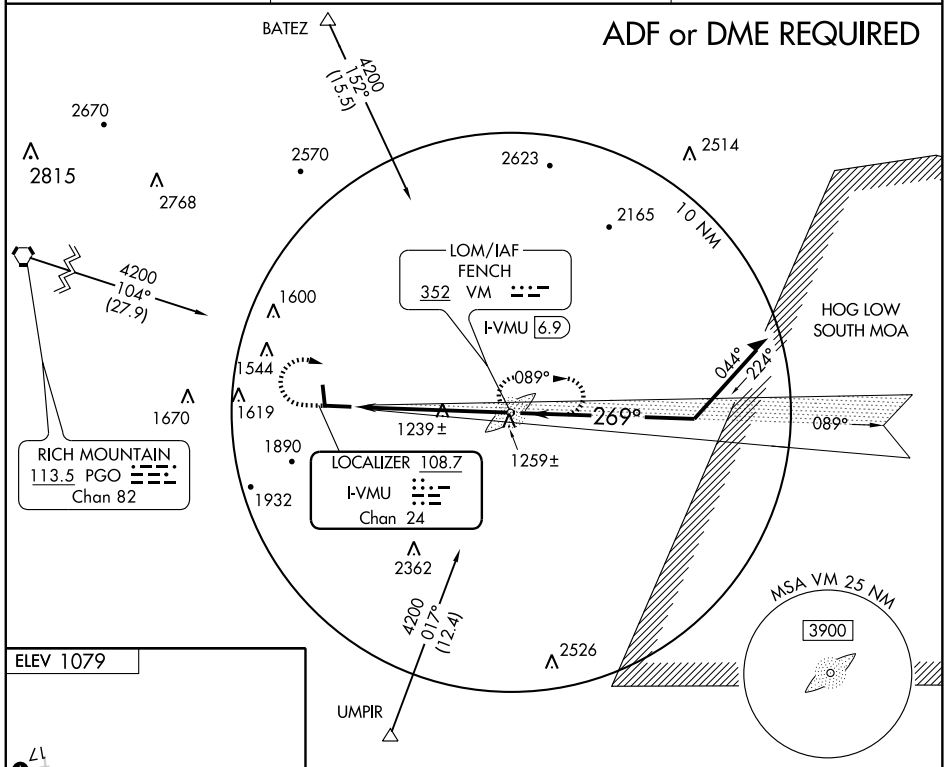
# ILS or LOC RWY 27

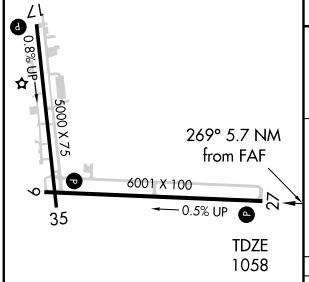
## MENA INTERMOUNTAIN MUNI (MEZ)

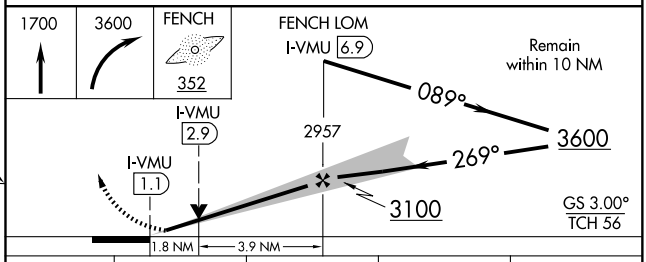
T
NA ADF Required. When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all DA 197 feet, all MDA 200 feet, increase S-ILS 27 visibilities ½ mile, S-LOC 27 Cat B visibility ¼ mile Cat C visibility ½ mile and Circling Cat A/B ¼ mile. VDP NA when using Fort Smith Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3600 direct FENCH LOM/I-VMU 6.9 DME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.025 | 126.1 269.0 | 122.8 (CTAF) L |




HIRL Rwy 9-27 L
MIRL Rwy 17-35 L
REIL Rwys 9, 27 and 35 L

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 27 | 1458-1½ 400 (400-1½) | | | NA |
| S-LOC 27 | 1660-1 602 (600-1) | | 1660-1¾ 602 (600-1¾) | NA |
| CIRCLING | 1880-1 801 (900-1) | 1940-1¼ 861 (900-1¼) | 2060-3 981 (1000-3) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOM VM | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| 352 | 269° | TDZE | 1058 |
| | | Apt Elev | 1079 |

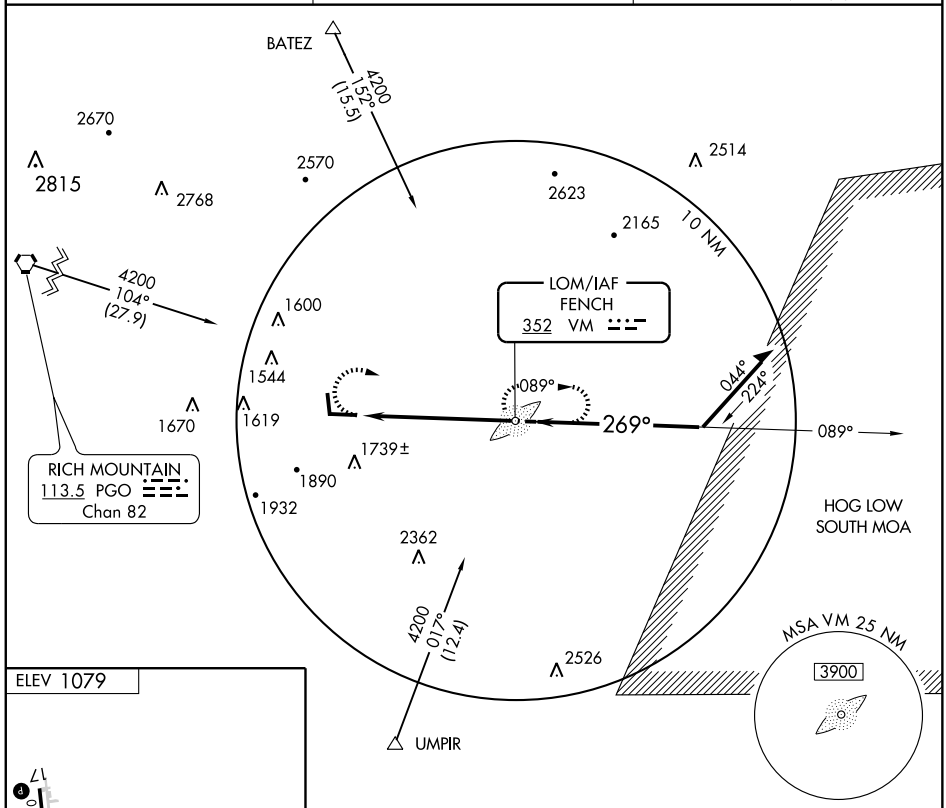
# NDB RWY 27

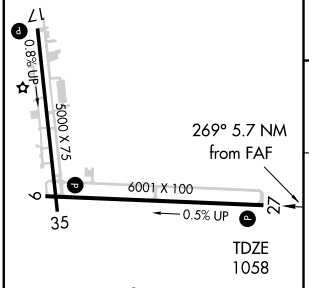
## MENA INTERMOUNTAIN MUNI (MEZ)

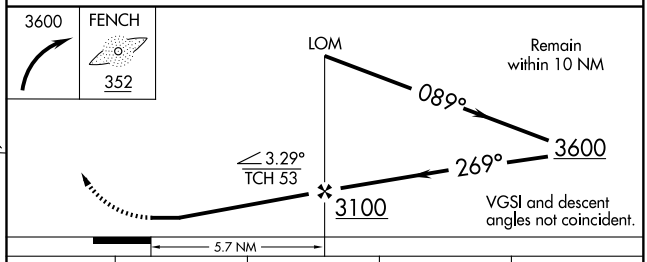
T NA — When local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 200 feet, increase S-27 Cat A/B visibilities ¼ mile, S-27 Cat C visibility ½ mile, and Circling Cat A/B ¼ mile.

MISSED APPROACH: Climbing right turn to 3600 direct FENCH LOM and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.025 | 126.1 269.0 | 122.8 (CTAF) L |




HIRL Rwy 9-27 L
MIRL Rwy 17-35 L
REIL Rwys 9, 27 and 35 L

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 1920-1<br>862 (900-1) | 1920-1¼<br>862 (900-1¼) | 1920-2½<br>862 (900-2½) | NA |
| CIRCLING | 1920-1<br>841 (900-1) | 1940-1¼<br>861 (900-1¼) | 2060-3<br>981 (1000-3) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

MENA, ARKANSAS

AL-6002 (FAA)

# RNAV (GPS) RWY 17

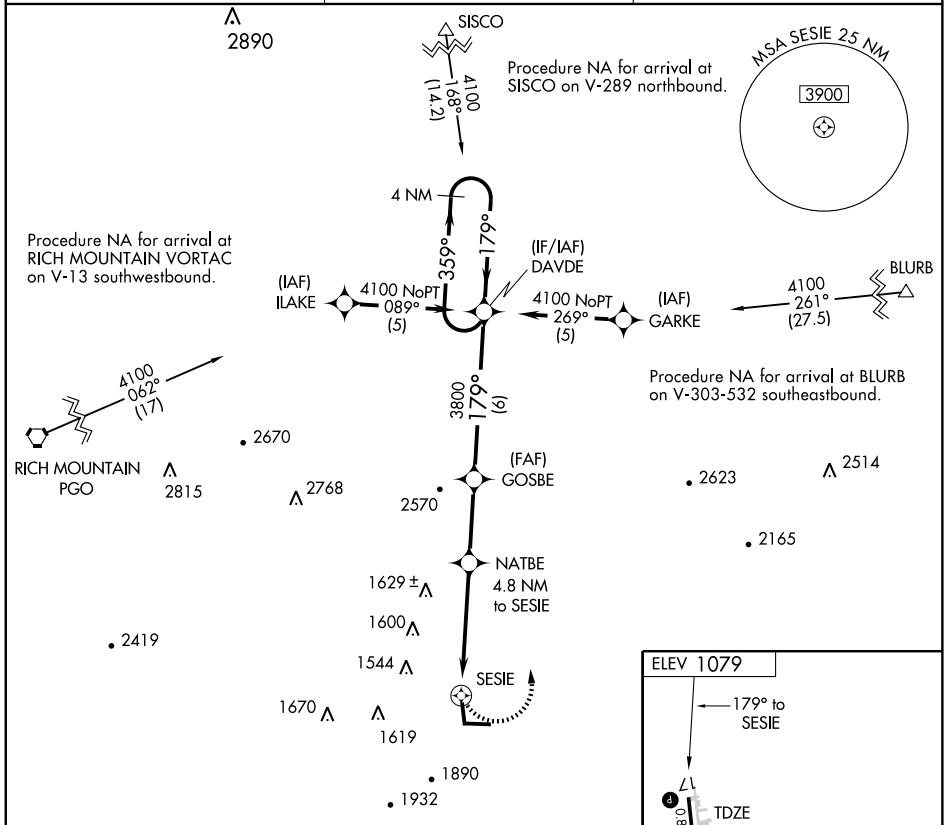
MENA INTERMOUNTAIN MUNI (MEZ)

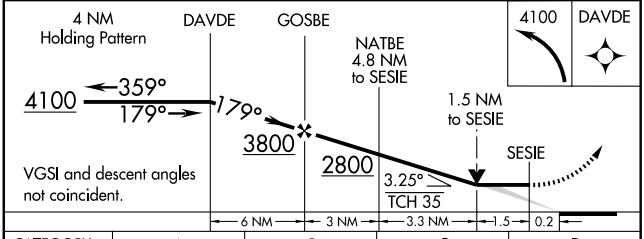
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 179° | TDZE | 1063 |
| | Apt Elev | 1079 |

GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

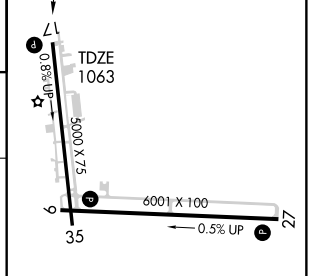
MISSED APPROACH: Climbing left turn to 4100 direct DAVDE WP and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.025 | 126.1 269.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1640-1 577 (600-1) | | 1640-1½ 577 (600-1½) | NA |
| CIRCLING | 1840-1 761 (800-1) | 1880-1¼ 801 (900-1¼) | 2000-2¾ 921 (1000-2¾) | NA |




HIRL Rwy 9-27 L
MIRL Rwy 17-35 L
REIL Rwys 9, 27 and 35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC PGO 113.5 Chan 82 | APP CRS 108° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1079 |
|---|---|---|

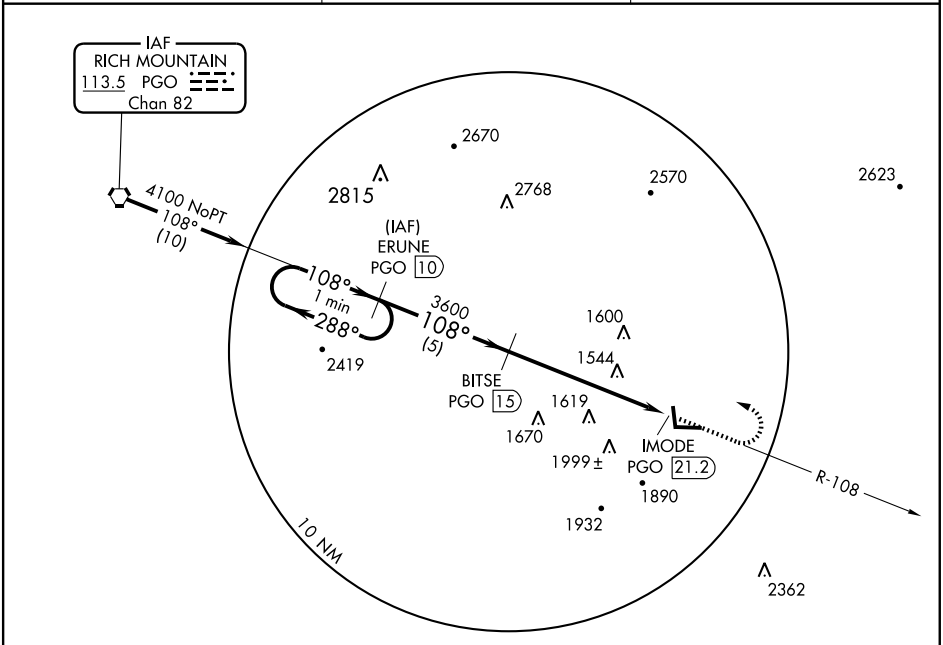
# VOR/DME-A

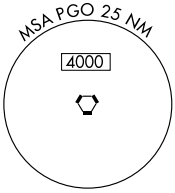
## MENA INTERMOUNTAIN MUNI (MEZ)

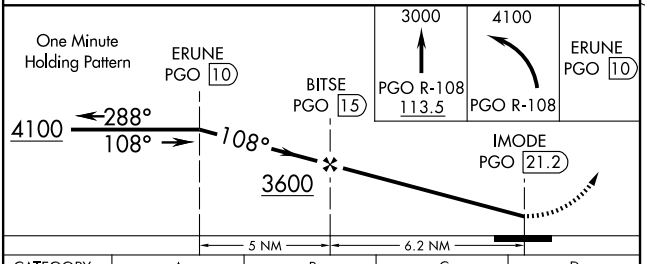
T A NA If local altimeter setting not received, use Fort Smith altimeter setting and increase all MDA's 200 ft.

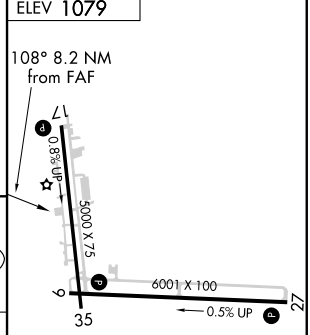
MISSED APPROACH: Climb to 3000 via PGO R-108 then climbing left turn to 4100 via PGO R-108 to ERUNE and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.025 | 126.1 269.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2260-1¼<br>1181 (1200-1¼) | 2260-1½<br>1181 (1200-1½) | 2260-3<br>1181 (1200-3) | NA |

HIRL Rwy 9-27 L
MIRL Rwy 17-35 L
REIL Rwys 9, 27 and 35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5018 |
|---|---|---|
| 031° | TDZE | 270 |
| | Apt Elev | 270 |

# RNAV (GPS) RWY 3

## MONTICELLO MUNI/ELLIS FIELD (LLQ)

DME/DME RNP-0.3 NA. Visibilty reduction by helicopters NA. When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet, LNAV Cat C and circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 direct JOSAS and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.325 | 135.875 269.35 | 122.8 (CTAF) L |

878

626
563
453±
463
529±
544
RW03
ULAYA
2 NM to
RW03

HAMPT
2000
093°
(27.3)

(IAF)
WEPET
2000 NoPT
121°
(5)

2000
031°
(6.2)

(FAF)
HINBO

Procedure NA for arrivals on GLH VOR/DME via airway radials 203 CW 309.

(IF/IAF)
JOSAS

2000 NoPT
301°
(5)

(IAF)
HUGIM

031°
211°
4 NM

GREENVILLE
GLH
2000
261°
(40.9)

MSA RW03 25 NM
1900

ELEV 270

0.5% UP
21
5018 X 75
3
TDZE
270
031° to
RW03

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

4 NM
Holding Pattern
JOSAS
HINBO
ULAYA
2 NM to
RW03
2000
211°
031°
2000
031°
RW03
3.04°
TCH 52
960
6.2 NM
3.2 NM
2 NM

2000
JOSAS

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 | 510 (600-1) | 780-1½ 510 (600-1½) | NA |
| CIRCLING | 800-1 | 530 (600-1) | 800-1½ 530 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5018 |
|---|---|---|
| 211° | TDZE | 268 |
| | Apt Elev | 270 |

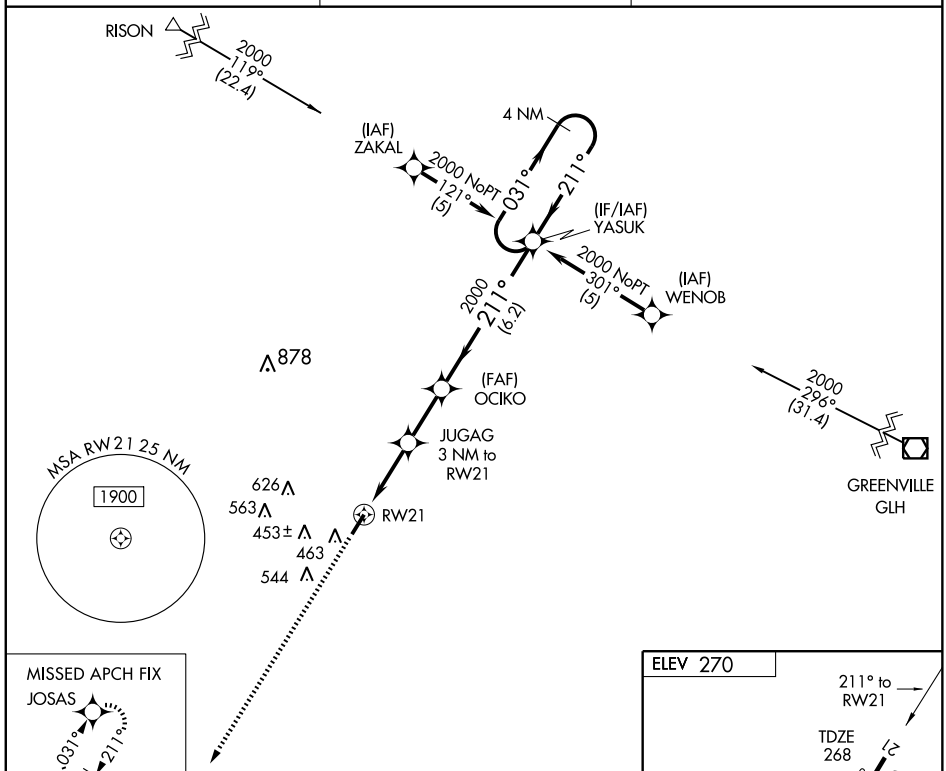
# RNAV (GPS) RWY 21

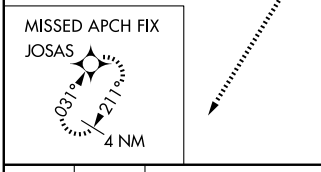
## MONTICELLO MUNI/ELLIS FIELD (LLQ)

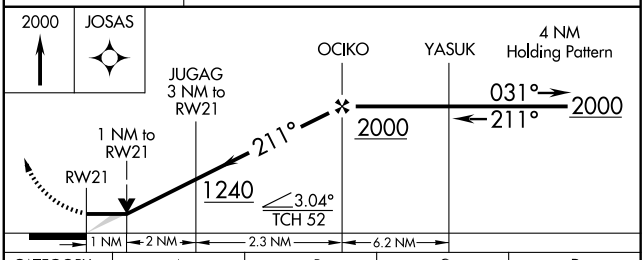
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pine Bluff altimeter setting and increase all MDA 100 feet, LNAV Cat C and circling Cat C visibilities ¼ mile. VDP NA with Pine Bluff altimeter setting.

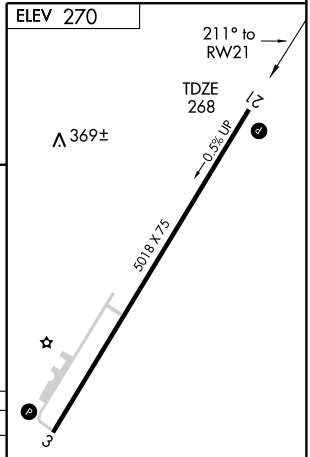
MISSED APPROACH: Climb to 2000 direct JOSAS and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.325 | 135.875 269.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 352 (400-1) | | | NA |
| CIRCLING | 800-1 530 (600-1) | | 800-1½ 530 (600-1½) | NA |

MIRL Rwy 3-21 L

REIL Rwys 3 and 21 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME MON | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.6 | 335° | TDZE | N/A |
| Chan 53 | | Apt Elev | 270 |

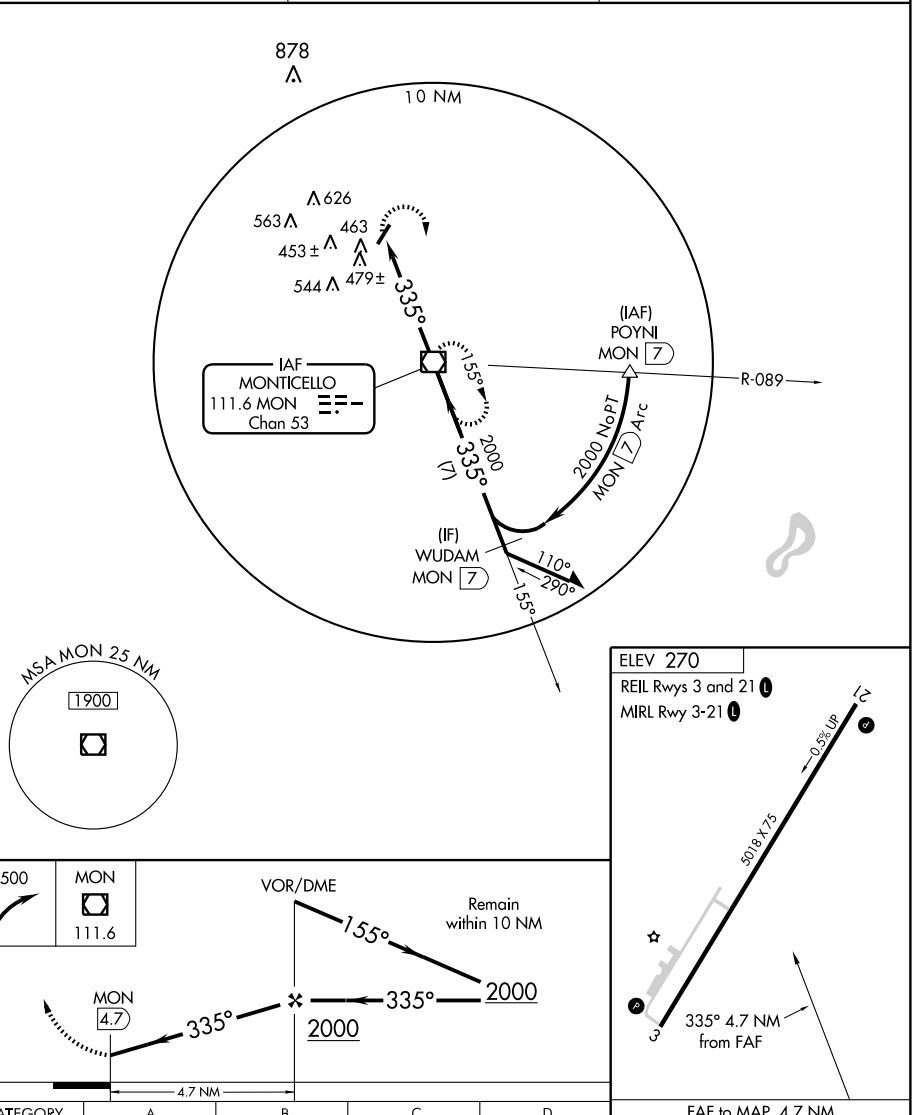
# VOR-A

## MONTICELLO MUNI/ELLIS FIELD (LLQ)

When local altimeter setting not received, use Pine Bluff alitmeter setting and increase all MDA 100 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct MON VOR/DME and hold. Continue climb in hold to 2500.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.325 | 135.875 269.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 800-1 | 530 (600-1) | 800-1½ 530 (600-1½) | NA |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

SC-1, 14 JAN 2010 to 11 FEB 2010

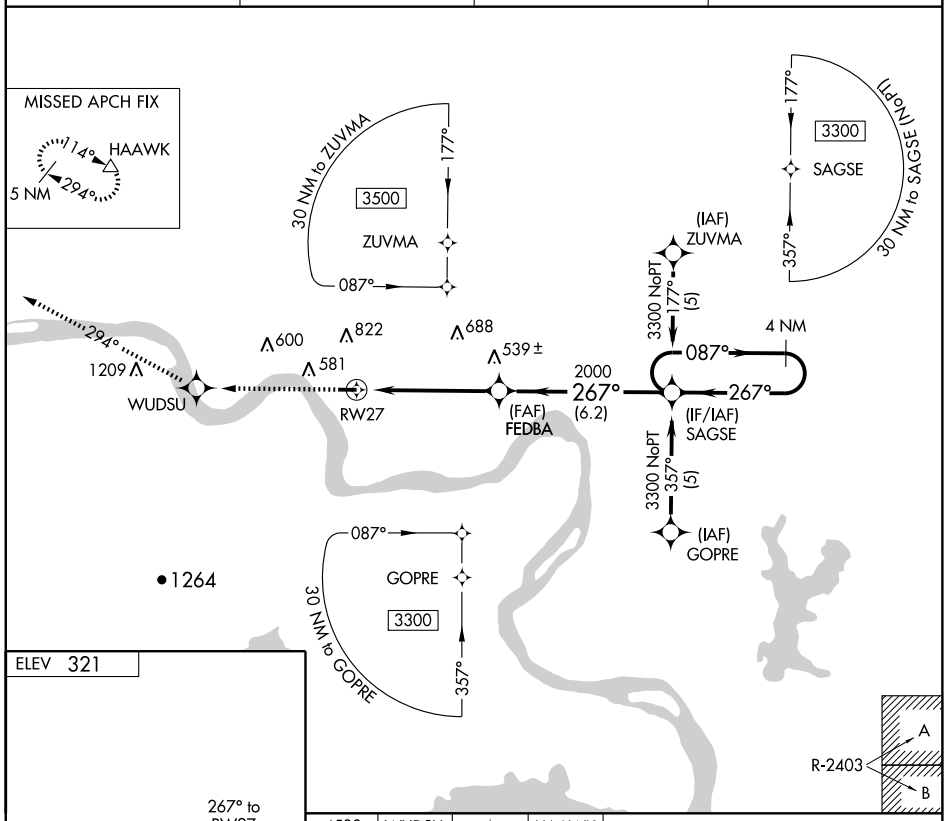
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 267° | TDZE | 320 |
| | Apt Elev | 321 |

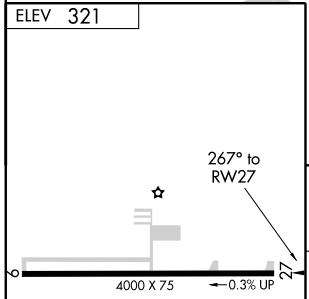
# RNAV (GPS) RWY 27
## MORRILTON MUNI (BDQ)

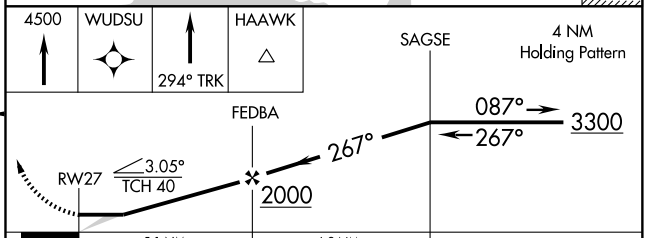
DME/DME RNP-0.3 NA. Use Russellville altimeter setting, when not received, use Little Rock altimeter setting.

MISSED APPROACH: Climb to 4500 direct WUDSU and via 294° track to HAAWK and hold.

| RUSSELLVILLE AWOS | MEMPHIS CENTER | UNICOM | |
|---|---|---|---|
| 132.475 | 128.475 377.15 | 122.8 (CTAF) | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 | 740 (800-1) | NA | |
| CIRCLING | 1060-1<br>739 (800-1) | 1200-1¼<br>879 (900-1¼) | NA | |

MIRL Rwy 9-27 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5403 |
|---|---|---|
| 026° | TDZE | 906 |
| | Apt Elev | 923 |

# RNAV (GPS) RWY 3

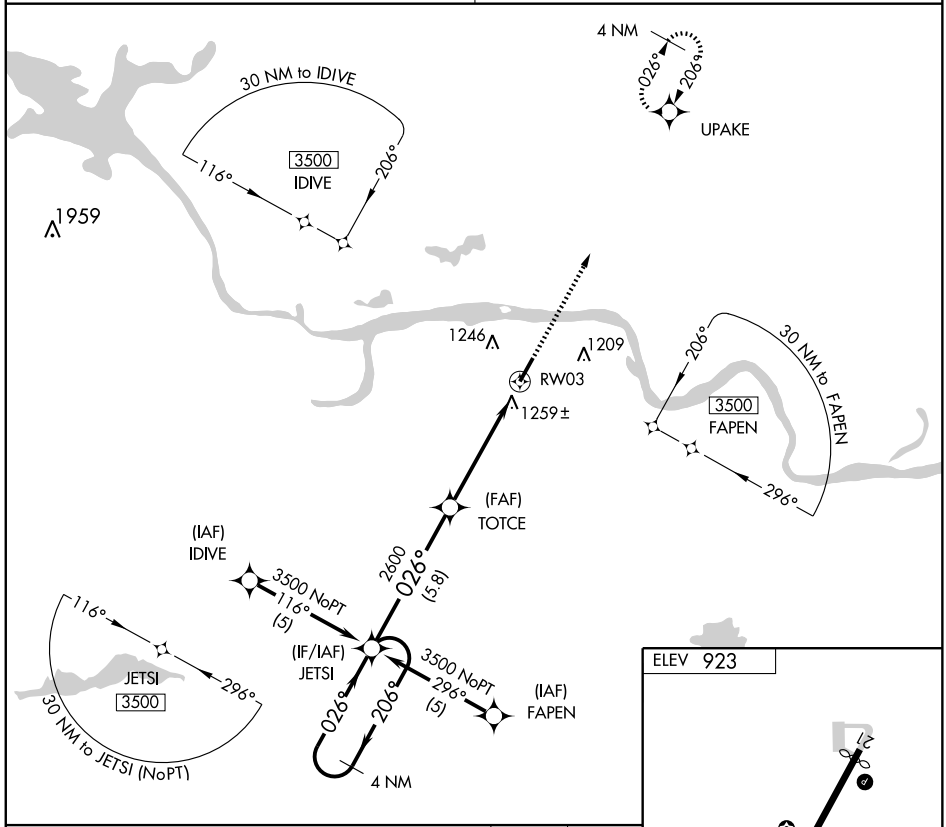
MORRILTON/PETIT JEAN PARK (MPJ)

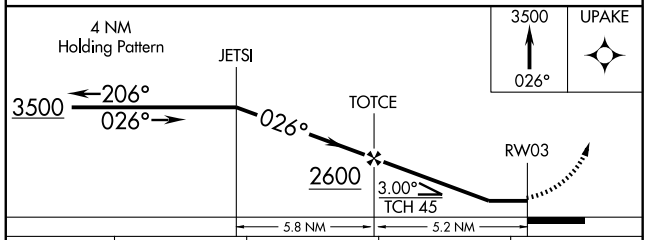
Use Russellville altimeter setting.
NA Procedure NA at night.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 via 026° course to UPAKE WP and hold.

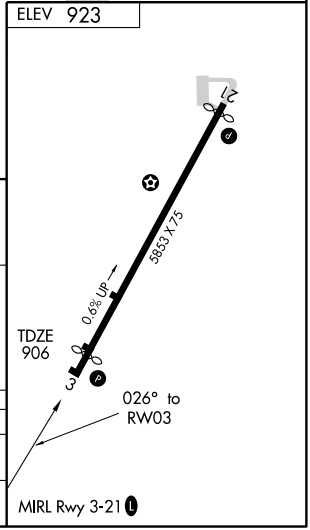
MEMPHIS CENTER
**128.475 377.15**

CTAF
**122.9** L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1620-1 714 (800-1) | | 1620-2 714 (800-2) | NA |
| CIRCLING | 1660-1 737 (800-1) | 1720-1¼ 797 (800-1¼) | 1720-2¼ 797 (800-2¼) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-BPK | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 111.95 | 049° | TDZE | 928 |
| Chan 56(Y) | | Apt Elev | 928 |

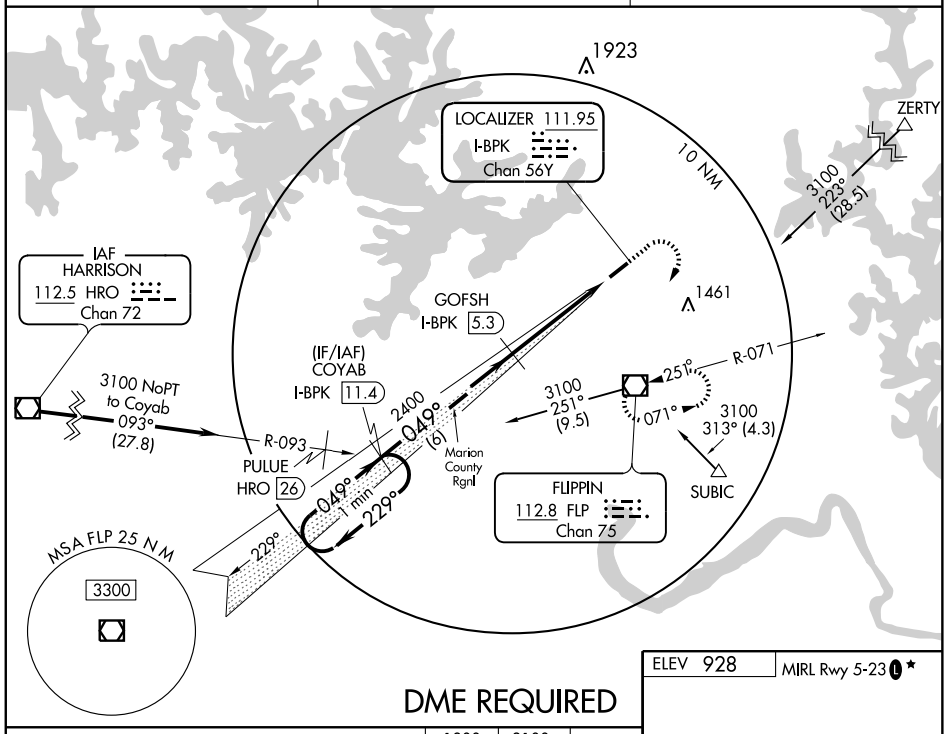
# ILS or LOC/DME RWY 5

MOUNTAIN HOME/ OZARK RGNL (BPK)

If local altimeter setting not received, use Flippin altimeter setting and increase DA to 1225 feet and all MDAs 60 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3100 direct FLP VOR/DME and hold.

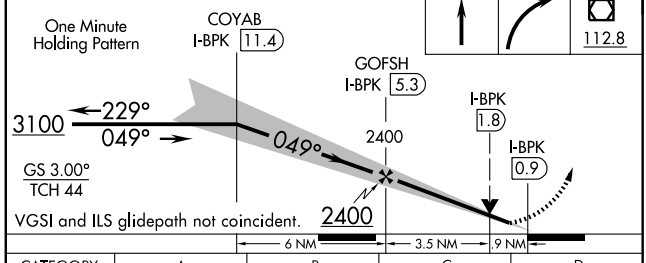
| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.975 | 126.85 281.55 | 123.0 (CTAF) |




## DME REQUIRED

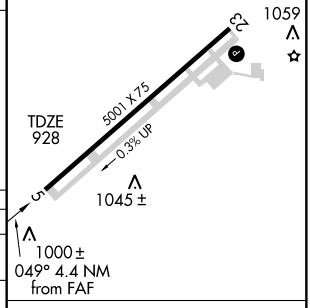
Use I-BPK DME when on the localizer course.

| 1800 | 3100 | FLP |
|---|---|---|
| | | 112.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 1178-¾ 250 (300-¾) | | | NA |
| S-LOC 5 | 1260-1 332 (400-1) | | | NA |
| CIRCLING | 1400-1 472 (500-1) | | 1400-1½ 472 (500-1½) | NA |

ELEV 928 MIRL Rwy 5-23




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS Ch 69300 W05A | APP CRS 049° | Rwy Idg 5001<br>TDZE 928<br>Apt Elev 928 |
|---|---|---|

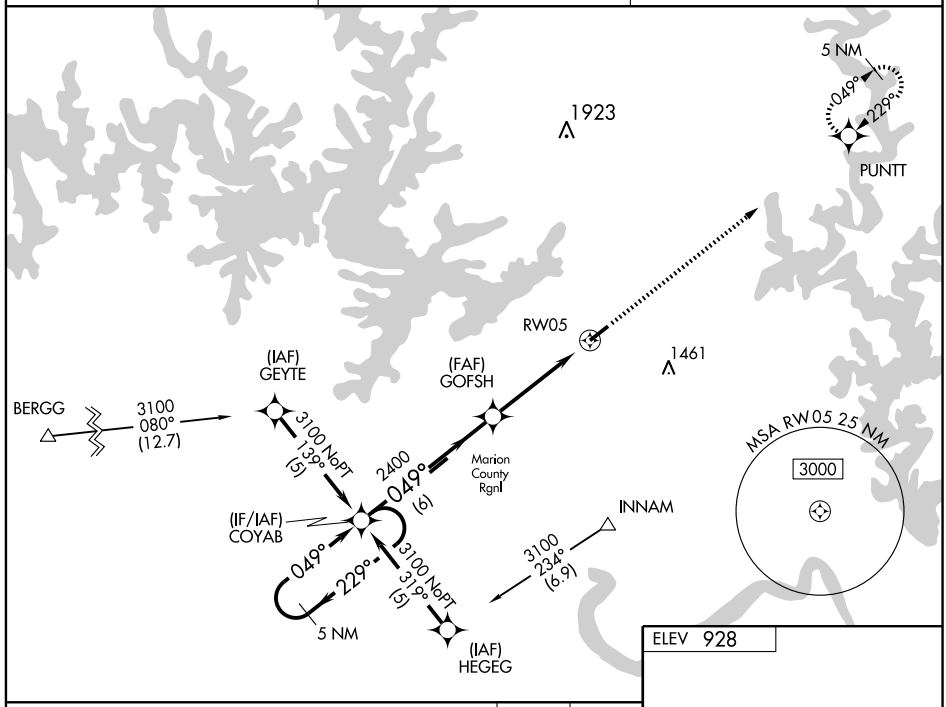
# RNAV (GPS) RWY 5

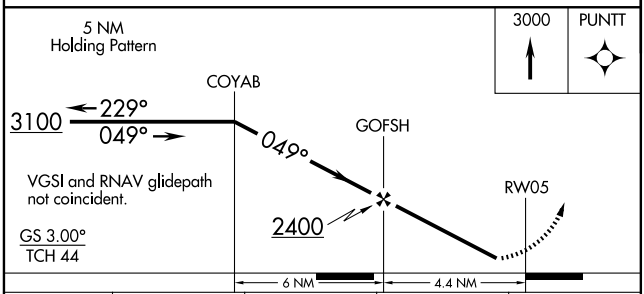
MOUNTAIN HOME/ OZARK RGNL (BPK)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 95°C (203°F). If local altimeter setting not received, use Flippin altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Flippin altimeter setting.

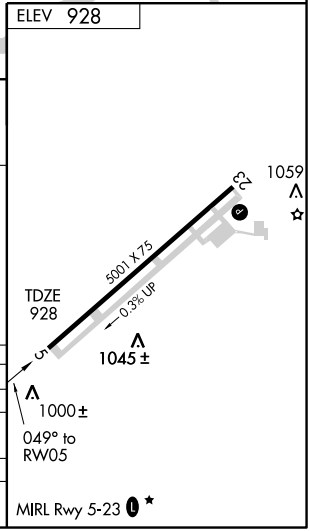
MISSED APPROACH: Climb to 3000 direct PUNTT and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.975 | 126.85 281.55 | 123.0 (CTAF) L ★ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1201-1 273 (300-1) | | | NA |
| LNAV/ VNAV DA | 1250-1¼ 322 (400-1¼) | | | NA |
| LNAV MDA | 1280-1 352 (400-1) | | | NA |
| CIRCLING | 1400-1¼ 472 (500-1¼) | | 1400-1½ 472 (500-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

MOUNTAIN HOME, ARKANSAS AL-5406 (FAA)

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 229° | TDZE | 919 |
| | Apt Elev | 928 |

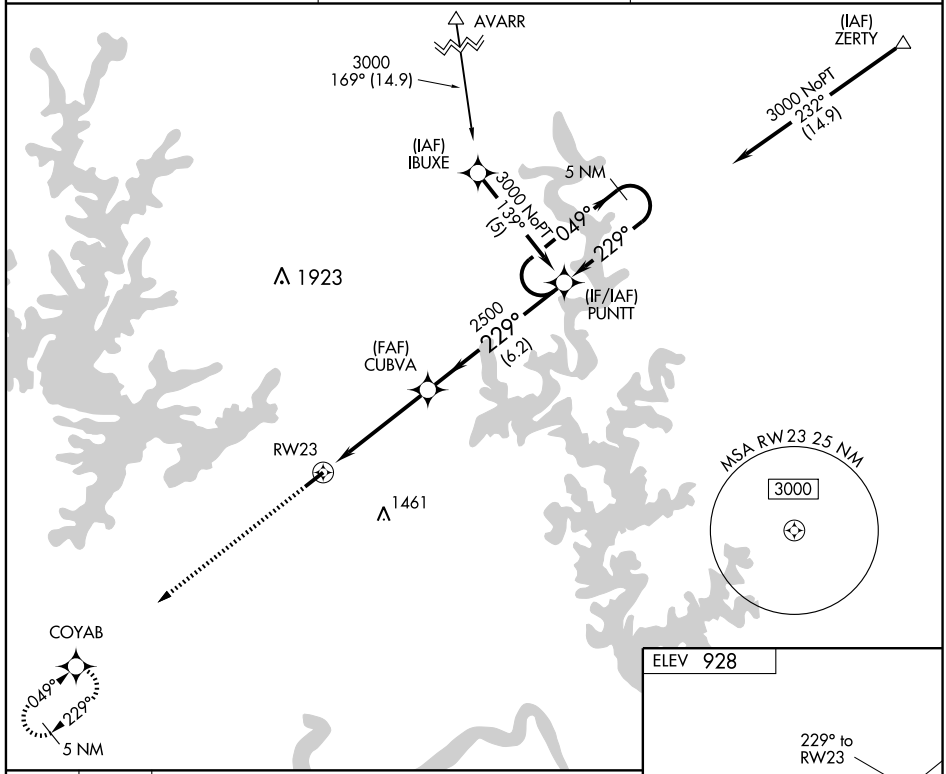
# RNAV (GPS) RWY 23

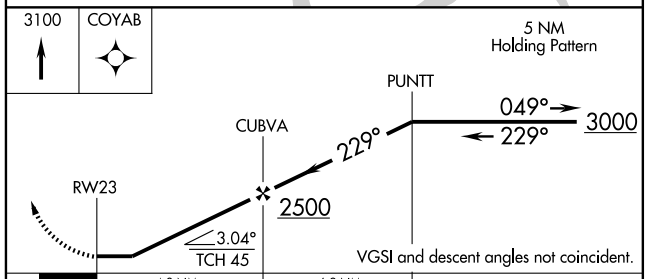
MOUNTAIN HOME/ OZARK RGNL (BPK)

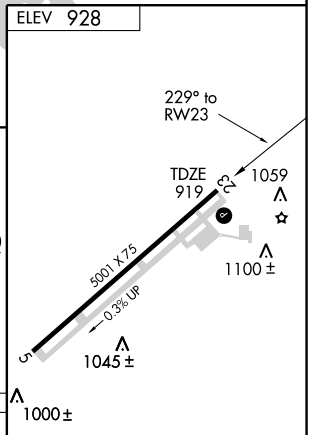
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Flippin altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3100 direct COYAB and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.975 | 126.85 281.55 | 123.0 (CTAF) L ★ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 441 (500-1) | | 1360-1¼ 441 (500-1¼) | NA |
| CIRCLING | 1400-1 472 (500-1) | | 1400-1½ 472 (500-1½) | NA |

MIRL Rwy 5-23 L ★

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME FLP | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.8 | 349° | TDZE | N/A |
| Chan 75 | | Apt Elev | 928 |

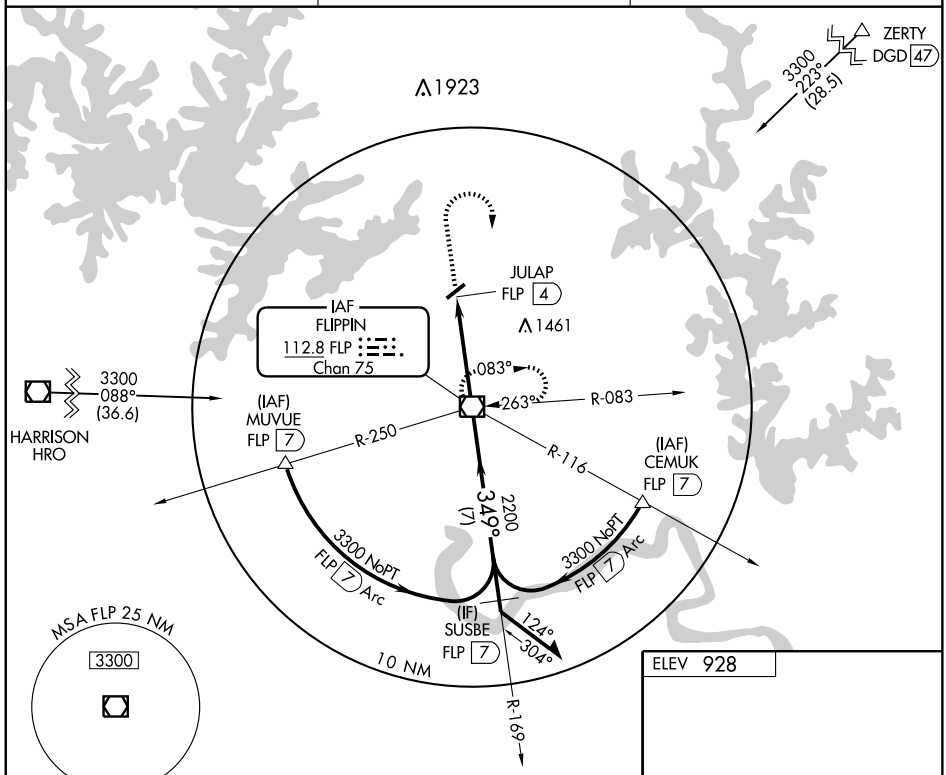
# VOR-A

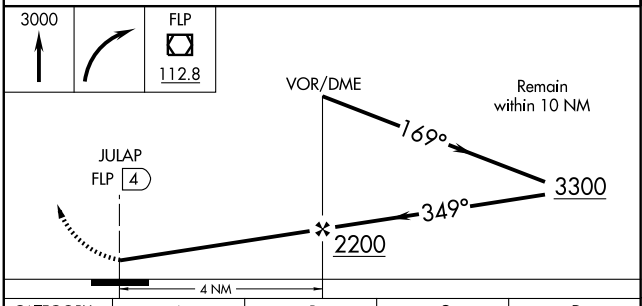
MOUNTAIN HOME/ OZARK RGNL (BPK)

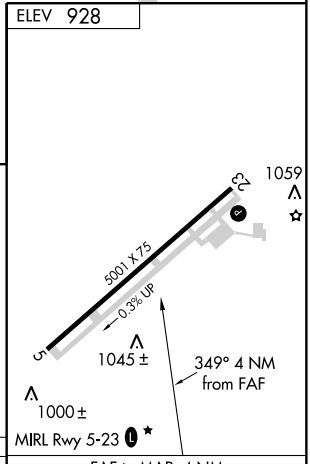
When local altimeter setting not received, use Harrison altimeter setting and increase all MDA 140 feet and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 then right turn direct FLP VOR/DME and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.975 | 126.85 281.55 | 123.0 (CTAF) L ★ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1460-1 532 (600-1) | | 1460-1½ 532 (600-1½) | NA |

FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4502 |
|---|---|---|
| 272° | TDZE | 796 |
| | Apt Elev | 805 |

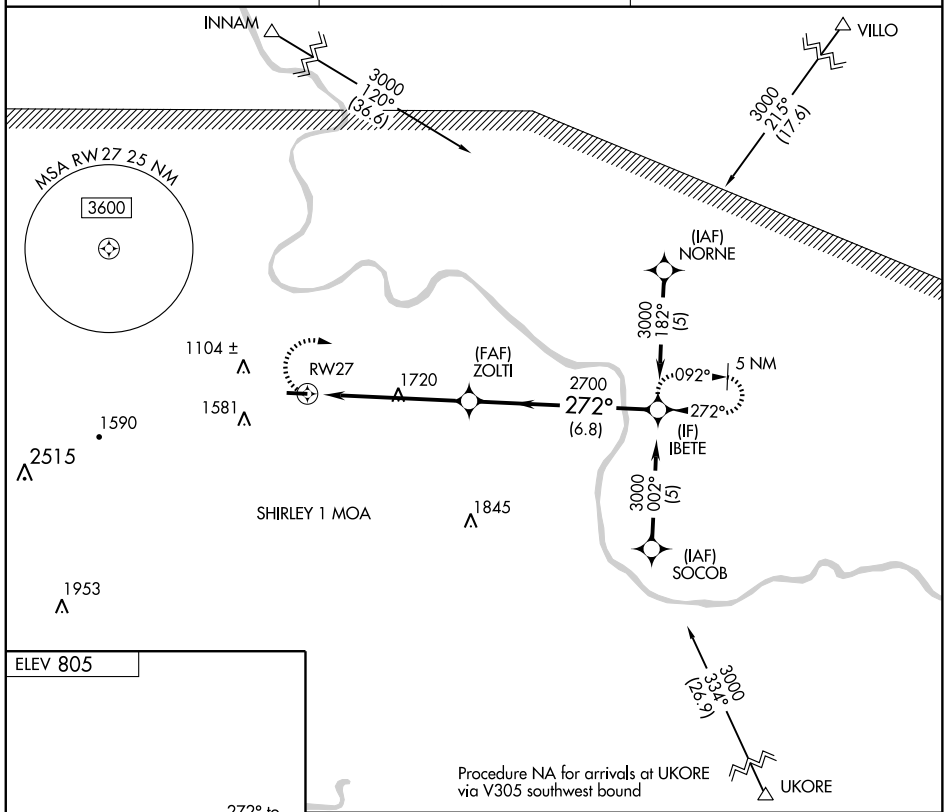
# RNAV (GPS) RWY 27

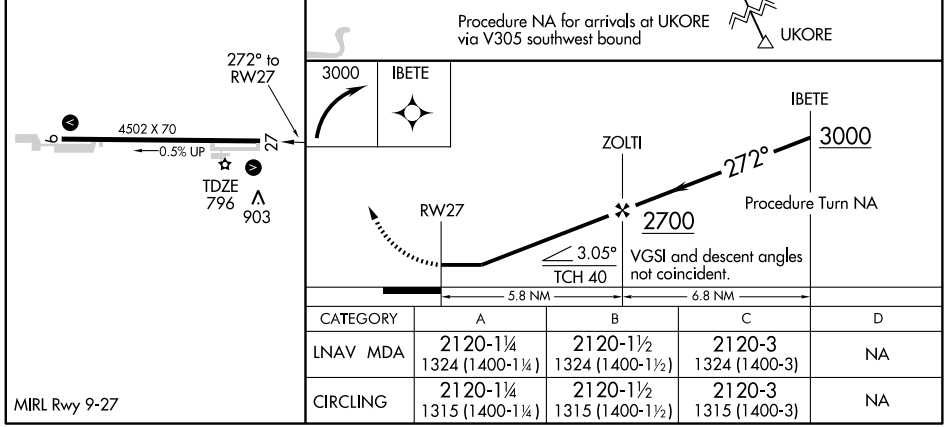
## MOUNTAIN VIEW WILCOX MEMORIAL FIELD (7M2)

Use Marion County Rgnl altimeter setting; if not received, use Batesville Rgnl altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.
NA Circling to Rwy 9 NA at night. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 3000 direct IBETE and hold.

| MARION COUNTY AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 132.075 | 126.85 281.55 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2120-1¼<br>1324 (1400-1¼) | 2120-1½<br>1324 (1400-1½) | 2120-3<br>1324 (1400-3) | NA |
| CIRCLING | 2120-1¼<br>1315 (1400-1¼) | 2120-1½<br>1315 (1400-1½) | 2120-3<br>1315 (1400-3) | NA |

MIRL Rwy 9-27

SC-1, 14 JAN 2010 to 11 FEB 2010

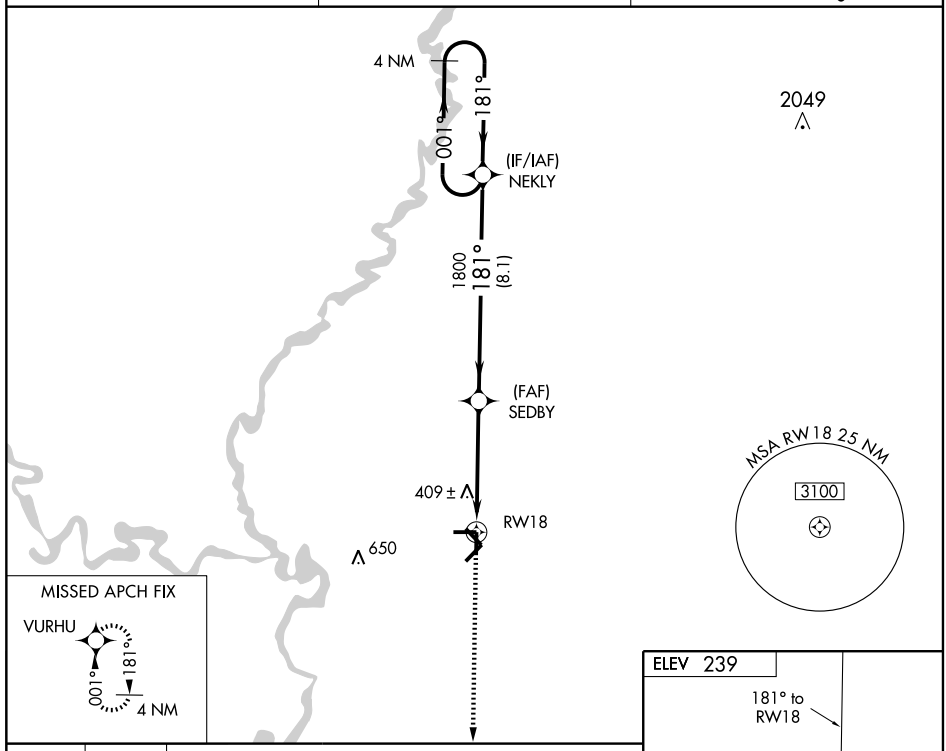
| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 66008 | 181° | TDZE | 239 |
| W18A | | Apt Elev | 239 |

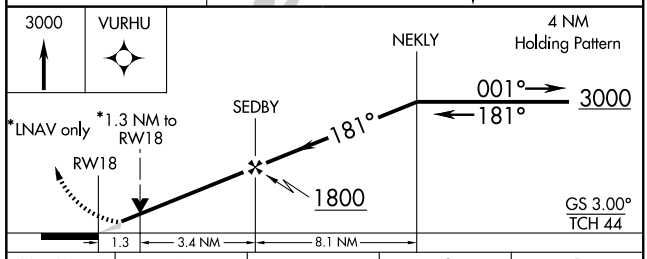
# RNAV (GPS) RWY 18
## NEWPORT MUNI (M19)

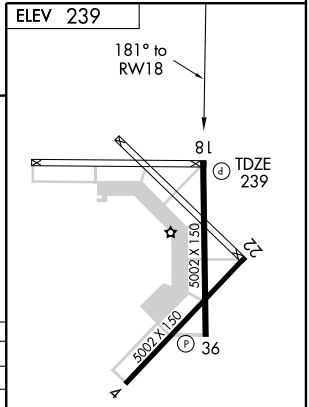
When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LPV visibilities ½ mile all Cats, LNAV/VNAV visibilities ½ mile all Cats, LNAV Cats C and D visibilities ¼ mile, circling Cat C visibilities ¼ mile. VDP NA when using Batesville altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Batesville altimeter setting.

MISSED APPROACH: Climb to 3000 direct VURHU and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.15 | 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 489-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 759-1¾ 520 (600-1¾) | | | |
| LNAV MDA | 700-1 461 (500-1) | | 700-1¼ 461 (500-1¼) | 700-1½ 461 (500-1½) |
| CIRCLING | 760-1 521 (600-1) | | 760-1½ 521 (600-1½) | 800-2 561 (600-2) |

REIL Rwys 18 and 36
MIRL Rwy 18-36 L

SC-1, 14 JAN 2010 to 11 FEB 2010

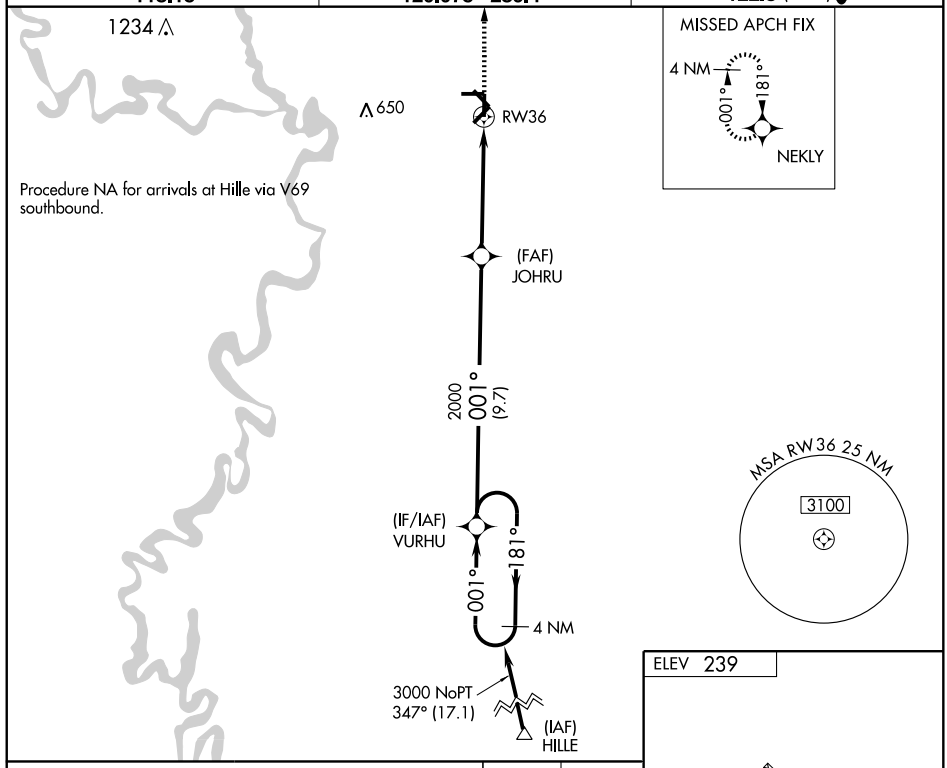
| WAAS | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| CH 70708 | 001° | TDZE | 239 |
| W36A | | Apt Elev | 239 |

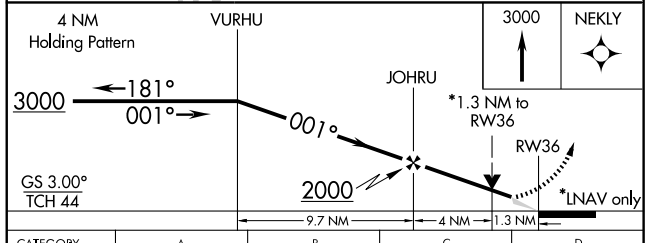
# RNAV (GPS) RWY 36
## NEWPORT MUNI (M19)

Baro-VNAV NA when using Batesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Batesville altimeter setting and increase all DA 86 feet and all MDA 100 feet, LPV and LNAV/VNAV visibilities ½ mile all Cats, LNAV Cats C and D visibilities ¼ mile, circling Cat C visibility ¼ mile. VDP NA when using Batesville altimeter setting.

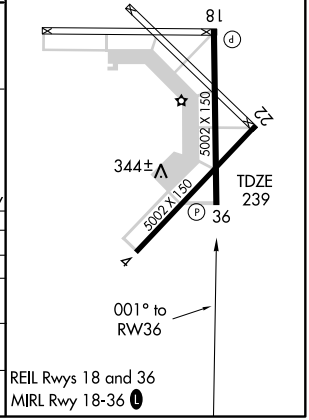
MISSED APPROACH: Climb to 3000 direct NEKLY and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.15 | 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 489-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 614-1¼ 375 (400-1¼) | | | |
| LNAV MDA | 700-1 461 (500-1) | | 700-1¼ 461 (500-1¼) | 700-1½ 461 (500-1½) |
| CIRCLING | 760-1 521 (600-1) | | 760-1½ 521 (600-1½) | 800-2 561 (600-2) |




SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC ARG | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| 114.5 | 197° | TDZE | 239 |
| Chan 92 | | Apt Elev | 239 |

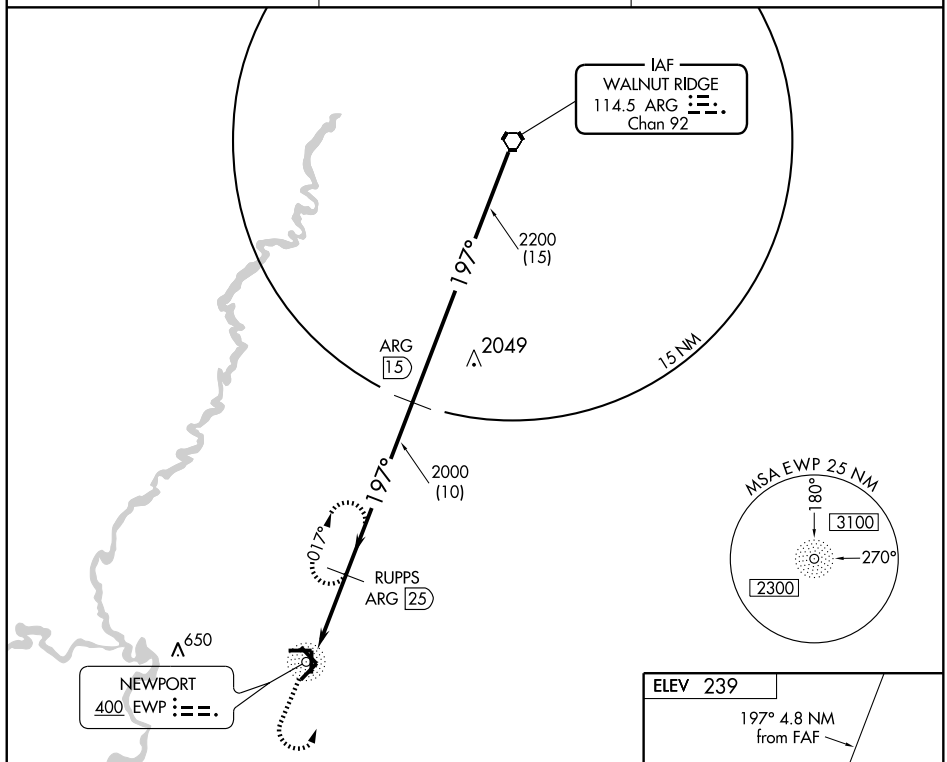
# VOR/DME RWY 18

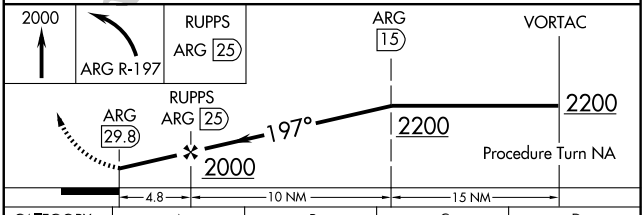
NEWPORT MUNI (M19)

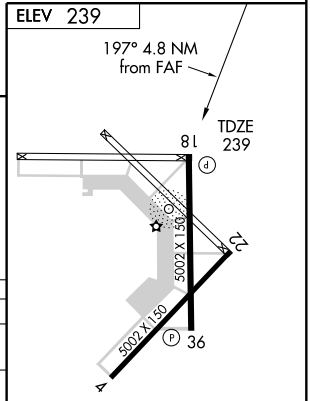
Obtain local altimeter setting on CTAF; if not received, use Batesville Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn via ARG VORTAC R-197 to RUPPS 25 DME and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.15 | 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1300-1¼ 1061 (1100-1¼) | 1300-1½ 1061 (1100-1½) | 1300-3 1061 (1100-3) | |
| CIRCLING | 1300-1¼ 1061 (1100-1¼) | 1300-1½ 1061 (1100-1½) | 1300-3 1061 (1100-3) | |
| BATESVILLE ALTIMETER SETTING MINIMUMS | | | | |
| S-18 | 1400-1¼ 1161 (1200-1¼) | 1400-1½ 1161 (1200-1½) | 1400-3 1161 (1200-3) | |
| CIRCLING | 1400-1¼ 1161 (1200-1¼) | 1400-1½ 1161 (1200-1½) | 1400-3 1161 (1200-3) | |

REIL Rwys 18 and 36
MIRL Rwy 18-36 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-ORK | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| 111.9 | 053° | TDZE | 541 |
| Chan 56 | | Apt Elev | 545 |

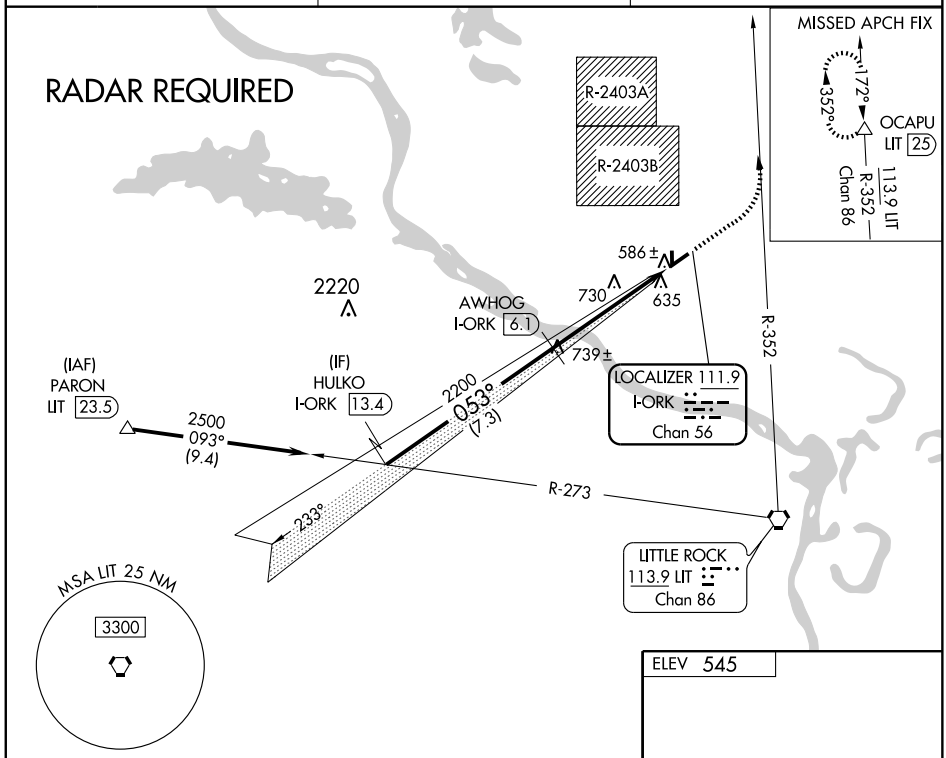
# LOC/DME RWY 5
## NORTH LITTLE ROCK MUNI (ORK)

T
NA

Use Adams Field altimeter setting, if not received use Searcy altimeter setting and increase all MDAs 60 feet. Circling NA for Cat C north of Rwy 5-23 when R-2403B active. Visibility reduction by helicopters NA.

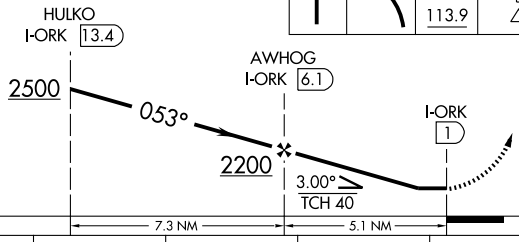
MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 on LIT VORTAC R-352 to OCAPU/25 DME and hold.

| LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 119.5 306.2 | 121.6 | 122.8 (CTAF) L |



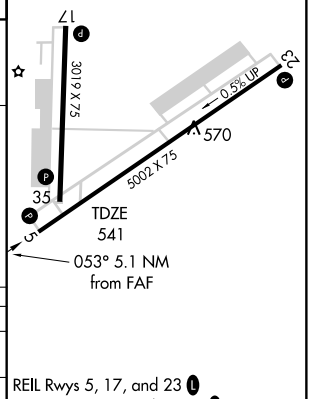

Use I-ORK DME when on the localizer course.

| 1700 | 4000 | LIT R-352 113.9 | OCAPU LIT 25 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 5 | 980-1 | 439 (500-1) | 980-1¼ 439 (500-1¼) | NA |
| CIRCLING | 1040-1 | 495 (500-1) | 1040-1½ 495 (500-1½) | NA |

ELEV 545




REIL Rwys 5, 17, and 23 L
MIRL Rwys 5-23 and 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 58106 W05A | APP CRS 053° | Rwy Idg 5002<br>TDZE 541<br>Apt Elev 545 |
|---|---|---|

# RNAV (GPS) RWY 5

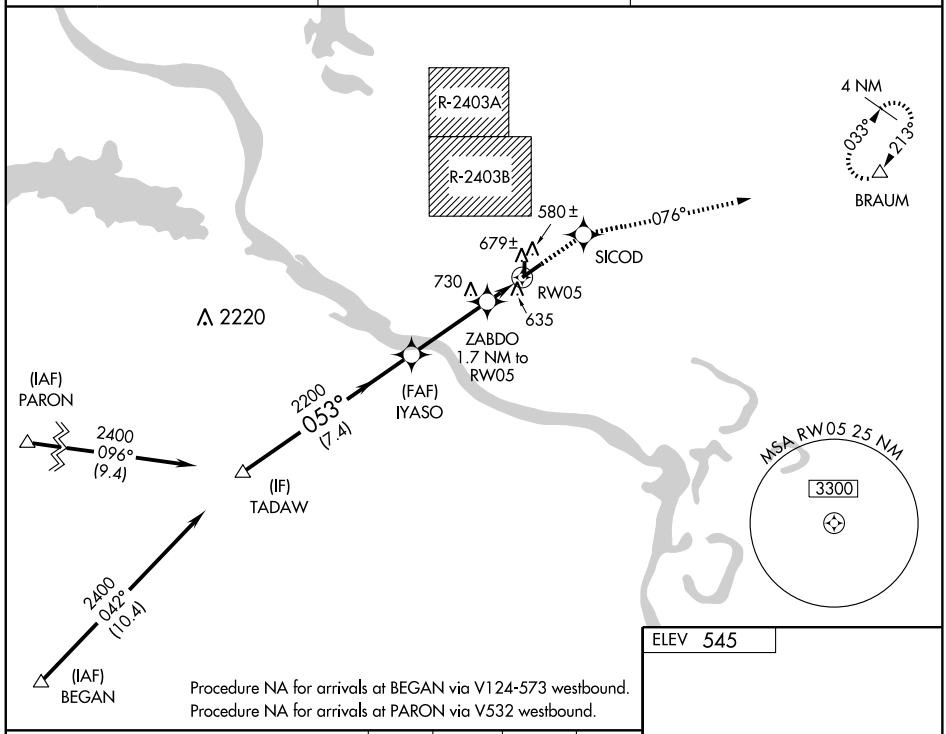
## NORTH LITTLE ROCK MUNI (ORK)

DME/DME RNP-0.3 NA. Use Little Rock/Adams Field altimeter setting, when not received procedure NA. Circling to Rwy 17 NA at night. Circling NA for Cats B and C north of Rwy 5-23 when restricted area R-2403B in use. BARO-VNAV NA. Visibility reduction by helicopters NA.

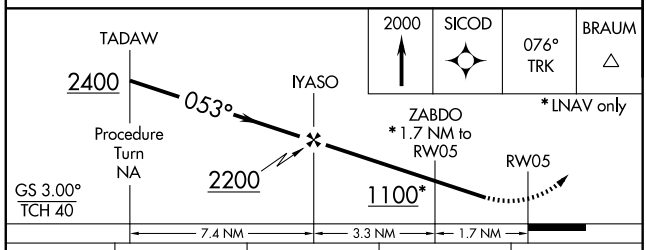
NA

MISSED APPROACH: Climb to 2000 direct SICOD and via 076° track to BRAUM and hold.

| LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 119.5 306.2 | 121.6 | 122.8 (CTAF) L |

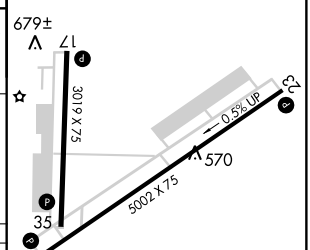



Procedure NA for arrivals at BEGAN via V124-573 westbound.
Procedure NA for arrivals at PARON via V532 westbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 854-1 313 (400-1) | | | NA |
| LNAV/VNAV DA | 986-1½ 445 (500-1½) | | | NA |
| LNAV MDA | 1000-1 459 (500-1) | | 1000-1¼ 459 (500-1¼) | NA |
| CIRCLING | 1060-1 515 (600-1) | | 1060-1½ 515 (600-1½) | NA |

ELEV 545




REIL Rwys 5, 17, and 23 L
MIRL Rwys 5-23 and 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3019 |
|---|---|---|
| 358° | TDZE | 545 |
| | Apt Elev | 545 |

# RNAV (GPS) RWY 35

## NORTH LITTLE ROCK MUNI (ORK)

GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NA
Circling Rwy 17 NA at night. Procedure not authorized when restricted area R-2403B is in use. Use Little Rock/Adams Field altimeter setting.

MISSED APPROACH: Climbing left turn to 3300 direct JENAN WP and hold.

| LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 119.5 306.2 | 121.6 | 122.8 (CTAF) L |

R-2403A
R-2403B
580 ±
(MAP)
RASNE
730 635
2220
(FAF)
870 ± AJIMO
ADAMS FIELD
358° (6.8)
2200
Procedure NA for arrival at JENAN on V124-573 southwest bound.
(IAF)
JENAN
3300 NoPT
088° (6.8)
073°
253°
4 NM
(IF/IAF)
CIPOP
3300 NoPT
268° (5.1)
(IAF)
HOBER
178°
358°
4 NM
MSA RASNE 25 NM
3300
2222

ELEV 545
17
23
3019 X 75
0.5% UP
570
5002 X 75
35
TDZE
545
358° to RW35
REIL Rwys 5, 17, and 23 L
MIRL Rwys 5-23 and 17-35 L

3300
JENAN
CIPOP
4 NM Holding Pattern
AJIMO
RASNE
178°
358°
3300
358°
2200
3.05°
TCH 40
0.5
4.5 NM
6.8 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 415 (500-1) | | 960-1¼ 415 (500-1¼) | NA |
| CIRCLING | 1040-1 495 (500-1) | | 1040-1½ 495 (500-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC LIT | APP CRS | Rwy Idg | 3009 |
|---|---|---|---|
| 113.9 | 332° | TDZE | 545 |
| Chan 86 | | Apt Elev | 545 |

# VOR RWY 35

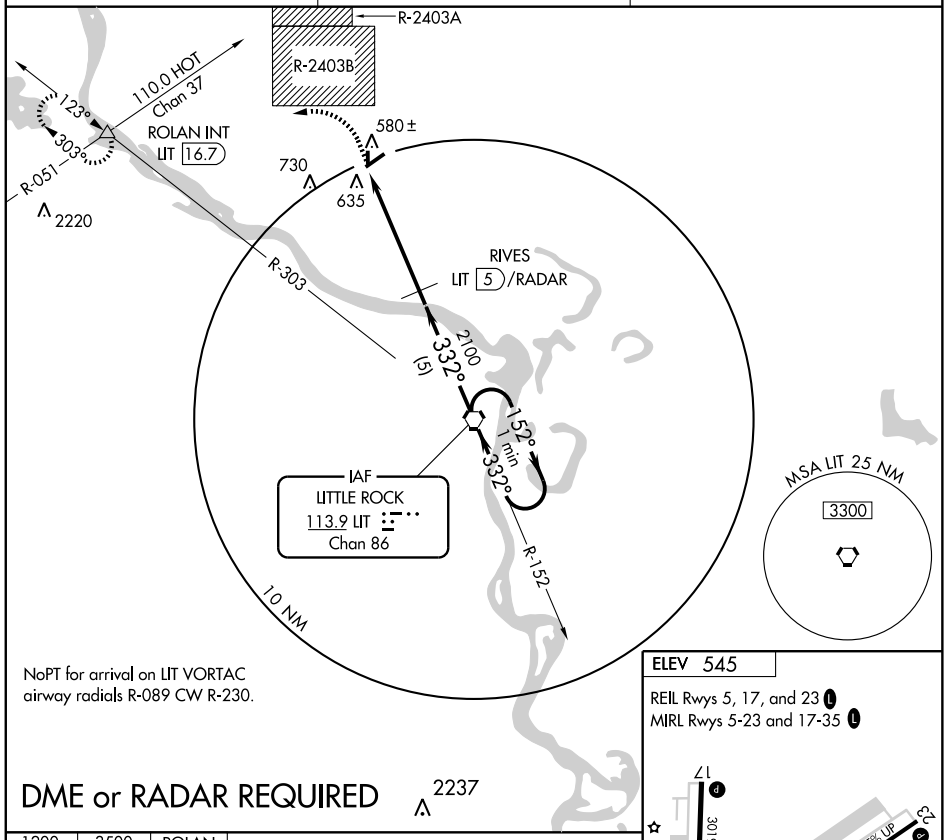
## NORTH LITTLE ROCK MUNI (ORK)

Use Little Rock/Adams Field altimeter setting. Procedure not authorized when restricted area R-2403B in effect.

NA

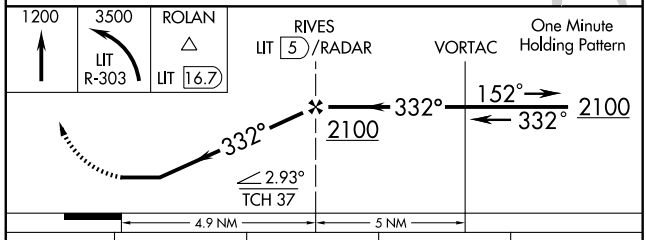
MISSED APPROACH: Climb to 1200 then climbing left turn to 3500 via LIT R-303 to ROLAN Int/LIT 16.7 DME and hold.

| LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 119.5 306.2 | 121.6 | 122.8 (CTAF) L |




NoPT for arrival on LIT VORTAC airway radials R-089 CW R-230.

DME or RADAR REQUIRED 2237

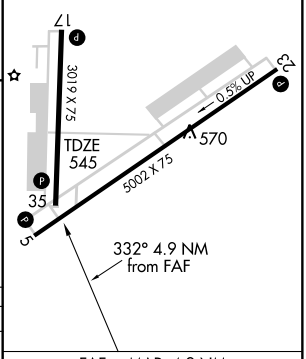



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 940-1 395 (400-1) | | | NA |
| CIRCLING | 1040-1 495 (500-1) | | 1040-1½ 495 (500-1½) | NA |

ELEV 545

REIL Rwys 5, 17, and 23 L

MIRL Rwys 5-23 and 17-35 L




FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

SC-1, 14 JAN 2010 to 11 FEB 2010

OSCEOLA, ARKANSAS

AL-6994 (FAA)

| APP CRS | Rwy Idg | 3800 |
|---|---|---|
| 187° | TDZE | 234 |
| | Apt Elev | 234 |

# RNAV (GPS) RWY 19

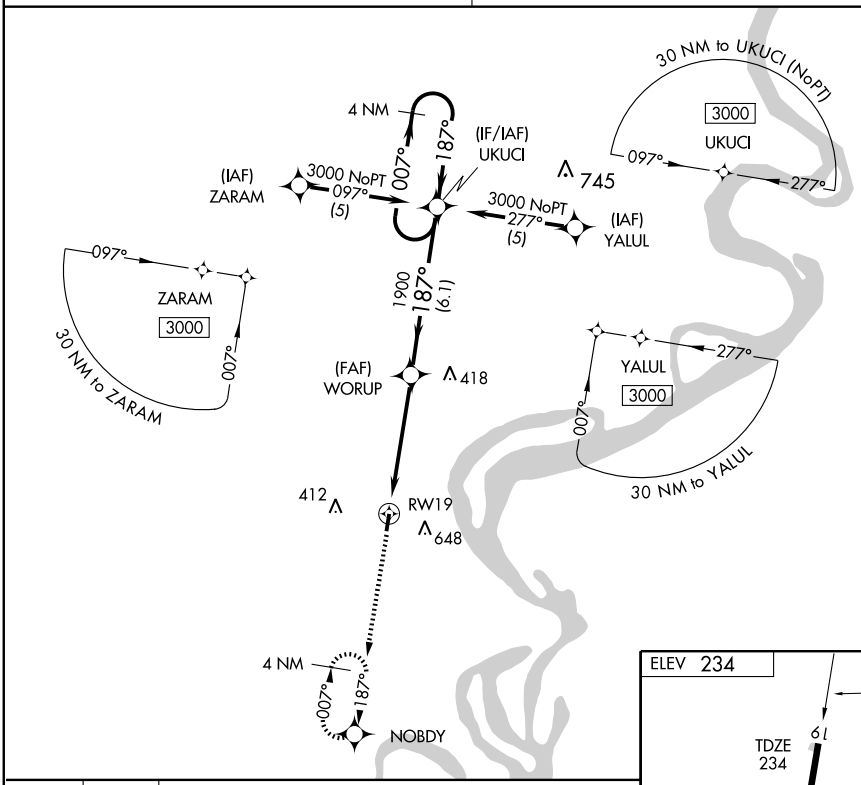
OSCEOLA MUNI (7M4)

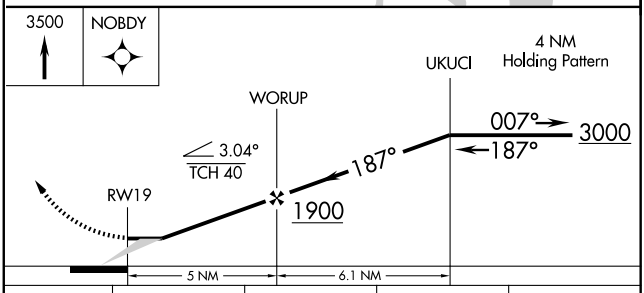
DME/DME RNP-0.3 NA. Use Blytheville Muni altimeter setting; when not received use Covington Muni altimeter setting and increase all MDAs 20 feet.

NA

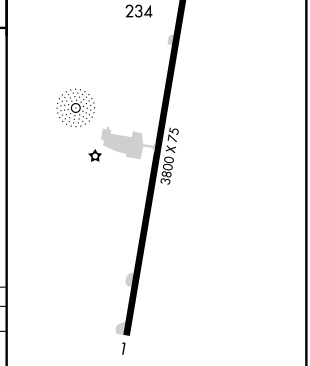
MISSED APPROACH: Climb to 3500 direct NOBDY and hold, continue climb-in-hold to 3500.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 386 (400-1) | | | NA |
| CIRCLING | 700-1<br>466 (500-1) | 1060-1¼<br>826 (900-1¼) | 1060-2½<br>826 (900-2½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC FSM 110.4 Chan 41 | APP CRS 064° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 648 |
|---|---|---|

# VOR/DME or GPS-A

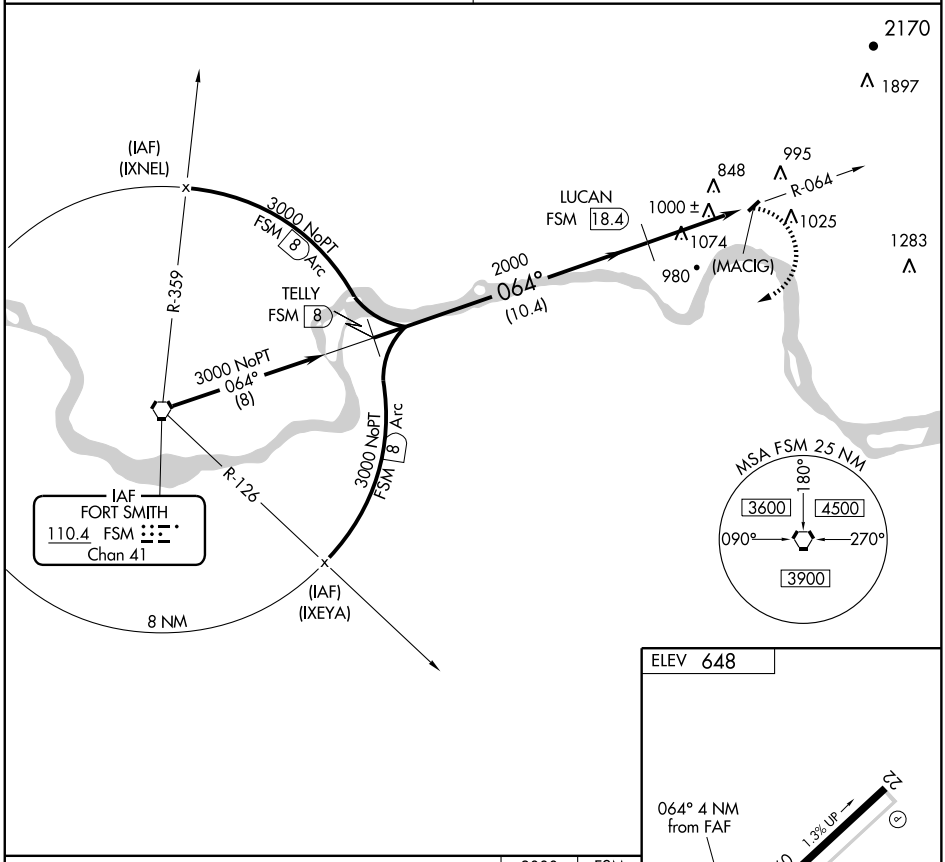
## OZARK-FRANKLIN COUNTY (7M5)

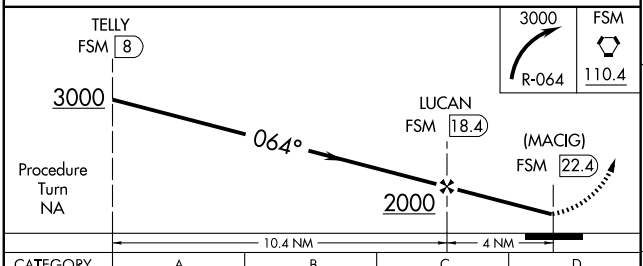
Use Fort Smith altimeter setting.
NA

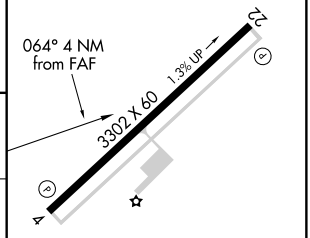
MISSED APPROACH: Climbing right turn to 3000 via R-064 to FSM VORTAC.

RAZORBACK APP CON ★
120.9 343.75

UNICOM
122.8 (CTAF) L




MIRL Rwy 4-22 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1440-1<br>794 (800-1) | 1440-1¼<br>794 (800-1¼) | 1440-2¼<br>794 (800-2¼) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB PGR | APP CRS | | |
|---|---|---|---|
| 383 | 238° | Rwy Idg | 4352 |
| | | TDZE | 288 |
| | | Apt Elev | 290 |

# NDB RWY 22

PARAGOULD/ KIRK FIELD (PGR)

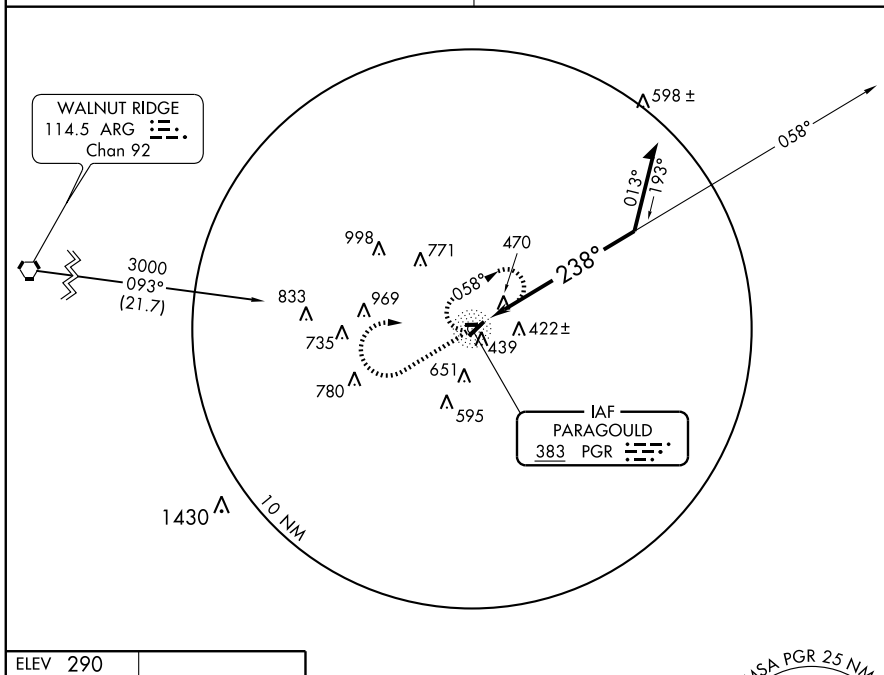
Use Jonesboro altimeter setting.

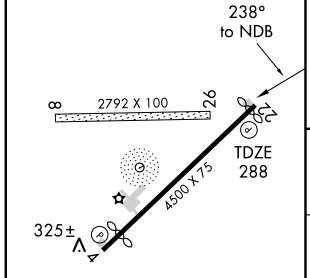
NA

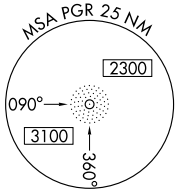
MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct PGR NDB and hold.

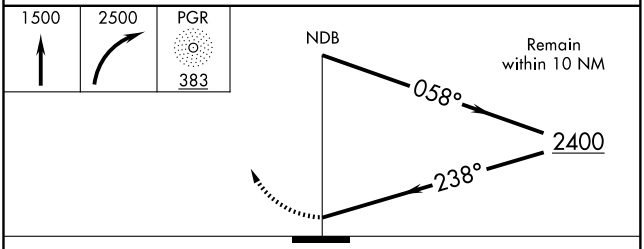
MEMPHIS CENTER
**120.075 289.4**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 920-1¼ 632 (700-1¼) | | NA | |
| CIRCLING | 920-1¼ 630 (700-1¼) | | NA | |

MIRL Rwy 4-22 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4011 |
|---|---|---|
| 045° | TDZE | 289 |
| | Apt Elev | 290 |

# RNAV (GPS) RWY 4

PARAGOULD/ KIRK FIELD (PGR)

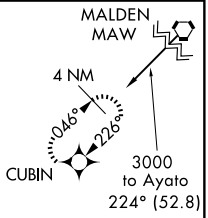
Use Jonesboro altimeter setting.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

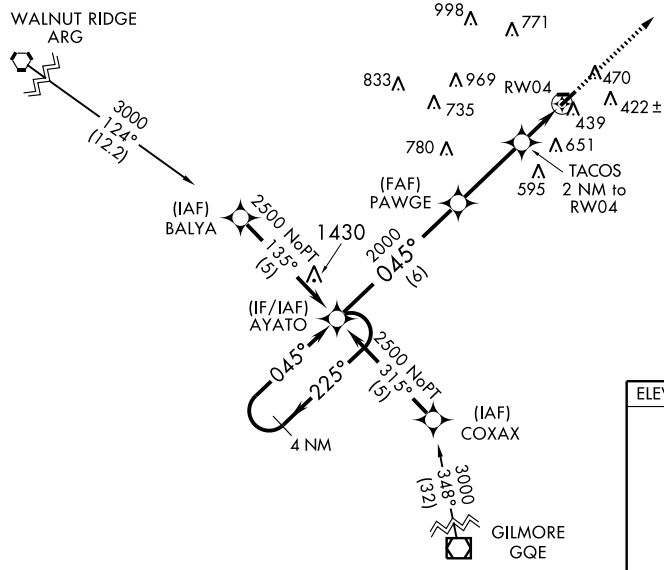
MISSED APPROACH: Climb to 3000 direct CUBIN WP and hold.

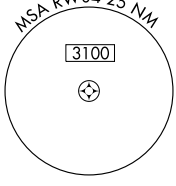
MEMPHIS CENTER
**120.075 289.4**

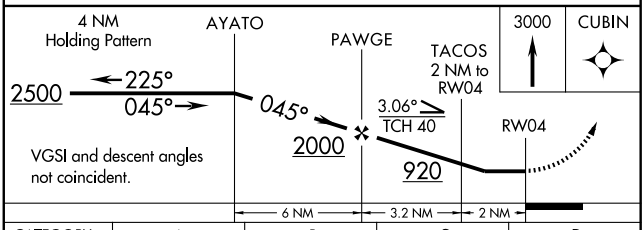
UNICOM
**122.8** (CTAF) L

Procedure NA for arrival on MAW VORTAC airway radials 198 CW 239.
Procedure NA for arrival on ARG VORTAC airway radials 089 CW 149.
Procedure NA for arrival on GQE VOR/DME airway radials 329 CW 017.

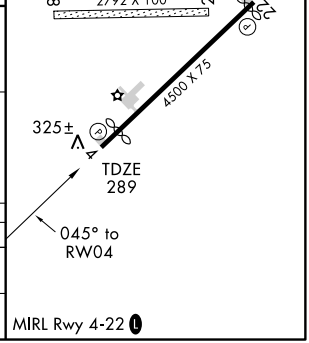



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1¼ | 511 (600-1¼) | NA | |
| CIRCLING | 860-1¼ | 570 (600-1¼) | NA | |




SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4352 |
|---|---|---|
| 225° | TDZE | 288 |
| | Apt Elev | 290 |

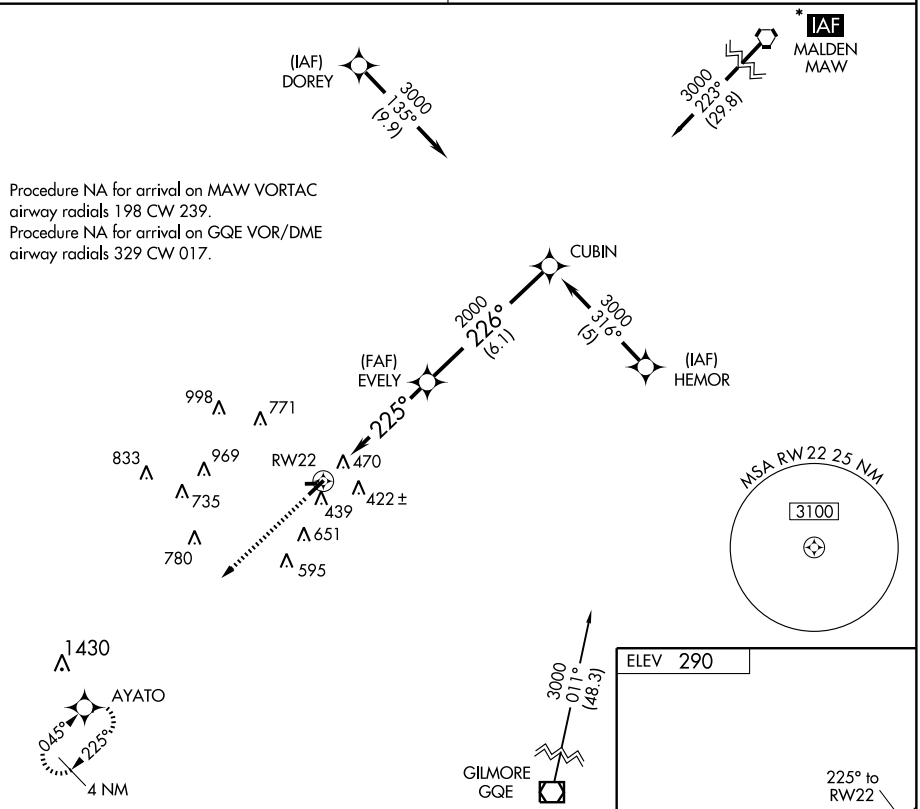
# RNAV (GPS) RWY 22

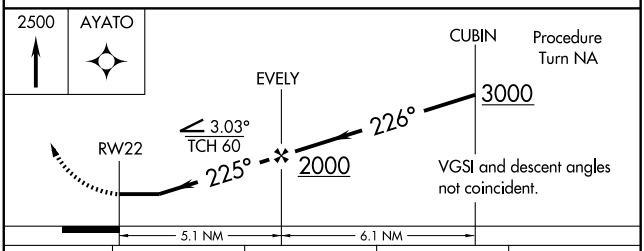
PARAGOULD/KIRK FIELD (PGR)

Use Jonesboro altimeter setting.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
Arm Approach Mode prior to IAF.

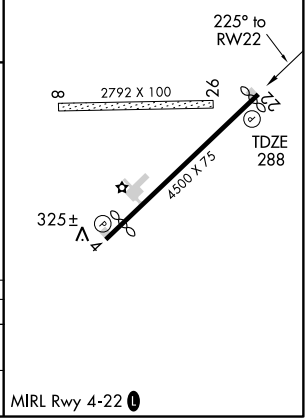
MISSED APPROACH: Climb to 2500 direct AYATO WP and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1¼ | 532 (600-1¼) | NA | |
| CIRCLING | 860-1¼ | 570 (600-1¼) | NA | |




SC-1, 14 JAN 2010 to 11 FEB 2010

PARAGOULD, ARKANSAS AL-5544 (FAA)

| VOR/DME JBR | APP CRS | Rwy Idg | 4011 |
|---|---|---|---|
| 108.6 | 017° | TDZE | 289 |
| Chan 23 | | Apt Elev | 290 |

# VOR RWY 4

PARAGOULD/ KIRK FIELD (PGR)

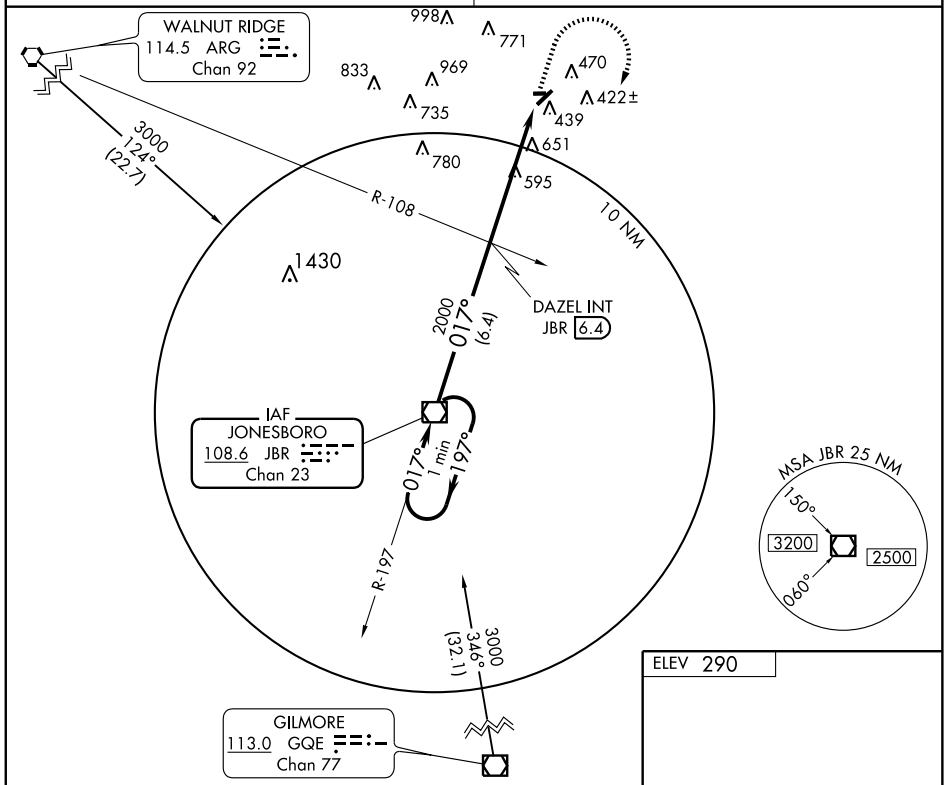
Use Jonesboro altimeter setting.

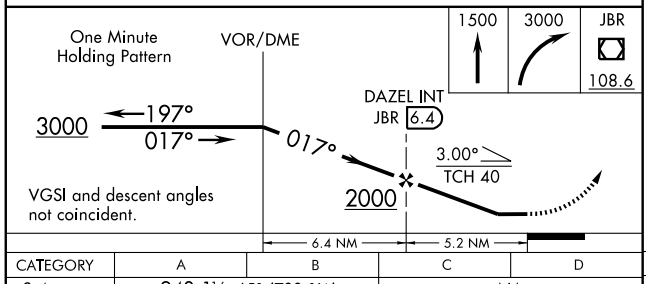
NA

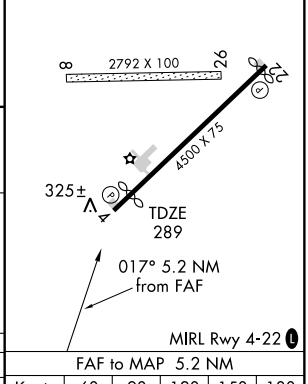
MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct JBR VOR/DME and hold.

MEMPHIS CENTER
120.075 289.4

UNICOM
122.8 (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 940-1¼ 651 (700-1¼) | | NA | |
| CIRCLING | 940-1¼ 650 (700-1¼) | | NA | |

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-PBF | APP CRS | Rwy Idg | 5998 |
|---|---|---|---|
| 111.7 | 178° | TDZE | 206 |
| | | Apt Elev | 206 |

# ILS or LOC RWY 18

PINE BLUFF/GRIDER FIELD (PBF)

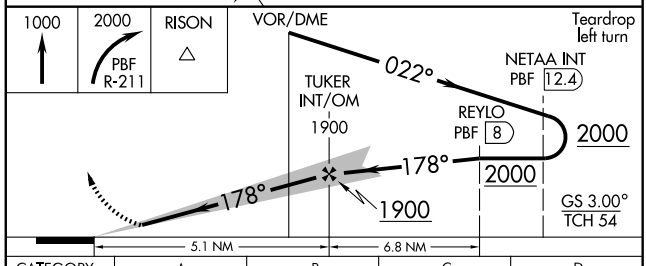
NA — Inoperative table does not apply to S-ILS 18. For inoperative MALSR increase S-LOC 18 Cat A/B/C visibility to 1.

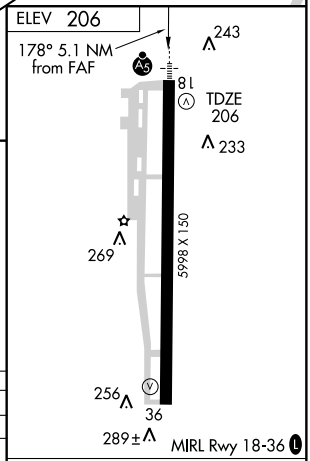
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via PBF R-211 to RISON Int and hold.

| ASOS | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.775 | 119.85 353.6 | 119.85 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 466-¾ 260 (300-¾) | | | |
| S-LOC 18 | 580-¾ 374 (400-¾) | | | |
| CIRCLING | 660-1 454 (500-1) | | 660-1½ 454 (500-1½) | 760-2 554 (600-2) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5998 |
|---|---|---|
| 178° | TDZE | 206 |
| | Apt Elev | 206 |

# RNAV (GPS) RWY 18

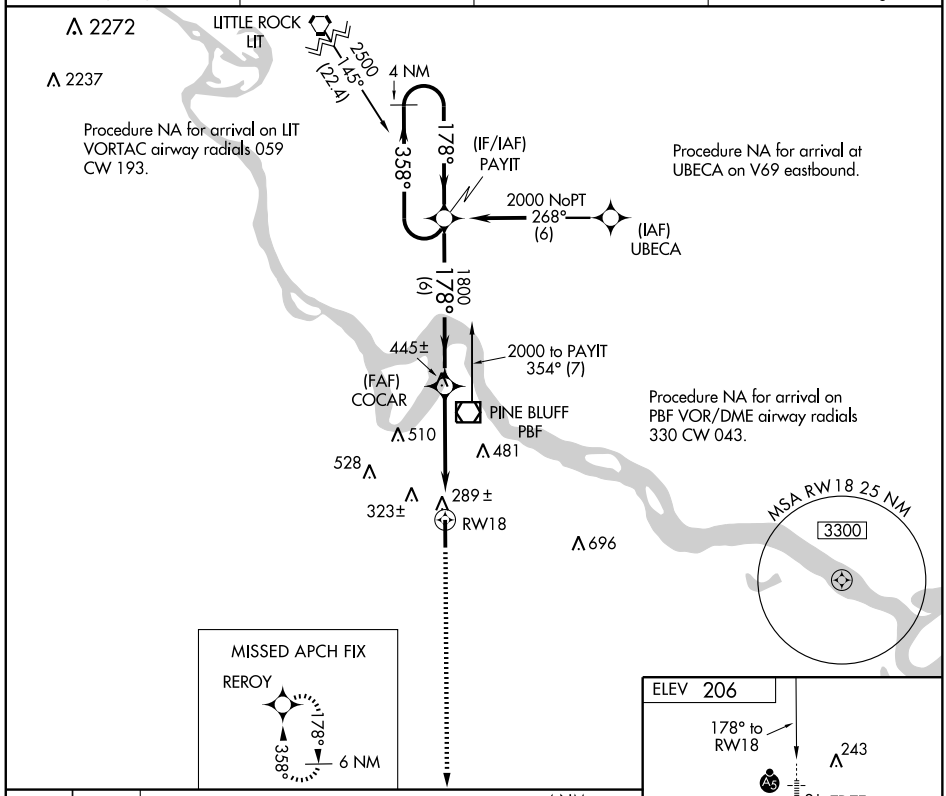
PINE BLUFF/GRIDER FIELD (PBF)

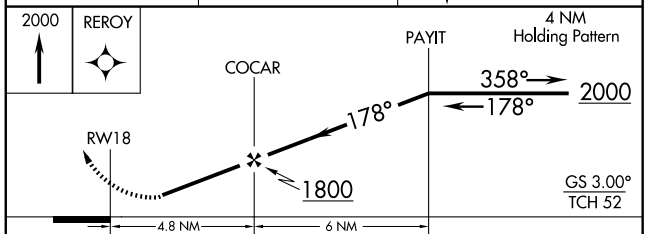
NA — DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LNAV MDA visibility Cats A/B/C to 1 and Cat D to 1¼, increase LNAV/VNAV DA visibility to 1½ all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

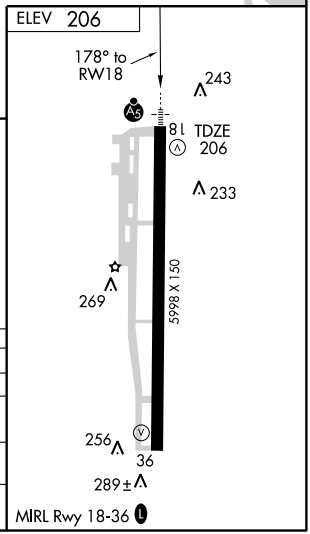
MALSR

MISSED APPROACH: Climb to 2000 direct REROY and hold.

| ASOS | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.775 | 119.85 353.6 | 119.85 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | NA | | | |
| LNAV/VNAV DA | 645-1 439 (400-1) | | | |
| LNAV MDA | 600-¾ 394 (400-¾) | | | 600-1 394 (400-1) |
| CIRCLING | 660-1½ 454 (500-1½) | | | 760-2 554 (600-2) |

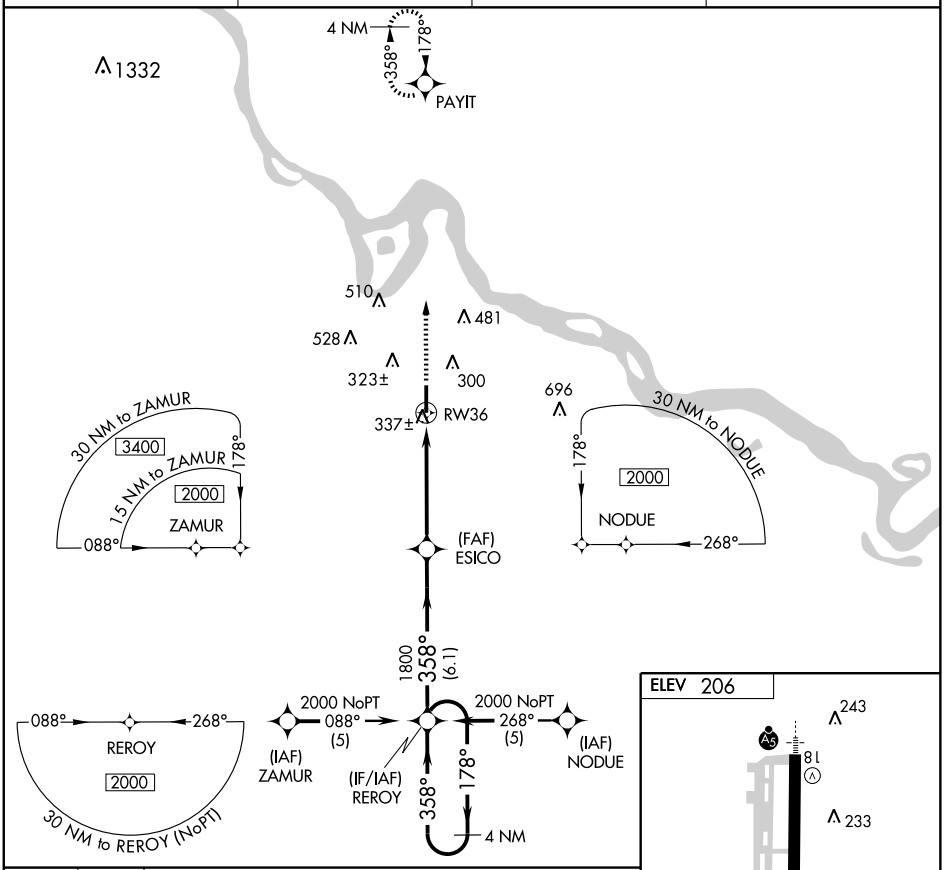
SC-1, 14 JAN 2010 to 11 FEB 2010

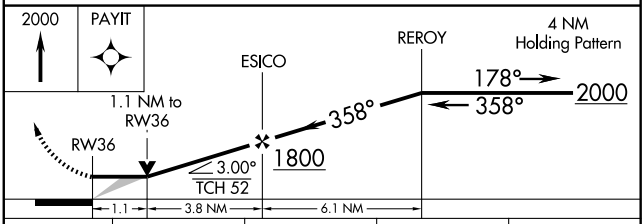
| APP CRS | Rwy Idg | 5998 |
|---|---|---|
| 358° | TDZE | 202 |
| | Apt Elev | 206 |

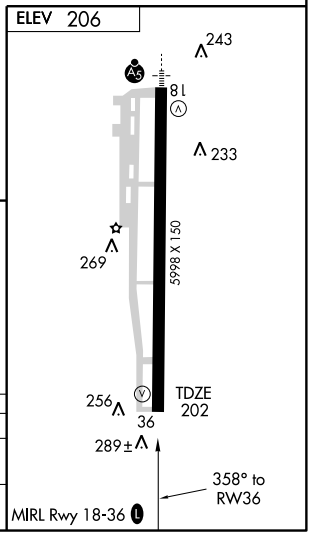
# RNAV (GPS) RWY 36

PINE BLUFF/GRIDER FIELD (PBF)

| NA | DME/DME RNP-0.3 NA | MISSED APPROACH: Climb to 2000 direct PAYIT WP and hold. | |
|---|---|---|---|
| ASOS 120.775 | LITTLE ROCK APP CON 119.85 353.6 | CLNC DEL 119.85 | UNICOM 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 398 (400-1) | | | 600-1¼ 398 (400-1¼) |
| CIRCLING | 640-1 434 (500-1) | 660-1 454 (500-1) | 660-1½ 454 (500-1½) | 760-2 554 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

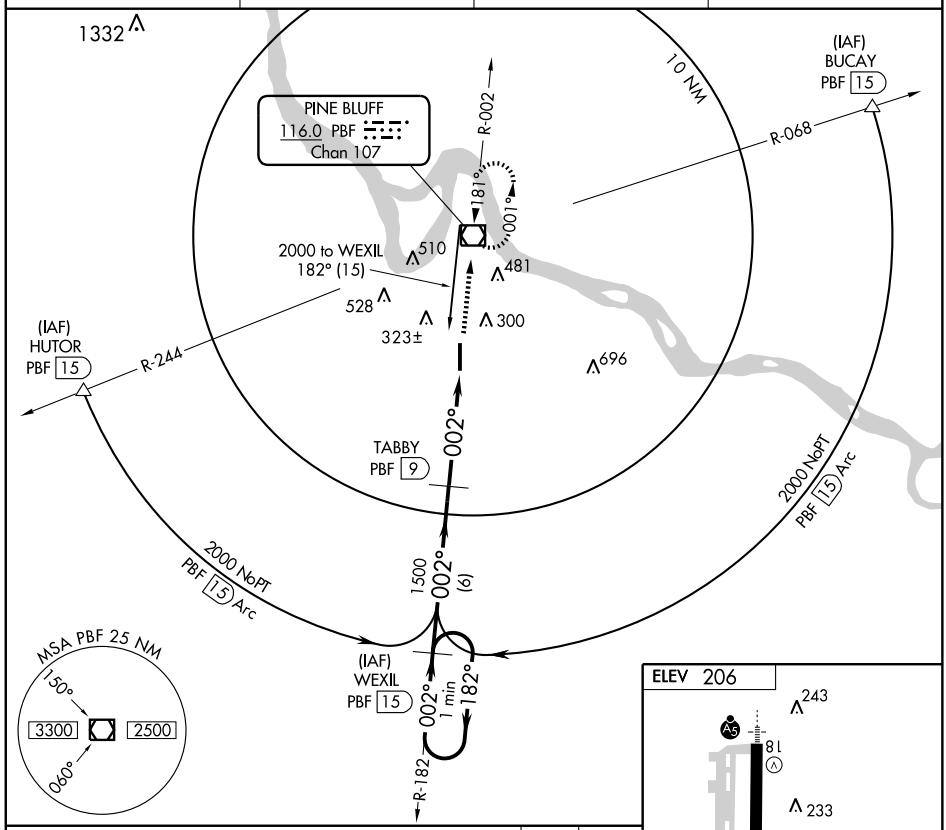
| VOR/DME PBF | APP CRS | Rwy Idg | 5998 |
|---|---|---|---|
| 116.0 | 002° | TDZE | 202 |
| Chan 107 | | Apt Elev | 206 |

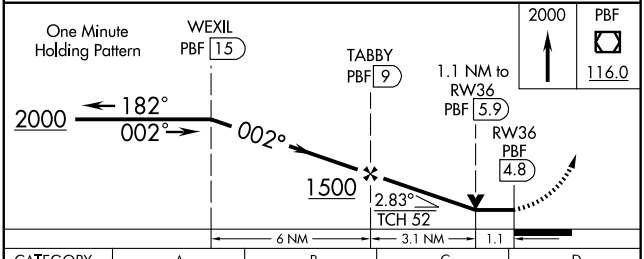
# VOR/DME RWY 36

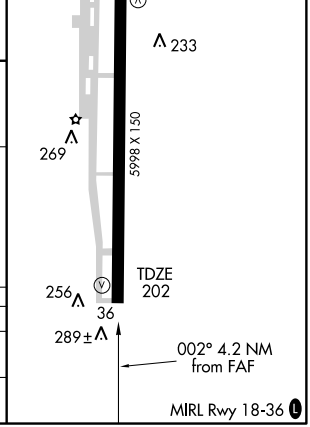
PINE BLUFF/ GRIDER FIELD (PBF)

MISSED APPROACH: Climb to 2000 direct PBF VOR/DME and hold.

| ASOS | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.775 | 119.85 353.6 | 119.85 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 600-1 398 (400-1) | | | 600-1¼ 398 (400-1¼) |
| CIRCLING | 660-1 454 (500-1) | | 660-1½ 454 (500-1½) | 760-2 554 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME PBF | APP CRS | Rwy Idg | 5998 |
|---|---|---|---|
| 116.0 | 183° | TDZE | 206 |
| Chan 107 | | Apt Elev | 206 |

# VOR RWY 18

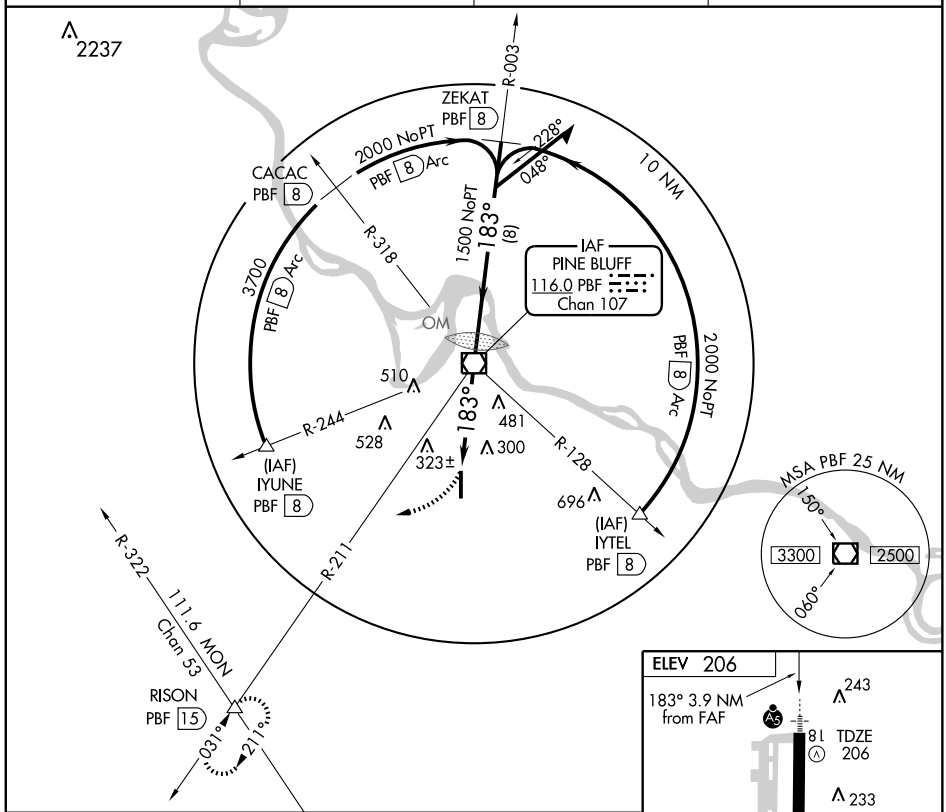
PINE BLUFF/GRIDER FIELD (PBF)

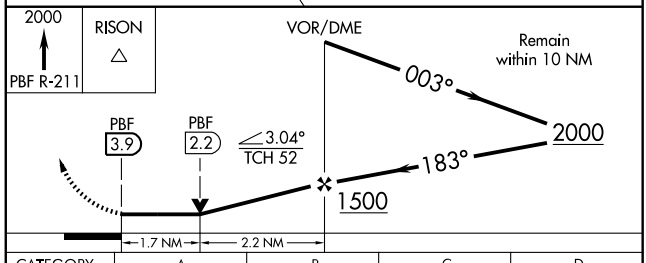
For inoperative MALSR, increase Cat A/B visibility to 1.

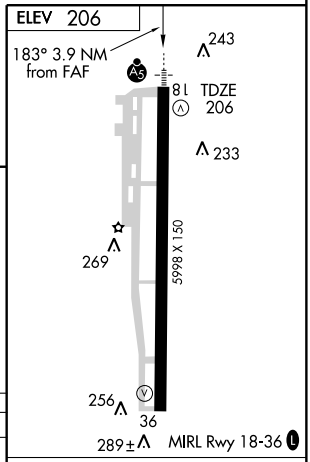
MALSR

MISSED APPROACH: Climb to 2000 via PBF R-211 to RISON INT/PBF 15 DME and hold.

| ASOS | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.775 | 119.85 353.6 | 119.85 | 123.0 (CTAF) L |




FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 800-¾ 594 (600-¾) | | 800-1 594 (600-1) | 800-1¼ 594 (600-1¼) |
| CIRCLING | 800-1 594 (600-1) | | 800-1½ 594 (600-1½) | 800-2 594 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC ARG | APP CRS | Rwy Idg | 3999 |
|---|---|---|---|
| 114.5 | 355° | TDZE | 271 |
| Chan 92 | | Apt Elev | 271 |

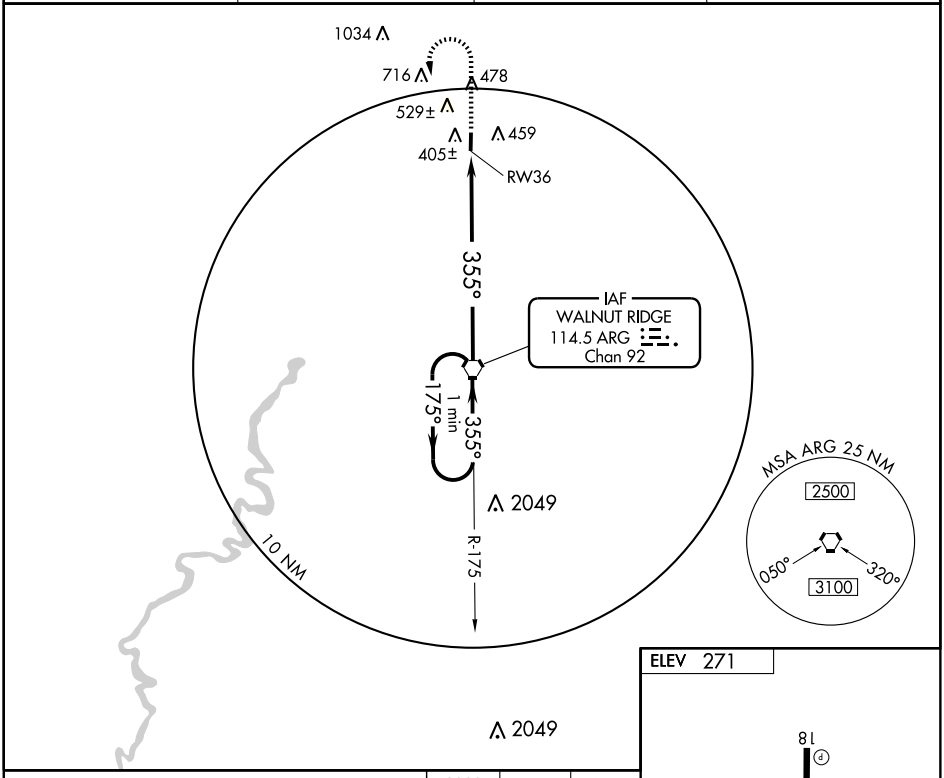
# VOR or GPS RWY 36

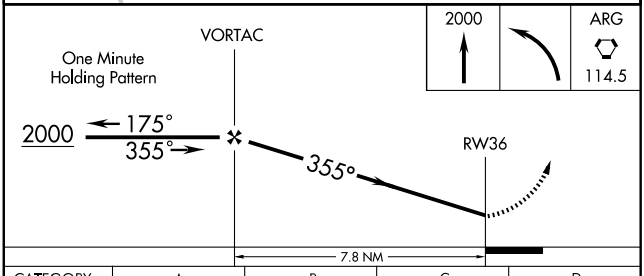
POCAHONTAS/ POCAHONTAS MUNI (M70)

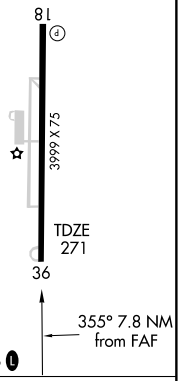
NA Use Walnut Ridge altimeter setting; if not received use Jonesboro altimeter setting; when neither received, procedure not authorized.

MISSED APPROACH: Climb to 2000, then left turn direct ARG VORTAC and hold.

| WALNUT RIDGE AWOS-3 | MEMPHIS CENTER | UNICOM | 122.7 L |
|---|---|---|---|
| 135.925 | 120.075 289.4 | 122.8 (CTAF) | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 760-1 | 489 (500-1) | NA | |
| CIRCLING | 840-1 | 569 (600-1) | NA | |
| JONESBORO ALTIMETER SETTING MINIMUMS | | | | |
| S-36 | 940-1 | 669 (700-1) | NA | |
| CIRCLING | 960-1 | 689 (700-1) | NA | |

FAF to MAP 7.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:48 | 5:12 | 3:54 | 3:07 | 2:36 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-ROG | APP CRS | Rwy Idg | 6011 |
|---|---|---|---|
| 111.5 | 195° | TDZE | 1353 |
| Chan 52 | | Apt Elev | 1358 |

# ILS or LOC RWY 20

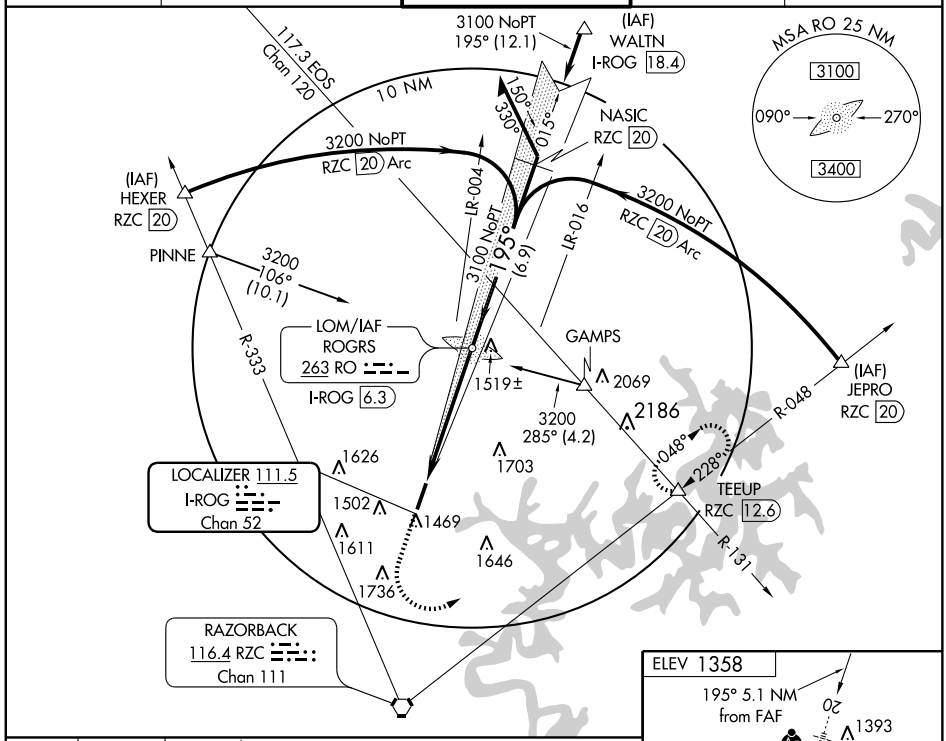
## ROGERS MUNI-CARTER FIELD (ROG)

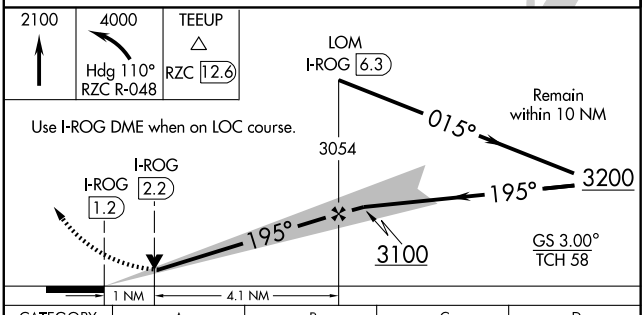
Autopilot coupled approach NA below 1632.

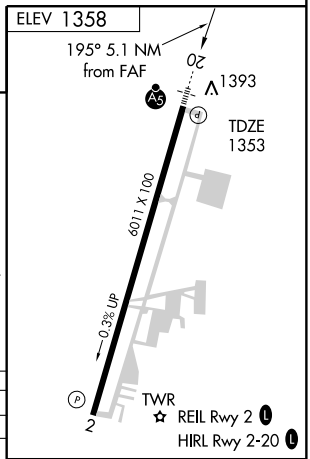
MALSR

MISSED APPROACH: Climb to 2100, then climbing left turn to 4000 via heading 110° and RZC R-048 to TEEUP Int/ RZC 12.6 DME and hold.

| AWOS-3 | RAZORBACK APP CON ★ | ROGERS TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.375 | 126.6 305.2 | 119.375 (CTAF) L | 118.0 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | 1553-½ 200 (200-½) | | | |
| S-LOC 20 | 1740-½ 387 (400-½) | | | 1740-¾ 387 (400-¾) |
| CIRCLING | 1780-1 422 (500-1) | 1820-1 462 (500-1) | 1820-1½ 462 (500-1½) | 1920-2 562 (600-2) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOM RO | APP CRS | Rwy Idg | 6011 |
|---|---|---|---|
| 263 | 195° | TDZE | 1353 |
| | | Apt Elev | 1358 |

# NDB RWY 20

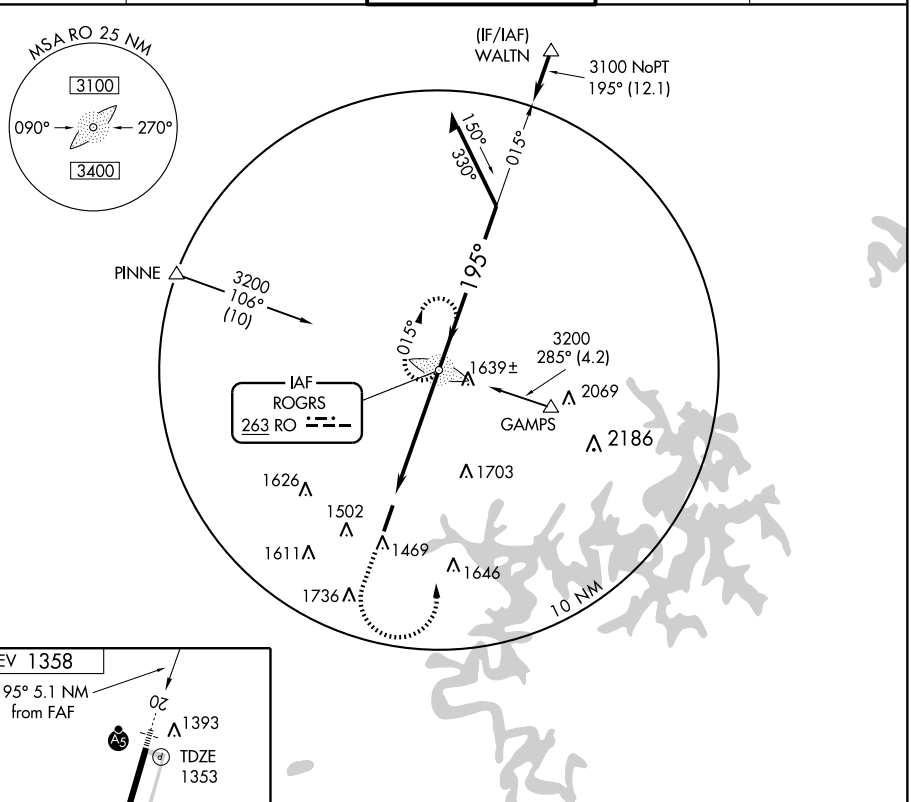
ROGERS MUNI-CARTER FIELD (ROG)

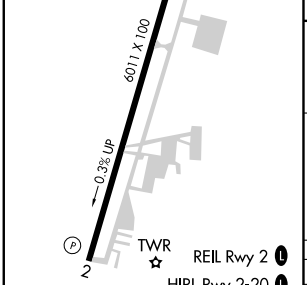
NA

MALSR

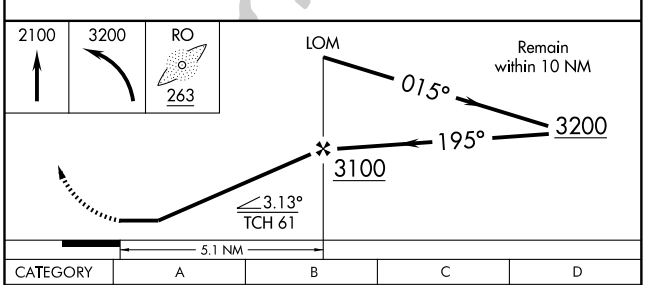
MISSED APPROACH: Climb to 2100, then climbing left turn to 3200 direct RO LOM and hold.

| AWOS-3 | RAZORBACK APP CON ★ | ROGERS TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.375 | 126.6 305.2 | 119.375 (CTAF) L | 118.0 | 121.75 |




| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1780-¾ 427 (500-¾) | | | 1780-1¼ 427 (500-1¼) |
| CIRCLING | 1780-1 422 (500-1) | 1820-1 462 (500-1) | 1820-1½ 462 (500-1½) | 1920-2 562 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6011 |
|---|---|---|
| 015° | TDZE | 1358 |
| | Apt Elev | 1358 |

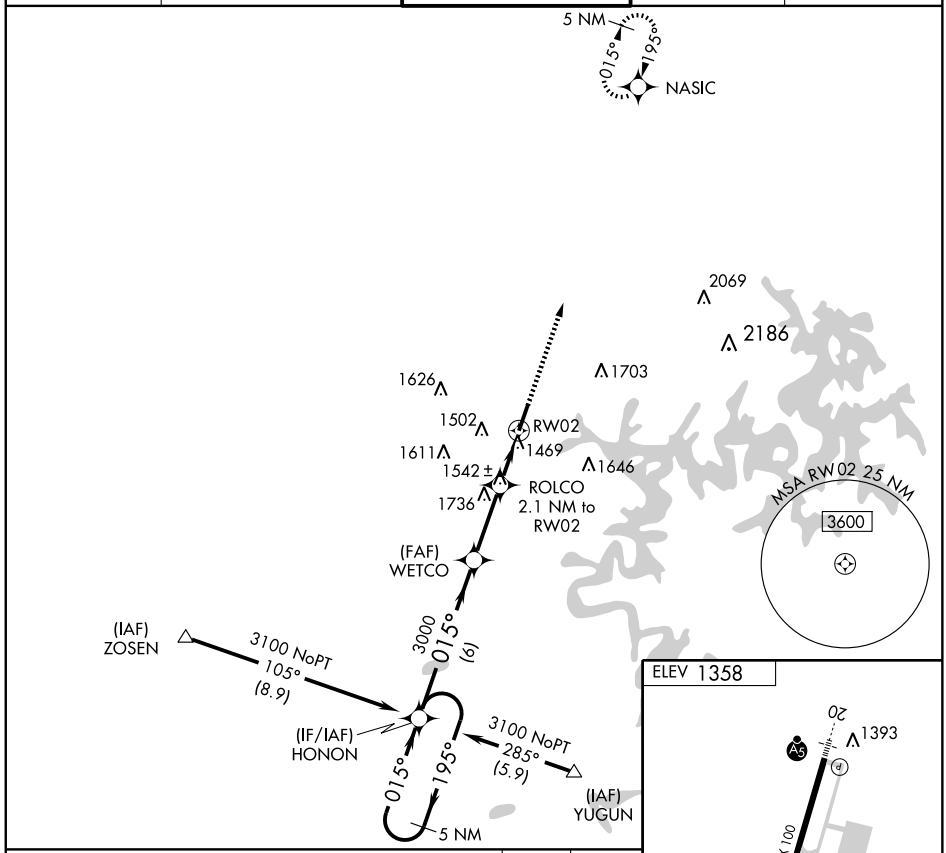
# RNAV (GPS) RWY 2

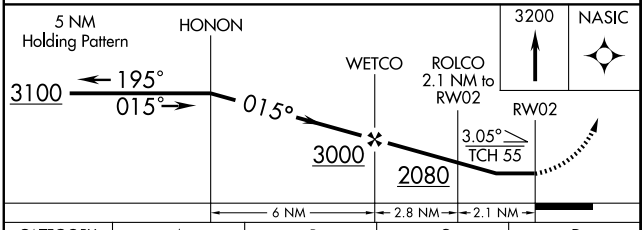
ROGERS MUNI-CARTER FIELD (ROG)

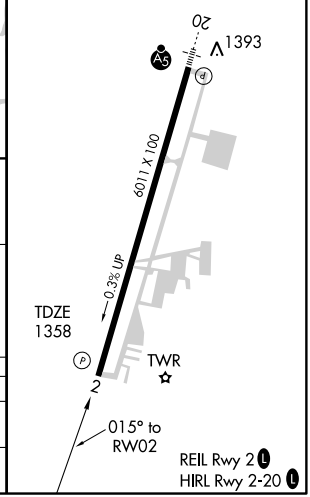
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3200 direct NASIC and hold.

| AWOS-3 | RAZORBACK APP CON★ | ROGERS TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.375 | 126.6 305.2 | 119.375 (CTAF) L | 118.0 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1800-1 442 (500-1) | | 1800-1¼ 442 (500-1¼) | 1800-1½ 442 (500-1½) |
| CIRCLING | 1800-1 442 (500-1) | 1820-1 462 (500-1) | 1820-1½ 462 (500-1½) | 1920-2 562 (600-2) |

REIL Rwy 2 L
HIRL Rwy 2-20 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 40003 W20A | APP CRS 195° | Rwy Idg 6011 TDZE 1353 Apt Elev 1358 |
|---|---|---|

# RNAV (GPS) RWY 20

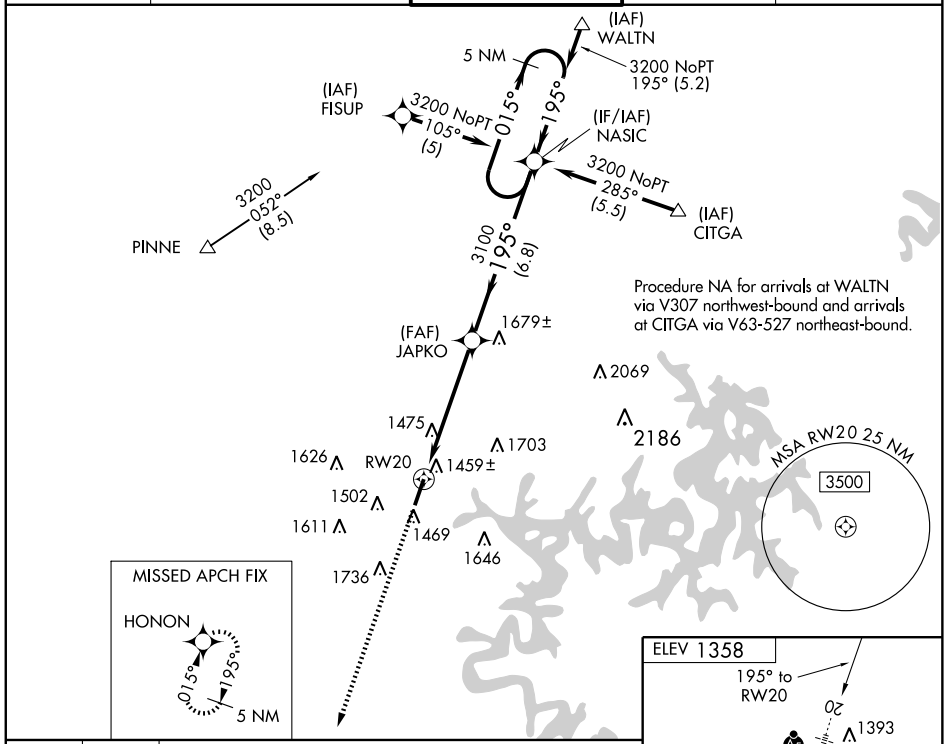
## ROGERS MUNI-CARTER FIELD (ROG)

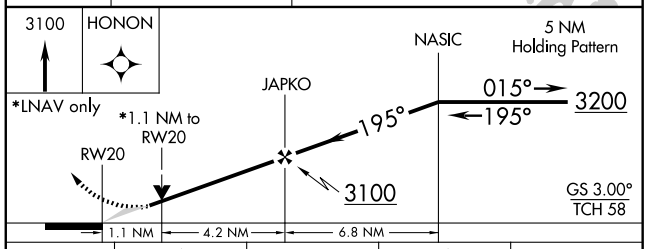
For inoperative MALSR, increase LNAV Cat D to 1¼. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Bentonville Muni altimeter setting and increase all DAs 22 feet and all MDAs 40 feet. BARO-VNAV and VDP NA when using Bentonville Muni altimeter setting.

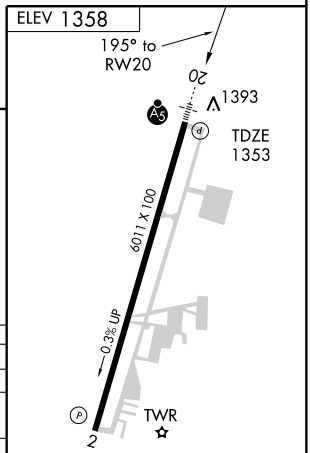
MALSR

MISSED APPROACH: Climb to 3100 direct HONON and hold.

| AWOS-3 | RAZORBACK APP CON★ | ROGERS TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.375 | 126.6 305.2 | 119.375 (CTAF) L | 118.0 | 121.75 |



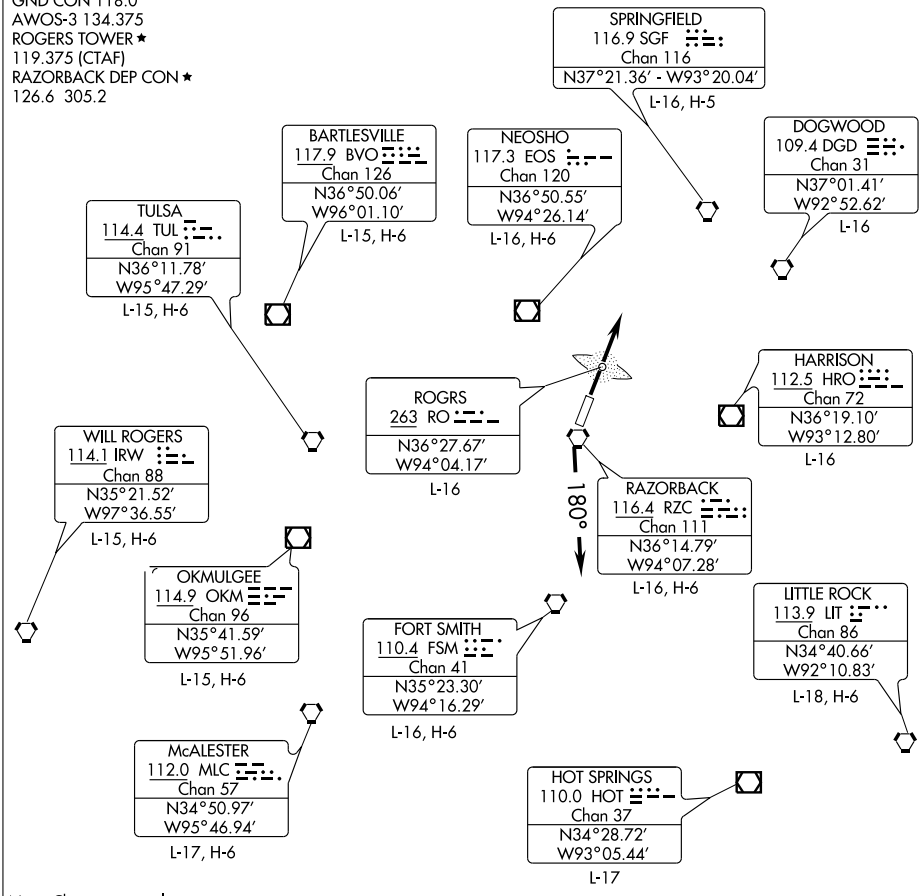




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1603-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1729-¾ 376 (400-¾) | | | |
| LNAV MDA | 1740-½ 387 (400-½) | | | 1740-1 387 (400-1) |
| CIRCLING | 1780-1 422 (500-1) | 1820-1 462 (500-1) | 1820-1½ 462 (500-1½) | 1920-2 562 (600-2) |

REIL Rwy 2 L
HIRL Rwy 2-20 L

# ROGERS ONE DEPARTURE

CLNC DEL 121.75
GND CON 118.0
AWOS-3 134.375
ROGERS TOWER ★
119.375 (CTAF)
RAZORBACK DEP CON ★
126.6 305.2




Note: Chart not to scale

## DEPARTURE ROUTE DESCRIPTION

All aircraft cleared as filed.
TAKE-OFF RUNWAY 2: Fly runway heading. Thence. . . .
TAKE-OFF RUNWAY 20: Turn left heading 180°. Thence. . . .
. . . . Expect radar vectors to filed/assigned route. Climb and maintain 3000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.
LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RO LOM, then proceed on course.

| VORTAC RZC | APP CRS | Rwy Idg | 6011 |
|---|---|---|---|
| 116.4 | 182° | TDZE | 1353 |
| Chan 111 | | Apt Elev | 1358 |

# VOR/DME RWY 20

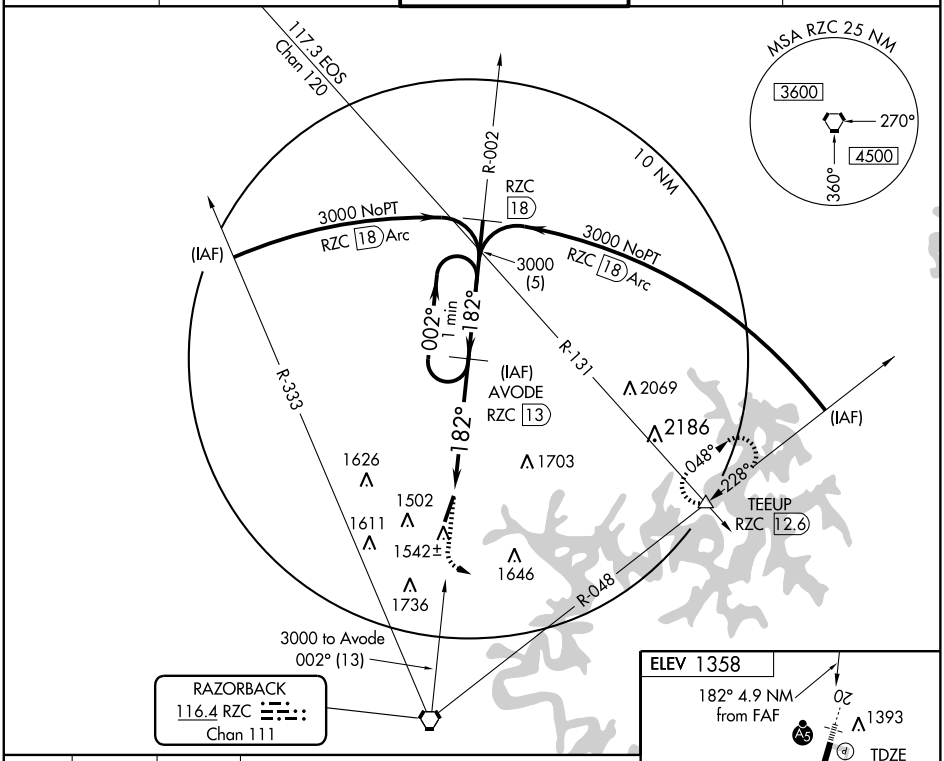
## ROGERS MUNI-CARTER FIELD (ROG)

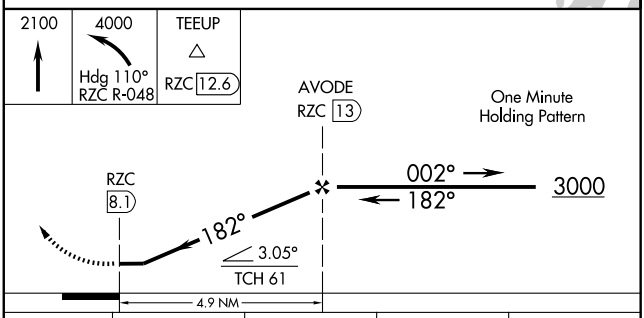
Inoperative components table NA.

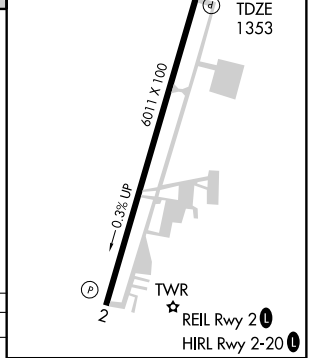
MALSR

MISSED APPROACH: Climb to 2100, then climbing left turn to 4000 via heading 110° and RZC R-048 to TEEUP Int and hold.

| AWOS-3 | RAZORBACK APP CON ★ | ROGERS TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.375 | 126.6 305.2 | 119.375 (CTAF) L | 118.0 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1740-1 387 (400-1) | | | 1740-1¼ 387 (400-1¼) |
| CIRCLING | 1780-1 422 (500-1) | 1820-1 462 (500-1) | 1820-1½ 462 (500-1½) | 1920-2 562 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

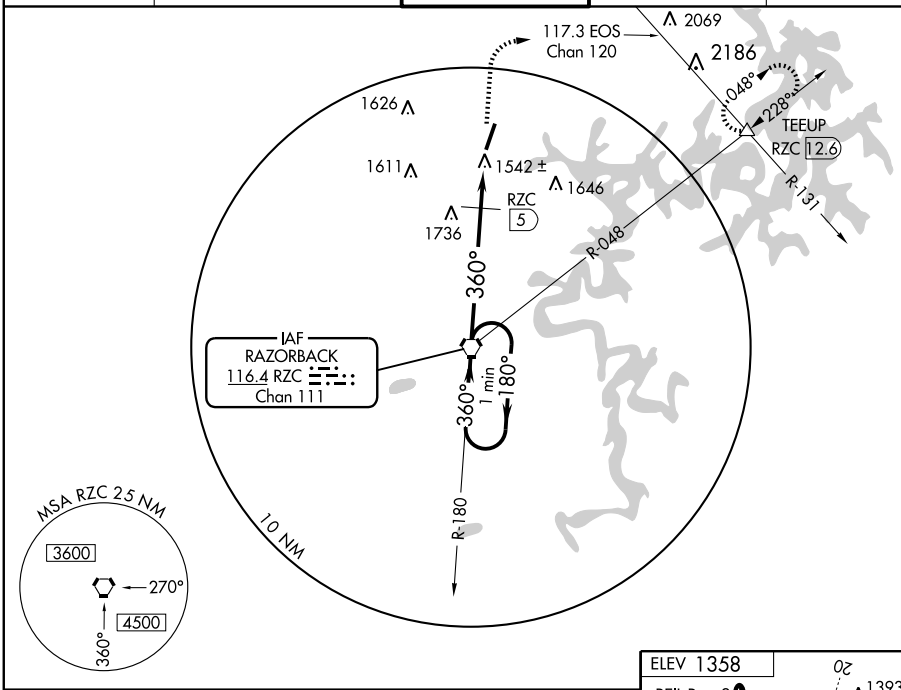
| VORTAC RZC | APP CRS | Rwy Idg | 6011 |
|---|---|---|---|
| 116.4 | 360° | TDZE | 1358 |
| Chan 111 | | Apt Elev | 1358 |

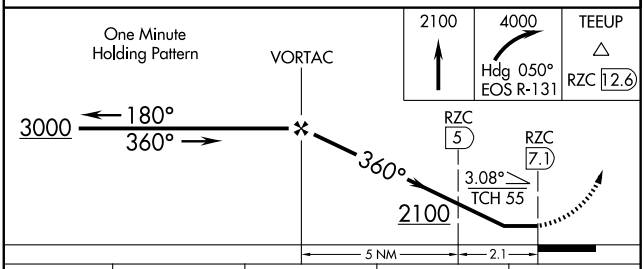
# VOR RWY 2

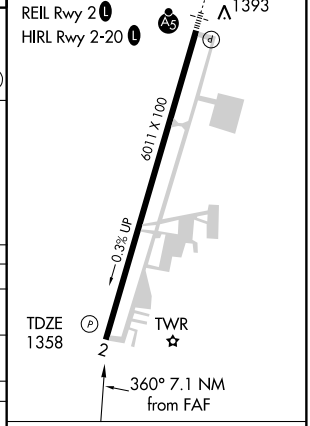
## ROGERS MUNI-CARTER FIELD (ROG)

MISSED APPROACH: Climb to 2100, then climbing right turn to 4000 via heading 050° and EOS R-131 to TEEUP Int and hold.

| AWOS-3 | RAZORBACK APP CON★ | ROGERS TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 134.375 | 126.6 305.2 | 119.375 (CTAF) L | 118.0 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 2100-1<br>742 (800-1) | 2100-1¼<br>742 (800-1¼) | 2100-2¼<br>742 (800-2¼) | 2100-2½<br>742 (800-2½) |
| CIRCLING | 2100-1<br>742 (800-1) | 2100-1¼<br>742 (800-1¼) | 2100-2¼<br>742 (800-2¼) | 2100-2½<br>742 (800-2½) |
| DME MINIMUMS | | | | |
| S-2 | 1800-1 442 (500-1) | | 1800-1¼<br>442 (500-1¼) | 1800-1½<br>442 (500-1½) |
| CIRCLING | 1800-1<br>442 (500-1) | 1820-1<br>462 (500-1) | 1820-1½<br>462 (500-1½) | 1920-2<br>562 (600-2) |

FAF to MAP 7.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:06 | 4:44 | 3:33 | 2:50 | 2:22 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB RUE 379 | APP CRS 360° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 403 |
|---|---|---|

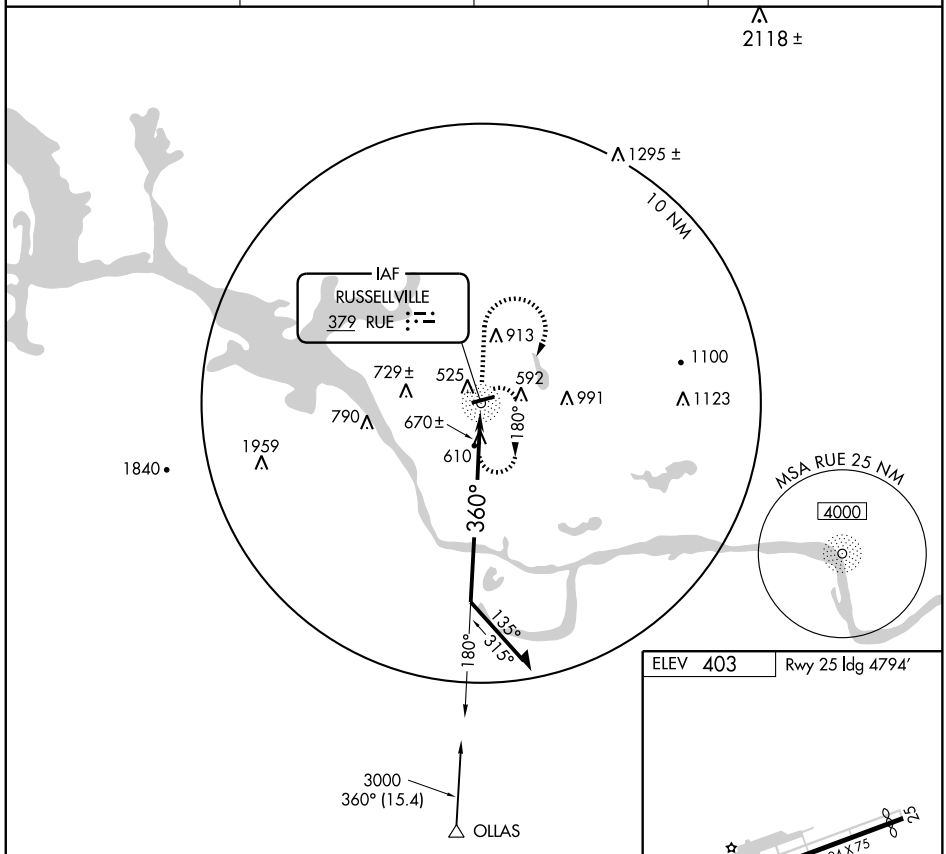
# NDB-A

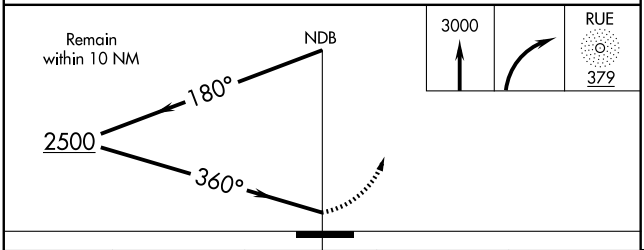
RUSSELLVILLE RGNL (RUE)

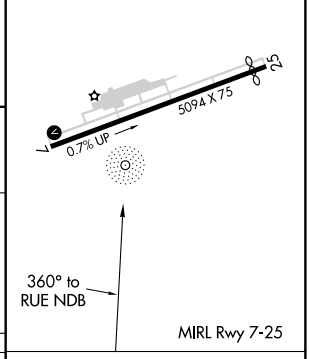
NA

MISSED APPROACH: Climb to 3000 then right turn direct RUE NDB and hold.

| ASOS | RAZORBACK APP CON | MEMPHIS CENTER | UNICOM |
|---|---|---|---|
| 132.475 | 120.9 343.75 | 128.475 377.15 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1140-1 737 (800-1) | | 1140-2<br>737 (800-2) | 1220-2¾<br>817 (900-2¾) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 53601 W07A | APP CRS 072° | Rwy Idg 5094<br>TDZE 389<br>Apt Elev 403 |
|---|---|---|

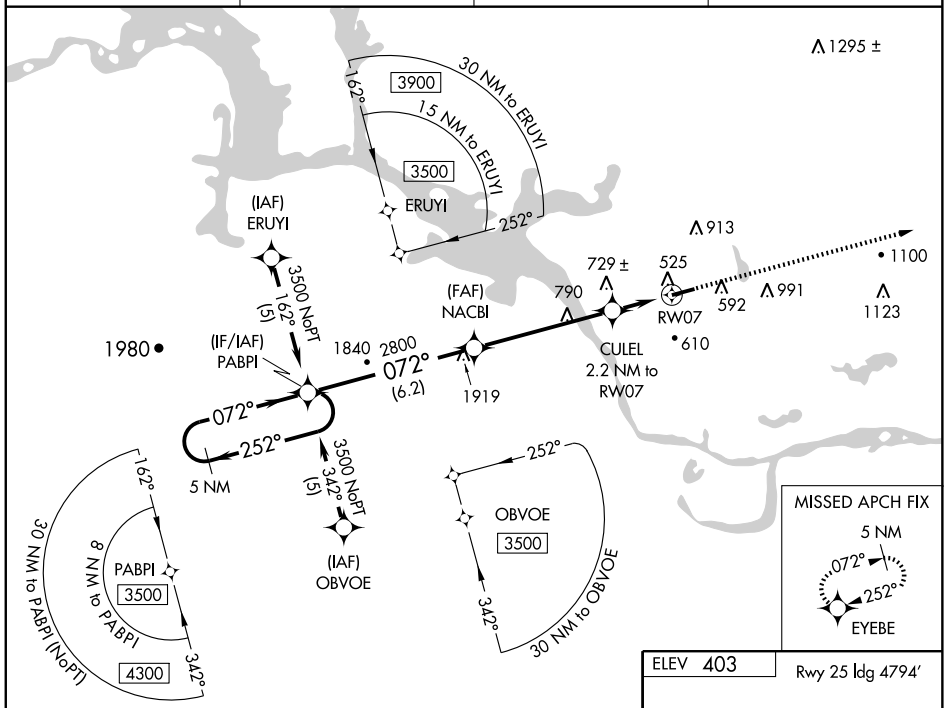
# RNAV (GPS) RWY 7

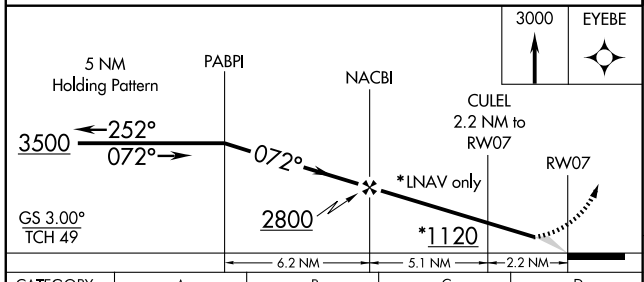
RUSSELLVILLE RGNL (RUE)

If local altimeter setting not received, procedure NA.
DME/DME RNP-0.3 NA.

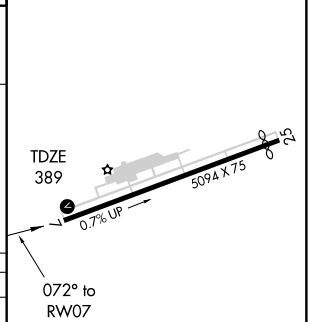
MISSED APPROACH: Climb to 3000 direct EYEBE and hold.

| ASOS | RAZORBACK APP CON | MEMPHIS CENTER | UNICOM |
|---|---|---|---|
| 132.475 | 120.9 343.75 | 128.475 377.15 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 664-1 275 (300-1) | | | |
| LNAV MDA | 1000-1 611 (600-1) | | 1000-1¾ 611 (600-1¾) | 1000-2 611 (600-2) |
| CIRCLING | 1140-1 737 (800-1) | | 1140-2 737 (800-2) | 1220-2¾ 817 (900-2¾) |




SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4794 |
|---|---|---|
| 252° | TDZE | 403 |
| | Apt Elev | 403 |

# RNAV (GPS) RWY 25

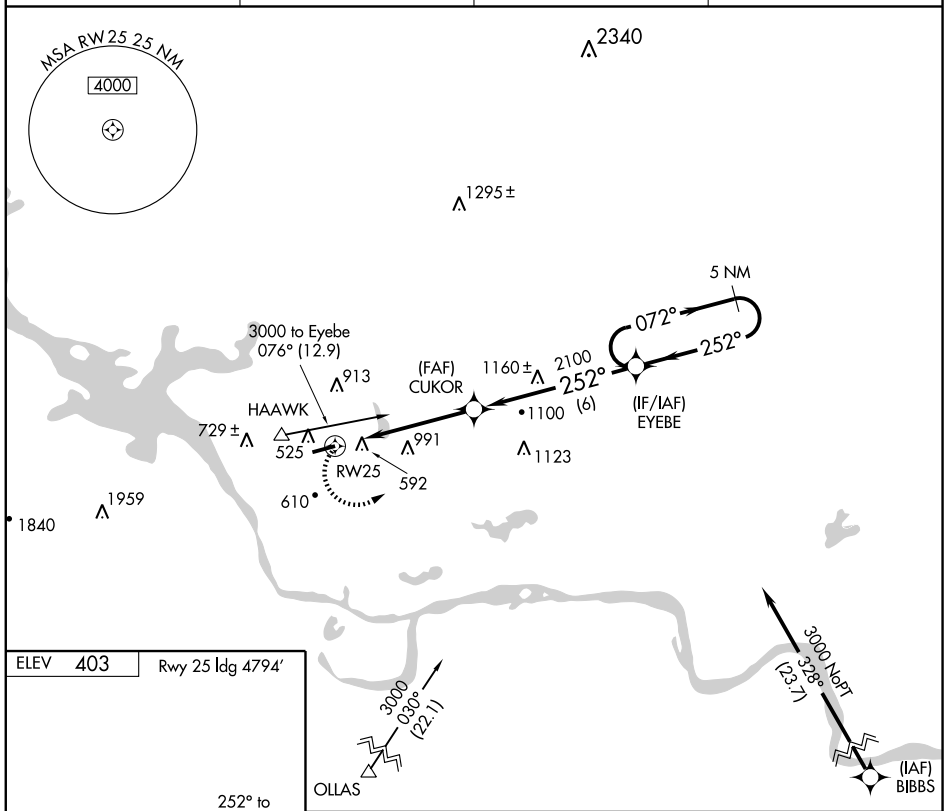
RUSSELLVILLE RGNL (RUE)

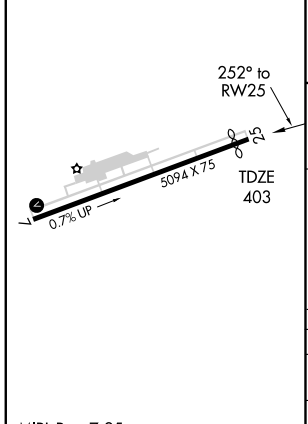
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

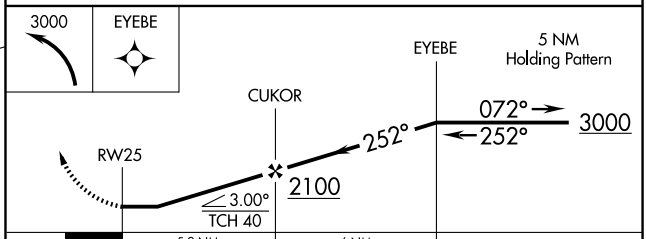
NA

MISSED APPROACH: Climbing left turn to 3000 direct EYEBE WP and hold.

| ASOS | RAZORBACK APP CON | MEMPHIS CENTER | UNICOM |
|---|---|---|---|
| 132.475 | 120.9 343.75 | 128.475 377.15 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1<br>857 (900-1) | 1260-1¼<br>857 (900-1¼) | 1260-2½<br>857 (900-2½) | 1260-2¾<br>857 (900-2¾) |
| CIRCLING | 1260-1<br>857 (900-1) | 1260-1¼<br>857 (900-1¼) | 1260-2½<br>857 (900-2½) | 1260-2¾<br>857 (900-2¾) |

MIRL Rwy 7-25

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-DSY | APP CRS | Rwy Idg | 6008 |
|---|---|---|---|
| 110.1 | 011° | TDZE | 253 |
| Chan 38 | | Apt Elev | 264 |

# ILS or LOC RWY 1

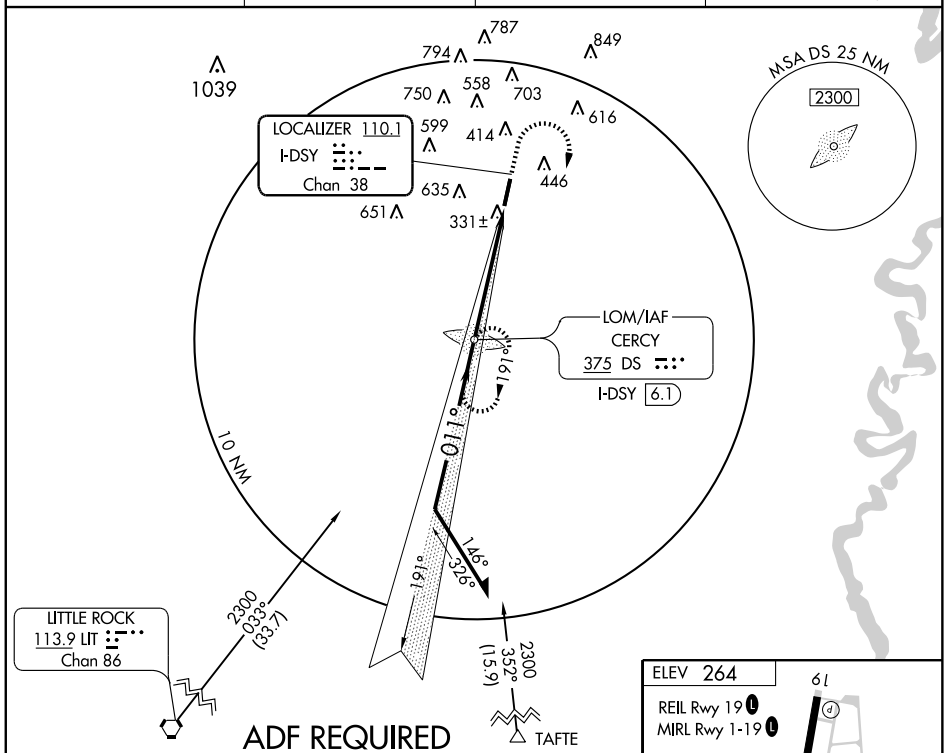
SEARCY MUNI (SRC)

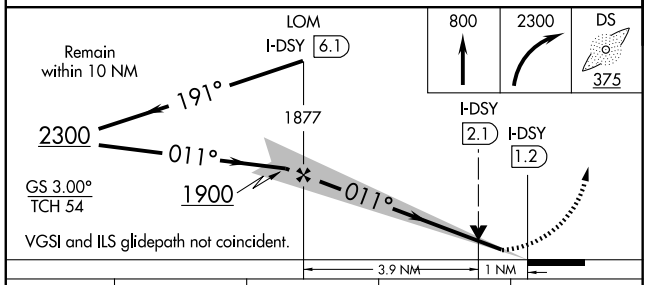
NA Circling NA for Cat C west of runway 1-19. If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. ADF Required.

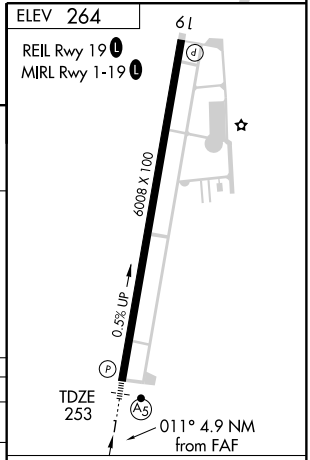
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2300 direct CERCY LOM and hold.

| ASOS | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.325 | 119.75 291.775 | 119.75 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 453-½ 200 (200-½) | | | NA |
| S-LOC 1 | 600-½ 347 (400-½) | | | NA |
| CIRCLING | 760-1 496 (500-1) | | 760-1½ 496 (500-1½) | NA |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6008 |
|---|---|---|---|
| CH 81824 | 011° | TDZE | 253 |
| W01A | | Apt Elev | 264 |

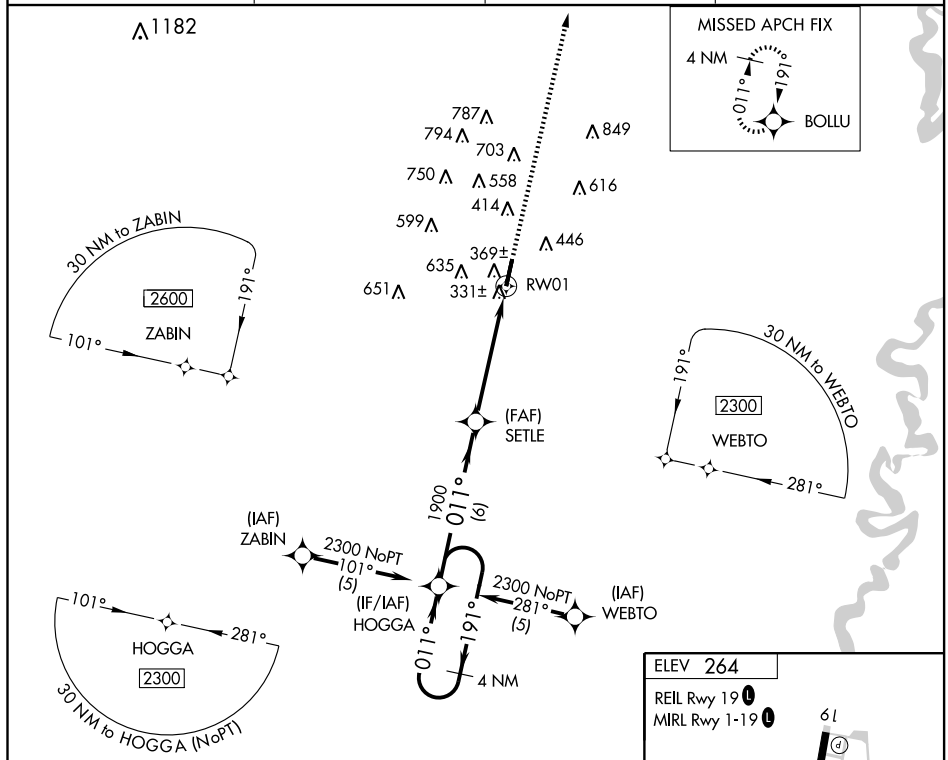
# RNAV (GPS) RWY 1
## SEARCY MUNI (SRC)

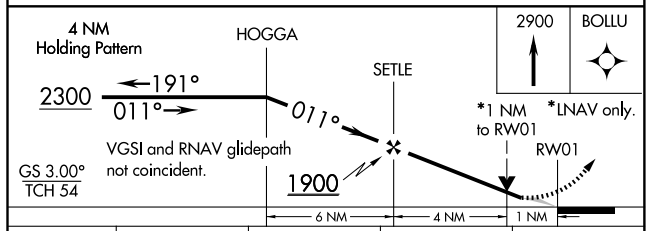
Circling NA for Cat C west of runway 1-19. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. For inoperative MALSR increase LPV visibility to 1 mile.

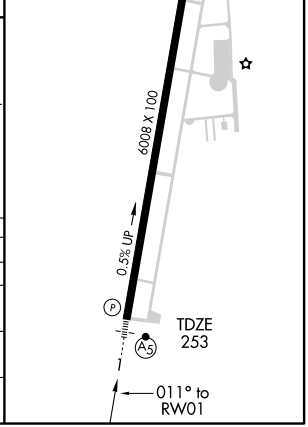
MALSR (A5)

MISSED APPROACH: Climb to 2900 direct BOLLU and hold.

| ASOS | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.325 | 119.75 291.775 | 119.75 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 503-½ 250 (300-½) | | | NA |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 620-½ 367 (400-½) | | | NA |
| CIRCLING | 760-1 496 (500-1) | | 760-1½ 496 (500-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

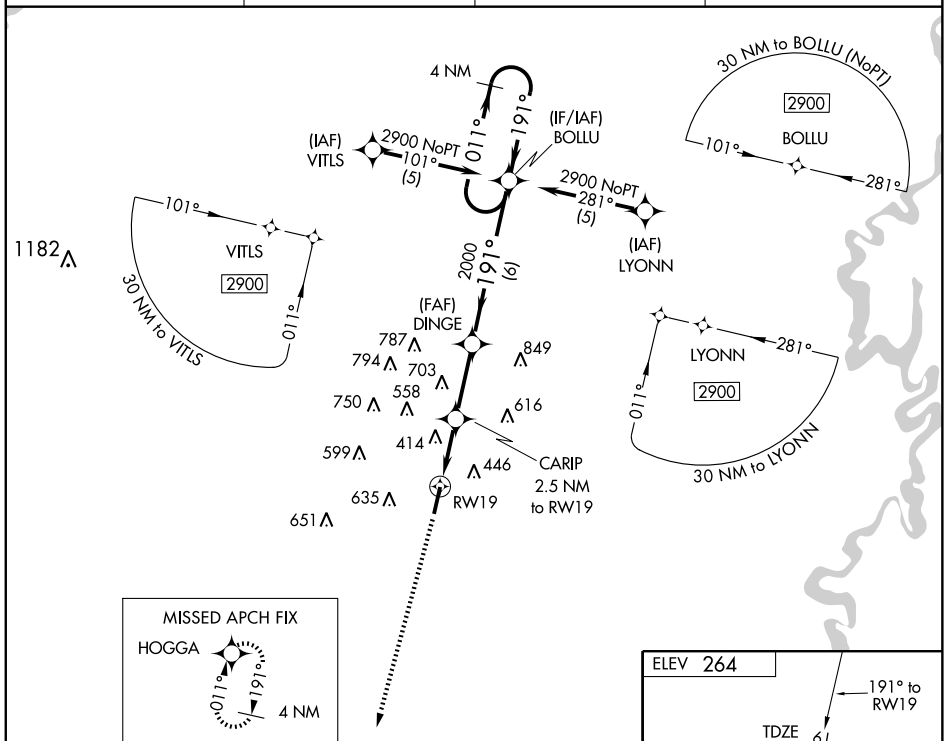
| WAAS | APP CRS | Rwy Idg | 6008 |
|---|---|---|---|
| CH 86224 | 191° | TDZE | 264 |
| W19A | | Apt Elev | 264 |

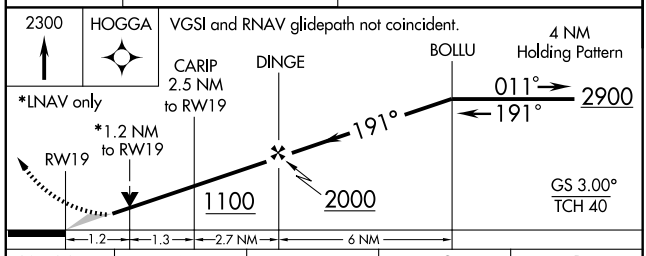
# RNAV (GPS) RWY 19
## SEARCY MUNI (SRC)

⚠ DME/DME RNP-0.3 NA. If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DAs/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. Circling NA for Cat C west of Rwy 1-19.

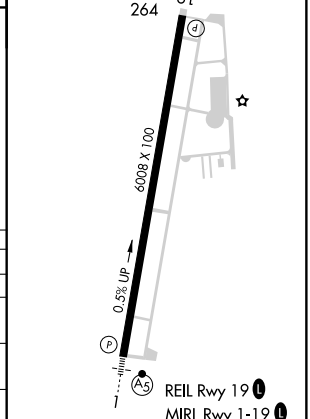
MISSED APPROACH: Climb to 2300 direct HOGGA and hold.

| ASOS | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.325 | 119.75 291.775 | 119.75 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 514-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 680-1 416 (500-1) | | 680-1¼ 416 (500-1¼) | NA |
| CIRCLING | 760-1 496 (500-1) | | 760-1½ 496 (500-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH **90208** **W18A** | APP CRS **181°** | Rwy ldg **4997** TDZE **1191** Apt Elev **1191** |
|---|---|---|

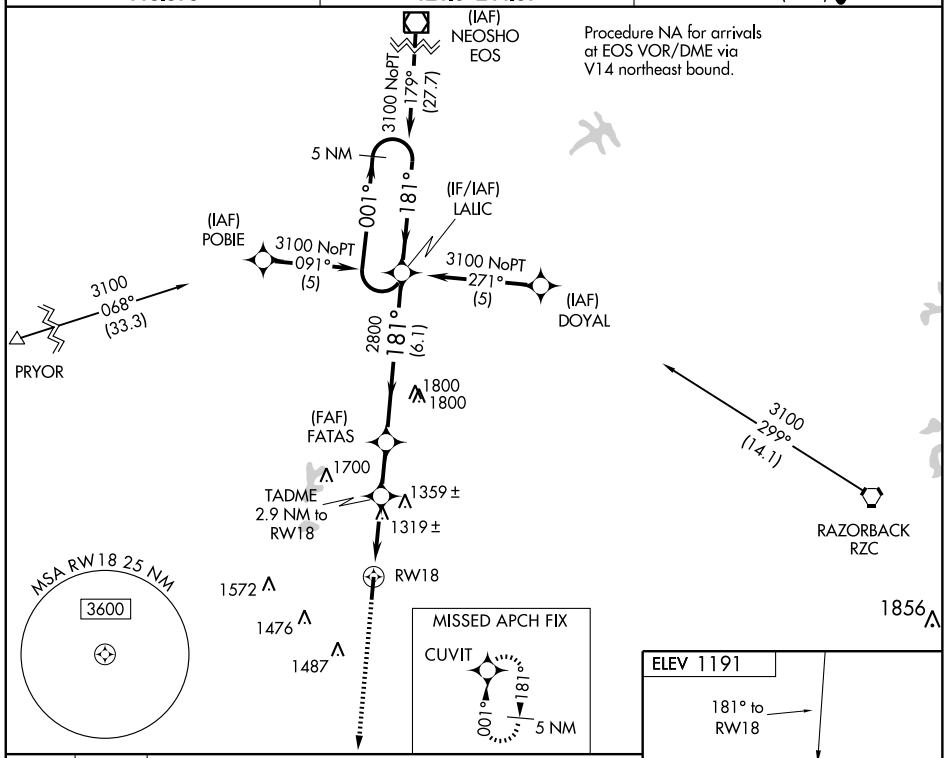
# RNAV (GPS) RWY 18

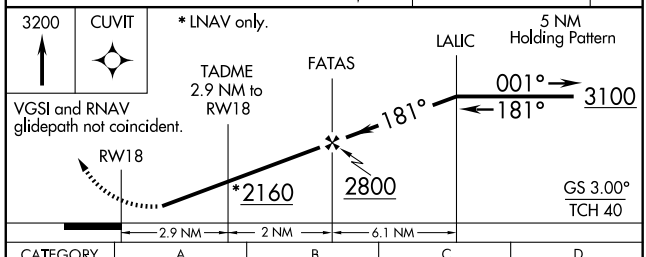
SILOAM SPRINGS/SMITH FIELD (SLG)

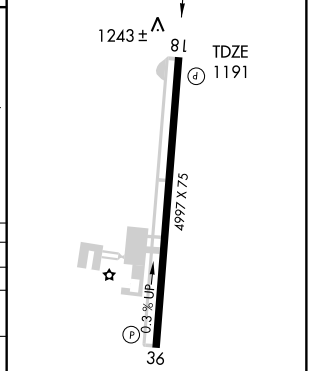
BARO-VNAV NA when using Northwest Arkansas Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting, and increase all DA/MDA 40 feet, and increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, and LNAV visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 3200 direct CUVIT and hold.

| AWOS-3 | RAZORBACK APP CON * | UNICOM |
|---|---|---|
| **118.375** | **121.0 244.57** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1479-1 288 (300-1) | | | |
| LNAV/VNAV DA | 1623-1½ 432 (500-1½) | | | |
| LNAV MDA | 1580-1 389 (400-1) | | | 1580-1¼ 389 (400-1¼) |
| CIRCLING | 1620-1 429 (500-1) | 1720-1 529 (600-1) | 1720-1½ 529 (600-1½) | 1760-2 569 (600-2) |

REIL Rwys 18 and 36
HIRL Rwy 18-36 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 4997 |
|---|---|---|---|
| CH 63105 | 001° | TDZE | 1181 |
| W36A | | Apt Elev | 1191 |

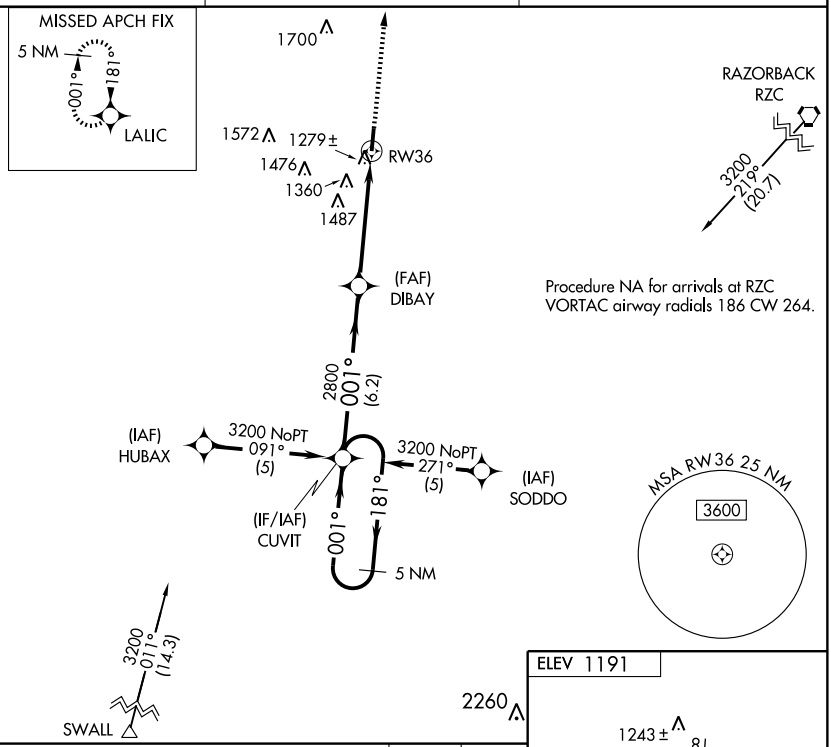
# RNAV (GPS) RWY 36

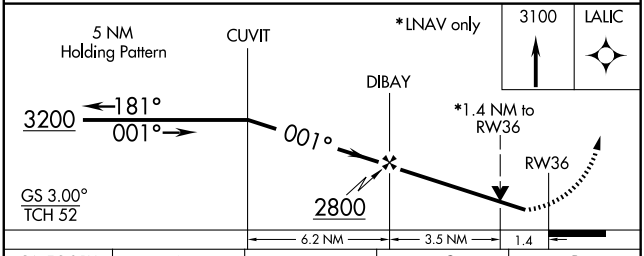
SILOAM SPRINGS/SMITH FIELD (SLG)

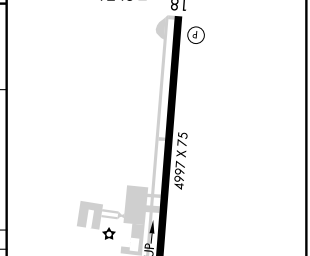
If local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. BARO-VNAV and VDP NA when using Northwest Arkansas Rgnl altimeter setting.

MISSED APPROACH: Climb to 3100 direct LALIC and hold.

| AWOS-3 | RAZORBACK APP CON ★ | UNICOM |
|---|---|---|
| 118.375 | 121.0 244.57 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1431-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1549-1¼ 368 (400-1¼) | | | |
| LNAV MDA | 1660-1 479 (500-1) | | 1660-1¼ 479 (500-1¼) | 1660-1½ 479 (500-1½) |
| CIRCLING | 1660-1 469 (500-1) | 1720-1 529 (600-1) | 1720-1½ 529 (600-1½) | 1760-2 569 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC RZC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.4 | 255° | TDZE | N/A |
| Chan 111 | | Apt Elev | 1191 |

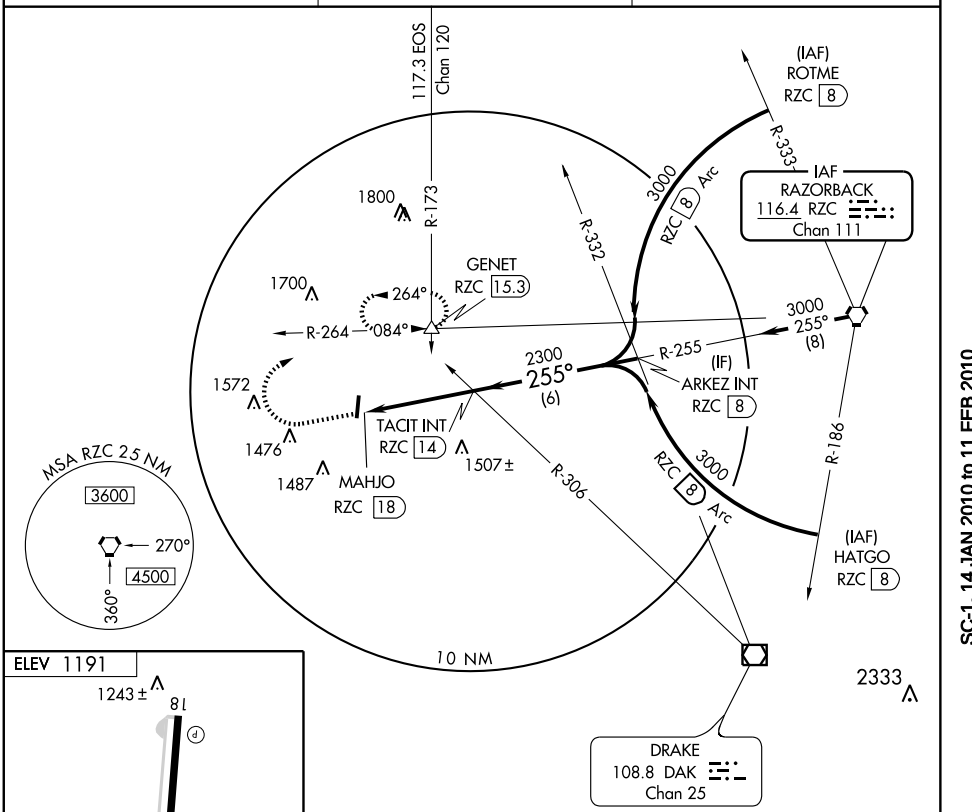
# VOR-A

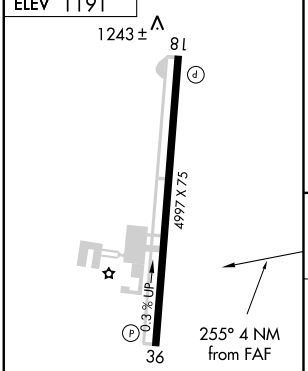
SILOAM SPRINGS/SMITH FIELD (SLG)

If local altimeter setting not received, use Northwest Arkansas Rgnl altimeter setting and increase all MDAs 40 feet.

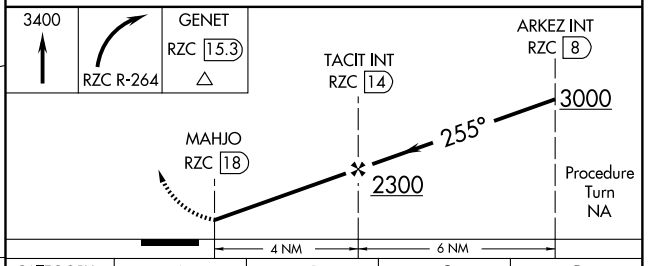
MISSED APPROACH: Climb to 3400 then right turn via RZC R-264 to GENET INT/RZC 15.3 DME and hold.

| AWOS-3 | RAZORBACK APP CON ★ | UNICOM |
|---|---|---|
| 118.375 | 121.0 244.57 | 122.8 (CTAF) L |




REIL Rwys 18 and 36
HIRL Rwy 18-36 L




| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1640-1<br>449 (500-1) | 1720-1<br>529 (600-1) | 1720-1½<br>529 (600-1½) | 1760-2<br>569 (600-2) |

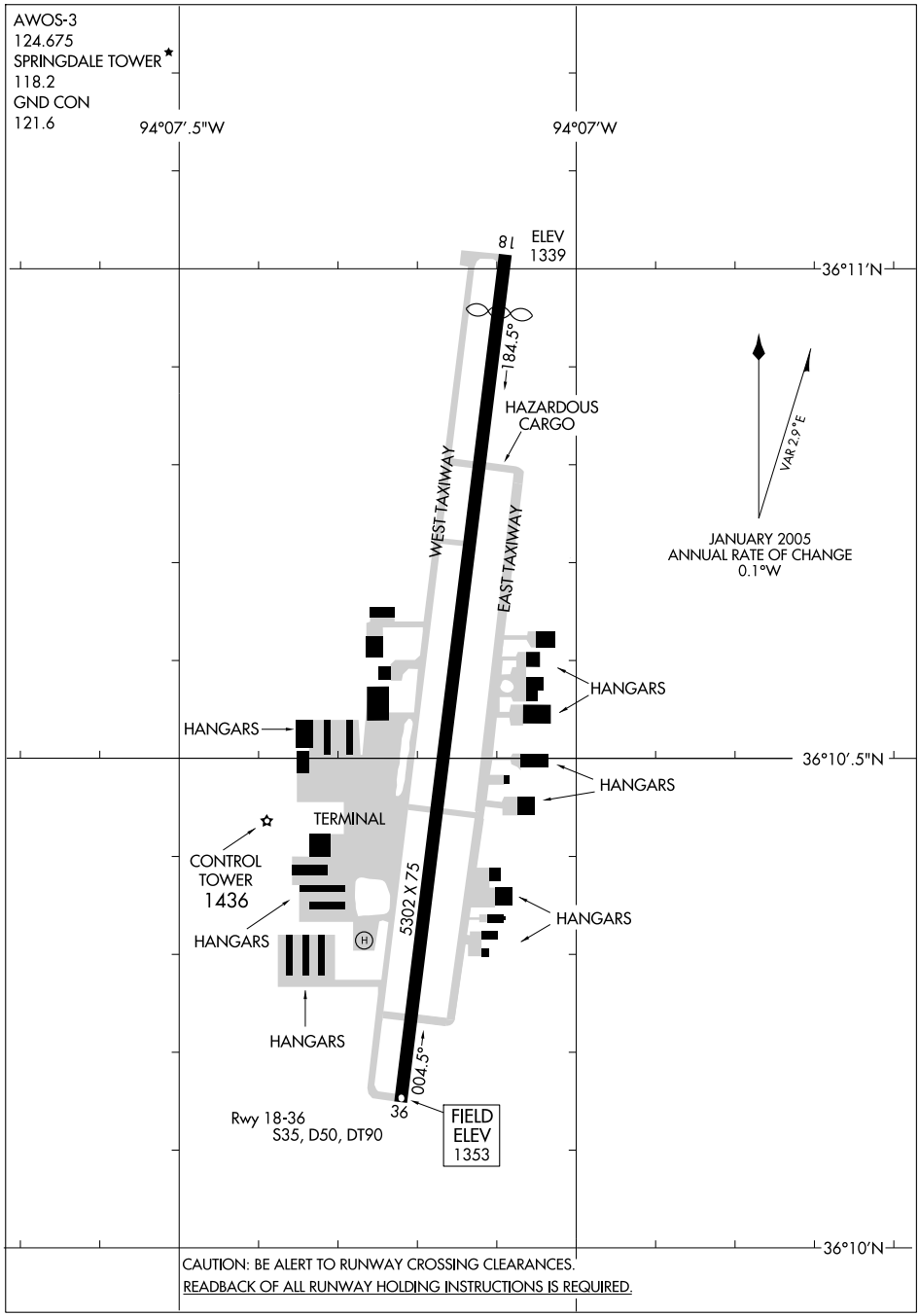
SC-1, 14 JAN 2010 to 11 FEB 2010

06215

# AIRPORT DIAGRAM

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)
SPRINGDALE, ARKANSAS




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-ASG | APP CRS | Rwy Idg | 4939 |
|---|---|---|---|
| 110.9 | 183° | TDZE | 1351 |
| | | Apt Elev | 1353 |

# ILS or LOC RWY 18

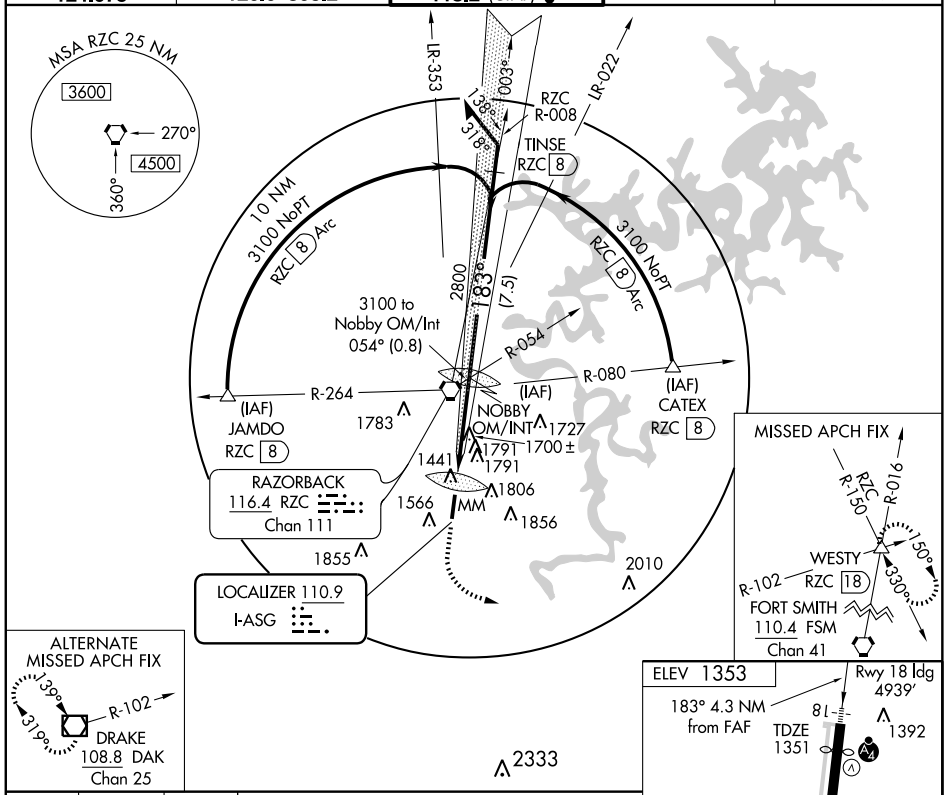
## SPRINGDALE MUNI (ASG)

NA — If local altimeter setting not received, use Northwest Arkansas Muni altimeter setting, and increase all DAs/MDAs 40 feet. Inoperative table does not apply to S-ILS 18, and S-LOC 18 Cat. C. Circling NA east of runway 18-36.

MALSF

MISSED APPROACH: Climb to 2300 then climbing left turn to 4000 via heading 120° and RZC R-150 to Westy Int/RZC 18 DME and hold.

| AWOS-3 | RAZORBACK APP CON★ | SPRINGDALE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.675 | 126.6 305.2 | 118.2 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 1551-¾ 200 (200-¾) | | | |
| S-LOC 18 | 1960-¾ 609 (700-¾) | | 1960-1¾ 609 (700-1¾) | 1960-2 609 (700-2) |
| CIRCLING | 1960-1 607 (700-1) | | 1960-1¾ 607 (700-1¾) | 1960-2 607 (700-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS Ch 70312 W18A | APP CRS 183° | Rwy Idg 4939<br>TDZE 1351<br>Apt Elev 1353 |
|---|---|---|

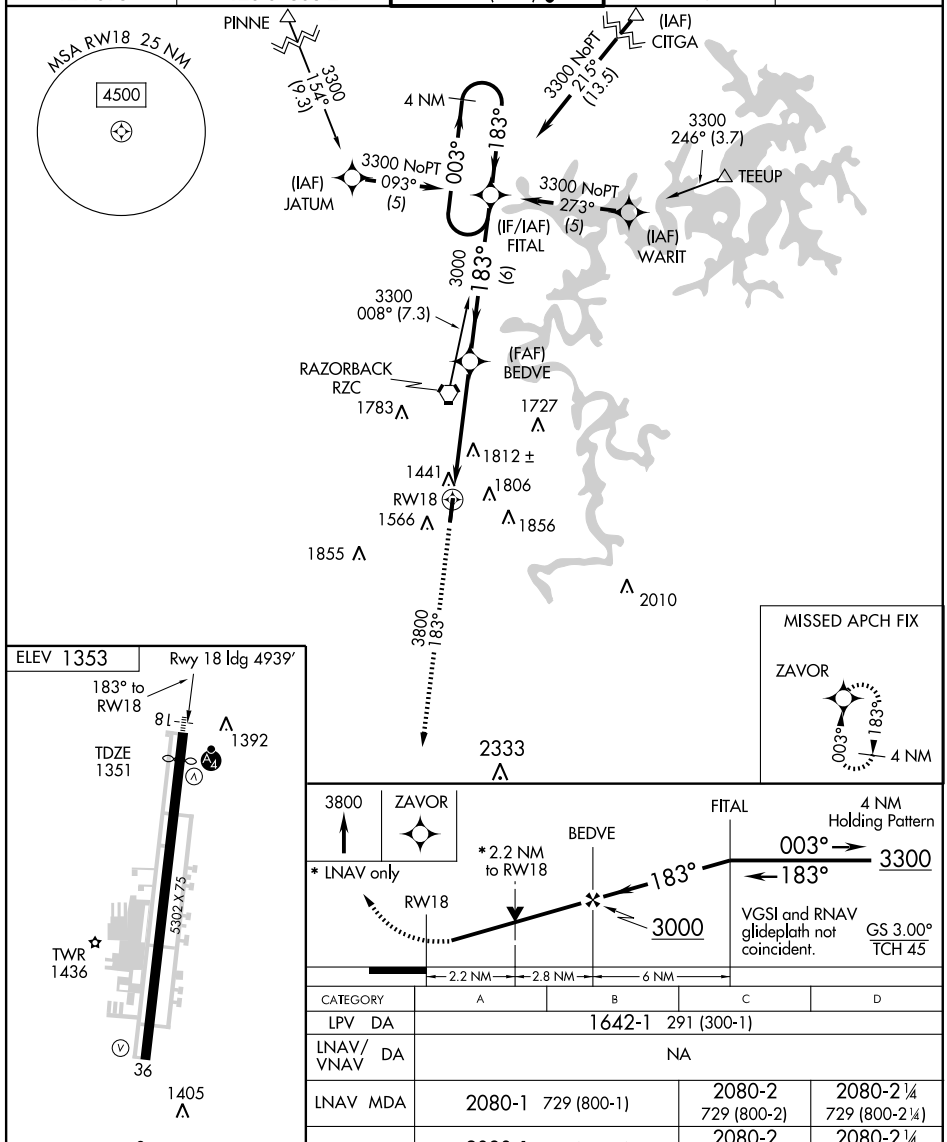
# RNAV (GPS) RWY 18
## SPRINGDALE MUNI (ASG)

T NA — DME/DME RNP-0.3 NA. Circling NA east of rwy 18-36. If local altimeter setting not received, use Fayetteville/Drake Field altimeter setting: increase DA to 1681 feet; increase all MDAs 40 feet. VDP NA when using Fayetteville/Drake Field altimeter setting. Inoperative table does not apply to LPV.

MALSF

MISSED APPROACH: Climb to 3800 direct ZAVOR and hold.

| AWOS-3 | RAZORBACK APP CON ★ | SPRINGDALE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.675 | 126.6 305.2 | 118.2 (CTAF) L | 121.6 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1642-1 291 (300-1) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 2080-1 729 (800-1) | | 2080-2 729 (800-2) | 2080-2¼ 729 (800-2¼) |
| CIRCLING | 2080-1 727 (800-1) | | 2080-2 727 (800-2) | 2080-2¼ 727 (800-2¼) |

SC-1, 14 JAN 2010 to 11 FEB 2010

SPRINGDALE, ARKANSAS

AL-5165 (FAA)

# RNAV (GPS) RWY 36

SPRINGDALE MUNI (ASG)

| WAAS | APP CRS | Rwy Idg | 5302 |
|---|---|---|---|
| Ch 77512 | 003° | TDZE | 1353 |
| W36A | | Apt Elev | 1353 |

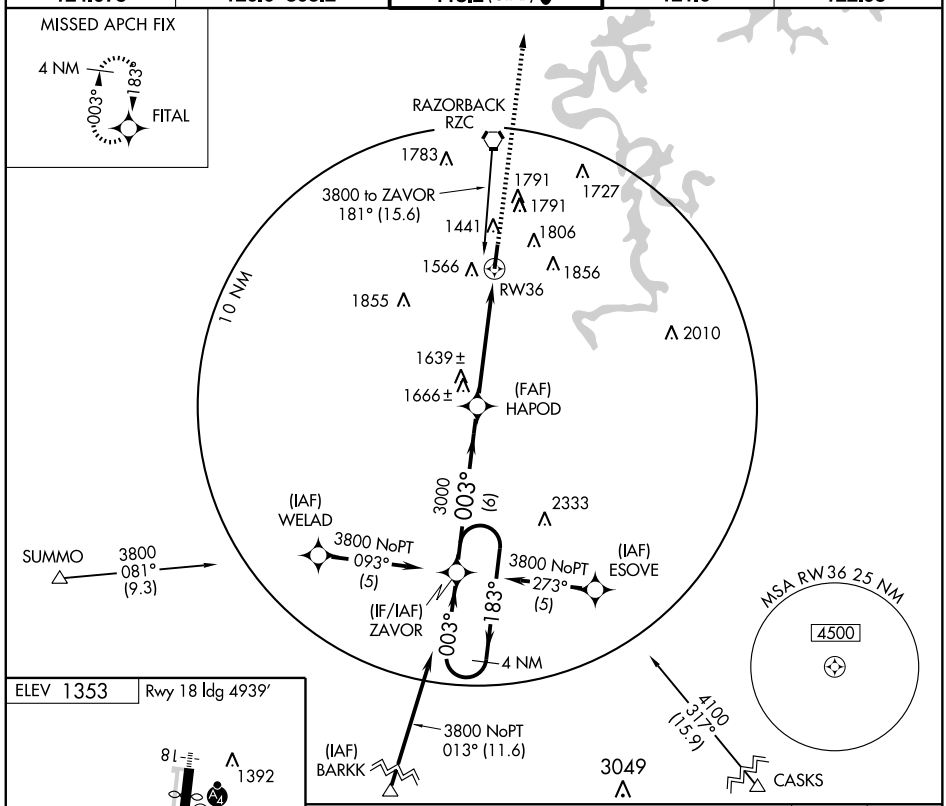
T
NA DME/DME RNP-0.3 NA. Circling NA east of rwy 18-36. If local altimeter setting not received, use Fayetteville/Drake Field altimeter setting: increase DA to 1642 feet; increase all MDAs 40 feet.

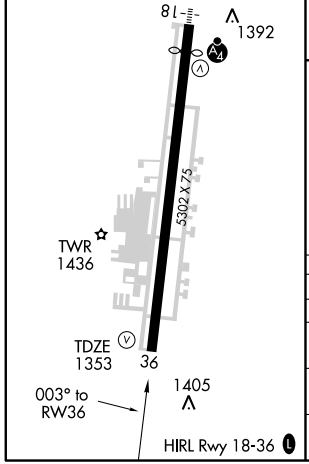
MISSED APPROACH: Climb to 3300 direct FITAL and hold.

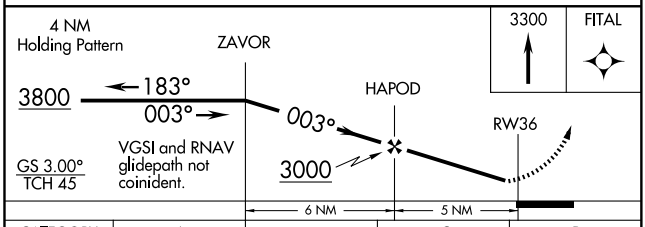
| AWOS-3 | RAZORBACK APP CON ★ | SPRINGDALE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.675 | 126.6 305.2 | 118.2 (CTAF) L | 121.6 | 122.95 |

MISSED APCH FIX



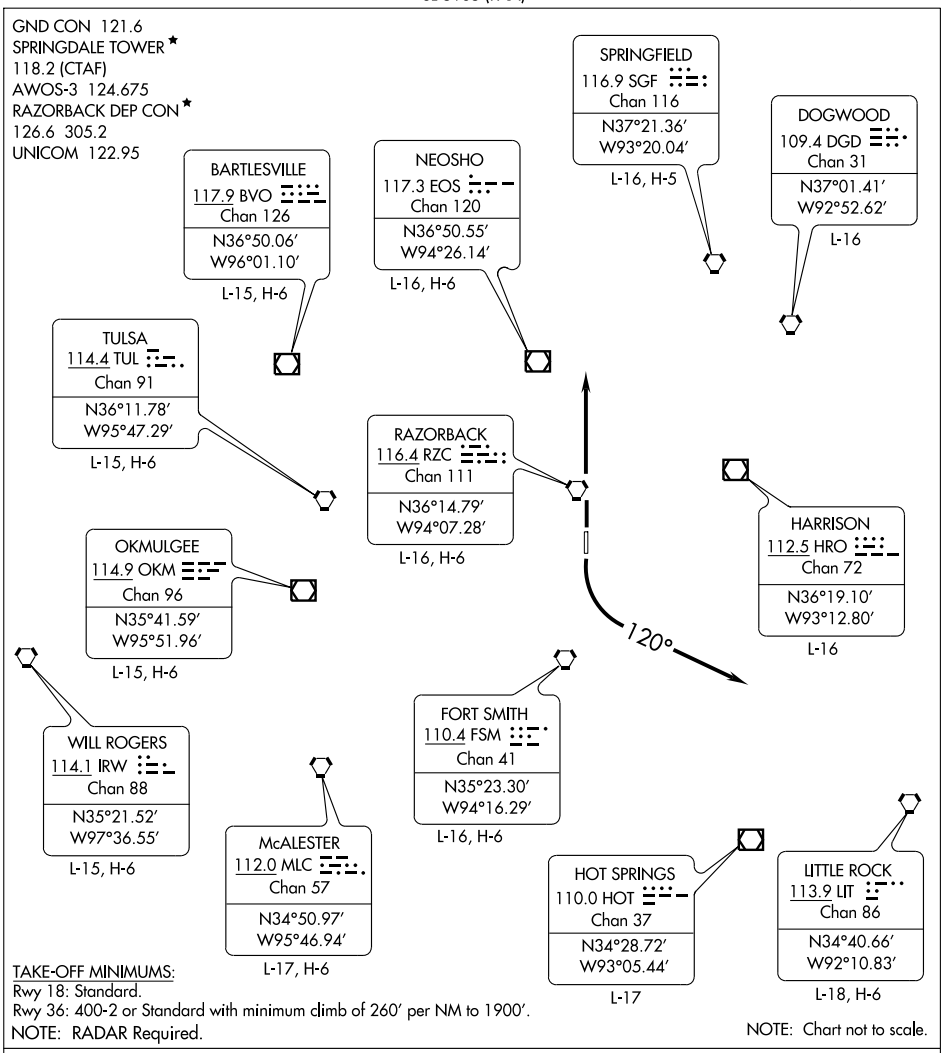




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1603-1 250 (300-1) | | | |
| LNAV/ VNAV DA | NA | | | |
| LNAV MDA | 1960-1 607 (700-1) | | 1960-1 ¾ 607 (700-1¾) | 1960-2 607 (700-2) |
| CIRCLING | 1960-1 607 (700-1) | | 1960-1 ¾ 607 (700-1¾) | 1960-2 607 (700-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

# SPRING TWO DEPARTURE SL-5165 (FAA)






TAKE-OFF MINIMUMS:
Rwy 18: Standard.
Rwy 36: 400-2 or Standard with minimum climb of 260′ per NM to 1900′.
NOTE: RADAR Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 18: Climb runway heading to 1900 feet, then turn left heading 120°, thence...

TAKE-OFF RUNWAY 36: Fly runway heading, thence....

....Expect radar vectors to filed/assigned route. Climb and maintain 4000 feet. Expect clearance to filed altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If communications are not established within 2 minutes after departure, climb and maintain 5000 feet and proceed direct RZC VORTAC, then proceed on course.

SC-1, 14 JAN 2010 to 11 FEB 2010

SPRINGDALE, ARKANSAS

AL-5165 (FAA)

| VORTAC RZC | APP CRS | Rwy Idg | 5302 |
|---|---|---|---|
| 116.4 | 356° | TDZE | 1353 |
| Chan 111 | | Apt Elev | 1353 |

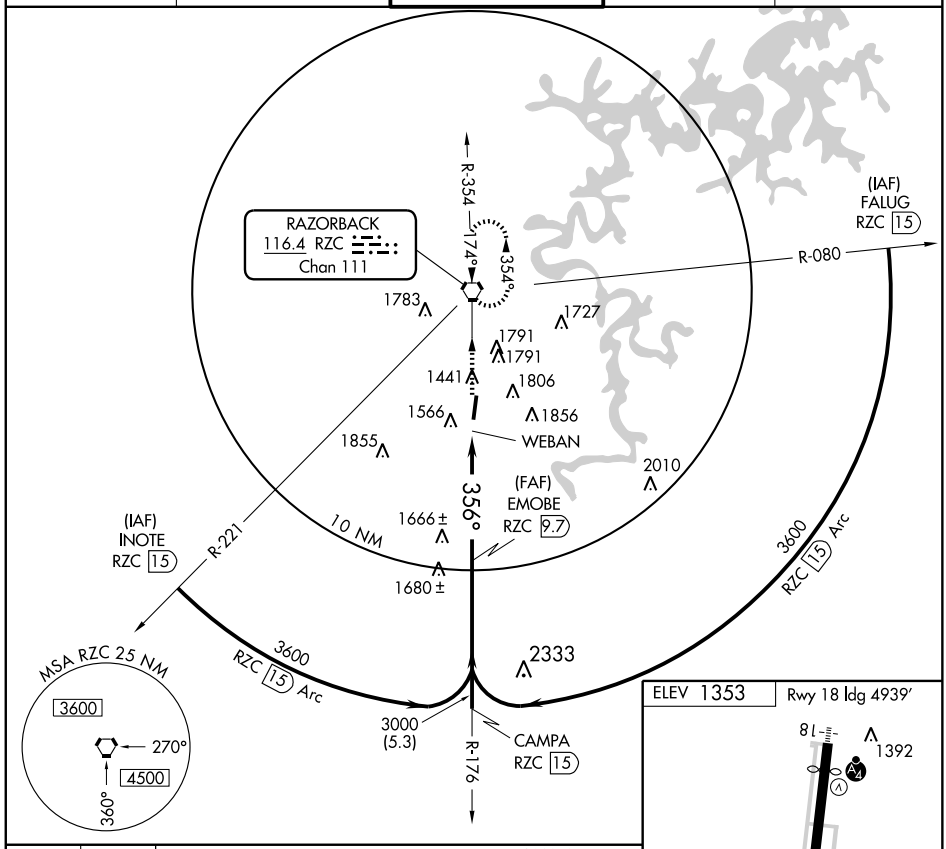
# VOR/DME RWY 36

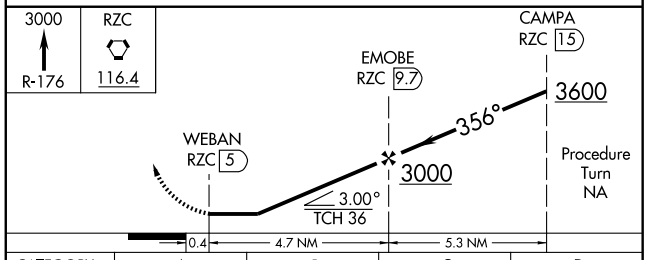
SPRINGDALE MUNI (ASG)

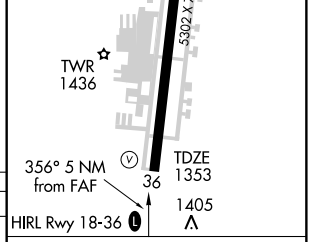
Circling NA east of Rwy 18-36.

MISSED APPROACH: Climb to 3000 via R-176 to RZC VORTAC and hold.

| AWOS-3 | RAZORBACK APP CON★ | SPRINGDALE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.675 | 126.6 305.2 | 118.2(CTAF) | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1980-1 | 627 (700-1) | 1980-1¾ 627 (700-1¾) | 1980-2 627 (700-2) |
| CIRCLING | 1980-1 | 627 (700-1) | 1980-1¾ 627 (700-1¾) | 1980-2 627 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC RZC | APP CRS | Rwy Idg | 4939 |
|---|---|---|---|
| 116.4 | 174° | TDZE | 1351 |
| Chan 111 | | Apt Elev | 1353 |

# VOR RWY 18

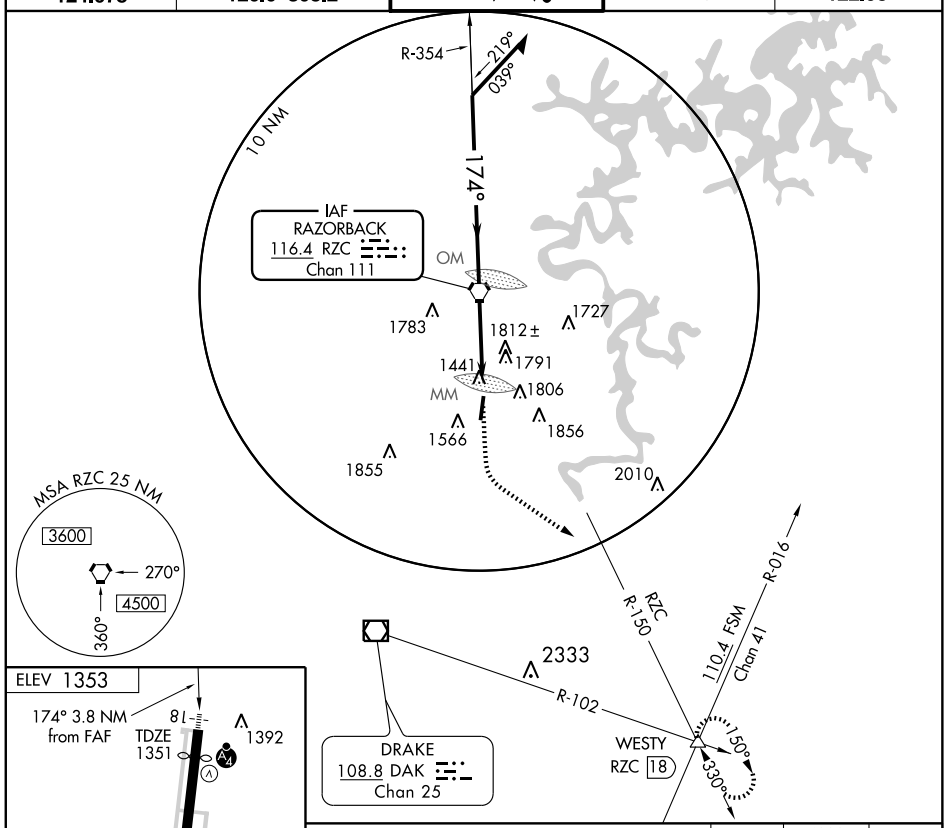
## SPRINGDALE MUNI (ASG)

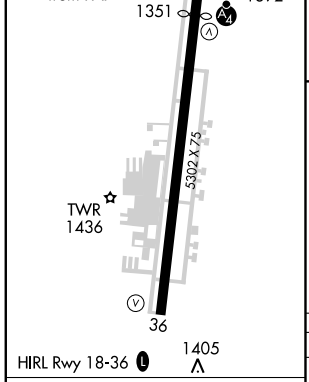
Circling NA east of Rwy 18-36. Inoperative table does not apply.

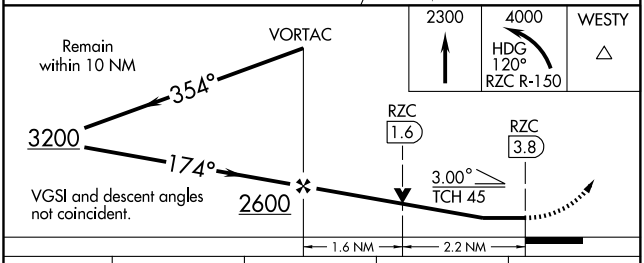
MALSF

MISSED APPROACH: Climb to 2300 then climbing left turn to 4000 via heading 120° and RZC-150 to WESTY INT and hold.

| AWOS-3 | RAZORBACK APP CON ★ | SPRINGDALE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.675 | 126.6 305.2 | 118.2 (CTAF) L | 121.6 | 122.95 |




FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 2080-1 | 729 (800-1) | 2080-2<br>729 (800-2) | 2080-2¼<br>729 (800-2¼) |
| CIRCLING | 2080-1 | 727 (800-1) | 2080-2<br>727 (800-2) | 2080-2¼<br>727 (800-2¼) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-TTL | APP CRS | Rwy Idg | 6016 |
|---|---|---|---|
| 110.55 | 360° | TDZE | 224 |
| Chan 42(Y) | | Apt Elev | 224 |

# ILS or LOC RWY 36

STUTTGART MUNI (SGT)

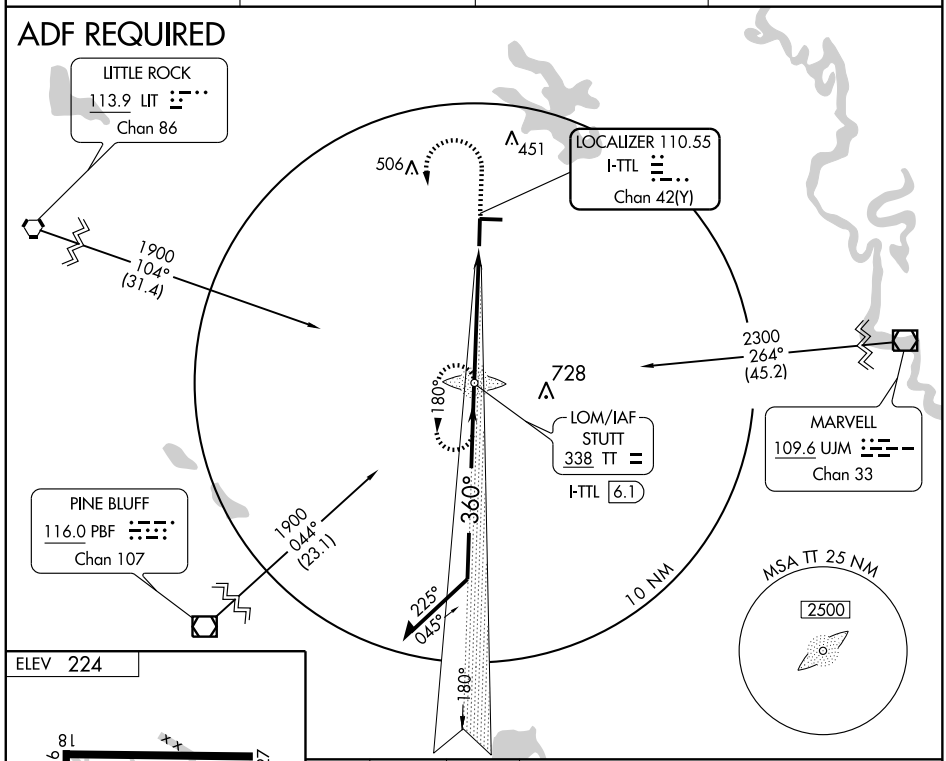
▼ ⚠ NA — If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DA/MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting.

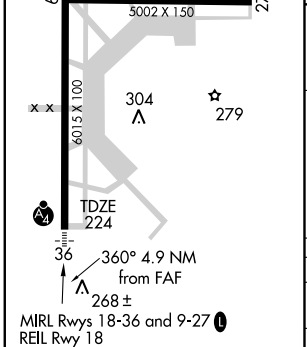
MALSF

MISSED APPROACH: Climb to 800, thenclimbing left turn to 1900 direct STUTT LOM and hold.

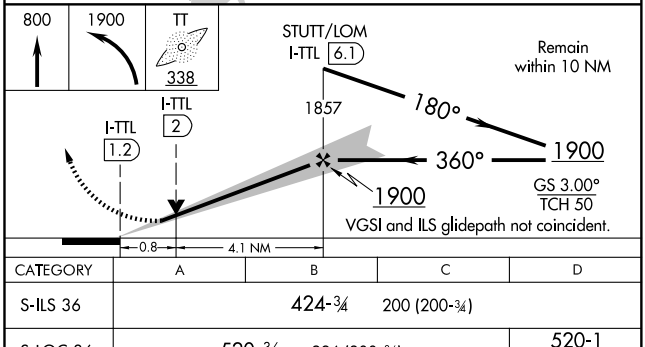
| AWOS-3 | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 135.4 353.6 | 123.7 | 122.8 (CTAF) L |

## ADF REQUIRED




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 424-¾ | 200 (200-¾) | | |
| S-LOC 36 | 520-¾ | 296 (300-¾) | | 520-1<br>296 (300-1) |
| CIRCLING | 660-1<br>436 (500-1) | 680-1<br>456 (500-1) | 680-1½<br>456 (500-1½) | 780-2<br>556 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB SGT | APP CRS | Rwy Idg | 6016 |
|---|---|---|---|
| 269 | 168° | TDZE | 224 |
| | | Apt Elev | 224 |

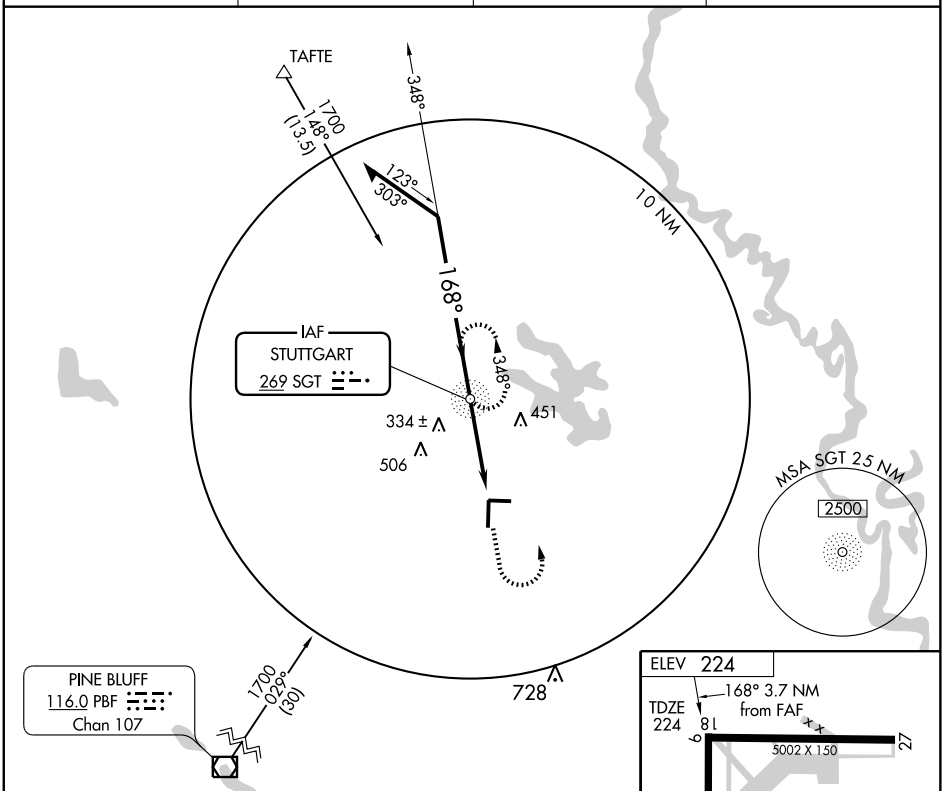
# NDB RWY 18
## STUTTGART MUNI (SGT)

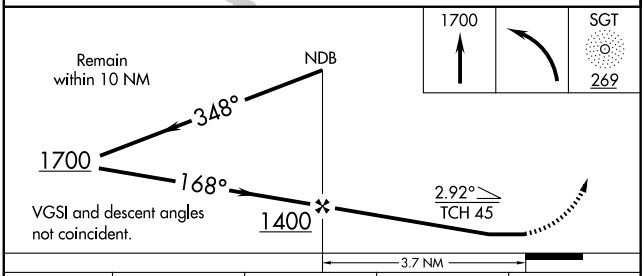
When local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all MDA 100 feet and S-18 visibility Cat C/D ¼ mile.

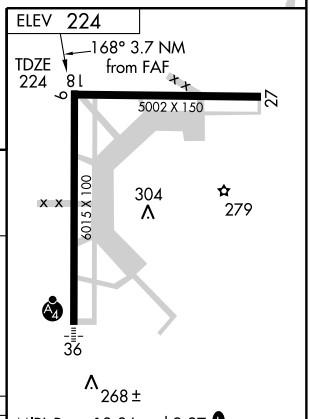
NA

MISSED APPROACH: Climb to 1700 then left turn direct SGT NDB and hold.

| AWOS-3 | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 135.4 353.6 | 123.7 | 122.8 (CTAF) L |




MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 660-1 436 (500-1) | | 660-1¼ 436 (500-1¼) | 660-1½ 436 (500-1½) |
| CIRCLING | 660-1 436 (500-1) | 680-1 456 (500-1) | 680-1½ 456 (500-1½) | 780-2 556 (600-2) |

FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

SC-1, 14 JAN 2010 to 11 FEB 2010

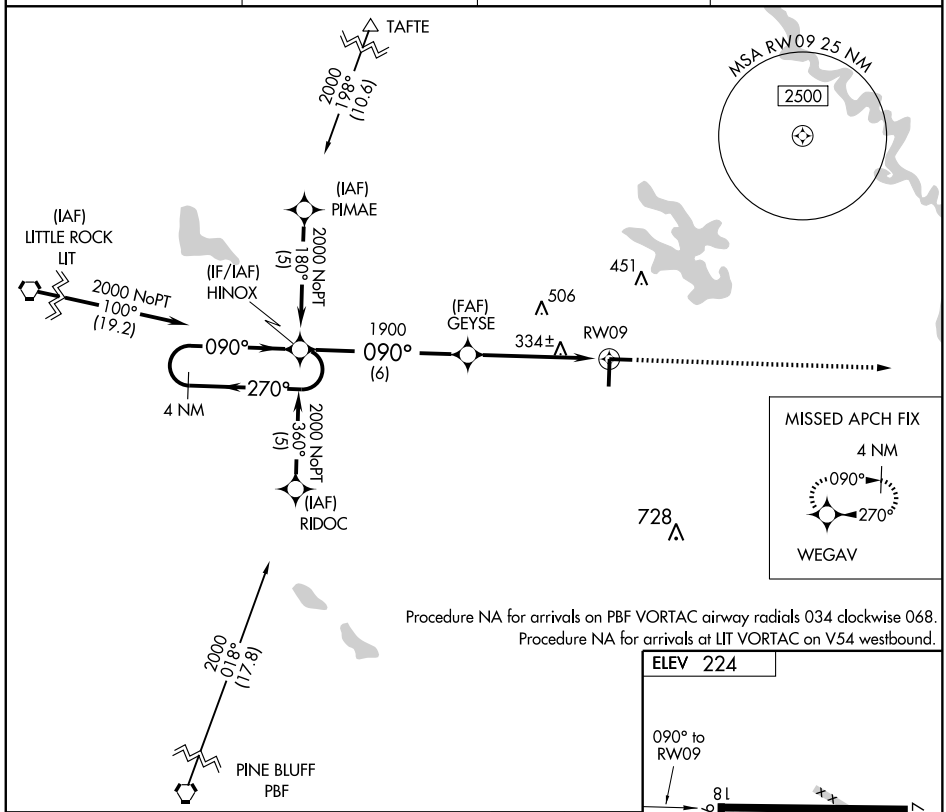
| APP CRS | Rwy Idg | 5002 |
|---|---|---|
| 090° | TDZE | 219 |
| | Apt Elev | 224 |

# RNAV (GPS) RWY 9
## STUTTGART MUNI (SGT)

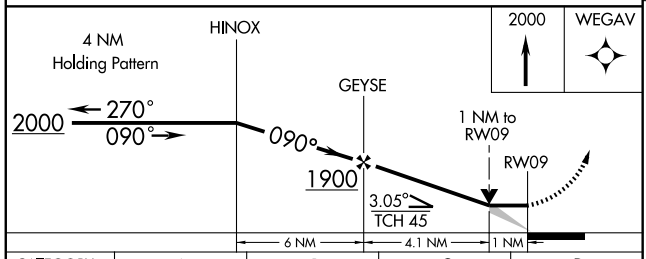
If local altimeter setting not received, use Little Rock/Adams Field altimeter setting: increase all MDAs 100 feet. VDP NA with Little Rock/Adams Field altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

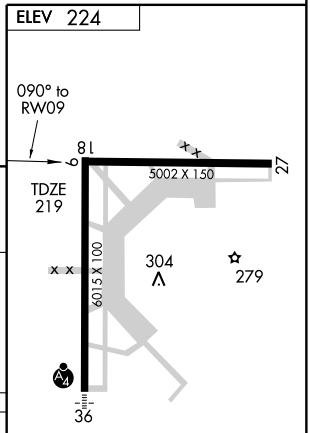
MISSED APPROACH: Climb to 2000 direct WEGAV and hold.

| AWOS-3 | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 135.4 353.6 | 123.7 | 122.8 (CTAF) L |




Procedure NA for arrivals on PBF VORTAC airway radials 034 clockwise 068.
Procedure NA for arrivals at LIT VORTAC on V54 westbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 381 (400-1) | | | 600-1¼ 381 (400-1¼) |
| CIRCLING | 660-1 436 (500-1) | 680-1 456 (500-1) | 680-1½ 456 (500-1½) | 780-2 556 (600-2) |

MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

SC-1, 14 JAN 2010 to 11 FEB 2010

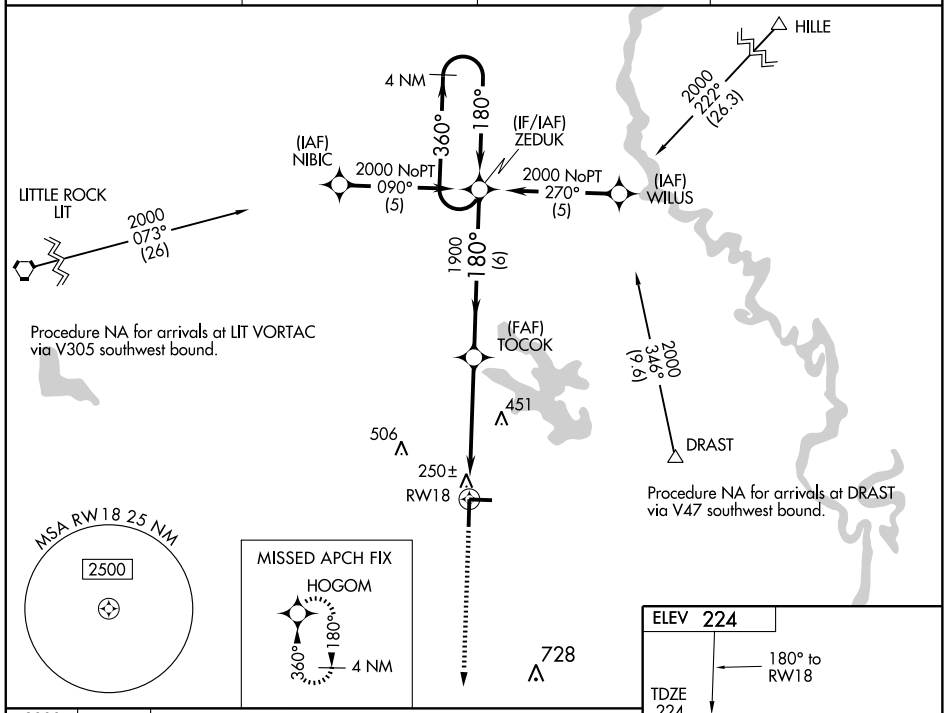
| WAAS CH 58303 W18A | APP CRS 180° | Rwy Idg 6015 TDZE 224 Apt Elev 224 |
|---|---|---|

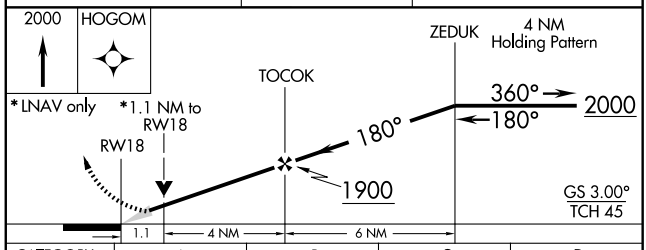
# RNAV (GPS) RWY 18
STUTTGART MUNI (SGT)

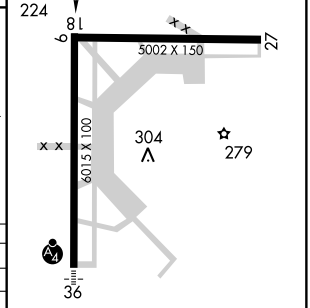
If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all DAs 82 feet and all MDAs 100 feet. BARO-VNAV NA when using Little Rock/Adams Field altimeter setting. DME/DME RNP-0.3 NA. VDP NA when using Little Rock/Adams Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 2000 direct HOGOM and hold.

| AWOS-3 | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 135.4 353.6 | 123.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 474-1 250 (300-1) | | | |
| LNAV/ VNAV DA | 520-¾ 296 (300-¾) | | | 520-1 296 (300-1) |
| LNAV MDA | 620-¾ 396 (400-¾) | | | 620-1¼ 396 (400-1¼) |
| CIRCLING | 660-1 436 (500-1) | 680-1 456 (500-1) | 680-1½ 456 (500-1½) | 780-2 556 (600-2) |

MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

SC-1, 14 JAN 2010 to 11 FEB 2010

STUTTGART, ARKANSAS

| APP CRS | Rwy Idg | 5002 |
|---|---|---|
| 270° | TDZE | 219 |
| | Apt Elev | 224 |

AL-408 (FAA)

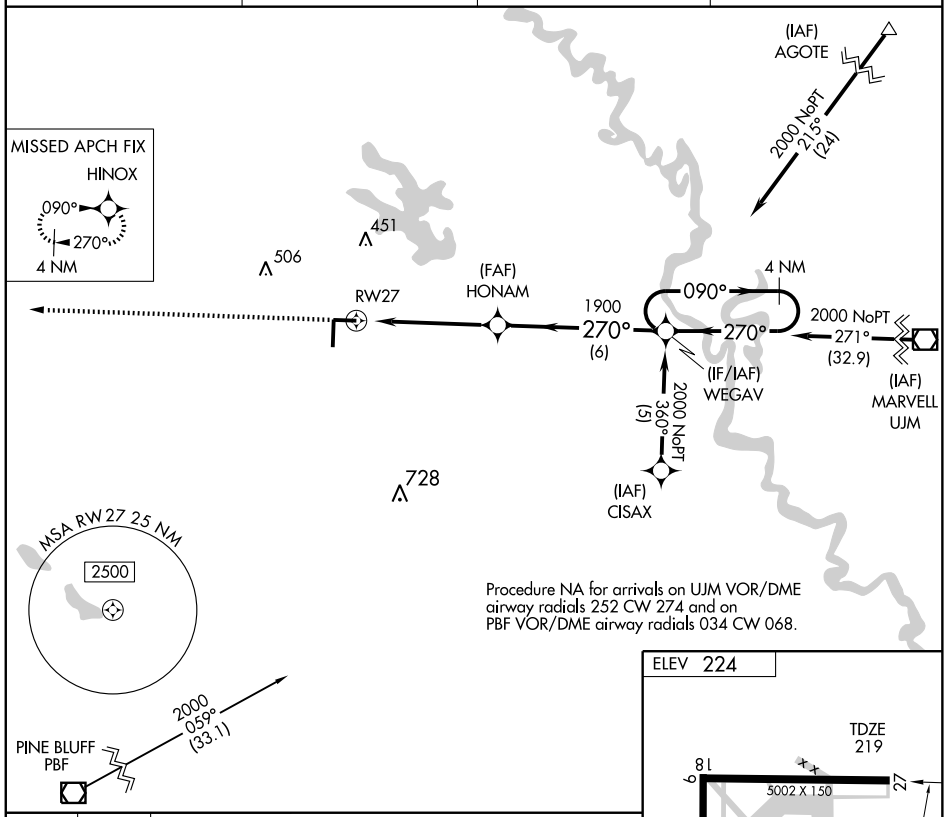
# RNAV (GPS) RWY 27

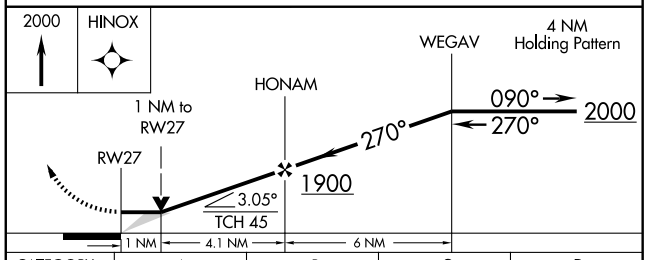
STUTTGART MUNI (SGT)

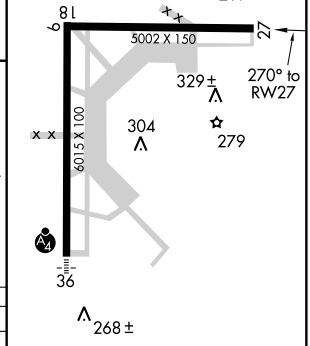
If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all MDAs 100 feet. VDP NA when using Little Rock/Adams Field altimeter setting. Straight-in minimums NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HINOX and hold.

| AWOS-3 | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 135.4 353.6 | 123.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 361 (400-1) | | | 580-1¼ 361 (400-1¼) |
| CIRCLING | 660-1 436 (500-1) | 680-1 456 (500-1) | 680-1½ 456 (500-1½) | 780-2 556 (600-2) |

MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 97311 W36A | APP CRS 360° | Rwy Idg 6015 TDZE 224 Apt Elev 224 |
|---|---|---|

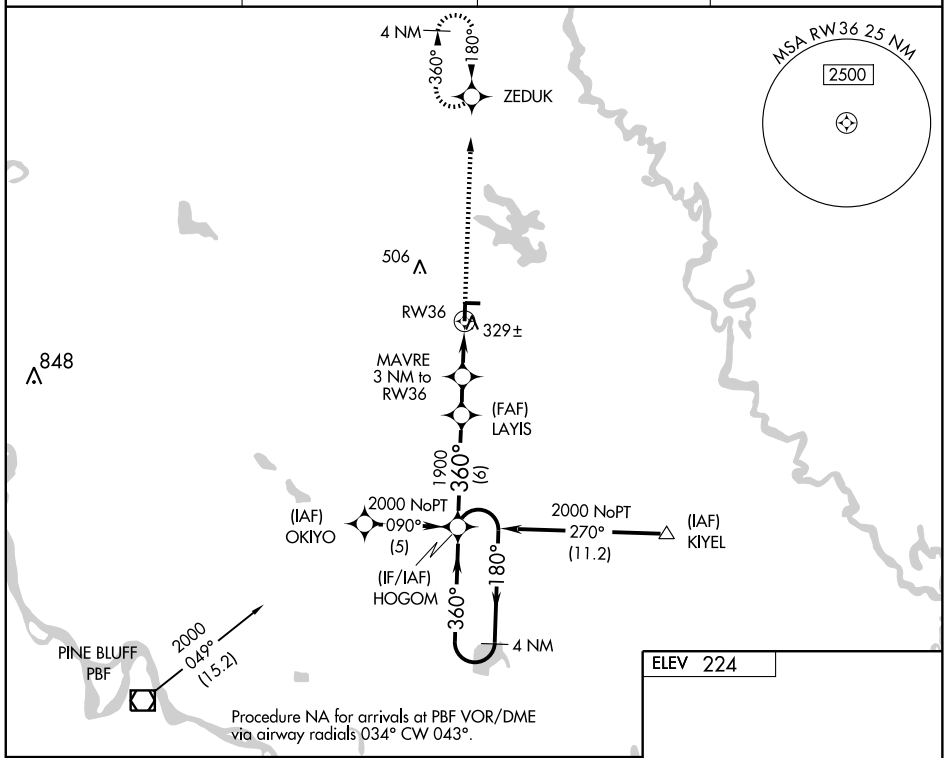
# RNAV (GPS) RWY 36
STUTTGART MUNI (SGT)

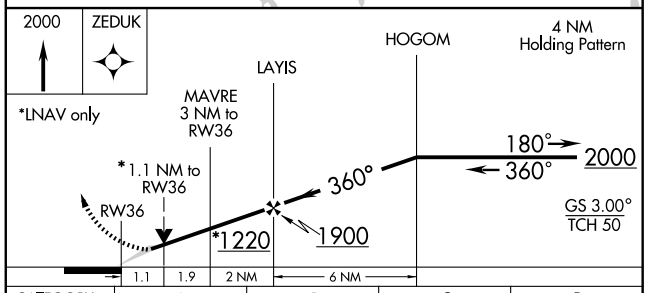
If local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase DAs 82 feet and all MDAs 100 feet. VDP NA when using Little Rock/Adams Field altimeter setting. DME/DME RNP-0.3 NA.

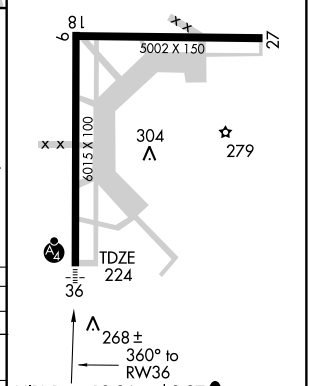
MALSF

MISSED APPROACH: Climb to 2000 direct ZEDUK and hold.

| AWOS-3 | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 135.4 353.6 | 123.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 474-¾ | 250 (300-¾) | | |
| LNAV MDA | 620-¾ | 396 (400-¾) | | 620-1¼ 396 (400-1¼) |
| CIRCLING | 660-1 436 (500-1) | 680-1 456 (500-1) | 680-1½ 456 (500-1½) | 780-2 556 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

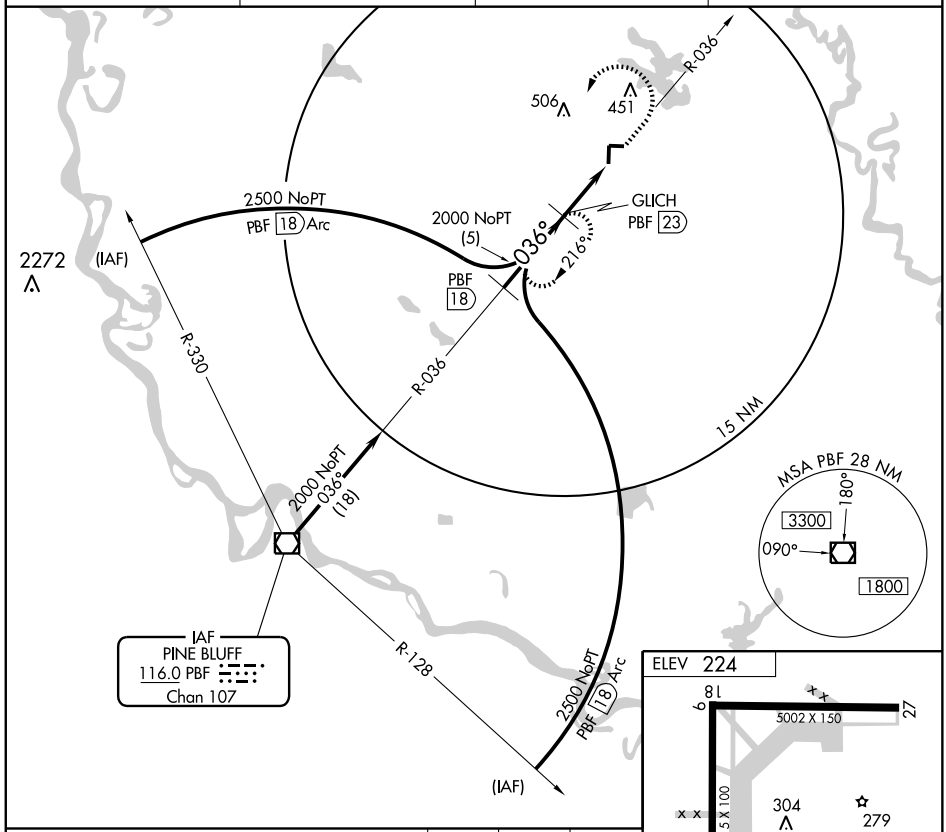
| VOR/DME PBF | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.0 | 036° | TDZE | N/A |
| Chan 107 | | Apt Elev | 224 |

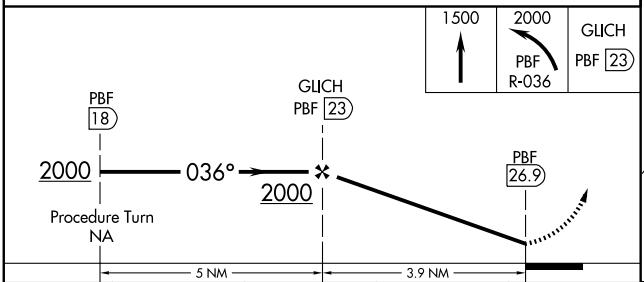
# VOR/DME-A
## STUTTGART MUNI (SGT)

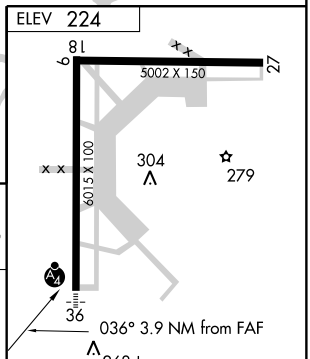
When local altimeter setting not received, use Little Rock/Adams Field altimeter setting and increase all MDA 100 feet and circling visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 via PBF R-036 to GLICH 23 DME and hold.

| AWOS-3 | LITTLE ROCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.025 | 135.4 353.6 | 123.7 | 122.8 (CTAF) L |




MIRL Rwys 18-36 and 9-27 L
REIL Rwy 18

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 760-1<br>536 (600-1) | 760-1¼<br>536 (600-1¼) | 760-1½<br>536 (600-1½) | 780-2<br>556 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

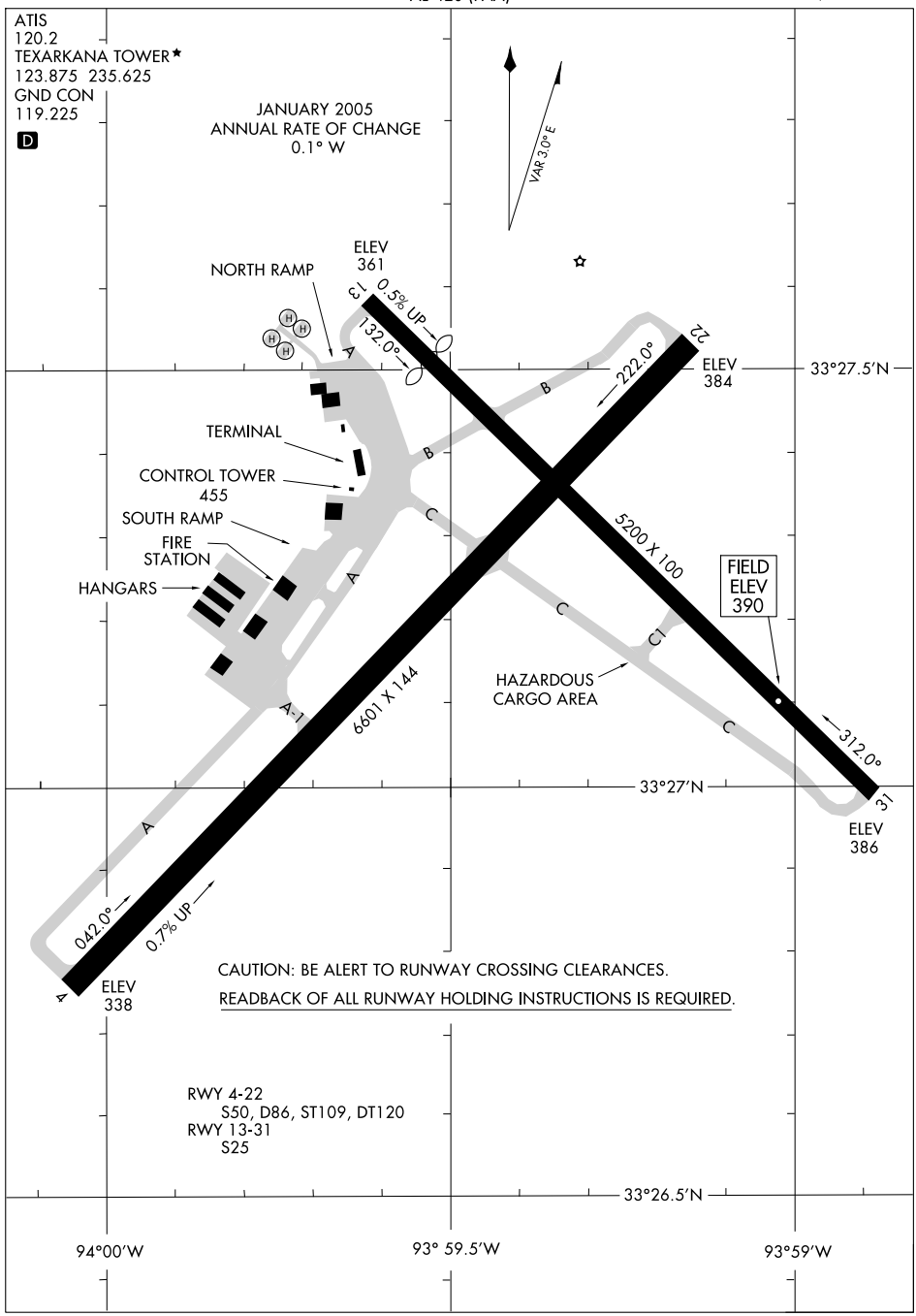
SC-1. 14 JAN 2010 to 11 FEB 2010

09071

# AIRPORT DIAGRAM

AL-420 (FAA)

TEXARKANA RGNL-WEBB FIELD (TXK)
TEXARKANA, ARKANSAS




SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-TXK | APP CRS | Rwy Idg | 6601 |
|---|---|---|---|
| 111.9 | 220° | TDZE | 384 |
| Chan 56 | | Apt Elev | 390 |

# ILS or LOC RWY 22

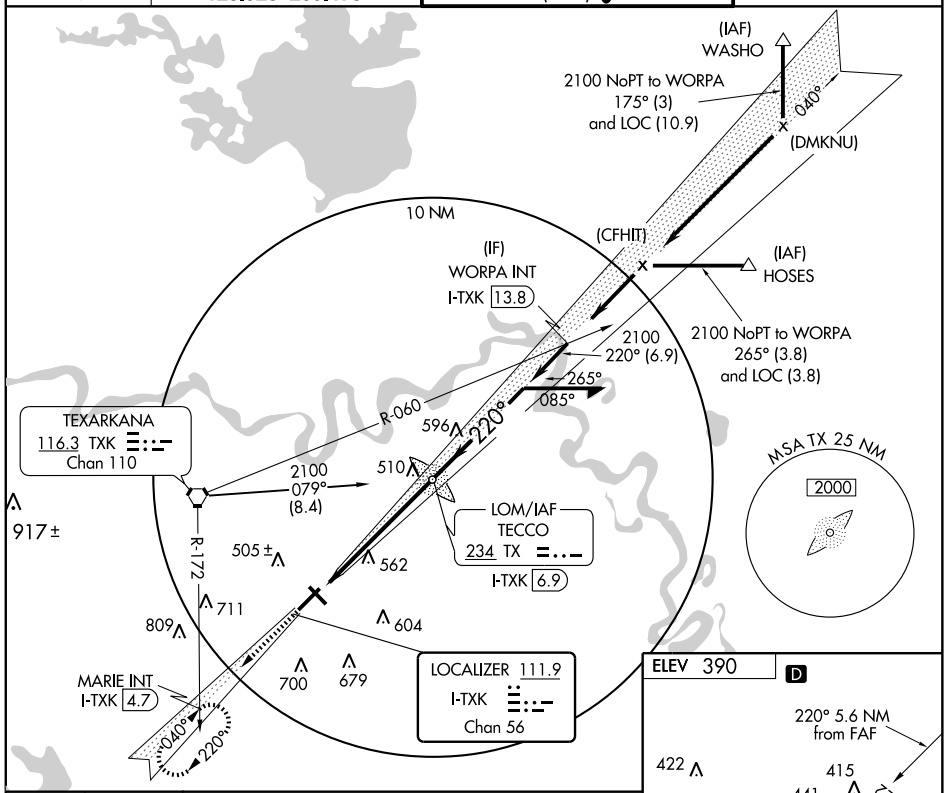
## TEXARKANA RGNL-WEBB FIELD (TXK)

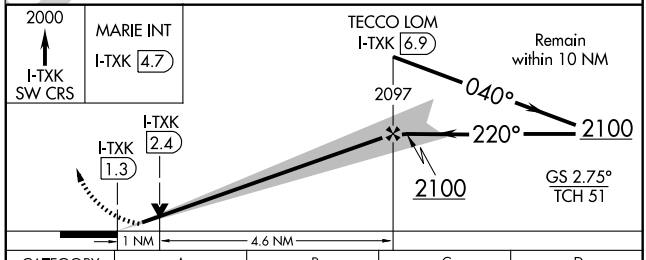
When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet. Increase S-LOC 22 Cats C/D and Circling Cats C/D visibility ¼ mile. For inoperative MALSR when using J Lynn Helms Sevier County altimeter setting, increase S-ILS 22 all Cats visibility to 1. VDP NA when using J Lynn Helms Sevier County altimeter setting.

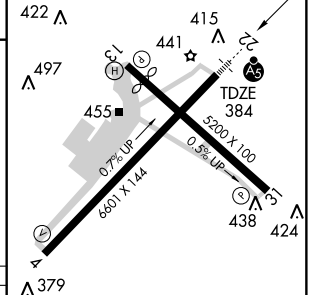
MALSR

MISSED APPROACH: Climb to 2000 via I-TXK southwest course to MARIE Int/I-TXK 4.7 DME and hold.

| ATIS | FORT WORTH CENTER | TEXARKANA TOWER ★ | GND CON |
|---|---|---|---|
| 120.2 | 123.925 269.475 | 123.875 (CTAF) L 235.625 | 119.225 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 584-½ 200 (200-½) | | | |
| S-LOC 22 | 760-½ 376 (400-½) | | | 760-¾ 376 (400-¾) |
| CIRCLING | 820-1 430 (500-1) | 860-1 470 (500-1) | 900-1½ 510 (600-1½) | 1000-2 610 (700-2) |

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-TXK | APP CRS | Rwy Idg | 6601 |
|---|---|---|---|
| 111.9 | 040° | TDZE | 360 |
| Chan 56 | | Apt Elev | 390 |

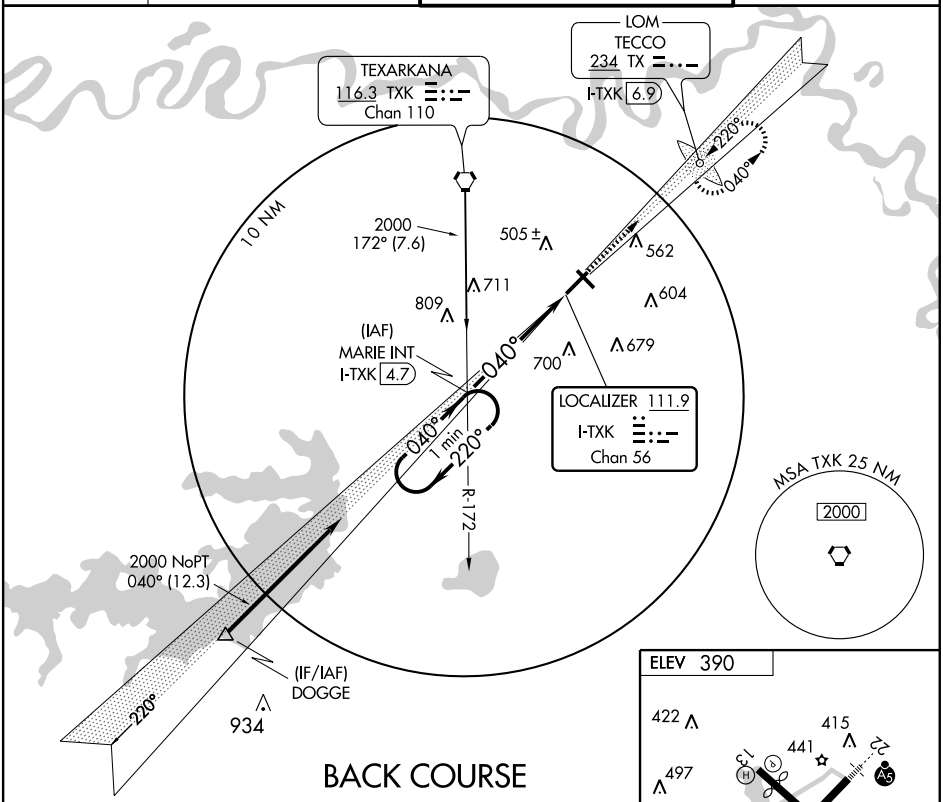
# LOC BC RWY 4

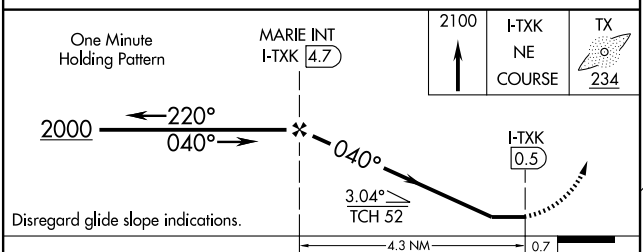
TEXARKANA RGNL-WEBB FIELD (TXK)

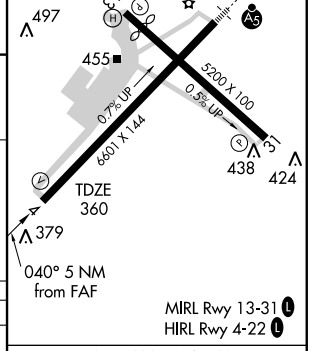
Visibility reduction by helicopters NA. ADF or DME required. When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, and increase S-4 Cats C/D and Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 via I-TXK northeast course to TECCO LOM/I-TXK 6.9 DME and hold.

| ATIS | FORT WORTH CENTER | TEXARKANA TOWER ★ | GND CON |
|---|---|---|---|
| 120.2 | 123.925 269.475 | 123.875 (CTAF) (L) 235.625 | 119.225 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 880-1 | 520 (500-1) | 880-1½ 520 (500-1½) | 880-1¾ 520 (500-1¾) |
| CIRCLING | 880-1 | 490 (500-1) | 900-1½ 510 (600-1½) | 1000-2 610 (700-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6601 |
|---|---|---|---|
| Ch 93899 | 040° | TDZE | 360 |
| W04A | | Apt Elev | 390 |

# RNAV (GPS) RWY 4

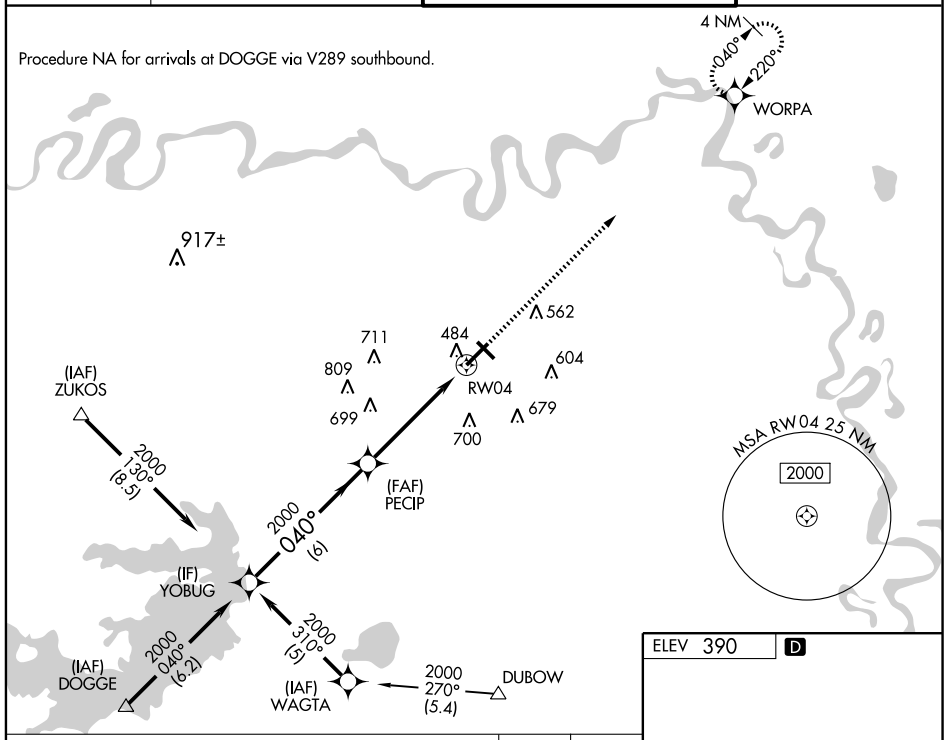
## TEXARKANA RGNL-WEBB FIELD (TXK)

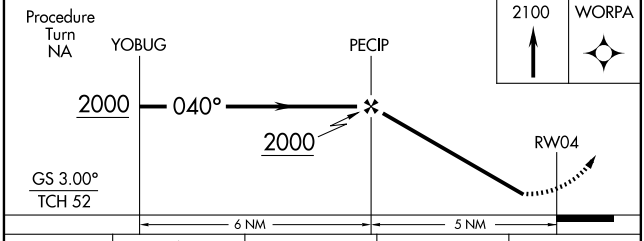
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV NA when using J Lynn Helms Sevier County altimeter setting.

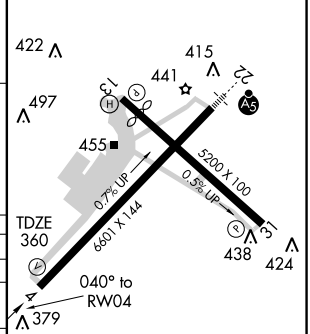
MISSED APPROACH: Climb to 2100 direct WORPA and hold.

| ATIS | FORT WORTH CENTER | TEXARKANA TOWER ★ | GND CON |
|---|---|---|---|
| 120.2 | 123.925 269.475 | 123.875 (CTAF) L 235.625 | 119.225 |

Procedure NA for arrivals at DOGGE via V289 southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 613-1 253 (300-1) | | | |
| LNAV/VNAV DA | 866-1¾ 506 (500-1¾) | | | |
| LNAV MDA | 900-1 540 (600-1) | | 900-1½ 540 (600-1½) | 900-1¾ 540 (600-1¾) |
| CIRCLING | 900-1¾ 510 (600-1) | | | 1000-2 610 (700-2) |

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 4559 |
|---|---|---|---|
| Ch 87099 | 130° | TDZE | 387 |
| W13A | | Apt Elev | 390 |

# RNAV (GPS) RWY 13

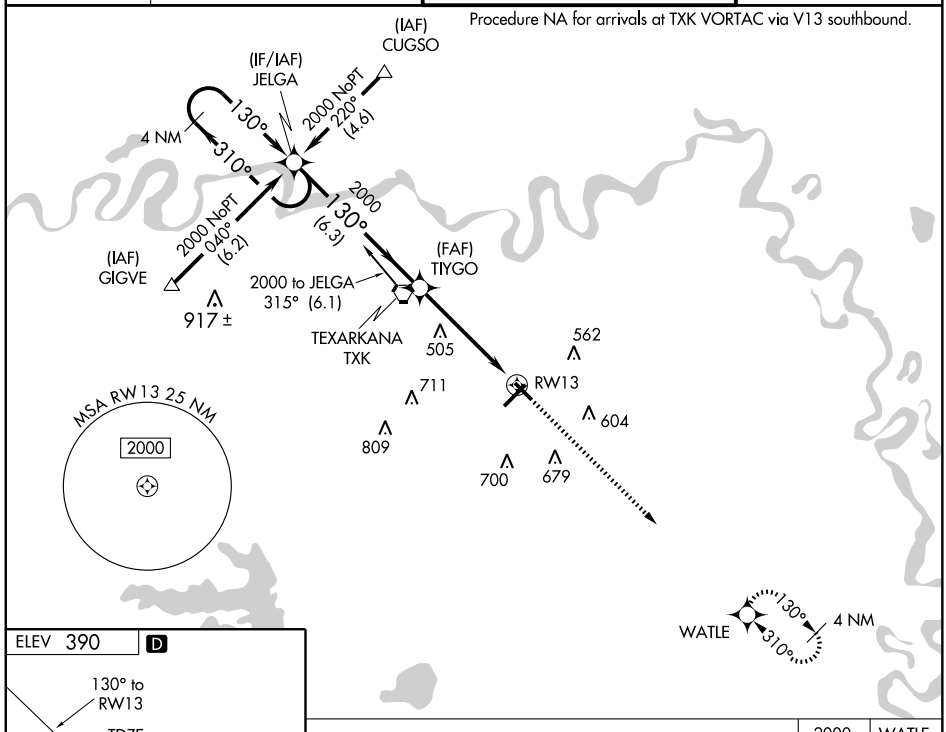
## TEXARKANA RGNL-WEBB FIELD (TXK)

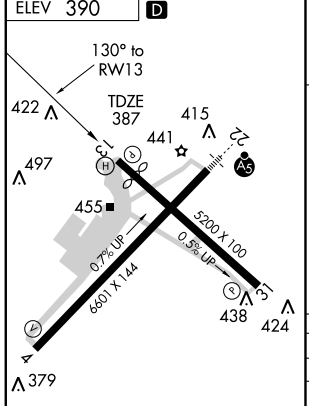
DME/DME RNP-0.3 NA. Visibility reduction by helicopter NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting.

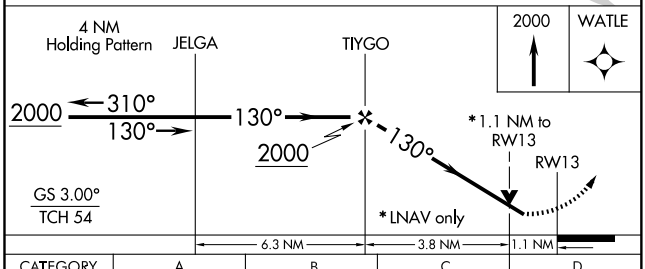
MISSED APPROACH: Climb to 2000 direct WATLE and hold.

| ATIS | FORT WORTH CENTER | TEXARKANA TOWER ★ | GND CON |
|---|---|---|---|
| 120.2 | 123.925 269.475 | 123.875 (CTAF) L 235.625 | 119.225 |

Procedure NA for arrivals at TXK VORTAC via V13 southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 647-1 260 (300-1) | | | |
| LNAV/VNAV DA | 767-1½ 380 (400-1½) | | | |
| LNAV MDA | 760-1 373 (400-1) | | | 760-1¼ 373 (400-1¼) |
| CIRCLING | 820-1½ 430 (500-1½) | 860-1½ 470 (500-1½) | 900-1½ 510 (600-1½) | 1000-2 610 (700-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6601 |
|---|---|---|---|
| Ch 53699 | 220° | TDZE | 384 |
| W22A | | Apt Elev | 390 |

# RNAV (GPS) RWY 22

## TEXARKANA RGNL-WEBB FIELD (TXK)

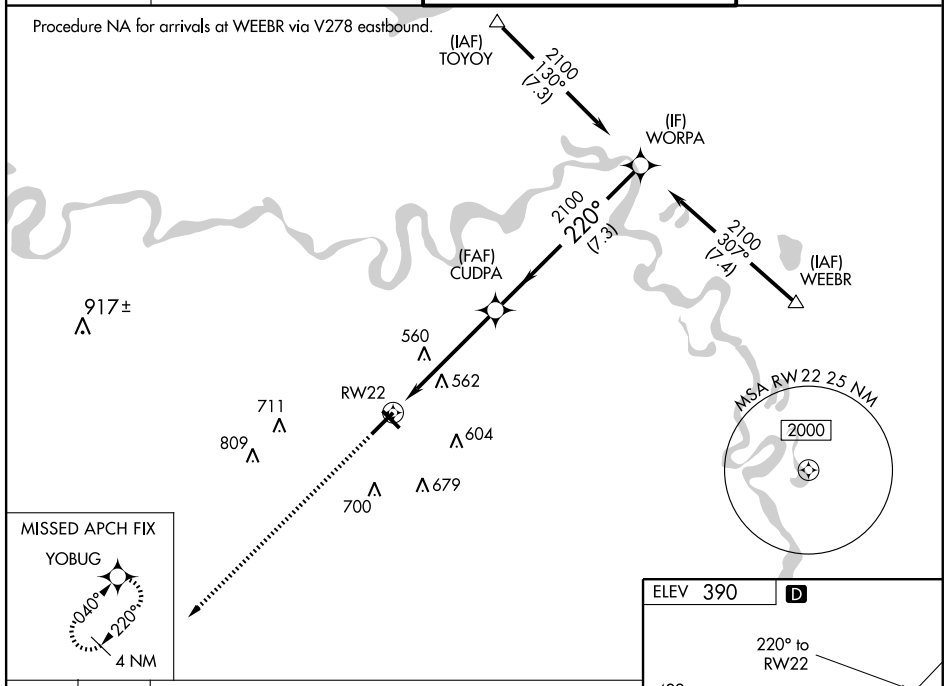
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV and circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting. For inoperative MALSR when using J Lynn Helms Sevier County altimeter setting increase LPV all Cats visibility to 1¼ .

MALSR

MISSED APPROACH: Climb to 2000 direct YOBUG and hold.

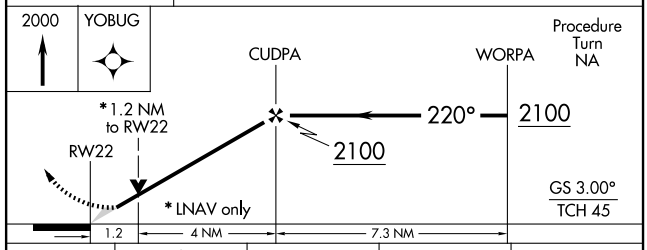
| ATIS | FORT WORTH CENTER | TEXARKANA TOWER ★ | GND CON |
|---|---|---|---|
| 120.2 | 123.925 269.475 | 123.875 (CTAF) L 235.625 | 119.225 |

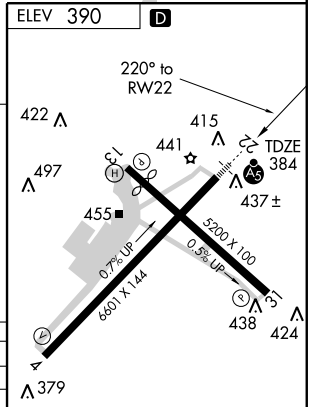
Procedure NA for arrivals at WEEBR via V278 eastbound.










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 634-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 687-½ 303 (300-½) | | | 687-¾ 303 (300-¾) |
| LNAV MDA | 820-½ 436 (500-½) | | 820-¾ 436 (500-¾) | 820-1 436 (500-1) |
| CIRCLING | 820-1 430 (500-1) | 860-1 470 (500-1) | 900-1½ 510 (600-1½) | 1000-2 610 (700-2) |

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS Ch 49199 W31A | APP CRS 310° | Rwy Idg 4559 TDZE 390 Apt Elev 390 |
|---|---|---|

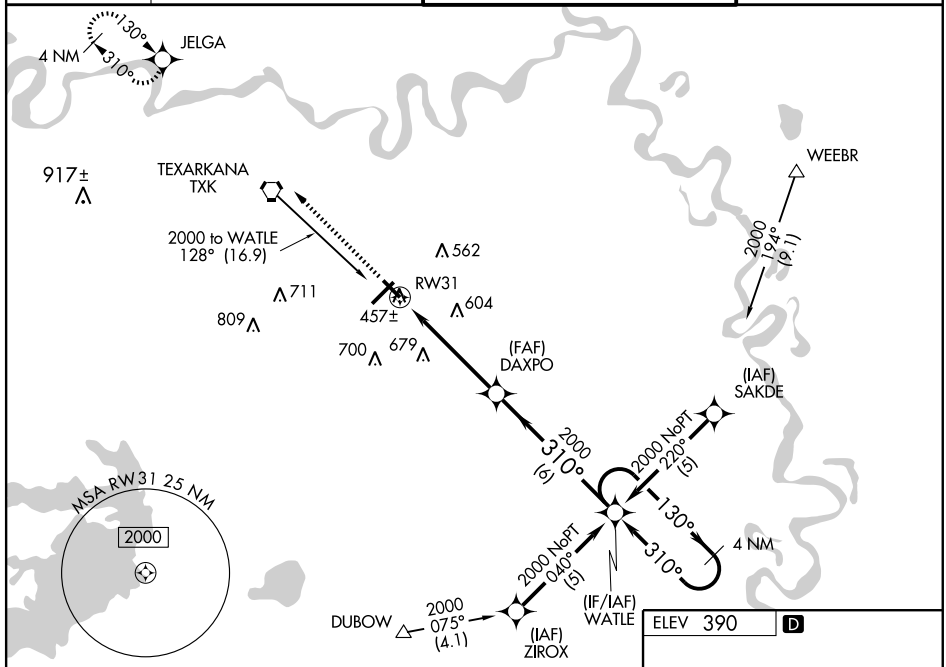
# RNAV (GPS) RWY 31

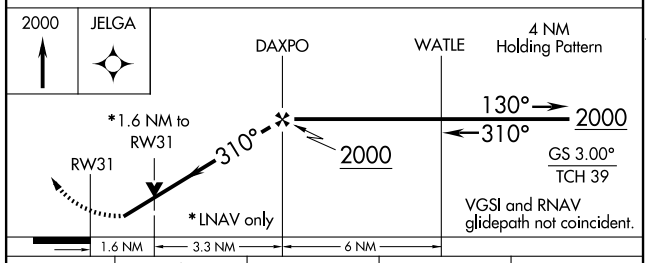
## TEXARKANA RGNL-WEBB FIELD (TXK)

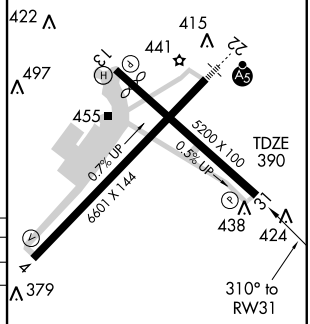
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all DA/MDA 100 feet, increase LPV and LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile and circling Cat C and D visibility ¼ mile.
Baro-VNAV and VDP NA when using J Lynn Helms Sevier County altimeter setting.

MISSED APPROACH: Climb to 2000 direct JELGA and hold.

| ATIS | FORT WORTH CENTER | TEXARKANA TOWER ★ | GND CON |
|---|---|---|---|
| 120.2 | 123.925 269.475 | 123.875 (CTAF) L 235.625 | 119.225 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 645-1 255 (300-1) | | | |
| LNAV/VNAV DA | 707-1¼ 317 (400-1¼) | | | |
| LNAV MDA | 920-1 530 (600-1) | | 920-1½ 530 (600-1½) | |
| CIRCLING | 920-1¼ 530 (600-1¼) | | 920-1½ 530 (600-1½) | 1000-2 610 (700-2) |

MIRL Rwy 13-31 L
HIRL Rwy 4-22 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC TXK | APP CRS | Rwy Idg | 4559 |
|---|---|---|---|
| 116.3 | 122° | TDZE | 387 |
| Chan 110 | | Apt Elev | 390 |

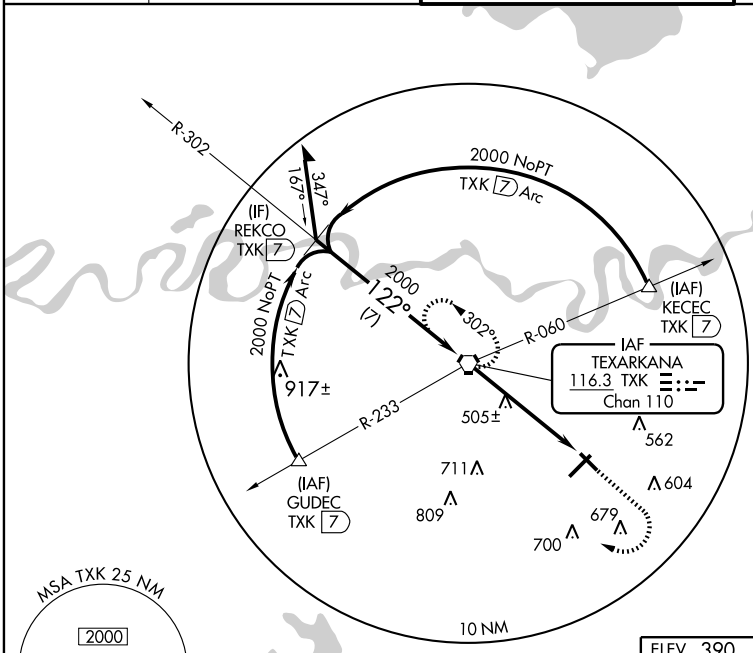
# VOR RWY 13

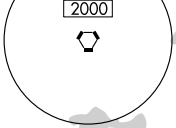
## TEXARKANA RGNL-WEBB FIELD (TXK)

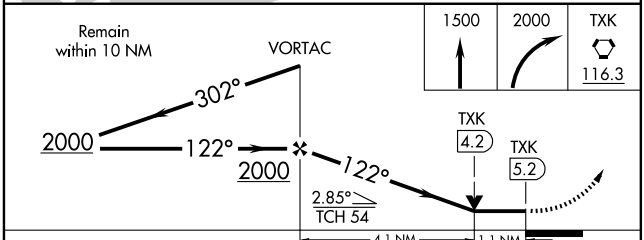
When local altimeter setting not received, use J Lynn Helms Sevier County altimeter setting and increase all MDA 100 feet, increase S-13 and circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA. VDP NA when using J Lynn Helms Sevier County altimeter setting.

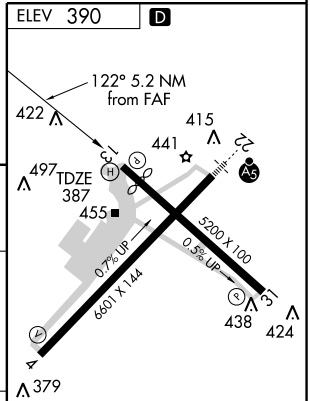
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct TXK VORTAC and hold.

| ATIS | FORT WORTH CENTER | TEXARKANA TOWER ★ | GND CON |
|---|---|---|---|
| 120.2 | 123.925 269.475 | 123.875 (CTAF) L 235.625 | 119.225 |




MIRL Rwy 13-31 L

HIRL Rwy 4-22 L

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 760-1 373 (400-1) | | | 760-1¼ 373 (400-1¼) |
| CIRCLING | 820-1 430 (500-1) | 860-1 470 (500-1) | 900-1½ 510 (600-1½) | 1000-2 610 (700-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-ARG | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 111.1 | 179° | TDZE | 273 |
| | | Apt Elev | 279 |

# LOC RWY 18

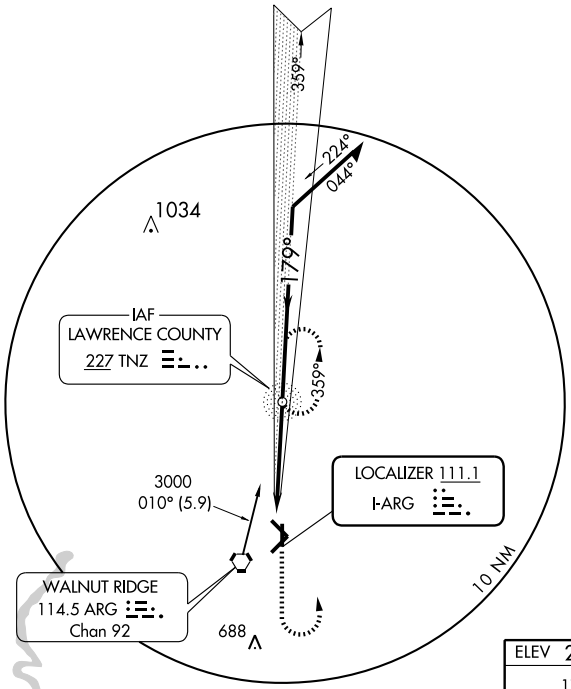
## WALNUT RIDGE RGNL (ARG)

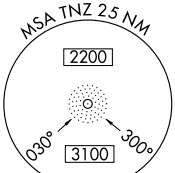
NA

ODALS

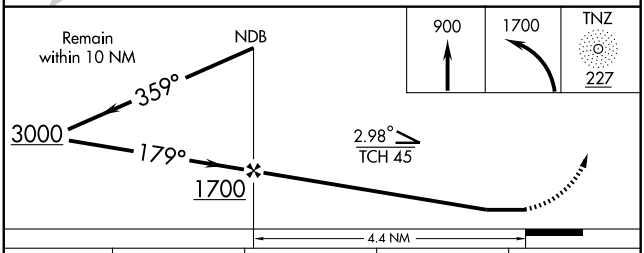
MISSED APPROACH: Climb to 900 then climbing left turn to 1700 direct TNZ NDB and hold.

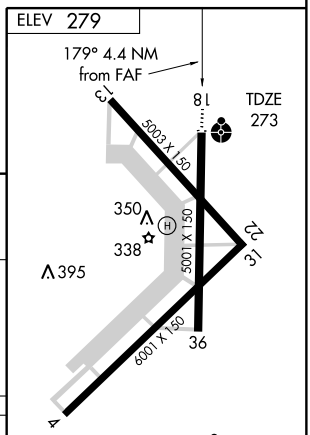
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.925 | 120.075 289.4 | 122.8 (CTAF) L |




ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 620-¾ 347 (400-¾) | | | 620-1¼ 347 (400-1¼) |
| CIRCLING | 760-1 481 (500-1) | | 760-1½ 481 (500-1½) | 840-2 561 (600-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 179° | TDZE | 273 |
| | Apt Elev | 279 |

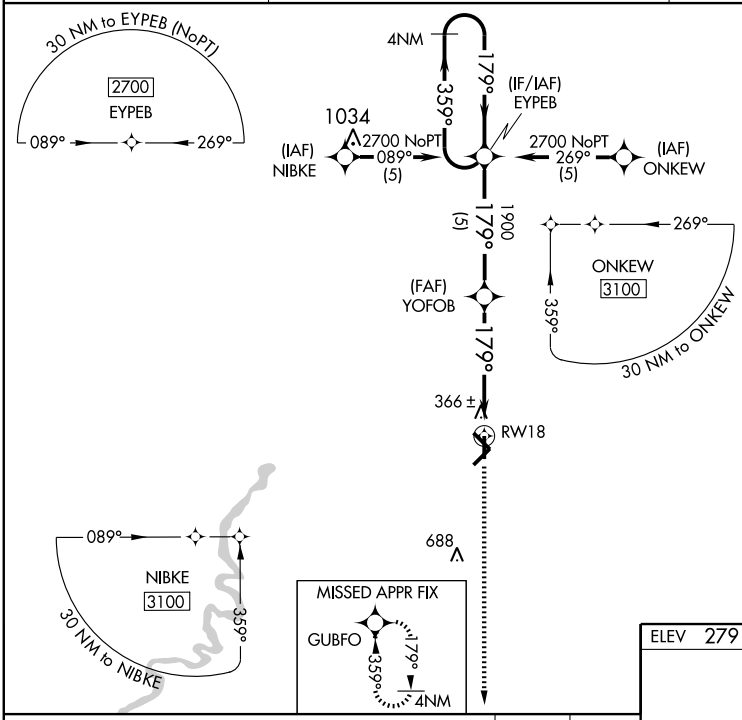
# RNAV (GPS) RWY 18
## WALNUT RIDGE RGNL (ARG)

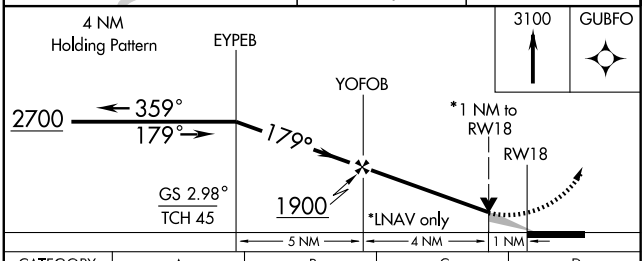
NA
Inoperative table does not apply to LNAV/VNAV.
Inoperative table does not apply to LNAV Cat D.
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
BARO-VNAV NA below-15.55°C (4°F)

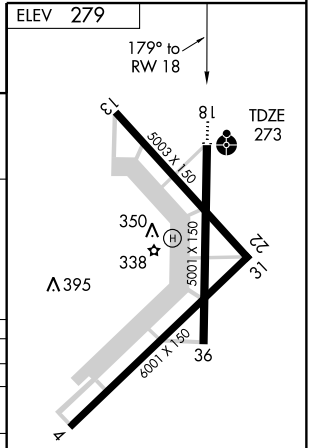
ODALS

MISSED APPROACH: Climb to 3100 direct GUBFO and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.925 | 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 620-1¼ 347 (400-1¼) | | | |
| LNAV MDA | 620-¾ 347 (400-¾) | | | 620-1¼ 347 (400-1¼) |
| CIRCLING | 760-1¼ 481 (500-1¼) | | 760-1½ 481 (500-1½) | 840-2 561 (600-2) |

MIRL Rwys 4-22 and 18-36 L

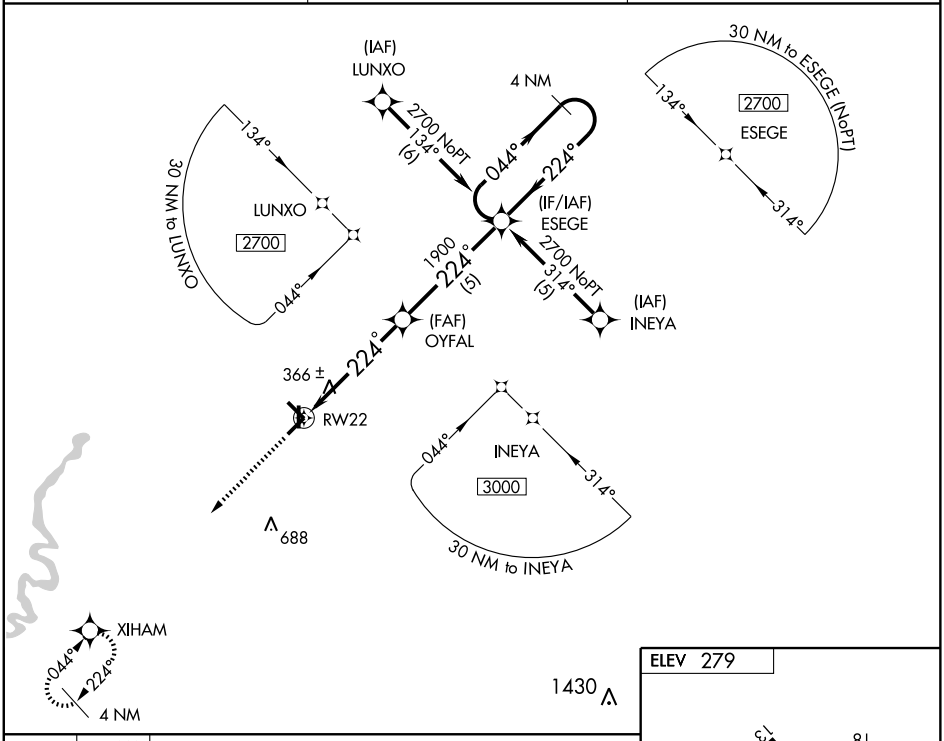
SC-1, 14 JAN 2010 to 11 FEB 2010

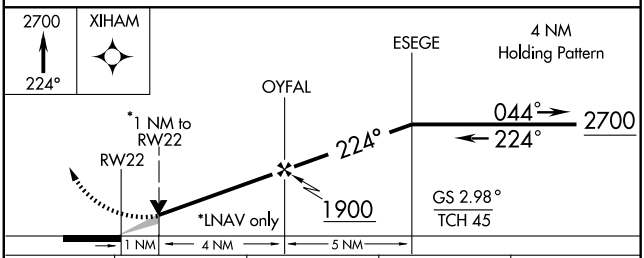
| APP CRS | Rwy Idg | 6001 |
|---|---|---|
| 224° | TDZE | 273 |
| | Apt Elev | 279 |

# RNAV (GPS) RWY 22
## WALNUT RIDGE RGNL (ARG)

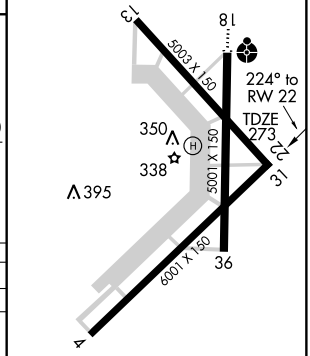
| | |
|---|---|
| ⚠ NA — DME/DME RNP - 0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 50°C (122°F). | MISSED APPROACH: Climb to 2700 via 224° course to XIHAM and hold. |

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.925 | 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 633-1¼ | 360 (400-1¼) | | |
| LNAV MDA | 620-1 | 347 (400-1) | | 620-1¼ 347 (400-1¼) |
| CIRCLING | 760-1 481 (500-1) | | 760-1½ 481 (500-1½) | 840-2 561 (600-2) |



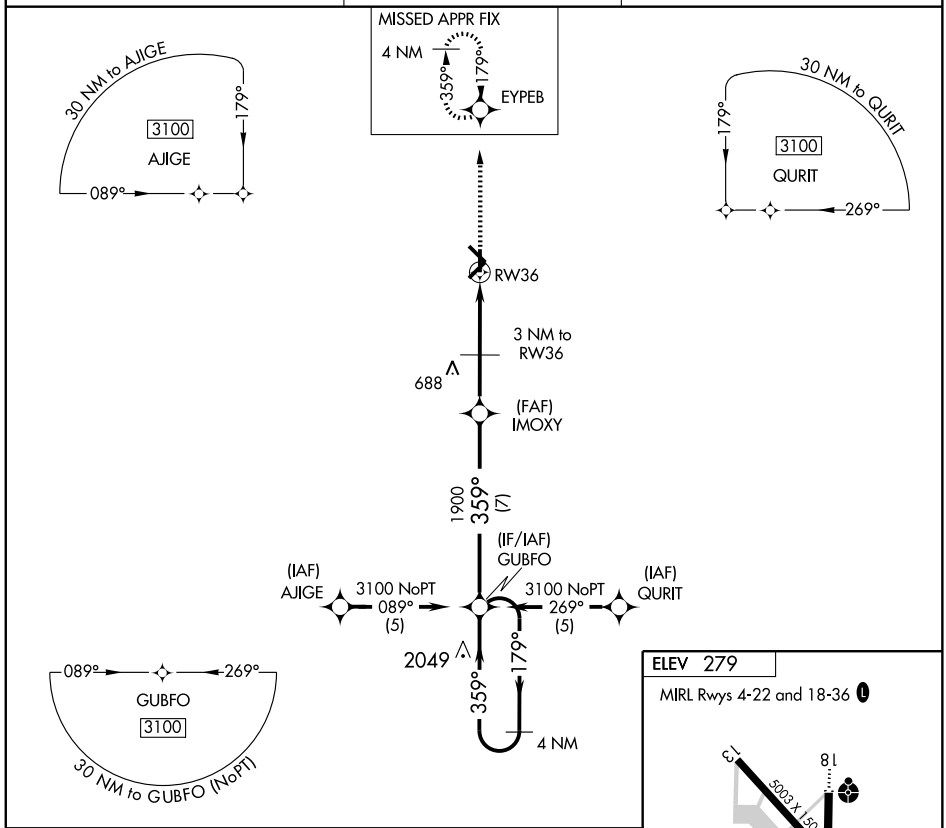
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 359° | TDZE | 273 |
| | Apt Elev | 279 |

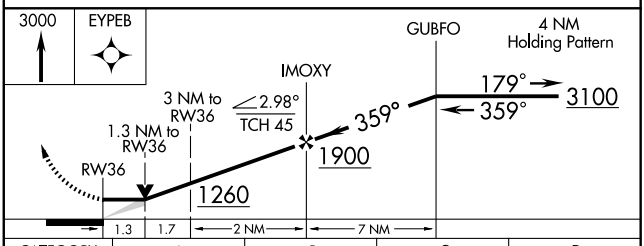
# RNAV (GPS) RWY 36
## WALNUT RIDGE RGNL (ARG)

NA DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct EYPEB and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.925 | 120.075 289.4 | 122.8 (CTAF) L |

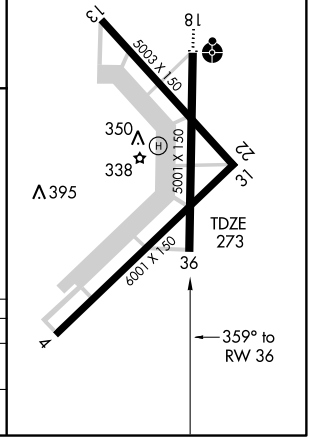



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 367 (400-1) | | | 640-1¼ 367 (400-1¼) |
| CIRCLING | 760-1 481 (500-1) | | 760-1½ 481 (500-1½) | 840-2 561 (600-2) |

ELEV 279

MIRL Rwys 4-22 and 18-36 L




SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR ARG | APP CRS | Rwy Idg | NA |
|---|---|---|---|
| 114.5 | 053° | TDZE | NA |
| Chan 92 | | Apt Elev | 279 |

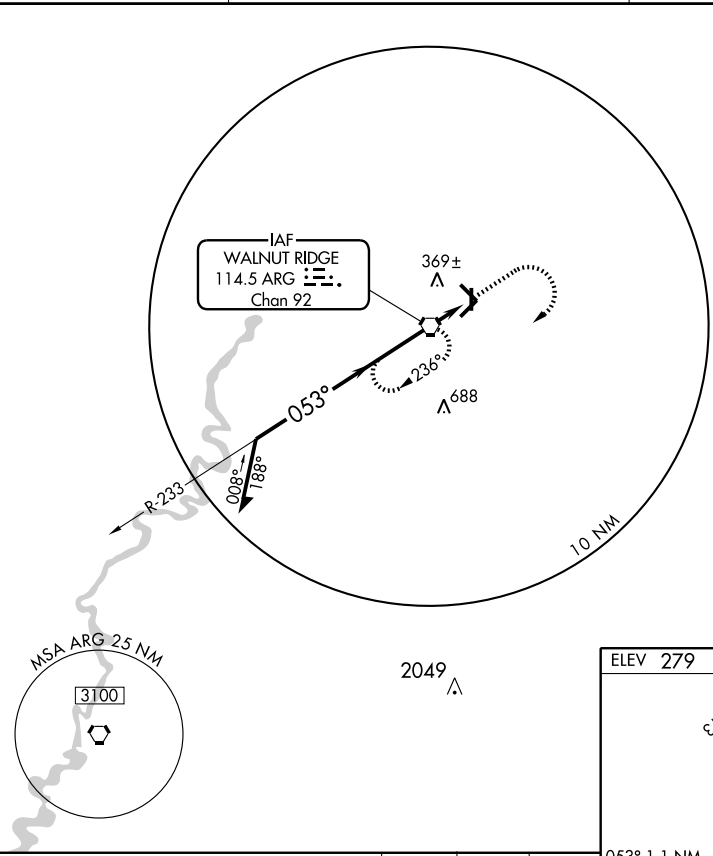
# VOR-A

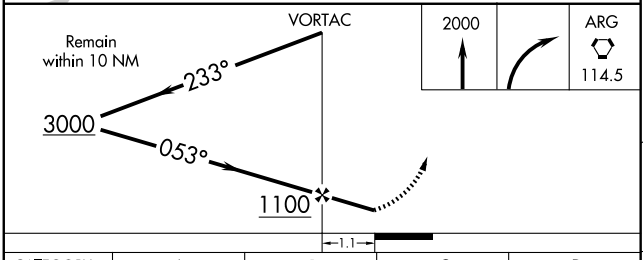
WALNUT RIDGE RGNL (ARG)

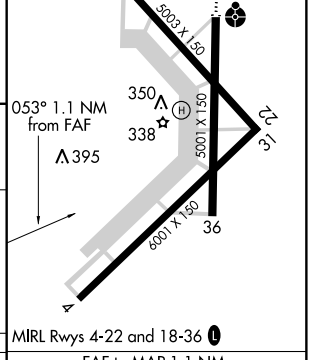
NA

MISSED APPROACH: Climb to 2000 then right turn direct ARG VORTAC and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.925 | 120.075 289.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 760-1 | 481 (500-1) | 760-1½ 481 (500-1½) | 840-2 561 (600-2) |

FAF to MAP 1.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 1:06 | 0:44 | 0:33 | 0:26 | 0:22 |

SC-1, 14 JAN 2010 to 11 FEB 2010

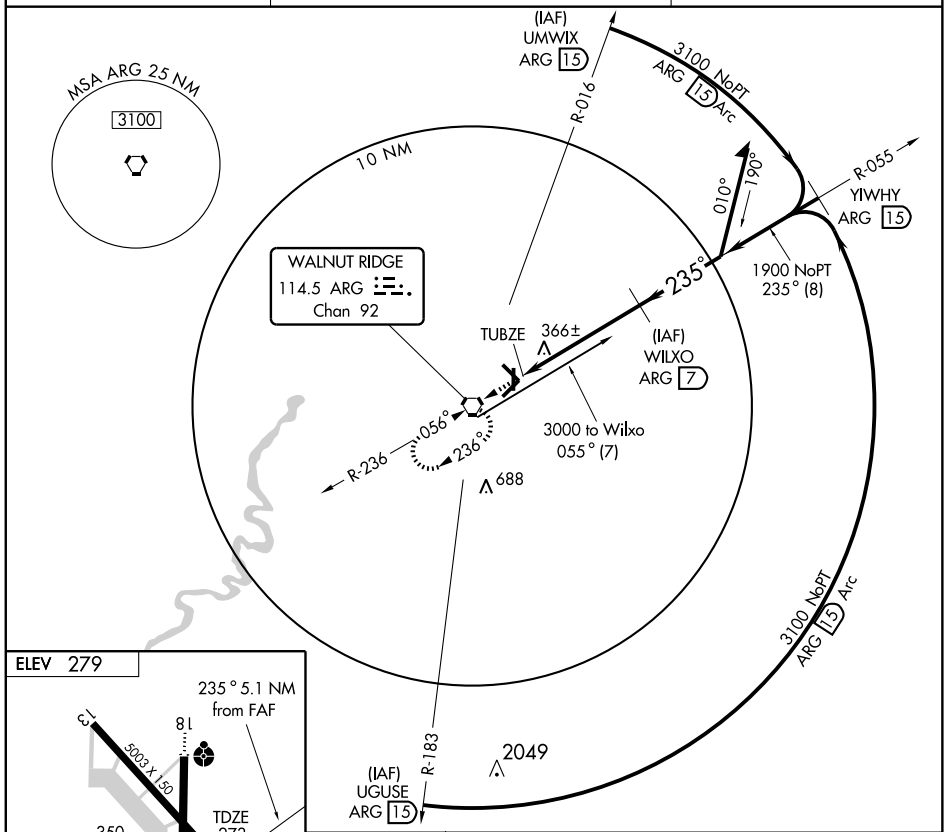
| VOR ARG | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| 114.5 | 235° | TDZE | 273 |
| Chan 92 | | Apt Elev | 279 |

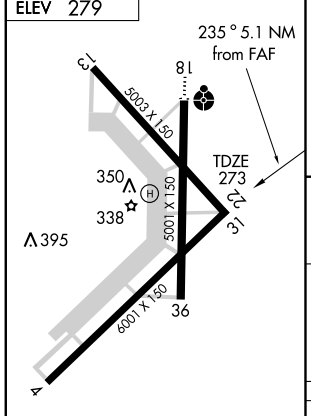
# VOR/DME RWY 22

WALNUT RIDGE RGNL (ARG)

MISSED APPROACH: Climb to 2000 direct ARG VORTAC and hold.

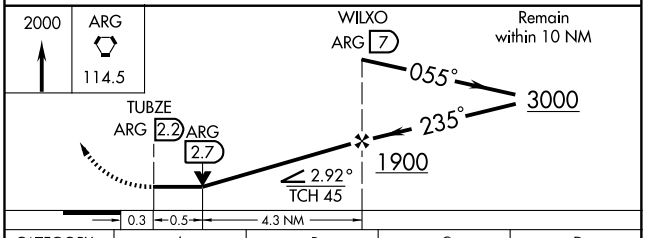
| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 135.925 | 120.075 289.4 | 122.8 (CTAF) L |




MIRL Rwys 4-22 and 18-36 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 620-1 347 (400-1) | | | 620-1¼ 347 (400-1¼) |
| CIRCLING | 760-1 481 (500-1) | | 760-1½ 481 (500-1½) | 840-2 561 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

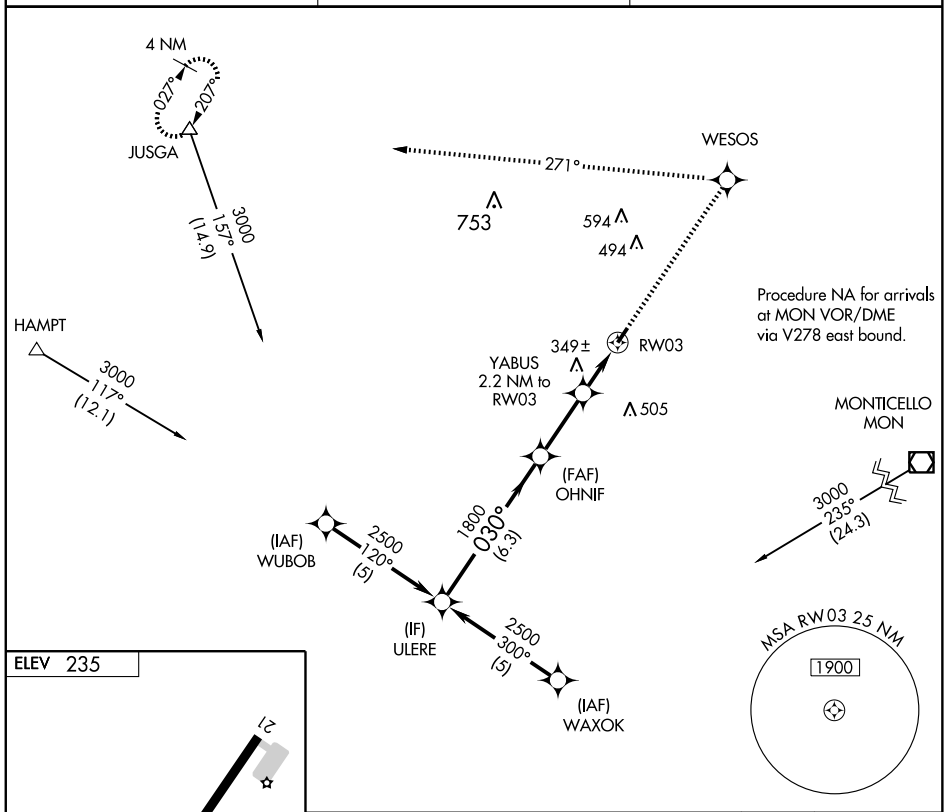
| APP CRS | Rwy Idg | 3829 |
|---|---|---|
| 030° | TDZE | 235 |
| | Apt Elev | 235 |

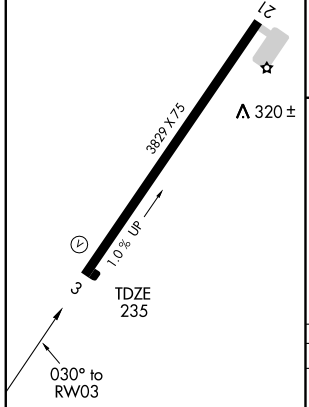
# RNAV (GPS) RWY 3
## WARREN MUNI (3M9)

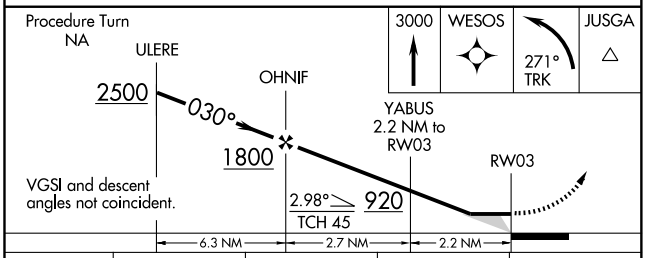
NA — DME/DME RNP-0.3 NA. Use Monticello altimeter setting; when not received, use El Dorado altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 direct WESOS and left turn via 271° track to JUSGA and hold.

| MONTICELLO ASOS | MEMPHIS CENTER | CTAF |
|---|---|---|
| 133.325 | 135.875 269.35 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 | 425 (500-1) | 660-1¼ 425 (500-1¼) | NA |
| CIRCLING | 740-1 | 505 (600-1) | 740-1½ 505 (600-1½) | NA |

LIRL Rwy 3-21

SC-1, 14 JAN 2010 to 11 FEB 2010

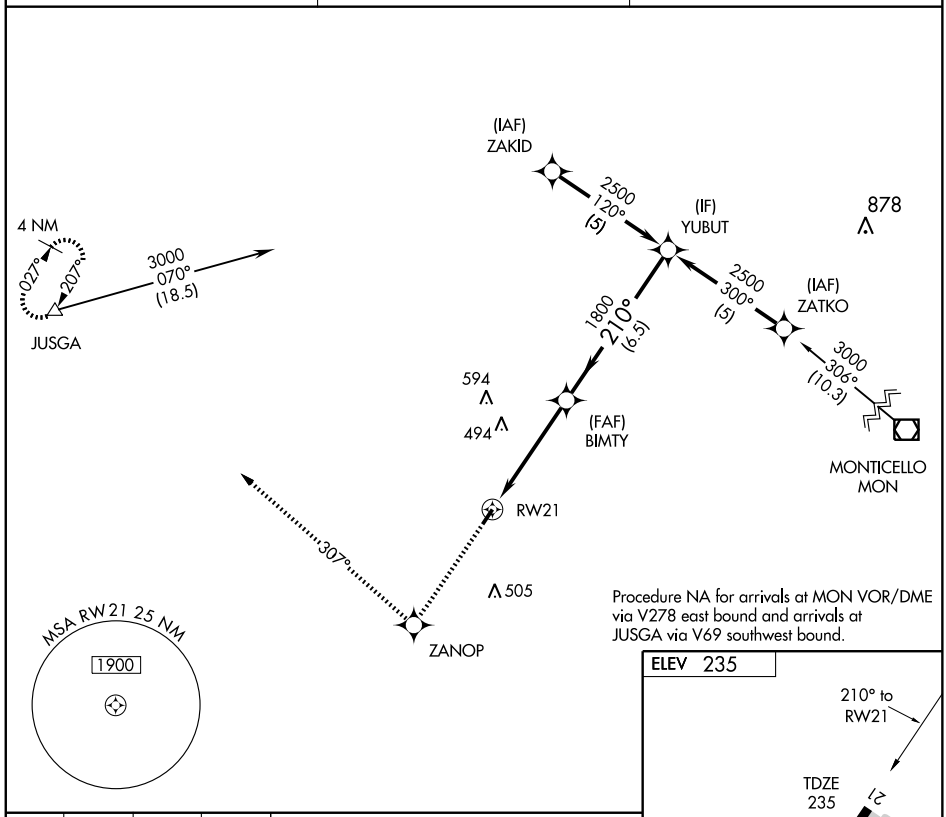
| APP CRS | Rwy Idg | 3829 |
|---|---|---|
| 210° | TDZE | 235 |
| | Apt Elev | 235 |

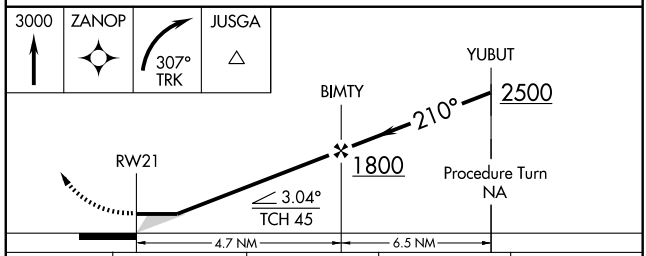
# RNAV (GPS) RWY 21
## WARREN MUNI (3M9)

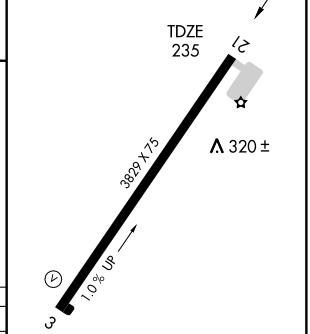
NA — DME/DME RNP-0.3 NA. Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼.

MISSED APPROACH: Climb to 3000 direct ZANOP and right turn via 307° track to JUSGA and hold.

| MONTICELLO ASOS | MEMPHIS CENTER | CTAF |
|---|---|---|
| 133.325 | 135.875 269.35 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 | 485 (500-1) | 720-1¼<br>485 (500-1¼) | NA |
| CIRCLING | 740-1 | 505 (600-1) | 740-1½<br>505 (600-1½) | NA |

LIRL Rwy 3-21

SC-1, 14 JAN 2010 to 11 FEB 2010

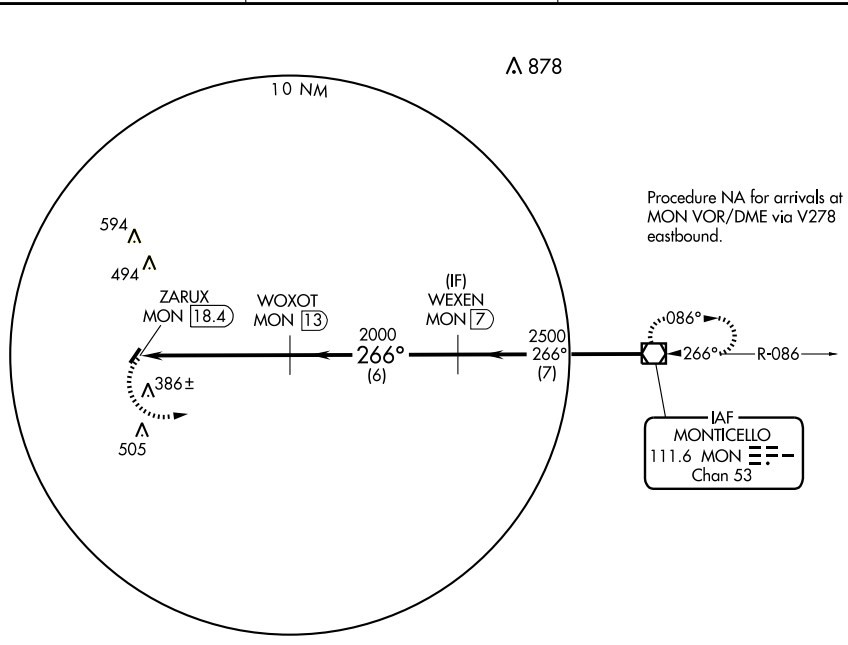
| VOR/DME MON | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.6 | 266° | TDZE | N/A |
| Chan 53 | | Apt Elev | 235 |

# VOR/DME-A
## WARREN MUNI (3M9)

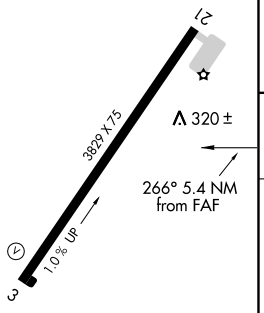
NA Use Monticello altimeter setting, when not received, use El Dorado altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile.

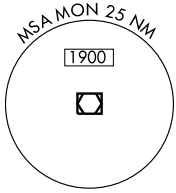
MISSED APPROACH: Climbing left turn to 2500 direct MON VOR/DME and hold.

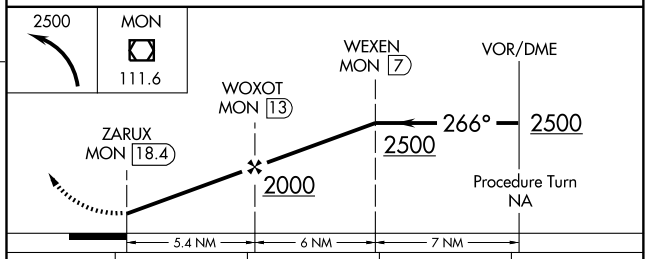
| MONTICELLO ASOS | MEMPHIS CENTER | CTAF |
|---|---|---|
| 133.325 | 135.875 269.35 | 122.9 |




ELEV 235




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1<br>765 (800-1) | 1000-1¼<br>765 (800-1¼) | 1000-2¼<br>765 (800-2¼) | NA |

LIRL Rwy 3-21

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6003 |
|---|---|---|
| 180° | TDZE | 212 |
| | Apt Elev | 212 |

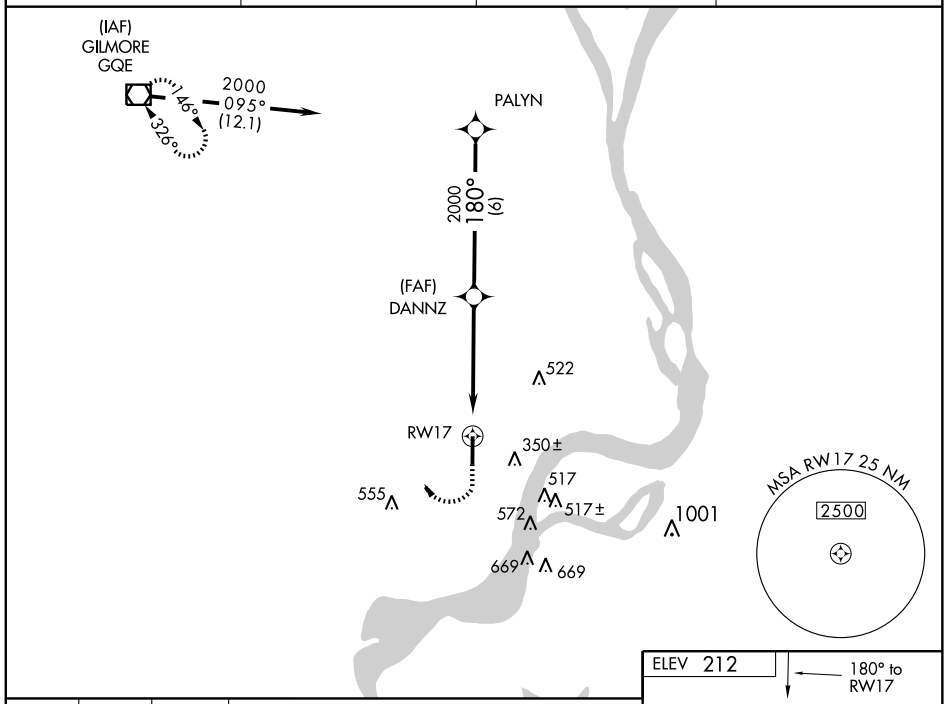
# GPS RWY 17
## WEST MEMPHIS MUNI (AWM)

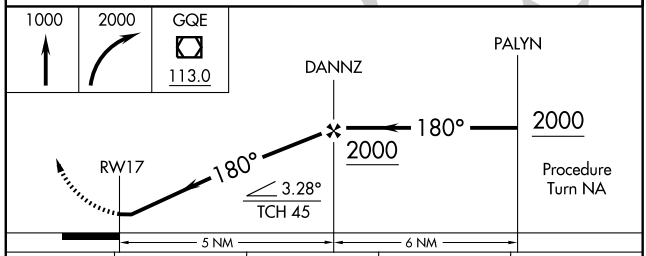
Obtain local altimeter setting on CTAF; when not received, use Memphis Intl altimeter setting. For inoperative MALSR increase S-17 Cat A,B visibility to 1 mile.

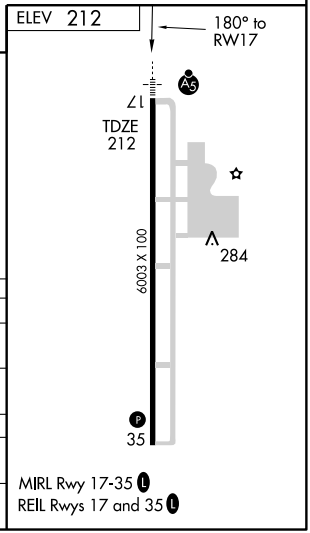
MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct GQE VOR/DME and hold.

| ASOS | MEMPHIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.175 | 119.1 291.6 | 121.7 | 123.05 (CTAF) L |




MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 640- ¾ 428 (500- ¾) | | | 640-1 428 (500-1) |
| CIRCLING | 640-1 428 (500-1) | 680-1 468 (500-1) | 680-1½ 468 (500-1½) | 780-2 568 (600-2) |
| MEMPHIS INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-17 | 700- ¾ 488 (500- ¾) | | | 700-1 488 (500-1) |
| CIRCLING | 700-1 488 (500-1) | | 720-1½ 508 (600-1½) | 780-2 568 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6003 |
|---|---|---|
| 360° | TDZE | 212 |
| | Apt Elev | 212 |

# GPS RWY 35

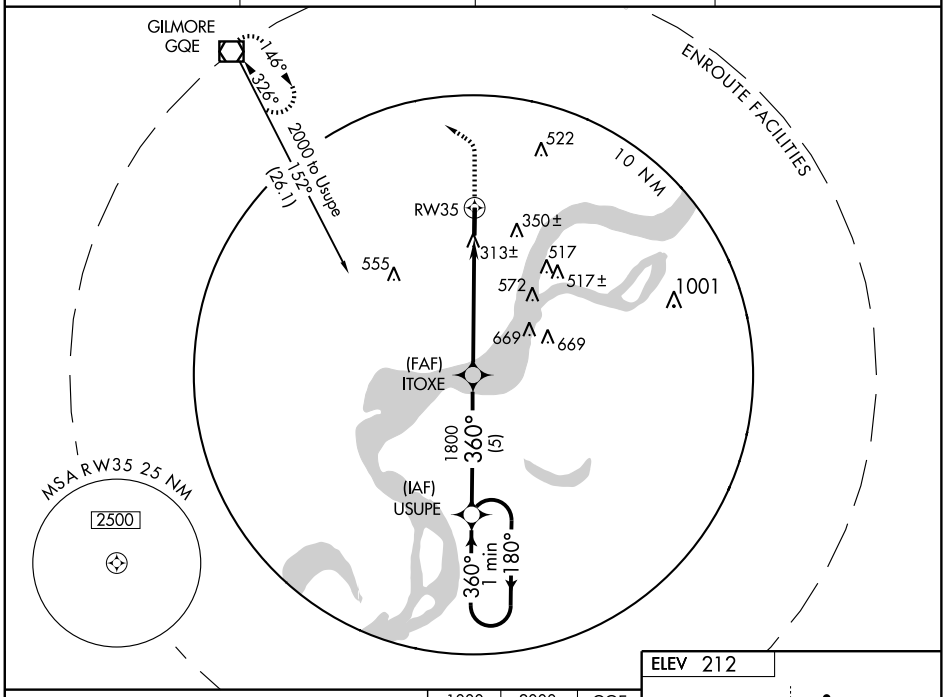
## WEST MEMPHIS MUNI (AWM)

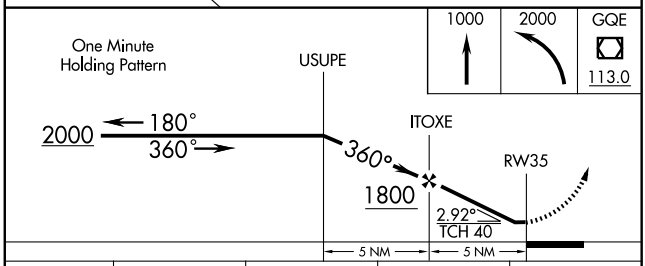
Obtain local altimeter setting on CTAF; when not received, use Memphis Intl altimeter setting.

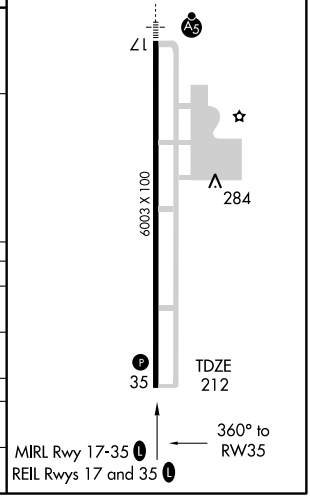
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct GQE VOR/DME and hold.

| ASOS | MEMPHIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.175 | 119.1 291.6 | 121.7 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 580-1 368 (400-1) | | | 580-1¼ 368 (400-1¼) |
| CIRCLING | 620-1 408 (500-1) | 680-1 468 (500-1) | 680-1½ 468 (500-1½) | 780-2 568 (600-2) |
| MEMPHIS INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-35 | 620-1 408 (500-1) | | 620-1¼ 408 (500-1¼) | |
| CIRCLING | 680-1 468 (500-1) | | 720-1½ 508 (600-1½) | 780-2 568 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-LWR | APP CRS | Rwy Idg | 6003 |
|---|---|---|---|
| 110.7 | 180° | TDZE | 212 |
| Chan 44 | | Apt Elev | 212 |

# ILS or LOC RWY 17

## WEST MEMPHIS MUNI (AWM)

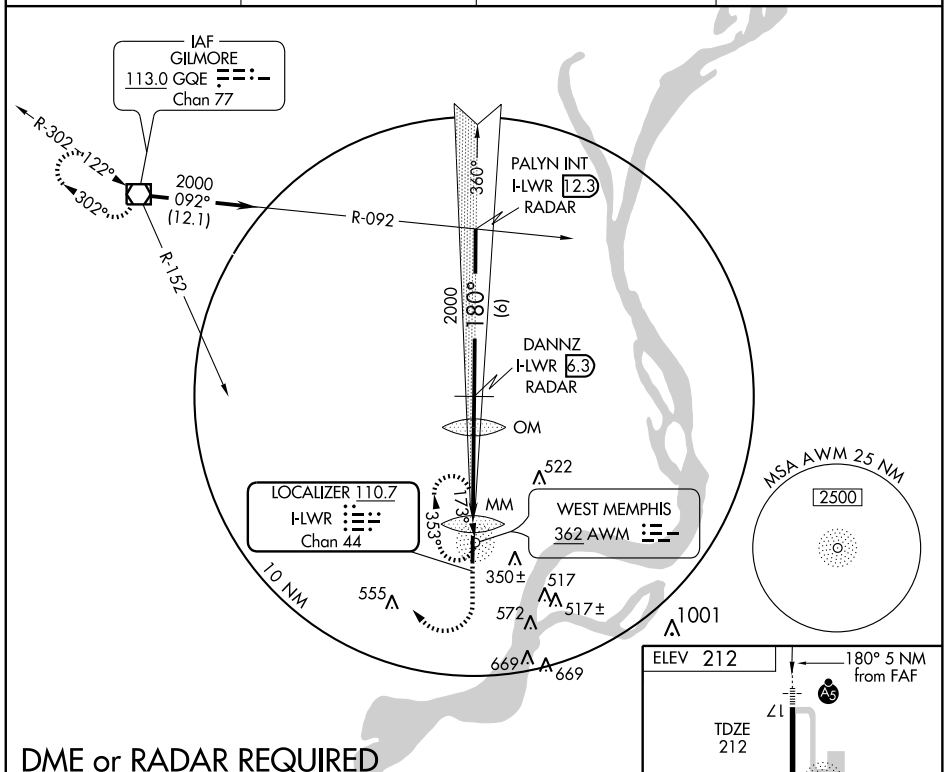
If local altimeter setting not received, use Memphis Intl altimeter setting and increase all DHs to 462, and all MDAs 60 feet.

NA

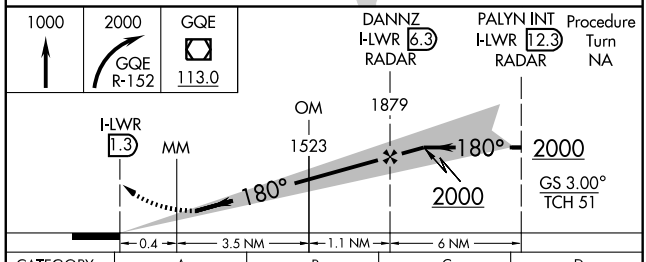
MALSR

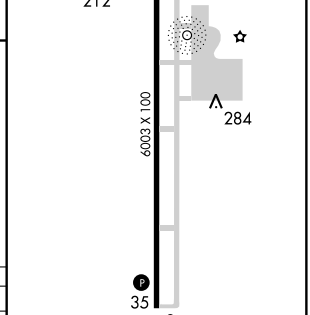
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via GQE R-152 to GQE VOR/DME and hold.

| ASOS | MEMPHIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.175 | 119.1 291.6 | 121.7 | 123.05 (CTAF) L |




## DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 412-½ 200 (200-½) | | | |
| S-LOC 17 | 580-½ 368 (400-½) | | | 580-¾ 368 (400-¾) |
| CIRCLING | 620-1 408 (500-1) | 680-1 468 (500-1) | 680-1½ 468 (500-1½) | 780-2 568 (600-2) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME GQE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.0 | 133° | TDZE | N/A |
| Chan 77 | | Apt Elev | 212 |

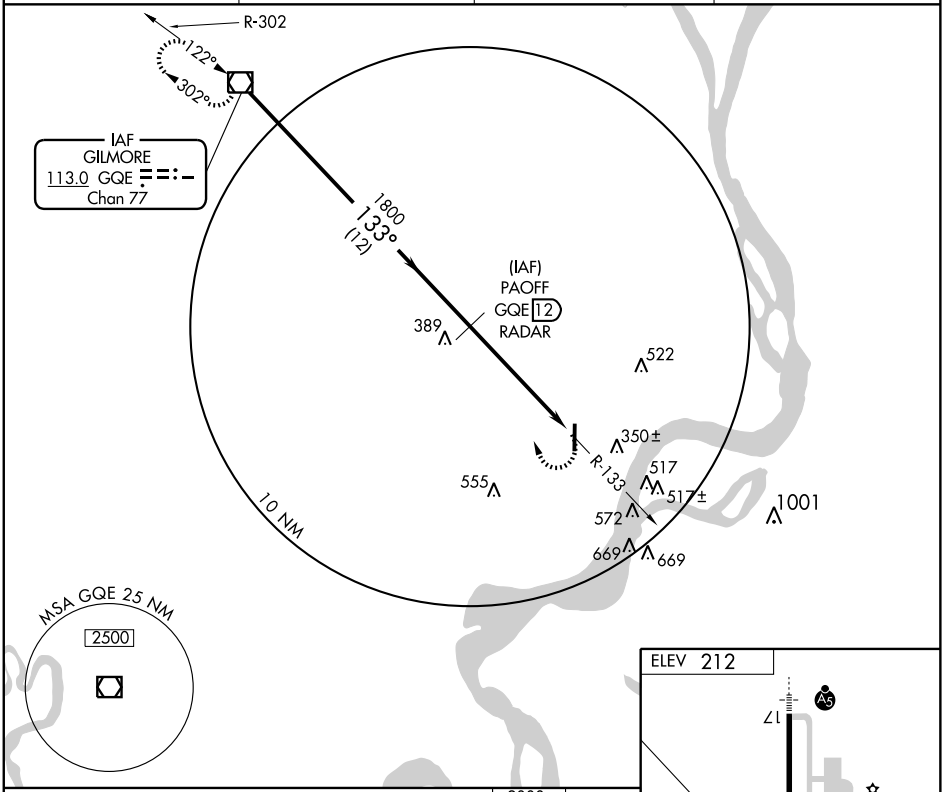
# VOR/DME-A

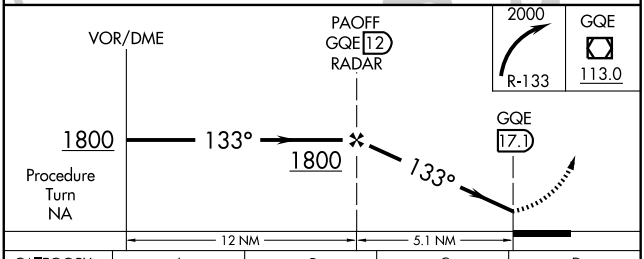
## WEST MEMPHIS MUNI (AWM)

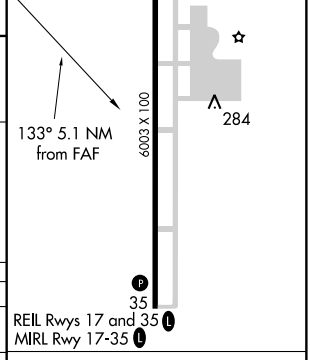
T A NA — Obtain local altimeter setting on CTAF; when not received, use Memphis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via R-133 to GQE VOR/DME and hold.

| ASOS | MEMPHIS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.175 | 119.1 291.6 | 121.7 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 680-1 468 (500-1) | | 680-1½ 468 (500-1½) | 780-2 568 (600-2) |
| MEMPHIS INTL ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 740-1 528 (600-1) | | 740-1½ 528 (600-1½) | 780-2 568 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

**ALEXANDRIA, LA**
ESLER RGNL ..... **RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 26**
NA when local weather not available.

**BASTROP, LA**
MOREHOUSE
MEMORIAL ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**
NA when local weather not available.

**BATON ROUGE, LA**
BATON ROUGE METROPOLITAN:
RYAN FIELD ..... **ILS or LOC Rwy 13[12]**
**ILS or LOC Rwy 22R[124]**
**NDB Rwy 31[23]**
**RADAR-1[2]**
**RNAV (GPS) Rwy 4L[4]**
**RNAV (GPS) Rwy 22R[4]**
**RNAV (GPS) Rwy 31[4]**
**VOR Rwy 4L[3]**
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when local weather not available.

**BAY ST LOUIS, MS**
STENNIS INTL ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR-A**
NA when local weather not available.

**BOGALUSA, LA**
GEORGE R CARR MEMORIAL
AIR FIELD ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**COLUMBUS-WEST POINT-STARKVILLE, MS**
GOLDEN TRIANGLE
RGNL ..... **ILS or LOC Rwy 18[1]**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.
[1]NA when control tower closed.

**CORINTH, MS**
ROSCOE TURNER ..... **ILS or LOC Rwy 18**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**DE RIDDER, LA**
BEAUREGARD RGNL ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**GALLIANO, LA**
SOUTH LAFOURCHE LEONARD
MILLER JR ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**GREENVILLE, MS**
MID DELTA RGNL ..... **ILS or LOC Rwy 18L[1]**
**NDB Rwy 36L[1]**
**NDB Rwy 36R[1]**
**RNAV (GPS) Rwy 18L[2]**
**RNAV (GPS) Rwy 18R[2]**
**RNAV (GPS) Rwy 36L[2]**
**RNAV (GPS) Rwy 36R[2]**
**VOR/DME Rwy 18L[2]**
**VOR/DME Rwy 18R[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**GREENWOOD, MS**
GREENWOOD-LEFLORE . **ILS or LOC Rwy 18[1]**
**VOR Rwy 5[2]**
[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼

NAME ALTERNATE MINIMUMS

## GULFPORT, MS

GULFPORT-BILOXI INTL ..... **ILS or LOC Rwy 14[12]**
**ILS or LOC/DME Rwy 32[12]**
**ILS or LOC RWY 35[3]**
**RADAR-1[24]**
**RNAV (GPS) Rwy 14[3]**
**RNAV (GPS) Rwy 18[3]**
**RNAV (GPS) Rwy 32[3]**
**RNAV (GPS) Rwy 36[3]**
**VOR/DME or TACAN Rwy 14[4]**
**VOR/DME or TACAN Rwy 32[4]**

[1]ILS, Categories B,C,D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¾.

## HAMMOND, LA

HAMMOND NORTHSHORE RGNL ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

## HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI ..... **RNAV (GPS) Y Rwy 13**
**RNAV (GPS) Z Rwy 13**
**VOR Rwy 13[1]**

NA when local weather not available.
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.

## HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL ..... **ILS Rwy 18[1]**
**RNAV (GPS) Rwy 18[2]**
**RNAV (GPS) Rwy 36[2]**

[1]NA when control zone not in effect.
[2]NA when local weather not available.

## HOUMA, LA

HOUMA-TERREBONNE ..... **Copter VOR/DME 12[1]**
**ILS or LOC Rwy 18[123]**
**RNAV (GPS) Rwy 12[14]**
**RNAV (GPS) Rwy 18[1]**
**RNAV (GPS) Rwy 30[1]**
**RNAV (GPS) Rwy 36[1]**
**VOR/DME Rwy 30[1]**
**VOR Rwy 12[124]**

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

## JACKSON, MS

HAWKINS FIELD ..... **ILS Rwy 16[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**

[1]NA when control tower closed.
[2]NA when local weather not available.

JACKSON-EVERS INTL ..... **ILS or LOC Rwy 34L[12]**
**RADAR-1[1]**
**RNAV (GPS) Rwy 16L[3]**
**RNAV (GPS) Rwy 16R[3]**
**RNAV (GPS) Rwy 34L[3]**
**RNAV (GPS) Rwy 34R[3]**

[1]NA when control tower closed.
[2]ILS, Category E, 700-2¼. LOC,Category E, 800-2¼.
[3]NA when local weather not available.

## LAFAYETTE, LA

LAFAYETTE RGNL ..... **ILS or LOC/DME Rwy 4R[13]**
**ILS or LOC Rwy 22L[23]**
**RNAV (GPS) Rwy 4R[1]**
**RNAV (GPS) Rwy 22L[1]**
**RNAV (GPS) Rwy 29[1]**

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.

## LAKE CHARLES, LA

CHENNAULT INTL ..... **ILS or LOC Rwy 15[12]**
**VOR Rwy 33[12]**

[1]NA when control tower closed.
[2]Category E, 900-3.

LAKE CHARLES RGNL ..... **ILS or LOC Rwy 15**
**LOC BC Rwy 33**

NA when control tower closed.

## MC COMB, MS

MC COMB/PIKE COUNTY/ JOHN E LEWIS FIELD ..... **ILS or LOC Rwy 15**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**VOR/DME-A**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**MERIDIAN, MS**

KEY FIELD ..... **ILS or LOC Rwy 1[123]**
**ILS or LOC Rwy 19[23]**
**RNAV (GPS) Rwy 1[34]**
**RNAV (GPS) Rwy 4[34]**
**RNAV (GPS) Rwy 19[34]**
**RNAV (GPS) Rwy 22[34]**
**VOR-A[34]**

[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E, 900-3.
LOC, Category E, 900-3.
[3]NA when local weather not available.
[4]Category E, 900-3.

**MONROE, LA**

MONROE RGNL ..... **ILS or LOC Rwy 4**
**ILS Rwy 22**

NA when control tower closed.

**NATCHEZ, MS**

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY ..... **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 31**
**RNAV (GPS) Rwy 36**
**VOR/DME Rwy 13**

NA when local weather not available.

**NEW IBERIA, LA**

ACADIANA RGNL ..... **ILS Rwy 34[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**
**VOR or TACAN Rwy 16[13]**
**VOR/DME Rwy 34[1]**

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category E, 900-3.

**NEW ORLEANS, LA**

LAKEFRONT ..... **ILS or LOC Rwy 18R[1]**
**RNAV (GPS) Rwy 18R**
**RNAV (GPS) Rwy 36L**
**VOR/DME Rwy 36L**

NA when local weather not available.
[1]Category D, 700-2.

LOUIS ARMSTRONG NEW ORLEANS INTL ..... **LOC Rwy 19**
Category D, 800-2¼.

**OAKDALE, LA**

ALLEN PARISH ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**OLIVE BRANCH, MS**

OLIVE BRANCH ..... **ILS or LOC Rwy 18[12]**
**RNAV (GPS) Rwy 18**

NA when local weather not available.
[1]ILS, Categories, A,B,C,D, 700-2.
[2]NA when control tower closed.

**PASCAGOULA, MS**

TRENT LOTT INTL ..... **ILS or LOC Rwy 17[12]**
**RNAV (GPS) Rwy 17[2]**
**RNAV (GPS) Rwy 35[2]**
**VOR-A[23]**

[1]ILS, 700-2.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

**PATTERSON, LA**

HARRY P. WILLIAMS MEMORIAL ..... **VOR/DME-A**
Categories A, B, 1200-2; Category C, 1200-3.

**PHILADELPHIA, MS**

PHILADELPHIA MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**PICAYUNE, MS**

PICAYUNE MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**RAYMOND, MS**

JOHN BELL WILLIAMS .... **RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**

NA when local weather not available.
Category D, 900-2¾.

**SHREVEPORT, LA**

SHREVEPORT DOWNTOWN ..... **RNAV (GPS) Rwy 14**
**VOR Rwy 14**

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

SHREVEPORT RGNL ..... **ILS or LOC Rwy 14[1]**
**LOC Rwy 5[1]**
**RADAR-1[1]**
**RNAV (GPS) Rwy 23[2]**

[1]Category E, 900-3.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**STARKVILLE, MS**

GEORGE M BRYAN ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR/DME-A**
NA when local weather not available.

**SULPHUR, LA**

SOUTHLAND FIELD ..... **LOC Rwy 15**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**VOR/DME-A**
NA when local weather not available.

**TALLULAH, LA**

VICKSBURG TALLULAH RGNL .... **LOC Rwy 36**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**TUNICA, MS**

TUNICA MUNI ..... **ILS or LOC Rwy 35**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**TUPELO, MS**

TUPELO RGNL ..... **ILS or LOC Rwy 36**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

## BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 08129 USAF) ELEV 166

**RADAR**[1] - (E) 111.2 118.6 119.9 125.1 350.2 335.55 363.8

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR[2] | 15 | | AB | 660/24 | 494 | (500-½) |
| | | | C | 660/40 | 494 | (500-¾) |
| | | | D | 660/50 | 494 | (500-1) |
| | | | E | 660/60 | 494 | (500-1¼) |
| | 33 | | AB | 660/24 | 497 | (500-½) |
| | | | C | 660/40 | 497 | (500-¾) |
| | | | D | 660/50 | 497 | (500-1) |
| | | | E | 660/60 | 497 | (500-1¼) |
| CIR[3] | All Rwy | | ABC | NOT AUTHORIZED | | |
| | | | D | 720-2 | 554 | (600-2) |
| | | | E | 780-2¼ | 614 | (700-2¼) |

[1]Opr 1200-0500Z++. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. [3]Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

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## BATON ROUGE, LA Amdt. 10C, JUN 5, 2008 (FAA) ELEV 70

BATON ROUGE METROPOLITAN: RYAN FIELD

**RADAR** - 120.3 278.3 ▽ ⚠

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 31 | | ABCD | **440**-1¼ | 371 | (400-1¼) | | | | |
| | 13 | | ABC | **560**-¾ | 492 | (500-¾) | D | **560**-1 | 492 | (500-1) |
| | 22R | | ABC | **620**/50 | 550 | (600-1) | D | **620**/60 | 550 | (600-1¼) |
| | 4L | | AB | **620**-1¼ | 551 | (600-1¼) | C | **620**-1½ | 551 | (600-1½) |
| | | | D | **620**-1¾ | 551 | (600-1¾) | | | | |
| CIRCLING | | | AB | **620**-1¼ | 550 | (600-1¼) | C | **660**-1½ | 590 | (600-1½) |
| | | | D | **680**-2 | 610 | (700-2) | | | | |

When control tower closed ASR NA.
S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.
S-31: Inoperative table does not apply.
When VGSI inoperative, circling to Rwy 4L NA at night.

## DE RIDDER, LA

Orig, MAR 12, 2009 (FAA) ELEV **204**

BEAUREGARD RGNL

**RADAR** - 123.7 254.8 ▽ NA

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 36 | AB | **620**-1 | 423 | (500-1) | CD | **620**-1¼ | 423 | (500-1¼) |
| | 18 | AB | **700**-1 | 498 | (500-1) | C | **700**-1¼ | 498 | (500-1¼) |
| | | D | **700**-1½ | 498 | (500-1½) | | | | |
| CIRCLING | | AB | **700**-1 | 496 | (500-1) | C | **700**-1½ | 496 | (500-1½) |
| | | D | **760**-2 | 556 | (600-2) | | | | |

When local altimeter not received,use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

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## GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA) ELEV **28**

GULFPORT-BILOXI INTL

**RADAR**- 124.6 254.25 ▽

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 32 | ABC | **440**/40 | 412 | (500-¾) | DE | **440**/50 | 412 | (500-1) |
| | 14 | AB | **440**/24 | 413 | (500-½) | C | **440**/40 | 413 | (500-¾) |
| | | DE | **440**/50 | 413 | (500-1) | | | | |
| CIRCLING | | A | **500**-1 | 472 | (500-1) | B | **660**-1 | 632 | (700-1) |
| | | C | **660**-1¾ | 632 | (700-1¾) | D | **660**-2 | 632 | (700-2) |
| | | E | **820**-2¾ | 792 | (800-2¾) | | | | |

Procedure not authorized when control tower closed.
For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.
For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

## JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA) ELEV **346**

JACKSON-EVERS INTL

**RADAR-** 123.9 317.7

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 16R | AB | **740**-1 | 421 | (500-1) | CD | **740**-1¼ | 421 | (500-1¼) |
| | | E | **740**-1½ | 421 | (500-1½) | | | | |
| | 16L | AB | **740**/24 | 429 | (500-½) | C | **740**/40 | 429 | (500-¾) |
| | | DE | **740**/50 | 429 | (500-1) | | | | |
| | 34L | AB | **800**/24 | 472 | (500-½) | C | **800**/40 | 472 | (500-¾) |
| | | D | **800**/50 | 472 | (500-1) | E | **800**/60 | 472 | (500-1¼) |
| | 34R | AB | **820**/50 | 474 | (500-1) | C | **820**/60 | 474 | (500-1¼) |
| | | D | **820**-1½ | 474 | (500-1½) | E | **820**-1¼ | 474 | (500-1¼) |
| CIRCLING | | A | **840**-1 | 494 | (500-1) | B | **880**-1 | 534 | (600-1) |
| | | C | **880**-1½ | 534 | (600-1½) | D | **900**-2 | 554 | (600-2) |
| | | E | **940**-2 | 594 | (600-2) | | | | |

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.
Category E S-34L visibility increased ½ mile for inoperative MALSR.
Category E circling not authorized southwest of runway 16R-34L.
When control tower closed procedure NA.

## JOE WILLIAMS NOLF (KNJW),

MS (Moscow) (09351 USN) ELEV **539**

**RADAR - (E)** 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|
| ASR[1] | 31 | A | **1120**-1 | 581 | (600-1) |
| | | B | **1120**-1¼ | 581 | (600-1¼) |
| | | C | **1120**-1½ | 581 | (600-1½) |
| | | DE | **1120**-2 | 581 | (600-2) |
| CIR[1] | All Rwy | A | **1120**-1 | 581 | (600-1) |
| | | B | **1120**-1¼ | 581 | (600-1¼) |
| | | C | **1120**-1½ | 581 | (600-1½) |
| | | D | **1120**-2 | 581 | (600-2) |
| | | E | **1160**-2¼ | 621 | (700-2¼) |

[1]Procedure NA at night.

## LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA) ELEV **43**

LAFAYETTE RGNL

**RADAR** - 121.1 363.0

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 29 | ABC | **400**-1 | 358 | (400-1) | D | **400**-1¼ | 358 | (400-1¼) |
| | 4R | AB | **480**-1 | 440 | (500-1) | C | **480**-1¼ | 440 | (500-1¼) |
| | | D | **480**-1½ | 440 | (500-1½) | | | | |
| | 11 | AB | **560**-1 | 518 | (600-1) | C | **560**-1½ | 518 | (600-1½) |
| | | D | **560**-1¾ | 518 | (600-1¾) | | | | |
| CIRCLING | | A | **560**-1 | 517 | (600-1) | B | **580**-1 | 537 | (600-1) |
| | | C | **580**-1½ | 537 | (600-1½) | D | **660**-2 | 617 | (700-2) |

## LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA) ELEV **17**

CHENNAULT INTL

**RADAR** - 119.8 282.3 ⚠NA

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 33 | AB | **540**-1 | 523 | (600-1) | C | **540**-1½ | 523 | (600-1½) |
| | | DE | **540**-1¾ | 523 | (600-1¾) | | | | |
| | 15 | AB | **560**-½ | 544 | (600-½) | C | **560**-1 | 544 | (600-1) |
| | | D | **560**-1¼ | 544 | (600-1¼) | E | **560**-1½ | 544 | (600-1½) |
| CIRCLING | | AB | **580**-1 | 563 | (600-1) | C | **580**-1½ | 563 | (600-1½) |
| | | D | **580**-2 | 563 | (600-2) | E | **880**-3 | 863 | (900-3) |
| | | LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS | | | | | | | |
| ASR | 33 | AB | **540**-1 | 523 | (600-1) | C | **540**-1½ | 523 | (600-1½) |
| | | DE | **540**-1¾ | 523 | (600-1¾) | | | | |
| | 15 | AB | **580**-½ | 564 | (600-½) | C | **580**-1 | 564 | (600-1½) |
| | | D | **580**-1¼ | 564 | (600-1¼) | E | **580**-1½ | 564 | (600-1½) |
| CIRCLING | | AB | **600**-1 | 583 | (600-1) | C | **600**-1½ | 583 | (600-1½) |
| | | D | **600**-2 | 583 | (600-2) | E | **900**-3 | 883 | (900-3) |

When local altimeter setting not received, use Lake Charles Regional altimeter setting.
Procedure not available when Lake Charles Approach Control closed.
For inoperative MALSR, increase Category E visibilities ½ mile.

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## LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA) ELEV **15**

LAKE CHARLES RGNL

**RADAR** - 119.35 353.75 ⚠

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 5 | ABC | **380**-1 | 366 | (400-1) | D | **380**-1¼ | 366 | (400-1¼) |
| | 33 | ABC | **380**-¾ | 368 | (400-¾) | D | **380**-1¼ | 368 | (400-1¼) |
| | 23 | AB | **440**-1 | 425 | (500-1) | CD | **440**-1¼ | 425 | (500-1¼) |
| | 15 | AB | **440**/24 | 428 | (500-½) | C | **440**/40 | 428 | (500-¾) |
| | | D | **440**/50 | 428 | (500-1) | | | | |
| CIRCLING | | A | **440**-1 | 425 | (500-1) | B | **480**-1 | 465 | (500-1) |
| | | C | **480**-1½ | 465 | (500-1½) | D | **580**-2 | 428 | (500-2) |

When control tower closed, procedure NA.

## MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (09295 USN) ELEV 316

**RADAR - (E)** 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6 ▽

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[1] | 19L[2] | 3.0°/48/1124 | ABCDE | 416-¼ | 100 | (100-¼) |
| | 1L[3] | 3.0°/35/764 | ABCDE | 453-½ | 200 | (200-½) |
| | 1R | 3.0°/38/874 | ABCDE | 470-¾ | 200 | (200-¾) |
| | 19R | 3.0°/37/881 | ABCDE | 494-¾ | 200 | (200-¾) |
| PAR W/O GS[1] | 19R | | ABCDE | 640-1¼ | 346 | (400-1¼) |
| | 1R | | ABCDE | 660-1¼ | 390 | (400-1¼) |
| | 19L[4] | | AB | 740-½ | 424 | (500-½) |
| | | | CD | 740-¾ | 424 | (500-¾) |
| | | | E | 740-1 | 424 | (500-1) |
| | 1L[5] | | AB | 760-¾ | 507 | (500-¾) |
| | | | CD | 760-1 | 507 | (500-1) |
| | | | E | 760-1¼ | 507 | (500-1¼) |
| ASR | 28 | | ABC | 680-1 | 375 | (400-1) |
| | | | DE | 680-1¼ | 375 | (400-1¼) |
| | 19R | | AB | 700-1 | 406 | (400-1) |
| | | | C | 700-1¼ | 406 | (400-1¼) |
| | | | DE | 700-1½ | 406 | (400-1½) |
| | 1R | | AB | 700-1 | 430 | (400-1) |
| | | | C | 700-1¼ | 430 | (400-1¼) |
| | | | DE | 700-1½ | 430 | (400-1½) |
| | 19L[6] | | AB | 780-½ | 464 | (500-½) |
| | | | C | 780-¾ | 464 | (500-¾) |
| | | | D | 780-1 | 464 | (500-1) |
| | | | E | 780-1¼ | 464 | (500-1¼) |
| | 1L[7] | | AB | 760-½ | 507 | (500-½) |
| | | | CD | 760-1 | 507 | (500-1) |
| | | | E | 760-1¼ | 507 | (500-1¼) |
| CIR | All Rwy[8] | | AB | 820-1 | 504 | (600-1) |
| | | | C | 820-1½ | 504 | (600-1½) |
| | | | D | 880-2 | 564 | (600-2) |
| | | | E | 1060-2¾ | 744 | (800-2¾) |

[1]No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time. [2]When ALS inop, increase vis All CAT to ½ mile. [3]When ALS inop, increase vis All CAT to ¾ mile. [4]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [5]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]When circling from PAR W/O GS Rwys 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

## MONROE, LA

Amdt. 6A, June 12, 2003 (FAA) ELEV **79**

MONROE RGNL

**RADAR** - 126.9 388.0

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 22 | | ABCD | **480**-1 | 402 | (500-1) | | | | |
| | 4 | | ABC | **560**/40 | 482 | (500-¾) | D | **560**/50 | 482 | (500-1) |
| CIRCLING | | | AB | **580**-1¼ | 501 | (600-1¼) | C | **620**-1½ | 541 | (600-1½) |
| | | | D | **640**-2 | 561 | (600-2) | | | | |

## NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA) ELEV **4**

LOUIS ARMSTRONG NEW ORLEANS INTL

**RADAR** - 123.85 256.9, 125.5 350.35, 133.15 290.3

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 10 | | ABC | **340**/24 | 336 | (400-½) | D | **340**/50 | 336 | (400-1) |
| | 28 | | ABC | **400**/40 | 397 | (400-¾) | D | **400**/50 | 397 | (400-1) |
| | 19 | | ABCD | **420**/60 | 420 | (500-1¼) | | | | |
| | CIRCLING | | AB | **520**-1¼ | 516 | (600-1¼) | C | **520**-1½ | 516 | (600-1½) |
| | | | D | **580**-2 | 576 | (600-2) | | | | |

Rwy 10: Inoperative table does not apply to Category D.
Rwy 19: Inoperative table does not apply.
Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

## NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

**RADAR**[1 2 13] - **(E)** 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 ▽ **ELEV 2**

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 4[3] | 3.0°/51/973 | ABCDE | 99-¼ | 100 | (100-¼) |
| | 22[4] | 3.0°/43/861 | ABCDE | 249-¾ | 250 | (300-¾) |
| PAR W/O GS | 4[5] | | ABC | 380-½ | 381 | (400-½) |
| | | | DE | 380-¾ | 381 | (400-¾) |
| | 22[6] | | ABCDE | 300-1 | 301 | (400-1) |
| ASR | 4[7] | | AB | 420-½ | 421 | (500-½) |
| | | | CD | 420-¾ | 421 | (500-¾) |
| | | | E | 420-1 | 421 | (500-1) |
| | 22[8] | | AB | 460-¾ | 461 | (500-¾) |
| | | | C | 460-1 | 461 | (500-1) |
| | | | D | 460-1¼ | 461 | (500-1¼) |
| | | | E | 460-1½ | 461 | (500-1½) |
| | 14 | | AB | 440-1 | 438 | (500-1) |
| | | | C | 440-1¼ | 438 | (500-1¼) |
| | | | DE | 440-1½ | 438 | (500-1½) |
| | 32[9] | | AB | 440-1 | 438 | (500-1) |
| | | | C | 440-1¼ | 438 | (500-1¼) |
| | | | DE | 440-1½ | 438 | (500-1½) |
| CIR[10 11 12] | All Rwy | | AB | 480-1 | 478 | (500-1) |
| | | | C | 500-1½ | 498 | (500-1½) |
| | | | D | 560-2 | 558 | (600-2) |
| | | | E | 640-2¼ | 638 | (700-2¼) |

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

[1]No-NOTAM preventive maint Mon 1300-1800Z++. [2]Outside of afld opr hr, civ acft transiting CL D airspace, ctc ATC on 123.8 for clnc. [3]When ALS inop, increase vis CAT ABCDE to ½ mile. [4]When ALS inop, increase vis Cat CDE to 1 mile. [5]When ALS inop, increase CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [8]When ALS increase CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [9]Procedure NA at night. [10]CAT E circling NA NW of Rwy 4-22. [11]Night circling NA to Rwy 32. [12]When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles. [13]GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

## POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA) ELEV 329

RADAR - (E) 123.7 261.3 ⚠ NA Opr 1400-0600Z + + exc hol.

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 15 | 3.0°/34/741 | ABCD | 529-¾ | 200 | (200-¾) |
| | 33 | 3.0°/42/799 | AB | 579-½ | 256 | (300-½) |
| | | | CD | 579-¾ | 256 | (300-¾) |
| ASR | 33 | | AB | 660-½ | 337 | (400-½) |
| | | | CD | 660-¾ | 337 | (400-¾) |
| | 15 | | AB | 780-1 | 451 | (500-1) |
| | | | C | 780-1¼ | 451 | (500-1¼) |
| | | | D | 780-1½ | 451 | (500-1½) |
| CIR | All Rwy | | AB | 820-1 | 491 | (500-1) |
| | | | C | 820-1½ | 491 | (500-1½) |
| | | | D | 880-2 | 551 | (600-2) |

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## SHREVEPORT, LA

Amdt. 3A, JUL 31, 2000 (FAA) ELEV **258**

SHREVEPORT RGNL

**RADAR** - 119.9 335.55 ⚠

| RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|
| CIRCLING | | AB | **800**-1 | 542 | (600-1) |
| | | C | **800**-1½ | 542 | (600-1½) |
| | | D | **820**-2 | 562 | (600-2) |
| | | E | **1100**-3 | 842 | (900-3) |

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

**ABERDEEN/AMORY, MS**

MONROE COUNTY

NOTE: **Rwy 18,** pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36,** trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

**ALEXANDRIA, LA**

ALEXANDRIA INTL

NOTE: **Rwy 18,** multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32,** multiple trees beginning 1537' from departure end of runway, 662' right ofcenterline, up to 80' AGL/162' MSL. **Rwy 36,** multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME TAKE-OFF MINIMUMS

**ALEXANDRIA, LA (CON'T)**

ESLER RGNL

NOTE: **Rwy 8,** tree 1223' from departure end of runway, 928' right of centerline, 73' AGL/163' MSL. **Rwy 14,** tree 928' from departure end of runway, 606' left of centerline, 72' AGL/160' MSL. Tree 942' from departure end of runway, 642' right of centerline, 78' AGL/166' MSL. **Rwy 32,** tree 1959' from departure end of runway, 940' left of centerline, 111' AGL/223' MSL. Tree 1862' from departure end of runway, 812' right of centerline, 103' AGL/215' MSL.

**BASTROP, LA**

MOREHOUSE MEMORIAL

NOTE: **Rwy 34,** powerlines 1700' from departure end of runway, 70' AGL/214' MSL.

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09351

## BATESVILLE, MS

PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19,** 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 800 before turning left. **Rwy 19,** climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1,** multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19,** pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

## BATON ROUGE, LA

BATON ROUGE METROPOLITAN, RYAN FIELD

DEPARTURE PROCEDURE: **Rwys 22L/R,** climb runway heading to 2000 before turning left or comply with radar vectors.

NOTE: **Rwy 4L,** 97' AGL tree 1368' from departure end of runway, 778' left of centerline. **Rwy 13,** 82' AGL tree 1551' from departure end of runway, 838' left of centerline. **Rwy 22R,** 94' AGL antenna 1173' from departure end of runway, 740' right of centerline.

CAUTION: Unmarked balloon and cable to 15,000 in R-3807. **Rwy 4L,** 209°/51.4 NM, **Rwy 4R,** 209°/51.2. NM. **Rwy 13,** 209°/50.7 NM, **Rwy 31,** 208°/50.9 NM. **Rwy 22L,** 209°/50.6 NM, **Rwy 22R,** 209°/50.3 NM.

## BOGALUSA, LA

GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with a min. climb of 255' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36,** trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

## BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN

NOTE: **Rwy 15,** trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33,** road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

## BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22,** 500-1.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 900 before turning.

## BUNKIE, LA

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18,** trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

## CLARKSDALE, MS

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36,** trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

## CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 600 before turning.

## COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 234° to 800 before turning left.

NOTE: **Rwy 5,** trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23,** vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

## COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36,** 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 600 before turning.

## COLUMBUS AFB (KCBM)

COLUMBUS, MS.....08353

**All Rwys:** Cross DER at least 35' AGL.

TAKE-OFF OBSTACLES: **Rwy 13C,** Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline. **Rwy 13R,** Ramp lights 273' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31R,** Taxiing aircraft 199' MSL/ 14' AGL 80' from DER 472' left of centerline.

**COLUMBUS/WESTPOINT/STARKVILLE, MS**

GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18,** tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36,** tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

**CORINTH, MS**

ROSCOE TURNER (CRX)

ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36,** Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

**DE RIDDER, LA**

BEAUREGARD RGNL (DRI)

AMDT 4 09127 (FAA)

NOTE: **Rwy 14,** trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18,** multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32,** multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36,** pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

**EUNICE, LA**

EUNICE

TAKE-OFF MINIMUMS: **Rwy 16,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16,** 133°/56.1 NM. **Rwy 34,** 132°/55.4 NM.

**GALLIANO, LA**

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36,** tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

**GONZALES, LA**

LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2 or std. with a min. climb of 220' per NM to 400.

**GREENVILLE, MS**

MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L,18R,** climb runway heading to 800 before turning.

NOTE: **Rwy 27,** 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

**GREENWOOD, MS**

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5,** 400-1 or std. with a min. climb of 270' per NM to 400.

**GRENADA, MS**

GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31,** climb to 700 before turning on course. **Rwys 13, 22,** climb to 800 before turning on course.

**GULFPORT, MS**

GULFPORT-BILOXI INTL (GPT)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14,** tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18,** trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32,** trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36,** trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

## HAMMOND, LA

HAMMOND NORTHSHORE RGNL

TAKE-OFF MINIMUMS: **Rwy 31,** 600-2 or std. with a min. climb rate of 210' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 800 prior to turning west.

## HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 309° to 900 before turning west.

NOTE: **Rwy 13,** numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31,** numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

## HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning east.

NOTE: **Rwy 36,** 86' AGL tree 2117' from departure end of runway, 911' left of centerline.

## HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 800 before turning left.

## HOMER, LA

HOMER MUNI (5F4)

ORIG 08157 (FAA)

NOTE: **Rwy 12,** road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30,** trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

## HOUMA, LA

HOUMA-TERREBONNE (HUM)

AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30,** climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12,** trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18,** trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30,** trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36,** antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

## INDIANOLA, MS

INDIANOLA MUNI

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 2200 before turning east. **Rwy 35,** climb runway heading to 700 before turning east.

## JACKSON, MS

HAWKINS FIELD

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwys 11, 34,** climb runway heading to 800 before making turn. **Rwy 16,** climb runway heading to 1300 before making right turn. **Rwy 29,** climb runway heading to 1200 before making left turn.

JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R,** 300-1 or std. with a min. climb of 280' per NM to 700.

## JENNINGS, LA

JENNINGS

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min climb of 352' per NM to 300. **Rwys 17, 35,** NA.

NOTE: **Rwy 8,** multiple poles 1080' from departure end of runway, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13,** tank 3428' from departure end of runway, 1072' right of centerline, 156' AGL/181' MSL. **Rwy 26,** trees 1080' from departure end of runway, 45' AGL/55' MSL. **Rwy 31,** fence 140' from departure end of runway, 15' AGL/32' MSL.

## KEESLER AFB (KBIX)

BILOXI, MS . . . . . 09211

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21:** Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL Terrain 6' from DER, 500' left of centerline 23' MSL.

## KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14,** trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from depature end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32,** trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.

## LAFAYETTE, LA

LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION:** Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L,** 141/29NM, **Rwy 4R,** 140/28.8 NM, **Rwy 11,** 141/29.5 NM, **Rwy 22L,** 143/29.2 NM, **Rwy 22R,** 142/29.2 NM, **Rwy 29,** 142/28.8 NM.

NOTE: **Rwy 4L,** fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL.Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R,** multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11,** multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL. **Rwy 22L,** multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R,** tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to103' AGL/142' MSL. **Rwy 29,** multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.

## LAKE PROVIDENCE, LA

BYERLEY

NOTE: **Rwy 17,** tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.

## LAUREL, MS

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 500 before turning.

## LEXINGTON, MS

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 1000 before turning.

## LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)

AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17,** tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

## MADISON, MS

BRUCE CAMPBELL FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 200-1.

## MANY, LA

HART (3R4)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30,** trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

## MARKS, MS

SELFS

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 700 before turning right.

## MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS FIELD (MCB)

ORIG 09183 (FAA)

NOTE: **Rwy 15,** trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33,** tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

## MERIDIAN, MS

KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22,** 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1,** antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL. **Rwy 4,** stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. **Rwy 19,** antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL. **Rwy 22,** numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

## MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS ..... 09295

**Rwy 1R,** 600-1½*

**Rwy 19R,** 600-2**

* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.

** Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R:** Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L:** Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R:** Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10:** Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

## MONROE, LA

MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 900 before turning west. **Rwy 32,** climb via heading 317° to 900 before turning west. **Rwy 36,** climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4,** tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14,** tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18,** tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22,** sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32,** tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36,** antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from deprture end of runway, 129' right of centerline, 68' AGL/151' MSL.

## NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

ORIG 07354 (FAA)

NOTE: **Rwy 13,** multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18,** multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31,** multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36,** multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

## NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)
AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¾ or std. with a min. climb of 336' per NM to 600.

NOTE: **Rwy 17,** building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25,** tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35,** light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

## NEW ALBANY, MS

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36,** multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

## NEW IBERIA, LA

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16,** 138/17.2 NM. **Rwy 34,** 136/17.2 NM.

NOTE: **Rwy 16,** trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

## NEW ORLEANS, LA

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R,** climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9,** climb to 1500 before turning right, or comply with RADAR vectors.

## NEW ORLEANS, LA (CON'T)

LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy1,** multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45'AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6,** multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL. **Rwy 10,** obstruction light 623' from departure end of runway, 620' right of centerline, 21'AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginnig 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19,** vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24,** obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28,** tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

## NEW ORLEANS NAS JRB(ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA. . . . . 09239

DEPARTURE PROCEDURE: **Rwy 4,** Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22,** Diverse departures authorized 044° CW 314°. **Rwy 32,** Diverse departures authorized 140° CW 320° left turn to departure heading only.

TAKE-OFF OBSTACLES: **Rwy 4:** Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14:** Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32:** Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

## NEW ROADS, LA

FALSE RIVER RGNL (HZR)

ORIG 08157 (FAA)

NOTE: **Rwy 36,** fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18,** road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

## OAKDALE, LA

ALLEN PARISH

NOTE: **Rwy 18,** trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36,** trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

## OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 800 before turning westbound.

## OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 800 before turning east.

## OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1 or std. with a min. climb of 236' per NM to 400.

NOTE: **Rwy 18,** tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

## OXFORD, MS

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 900 before turning.

## PASCAGOULA, MS

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1¼ or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35,** tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

## PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION:** unmarked balloon and cable to 15000 in R-3807. **Rwy 6,** 290°/17.6 NM. **Rwy 24,** 287°/18.2 NM.

NOTE: **Rwy 24,** tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

## PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: **Rwy 18,** trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36,** trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

## PICAYUNE, MS

PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18,** trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36,** pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

## PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12,** poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30,** vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

## RAYMOND, MS

JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30,** climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30,** pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

## RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.

NOTE: **Rwy 18,** building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36,** trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

## RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¾ or std. w/ min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17,** Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35,** trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

## RIPLEY, MS

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21,** multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

## SHREVEPORT, LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5,14,23**, maintain runway heading until 600 prior to turning.

SHREVEPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 233' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23,** terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14,** multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

## STARKVILLE, MS

GEORGE M. BRYAN

NOTE: **Rwy 18,** multiple trees beginning 52' from departure end of runway,395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36,** windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

## STARKVILLE, MS (CON'T)

OKITIBBEHA (M51)
ORIG 09267 (FAA)

NOTE: **Rwy 13,** trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL. **Rwy 18,** trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.
**Rwy 36,** trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

## SULPHUR, LA

SOUTHLAND FIELD (UXL)
ORIG 09071 (FAA)

NOTE: **Rwy 15,** numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33,** numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

## TALLULAH, LA

VICKSBURG TALLULAH RGNL

NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18,** tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

## TUNICA, MS

TUNICA MUNI (UTA)
AMDT 1 09267 (FAA)

NOTE: **Rwy 17,** trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35,** trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

## VICKSBURG, MS

VICKSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 600-2¾ or std. w/ min. climb of 354' per NM to 900. **Rwy 19,** 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 1,** trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19,** tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

## VIVIAN, LA

VIVIAN (3F4)
AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27,** 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1900 before turning left. **Rwy 27,** climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9,** tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27,** vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

## WEST POINT, MS

MCCHAREN FIELD

TAKE-OFF MINIMUMS: **Rwy 36,** 400-1 ¾ or std. with a min. climb of 360' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36,** railroad track beginning 50' from departure end of runway, on centerline, 23'AGL/232'MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214'MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

## WINNFIELD, LA

DAVID G. JOYCE (0R5)
ORIG 09351 (FAA)

NOTE: **Rwy 9,** trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27,** trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

**WINONA, MS**

WINONA-MONTGOMERY COUNTY (ONA)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 3,** Climb heading 030° to 1000 before turning west.

NOTE: **Rwy 21,** Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.

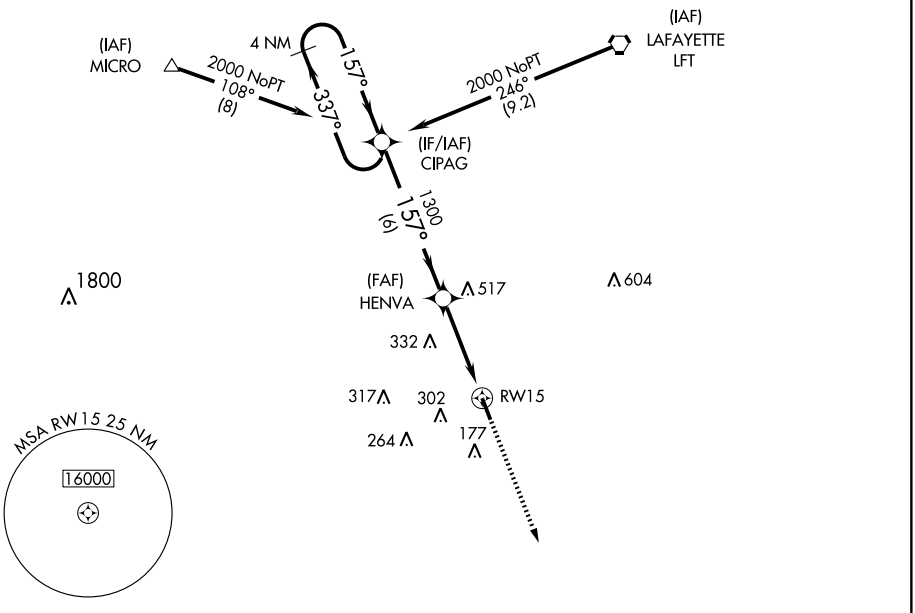
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 157° | TDZE | 15 |
| | Apt Elev | 15 |

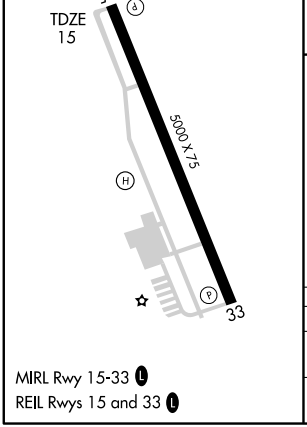
# RNAV (GPS) RWY 15

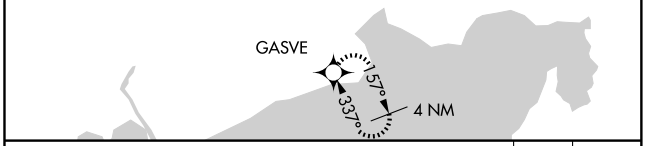
## ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

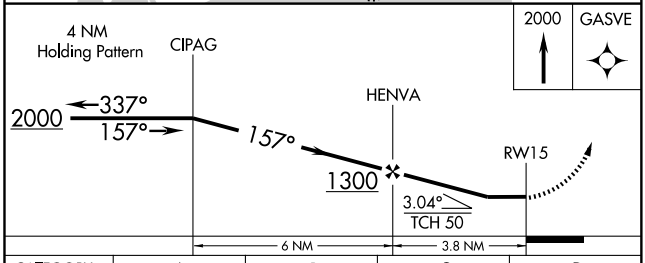
| | |
|---|---|
| ⚠ NA — DME/DME RNP-0.3 NA. Use Lafayette Rgnl altimeter setting. If not received, use Acadiana Rgnl altimeter setting. | MISSED APPROACH: Climb to 2000 direct GASVE and hold. |

| AWOS-3 | LAFAYETTE APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 118.875 | 121.1 268.7 | 135.075 | 122.8 (CTAF) Ⓛ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 | 625 (700-1) | 640-1¾ 625 (700-1¾) | NA |
| CIRCLING | 640-1 | 625 (700-1) | 640-1¾ 625 (700-1¾) | NA |

MIRL Rwy 15-33 Ⓛ
REIL Rwys 15 and 33 Ⓛ

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 337° | TDZE | 15 |
| | Apt Elev | 15 |

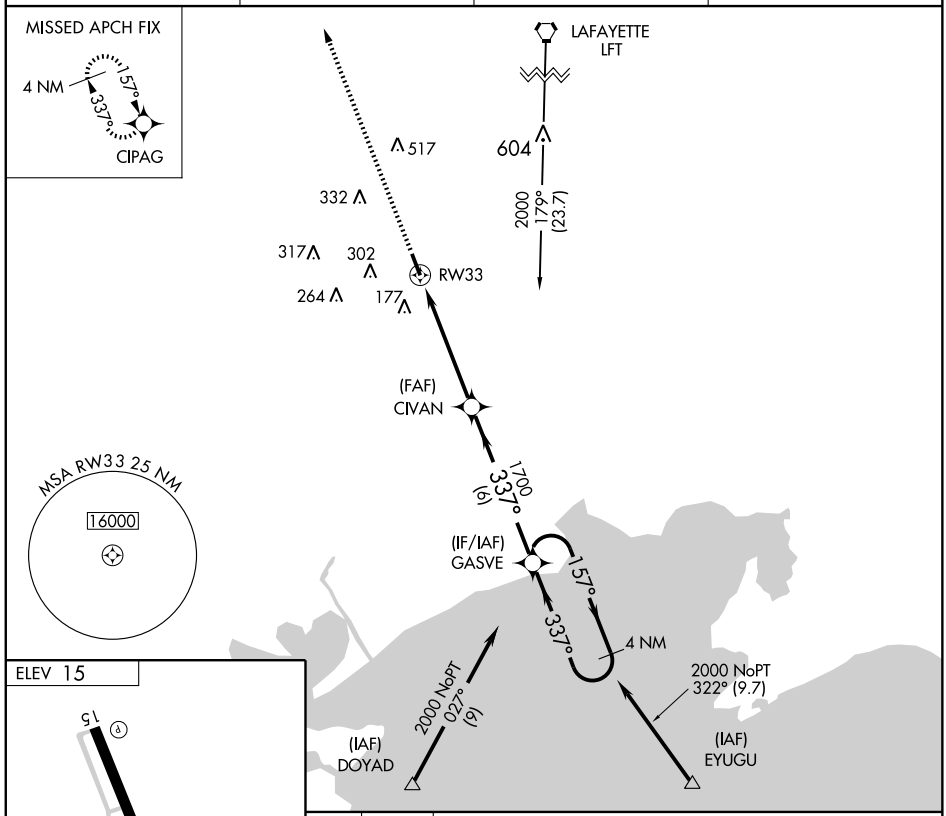
# RNAV (GPS) RWY 33

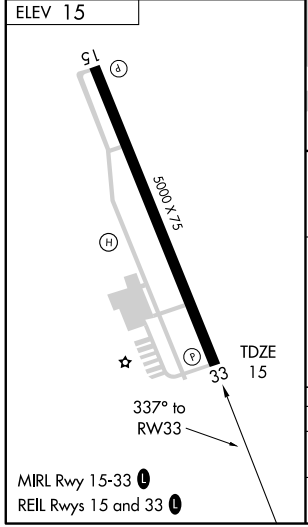
## ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

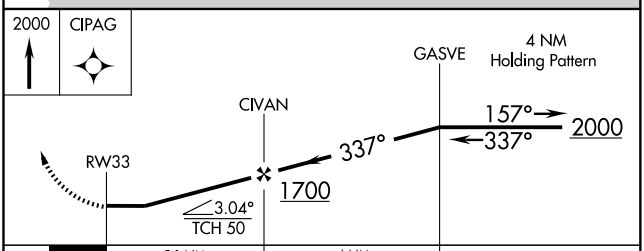
NA — DME/DME RNP-0.3 NA. Use Lafayette Rgnl altimeter setting. If not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CIPAG and hold.

| AWOS-3 | LAFAYETTE APP CON * | GCO | UNICOM |
|---|---|---|---|
| 118.875 | 121.1 268.7 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 | 625 (700-1) | 640-1¾ 625 (700-1¾) | NA |
| CIRCLING | 640-1 | 625 (700-1) | 640-1¾ 625 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC LFT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.8 | 197° | TDZE | N/A |
| Chan 35 | | Apt Elev | 15 |

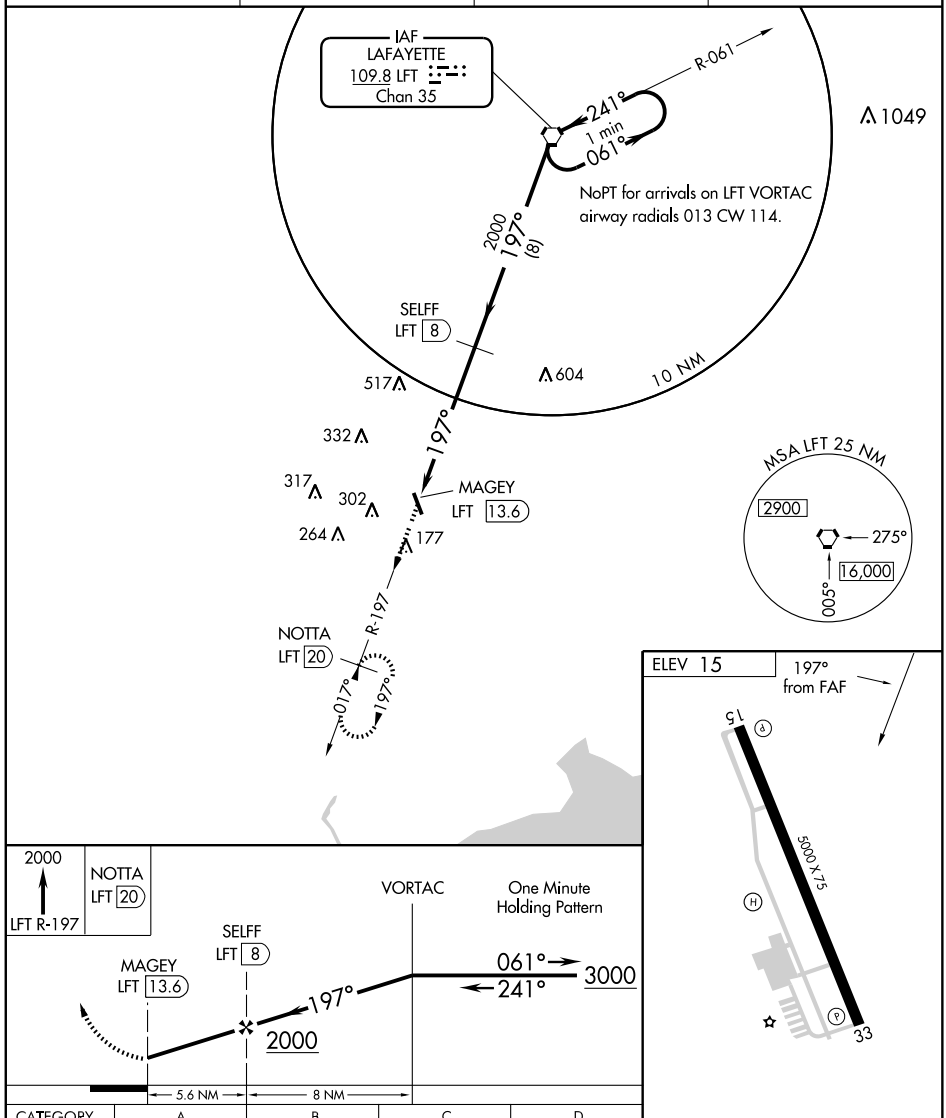
# VOR/DME-A

## ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

NA — Use Lafayette Rgnl altimeter setting; if not received, use Acadiana Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 via LFT R-197 to NOTTA/ LFT 20 DME and hold.

| AWOS-3 | LAFAYETTE APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 118.875 | 121.1 268.7 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1 | 625 (700-1) | 640-1¾ 625 (700-1¾) | NA |

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC LFT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.8 | 017° | TDZE | N/A |
| Chan 35 | | Apt Elev | 15 |

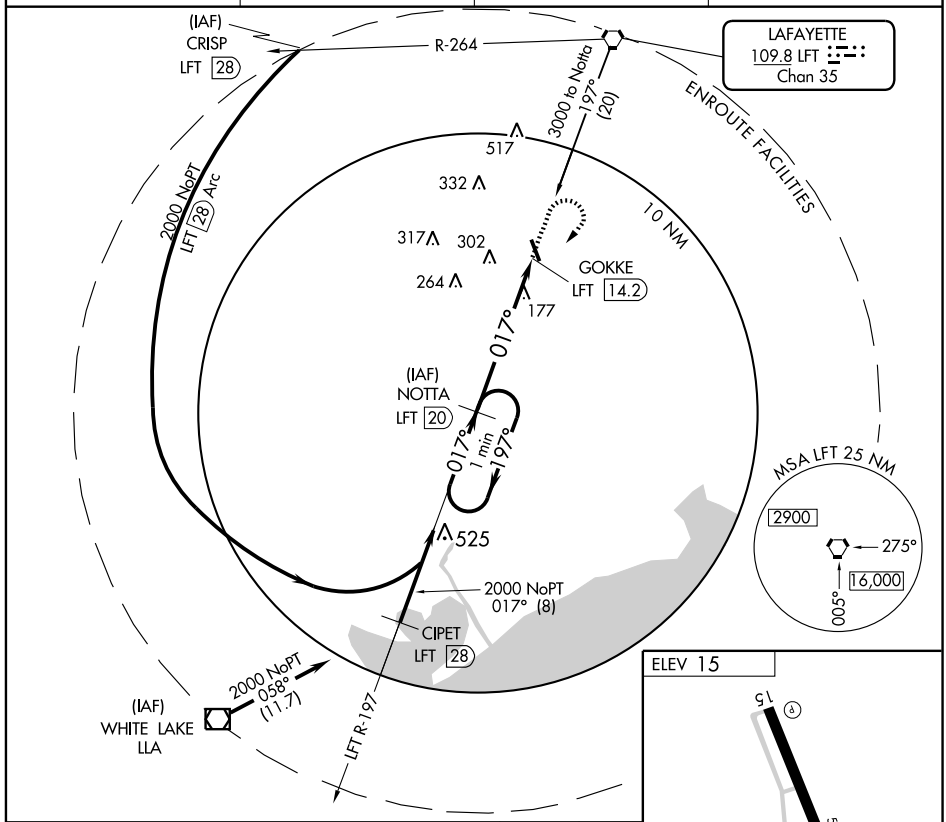
# VOR/DME-B

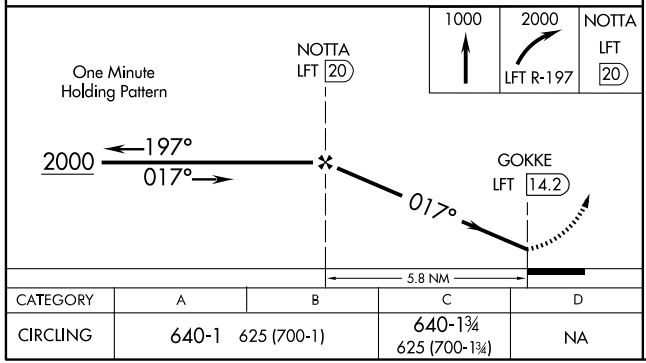
## ABBEVILLE CHRIS CRUSTA MEMORIAL (ØR3)

⚠ NA Use Lafayette Rgnl altimeter setting; if not received, use Acadiana Rgnl altimeter setting.

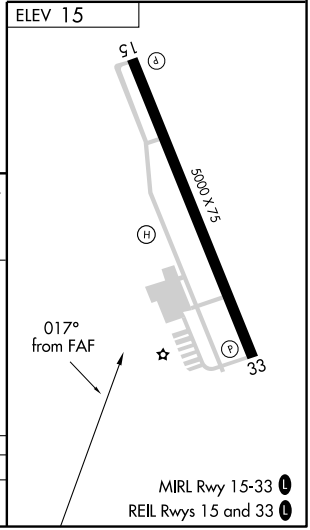
MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 via LFT R-197 to NOTTA/LFT 20 DME and hold.

| AWOS-3 | LAFAYETTE APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 118.875 | 121.1 268.7 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1 625 (700-1) | | 640-1¾ 625 (700-1¾) | NA |

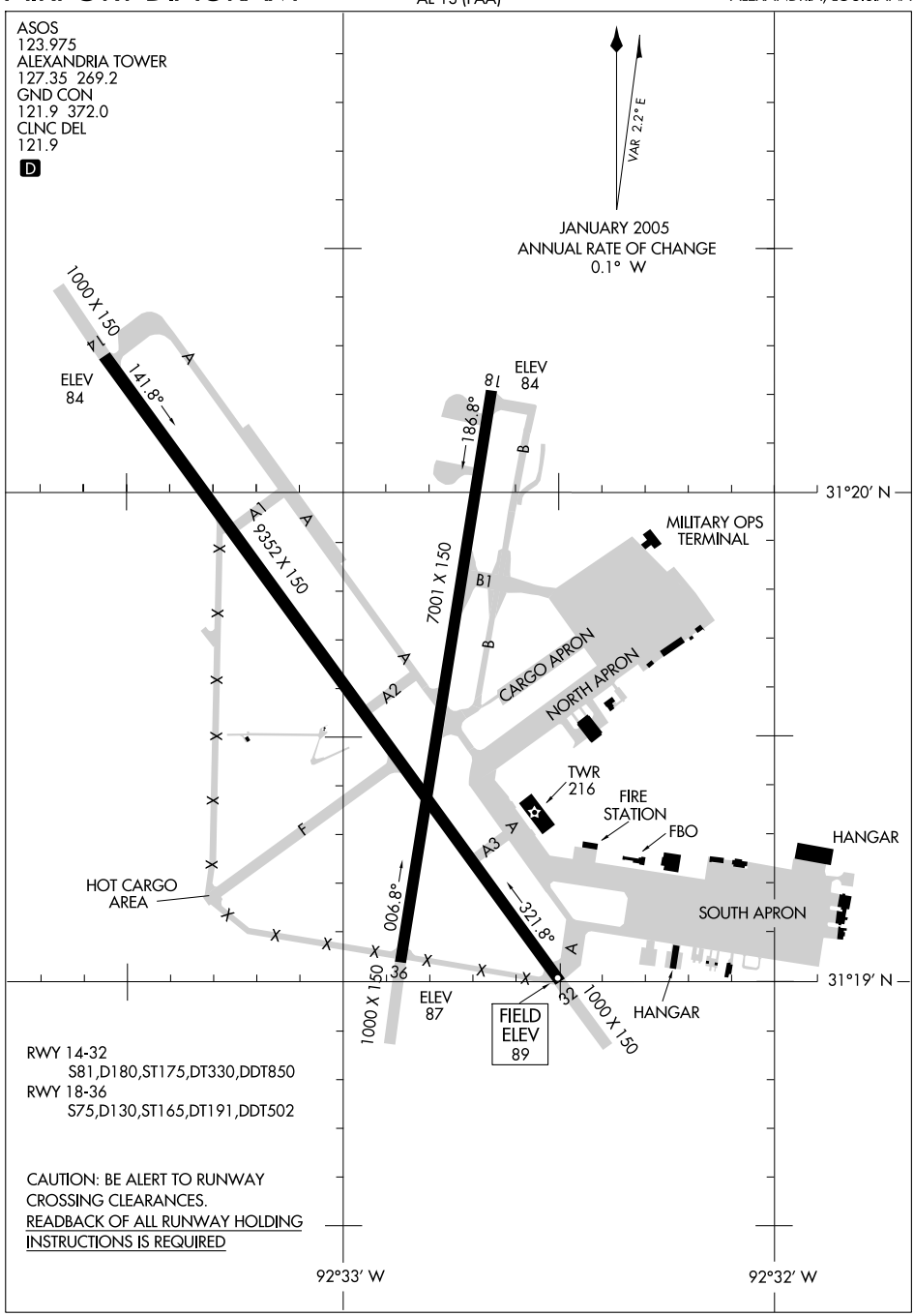



MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

# AIRPORT DIAGRAM

AL-13 (FAA)

ALEXANDRIA INTL (AEX)
ALEXANDRIA, LOUISIANA




RWY 14-32
S81,D180,ST175,DT330,DDT850
RWY 18-36
S75,D130,ST165,DT191,DDT502

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED

SC-4, 14 JAN 2010 to 11 FEB 2010

ALEXANDRIA, LOUISIANA

| LOC I-ERJ | APP CRS | Rwy Idg | 9352 |
|---|---|---|---|
| 110.1 | 141° | TDZE | 85 |
| | | Apt Elev | 89 |

AL-13 (FAA)

# ILS or LOC RWY 14

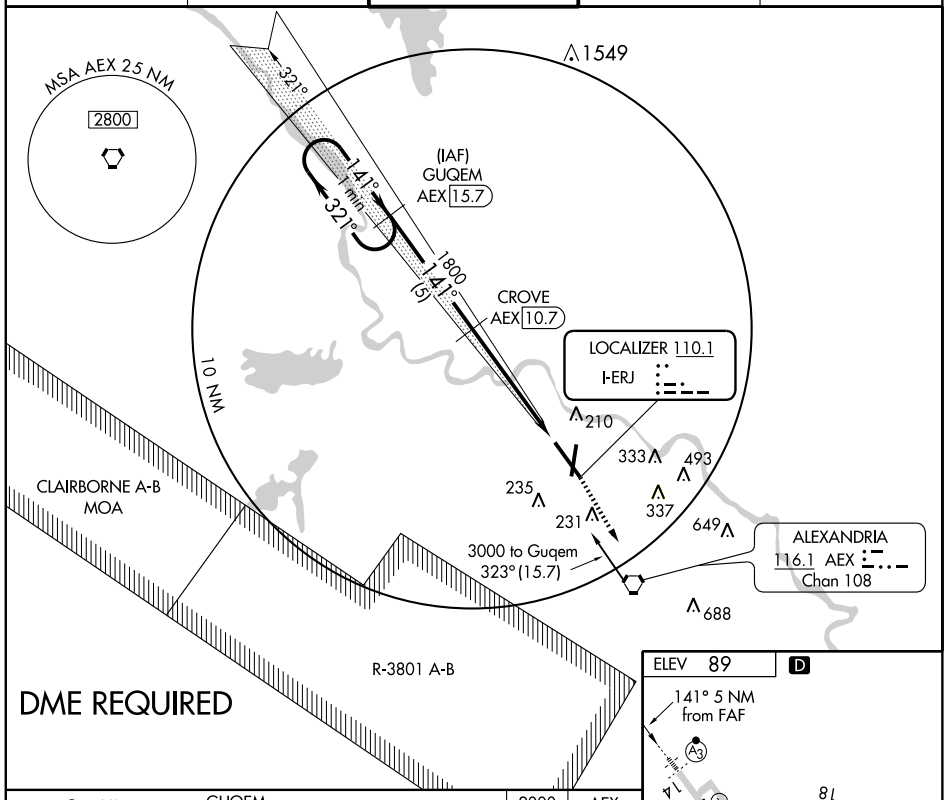
ALEXANDRIA INTL (AEX)

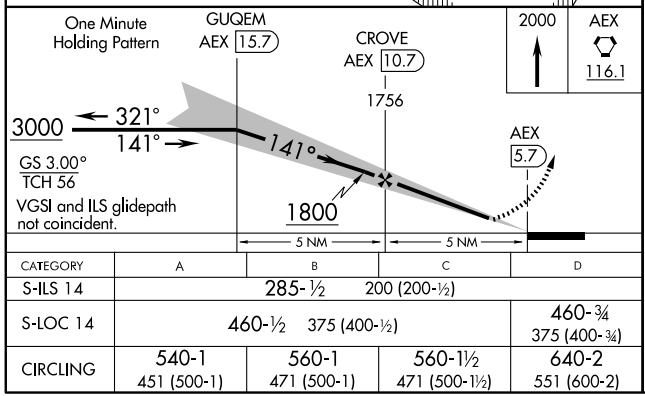
DME from AEX VORTAC, simultaneous reception of I-ERJ and AEX DME required.
When R-3801 B active, Radar and DME required.

SSALR

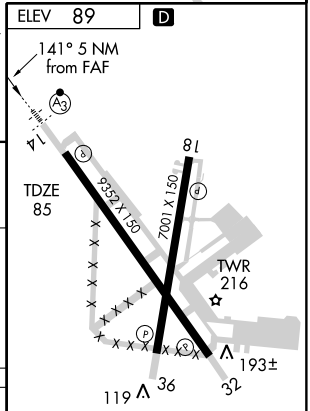
MISSED APPROACH: Climb to 2000 direct AEX VORTAC.

| ASOS | POLK APP CON | ALEXANDRIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.975 | 125.4 302.2 | 127.35 (CTAF) 269.2 | 121.9 372.0 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | 285-½ | 200 (200-½) | | |
| S-LOC 14 | 460-½ | 375 (400-½) | | 460-¾ 375 (400-¾) |
| CIRCLING | 540-1 451 (500-1) | 560-1 471 (500-1) | 560-1½ 471 (500-1½) | 640-2 551 (600-2) |




REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 9352 |
|---|---|---|
| 141° | TDZE | 85 |
| | Apt Elev | 89 |

# RNAV (GPS) RWY 14
## ALEXANDRIA INTL (AEX)

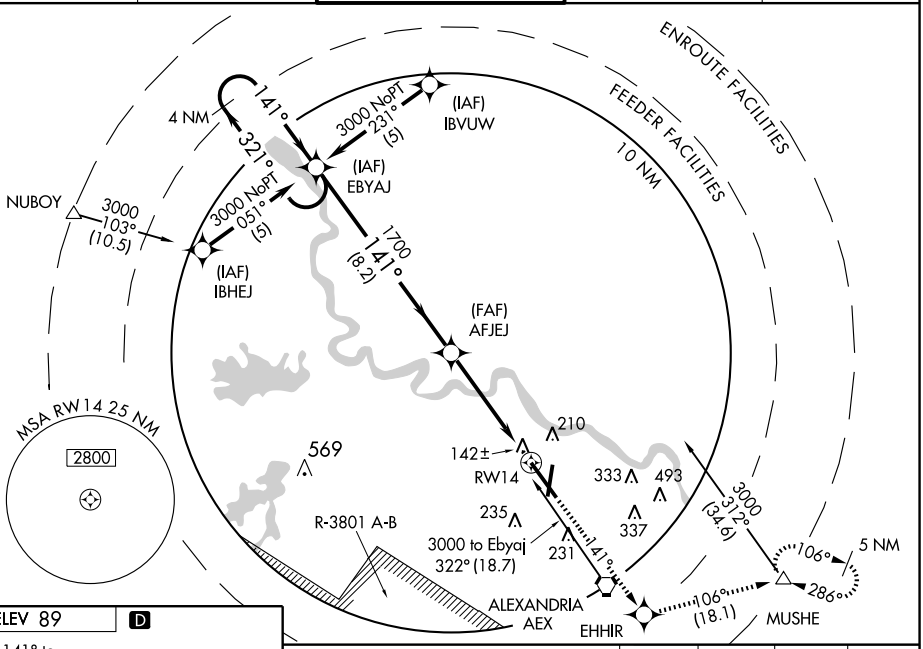
When R-3801B active. radar required.
Baro-NAV NA below -15°C (5°F).
For inoperative SALSR increase LNAV/VNAV CAT D visibility to 1, LNAV CAT D visibility to 1¼.
DME/DME RNP 0.3 NA

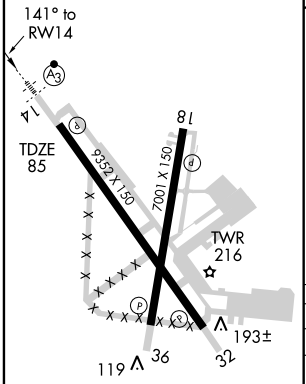
NA

SSALR

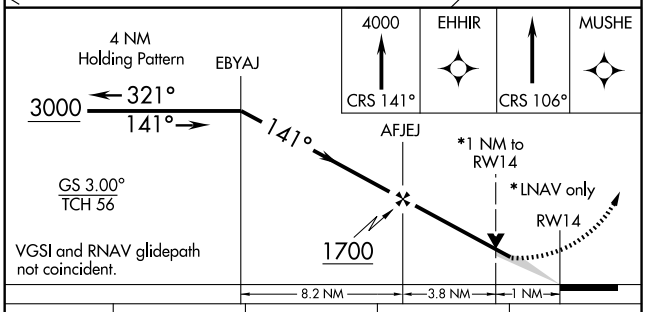
MISSED APPROACH: Climb to 4000 via 141° course to EHHIR WP then via 106° course to MUSHE WP and hold.

| ASOS | POLK APP CON | ALEXANDRIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.975 | 125.4 302.2 | 127.35 (CTAF) 269.2 | 121.9 372.0 | 121.9 |




REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | 400-½ 315 (400-½) | | | 400-¾ 315 (400-¾) |
| LNAV MDA | 460-½ 375 (400-½) | | | 460-1 375 (400-1) |
| CIRCLING | 540-1 451 (500-1) | 560-1 471 (500-1) | 560-1½ 471 (500-1½) | 640-2 551 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| CH 61200 | 186° | TDZE | 84 |
| W18A | | Apt Elev | 89 |

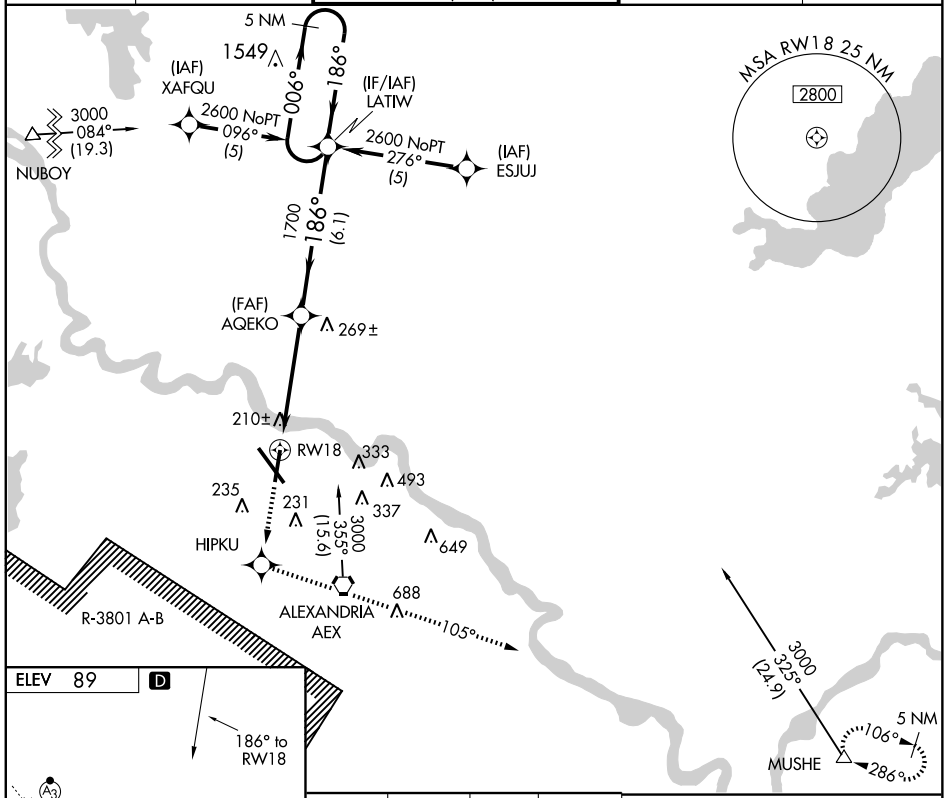
# RNAV (GPS) RWY 18

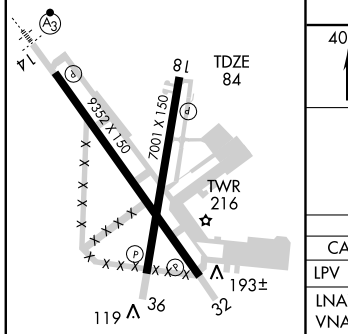
## ALEXANDRIA INTL (AEX)

DME/DME RNP-0.3 NA. Radar required when R-3801 A-B in use. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

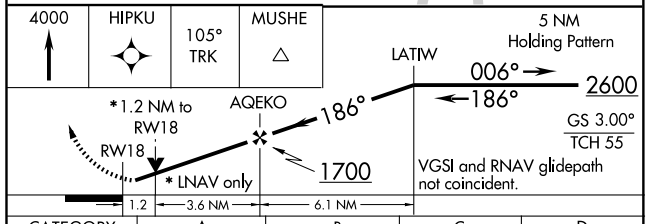
MISSED APPROACH: Climb to 4000 direct HIPKU and via 105° track to MUSHE and hold.

| ASOS | POLK APP CON | ALEXANDRIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.975 | 125.4 302.2 | 127.35 (CTAF) 269.2 | 121.9 372.0 | 121.9 |




REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 395-1 311 (400-1) | | | |
| LNAV/VNAV DA | 539-1½ 455 (500-1½) | | | |
| LNAV MDA | 520-1 436 (500-1) | | 520-1¼ 436 (500-1¼) | 520-1½ 436 (500-1½) |
| CIRCLING | 540-1½ 451 (500-1½) | 560-1½ 471 (500-1½) | | 640-2 551 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 9352 |
|---|---|---|---|
| CH 50110 | 321° | TDZE | 89 |
| W32A | | Apt Elev | 89 |

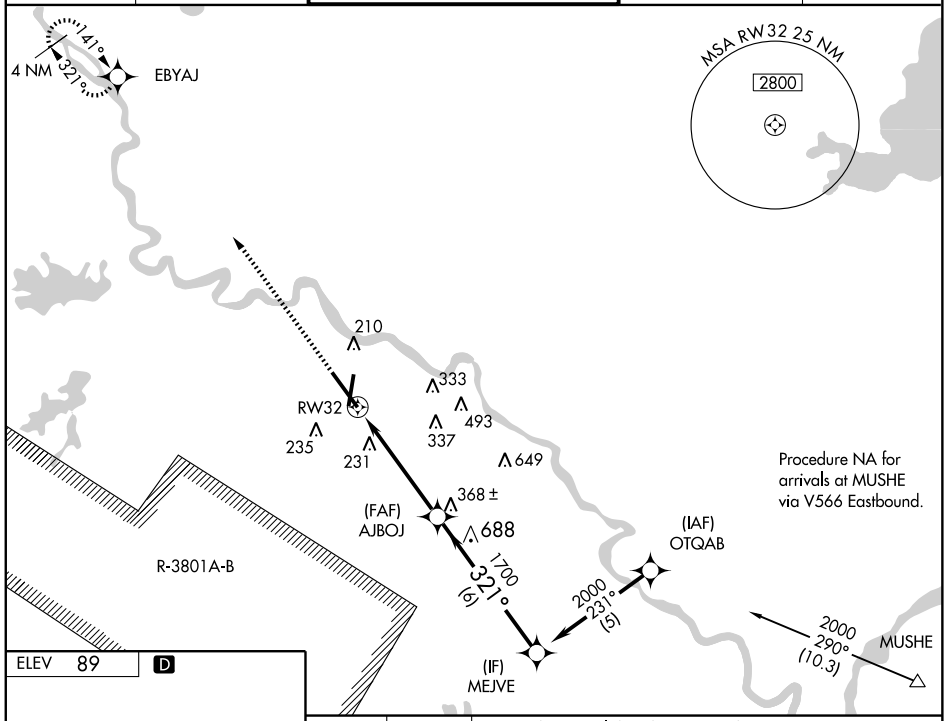
# RNAV (GPS) RWY 32

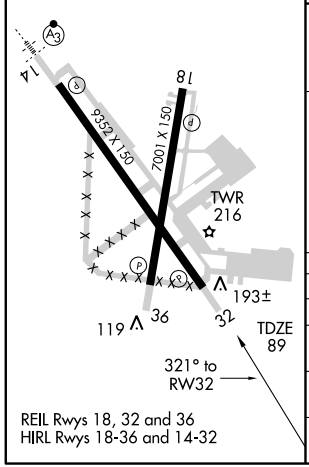
## ALEXANDRIA INTL (AEX)

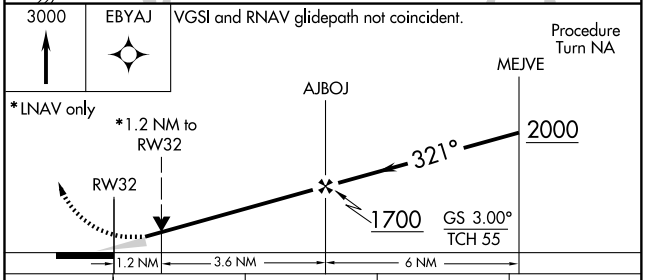
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -15°C (5°F)
When R-3801A-B active, RADAR required.

MISSED APPROACH: Climb to 3000 direct EBYAJ WP and hold.

| ASOS | POLK APP CON | ALEXANDRIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.975 | 125.4 302.2 | 127.35 (CTAF) 269.2 | 121.9 372.0 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 340/50 | 251 (300-1) | | |
| LNAV/VNAV DA | 460/60 | 371 (400-1¼) | | |
| LNAV MDA | 520/50 | 431 (500-1) | 520/60 431 (500-1¼) | 520-1½ 431 (500-1½) |
| CIRCLING | 540-1¼ 451 (500-1¼) | 560-1¼ 471 (500-1¼) | 560-1½ 471 (500-1½) | 640-2 551 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

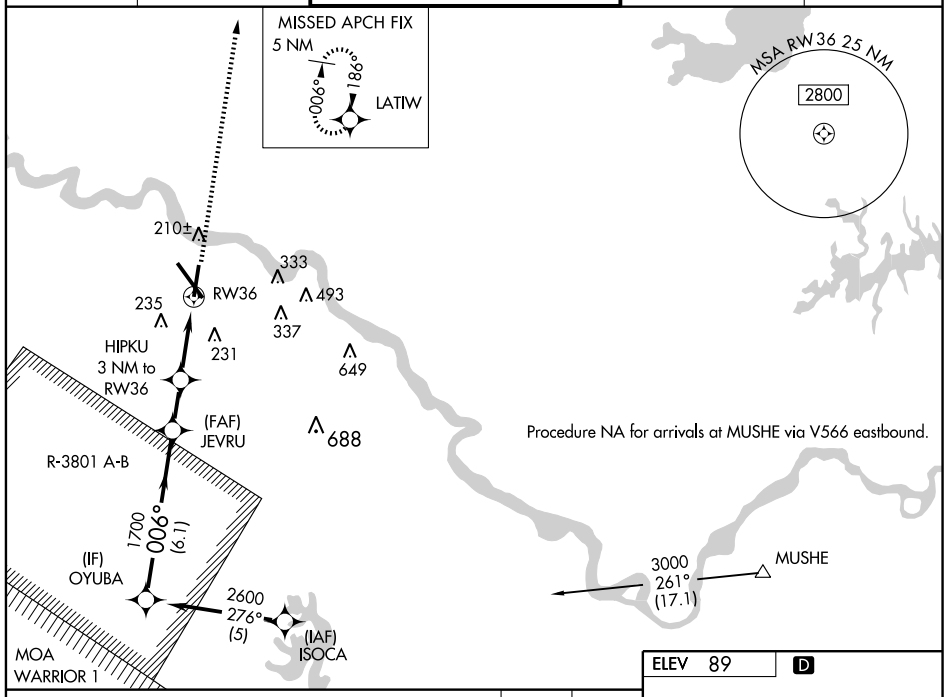
| WAAS CH 58100 W36A | APP CRS 006° | Rwy Idg 7001 TDZE 87 Apt Elev 89 |
|---|---|---|

# RNAV (GPS) RWY 36
## ALEXANDRIA INTL (AEX)

DME/DME RNP-0.3 NA. Radar required when R-3801 A-B in use. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2600 direct LATIW and hold.

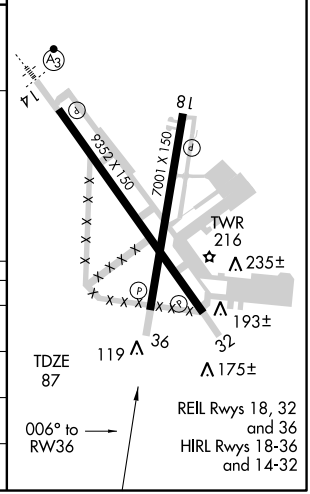
| ASOS | POLK APP CON | ALEXANDRIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.975 | 125.4 302.2 | 127.35 (CTAF) 269.2 | 121.9 372.0 | 121.9 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 391-1 304 (400-1) | | | |
| LNAV/VNAV DA | 425-1¼ 338 (400-1¼) | | | |
| LNAV MDA | 500-1 413 (500-1) | | 500-1¼ 413 (500-1¼) | |
| CIRCLING | 540-1¼ 451 (500-1¼) | 560-1¼ 471 (500-1¼) | 560-1½ 471 (500-1½) | 640-2 551 (600-2) |




SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC AEX | APP CRS | Rwy Idg | 9352 |
|---|---|---|---|
| 116.1 | 145° | TDZE | 85 |
| Chan 108 | | Apt Elev | 89 |

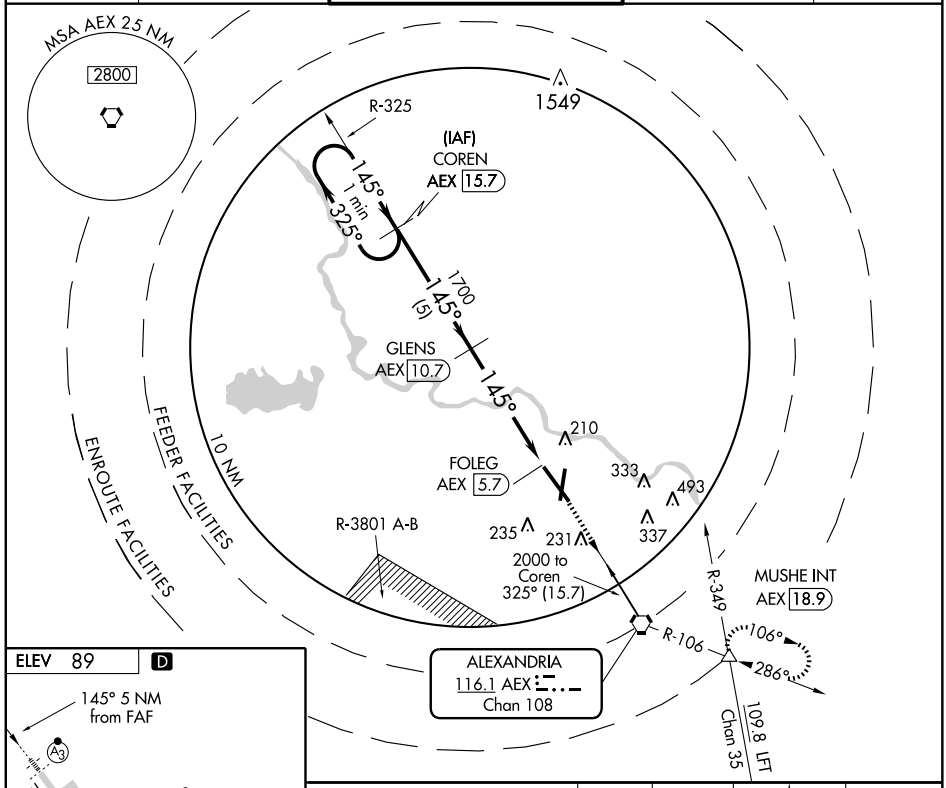
# VOR/DME RWY 14
## ALEXANDRIA INTL (AEX)

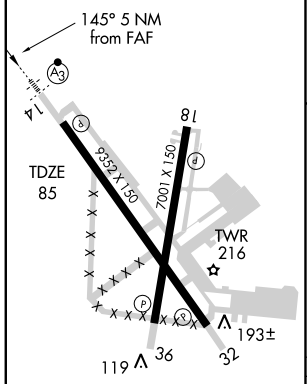
When R-3801B active, Radar Required. For inoperative SSALR increase S-14 Cat D visibility to 1¼.

SSALR

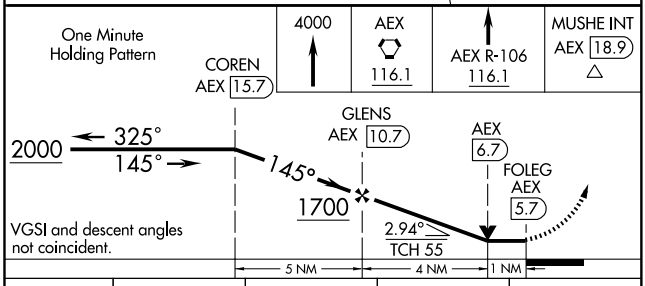
MISSED APPROACH: Climb to 4000 direct AEX Vortac, then via AEX R-106 to MUSHE Int and hold.

| ASOS | POLK APP CON | ALEXANDRIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.975 | 125.4 302.2 | 127.35 (CTAF) 269.2 | 121.9 372.0 | 123.975 |




REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 460-½ 375 (400-½) | | | 460-1 375 (400-1) |
| CIRCLING | 540-1 451 (500-1) | 560-1 471 (500-1) | 560-1½ 471 (500-1½) | 640-2 551 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

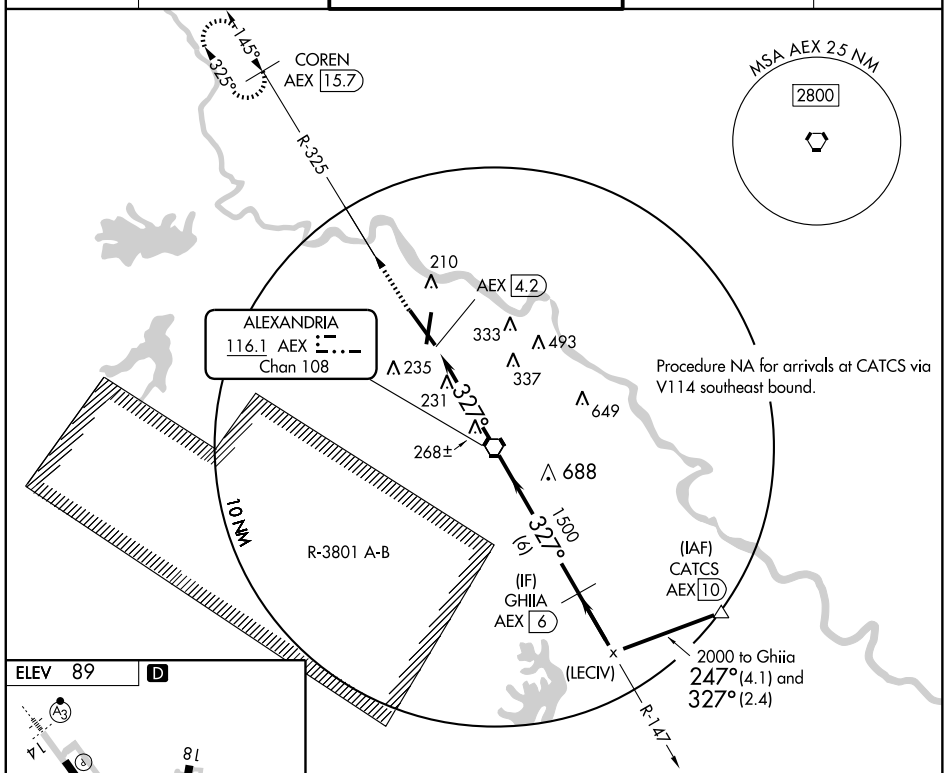
| VORTAC AEX 116.1 Chan 108 | APP CRS 327° | Rwy Idg 9352 TDZE 89 Apt Elev 89 |
|---|---|---|

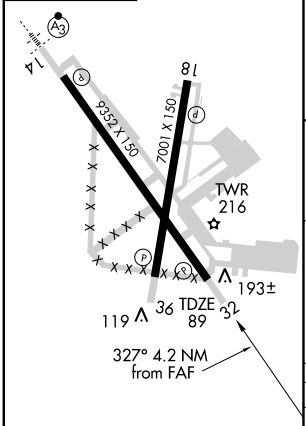
# VOR/DME RWY 32
## ALEXANDRIA INTL (AEX)

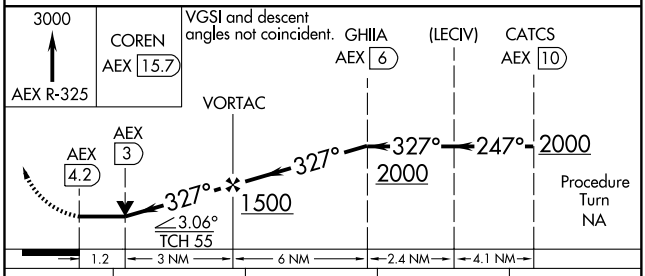
Radar required when R-3801 A-B in use.

MISSED APPROACH: Climb to 3000 via AEX R-325 to COREN/AEX 15.7 DME and hold.

| ASOS | POLK APP CON | ALEXANDRIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.975 | 125.4 302.2 | 127.35 (CTAF) 269.2 | 121.9 372.0 | 121.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 520/50 431 (500-1) | | 520/60 431 (500-1¼) | 520-1½ 431 (500-1½) |
| CIRCLING | 540-1 451 (500-1) | 560-1 471 (500-1) | 560-1½ 471 (500-1½) | 640-2 551 (600-2) |

REIL Rwys 18, 32 and 36
HIRL Rwys 18-36 and 14-32

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-ESF 111.5 Chan 52 | APP CRS 267° | Rwy Idg 5999 TDZE 92 Apt Elev 112 |
|---|---|---|

# ILS RWY 26

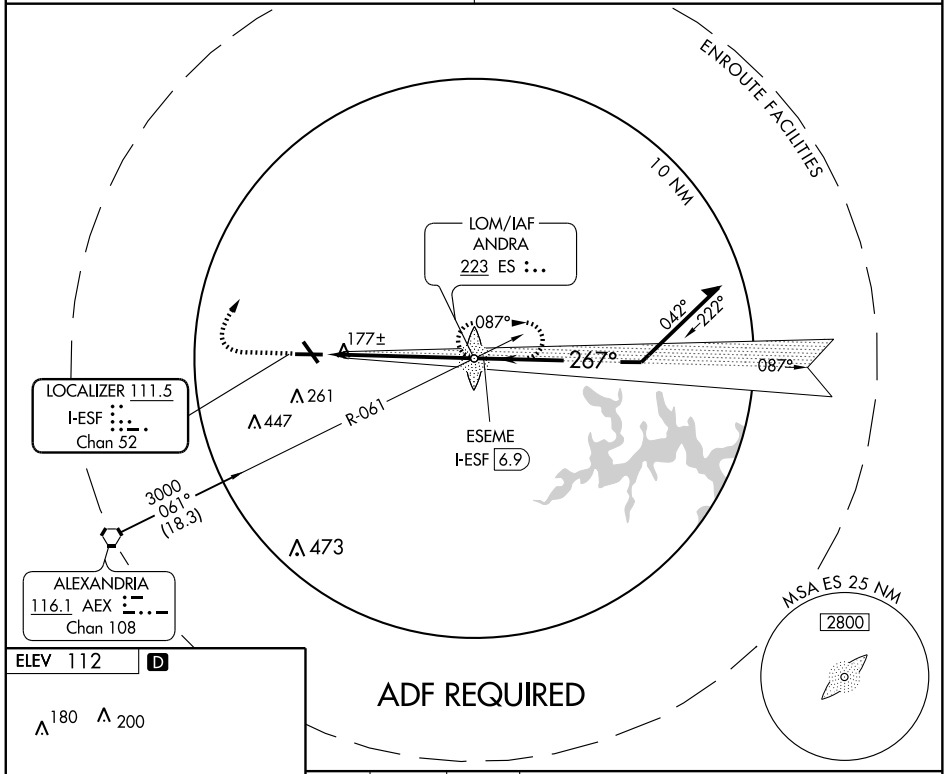
ALEXANDRIA/ESLER RGNL (ESF)

NA * DME Required.

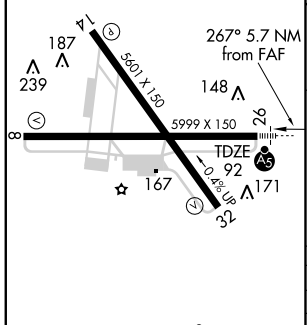
MALSR

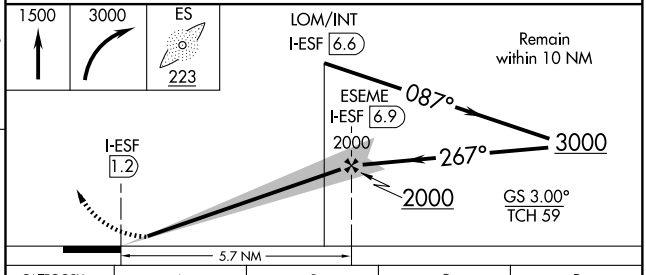
MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct ANDRA LOM and hold.

| POLK APP CON | UNICOM |
|---|---|
| 125.4 302.2 | 122.8 (CTAF) L |




ELEV 112 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26 | 292-½ 200 (200-½) | | | |
| S-LOC 26* | 440-½ 348 (400-½) | | | 440-¾ 348 (400-¾) |
| CIRCLING | 580-1 468 (500-1) | | 580-1½ 468 (500-1½) | 680-2 568 (600-2) |

REIL Rwys 8, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 8-26 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOM ES | APP CRS | Rwy Idg | 5999 |
|---|---|---|---|
| 223 | 267° | TDZE | 92 |
| | | Apt Elev | 112 |

# NDB RWY 26

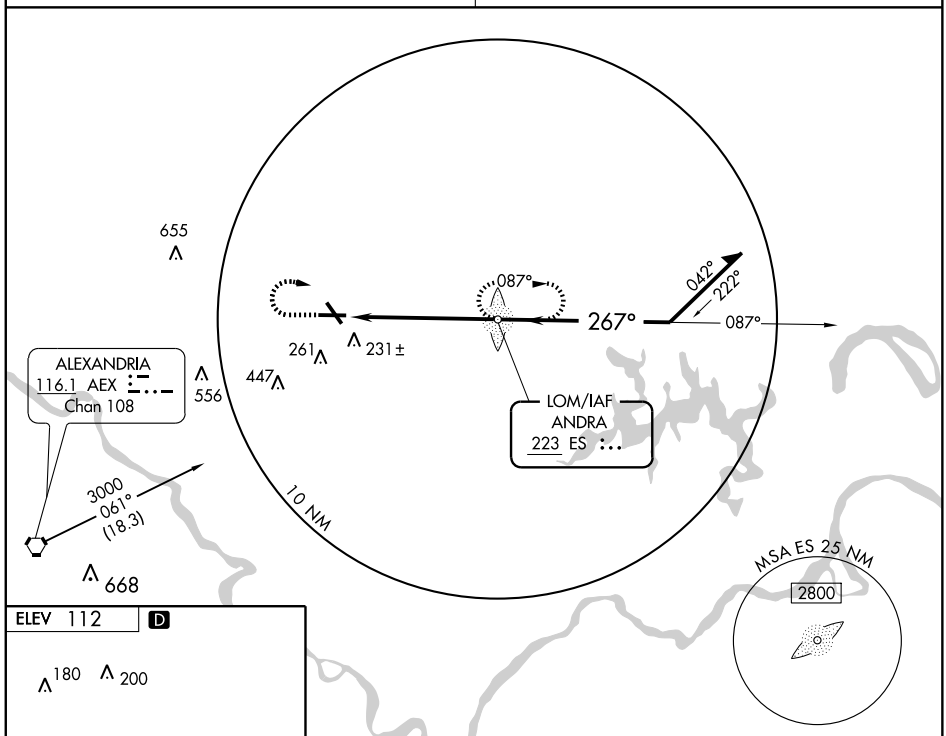
ALEXANDRIA/ESLER RGNL (ESF)

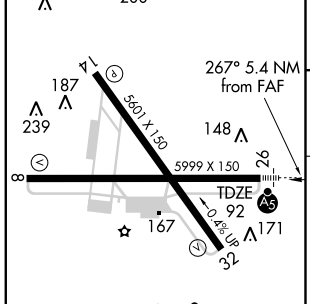
NA

MALSR

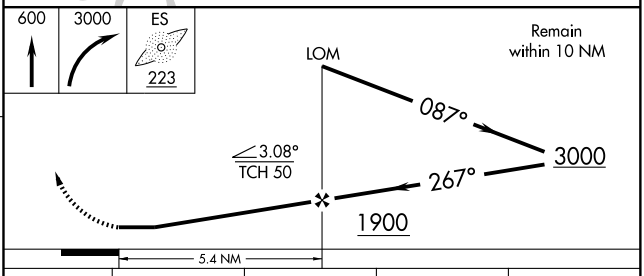
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct ANDRA LOM and hold.

| POLK APP CON | UNICOM |
|---|---|
| 125.4 302.2 | 122.8 (CTAF) L |




REIL Rwys 8, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 8-26 L




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 540-¾ 448 (500-¾) | | | 540-1¼ 448 (500-1¼) |
| CIRCLING | 580-1 468 (500-1) | | 600-1½ 488 (500-1½) | 680-2 568 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5999 |
|---|---|---|
| 087° | TDZE | 96 |
| | Apt Elev | 112 |

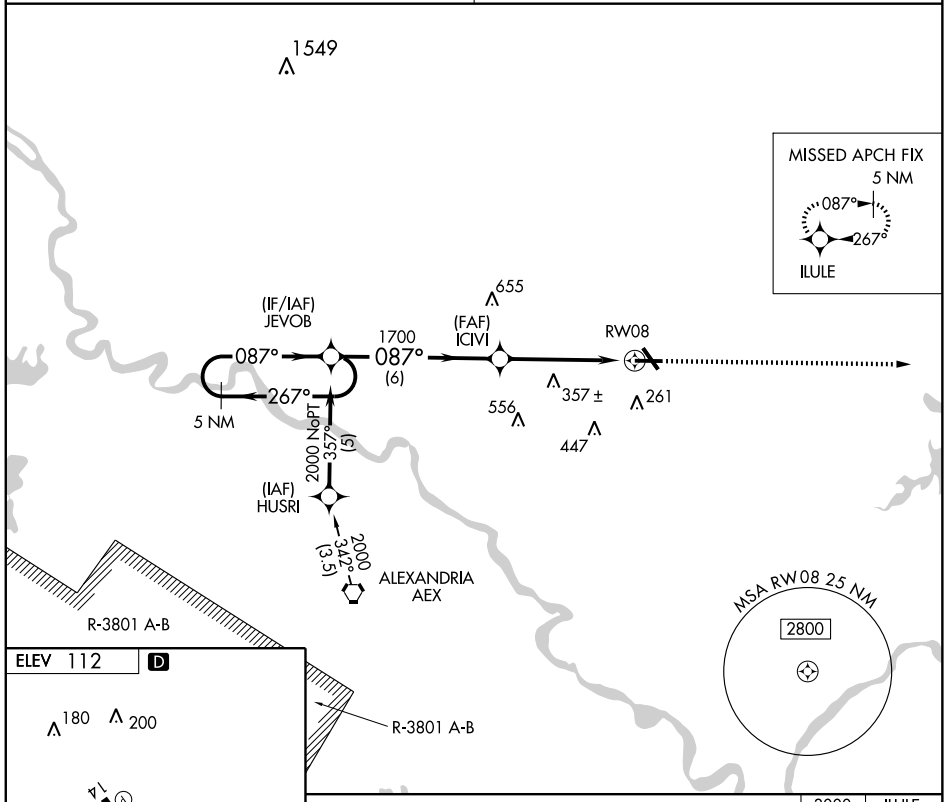
# RNAV (GPS) RWY 8

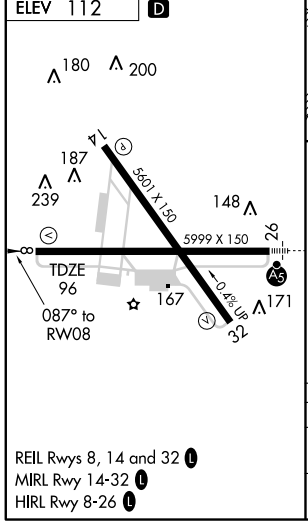
ALEXANDRIA/ESLER RGNL (ESF)

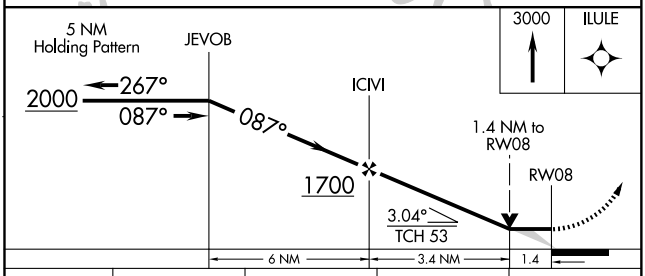
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDAs 40 feet. VDP NA when using Alexandria Intl altimeter setting.

MISSED APPROACH: Climb to 3000 direct ILULE and hold.

| POLK APP CON | UNICOM |
|---|---|
| 125.4 302.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 484 (500-1) | | 580-1¼ 484 (500-1¼) | 580-1½ 484 (500-1½) |
| CIRCLING | 580-1 468 (500-1) | | 580-1½ 468 (500-1½) | 680-2 568 (600-2) |

REIL Rwys 8, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 8-26 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 61103 W26A | APP CRS 267° | Rwy Idg 5999 TDZE 92 Apt Elev 112 |
|---|---|---|

# RNAV (GPS) RWY 26

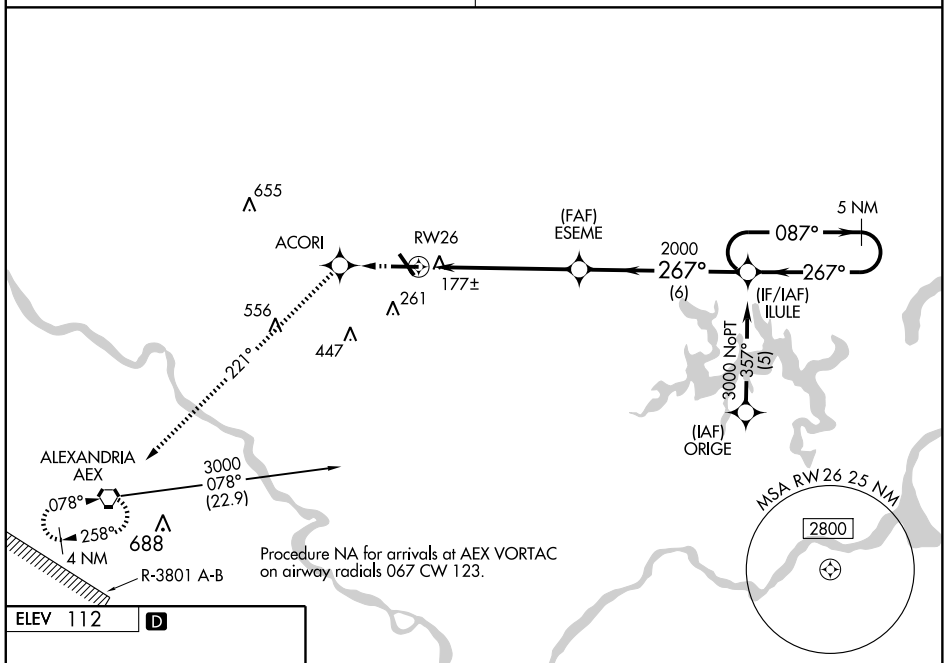
ALEXANDRIA/ESLER RGNL (ESF)

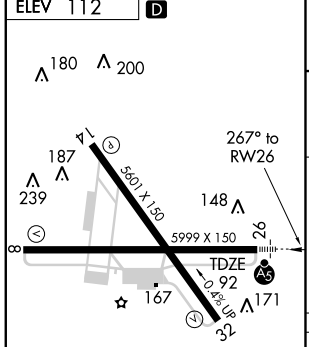
V If local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DAs/MDAs 40 feet. VDP NA when using Alexandria Intl altimeter setting. BARO-VNAV NA when using Alexandria Intl altimeter setting.
A For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative MALSR increase LPV all Cats visibility to 1, and LNAV Cat D visibility to 1¼. DME/DME RNP-0.3 NA.

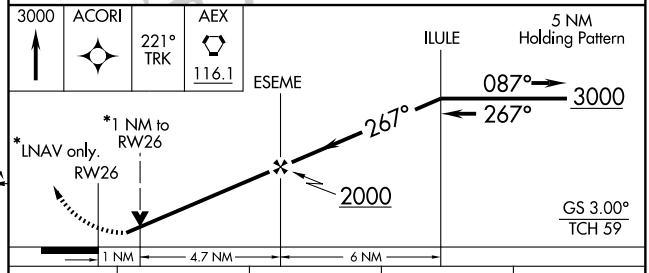
MALSR

MISSED APPROACH: Climb to 3000 direct ACORI and via 221° track to AEX VORTAC and hold.

| POLK APP CON | UNICOM |
|---|---|
| 125.4 302.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 408-½ 316 (300-½) | | | |
| LNAV/VNAV DA | 451-¾ 359 (400-¾) | | | |
| LNAV MDA | 480-½ 388 (400-½) | | | 480-1 388 (400-1) |
| CIRCLING | 580-1 468 (500-1) | | 580-1½ 468 (500-1½) | 680-2 568 (600-2) |

REIL Rwys 8, 14 and 32 L
MIRL Rwy 14-32 L
HIRL Rwy 8-26 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB BQP 329 | APP CRS 330° | Rwy Idg 4002<br>TDZE 167<br>Apt Elev 167 |
|---|---|---|

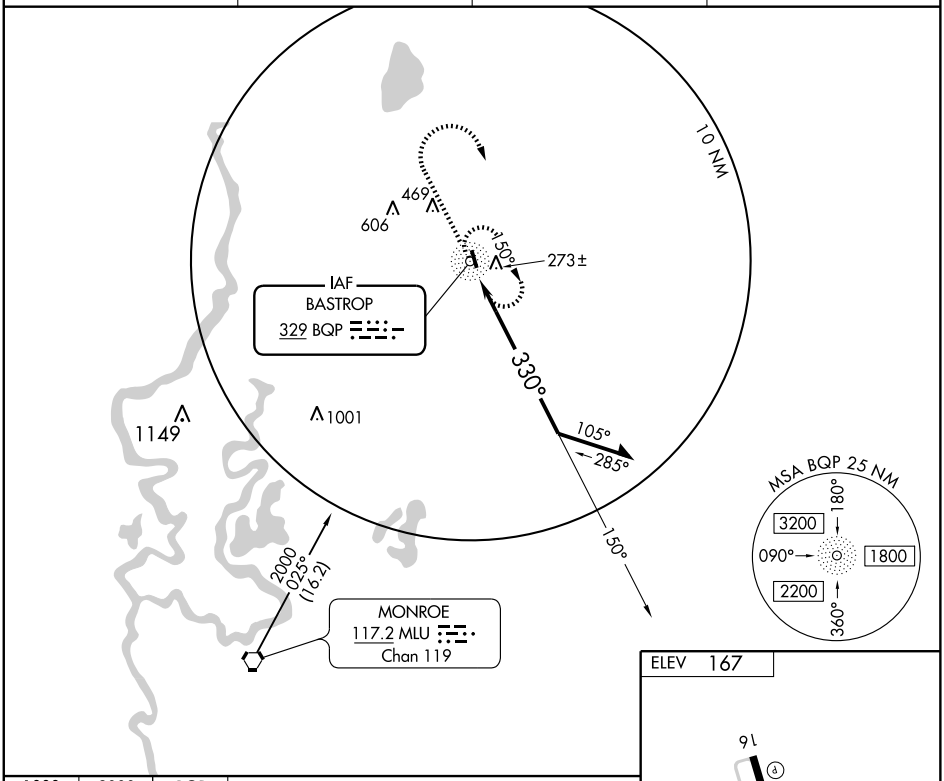
# NDB RWY 34

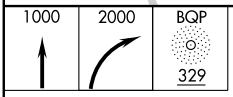
BASTROP/ MOREHOUSE MEMORIAL (BQP)

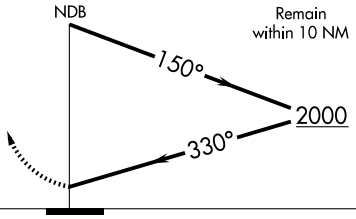
▼ NA — If local altimeter setting not received, use Monroe altimeter setting and increase all MDAs 60 feet.

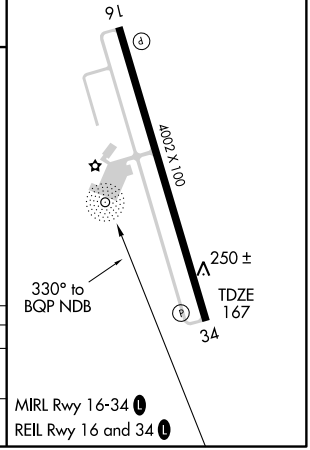
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BQP NDB and hold.

| AWOS-3 | MONROE APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 118.375 | 126.9 307.9 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 640-1 | 473 (500-1) | 640-1¼<br>473 (500-1¼) | NA |
| CIRCLING | 640-1 | 473 (500-1) | 640-1½<br>473 (500-1½) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 58307 W16A | APP CRS 161° | Rwy Idg 4002 TDZE 168 Apt Elev 168 |
|---|---|---|

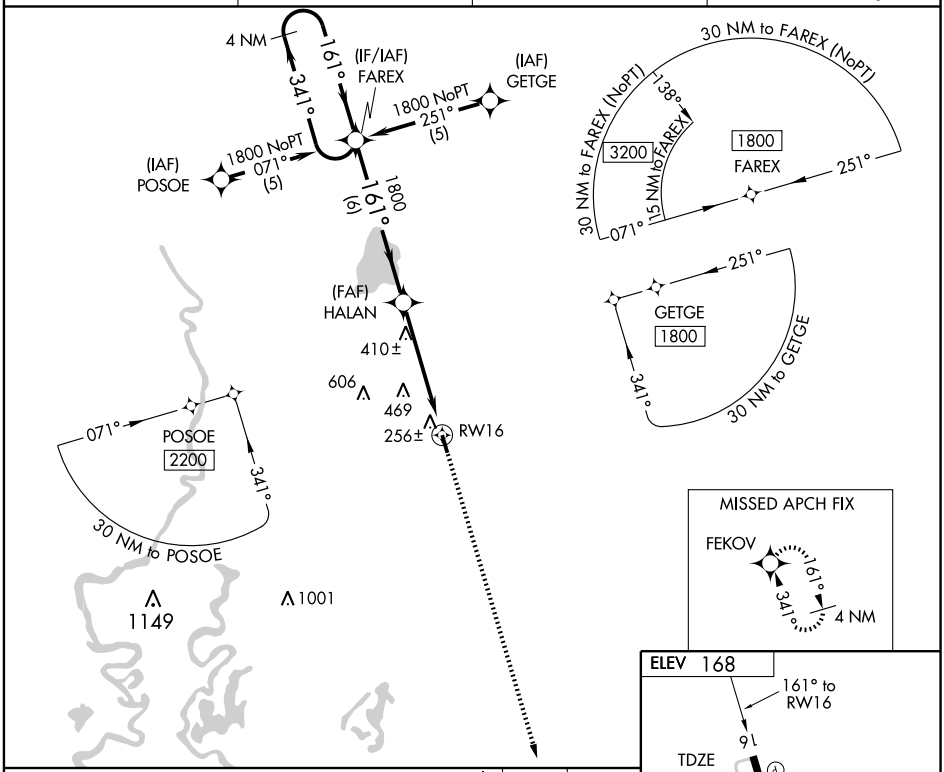
# RNAV (GPS) RWY 16

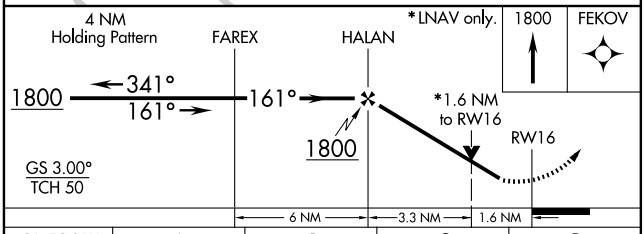
BASTROP/MOREHOUSE MEMORIAL (BQP)

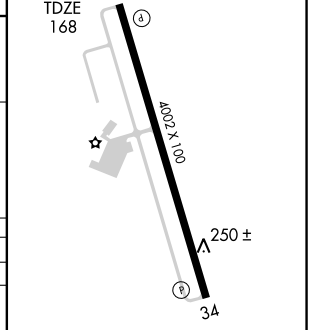
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

MISSED APPROACH: Climb to 1800 direct FEKOV and hold.

| AWOS-3 | MONROE APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 118.375 | 126.9 307.9 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 499-1¼ 331 (400-1¼) | | | NA |
| LNAV/VNAV DA | 526-1¼ 358 (400-1¼) | | | NA |
| LNAV MDA | 720-1 552 (600-1) | | 720-1½ 552 (600-1½) | NA |
| CIRCLING | 720-1 552 (600-1) | | 720-1½ 552 (600-1½) | NA |

MIRL Rwy 16-34 L

REIL Rwy 16 and 34 L

BASTROP, LOUISIANA AL-5566 (FAA)

| WAAS | APP CRS | Rwy Idg | 4002 |
|---|---|---|---|
| CH 90308 | 341° | TDZE | 168 |
| W34A | | Apt Elev | 168 |

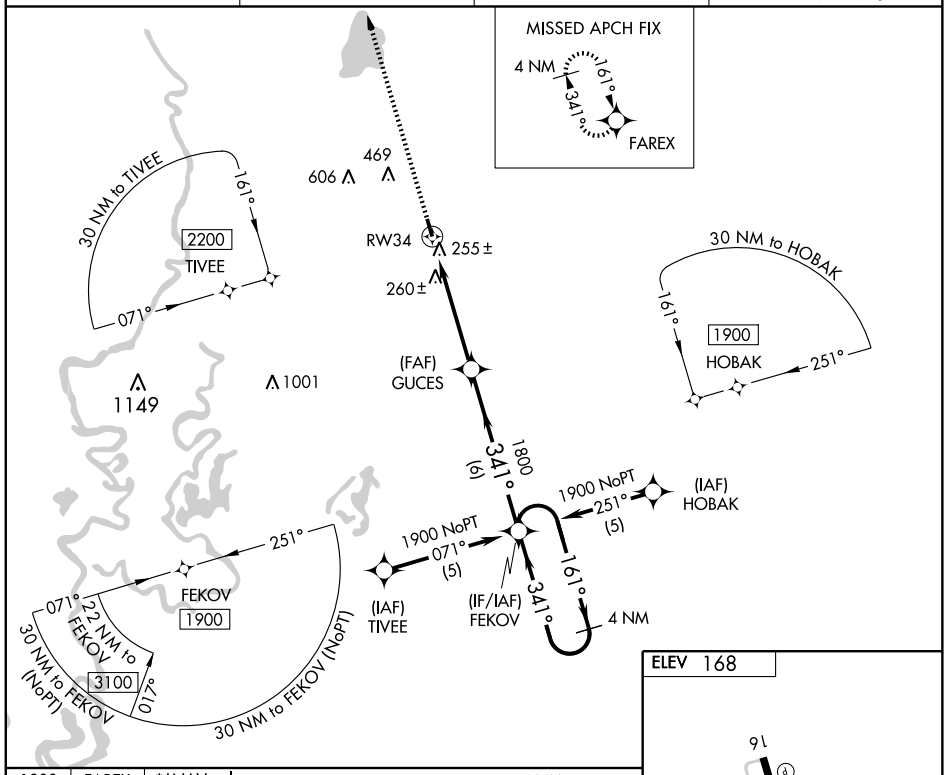
# RNAV (GPS) RWY 34

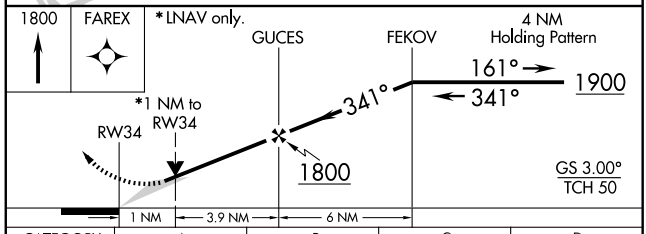
BASTROP/MOREHOUSE MEMORIAL (BQP)

Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA/MDA 60 feet and all visibilities ¼ mile.

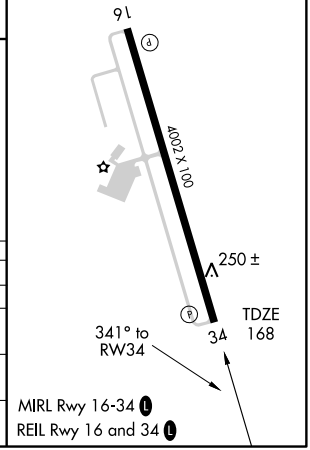
MISSED APPROACH: Climb to 1800 direct FAREX and hold.

| AWOS-3 | MONROE APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 118.375 | 126.9 307.9 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 508-1¼ 340 (400-1¼) | | | NA |
| LNAV/VNAV DA | 551-1¼ 383 (400-1¼) | | | NA |
| LNAV MDA | 520-1 352 (400-1) | | | NA |
| CIRCLING | 560-1 392 (400-1) | 620-1 452 (500-1) | 620-1½ 452 (600-1½) | NA |




SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC MLU 117.2 Chan 119 | APP CRS 026° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 167 |
|---|---|---|

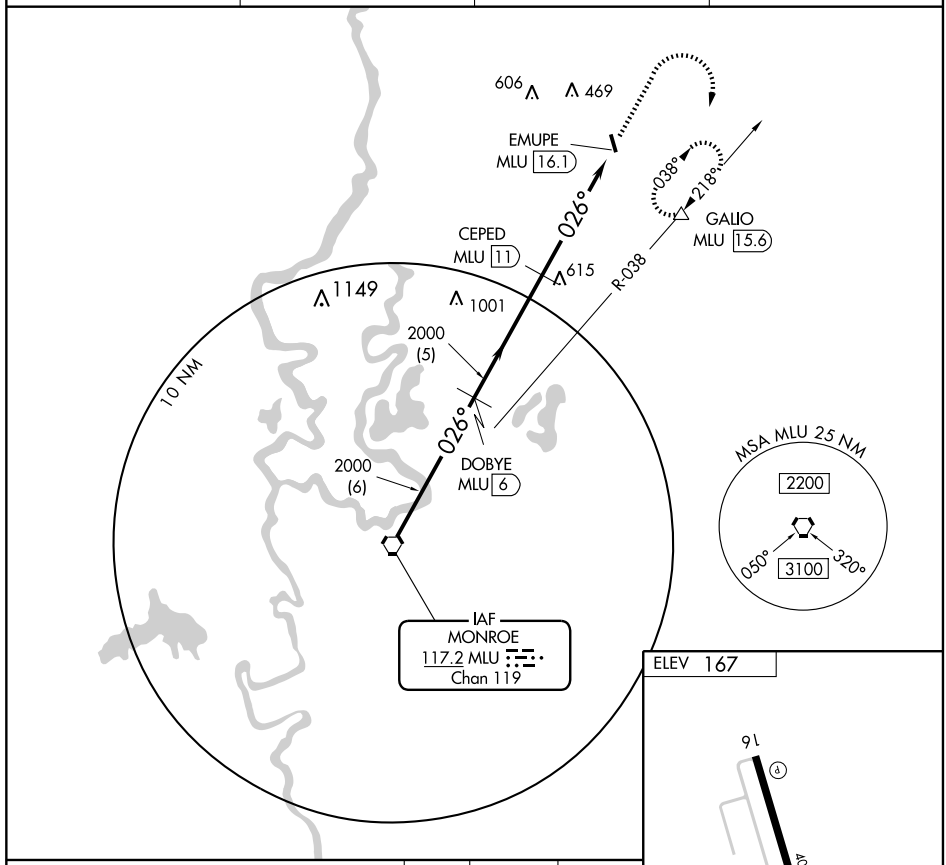
# VOR/DME-A

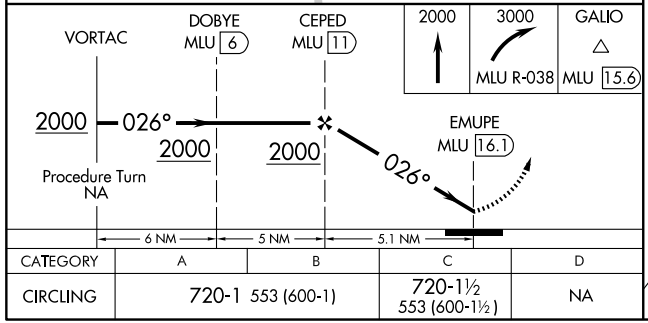
BASTROP/ MOREHOUSE MEMORIAL (BQP)

If local altimeter setting not received, use Monroe altimeter setting and increase all MDAs 60 feet.

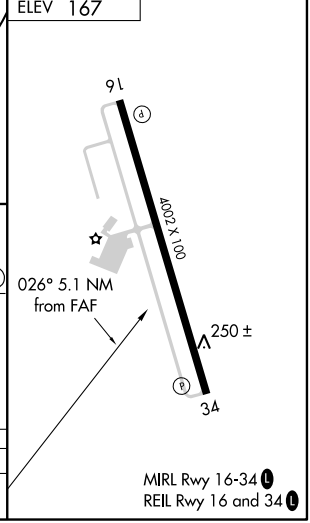
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via MLU R-038 to GALIO/MLU 15.6 DME and hold.

| AWOS-3 | MONROE APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 118.375 | 126.9 307.9 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 720-1 553 (600-1) | | 720-1½ 553 (600-1½) | NA |



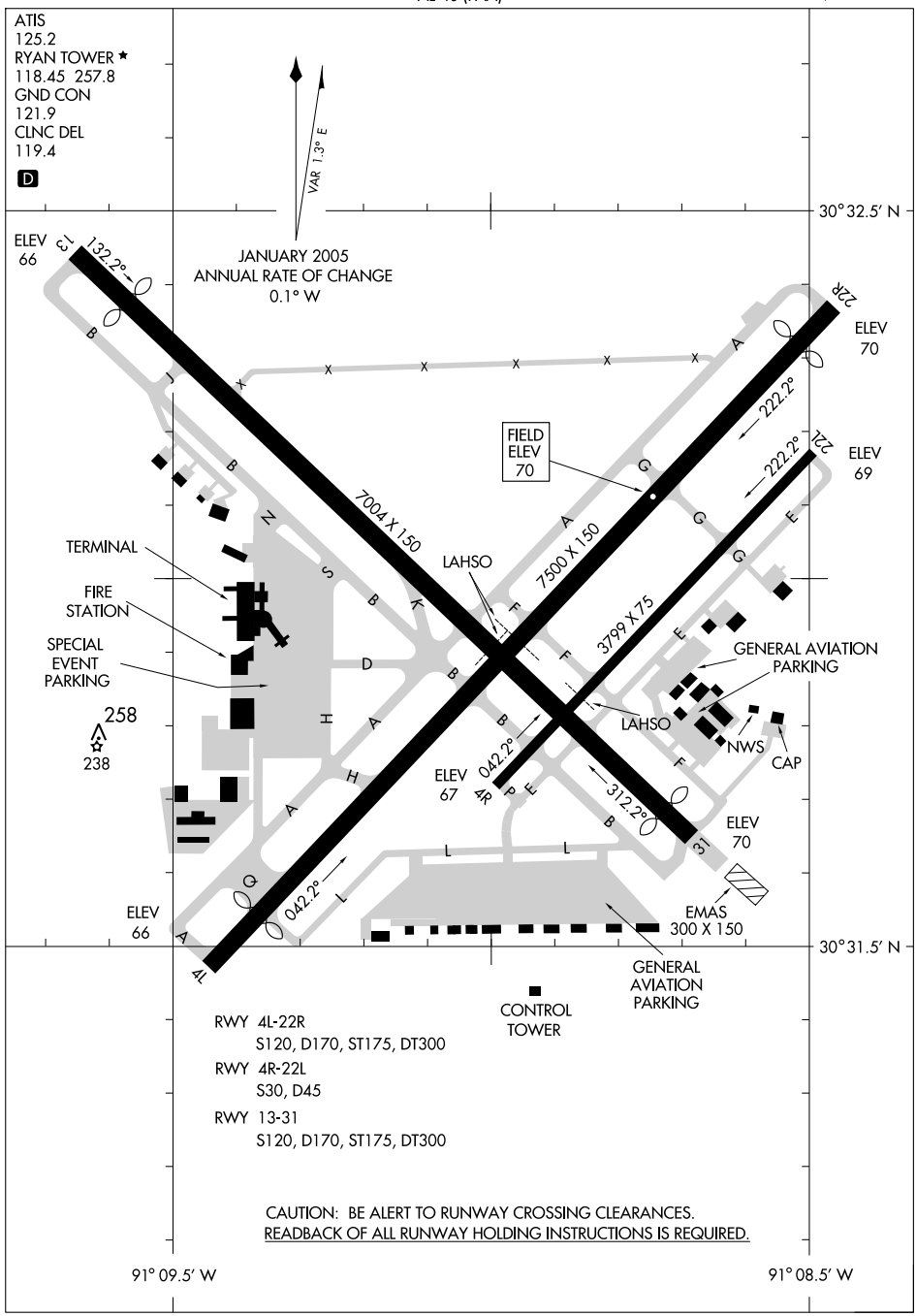

MIRL Rwy 16-34 L
REIL Rwy 16 and 34 L

SC-4, 14 JAN 2010 to 11 FEB 2010

09127

# AIRPORT DIAGRAM

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)
BATON ROUGE, LOUISIANA
AL-40 (FAA)




SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-BTR | APP CRS | Rwy Idg | 6407 |
|---|---|---|---|
| 110.3 | 130° | TDZE | 67 |
| Chan 40 | | Apt Elev | 70 |

# ILS or LOC RWY 13

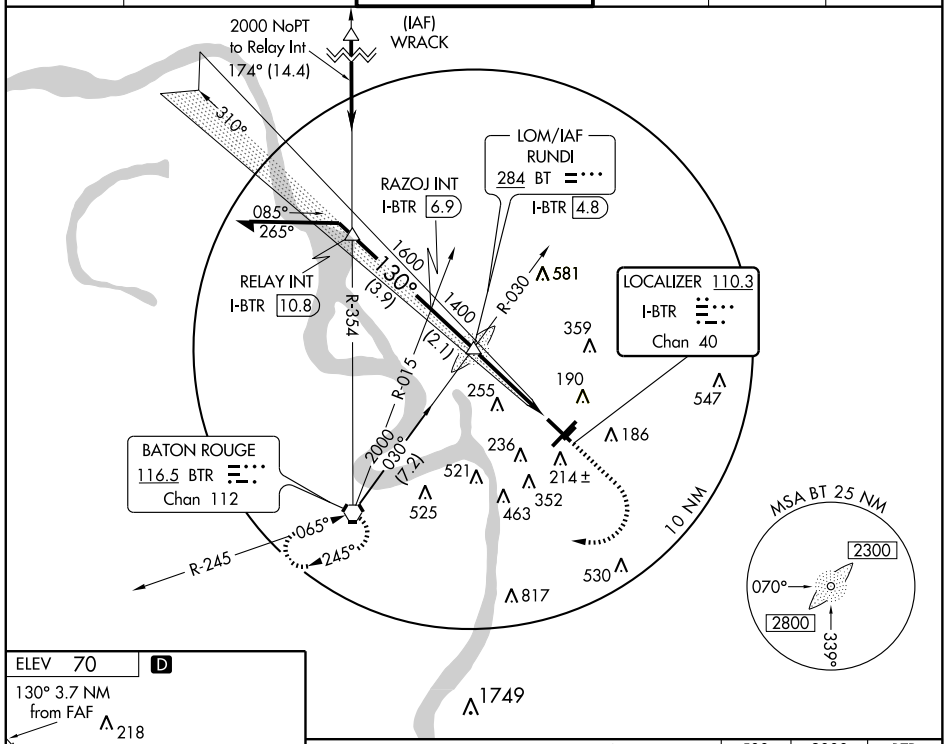
## BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

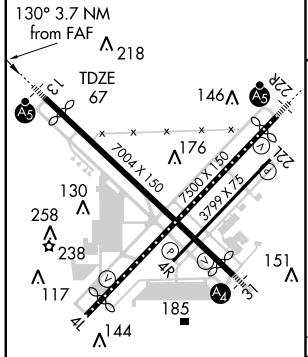
When VGSI inoperative, circling to Rwy 4L NA at night.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct BTR VORTAC and hold.

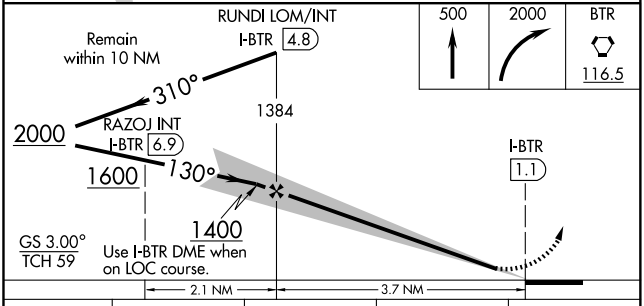
| ATIS | BATON ROUGE APP CON * | RYAN TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.2 | 120.3 278.3 | 118.45 (CTAF) L 257.8 | 121.9 | 119.4 | 122.95 |




TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | *267/24 200 (200-½) | | | |
| S-LOC 13 | 480/24 413 (500-½) | | 480/40 413 (500-¾) | |
| CIRCLING | 560-1 490 (500-1) | | 660-1½ 590 (600-1½) | 680-2 610 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-CLZ | APP CRS | Rwy Idg | 7076 |
|---|---|---|---|
| 108.7 | 220° | TDZE | 70 |
| Chan 24 | | Apt Elev | 70 |

# ILS or LOC RWY 22R

## BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

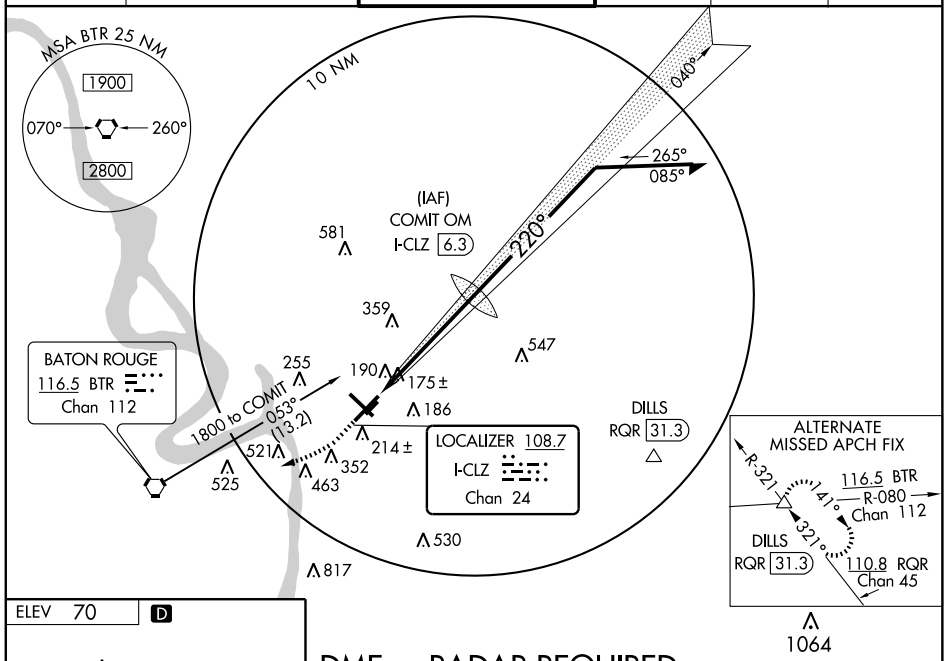
ASR

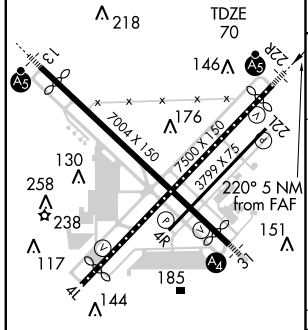
When VGSI inoperative, circling to Rwy 4L NA at night.
When local altimeter setting not received, use Hammond Northshore Rgnl altimeter setting and increase DA 91 feet; increase all MDA 100 feet. Increase S-ILS 22R visibility to RVR 2400, increase S-LOC 22R Cat C/D visibility ¼ mile and circling Cat C/D visibility ½ mile. When using Hammond altimeter setting for inoperative MALSRs, increase S-ILS 22R visibility ½ mile, all Cats.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2200 direct BTR VORTAC.

| ATIS | BATON ROUGE APP CON ★ | RYAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.2 | 120.3 278.3 | 118.45 (CTAF) L 257.8 | 121.9 | 119.4 | 122.95 |



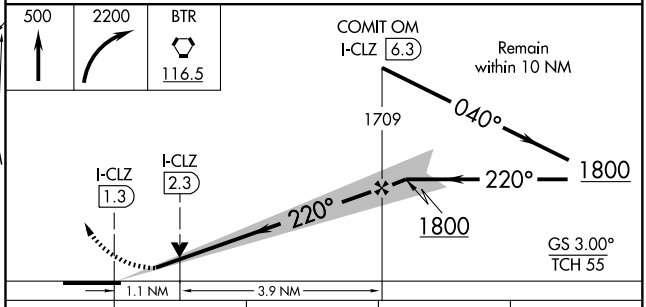




TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

## DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22R | 270/18 200 (200-½) | | | |
| S-LOC 22R | 440/24 370 (400-½) | | | 440/40 370 (400-¾) |
| CIRCLING | 560-1 490 (500-1) | | 660-1½ 590 (600-1½) | 680-2 610 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOM BT | APP CRS | Rwy Idg | 6689 |
|---|---|---|---|
| 284 | 311° | TDZE | 70 |
| | | Apt Elev | 70 |

# NDB RWY 31

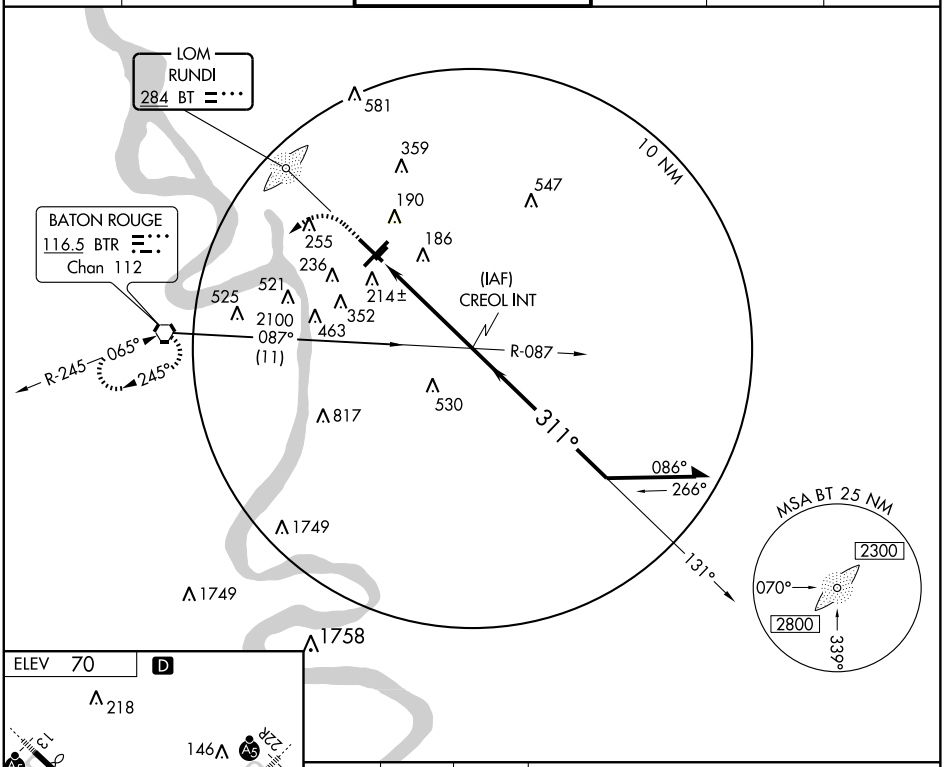
## BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

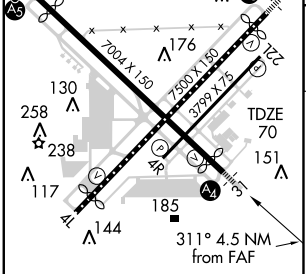
T A ASR Inoperative table does not apply to Cats B and C. When VGSI inoperative, circling to Rwy 4L NA at night.

MALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct BTR VORTAC and hold.

| ATIS | BATON ROUGE APP CON ★ | RYAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.2 | 120.3 278.3 | 118.45 (CTAF) L 257.8 | 121.9 | 119.4 | 122.95 |

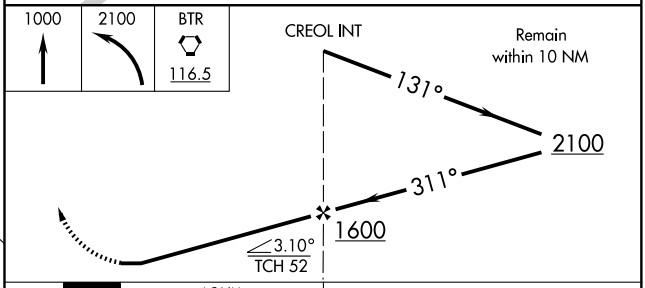



TDZ/CL Rwys 4L and 22R
HIRL Rwy 13-31 and 4L-22R L
MIRL Rwy 4R-22L

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 880- ¾<br>810 (900- ¾) | 880-1 ¼<br>810 (900-1 ¼) | 880-2 ½<br>810 (900-2 ½) | 880-2 ¾<br>810 (900-2 ¾) |
| CIRCLING | 880-1<br>810 (900-1) | 880-1 ¼<br>810 (900-1 ¼) | 880-2 ½<br>810 (900-2 ½) | 880-2 ¾<br>810 (900-2 ¾) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6900 |
|---|---|---|---|
| Ch 81825 | 040° | TDZE | 69 |
| W04A | | Apt Elev | 70 |

# RNAV (GPS) RWY 4L

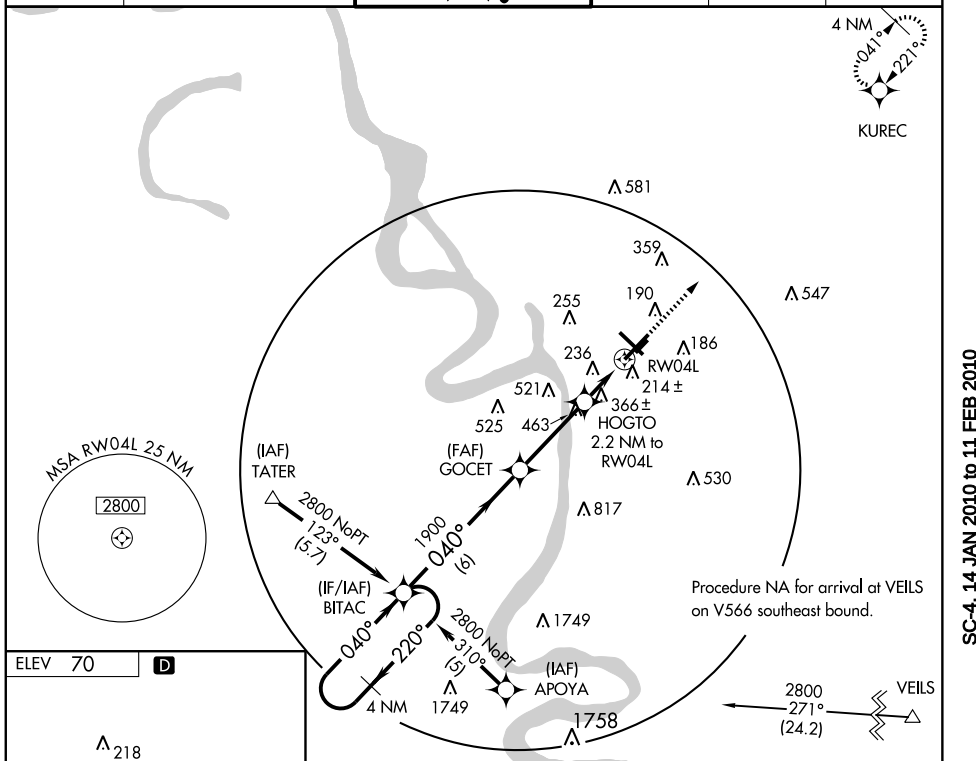
## BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

T A ASR

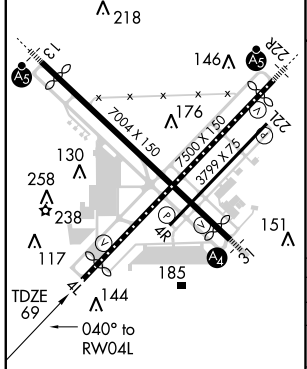
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV NA when using Hammond Northshore Rgnl altimeter setting. When VGSI inoperative, straight-in/circling Rwy 4L procedure NA at night.

MISSED APPROACH: Climb to 2000 direct KUREC and hold.

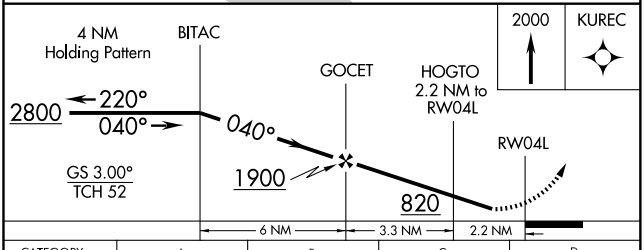
| ATIS | BATON ROUGE APP CON ★ | RYAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.2 | 120.3 278.3 | 118.45 (CTAF) L 257.8 | 121.9 | 119.4 | 122.95 |




ELEV 70 D




TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 382-1 313 (400-1) | | | |
| LNAV/VNAV DA | 667-2 598 (600-2) | | | |
| LNAV MDA | 620-1 551 (600-1) | | 620-1½ 551 (600-1½) | 620-1¾ 551 (600-1¾) |
| CIRCLING | 680-2 610 (700-2) | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6407 |
|---|---|---|
| 130° | TDZE | 67 |
| | Apt Elev | 70 |

# RNAV (GPS) RWY 13

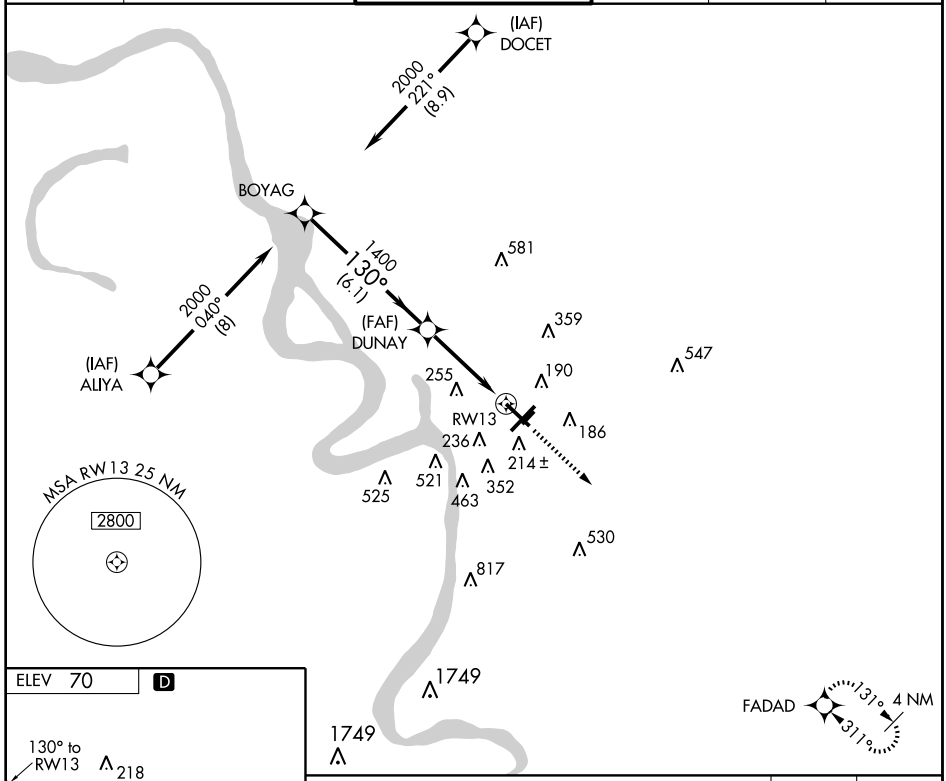
## BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).
When VGSI inoperative, circling to Rwy 4L NA at night.
Inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000.

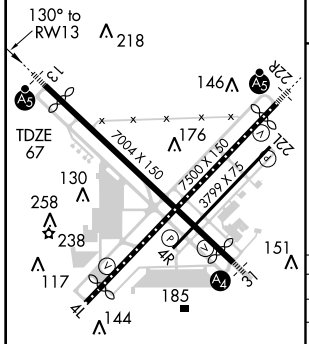
MALSR

MISSED APPROACH: Climb to 2300 direct FADAD and hold.

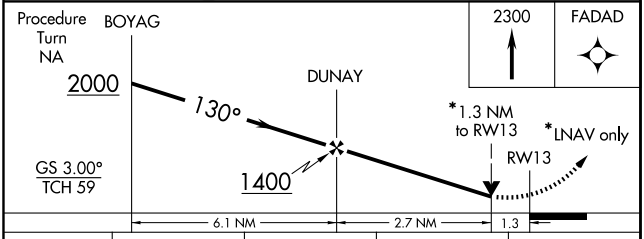
| ATIS | BATON ROUGE APP CON ★ | RYAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.2 | 120.3 278.3 | 118.45 (CTAF) L 257.8 | 121.9 | 119.4 | 122.95 |




ELEV 70 D




TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 540/50 473 (500-1) | | | |
| LNAV MDA | 540/40 473 (500-¾) | | | 540/50 473 (500-1) |
| CIRCLING | 560-1½ 490 (500-1½) | | 660-1½ 590 (600-1½) | 680-2 610 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 7076 |
|---|---|---|---|
| Ch 86225 | 221° | TDZE | 70 |
| W22A | | Apt Elev | 70 |

# RNAV (GPS) RWY 22R

## BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

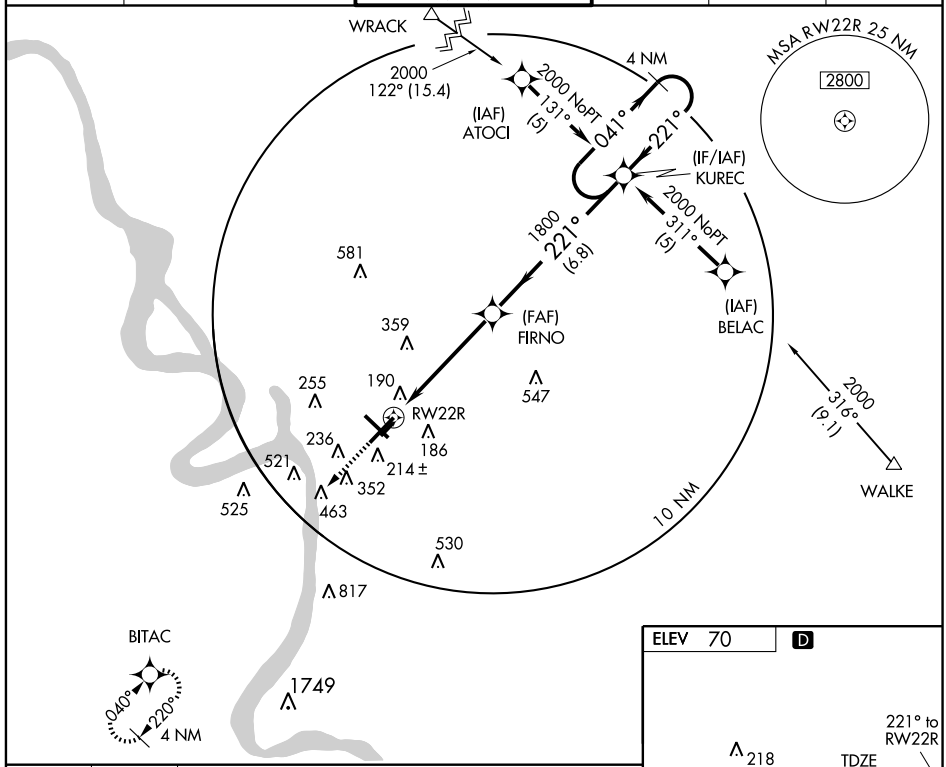
DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. For inoperative MALSR increase LPV visibility to RVR 5000 all CATs. Baro-VNAV and VDP NA when using Hammond Northshore Rgnl altimeter setting. When VGSI inoperative, circling Rwy 4L NA at night.

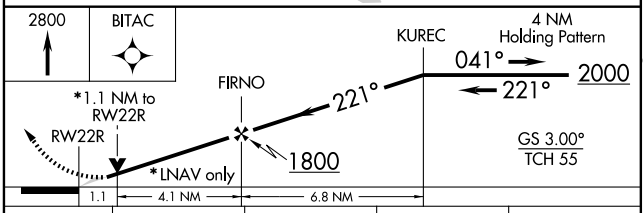
ASR

MALSR

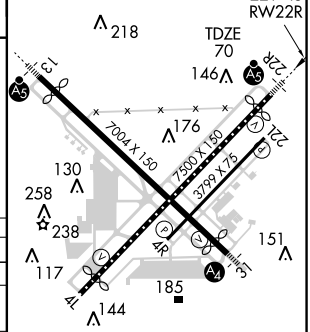
MISSED APPROACH: Climb to 2800 direct BITAC and hold.

| ATIS | BATON ROUGE APP CON ★ | RYAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.2 | 120.3 278.3 | 118.45 (CTAF) L 257.8 | 121.9 | 119.4 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 384/24 314 (400-½) | | | |
| LNAV/VNAV DA | 529/50 459 (500-1) | | | |
| LNAV MDA | 480/24 410 (500-½) | | 480/40 410 (500-¾) | 480/50 410 (500-1) |
| CIRCLING | 560-1½ 490 (500-1½) | | 660-1½ 590 (600-1½) | 680-2 610 (700-2) |




TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS Ch 90125 W31A | APP CRS 311° | Rwy Idg 6689 TDZE 70 Apt Elev 70 |
|---|---|---|

# RNAV (GPS) RWY 31

## BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

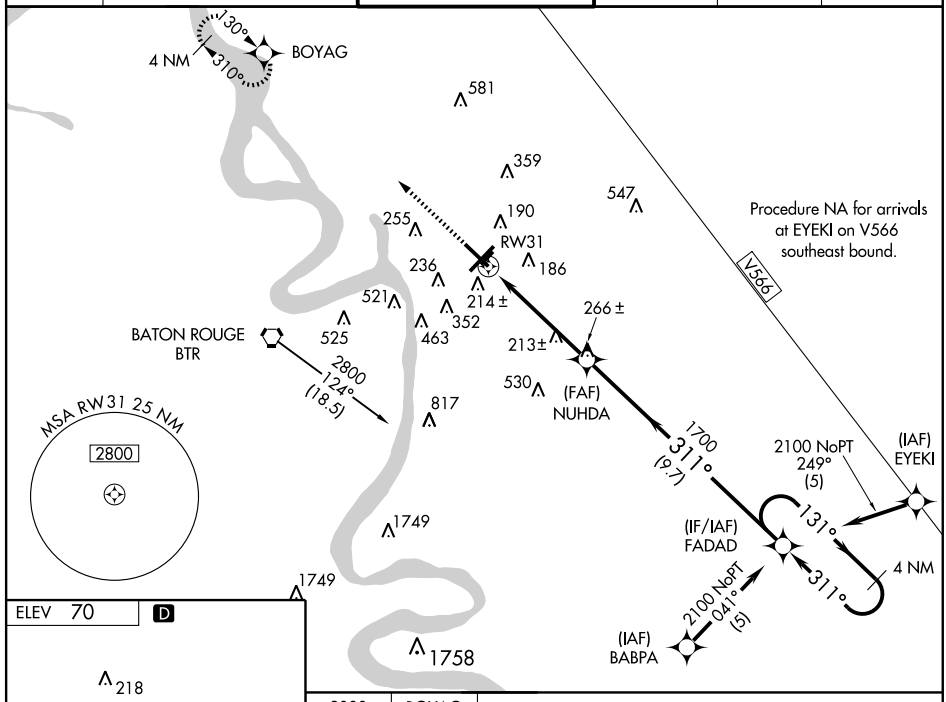
ASR

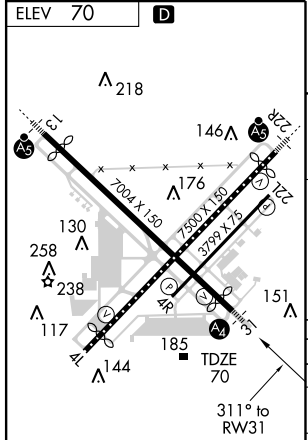
DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). If local altimeter not received, use Hammond Northshore Rgnl altimeter setting and increase all DAs/MDAs 100 feet. BARO-VNAV and VDP NA when using Hammond Northshore Rgnl altimeter setting. Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cats C and D. When VGSI inoperative, circling Rwy 4L NA at night.

MALS

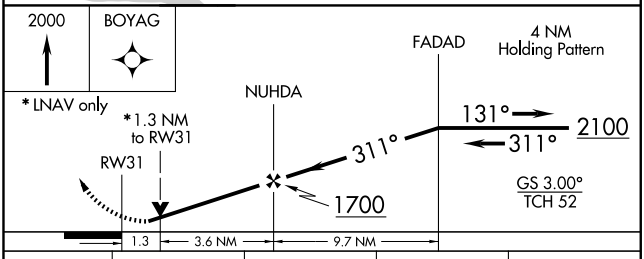
MISSED APPROACH: Climb to 2000 direct BOYAG and hold.

| ATIS | BATON ROUGE APP CON ★ | RYAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.2 | 120.3 278.3 | 118.45 (CTAF) L 257.8 | 121.9 | 119.4 | 122.95 |




TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 394-1 324 (400-1) | | | |
| LNAV/ VNAV DA | 462-1¼ 392 (400-1¼) | | | |
| LNAV MDA | 520-¾ 450 (500-¾) | | 520-1¼ 450 (500-1¼) | 520-1½ 450 (500-1½) |
| CIRCLING | 560-1¼ 490 (500-1¼) | | 660-1½ 590 (600-1½) | 680-2 610 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC BTR | APP CRS | Rwy Idg | 7076 |
|---|---|---|---|
| 116.5 | 240° | TDZE | 70 |
| Chan 112 | | Apt Elev | 70 |

# VOR/DME RWY 22R

## BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

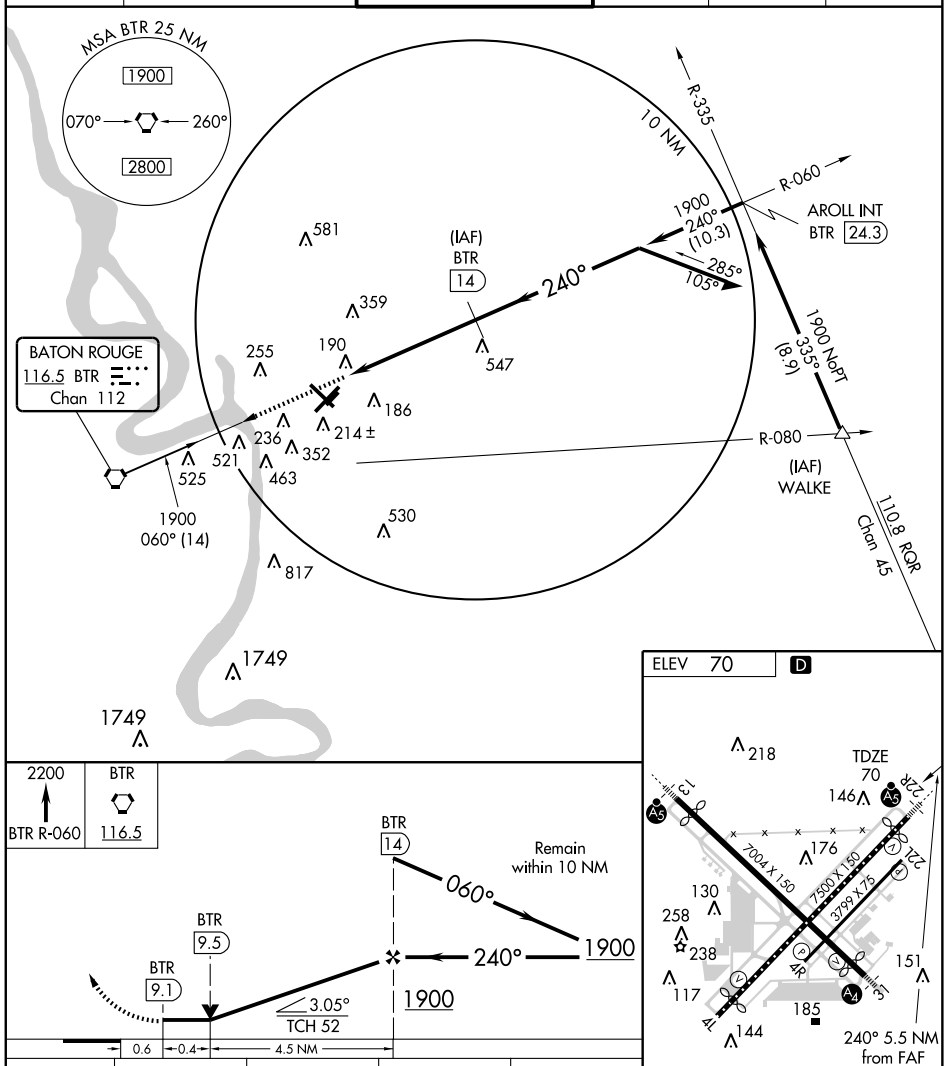
ASR

When VGSI inoperative, circling to Rwy 4L NA at night. Inoperative table does not apply.

MALSR

MISSED APPROACH: Climb to 2200 via BTR R-060 to BTR VORTAC.

| ATIS | BATON ROUGE APP CON ★ | RYAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.2 | 120.3 278.3 | 118.45 (CTAF) L 257.8 | 121.9 | 119.4 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22R | 480/50 | 410 (500-1) | 480/60 | 410 (500-1¼) |
| CIRCLING | 560-1 | 490 (500-1) | 660-1½ 590 (600-1½) | 680-2 610 (700-2) |

TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 and 4L-22R L
MIRL Rwy 4R-22L

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC BTR | APP CRS | Rwy Idg | 6900 |
|---|---|---|---|
| 116.5 | 065° | TDZE | 70 |
| Chan 112 | | Apt Elev | 70 |

# VOR RWY 4L

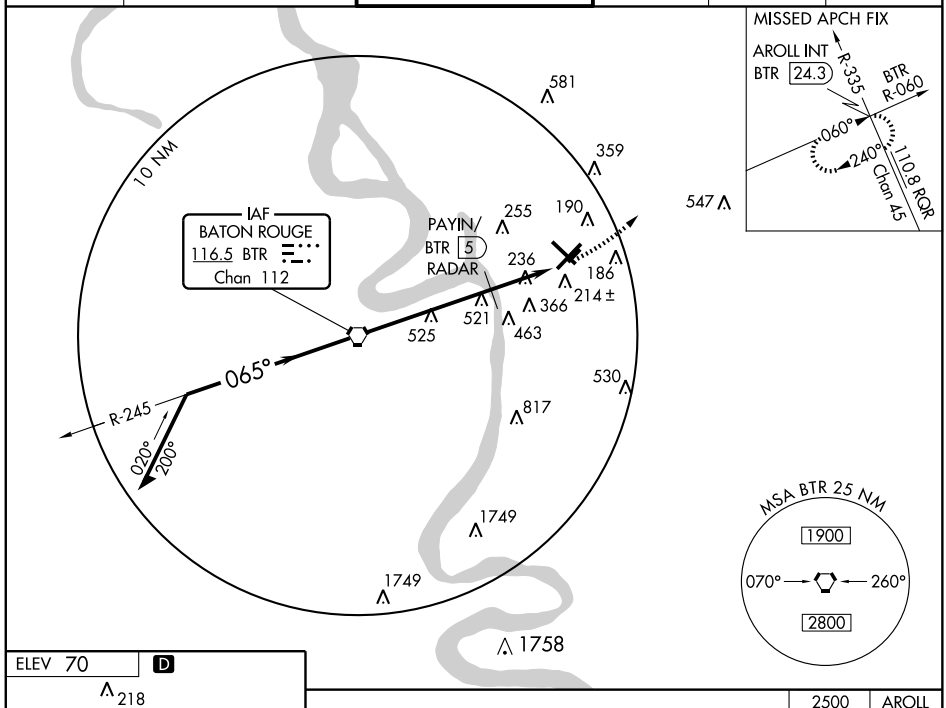
## BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

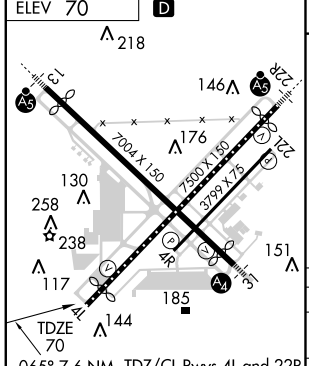
ASR

NoPT for arrivals on BTR VORTAC airway radials 239 CW 301. When VGSI inoperative, straight-in/circling Rwy 4L procedure NA at night.

MISSED APPROACH: Climb to 2500 via BTR R-060 to AROLL INT and hold.

| ATIS | BATON ROUGE APP CON ★ | RYAN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.2 | 120.3 278.3 | 118.45 (CTAF) L 257.8 | 121.9 | 119.4 | 122.95 |

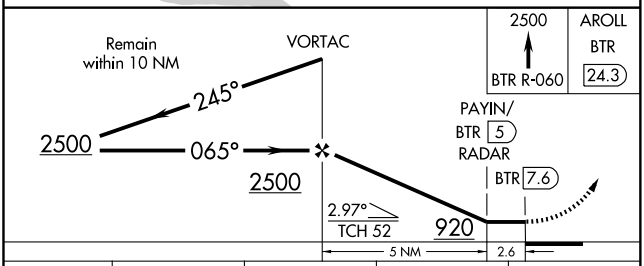



065° 7.6 NM from FAF

TDZ/CL Rwys 4L and 22R
HIRL Rwys 13-31 L and 4L-22R L
MIRL Rwy 4R-22L

| FAF to MAP 7.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:36 | 5:04 | 3:48 | 3:02 | 2:32 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4L | 920-1<br>850 (900-1) | 920-1¼<br>850 (900-1¼) | 920-2½<br>850 (900-2½) | 920-2¾<br>850 (900-2¾) |
| CIRCLING | 920-1<br>850 (900-1) | 920-1¼<br>850 (900-1¼) | 920-2½<br>850 (900-2½) | 920-2¾<br>850 (900-2¾) |
| PAYIN FIX MINIMUMS | | | | |
| S-4L | 620-1 550 (600-1) | | 620-1½<br>550 (600-1½) | 620-1¾<br>550 (600-1¾) |
| CIRCLING | 620-1 550 (600-1) | | 660-1½<br>590 (600-1½) | 680-2<br>610 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-BXA | APP CRS | Rwy Idg | 4406 |
|---|---|---|---|
| 111.1 | 183° | TDZE | 119 |
| | | Apt Elev | 119 |

# LOC RWY 18

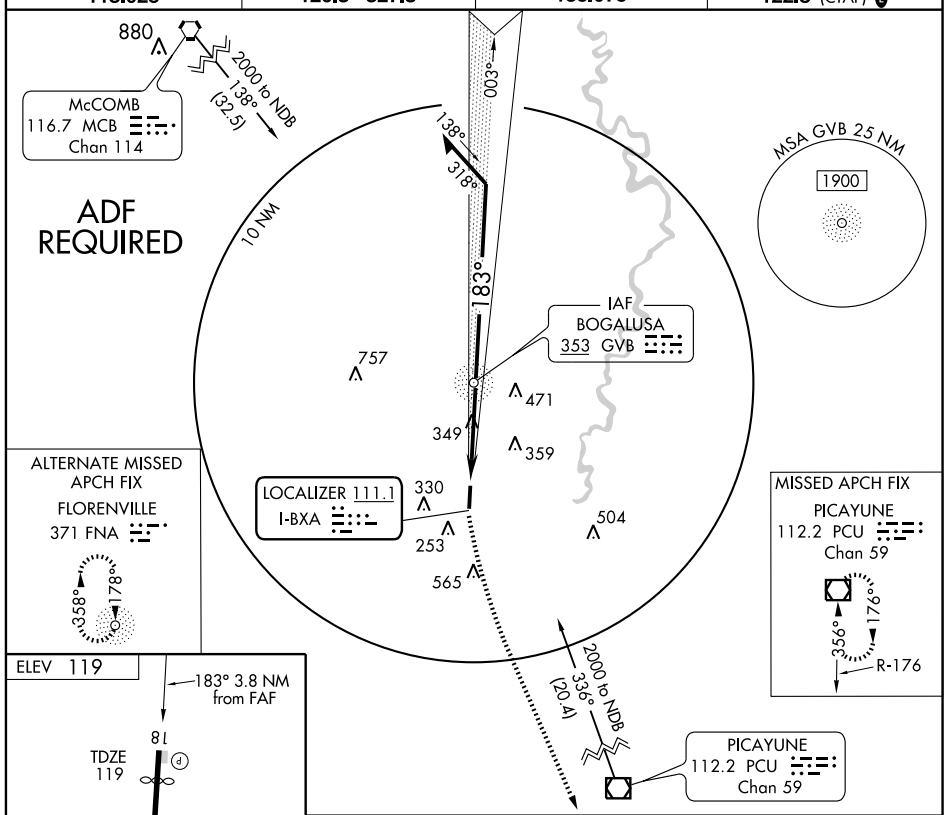
## BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

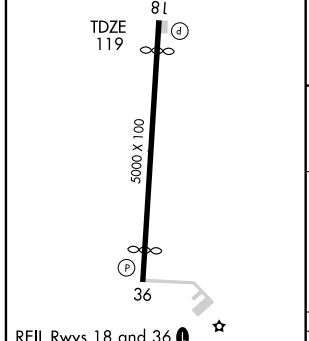
Visibility reduction by helicopters NA. When local altimeter setting not received; use Lakefront altimeter setting and increase all MDA 140 feet; increase S-18 Cat C visibility ½ mile and Circling Cat C visibility ½ mile. ADF Required

NA

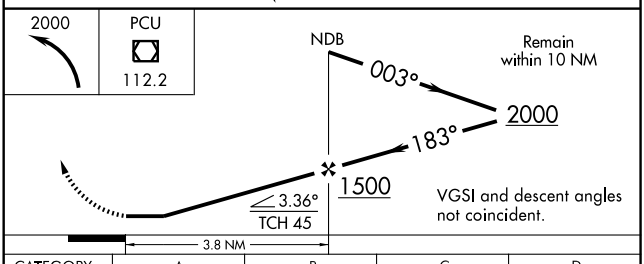
MISSED APPROACH: Climbing left turn to 2000 direct PCU VOR/DME and hold.

| AWOS-3 | HOUSTON CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 126.8 327.8 | 135.075 | 122.8 (CTAF) L |




REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L




| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 600-1 | 481 (500-1) | 600-1¼ 481 (500-1¼) | NA |
| CIRCLING | 620-1 | 501 (600-1) | 720-1¾ 601 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 4406 |
|---|---|---|---|
| CH 72613 | 183° | TDZE | 119 |
| W18A | | Apt Elev | 119 |

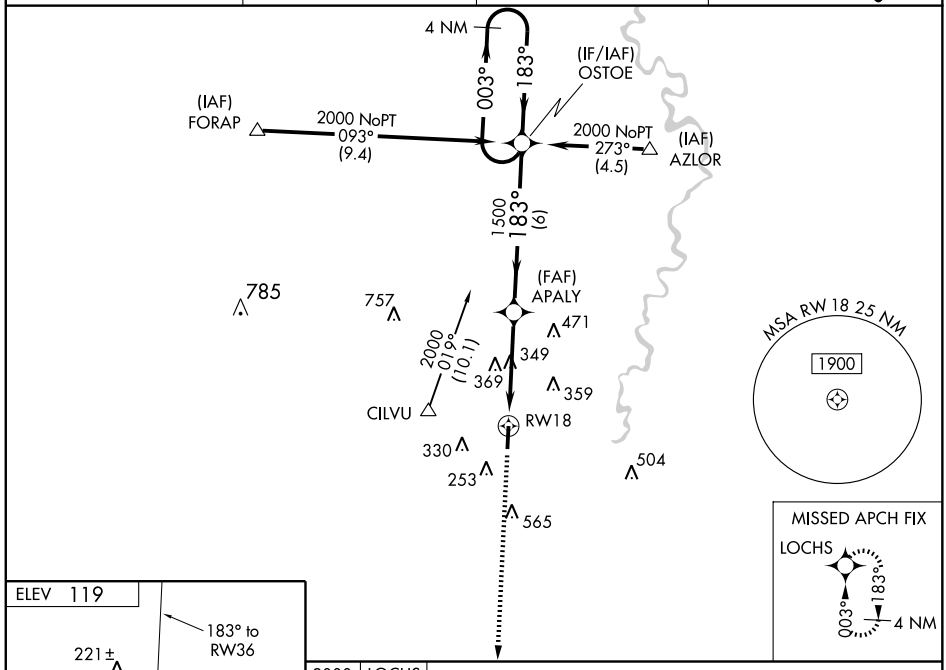
# RNAV (GPS) RWY 18

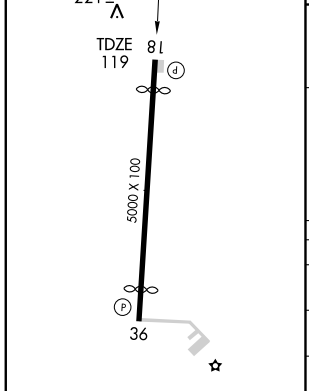
BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

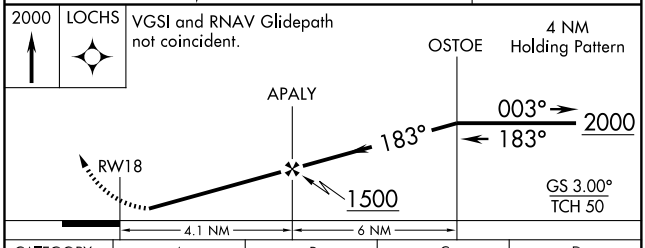
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
▼ Baro-VNAV NA when using Lakefront altimeter setting. When local altimeter setting not received, use Lakefront altimeter setting and increase all DA 124 feet and all MDA 140 feet, increase LPV and LNAV/VNAV all Cats. visibility ½ mile, increase LNAV Cat. C visibility ¼ mile, and increase Circling Cat. C visibility ½ mile.

MISSED APPROACH: Climb to 2000 direct LOCHS and hold.

| AWOS-3 | HOUSTON CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 126.8 327.8 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 463-1¼ 344 (400-1¼) | | | NA |
| LNAV/VNAV DA | 532-1½ 413 (500-1½) | | | NA |
| LNAV MDA | 620-1 501 (600-1) | | 620-1½ 501 (600-1½) | NA |
| CIRCLING | 620-1 501 (600-1) | | 720-1¾ 601 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 4395 |
|---|---|---|---|
| CH 62913 | 003° | TDZE | 117 |
| W36A | | Apt Elev | 119 |

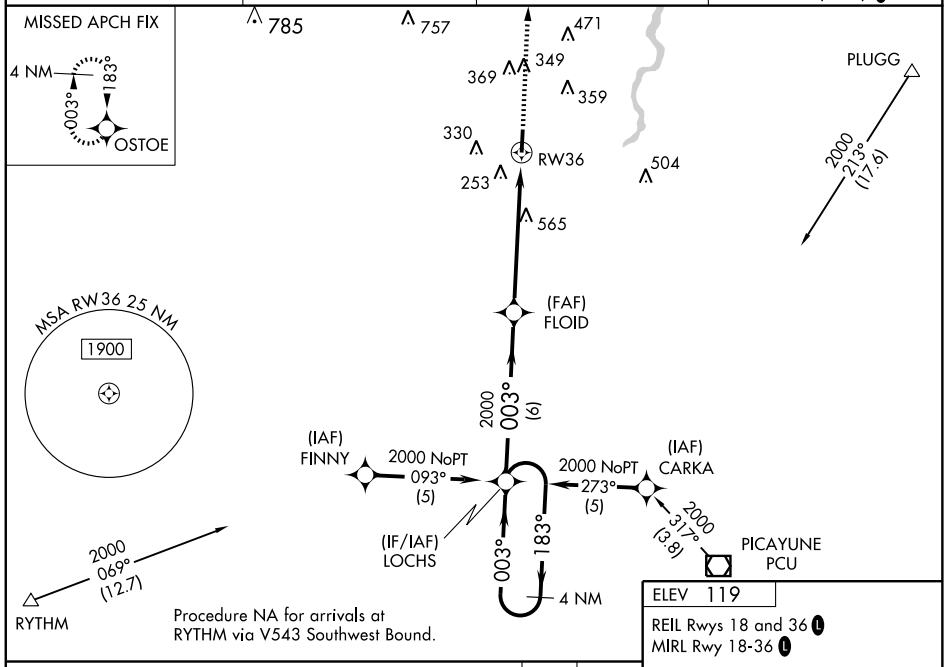
# RNAV (GPS) RWY 36

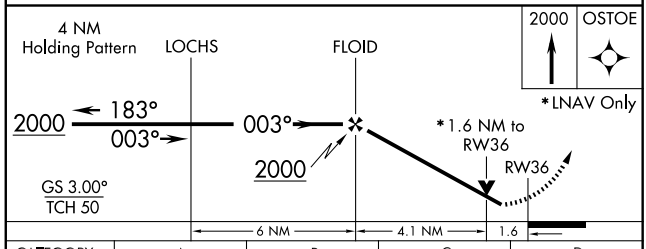
BOGALUSA/ GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

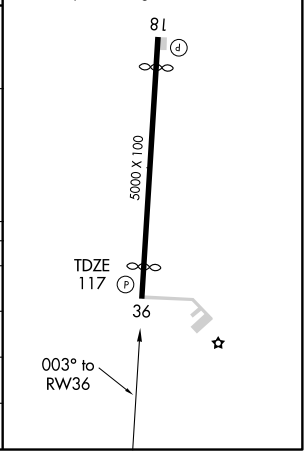
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54° C (130° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Lakefront altimeter setting. When local altimeter setting not received, use Lakefront altimeter setting and increase all DA 124 feet and all MDA 140 feet, increase LPV all Cats. visibility ½ mile, increase LNAV and Circling Cat. B visibility ¼ mile, increase LNAV and Circling Cat. C visibility ½ mile, increase LNAV/VNAV all Cats. visibility 1 mile.

MISSED APPROACH: Climb to 2000 direct OSTOE and hold.

| AWOS-3 | HOUSTON CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 126.8 327.8 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 470-1¼ 353 (400-1¼) | | | NA |
| LNAV/VNAV DA | 981-3 864 (900-3) | | | NA |
| LNAV MDA | 820-1 703 (800-1) | | 820-2 703 (800-2) | NA |
| CIRCLING | 820-1 701 (800-1) | | 820-2 701 (800-2) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| PCU VOR/DME 112.2 Chan 59 | APP CRS 150° | Rwy Idg N/A TDZE N/A Apt Elev 119 |
|---|---|---|

# VOR/DME-A

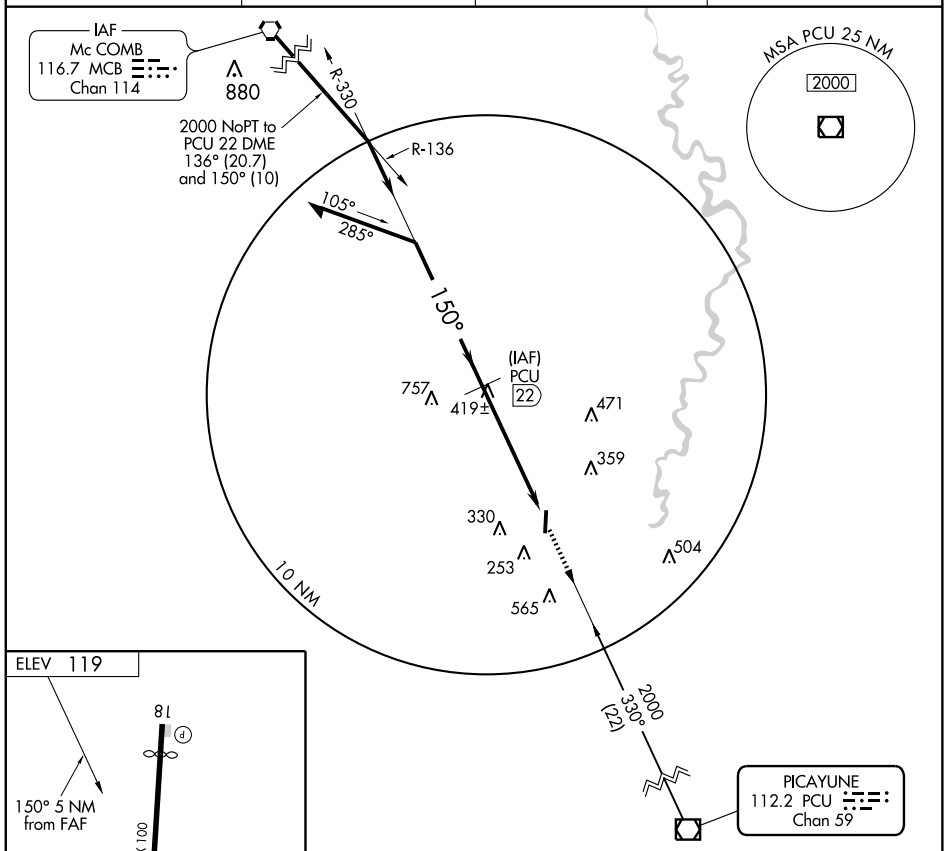
## BOGALUSA/GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

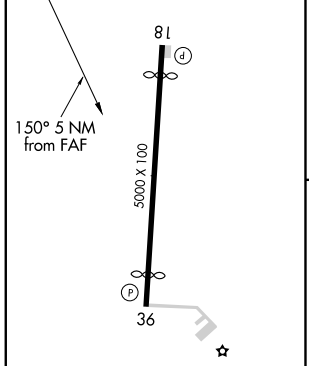
▼ If local altimeter setting not received; use New Orleans Lakefront altimeter setting and increase all MDAs 220 feet.

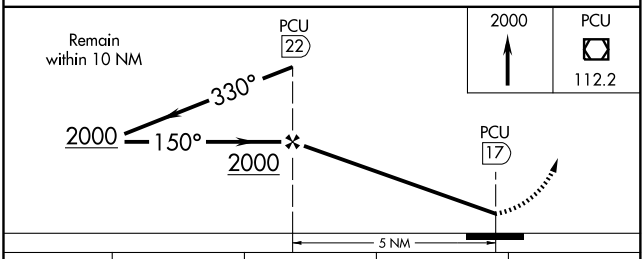
▲ NA

MISSED APPROACH: Climb to 2000 direct PCU VOR/DME.

| AWOS-3 | HOUSTON CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 126.8 327.8 | 135.075 | 122.8 (CTAF) L |



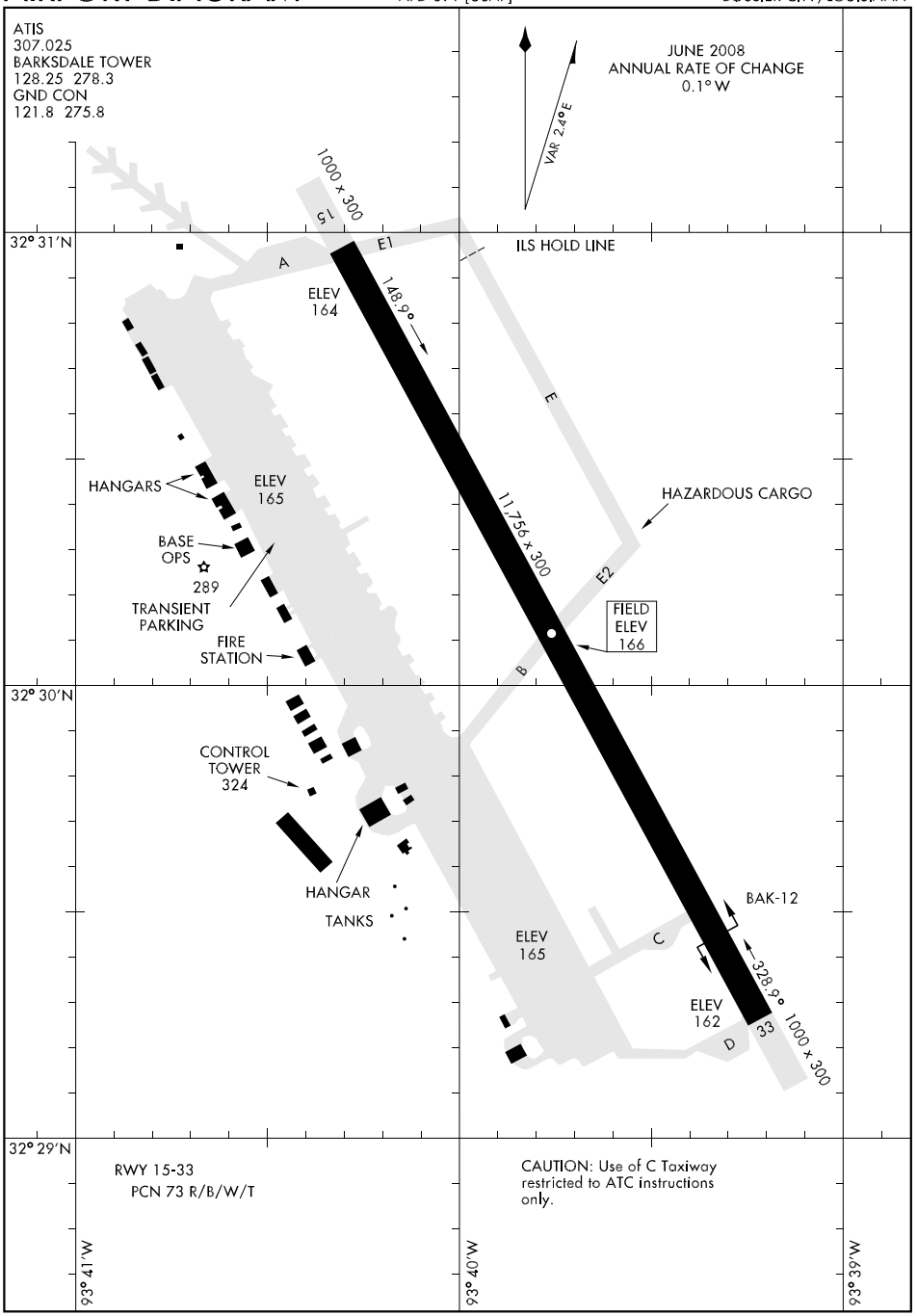




REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 680-1 561 (600-1) | | 720-1¾ 601 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010






SC-4, 14 JAN 2010 to 11 FEB 2010

# HI-ILS RWY 15

| LOC I-JKC | APCH CRS | Rwy ldg 11,756 / TDZE 166 / Arpt Elev 166 | JAL-391 [USAF] | BARKSDALE AFB (KBAD) |
|---|---|---|---|---|
| 108.9 | 146° | | | |

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

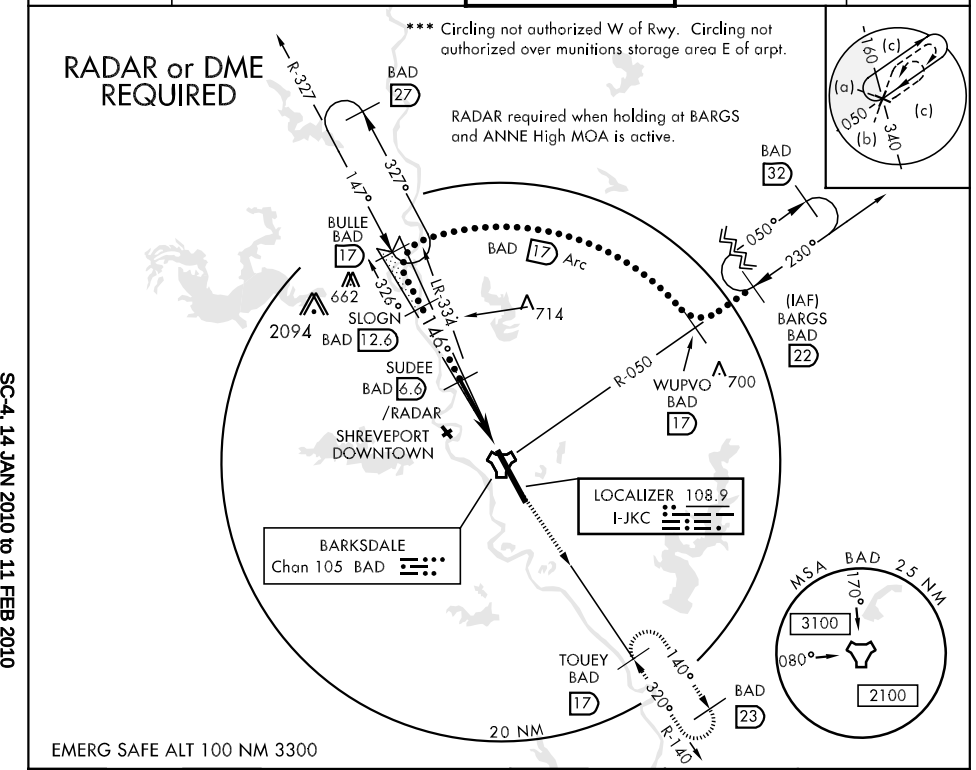
| ATIS | SHREVEPORT APP CON | BARKSDALE TOWER | GND CON | ASR |
|---|---|---|---|---|
| 307.025 | 320°-152° 123.75 327.0<br>153°-319° 119.9 335.55 | 128.25 278.3 | 121.8 275.8 | |

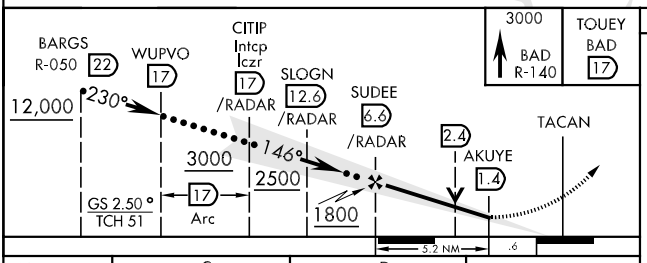
*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

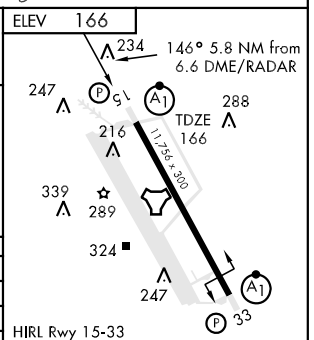
RADAR or DME REQUIRED

RADAR required when holding at BARGS and ANNE High MOA is active.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 15 * | 366/24 | 200 | (200-½) |
| S-LOC 15 ** | 640/40 474 (500-¾) | 640/50 474 (500-1) | 640/60 474 (500-1¼) |
| CIRCLING *** | NOT AUTHORIZED | 720-2<br>554 (600-2) | 780-2¼<br>614 (700-2¼) |
| S-ASR 15 ** | 660/40<br>494 (500-¾) | 660/50<br>494 (500-1) | 660/60<br>494 (500-1¼) |

FAF to MAP 5.2 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:36 | 2:14 | 1:57 | 1:44 | 1:34 |



SC-4, 14 JAN 2010 to 11 FEB 2010

# HI-ILS Y RWY 33

| LOC I-BAD | APCH CRS | Rwy ldg 11,756 / TDZE 163 / Arpt Elev 166 |
|---|---|---|
| 109.9 | 326° | |

JAL-391 [USAF]

BARKSDALE AFB (KBAD)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

| ATIS | SHREVEPORT APP CON | BARKSDALE TOWER | GND CON | ASR |
|---|---|---|---|---|
| 307.025 | 320°-152° 123.75 327.0<br>153°-319° 119.9 335.55 | 128.25 278.3 | 121.8 275.8 | |

*** Circling not authorized W of Rwy.
Circling not authorized over munitions storage area E of arpt.

† When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

R-351
171°
351°
BELCHER
117.4 EIC
Chan 121

2094

CAUTION: Glideslope unreliable inside DH.

SHREVEPORT DOWNTOWN

LOCALIZER 109.9
I-BAD

RADAR or DME REQUIRED

CAUTION: Localizer unusable for COUPLED approaches below 394'.

1049

R-302

BARKSDALE
Chan 105 BAD

LERNK
EMG
3

122°
302°

IAF
ELM GROVE
111.2 EMG
Chan 49

FEBOM
EMG 1.3
/RADAR

127°

847

326°

422

146°

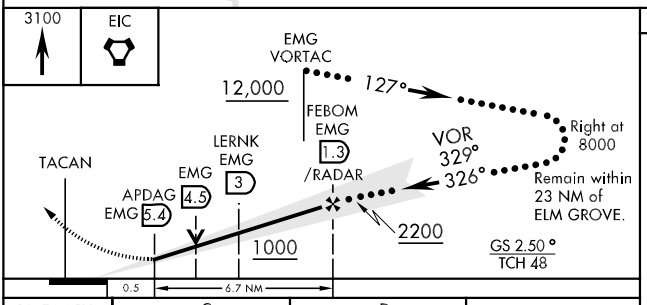
R-127

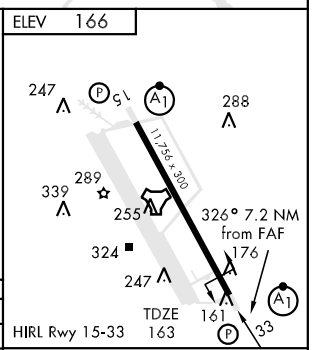
20 NM

EMG
R-149

M.S.A EMG 25 NM
3100

EMERG SAFE ALT 100 NM 3300




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 33 * | 363/24 200 (200-½) | | |
| S-LOC 33 ** | 620/40 457 (500-¾) | 620/50 457 (500-1) | |
| CIRCLING *** | NOT AUTHORIZED | 720-2 554 (600-2) | 780-2¼ 614 (700-2¼) |
| S-ASR 33 † | 660/40 497 (500-¾) | 660/50 497 (500-1) | 660/60 497 (500-1¼) |

FAF to MAP 6.7 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:42 | 2:19 | 2:01 | 1:48 | 1:37 |

# HI-ILS Z RWY 33

| LOC I-BAD | APCH CRS | Rwy ldg 11,756 TDZE 163 Arpt Elev 166 |
|---|---|---|
| 109.9 | 326° | |

JAL-391 [USAF]

BARKSDALE AFB (KBAD)

*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

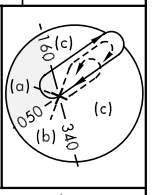
| ATIS | SHREVEPORT APP CON | BARKSDALE TOWER | GND CON | ASR |
|---|---|---|---|---|
| 307.025 | 320°-152° 123.75 327.0<br>153°-319° 119.9 335.55 | 128.25 278.3 | 121.8 275.8 | |

RADAR or DME REQUIRED

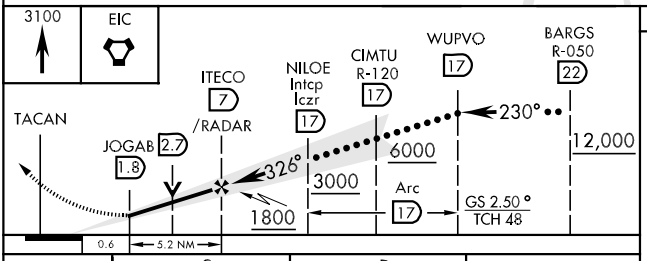
*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

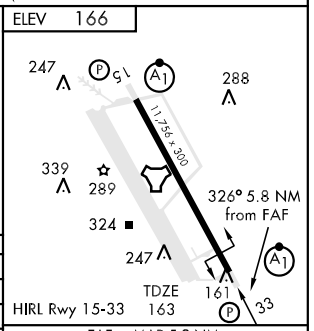
† When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

RADAR required when holding at BARGS and ANNE High MOA is active.




R-351
171°
351°
BELCHER
117.4 EIC
Chan 121
2094
LOCALIZER 109.9
I-BAD
CAUTION: Localizer unusable for COUPLED approaches below 394'.
CAUTION: Glideslope unreliable inside DH.
SHREVEPORT DOWNTOWN
BARKSDALE
Chan 105 BAD
ITECO
BAD
7
/RADAR
WUPVO
BAD
17
BAD
32
050°
230°
R-050
(IAF)
BARGS
BAD
22
700
Arc
17
R-120
LR-139
454
326°
CIMTU
BAD
17
MSA BAD 25 NM
170°
3100
080°
2100
700
847
NILOE
BAD
17
146°
326°
BAD
23
20 NM
R-145
EMERG SAFE ALT 100 NM 3100




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 33 * | 363/24 200 (200-½) | | |
| S-LOC 33** | 620/40 457 (500-¾) | 620/50 457 (500-1) | |
| CIRCLING*** | NOT AUTHORIZED | 720-2 554 (600-2) | 780-2¼ 614 (700-2¼) |
| S-ASR 33 † | 660/40 497 (500-¾) | 660/50 497 (500-1) | 660/60 497 (500-1¼) |

FAF to MAP 5.2 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:36 | 2:14 | 1:57 | 1:44 | 1:34 |

# HI-TACAN RWY 15

| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| BAD Chan 105 | 155° | 11,756 | 166 | 166 |

JAL-391 [USAF]

BARKSDALE AFB (KBAD)

*When ALS inop, increase vis CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½ mile, CAT E vis to 1¾ miles.
**Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

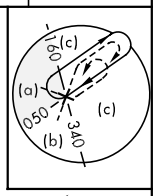
ALSF-1

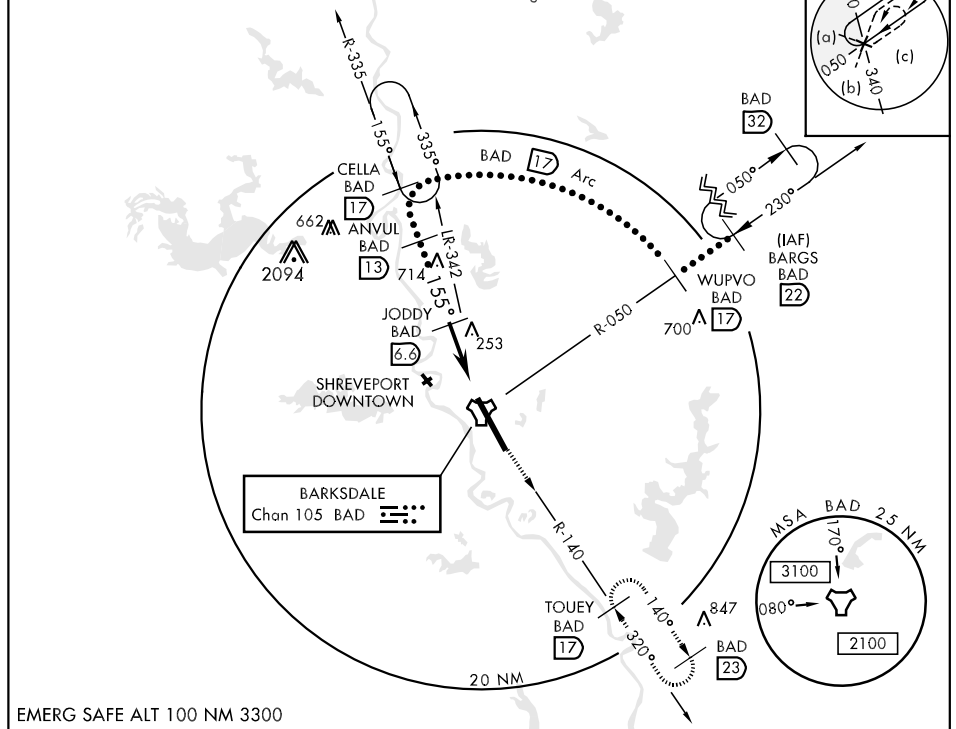
MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

| ATIS | SHREVEPORT APP CON | BARKSDALE TOWER | GND CON | ASR |
|---|---|---|---|---|
| 307.025 | 320°-152° 123.75 327.0<br>153°-319° 119.9 335.55 | 128.25 278.3 | 121.8 275.8 | |

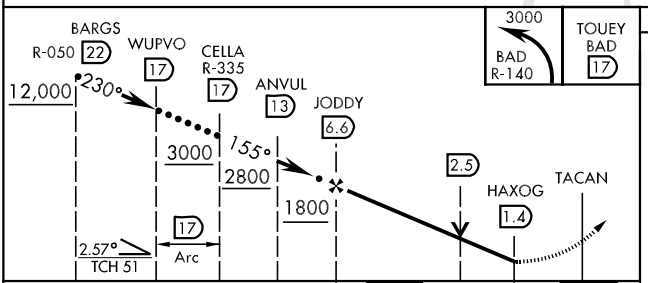
*** When ALS inop, increase vis all CAT ½ mile.

RADAR required when holding at BARGS and ANNE High MOA is active.



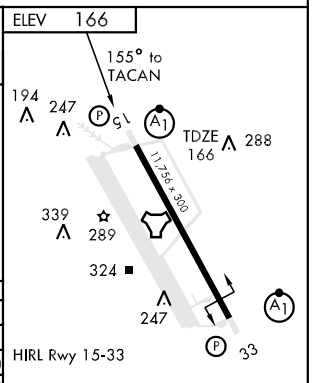




EMERG SAFE ALT 100 NM 3300










| CATEGORY | C | D | E |
|---|---|---|---|
| S-15 * | 800/60 634 (700-1½) | 800-1½ 634 (700-1½) | 800-1¾ 634 (700-1¾) |
| CIRCLING** | NOT AUTHORIZED | 800-2 634 (700-2) | 800-2¼ 634 (700-2¼) |
| S-ASR 15*** | 660/40 494 (500-¾) | 660/50 494 (500-1) | 660/60 494 (500-1¼) |



SC-4, 14 JAN 2010 to 11 FEB 2010

# HI-TACAN RWY 33

| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| BAD Chan 105 | 320° | 11,756 | 163 | 166 |

JAL-391 [USAF]

BARKSDALE AFB (KBAD)

* When ALS inop, increase vis all CAT ½ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

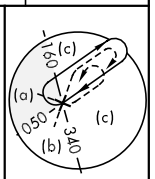
ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-335 direct CELLA and hold.

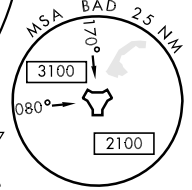
| ATIS | SHREVEPORT APP CON | BARKSDALE TOWER | GND CON | ASR |
|---|---|---|---|---|
| 307.025 | 320°-152° 123.75 327.0<br>153°-319° 119.9 335.55 | 128.8 278.3 | 121.8 275.8 | |

***Circling not authorized W of Rwy.
Circling not authorized over munitions storage area E of arpt.

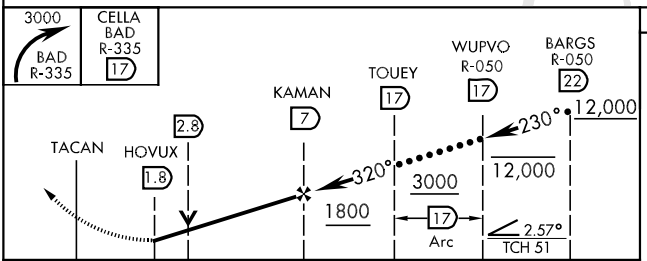
RADAR required when holding at BARGS and ANNE High MOA is active.



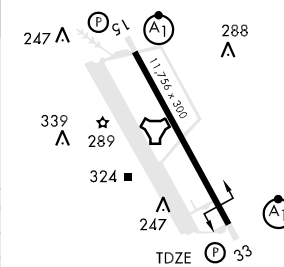

R-335
155°
335°
CELLA
BAD
17
662
2094
WUPVO
BAD
17
BAD
32
050°
230°
(IAF)
BARGS
BAD
22
R-050
SHREVEPORT
DOWNTOWN
200
236
KAMAN
BAD
7
Arc
BARKSDALE
Chan 105 BAD
320°
BAD
17
TOUEY
BAD
17
547
847
LR-132
R-140
20 NM




EMERG SAFE ALT 100 NM 3300




ELEV 166




| CATEGORY | C | D | E |
|---|---|---|---|
| S-33 * | 640/40 477 (500-¾) | 640/50 477 (500-1) | 640/60 477 (500-1¼) |
| CIRCLING*** | NOT AUTHORIZED | 720-2 554 (600-2) | 780-2¼ 614 (700-2¼) |
| S-ASR 33** | 660/40 497 (500-¾) | 660/50 497 (500-1) | 660/60 497 (500-1¼) |

# HI-VOR/DME RWY 33

| VORTAC EMG | APCH CRS | Rwy ldg 11,756 |
|---|---|---|
| 111.2 | 323° | TDZE 163 |
| Chan 49 | | Arpt Elev 166 |

JAL-391 [USAF]

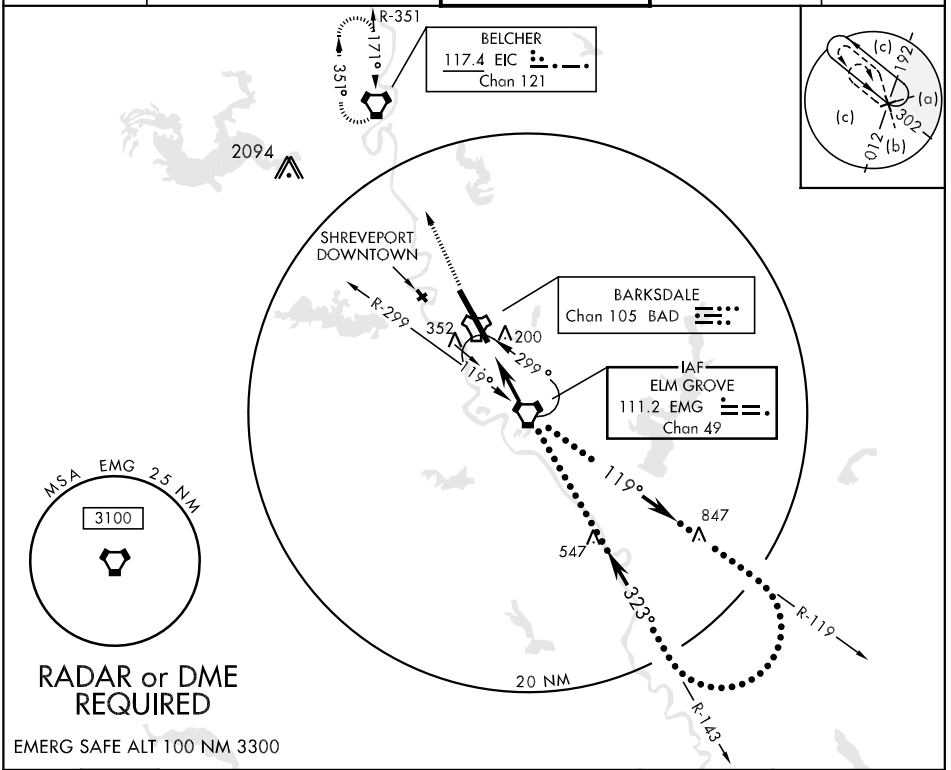
BARKSDALE AFB (KBAD)

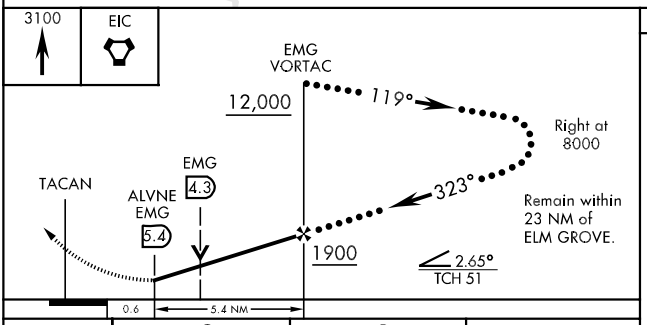
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

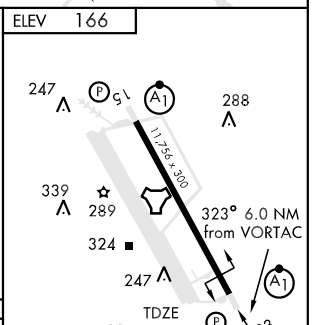
ALSF-1

MISSED APPROACH: Climb to 3100 direct to EIC VORTAC and hold.

| ATIS | SHREVEPORT APP CON | BARKSDALE TOWER | GND CON | ASR |
|---|---|---|---|---|
| 307.025 | 320°-152° 123.75 327.0<br>153°-319° 119.9 335.55 | 128.25 278.3 | 121.8 275.8 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-33 * | 660/40 497 (500-¾) | 660/50 497 (500-1) | 660/60 497 (500-1¼) |
| CIRCLING ** | NOT AUTHORIZED | 720-2 554 (600-2) | 780-2¼ 614 (700-2¼) |
| S-ASR 33 * | 660/40 497 (500-¾) | 660/50 497 (500-1) | 660/60 497 (500-1¼) |

HIRL Rwy 15-33

FAF to MAP 5.4 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:42 | 2:19 | 2:01 | 1:48 | 1:37 |

# ILS RWY 33

| LOC I-BAD | APCH CRS | Rwy ldg 11,756 TDZE 163 Arpt Elev 166 |
|---|---|---|
| 109.9 | 326° | |

AL-391 [USAF]

BARKSDALE AFB (KBAD)

* When ALS inop, increase RVR to 40 and vis to ¾ miles.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.

| ATIS | SHREVEPORT APP CON | BARKSDALE TOWER | GND CON | ASR |
|---|---|---|---|---|
| 307.025 | 320°-152° 123.75 327.0<br>153°-319° 119.9 335.55 | 128.25 278.3 | 121.8 275.8 | |

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of airport.

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis 1½ miles, CAT E vis to 1¾ miles.

BELCHER 117.4 EIC Chan 121

LOCALIZER 109.9 I-BAD

BARKSDALE Chan 105 BAD

RADAR or DME REQUIRED

CAUTION: Localizer unusable for COUPLED approaches below 394'.

CAUTION: Glideslope unreliable inside DH.

ENROUTE FACILITIES

ITECO BAD 7 /RADAR

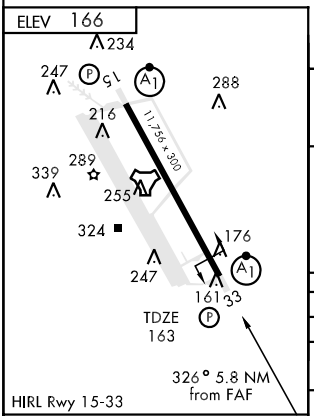
MSA BAD 25 NM
170°
3100
080°
2100

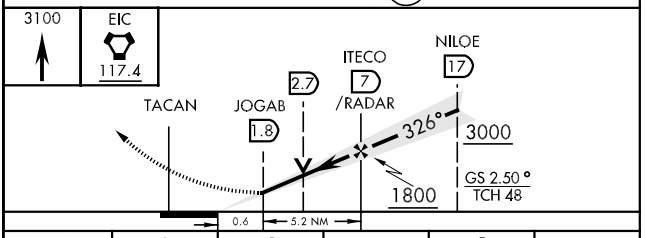
(IAF) NILOE BAD 17

10 NM

BAD 23

EMERG SAFE ALT 100 NM 3300




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 33 * | 363/24 | | 200 | (200-½) | |
| S-LOC 33** | 620/24 457 (500-½) | | 620/40 457 (500-¾) | 620/50 457 (500-1) | |
| CIRCLING*** | NOT AUTHORIZED | | | 720-2 554 (600-2) | 780-2¼ 614(700-2¼) |
| S-ASR 33 † | 660/24 497 (500-½) | | 660/40 497(500-¾) | 660/50 497 (500-1) | 660/60 497(500-1¼) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

# ILS Y RWY 15

| LOC I-JKC | APCH CRS | Rwy ldg 11,756 / TDZE 166 / Arpt Elev 166 |
|---|---|---|
| 108.9 | 146° | AL-391 [USAF] |

BARKSDALE AFB (KBAD)

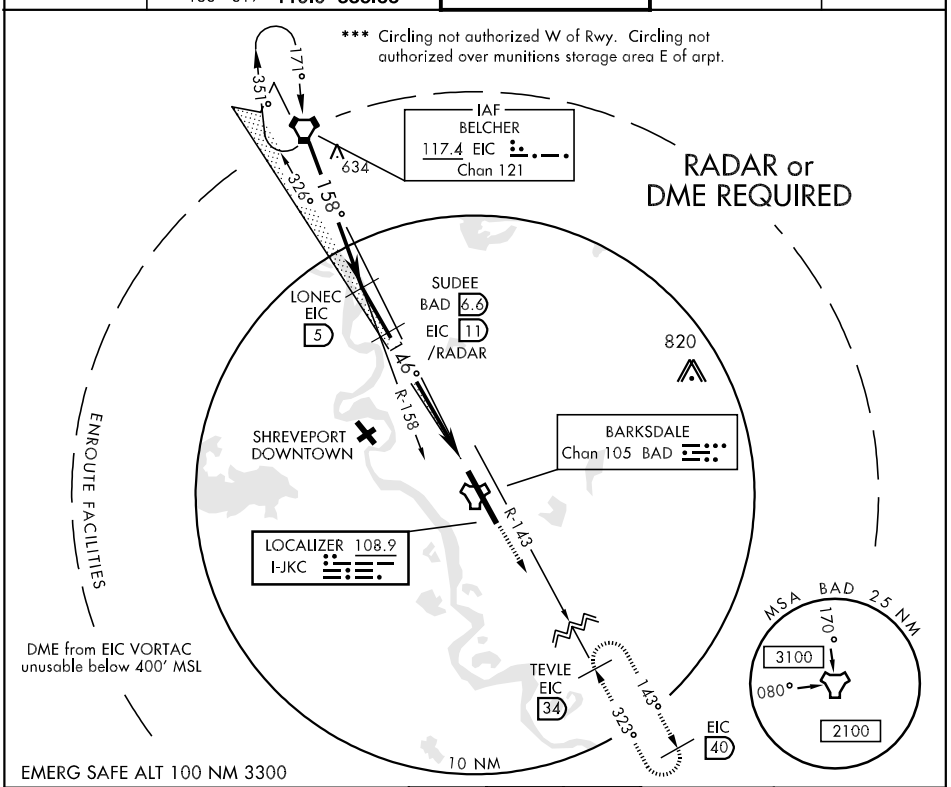
*When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ mile, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

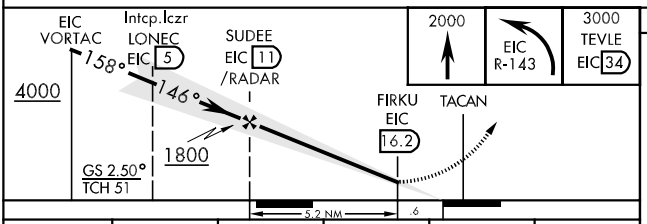
ALSF-1

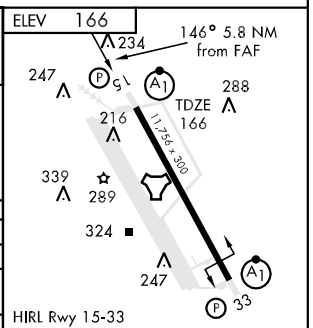
MISSED APPROACH: Climb to 2000, turn left to join EIC VORTAC R-143 outbound direct TEVLE (EIC 34 DME) and hold, maintain 3000.

| ATIS | SHREVEPORT APP CON | BARKSDALE TOWER | GND CON | ASR |
|---|---|---|---|---|
| 307.025 | 320°-152° 123.75 327.0<br>153°-319° 119.9 335.55 | 128.25 278.3 | 121.8 275.8 | |

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 15 * | 366/24 | | 200 | (200-½) | |
| S-LOC 15 ** | 640/24 474 (500-½) | | 640/40<br>474 (500-¾) | 640/50<br>474 (500-1) | 640/60<br>474 (500-1¼) |
| CIRCLING*** | NOT AUTHORIZED | | | 720-2<br>554 (600-2) | 780-2¼<br>614 (700-2¼) |
| S-ASR 15 ** | 660/24 494 (500-½) | | 660/40<br>494 (500-¾) | 660/50<br>494 (500-1) | 660/60<br>494 (500-1¼) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

# ILS Z RWY 15

| LOC I-JKC | APCH CRS | Rwy ldg 11,756 / TDZE 166 / Arpt Elev 166 | AL-391 [USAF] | BARKSDALE AFB (KBAD) |
|---|---|---|---|---|
| 108.9 | 146° | | | |

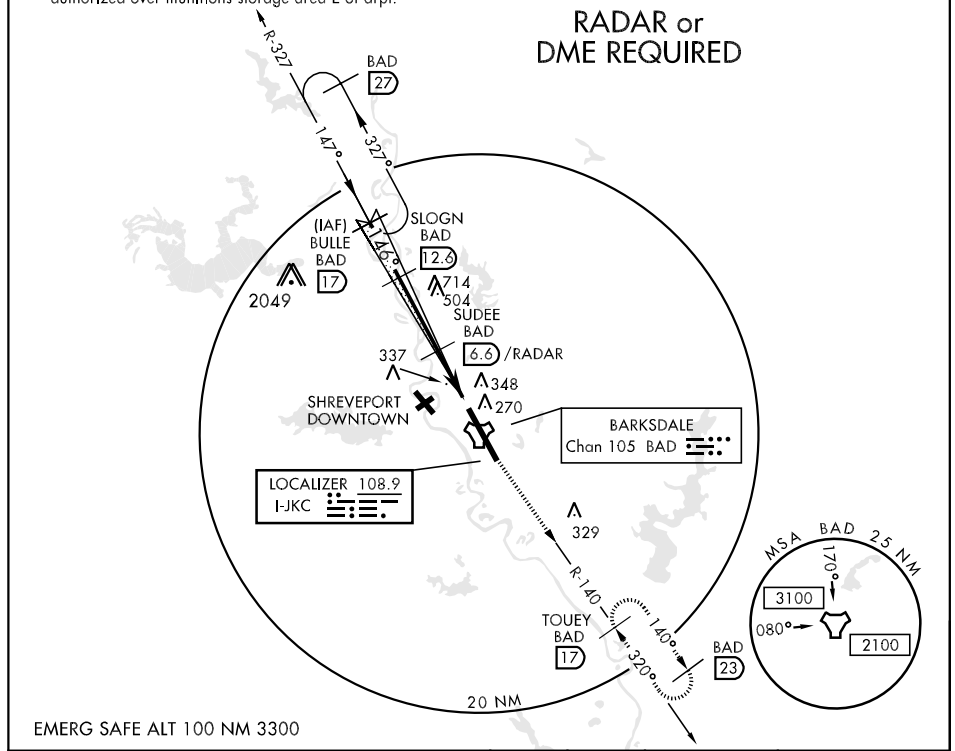
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

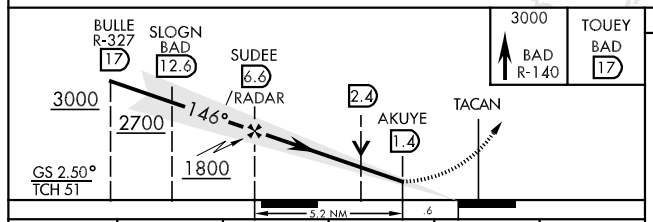
ALSF-1

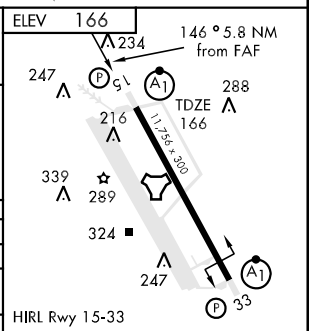
MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

| ATIS | SHREVEPORT APP CON | BARKSDALE TOWER | GND CON | ASR |
|---|---|---|---|---|
| 307.025 | 320°-152° 123.75 327.0<br>153°-319° 119.9 335.55 | 128.25 278.3 | 121.8 275.8 | |

*** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 15 * | 366/24 | | 200 | (200-½) | |
| S-LOC 15 ** | 640/24 474 (500-½) | | 640/40 474 (500-¾) | 640/50 474 (500-1) | 640/60 474 (500-1¼) |
| CIRCLING*** | NOT AUTHORIZED | | | 720-2 554 (600-2) | 780-2¼ 614(700-2¼) |
| S-ASR 15 ** | 660/24 494 (500-½) | | 660/40 494 (500-¾) | 660/50 494 (500-1) | 660/60 494 (500-1¼) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

# TACAN RWY 15

| TACAN BAD Chan 105 | APCH CRS 155° | Rwy ldg 11,756 TDZE 166 Arpt Elev 166 | AL-391 [USAF] | BARKSDALE AFB (KBAD) |
|---|---|---|---|---|

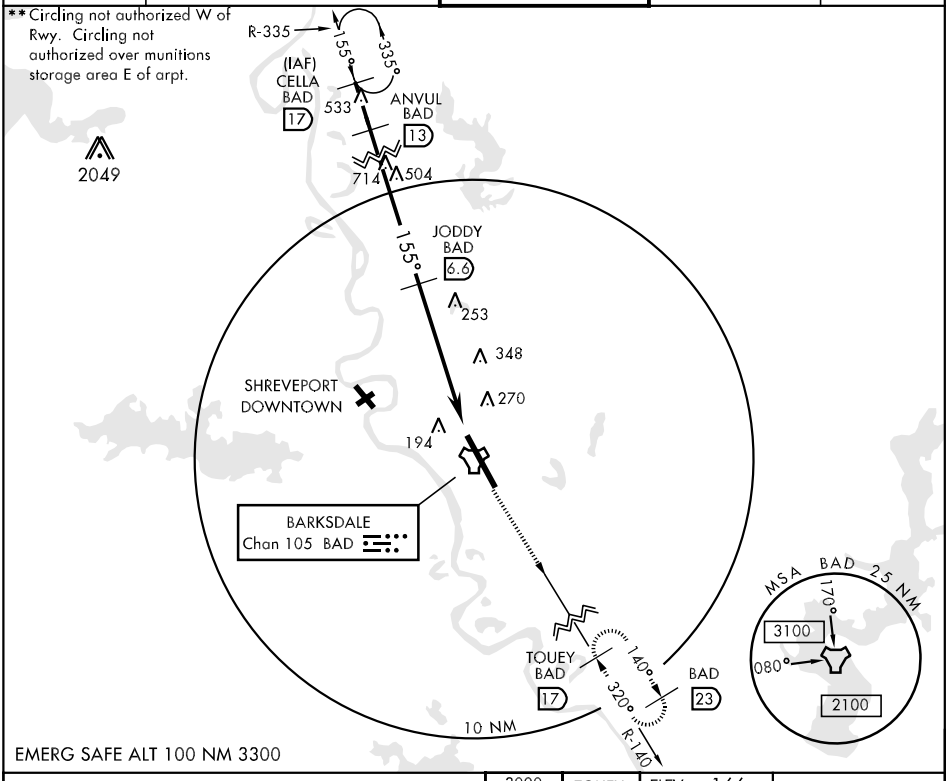
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

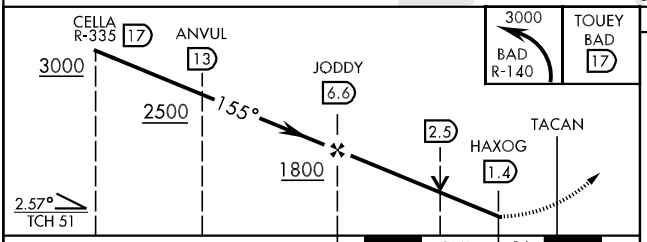
ALSF-1

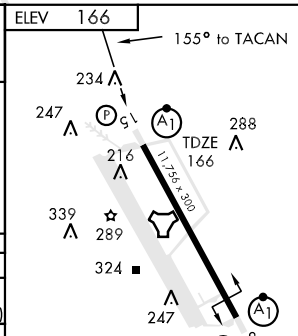
MISSED APPROACH: Climb to 3000 via BAD R-140 direct TOUEY and hold.

| ATIS | SHREVEPORT APP CON | BARKSDALE TOWER | GND CON | ASR |
|---|---|---|---|---|
| 307.025 | 320°-152° 123.75 327.0<br>153°-319° 119.9 335.55 | 128.25 278.3 | 121.8 275.8 | |

** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-15 * | 800/24 634 (700-½) | | 800/60 634 (700-1¼) | 800-1½ 634 (700-1½) | 800-1¾ 634 (700-1¾) |
| CIRCLING ** | NOT AUTHORIZED | | | 800-2 634 (700-2) | 800-2¼ 634 (700-2¼) |
| S-ASR 15 * | 660/24 494 (500-½) | | 660/40 494 (500-¾) | 660/50 494 (500-1) | 660/60 494 (500-1¼) |



SC-4, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 33

| TACAN BAD Chan 105 | APCH CRS 320° | Rwy ldg 11,756 TDZE 163 Arpt Elev 166 |
|---|---|---|

AL-391 [USAF]

BARKSDALE AFB (KBAD)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

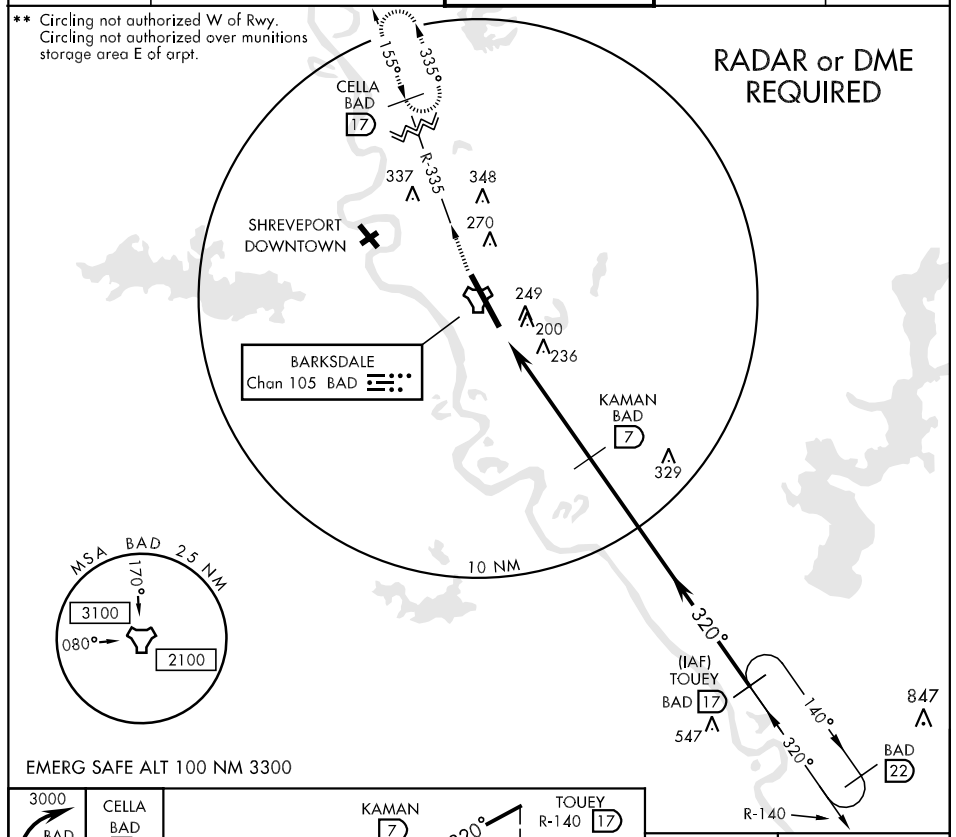
ALSF-1

MISSED APPROACH: Climb to 3000 via BAD R-335 direct CELLA and hold.

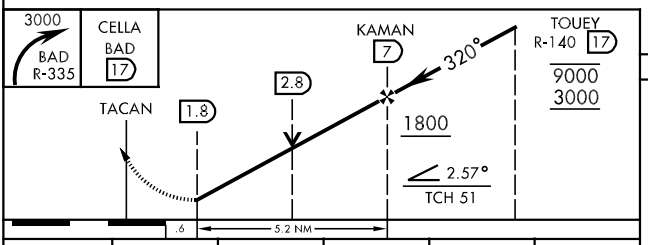
| ATIS | SHREVEPORT APP CON | BARKSDALE TOWER | GND CON | ASR |
|---|---|---|---|---|
| 307.025 | 320°-152° 123.75 327.0<br>153°-319° 119.9 335.55 | 128.25 278.3 | 121.8 275.8 | |

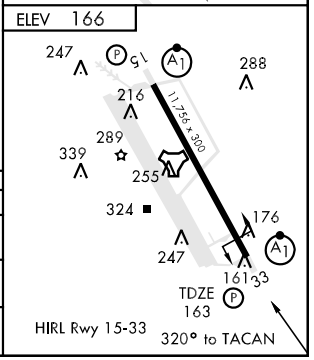
** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

RADAR or DME REQUIRED




EMERG SAFE ALT 100 NM 3300




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-33 * | 640/24 477 (500-½) | | 640/40 477 (500-¾) | 640/50 477 (500-1) | 640/60 477 (500-1¼) |
| CIRCLING ** | NOT AUTHORIZED | | | 720-2 554 (600-2) | 780-2¼ 614 (700-2¼) |
| S-ASR 33 * | 660/24 497 (500-½) | | 660/40 497 (500-¾) | 660/50 497 (500-1) | 660/60 497 (500-1¼) |

# VOR/DME RWY 33

| VORTAC EMG | APCH CRS | Rwy ldg 11,756 |
|---|---|---|
| 111.2 | 323° | TDZE 163 |
| Chan 49 | | Arpt Elev 166 |

AL-391 [USAF]

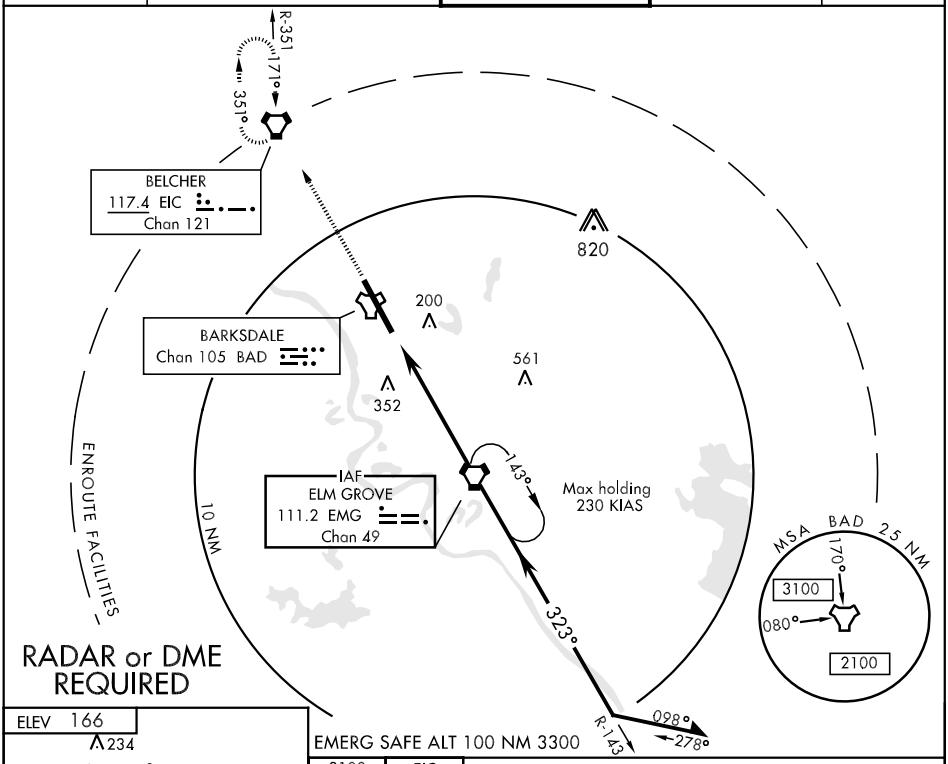
BARKSDALE AFB (KBAD)

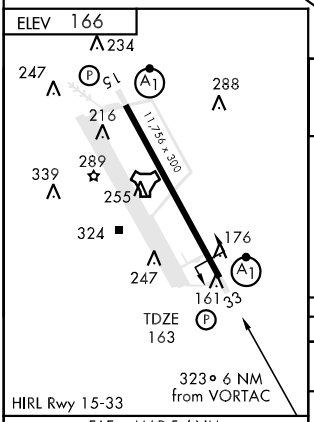
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

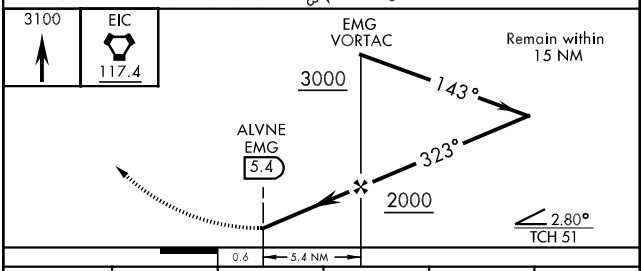
ALSF-1

MISSED APPROACH: Climb to 3100 direct EIC VORTAC and hold.

| ATIS | SHREVEPORT APP CON | BARKSDALE TOWER | GND CON | ASR |
|---|---|---|---|---|
| 307.025 | 320°-152° 123.75 327.0<br>153°-319° 119.9 335.55 | 128.25 278.3 | 121.8 275.8 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-VOR 33 * | 660/24 497 (500-½) | | 660/40<br>497(500-¾) | 660/50<br>497 (500-1) | 660/60<br>497(500-1¼) |
| CIRCLING ** | NOT AUTHORIZED | | | 720-2<br>554(600-2) | 780-2¼<br>614(700-2¼) |
| S-ASR 33 * | 660/24 497 (500-½) | | 660/40<br>497(500-¾) | 660/50<br>497 (500-1) | 660/60<br>497(500-1¼) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

| BWK NDB | APP CRS | Rwy Idg | 3005 |
|---|---|---|---|
| 397 | 357° | TDZE | 60 |
| | | Apt Elev | 62 |

# NDB RWY 36

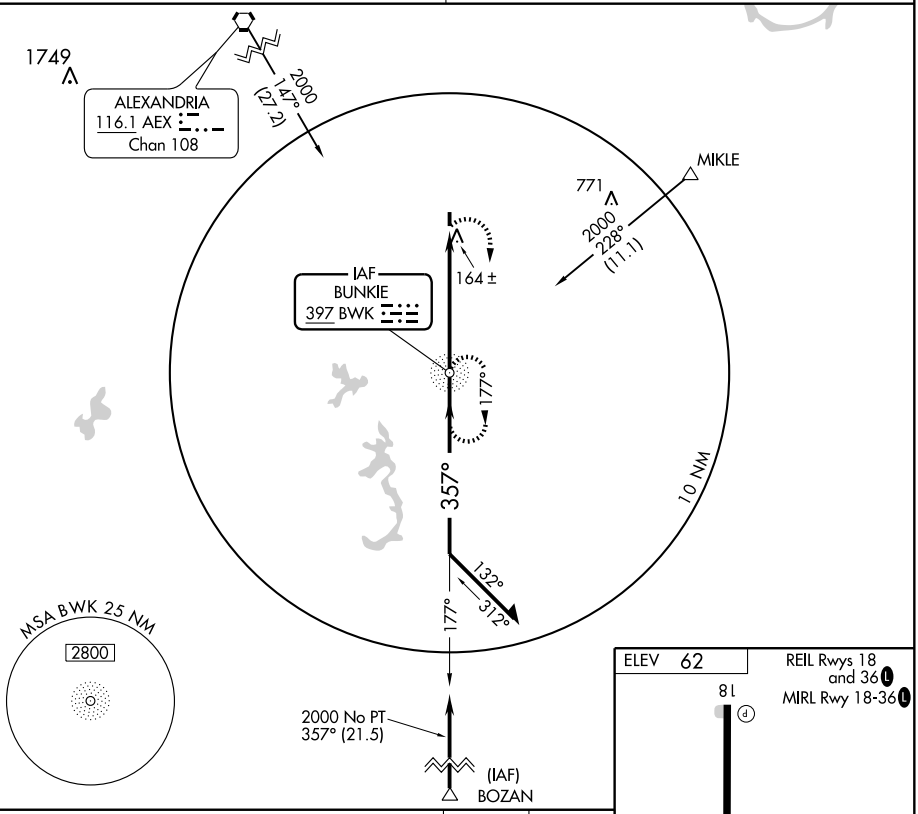
BUNKIE MUNI (2R6)

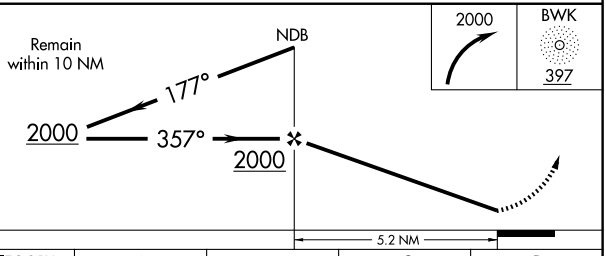
T
NA

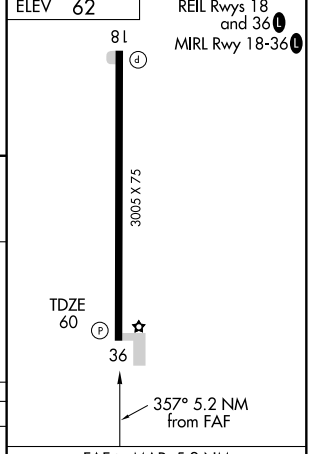
Use Alexandria Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct BWK NDB and hold.

| POLK APP CON | CTAF |
|---|---|
| 125.4 302.2 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 540-1 | 480 (500-1) | NA | |
| CIRCLING | 540-1 | 478 (500-1) | NA | |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-4, 14 JAN 2010 to 11 FEB 2010

BUNKIE, LOUISIANA

AL-6010 (FAA)

| APP CRS | Rwy Idg | 3005 |
|---|---|---|
| 179° | TDZE | 60 |
| | Apt Elev | 62 |

# RNAV (GPS) RWY 18

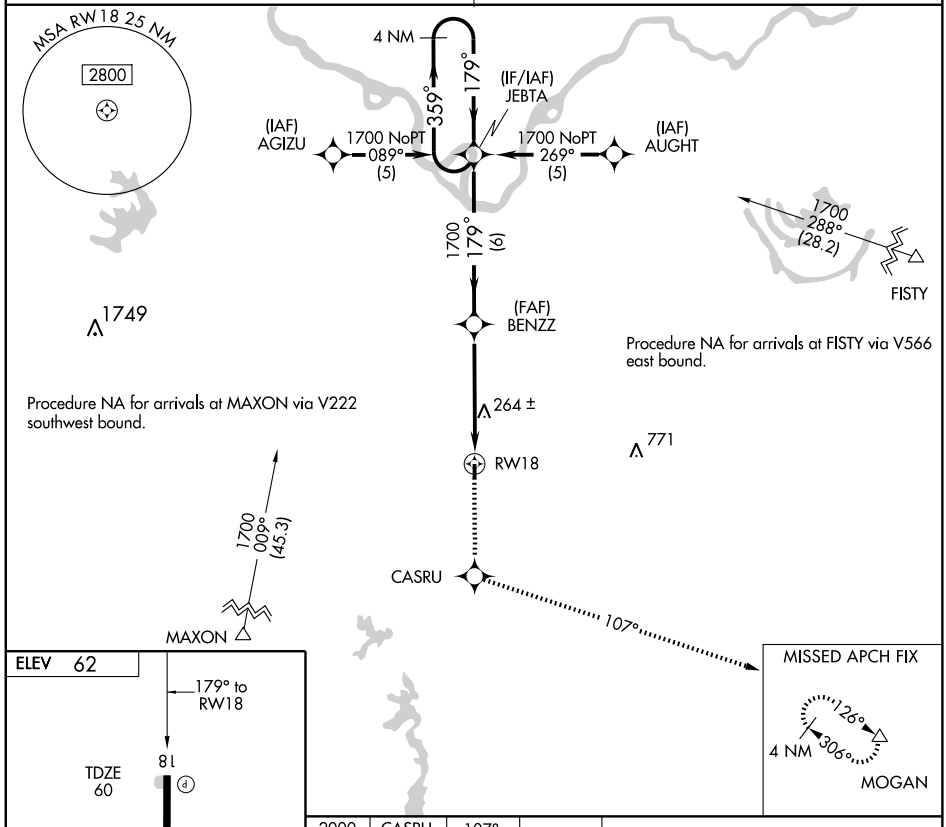
BUNKIE MUNI (2R6)

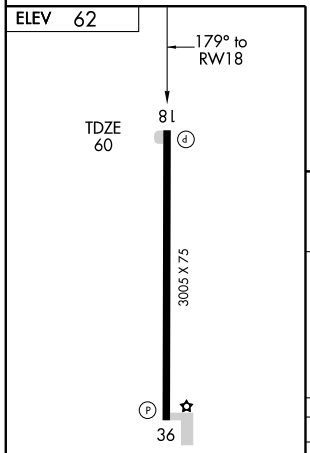
DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl atimeter setting.

NA

MISSED APPROACH: Climb to 2000 direct CASRU and via 107° track to MOGAN and hold.

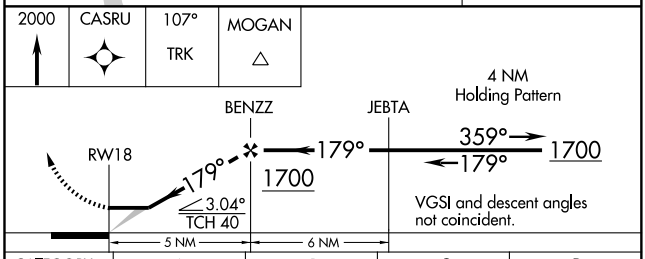
| POLK APP CON | CTAF |
|---|---|
| 125.4 302.2 | 122.9 L |




REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 600-1 540 (600-1) | | NA | |
| CIRCLING | 600-1 538 (600-1) | | NA | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3005 |
|---|---|---|
| 359° | TDZE | 60 |
| | Apt Elev | 62 |

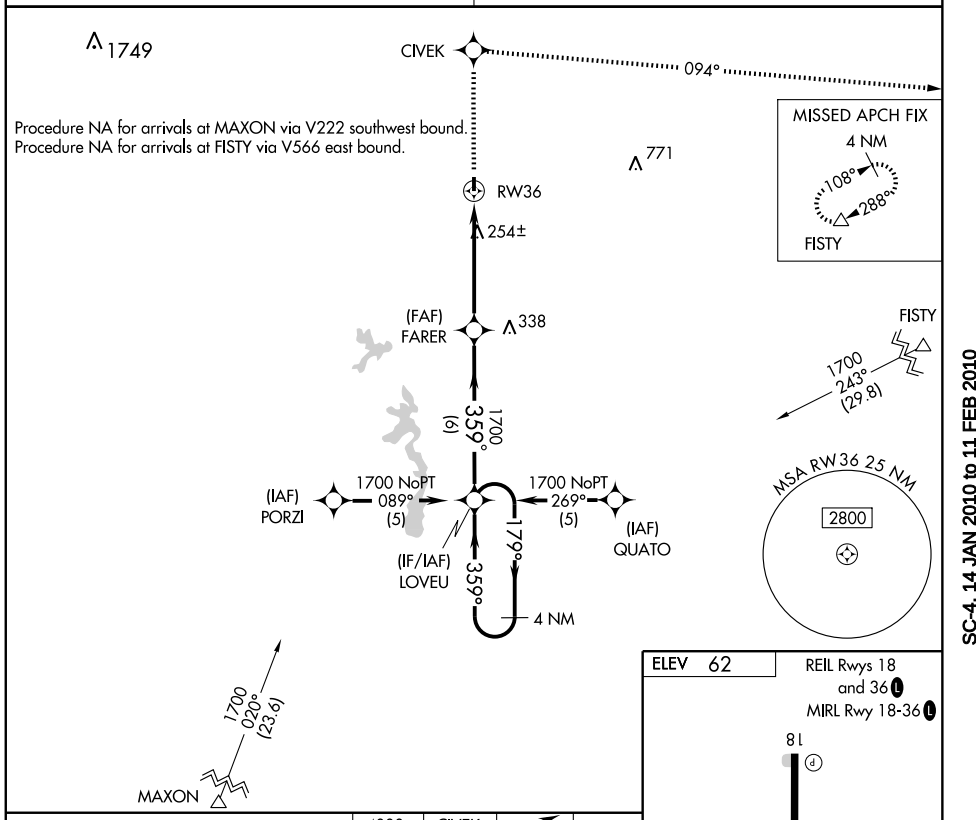
# RNAV (GPS) RWY 36

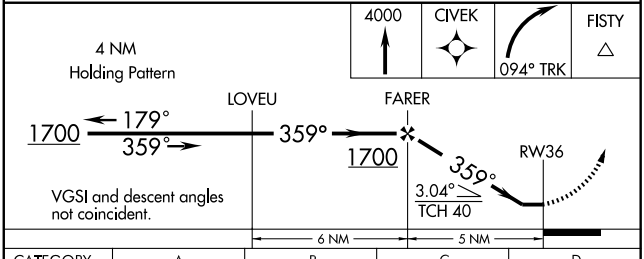
BUNKIE MUNI (2R6)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

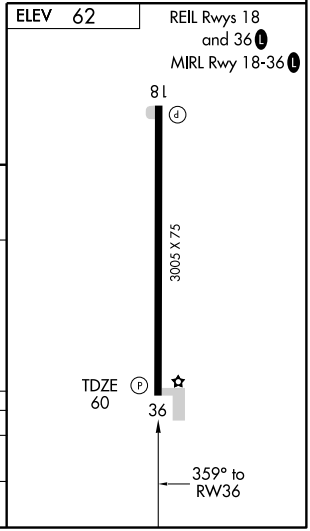
MISSED APPROACH: Climb to 4000 direct CIVEK and right turn via 094° track to FISTY and hold.

| POLK APP CON | CTAF |
|---|---|
| 125.4 302.2 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 520 (600-1) | | NA | |
| CIRCLING | 580-1 518 (600-1) | | NA | |




SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC AEX 116.1 Chan 108 | APP CRS 140° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 62 |
|---|---|---|

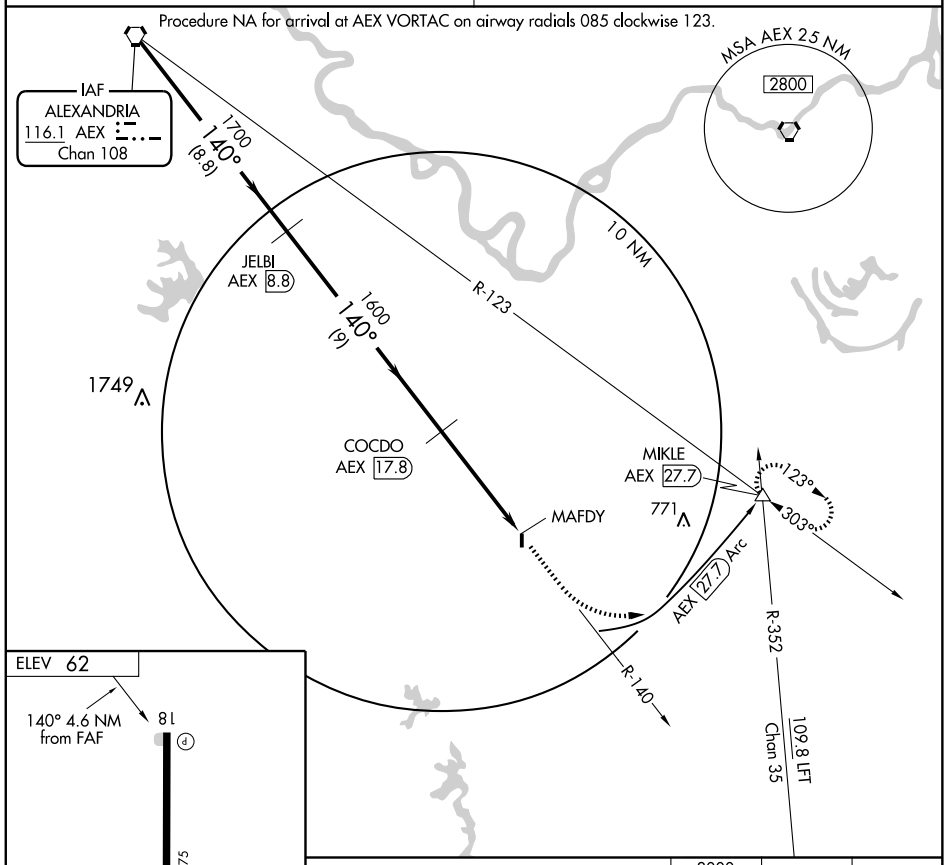
# VOR/DME-A
## BUNKIE MUNI (2R6)

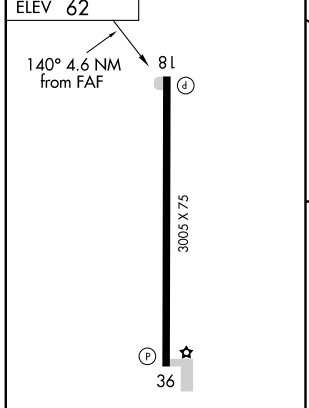
Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.

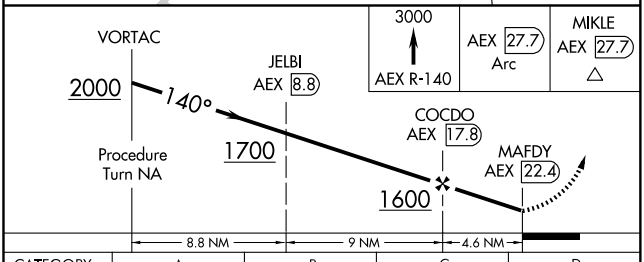
MISSED APPROACH: Climb to 3000 via AEX R-140 and AEX 27.7 DME Arc to MIKLE Int/AEX 27.7 DME and hold.

| POLK APP CON | CTAF |
|---|---|
| 125.4 302.2 | 122.9 L |

Procedure NA for arrival at AEX VORTAC on airway radials 085 clockwise 123.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 880-1<br>818 (900-1) | 880-1¼<br>818 (900-1¼) | NA | |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB DQU | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 410 | 140° | TDZE | 81 |
| | | Apt Elev | 81 |

# NDB RWY 15

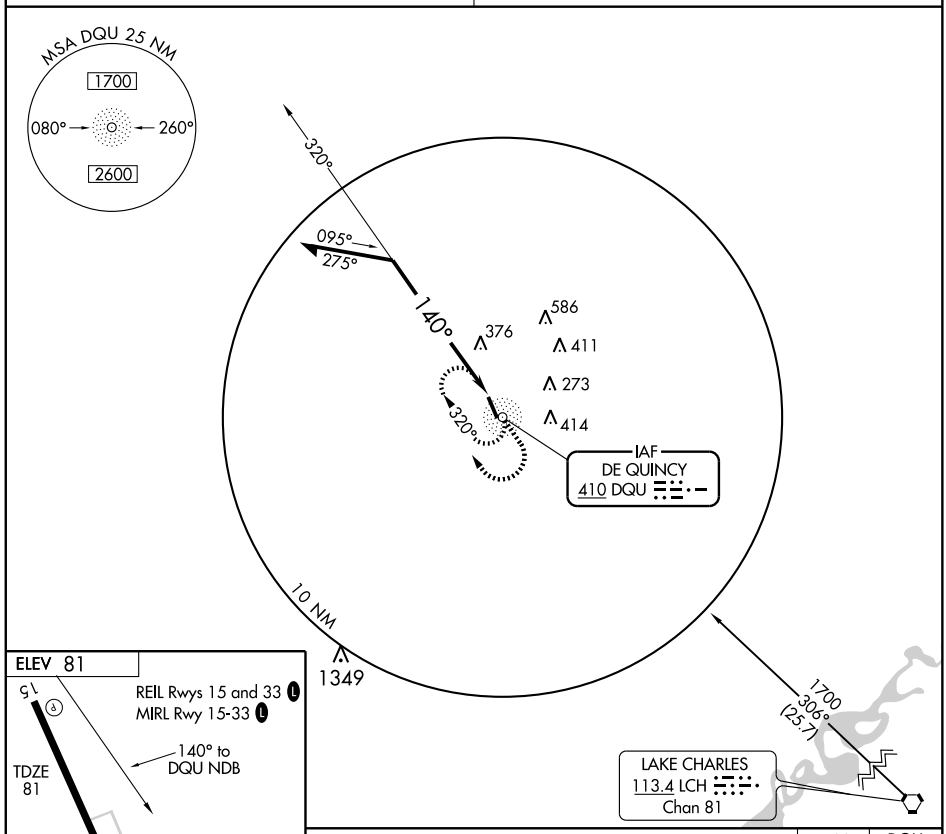
## DE QUINCY INDUSTRIAL AIRPARK (5R8)

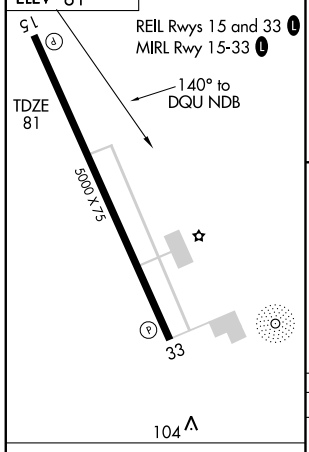
NA If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 1700 in DQU NDB holding pattern.

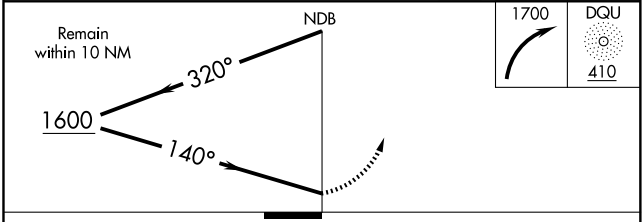
LAKE CHARLES APP CON ★
**119.35 282.3**

UNICOM
**122.8** (CTAF) L




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 780-1 | 699 (700-1) | 780-2<br>699 (700-2) | NA |
| CIRCLING | 780-1 | 699 (700-1) | 780-2<br>699 (700-2) | NA |

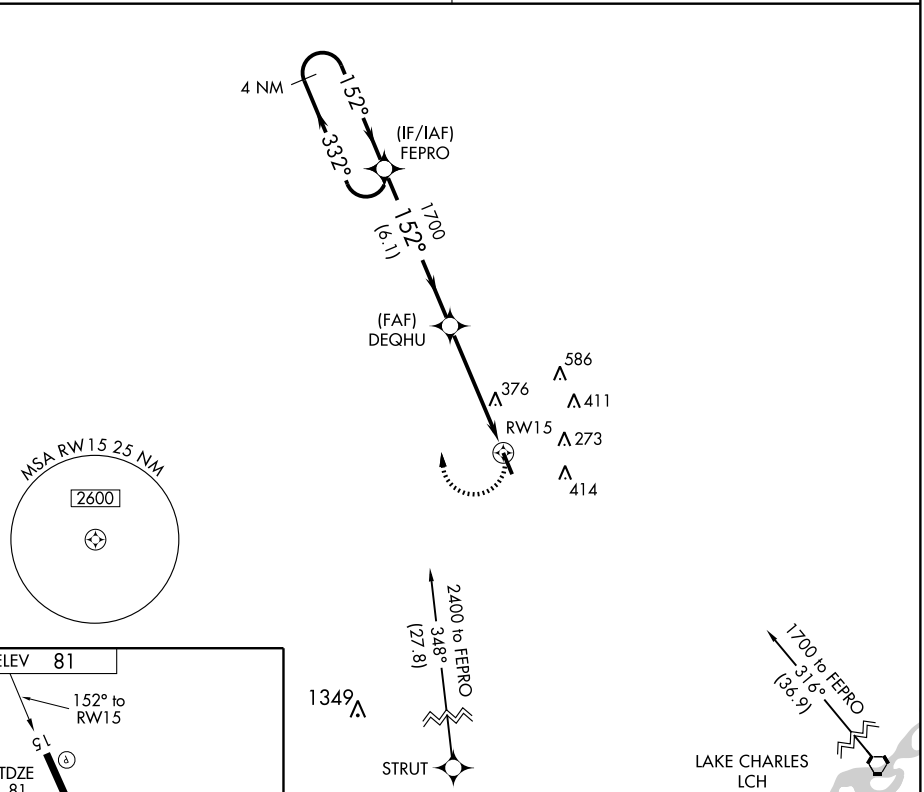
SC-4, 14 JAN 2010 to 11 FEB 2010

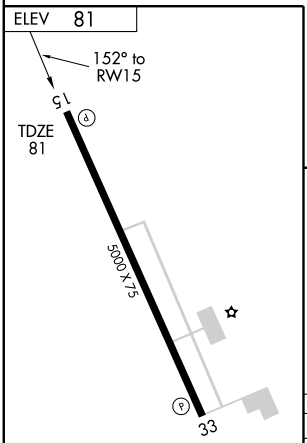
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 152° | TDZE | 81 |
| | Apt Elev | 81 |

# RNAV (GPS) RWY 15

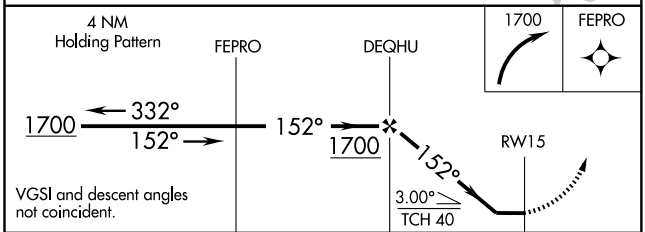
## DE QUINCY INDUSTRIAL AIRPARK (5R8)

| | |
|---|---|
| ⚠ NA — DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet. | MISSED APPROACH: Climbing right turn to 1700 direct FEPRO WP and hold. |
| LAKE CHARLES APP CON ★ **119.35 282.3** | UNICOM **122.8** (CTAF) Ⓛ |




REIL Rwys 15 and 33 Ⓛ
MIRL Rwy 15-33 Ⓛ
104 ^




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 559 (600-1) | | 640-1½ 559 (600-1½) | NA |
| CIRCLING | 640-1 559 (600-1) | | 640-1½ 559 (600-1½) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

DE QUINCY, LOUISIANA AL-5940 (FAA)

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 332° | TDZE | 81 |
| | Apt Elev | 81 |

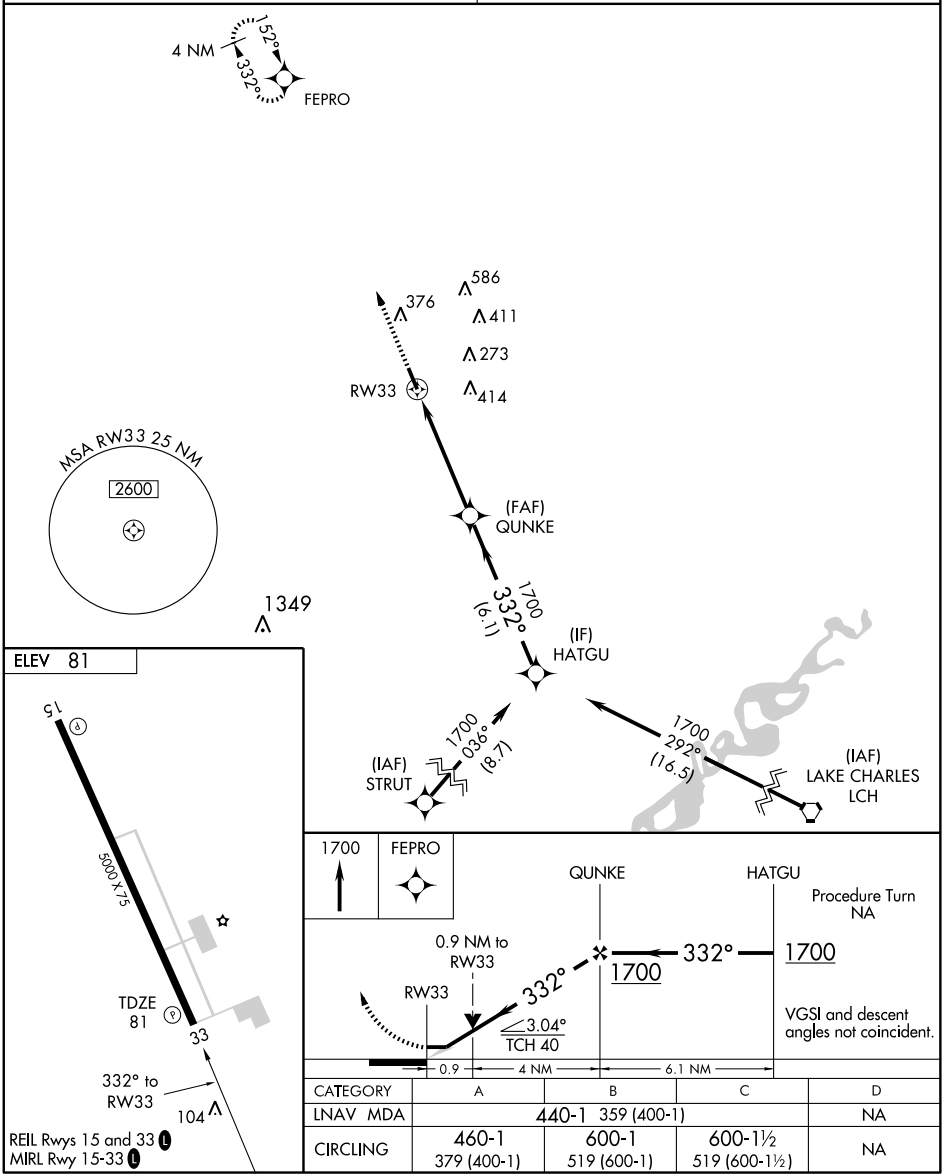
# RNAV (GPS) RWY 33

## DE QUINCY INDUSTRIAL AIRPARK (5R8)

| NA | MISSED APPROACH: Climb to 1700 direct FEPRO WP and hold. |
|---|---|

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet. VDP NA with Lake Charles Regional altimeter setting.

| LAKE CHARLES APP CON ★ | UNICOM |
|---|---|
| 119.35 282.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 359 (400-1) | | | NA |
| CIRCLING | 460-1<br>379 (400-1) | 600-1<br>519 (600-1) | 600-1½<br>519 (600-1½) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

DE QUINCY, LOUISIANA

AL-5940 (FAA)

| VORTAC LCH | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 113.4 | 305° | TDZE | 81 |
| Chan 81 | | Apt Elev | 81 |

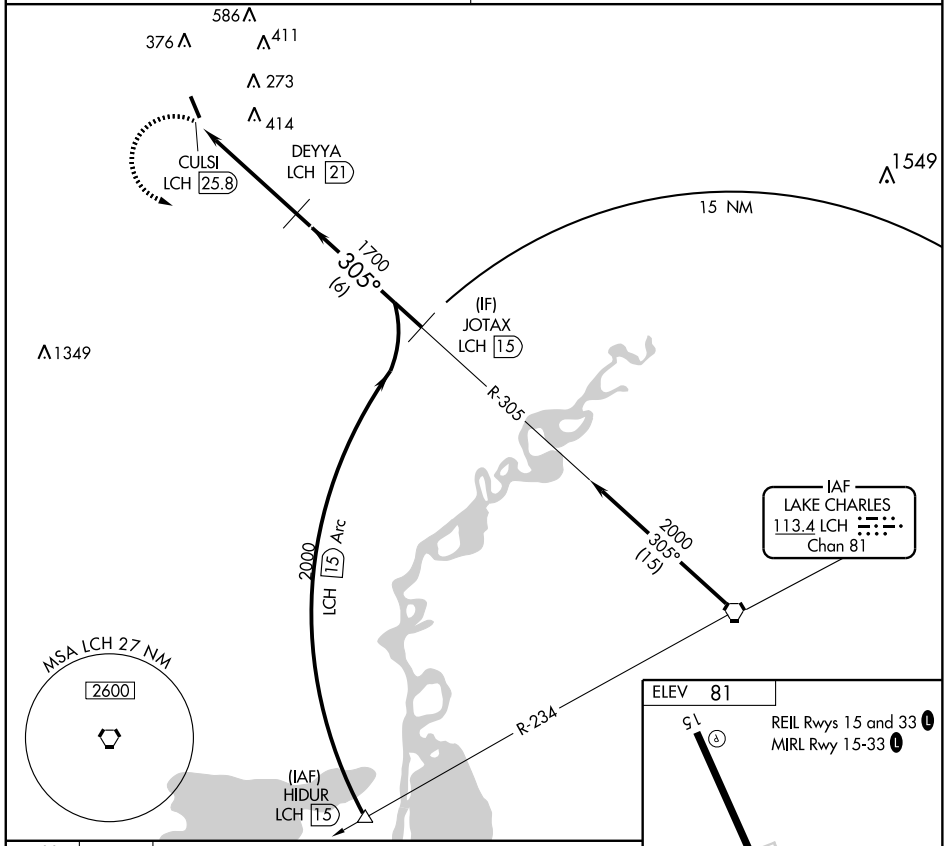
# VOR/DME RWY 33

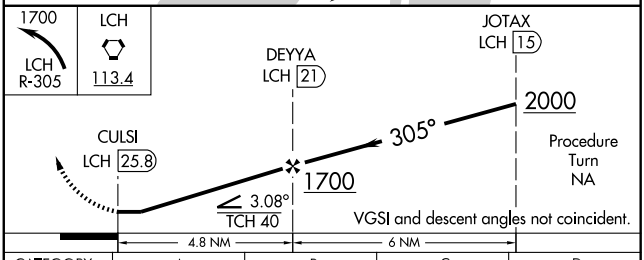
## DE QUINCY INDUSTRIAL AIRPARK (5R8)

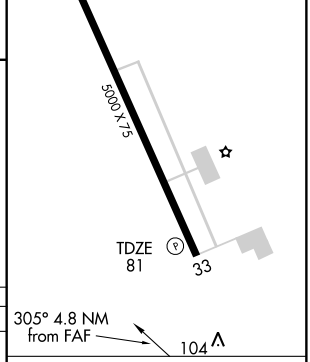
NA — If local altimeter setting not received, use Lake Charles Regional altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing left turn to 1700 via LCH R-305 to LCH VORTAC.

| LAKE CHARLES APP CON ★ | UNICOM |
|---|---|
| 119.35 282.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 760-1<br>679 (700-1) | 760-1¼<br>679 (700-1¼) | 760-2<br>679 (700-2) | NA |
| CIRCLING | 760-1<br>679 (700-1) | 760-1¼<br>679 (700-1¼) | 760-2<br>679 (700-2) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-DRI | APP CRS | Rwy Idg | 5495 |
|---|---|---|---|
| 111.1 | 355° | TDZE | 197 |
| | | Apt Elev | 202 |

# LOC RWY 36

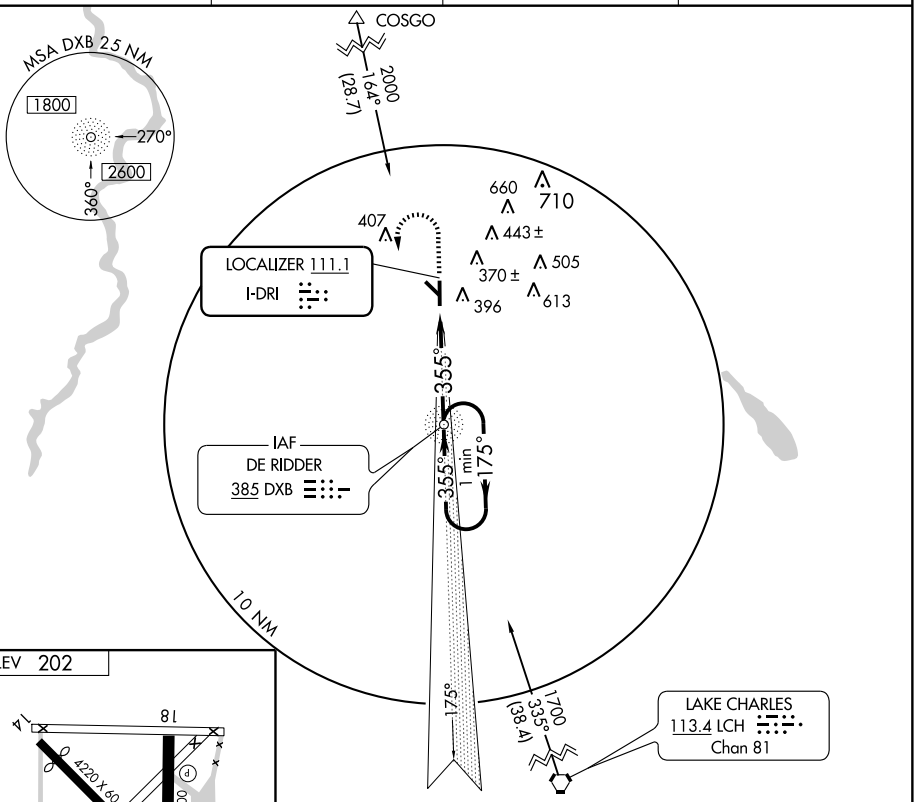
DE RIDDER/ BEAUREGARD RGNL (DRI)

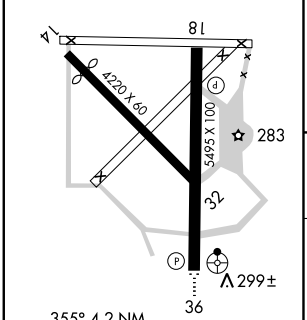
T ANA ASR — Inoperative table does not apply. ADF required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat C ¼ mile.

ODALS

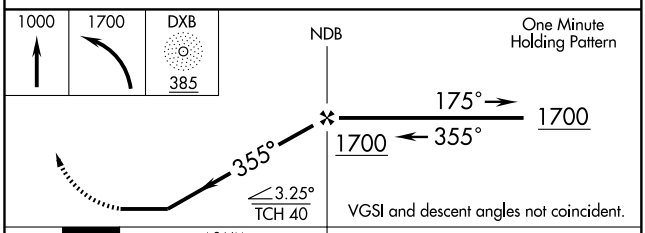
MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

| AWOS-3 | POLK APP CON | DE RIDDER RADIO | UNICOM |
|---|---|---|---|
| 118.225 | 123.7 254.8 | 122.2 | 122.8 (CTAF) L |




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 560-1 363 (400-1) | | | 560-1¼ 363 (400-1¼) |
| CIRCLING | 700-1 498 (500-1) | | 700-1½ 498 (500-1½) | 760-2 558 (600-2) |



SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB DXB | APP CRS | Rwy Idg | 5495 |
|---|---|---|---|
| 385 | 354° | TDZE | 197 |
| | | Apt Elev | 202 |

# NDB RWY 36

DE RIDDER/BEAUREGARD RGNL (DRI)

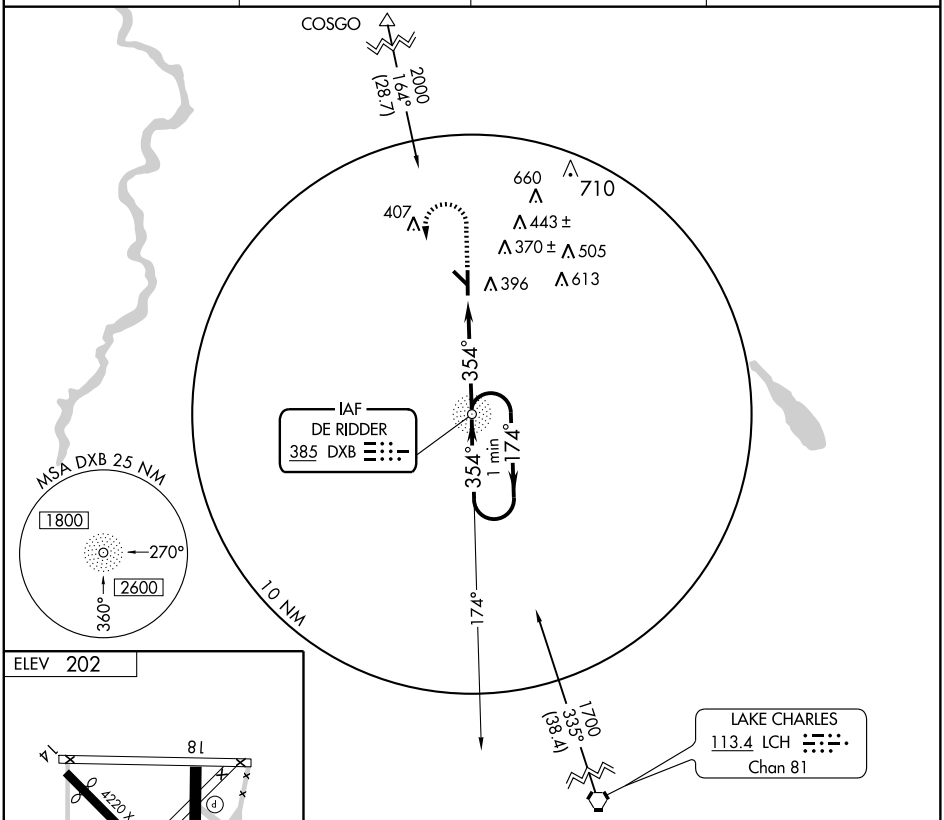
NA ASR

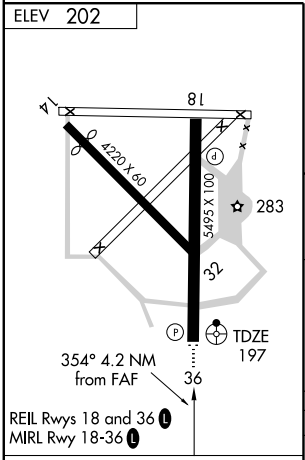
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and S-36 visibility Cat D ¼ mile.

ODALS

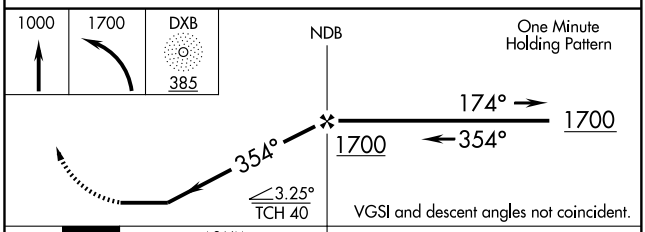
MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 direct DXB NDB and hold.

| AWOS-3 | POLK APP CON | DE RIDDER RADIO | UNICOM |
|---|---|---|---|
| 118.225 | 123.7 254.8 | 122.2 | 122.8 (CTAF) L |




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 700-1 | 503 (500-1) | 700-1½ | 503 (500-1½) |
| CIRCLING | 700-1 | 498 (500-1) | 700-1½ 498 (500-1½) | 760-2 558 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5495 |
|---|---|---|
| 175° | TDZE | 202 |
| | Apt Elev | 202 |

# RNAV (GPS) RWY 18

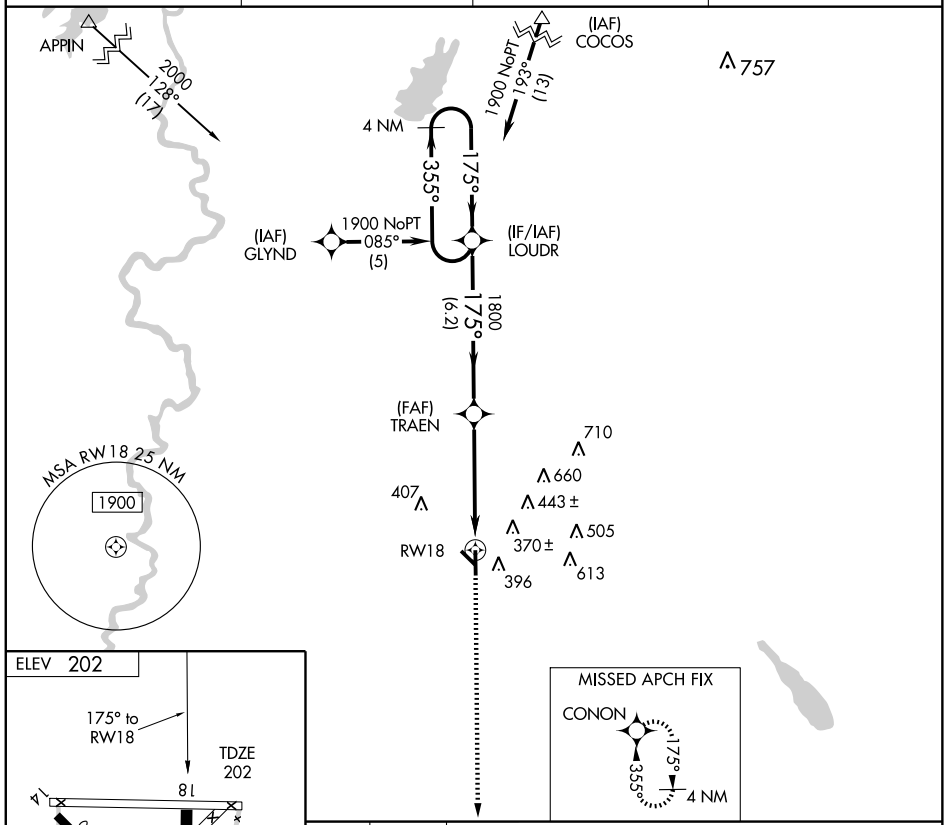
DE RIDDER/BEAUREGARD RGNL (DRI)

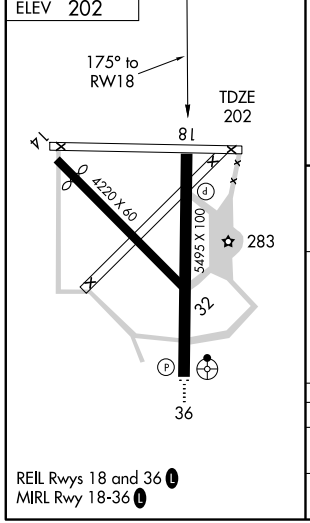
ASR

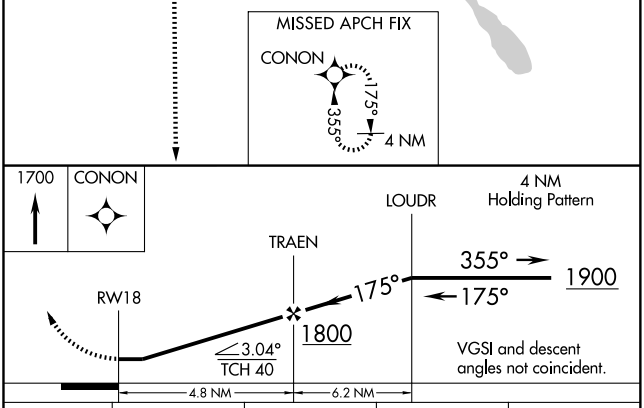
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDA 60 feet, and LNAV visibility Cat C and D ¼ mile.

MISSED APPROACH: Climb to 1700 direct CONON and hold.

| AWOS-3 | POLK APP CON | DE RIDDER RADIO | UNICOM |
|---|---|---|---|
| 118.225 | 123.7 254.8 | 122.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 | 478 (500-1) | 680-1¼ 478 (500-1¼) | 680-1½ 478 (500-1½) |
| CIRCLING | 700-1 | 498 (500-1) | 700-1½ 498 (500-1½) | 760-2 558 (600-2) |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5495 |
|---|---|---|
| 355° | TDZE | 197 |
| | Apt Elev | 202 |

# RNAV (GPS) RWY 36

DE RIDDER/ BEAUREGARD RGNL (DRI)

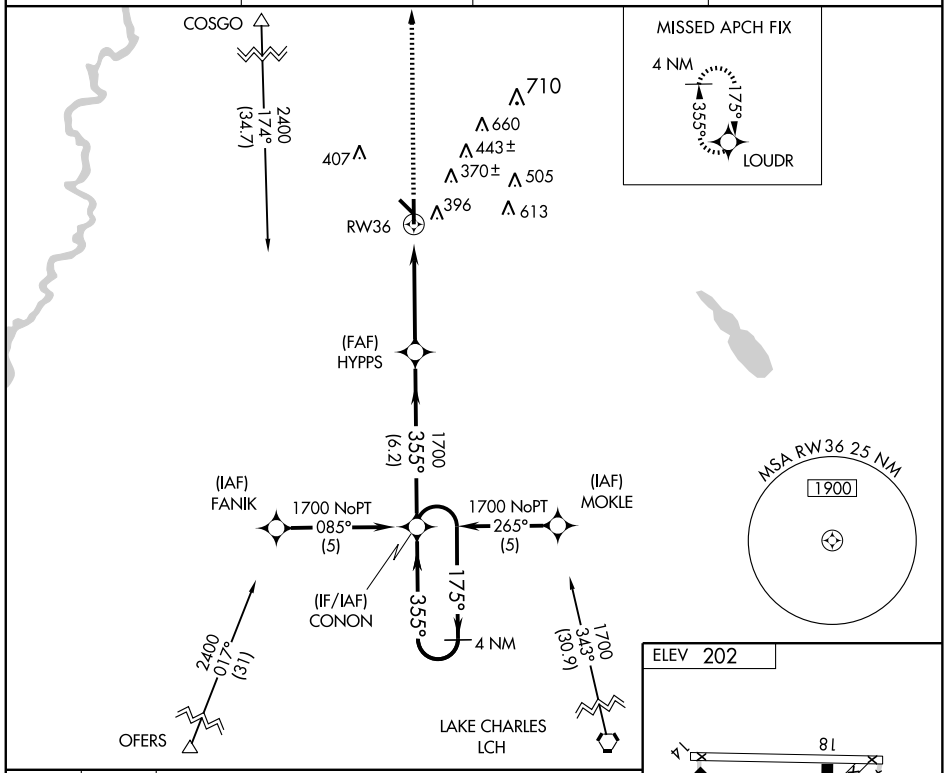
ASR

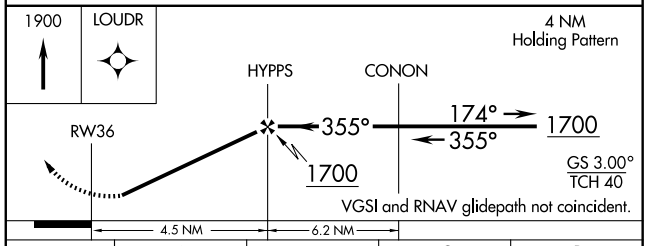
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all DA 53 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ¼ mile.

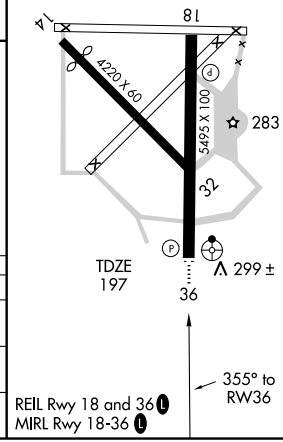
ODALS

MISSED APPROACH: Climb to 1900 direct LOUDR and hold.

| AWOS-3 | POLK APP CON | DE RIDDER RADIO | UNICOM |
|---|---|---|---|
| 118.225 | 123.7 254.8 | 122.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | | 569-1¼ | 372 (400-1¼) | |
| LNAV MDA | 660-1 | 463 (500-1) | 660-1¼ 463 (500-1¼) | 660-1½ 463 (500-1½) |
| CIRCLING | 700-1 | 498 (500-1) | 700-1½ 498 (500-1½) | 760-2 558 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB ECY | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 263 | 165° | TDZE | 40 |
| | | Apt Elev | 42 |

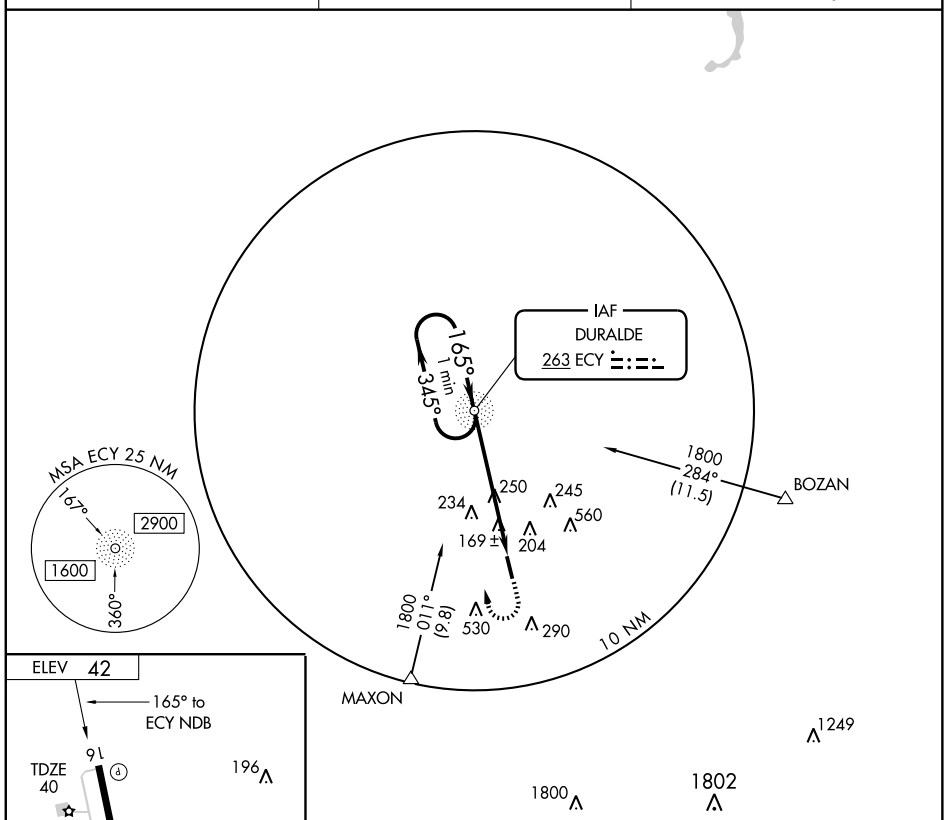
# NDB RWY 16
EUNICE (4R7)

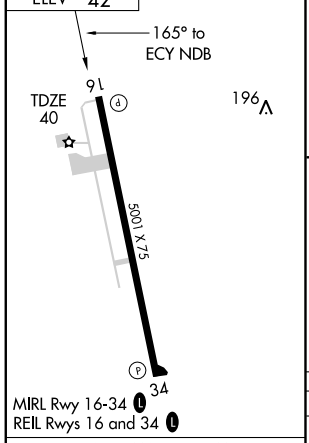
Use Lafayette Rgnl altimeter setting.

NA

MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 direct ECY NDB and hold.

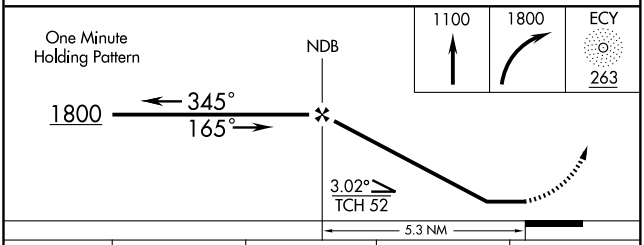
| LAFAYETTE APP CON * | GCO | UNICOM |
|---|---|---|
| 128.7 268.7 | 135.075 | 122.8 (CTAF) L |




MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 640-1 | 600 (600-1) | 640-1½<br>600 (600-1½) | NA |
| CIRCLING | 640-1 | 598 (600-1) | 640-1½<br>598 (600-1½) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

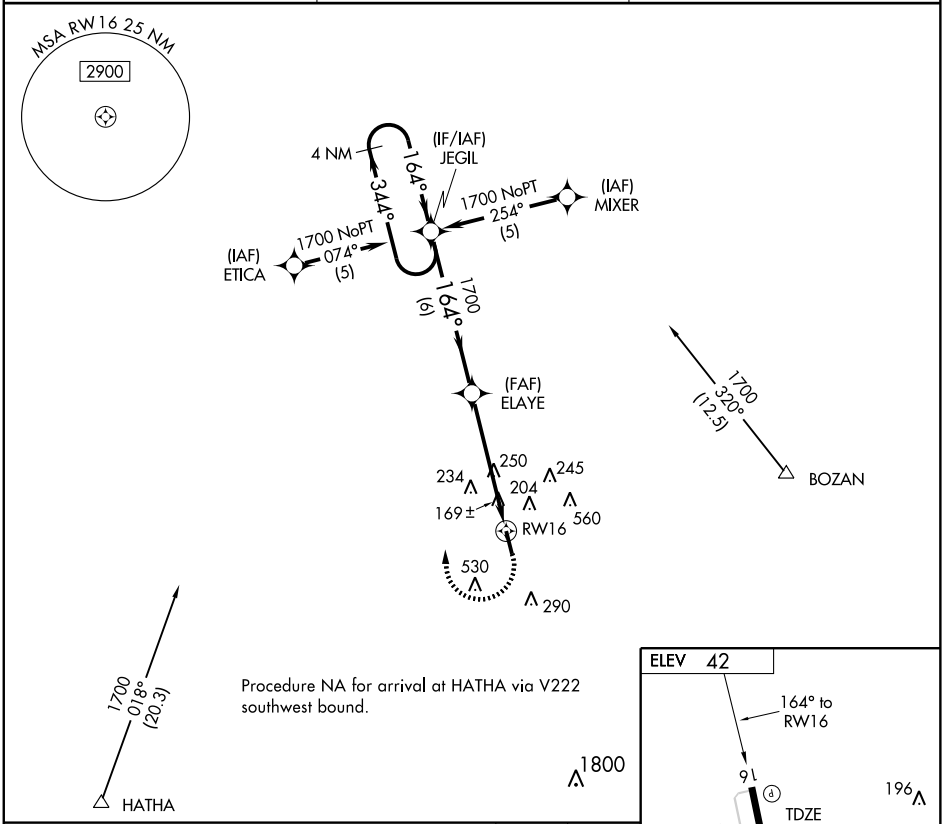
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 164° | TDZE | 40 |
| | Apt Elev | 42 |

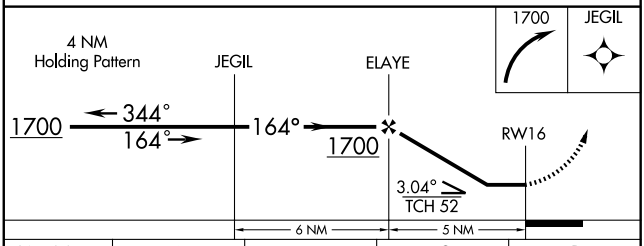
# RNAV (GPS) RWY 16
EUNICE (4R7)

Use Lafayette Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

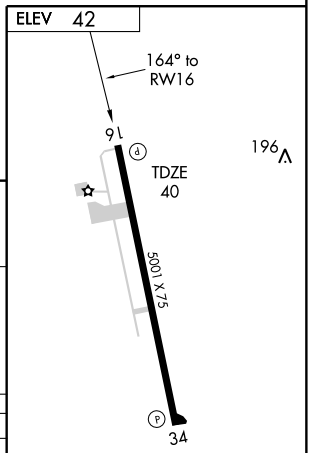
MISSED APPROACH: Climbing right turn to 1700 direct JEGIL WP and hold.

| LAFAYETTE APP CON ★ | GCO | UNICOM |
|---|---|---|
| 128.7 268.7 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 | 540 (600-1) | 580-1½ 540 (600-1½) | NA |
| CIRCLING | 620-1 | 578 (600-1) | 620-1½ 578 (600-1½) | NA |




REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

SC-4, 14 JAN 2010 to 11 FEB 2010

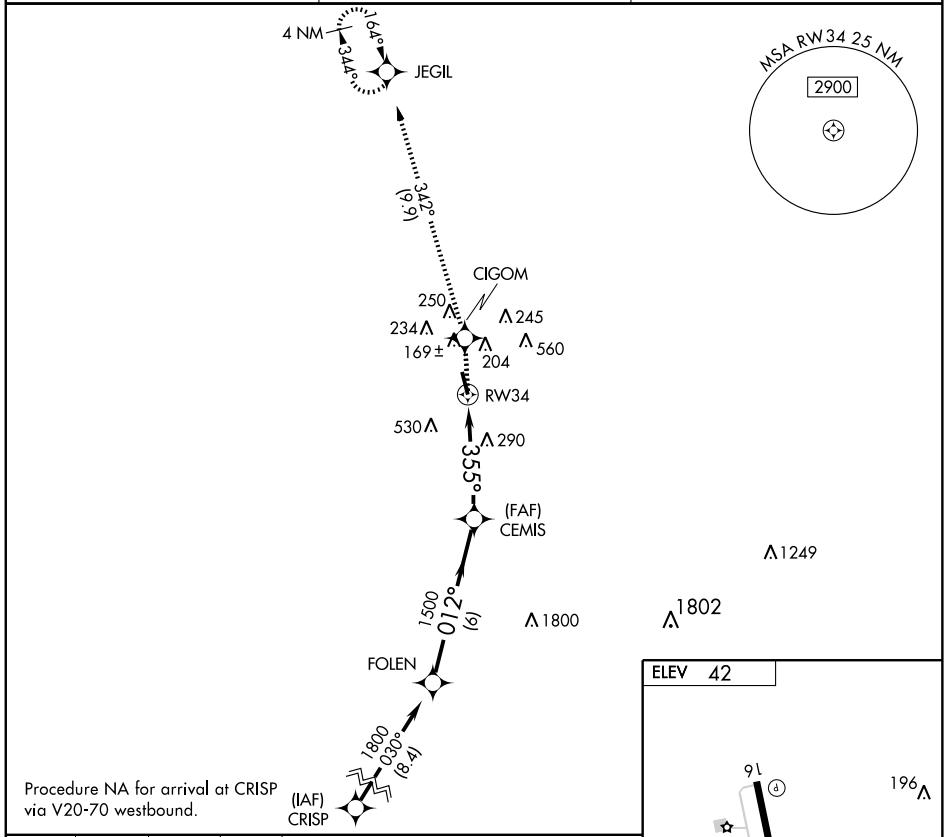
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 355° | TDZE | 42 |
| | Apt Elev | 42 |

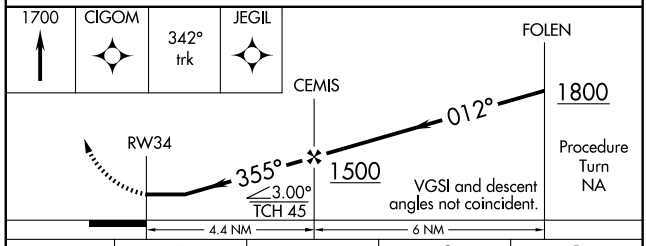
# RNAV (GPS) RWY 34
EUNICE (4R7)

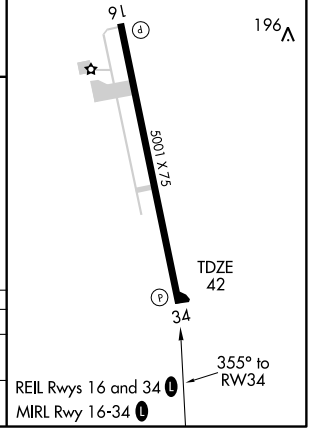
Use Lafayette Rgnl altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
When VGSI inoperative, circling Rwy 16 NA at night.

MISSED APPROACH: Climb to 1700 direct CIGOM WP and via 342° track to JEGIL WP and hold.

| LAFAYETTE APP CON ★ | GCO | UNICOM |
|---|---|---|
| 128.7 268.7 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 | 618 (700-1) | 660-1¾ 618 (700-1¾) | NA |
| CIRCLING | 660-1 | 618 (700-1) | 660-1¾ 618 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

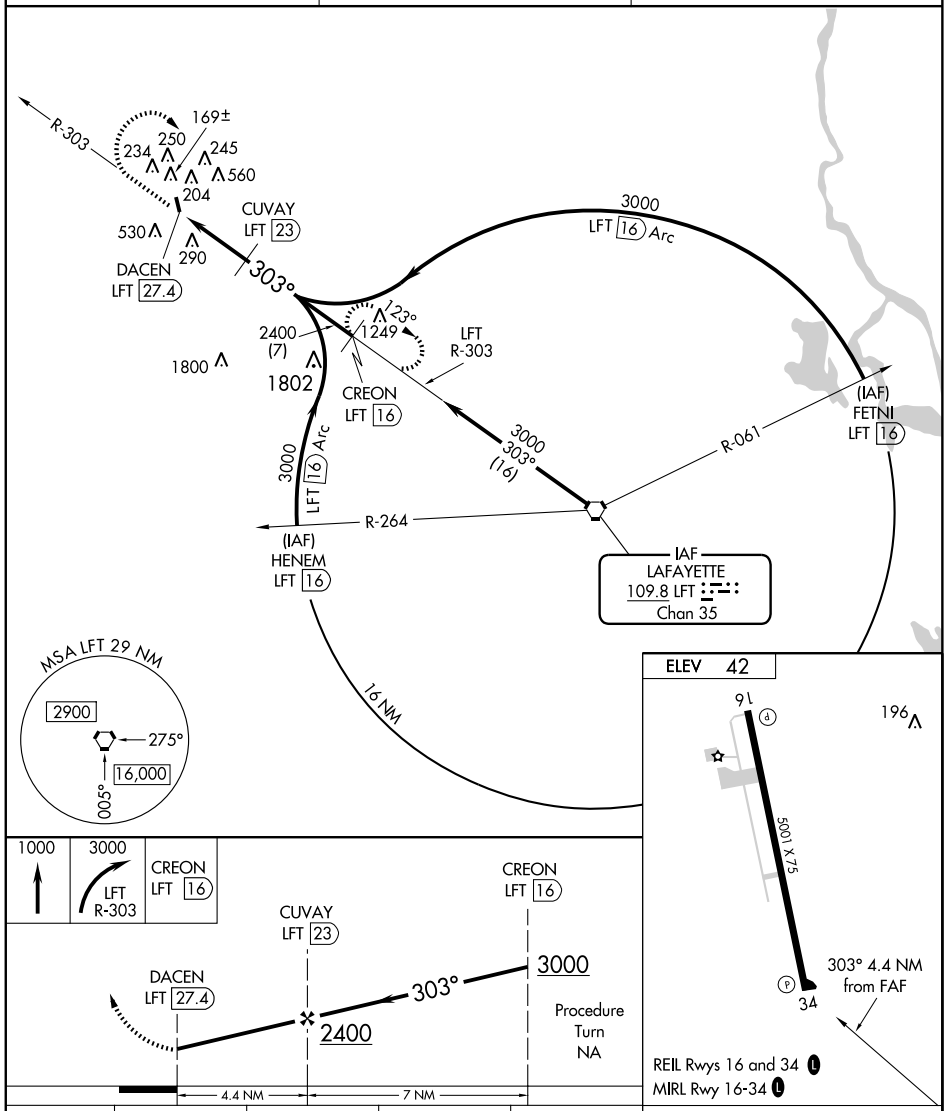
| VORTAC LFT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.8 | 303° | TDZE | N/A |
| Chan 35 | | Apt Elev | 42 |

# VOR/DME-A
EUNICE (4R7)

Use Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via LFT R-303 to CREON/LFT 16 DME and hold.

| LAFAYETTE APP CON ★ | GCO | UNICOM |
|---|---|---|
| 128.7 268.7 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 800-1<br>758 (800-1) | 800-1¼<br>758 (800-1¼) | 800-2¼<br>758 (800-2¼) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

# NDB RWY 15

POLK AAF (KPOE)

| NDB GUV | APCH CRS | Rwy Idg 3912 / TDZE 329 / Arpt Elev 330 |
|---|---|---|
| 359 | 156° | AL-5096 [USA] |

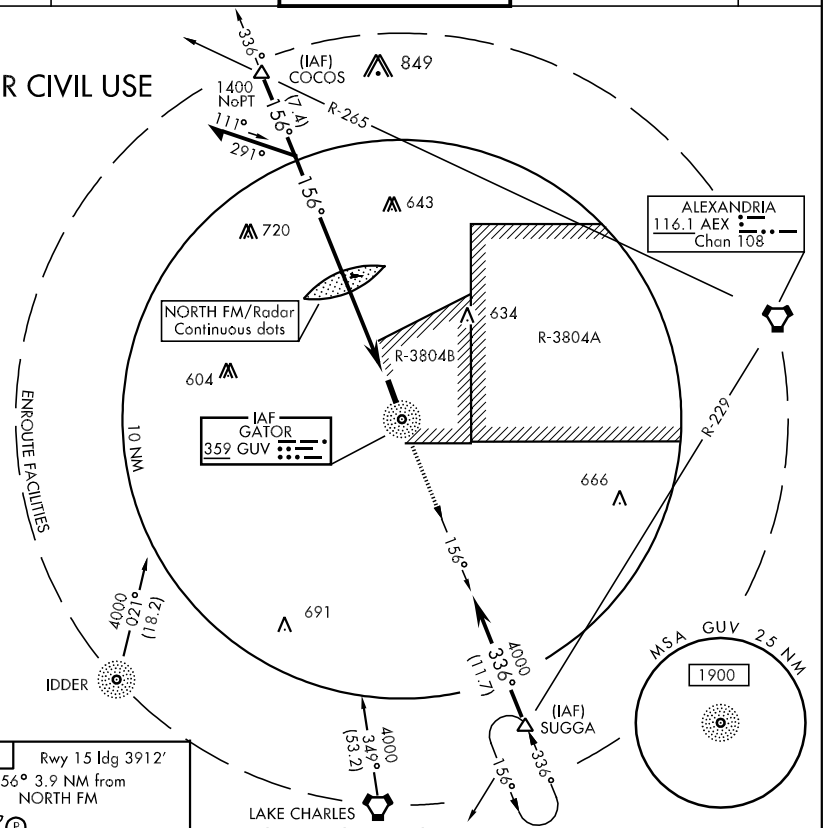
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS intersection. Procedure turn Fix to FAF exceeds 4 NM.

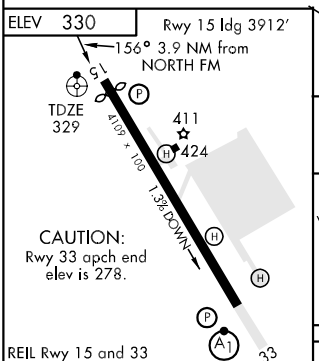
ODALS

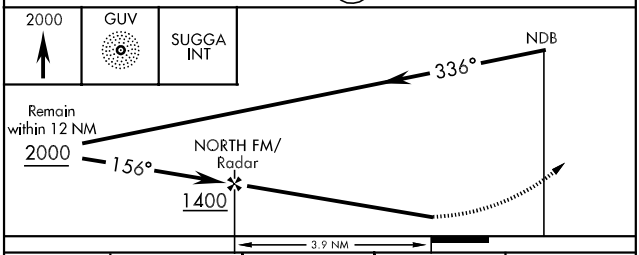
MISSED APPROACH: Climb to 2000 direct GUV NDB then via brg 156° to SUGGA INT and hold.

| ATIS | POLK APP CON | POLK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 134.85 234.3 | 123.7 254.8 | 119.0 257.75 | 121.8 239.25 | |

NOT FOR CIVIL USE




| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 820-¾ 491 | (500-¾) | 820-1 491(500-1) | 820-1¼ 491(500-1¼) |
| CIRCLING | 820-1 490 | (500-1) | 820-1½ 490(500-1½) | 880-2 550(600-2) |
| S-PAR 15 | 529-¾ 200 | (200-¾) | GS 3.0° | |

| NDB GUV 359 | APCH CRS 336° | Rwy ldg 4109<br>TDZE 316<br>Arpt Elev 330 | AL-5096 [USA] |
|---|---|---|---|

# NDB RWY 33

POLK AAF (KPOE)

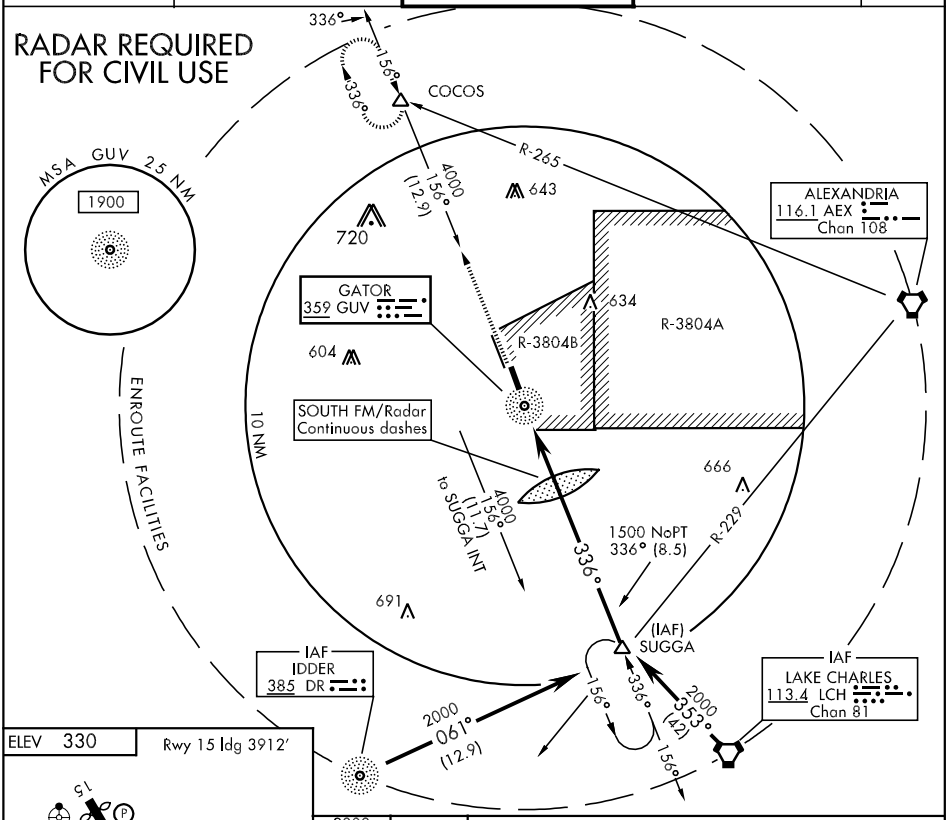
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS INT.

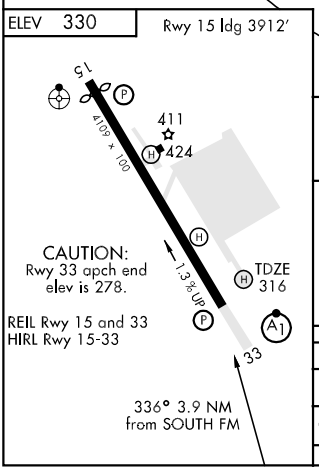
ALSF-1

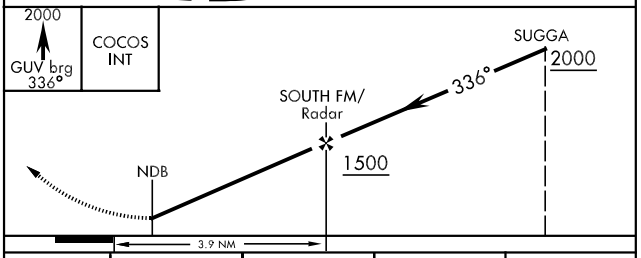
MISSED APPROACH: Climb to 2000 via GUV NDB brg 336° to COCOS INT and hold.

| ATIS | POLK APP CON | POLK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 134.85 234.3 | 123.7 254.8 | 119.0 257.75 | 121.8 239.25 | |

RADAR REQUIRED FOR CIVIL USE




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 700-1 384 (400-1) | | | 700-1¼ 384(400-1¼) |
| CIRCLING | 820-1 490 (500-1) | | 820-1½ 490(500-1½) | 880-2 550(600-2) |
| S-PAR 33 | 579-½ 256 (300-½) | | 579-¾ 256 (300-¾) GS 3.0° | |



SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC FXU | APCH CRS | Rwy Idg 3912 |
|---|---|---|
| 108.4 | 156° | TDZE 329 |
| Chan 21 | | Arpt Elev 330 |

# VOR or TACAN or GPS RWY 15

AL-5096 [USA]

POLK AAF (KPOE)

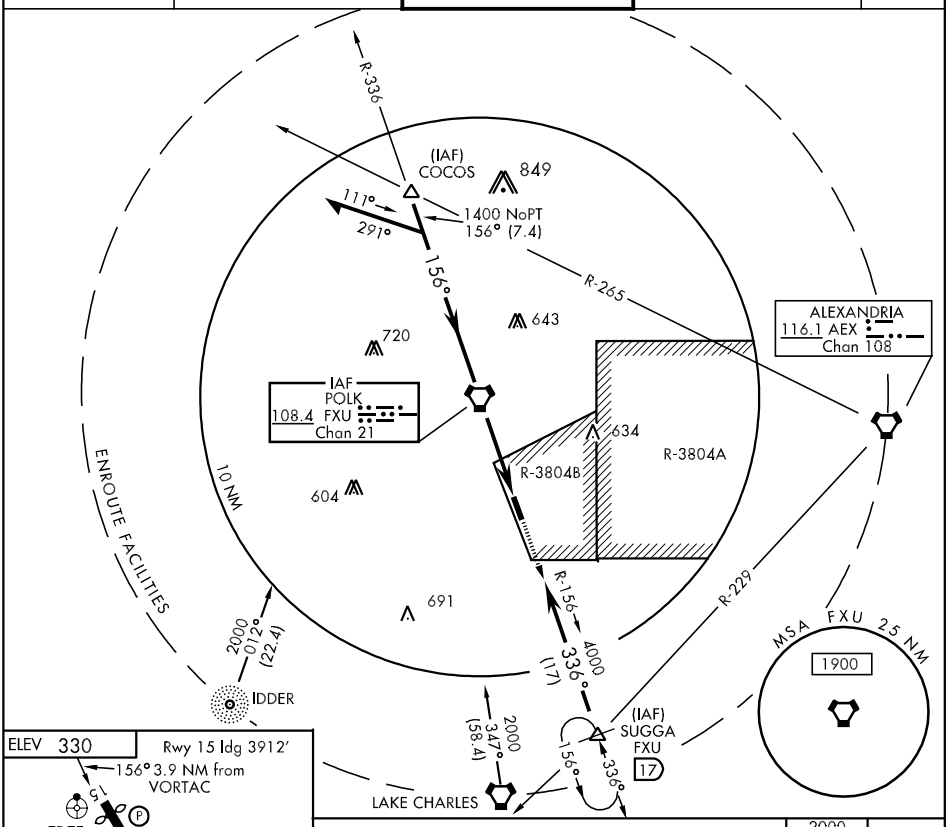
GPS NA

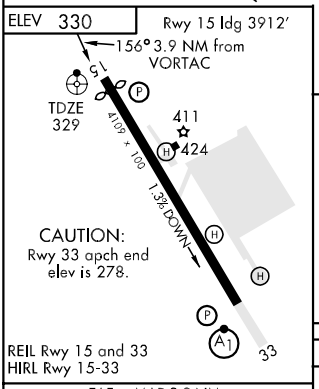
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS intersection.

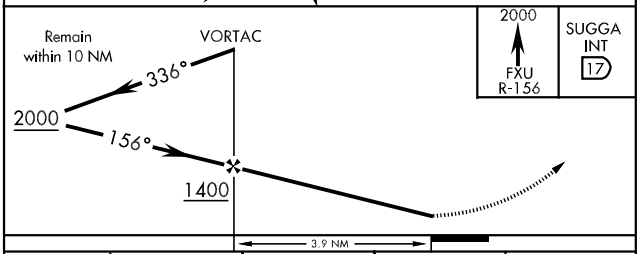
ODALS

MISSED APPROACH: Climb to 2000 via R-156 to SUGGA INT FXU 17 DME and hold.

| ATIS | POLK APP CON | POLK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 134.85 234.3 | 123.7 254.8 | 119.0 257.75 | 121.8 239.25 | |




| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 780-¾ 451 | (500-¾) | 780-1 451(500-1) | 780-1¼ 451(500-1¼) |
| CIRCLING | 820-1 490 | (500-1) | 820-1½ 490(500-1½) | 880-2 550(600-2) |
| S-PAR 15 | 529-¾ 200 | (200-¾) | GS 3.0° | |



VOR or TACAN or GPS RWY 15

| VORTAC FXU 108.4 Chan 21 | APCH CRS 336° | Rwy Idg 4109 TDZE 316 Arpt Elev 330 |
|---|---|---|

# VOR or TACAN or GPS RWY 33

AL-5096 [USA] POLK AAF (KPOE)

GPS NA
CAUTION: Pilots using this approach must acquaint themselves with any activities in R-3804A, B and R-3803A located 6.0 NM North of COCOS INT.

ALSF-1

MISSED APPROACH: Climb to 2000 via R-156 to FXU VORTAC, then via R-336 to COCOS INT FXU 7.4 DME and hold.

| ATIS | POLK APP CON | POLK TOWER | GND CON | ASR/PAR |
|---|---|---|---|---|
| 134.85 234.3 | 123.7 254.8 | 119.0 257.75 | 121.8 239.25 | |

RADAR REQUIRED FOR CIVIL USE

TACAN NOT FOR CIVIL USE

MSA FXU 25 NM
1900

ENROUTE FACILITIES

10 NM

R-336
156°
336°
COCOS
R-265
643
720
to FXU VORTAC (7.4)
4000
156°
ALEXANDRIA
116.1 AEX
Chan 108
POLK
108.4 FXU
Chan 21
604
634
R-3804B
R-3804A
SOUTH FM/Radar
Continuous dashes
666
to SUGGA INT (17)
4000
156°
336°
1500 NoPT
336° (8.5)
R-229
691
IAF
IDDER
385 DR
(IAF)
SUGGA
IAF
LAKE CHARLES
113.4 LCH
Chan 81
2000
061°
(12.9)
156°
336°
2000
353°
(42)
R-156

ELEV 330
Rwy 15 Idg 3912'
15
411
424
4109 x 100
CAUTION:
Rwy 33 apch end elev is 278.
1.3% UP
TDZE
316
REIL Rwy 15 and 33
HIRL Rwy 15-33
33
336° 3.9 NM from SOUTH FM

2000
FXU R-156
FXU
COCOS INT
7.4
FXU R-336
SUGGA
2000
SOUTH FM/ Radar
336°
1500
VORTAC
3.9 NM

FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 700-1 384 (400-1) | | | 700-1¼ 384(400-1¼) |
| CIRCLING | 820-1 490 (500-1) | | 820-1½ 490(500-1½) | 880-2 550(600-2) |
| S-PAR 33 | 579-½ 256 (300-½) | | 579-¾ 256 | (300-¾) GS 3.0° |



SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6502 |
|---|---|---|---|
| CH 61308 | 179° | TDZE | 1 |
| W18A | | Apt Elev | 1 |

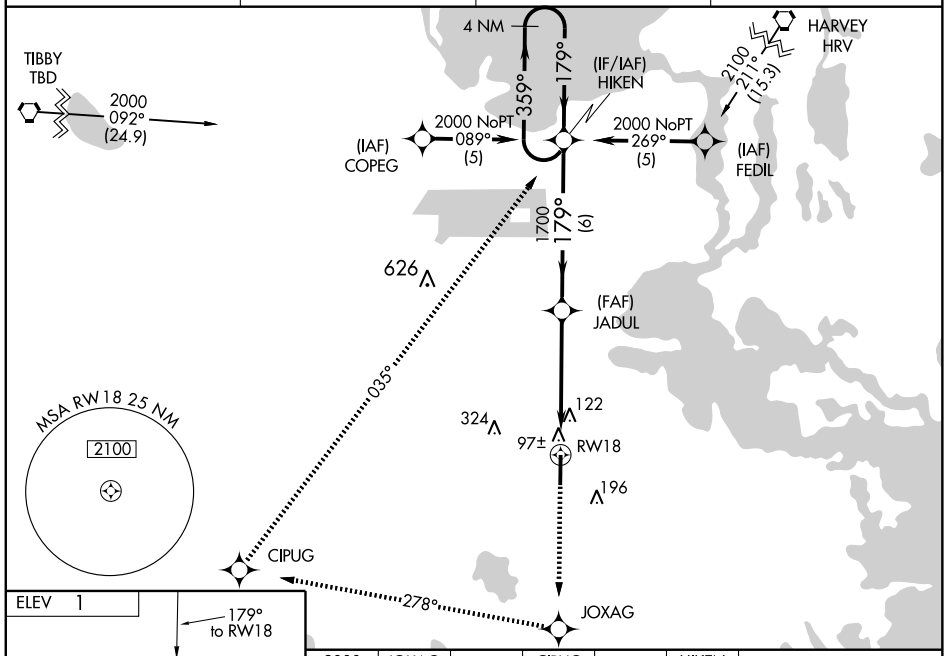
# RNAV (GPS) RWY 18

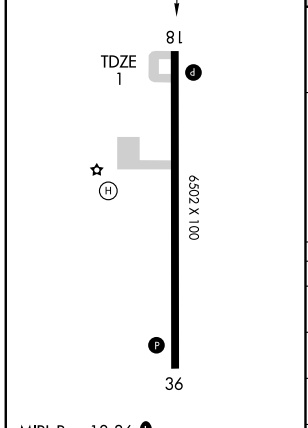
## GALLIANO/SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

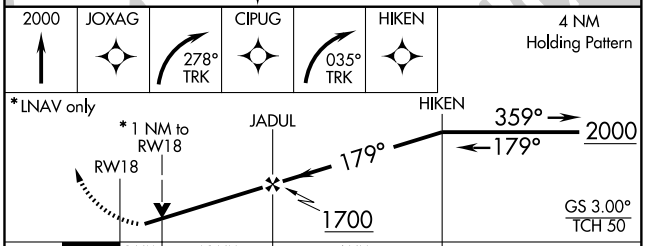
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA and MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct JOXAG and right turn via 278° track to CIPUG and right turn via 035° track to HIKEN and hold.

| AWOS-3 | NEW ORLEANS APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.175 | 123.85 256.9 | 135.075 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 351-1¼ 350 (400-1¼) | | | |
| LNAV/VNAV DA | 382-1¼ 381 (400-1¼) | | | |
| LNAV MDA | 380-1 379 (400-1) | | | |
| CIRCLING | 500-1 499 (500-1) | 560-1 559 (600-1) | 560-1½ 559 (600-1½) | 560-2 559 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 69608 W36A | APP CRS 359° | Rwy Idg 6502 TDZE -1 Apt Elev 1 |
|---|---|---|

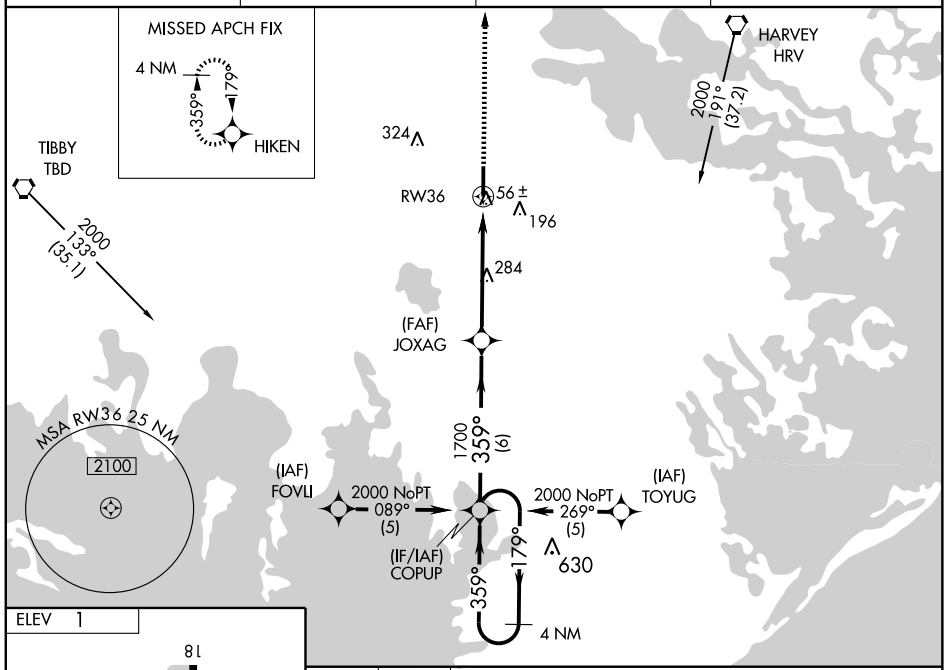
# RNAV (GPS) RWY 36

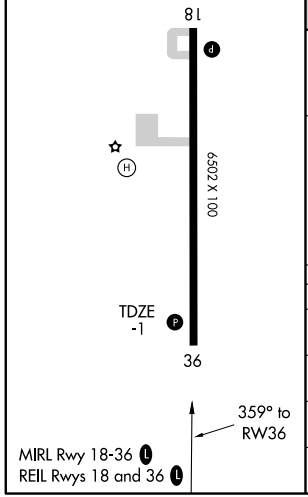
GALLIANO/SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

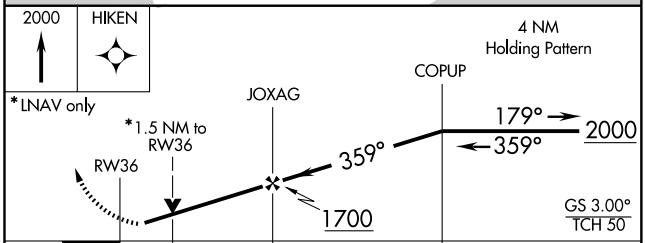
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA/MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cats C and D, and circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HIKEN and hold.

| AWOS-3 | NEW ORLEANS APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.175 | 123.85 256.9 | 135.075 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 289-1 290 (300-1) | | | |
| LNAV/VNAV DA | 497-1¾ 498 (500-1¾) | | | |
| LNAV MDA | 540-1 541 (600-1) | | 540-1½ 541 (600-1½) | 540-1¾ 541 (600-1¾) |
| CIRCLING | 540-1 539 (600-1) | 560-1 559 (600-1) | 560-1½ 559 (600-1½) | 560-2 559 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3998 |
|---|---|---|
| 169° | TDZE | 14 |
| | Apt Elev | 15 |

# RNAV (GPS) RWY 17

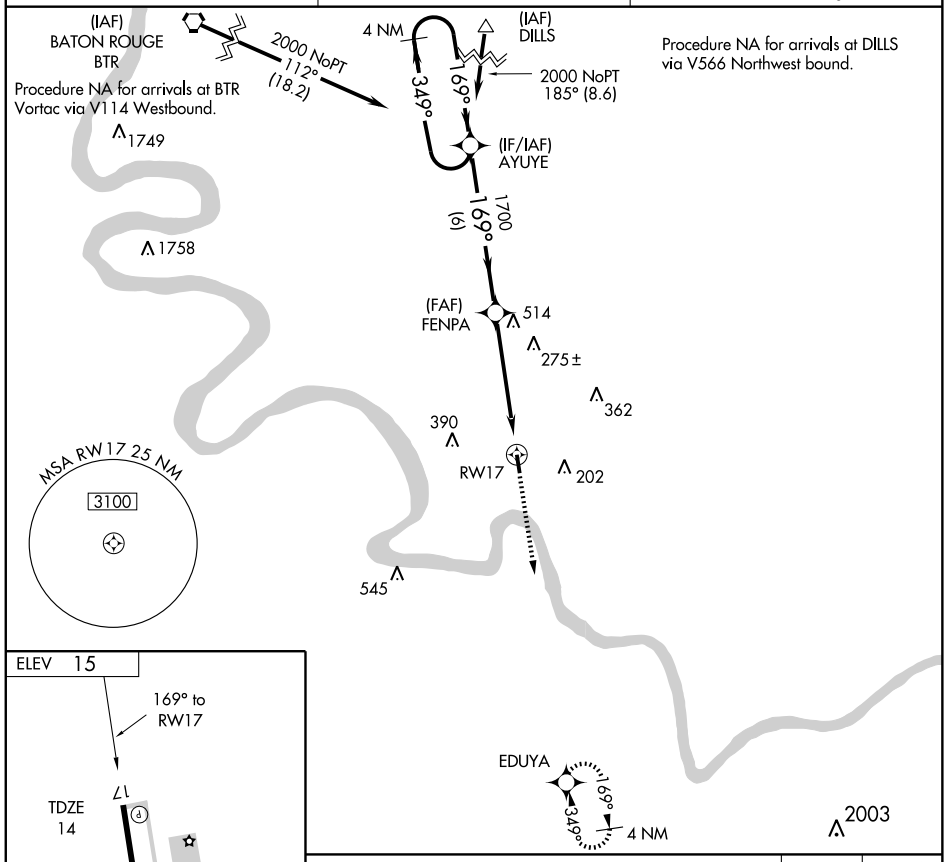
GONZALES/LOUISIANA RGNL (L38)

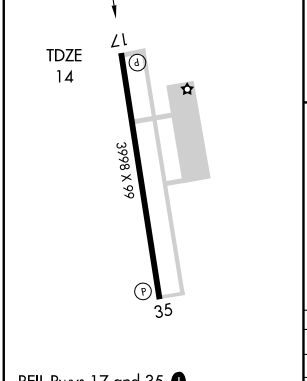
NA

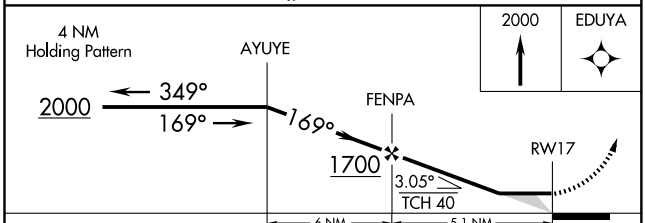
DME/DME RNP-0.3 NA. Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000 direct EDUYA and hold.

| BATON ROUGE APP CON ★ | GCO | UNICOM |
|---|---|---|
| 126.5 278.3 | 135.075 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 | 506 (600-1) | 520-1½ | 506 (600-1½) |
| CIRCLING | 520-1 | 505 (600-1) | 620-1¾ 605 (700-1¾) | 640-2 625 (700-2) |

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3998 |
|---|---|---|
| 349° | TDZE | 14 |
| | Apt Elev | 15 |

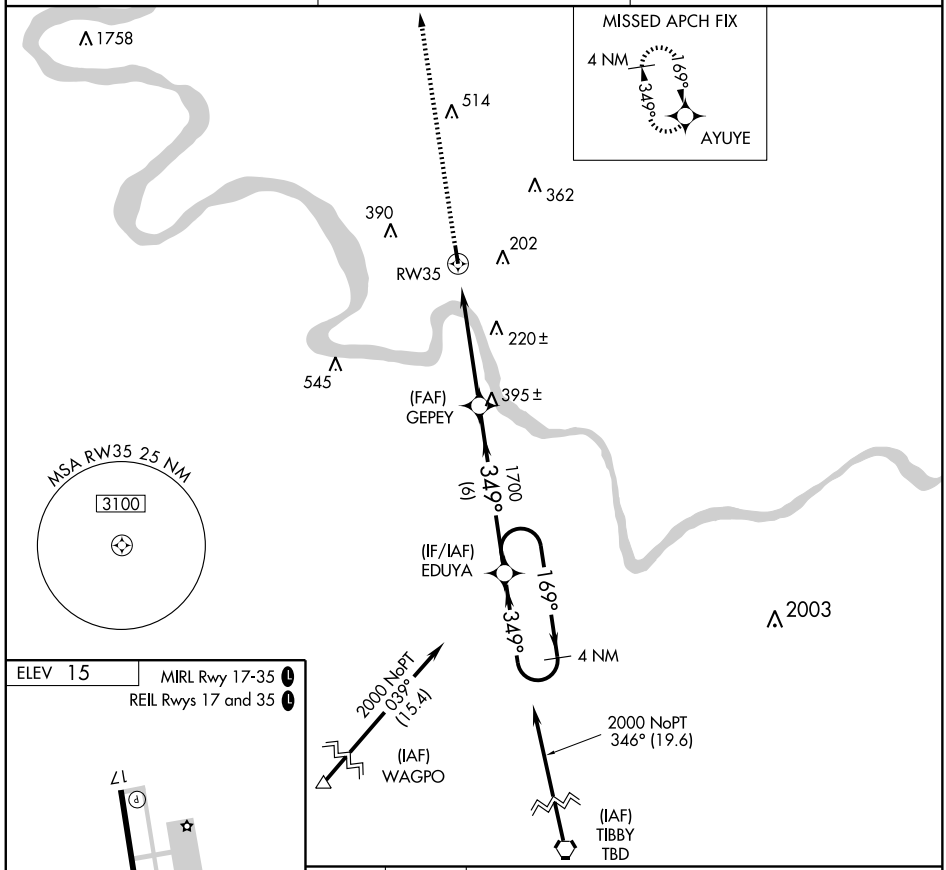
# RNAV (GPS) RWY 35

GONZALES/ LOUISIANA RGNL (L38)

DME/DME RNP-0.3 NA. Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2000 direct AYUYE and hold.

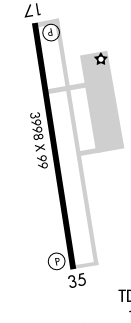
| BATON ROUGE APP CON ★ | GCO | UNICOM |
|---|---|---|
| 126.5 278.3 | 135.075 | 123.0 (CTAF) L |

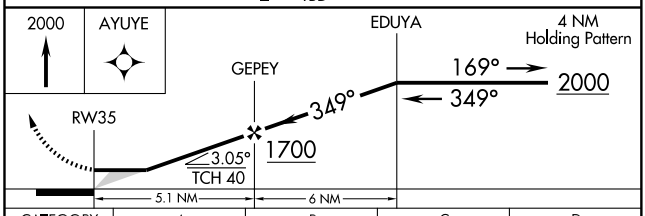



ELEV 15

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 526 (600-1) | | 540-1½ 526 (600-1½) | 540-1¾ 526 (600-1¾) |
| CIRCLING | 540-1 525 (600-1) | | 620-1¾ 605 (700-1¾) | 640-2 625 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC BTR 116.5 Chan 112 | APP CRS 129° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 15 |
|---|---|---|

# VOR/DME-A

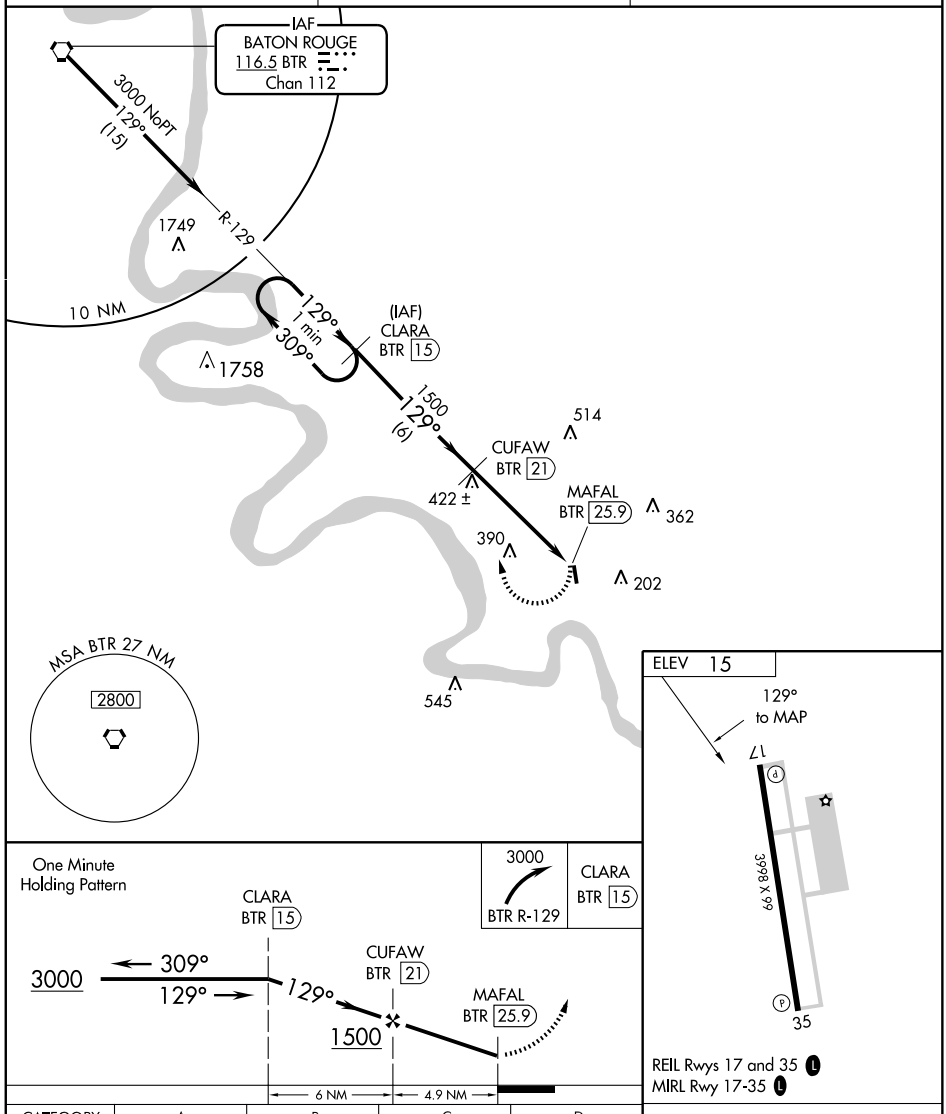
GONZALES/ LOUISIANA RGNL (L38)

NA

Use Baton Rouge Metropolitan, Ryan Field altimeter setting; if not received, use Hammond Northshore Rgnl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing right turn to 3000 via BTR R-129 to CLARA/15 DME and hold.

| BATON ROUGE APP CON ★ | GCO | UNICOM |
|---|---|---|
| 126.5 278.3 | 135.075 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 800-1<br>785 (800-1) | 800-1¼<br>785 (800-1¼) | 800-2¼<br>785 (800-2¼) | 800-2½<br>785 (800-2½) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-HPF | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 111.5 | 177° | TDZE | 44 |
| | | Apt Elev | 46 |

# ILS or LOC RWY 18

## HAMMOND NORTHSHORE RGNL (HDC)

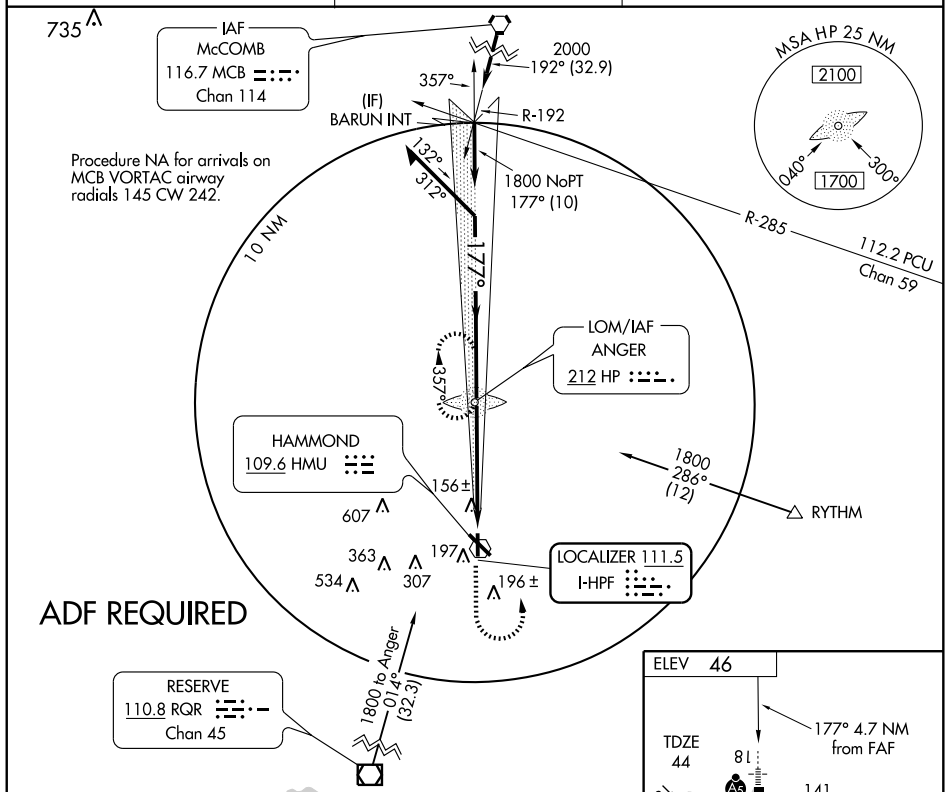
If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA/MDAs 100 feet.

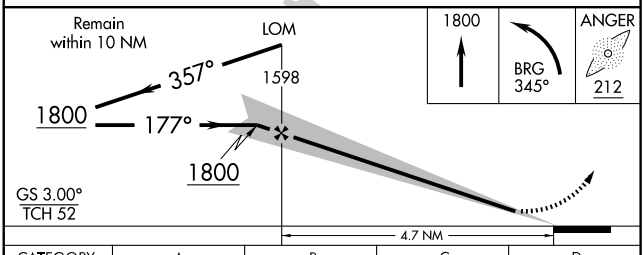
NA

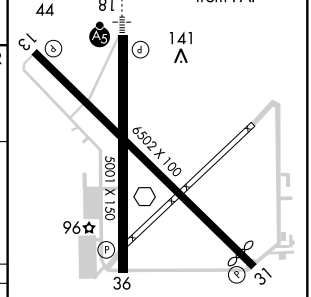
MALSR

MISSED APPROACH: Climb to 1800 then left turn via bearing 345° to ANGER LOM and hold.

| AWOS-3 | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 118.325 | 119.3 350.35 | 122.7 (CTAF) L |




REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 244-½ 200 (200-½) | | | |
| S-LOC 18 | 420-½ 376 (400-½) | | | 420-¾ 376 (400-¾) |
| CIRCLING | 500-1 454 (500-1) | | 500-1½ 454 (500-1½) | 620-2 574 (600-2) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 177° | TDZE | 44 |
| | Apt Elev | 46 |

# RNAV (GPS) RWY 18

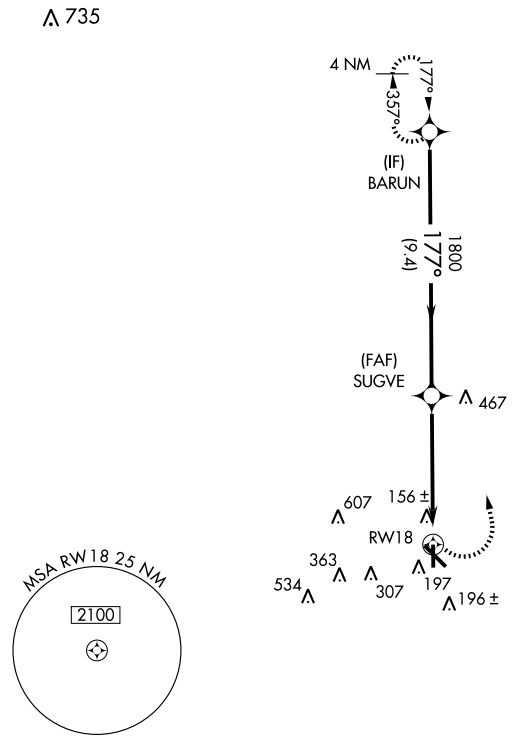
## HAMMOND NORTHSHORE RGNL (HDC)

▼ If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. DME/DME RNP-0.3 NA.

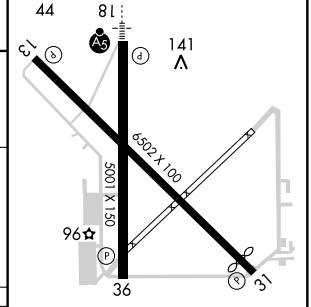
MALSR

MISSED APPROACH: Climbing left turn to 1800 direct BARUN and hold.

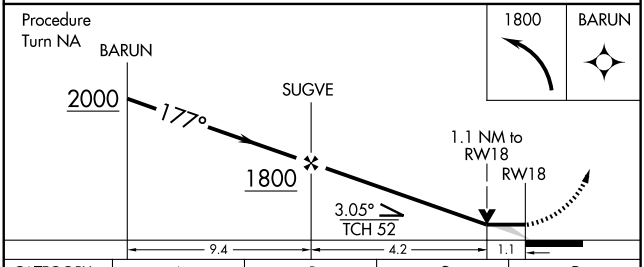
| AWOS-3 | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 118.325 | 119.3 350.35 | 122.7 (CTAF) L |




RADAR REQUIRED




REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-½ | 416 (500-½) | 460-¾ 416 (500-¾) | 460-1 416 (500-1) |
| CIRCLING | 500-1 | 454 (500-1) | 500-1½ 454 (500-1½) | 620-2 574 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5812 |
|---|---|---|
| 311° | TDZE | 43 |
| | Apt Elev | 46 |

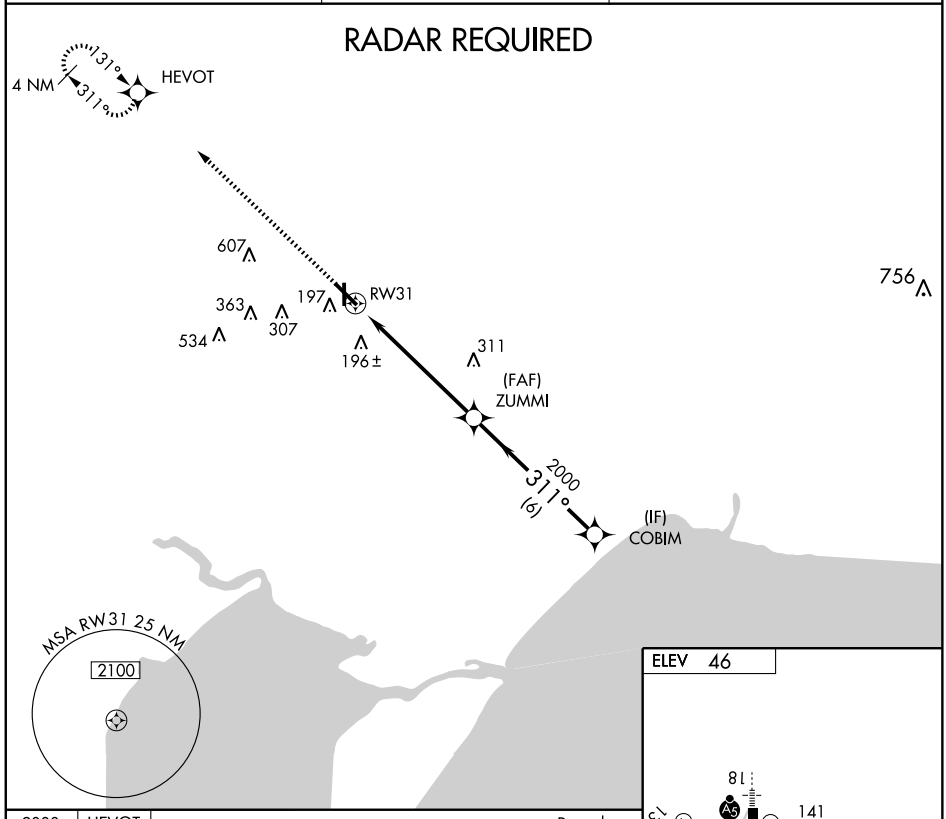
# RNAV (GPS) RWY 31
## HAMMOND NORTHSHORE RGNL (HDC)

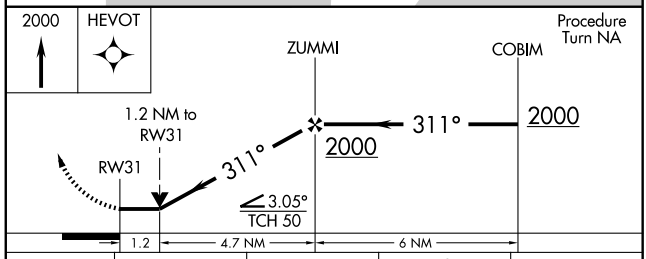
If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HEVOT and hold.

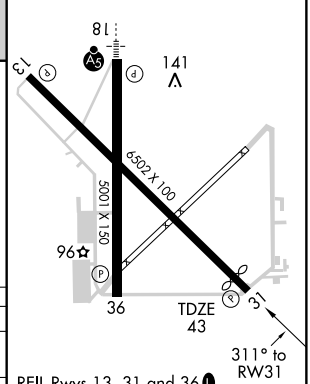
| AWOS-3 | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 118.325 | 119.3 350.35 | 122.7 (CTAF) L |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 | 417 (500-1) | 460-1¼ | 417 (500-1¼) |
| CIRCLING | 500-1 | 454 (500-1) | 500-1½ 454 (500-1½) | 620-2 574 (600-2) |




REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| VOR HMU | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 109.6 | 172° | TDZE | 44 |
| | | Apt Elev | 46 |

# VOR RWY 18

## HAMMOND NORTHSHORE RGNL (HDC)

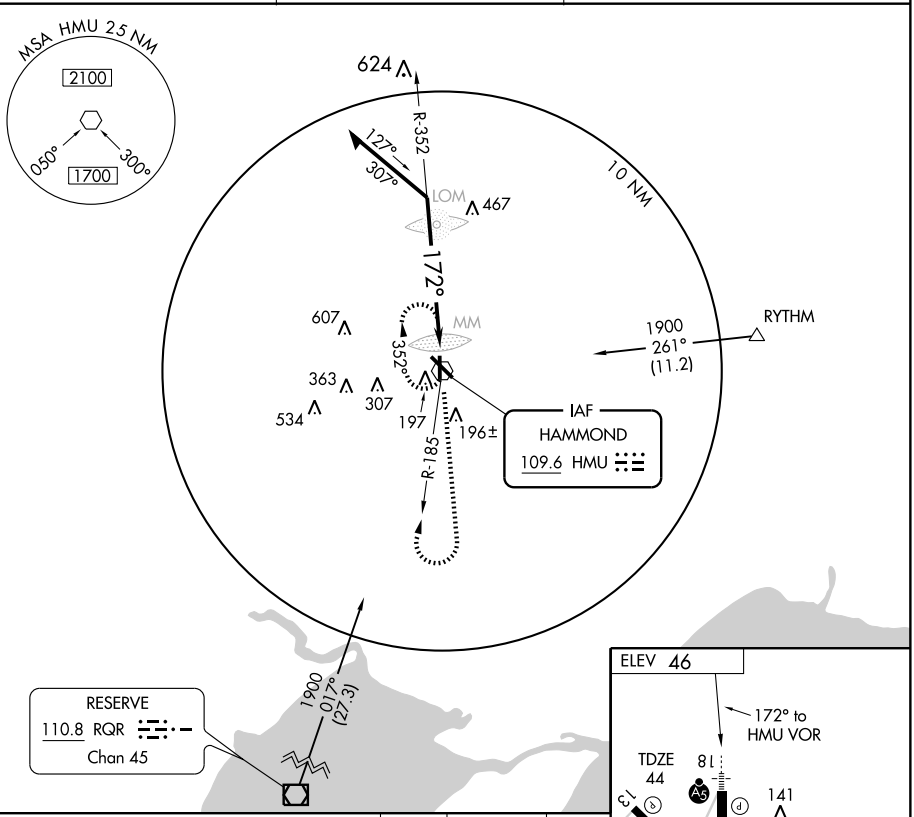
If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet.

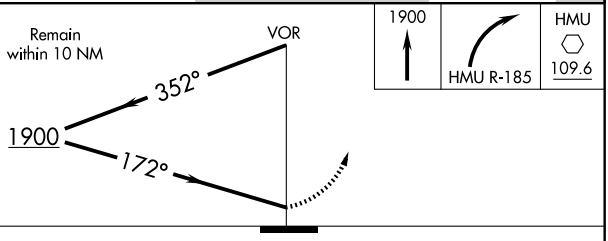
NA

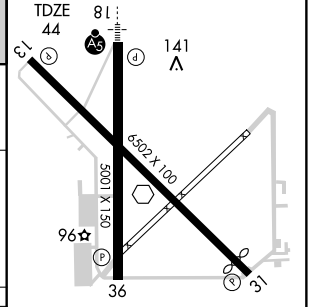
MALSR

MISSED APPROACH: Climb to 1900 then right turn via HMU R-185 to HMU VOR and hold.

| AWOS-3 | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 118.325 | 119.3 350.35 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 820-½<br>776 (800-½) | 820-¾<br>776 (800-¾) | 820-1¾<br>776 (800-1¾) | 820-2<br>776 (800-2) |
| CIRCLING | 820-1<br>774 (800-1) | 820-1¼<br>774 (800-1¼) | 820-2¼<br>774 (800-2¼) | 820-2½<br>774 (800-2½) |

REIL Rwys 13, 31 and 36 L

MIRL Rwys 13-31 and 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| VOR HMU | APP CRS | Rwy Idg | 5812 |
|---|---|---|---|
| 109.6 | 305° | TDZE | 43 |
| | | Apt Elev | 46 |

# VOR RWY 31

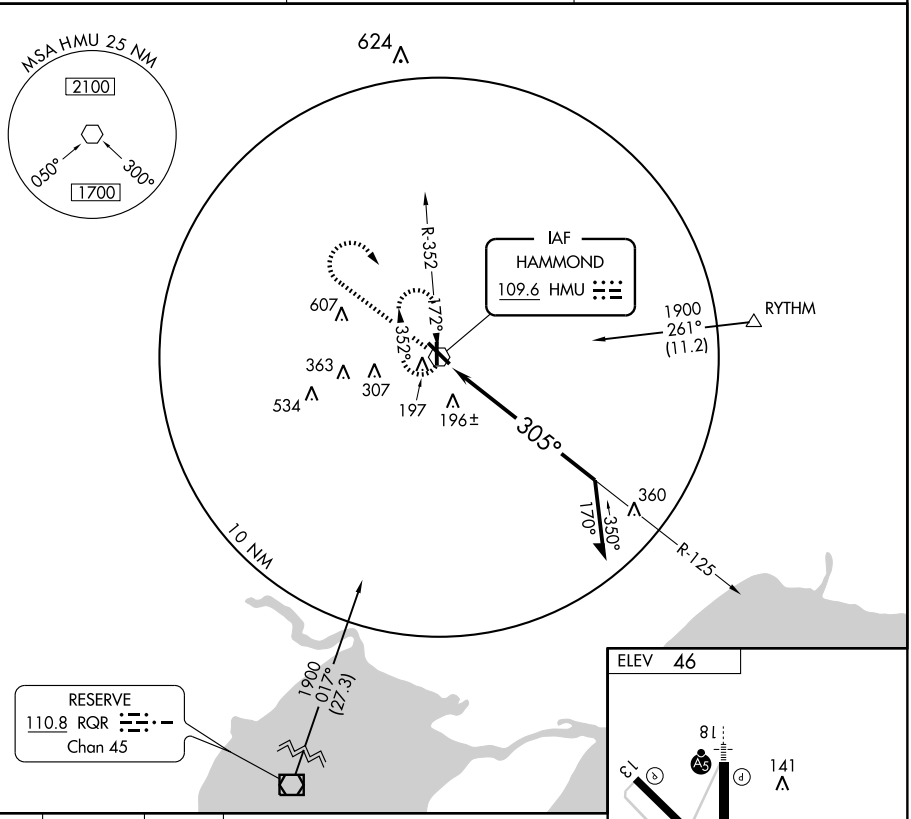
## HAMMOND NORTHSHORE RGNL (HDC)

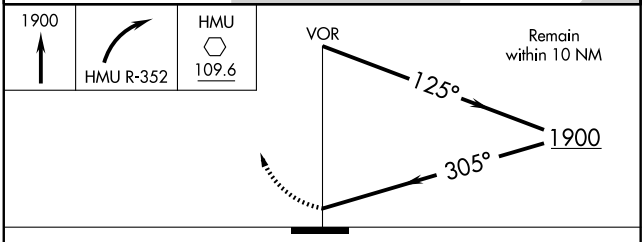
If local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet.

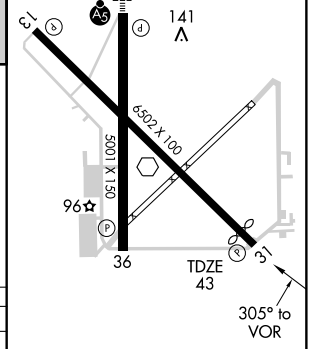
NA

MISSED APPROACH: Climb to 1900, then right turn via HMU R-352 to HMU VOR and hold.

| AWOS-3 | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 118.325 | 119.3 350.35 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1000-1¼ 957 (1000-1¼) | 1000-1½ 957 (1000-1½) | 1000-3 957 (1000-3) | |
| CIRCLING | 1000-1¼ 954 (1000-1¼) | 1000-1½ 954 (1000-1½) | 1000-3 954 (1000-3) | |

REIL Rwys 13, 31 and 36 L
MIRL Rwys 13-31 and 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB HMQ | APP CRS | Rwy Idg | 3199 |
|---|---|---|---|
| 212 | 109° | TDZE | 244 |
| | | Apt Elev | 244 |

# NDB RWY 12

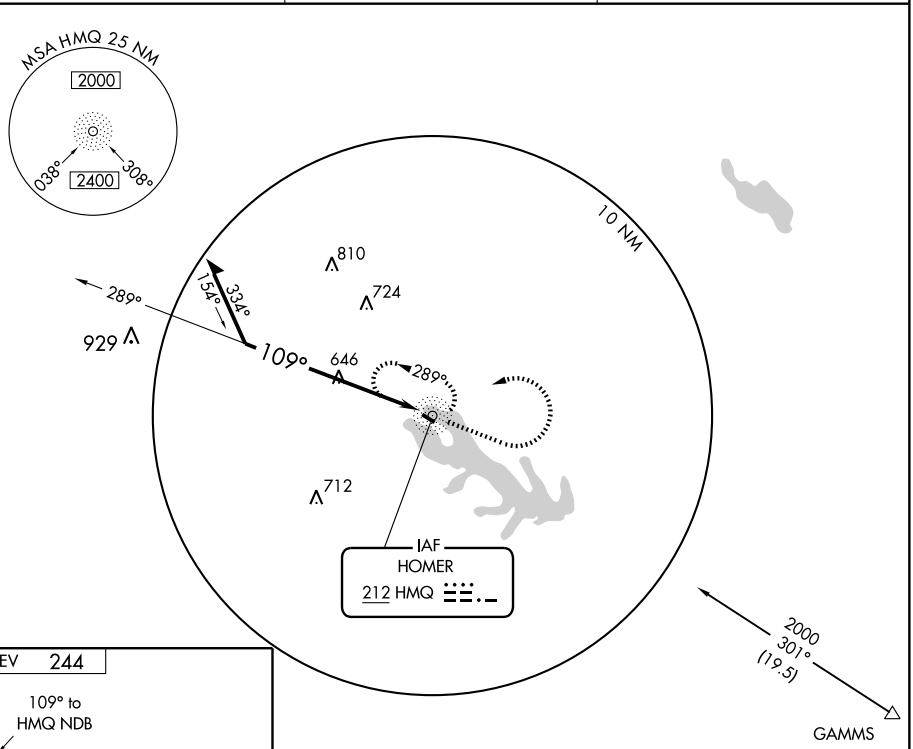
HOMER MUNI (5F4)

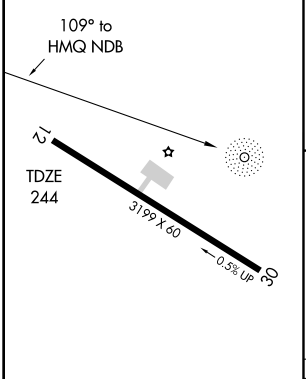
Use Barksdale AFB altimeter setting.

NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct HMQ NDB and hold.

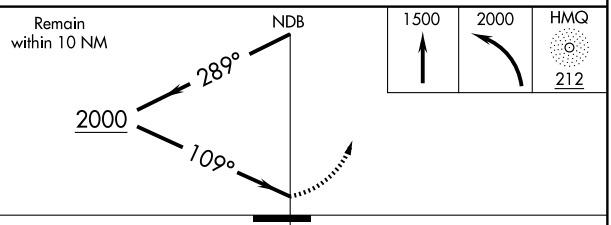
| SHREVEPORT APP CON | CTAF | 122.8 L |
|---|---|---|
| 118.6 350.2 | 122.9 | |




MIRL Rwy 12-30 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 1160-1¼ 916 (1000-1¼) | | 1160-2¾ 916 (1000-2¾) | NA |
| CIRCLING | 1160-1¼ 916 (1000-1¼) | | 1160-2¾ 916 (1000-2¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

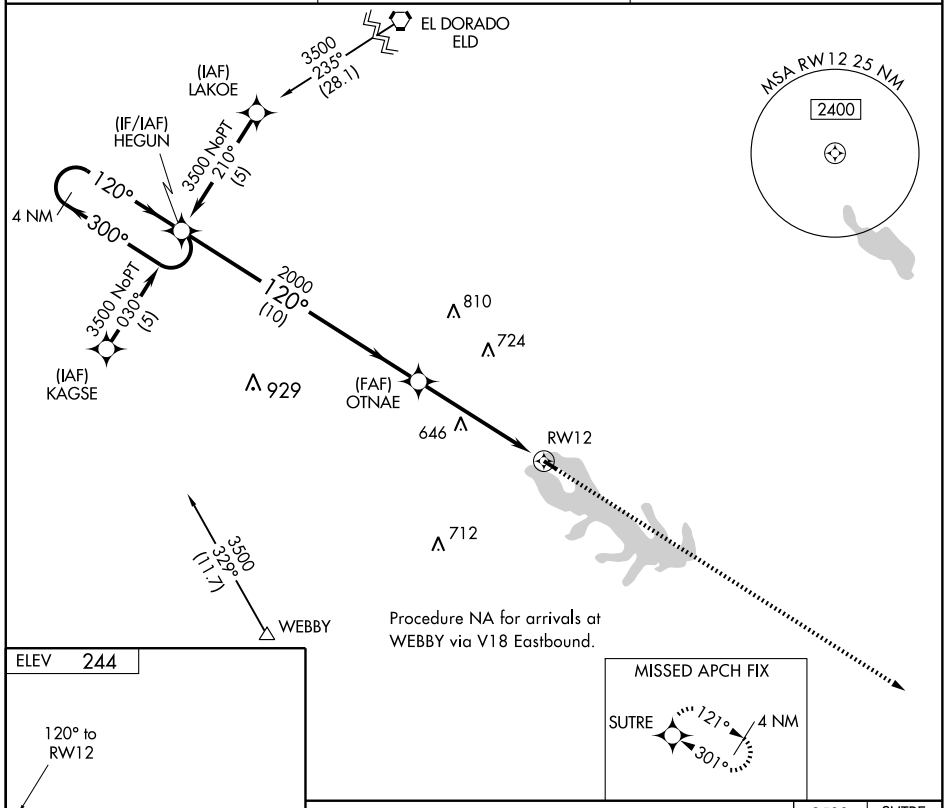
| APP CRS | Rwy Idg | 3199 |
|---|---|---|
| 120° | TDZE | 244 |
| | Apt Elev | 244 |

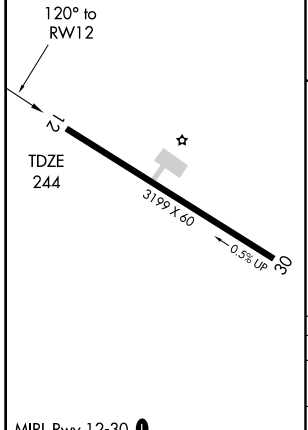
# RNAV (GPS) RWY 12
## HOMER MUNI (5F4)

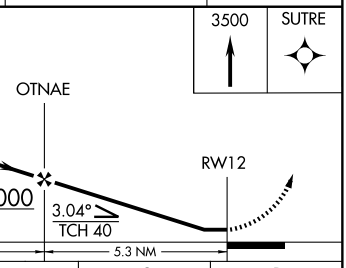
Use El Dorado, AR altimeter setting, when not received use Ruston altimeter setting. Procedure NA at night.
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct SUTRE and hold.

| SHREVEPORT APP CON | CTAF | 122.8 L |
|---|---|---|
| 118.6 350.2 | 122.9 | |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1<br>776 (800-1) | 1020-1¼<br>776 (800-1¼) | 1020-2¼<br>776 (800-2¼) | NA |
| CIRCLING | 1020-1<br>776 (800-1) | 1020-1¼<br>776 (800-1¼) | 1020-2¼<br>776 (800-2¼) | NA |

MIRL Rwy 12-30 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3199 |
|---|---|---|
| 301° | TDZE | 244 |
| | Apt Elev | 244 |

# RNAV (GPS) RWY 30
## HOMER MUNI (5F4)

Use El Dorado, AR altimeter setting, when not received use Ruston altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct HEGUN and hold.

| SHREVEPORT APP CON | CTAF | 122.8 L |
|---|---|---|
| 118.6 350.2 | 122.9 | |

MISSED APCH FIX
HEGUN
120°
300°
4 NM

MSA RW30 25 NM
2400

EL DORADO
ELD
3500
173°
(32.3)

810
724
929
646
712

RW30
(FAF)
RIBSE
2000
301°
(10)

WEBBY
3500
106°
(21.6)

(IAF)
WAVAG
3500 NoPT
211°
(5)

(IF/IAF)
SUTRE
121°
301°
4 NM

(IAF)
PUTAE
3500 NoPT
031°
(5)

(IAF)
GAMMS
3500 NoPT to SUTRE
301° (4)

ELEV 244
12
3199 X 60
TDZE
244
0.5% Up
30
301° to
RW30

3500
HEGUN
4 NM
Holding Pattern
SUTRE
RIBSE
121°
301°
3500
301°
RW30
2000
3.05°
TCH 40
5.4 NM
10 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 596 (600-1) | | 840-1½ 596 (600-1½) | NA |
| CIRCLING | 840-1 596 (600-1) | | 840-1½ 596 (600-1½) | NA |

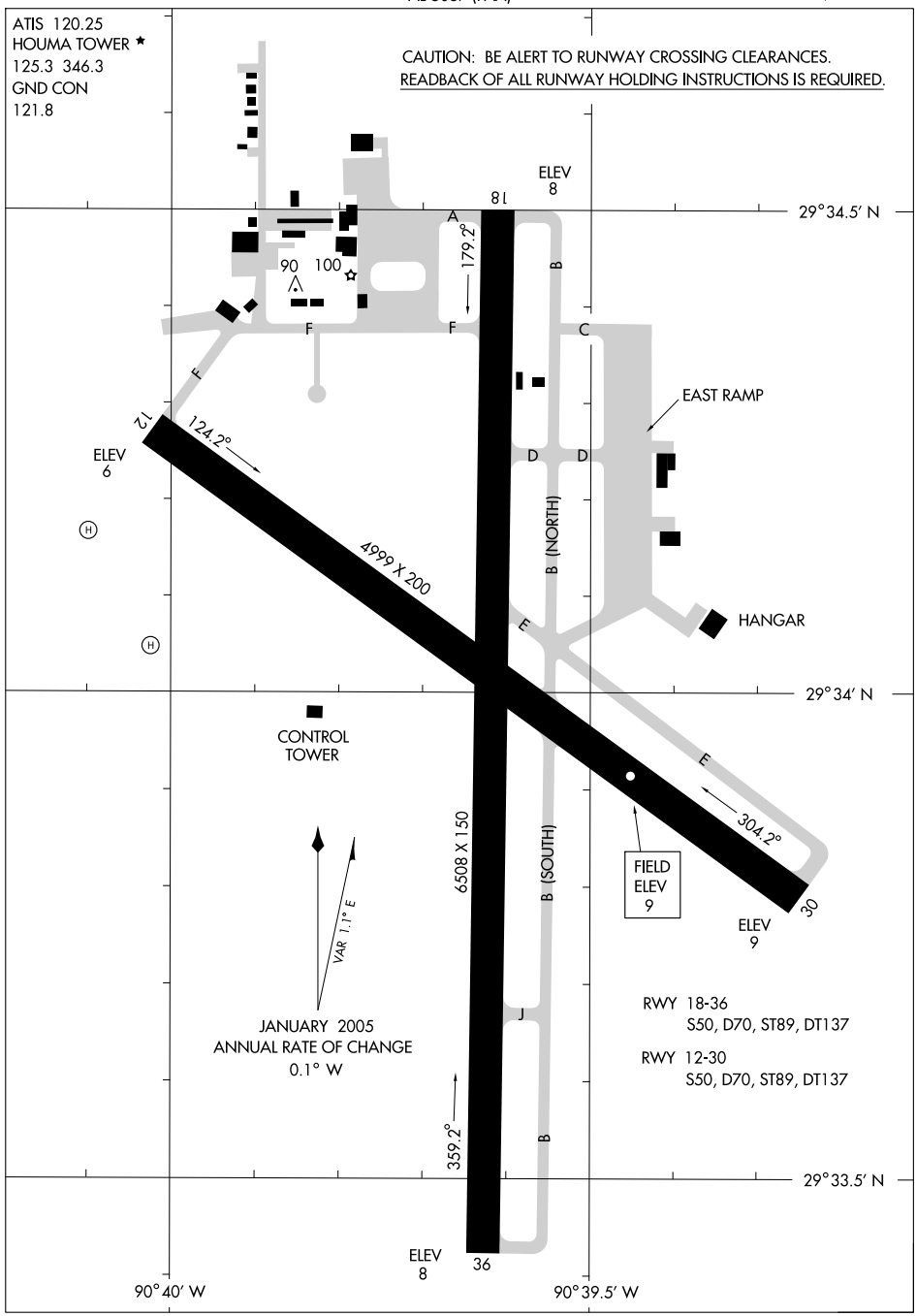
MIRL Rwy 12-30 L

SC-4, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-5037 (FAA)

HOUMA-TERREBONNE (HUM)
HOUMA, LOUISIANA




SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC TBD 112.0 Chan 57 | APP CRS 121° | Rwy Idg 4999 TDZE 9 Apt Elev 10 |
|---|---|---|

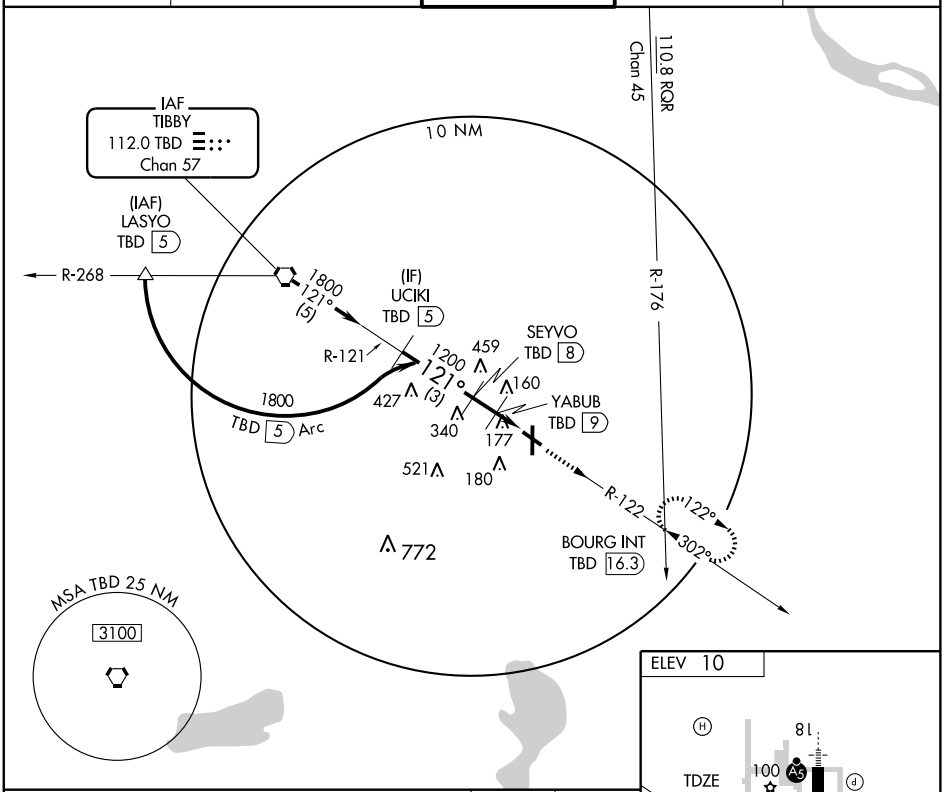
# COPTER VOR/DME RWY 12

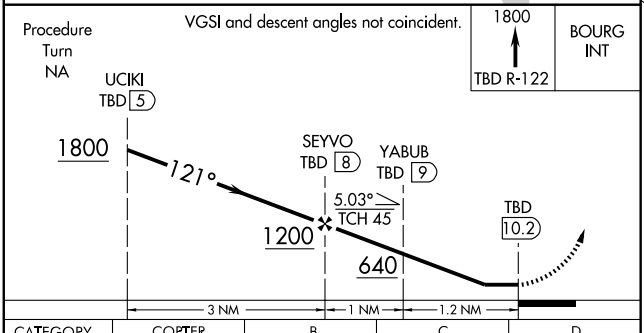
HOUMA-TERREBONNE (HUM)

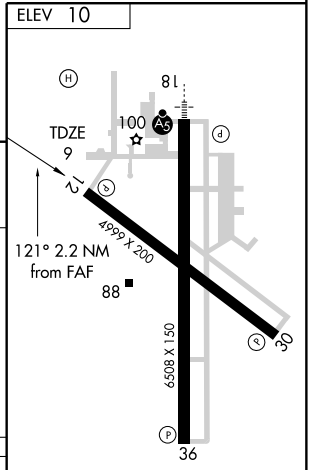
⚠ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 1800 via TBD VORTAC R-122 to BOURG INT/16.3 DME and hold.

| ATIS | NEW ORLEANS APP CON | HOUMA TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.25 | 118.9 256.9 | 125.3 (CTAF) 346.3 | 121.8 | 122.95 |




| CATEGORY | COPTER | B | C | D |
|---|---|---|---|---|
| H-12 | 440-¾ 431 (500-¾) | NA | NA | NA |

REIL Rwys 12, 30, and 36 L

HIRL Rwys 12-30 and 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-HUM | APP CRS | Rwy Idg | 6508 |
|---|---|---|---|
| 108.5 | 179° | TDZE | 9 |
| | | Apt Elev | 10 |

# ILS or LOC RWY 18

HOUMA-TERREBONNE (HUM)

When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase S-LOC 18 Cats C and D visibility ¼ mile and Circling Cat D ¼ mile. For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 via heading 050° and TBD R-122 to BOURG INT/TBD 16.3 DME and hold.

| ATIS | NEW ORLEANS APP CON | HOUMA TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.25 | 118.9 256.9 | 125.3 (CTAF) L 346.3 | 121.8 | 122.95 |

ALTERNATE MISSED APCH FIX

112.0 TBD
Chan 57
359°
179°
R-088
HOUMA
219 HU

IAF
RESERVE
110.8 RQR
Chan 45

2200 NoPT
189° (19.2)

R-189
(IF)
RACEL INT
1800
179° (6.5)
134°
314°
10 NM
359°
179°

TIBBY
112.0 TBD
Chan 57

LOM/IAF
HOUMA
219 HU
HOUMA INT

R-052
2200
088°
(8.9)
R-088

MSA HU 25 NM
3100

R-122
459
427
160
MM
340
177
109 ±
521
180
772

LOCALIZER 108.5
I-HUM

MISSED APCH FIX
Chan 45
110.8 RQR
R-176
122°
112.0 TBD
Chan 57
R-122
302°
BOURG INT
TBD 16.3

ELEV 10
179° 5.3 NM from FAF
8
100
TDZE
9
12
4999 X 200
88
6508 X 150
30
36

REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L

Remain within 10 NM

LOM/INT
6000
359°
2200
179°
1769
GS 3.00°
TCH 52
1800
MM
4.8 NM
0.5

| 1100 | 1800 | TBD | BOURG |
|---|---|---|---|
| ↑ | 050° | R-122 | INT |

VGSI and ILS glidepath not coincident.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 209-½ 200 (200-½) | | | |
| S-LOC 18 | 360-½ 351 (400-½) | | | 360-¾ 351 (400-¾) |
| CIRCLING | 480-1 470 (500-1) | | 480-1½ 470 (500-1½) | 620-2 610 (700-2) |

FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 56313 W12A | APP CRS 124° | Rwy Idg 4999<br>TDZE 9<br>Apt Elev 10 |
|---|---|---|

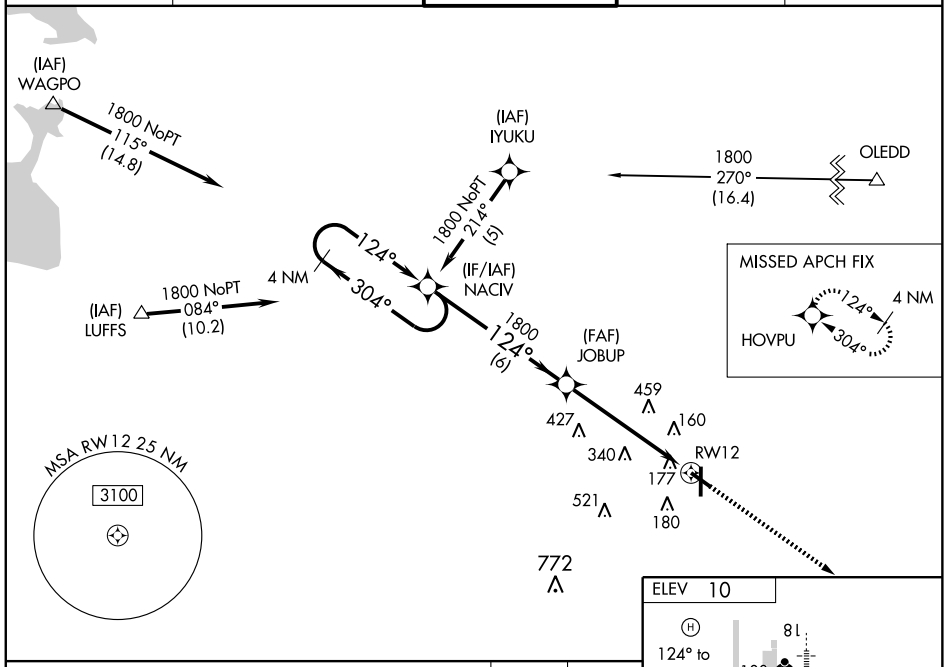
# RNAV (GPS) RWY 12

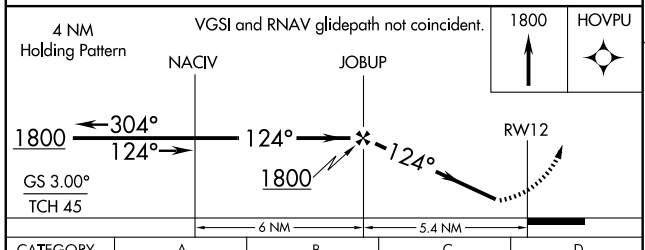
HOUMA-TERREBONNE (HUM)

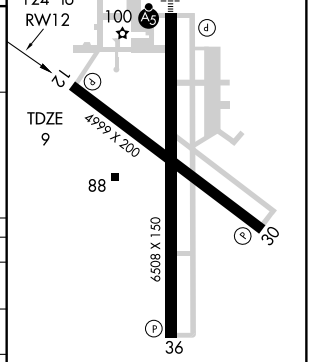
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats and LNAV and Circling Cat B/C/D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct HOVPU and hold.

| ATIS | NEW ORLEANS APP CON | HOUMA TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.25 | 118.9 256.9 | 125.3 (CTAF) T 346.3 | 121.8 | 122.95 |




REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 294-1 285 (300-1) | | | |
| LNAV/VNAV DA | 491-1¾ 482 (500-1¾) | | | |
| LNAV MDA | 680-1 671 (700-1) | | 680-2 671 (700-2) | 680-2¼ 671 (700-2¼) |
| CIRCLING | 680-1 670 (700-1) | | 680-2 670 (700-2) | 680-2¼ 670 (700-2¼) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6508 |
|---|---|---|---|
| CH 99413 | 179° | TDZE | 9 |
| W18A | | Apt Elev | 10 |

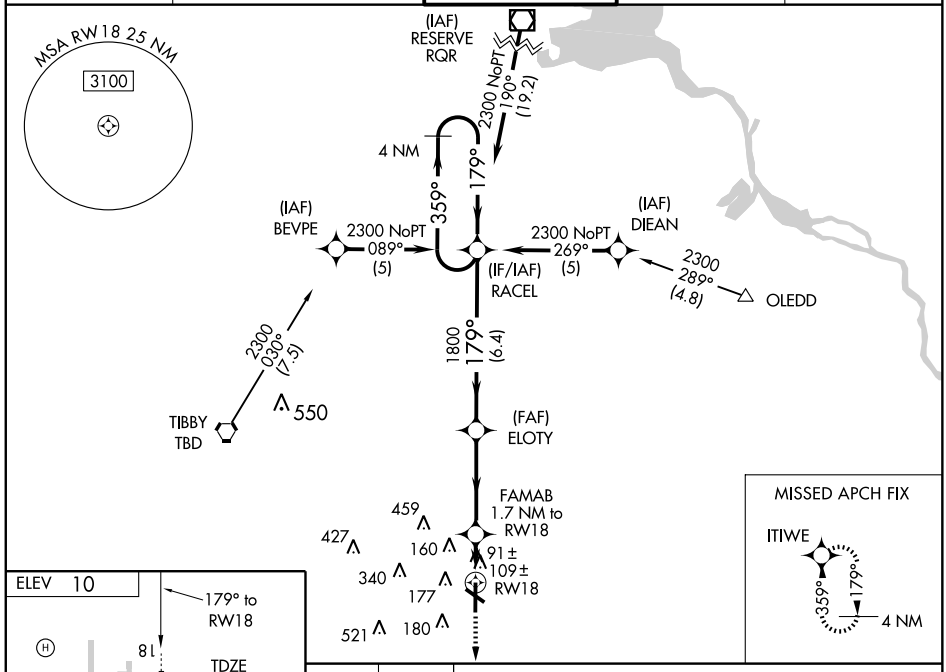
# RNAV (GPS) RWY 18
## HOUMA-TERREBONNE (HUM)

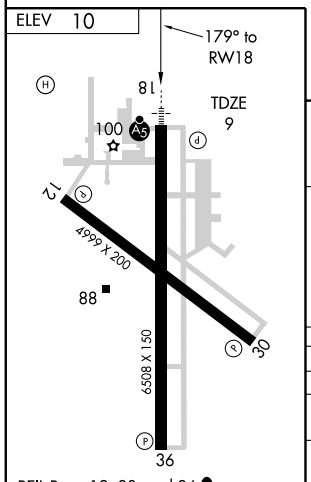
Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cat C visibility ¼ mile and Circling Cat D visibility ¼ mile.
For inoperative MALSR when using Louis Armstrong New Orleans Intl altimeter setting increase LPV all Cats visibility to 1 mile.

MALSR

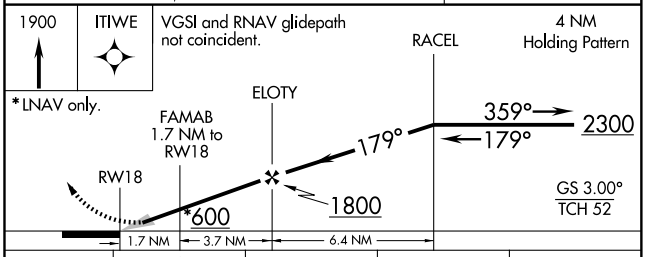
MISSED APPROACH: Climb to 1900 direct ITIWE and hold.

| ATIS | NEW ORLEANS APP CON | HOUMA TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.25 | 118.9 256.9 | 125.3 (CTAF) L 346.3 | 121.8 | 122.95 |




REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 209-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 450-1 441 (500-1) | | | |
| LNAV MDA | 440-½ 431 (500-½) | | 440-¾ 431 (500-¾) | 440-1 431 (500-1) |
| CIRCLING | 480-1 470 (500-1) | | 480-1½ 470 (500-1½) | 620-2 610 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 61013 W30A | APP CRS 304° | Rwy Idg 4999<br>TDZE 10<br>Apt Elev 10 |
|---|---|---|

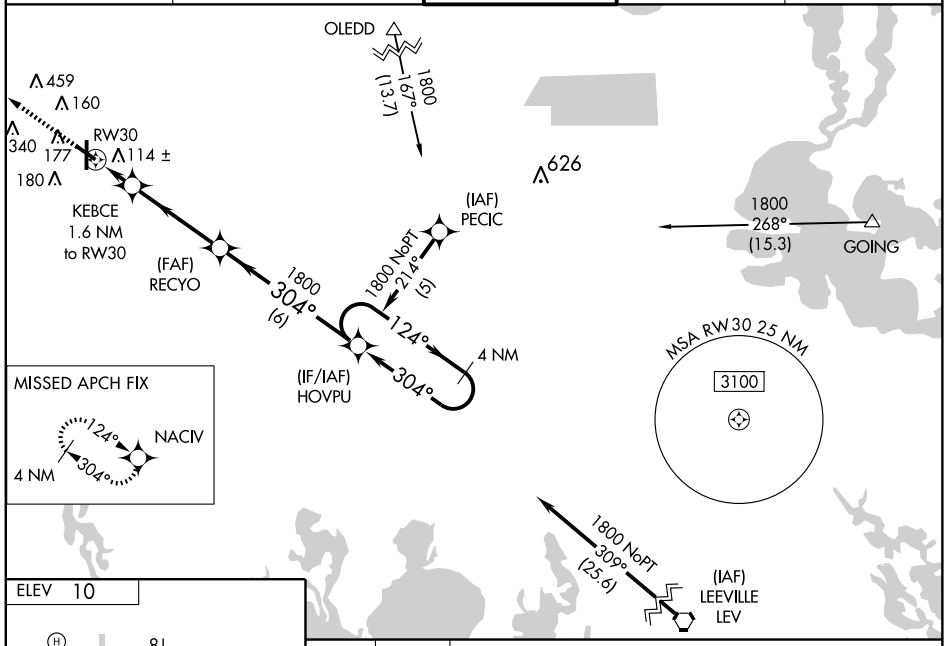
# RNAV (GPS) RWY 30

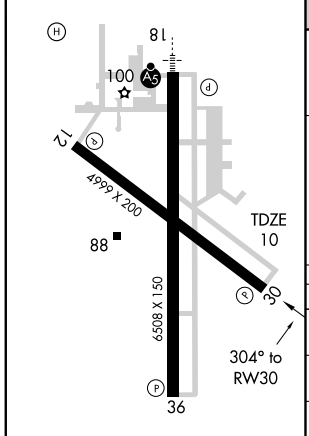
## HOUMA-TERREBONNE (HUM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C/D, and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

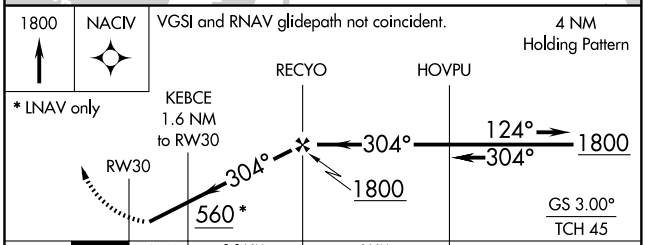
MISSED APPROACH: Climb to 1800 direct NACIV and hold.

| ATIS | NEW ORLEANS APP CON | HOUMA TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.25 | 118.9 256.9 | 125.3 (CTAF) L 346.3 | 121.8 | 122.95 |




REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 260-1 250 (300-1) | | | |
| LNAV/VNAV DA | 413-1½ 403 (500-1½) | | | |
| LNAV MDA | 380-1 370 (400-1) | | | 380-1¼ 370 (400-1¼) |
| CIRCLING | 480-1 470 (500-1) | | 480-1½ 470 (500-1½) | 620-2 610 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

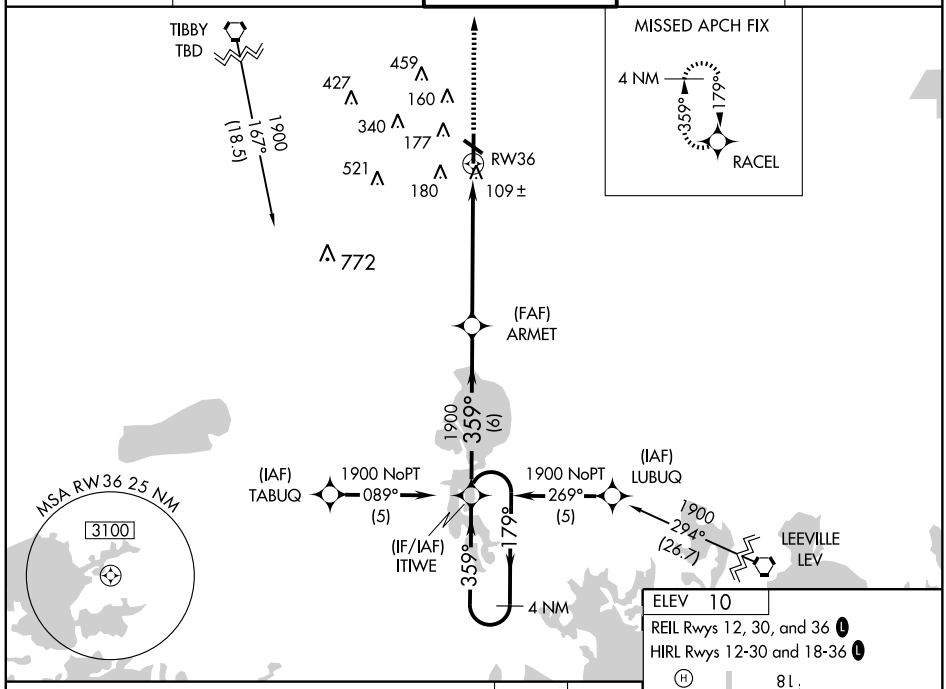
| WAAS | APP CRS | Rwy Idg | 6508 |
|---|---|---|---|
| CH 56413 | 359° | TDZE | 9 |
| W36A | | Apt Elev | 10 |

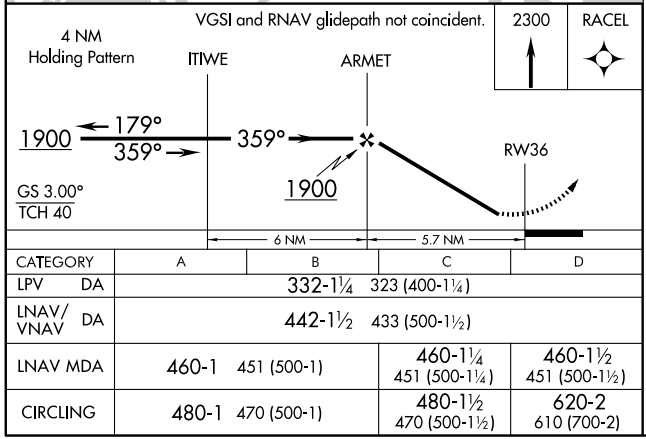
# RNAV (GPS) RWY 36
## HOUMA-TERREBONNE (HUM)

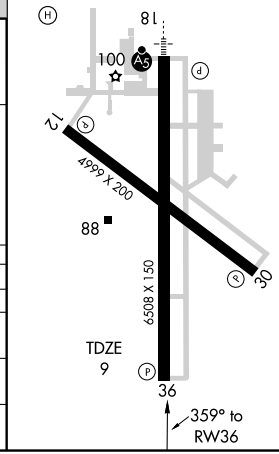
Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 77 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile, increase all MDA 80 feet, LNAV Cats C/D visibility ¼ mile and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct RACEL and hold.

| ATIS | NEW ORLEANS APP CON | HOUMA TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.25 | 118.9 256.9 | 125.3 (CTAF) L 346.3 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 332-1¼ 323 (400-1¼) | | | |
| LNAV/VNAV DA | 442-1½ 433 (500-1½) | | | |
| LNAV MDA | 460-1 451 (500-1) | | 460-1¼ 451 (500-1¼) | 460-1½ 451 (500-1½) |
| CIRCLING | 480-1 470 (500-1) | | 480-1½ 470 (500-1½) | 620-2 610 (700-2) |

| VORTAC TBD | APP CRS | Rwy Idg | 4999 |
|---|---|---|---|
| 112.0 | 302° | TDZE | 10 |
| Chan 57 | | Apt Elev | 10 |

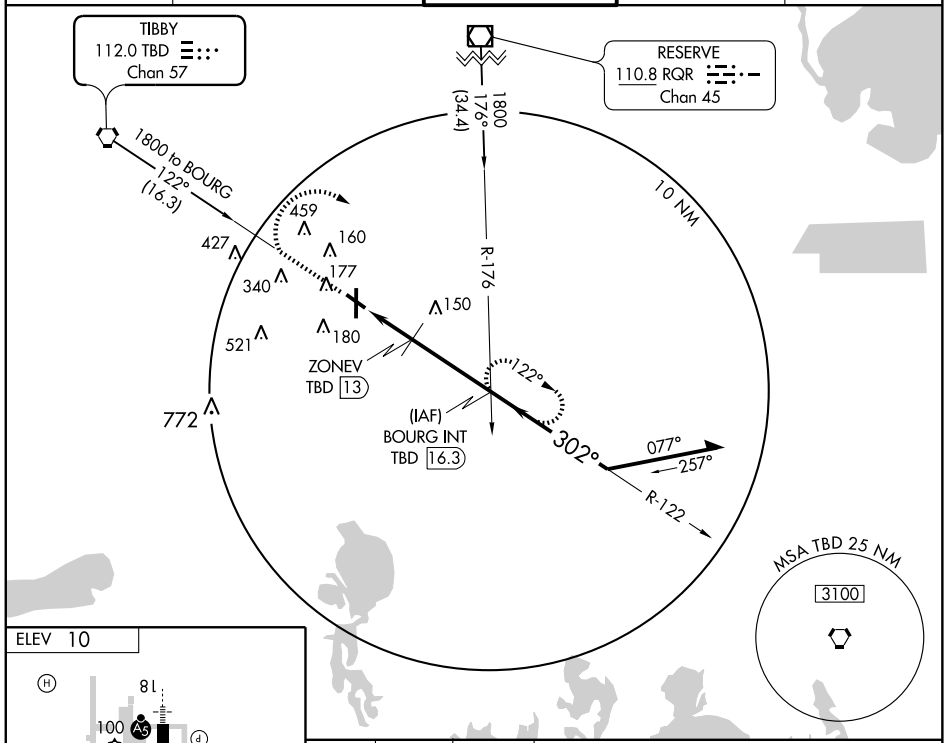
# VOR/DME RWY 30

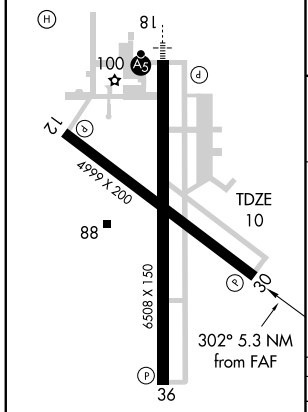
HOUMA-TERREBONNE (HUM)

T Visibility reduction by helicopters NA.
A When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, increase S-30 Cat C/D and Circling Cat D visibility ¼ mile.

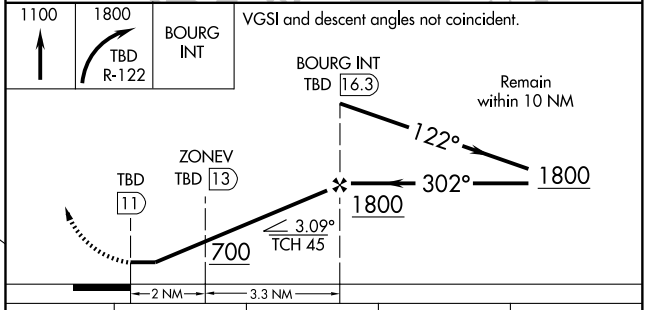
MISSED APPROACH: Climb to 1100 then climbing right turn to 1800 via TBD VORTAC R-122 to BOURG INT/TBD 16.3 DME and hold.

| ATIS | NEW ORLEANS APP CON | HOUMA TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 120.25 | 118.9 256.9 | 125.3 (CTAF) L 346.3 | 121.8 | 122.95 |




REIL Rwys 12, 30, and 36 L
HIRL Rwys 12-30 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 400-1 390 (400-1) | | | 400-1¼ 390 (400-1¼) |
| CIRCLING | 480-1 470 (500-1) | | 480-1½ 470 (500-1½) | 620-2 610 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC TBD 112.0 Chan 57 | APP CRS 121° | Rwy Idg 4999 TDZE 9 Apt Elev 10 |
|---|---|---|

# VOR RWY 12

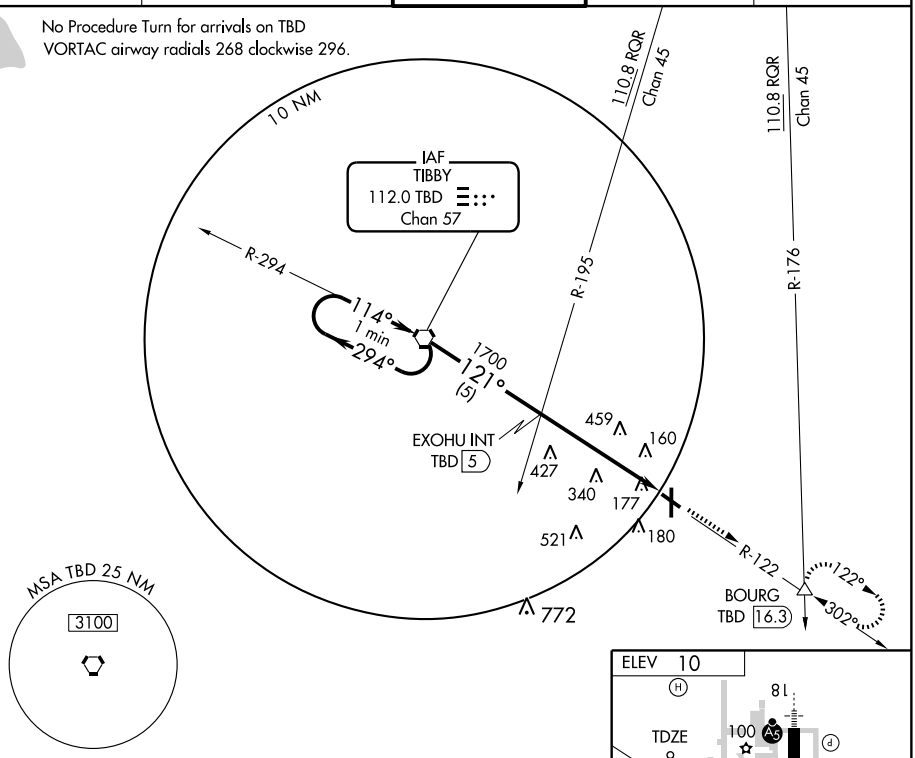
## HOUMA-TERREBONNE (HUM)

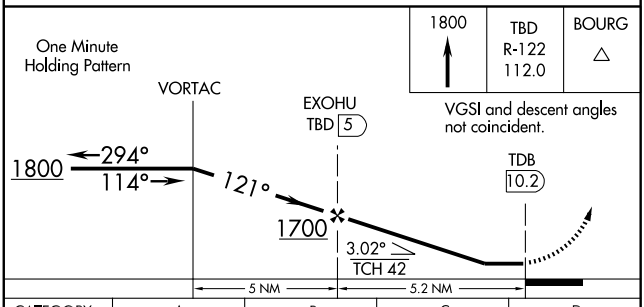
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 80 feet, increase S-12 Cat B/C/D and Circling Cat B/C/D visibility ¼ mile.

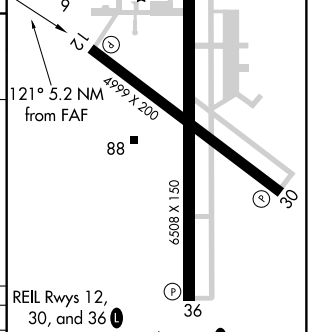
MISSED APPROACH: Climb to 1800 via TBD R-122 to BOURG Int/TBD 16.3 DME and hold.

| ATIS | NEW ORLEANS APP CON | HOUMA TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.25 | 118.9 256.9 | 125.3 (CTAF) 346.3 | 121.8 | 122.95 |

No Procedure Turn for arrivals on TBD
VORTAC airway radials 268 clockwise 296.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 720-1 | 711 (800-1) | 720-2 711 (800-2) | 720-2¼ 711 (800-2¼) |
| CIRCLING | 720-1 | 710 (800-1) | 720-2 710 (800-2) | 720-2¼ 710 (800-2¼) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5002 |
|---|---|---|
| 077° | TDZE | 17 |
| | Apt Elev | 23 |

# RNAV (GPS) RWY 8

JENNINGS (3R7)

Use Lake Charles Rgnl altimeter setting.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

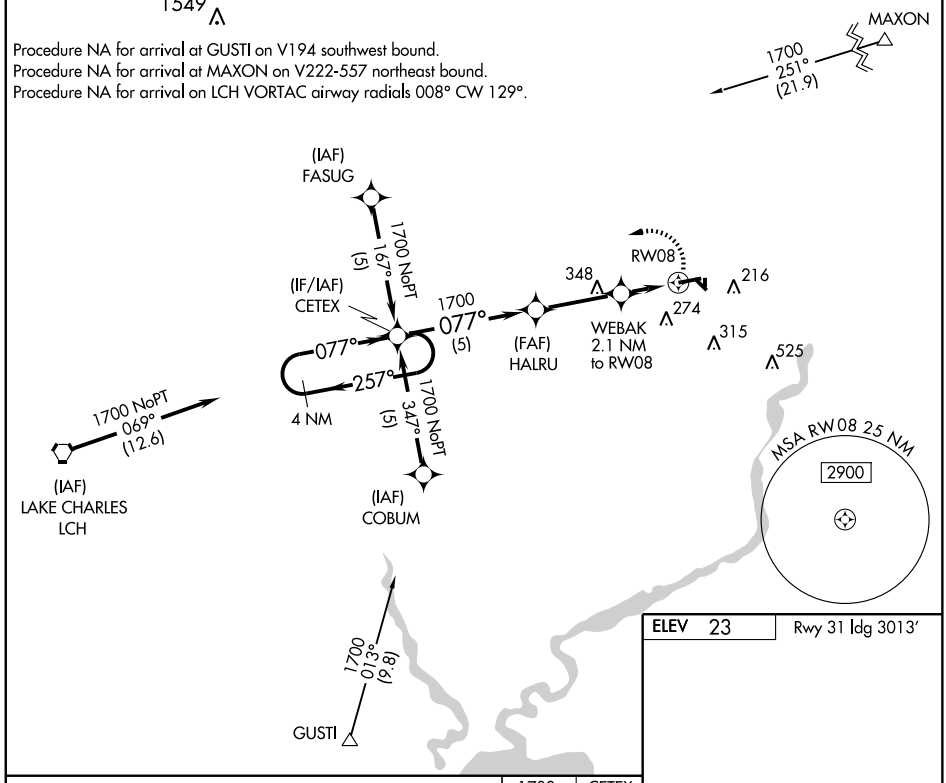
MISSED APPROACH: Climbing left turn to 1700 direct CETEX WP and hold.

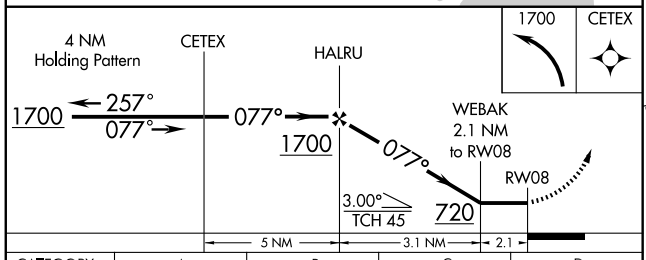
LAKE CHARLES APP CON ★
**119.8 282.3**

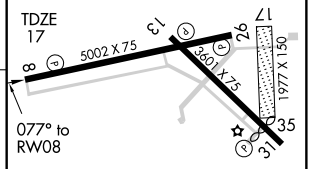
UNICOM
**122.8** (CTAF) L

1549

Procedure NA for arrival at GUSTI on V194 southwest bound.
Procedure NA for arrival at MAXON on V222-557 northeast bound.
Procedure NA for arrival on LCH VORTAC airway radials 008° CW 129°.




ELEV 23 Rwy 31 ldg 3013′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 | 443 (500-1) | 460-1¼<br>443 (500-1¼) | NA |
| CIRCLING | 640-1 | 617 (700-1) | 660-1¾<br>637 (700-1¾) | NA |

REIL Rwys 8,26,13, and 31 L
MIRL Rwys 8-26 and 13-31 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC LCH | APP CRS | Rwy Idg | 5002 |
|---|---|---|---|
| 113.4 | 067° | TDZE | 17 |
| Chan 81 | | Apt Elev | 23 |

# VOR/DME RWY 8

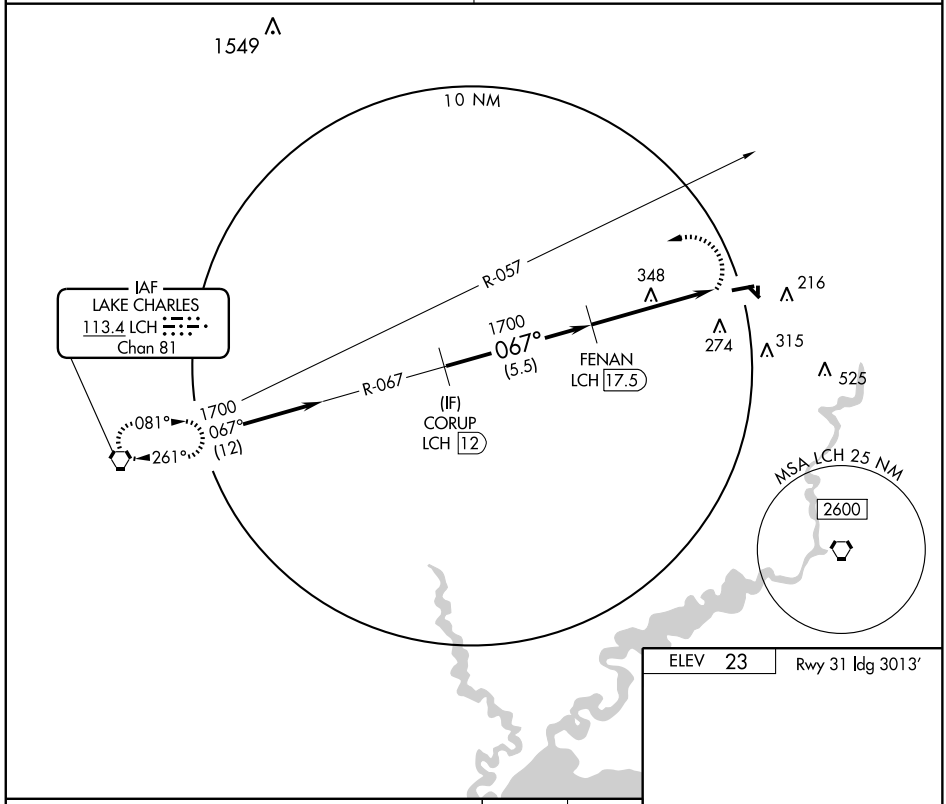
JENNINGS (3R7)

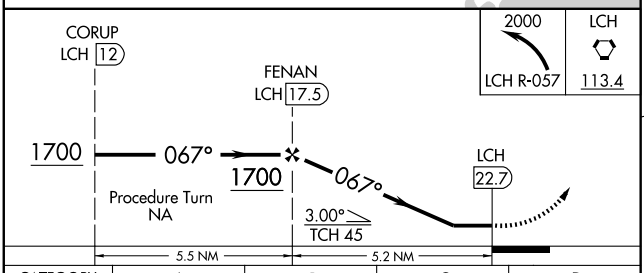
Use Lake Charles Rgnl altimeter setting.

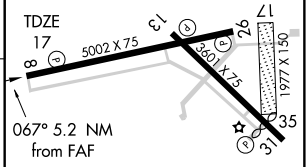
NA

MISSED APPROACH: Climbing left turn to 2000 via LCH R-057 to LCH VORTAC and hold.

| LAKE CHARLES APP CON * | UNICOM |
|---|---|
| 119.8 282.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 720-1<br>703 (700-1) | 720-1¼<br>703 (700-1¼) | 720-2<br>703 (700-2) | NA |
| CIRCLING | 720-1<br>697 (700-1) | 720-1¼<br>697 (700-1¼) | 720-2<br>697 (700-2) | NA |

REIL Rwys 8,26,13 and 31 L
MIRL Rwys 8-26 and 13-31 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3203 |
|---|---|---|
| 017° | TDZE | 256 |
| | Apt Elev | 256 |

# NDB or GPS RWY 35

JONESBORO (F88)

Use Monroe altimeter setting.

NA

MISSED APPROACH: Climb to 2000 then right turn direct JBL NDB and hold.

MONROE APP CON ★ 126.9 307.9

(CTAF) 122.9 122.8 C

1378

MONROE 117.2 MLU Chan 119

ELM GROVE 111.2 EMG Chan 49

IAF HODGE 256 JBL

2000 098° (45.8)

2000 239° (39.8)

572

466

400±

197°

(COJGU)

017°

10 NM

152°

332°

197°

MSA JBL 25 NM

230°

320°

2400

3100

Remain within 10 NM

NDB

197°

2000

(COJGU)

017°

4 NM

2000

JBL 256

ELEV 256

17

3203 X 75

TDZE 256

35

017° to JBL NDB

REIL Rwy 17 L

MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 940-1 684 (700-1) | | 940-2 684 (700-2) | NA |
| CIRCLING | 960-1 704 (800-1) | | 960-2 704 (800-2) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

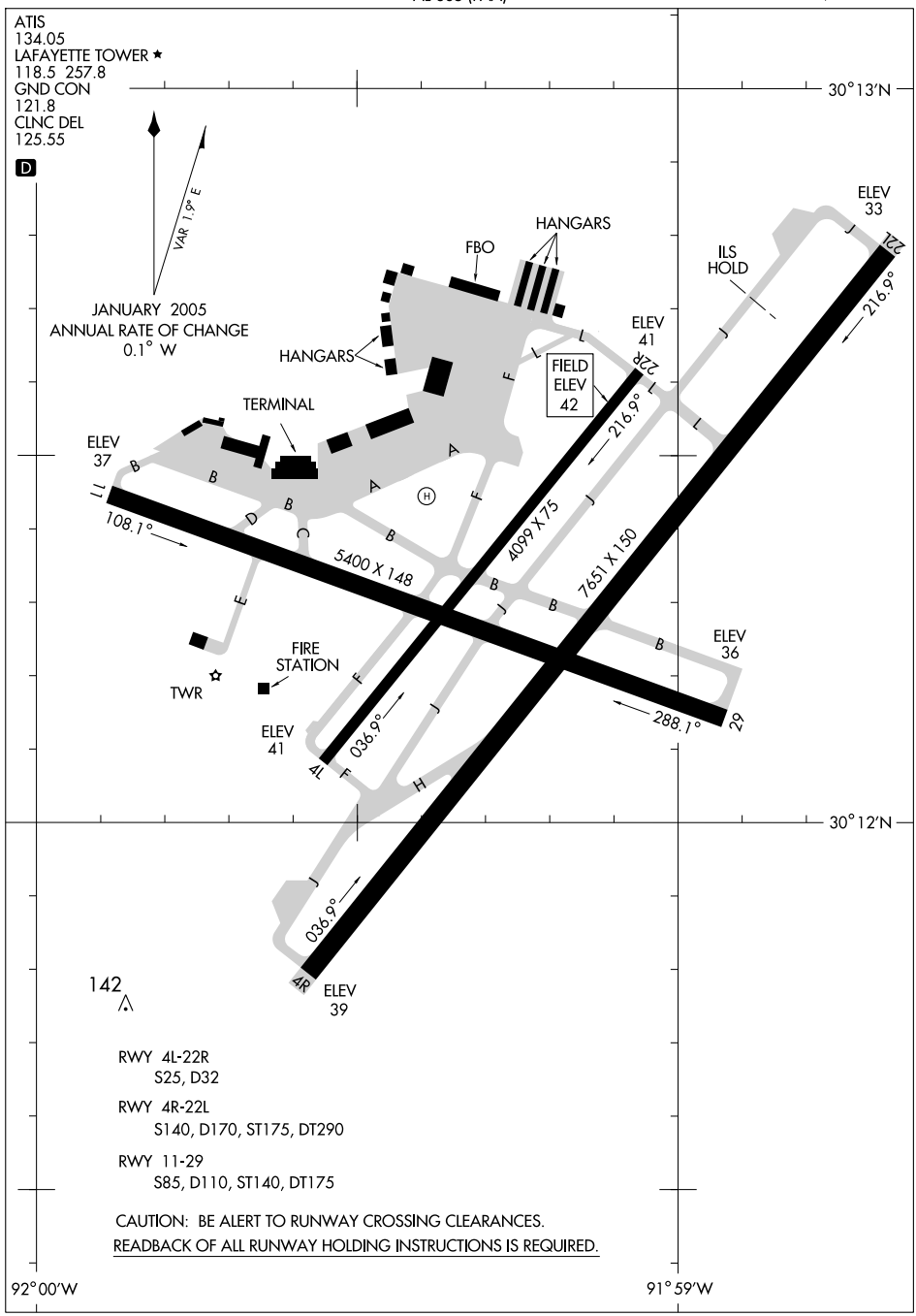
SC-4, 14 JAN 2010 to 11 FEB 2010

09295

# AIRPORT DIAGRAM

AL-865 (FAA)

LAFAYETTE RGNL (LFT)
LAFAYETTE, LOUISIANA




RWY 4L-22R
S25, D32

RWY 4R-22L
S140, D170, ST175, DT290

RWY 11-29
S85, D110, ST140, DT175

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-TYN | APP CRS | Rwy Idg | 7651 |
|---|---|---|---|
| 110.9 | 036° | TDZE | 40 |
| Chan 46 | | Apt Elev | 43 |

# ILS or LOC/DME RWY 4R

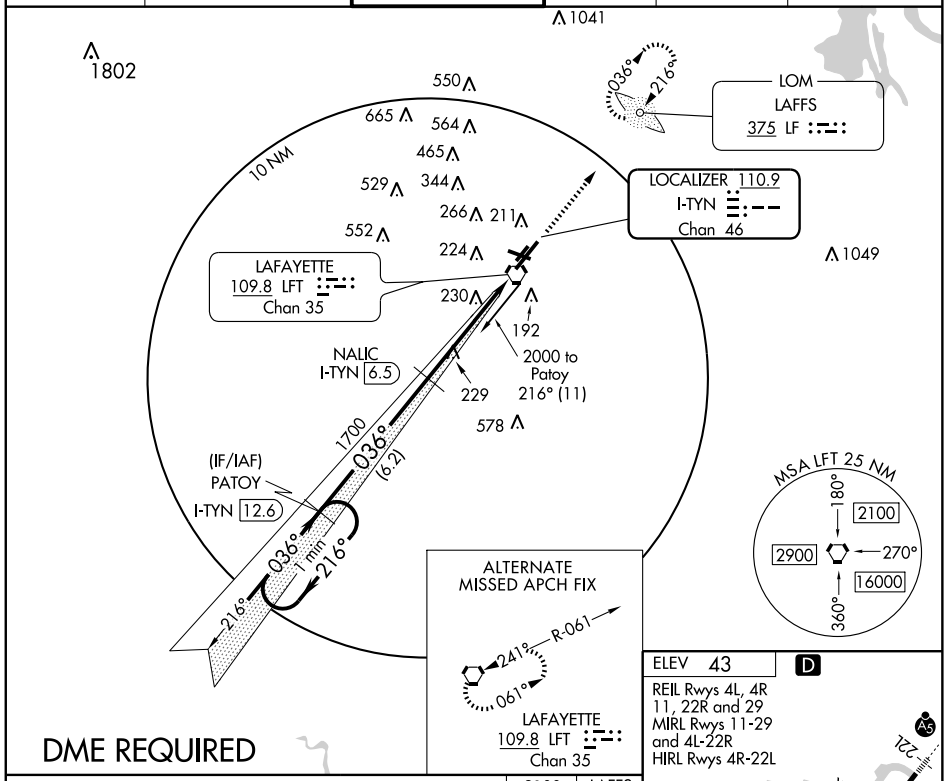
LAFAYETTE RGNL (LFT)

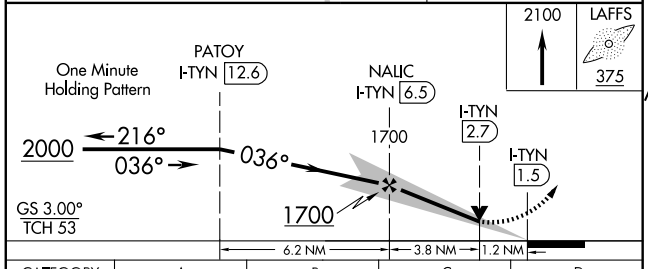
ADF required. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP NA when using Acadiana Rgnl altimeter setting. Visibility reduction by helicopters NA.

ASR

MISSED APPROACH: Climb to 2100 direct LAFFS LOM and hold.

| ATIS | LAFAYETTE APP CON ★ | LAFAYETTE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 134.05 | 121.1 363.0 | 118.5 (CTAF) L 257.8 | 121.8 | 125.55 | 122.95 |

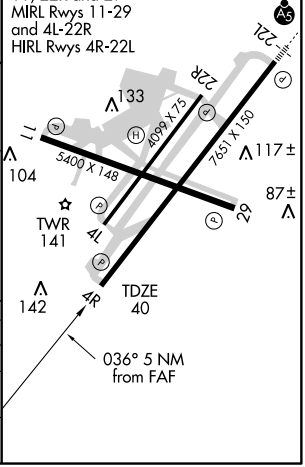



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4R | 240-¾ 200 (200-¾) | | | |
| S-LOC 4R | 480-1 440 (500-1) | | 480-1¼ 440 (500-1¼) | 480-1½ 440 (500-1½) |
| CIRCLING | 540-1 497 (500-1) | 580-1 537 (600-1) | 580-1½ 537 (600-1½) | 660-2 618 (700-2) |

ELEV 43 D

REIL Rwys 4L, 4R
11, 22R and 29
MIRL Rwys 11-29
and 4L-22R
HIRL Rwys 4R-22L




SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-LFT | APP CRS | Rwy Idg | 7651 |
|---|---|---|---|
| 109.5 | 216° | TDZE | 38 |
| Chan 32 | | Apt Elev | 42 |

# ILS or LOC RWY 22L
LAFAYETTE RGNL (LFT)

T A ASR

*RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 via LFT R-264 to MICRO Int.

| ATIS | LAFAYETTE APP CON ★ | LAFAYETTE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 134.05 | 121.1 363.0 | 118.5 (CTAF) 257.8 | 121.8 | 125.55 | 122.95 |







REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L

| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | * 238/24 | | 200 (200-½) | |
| S-LOC 22L | 460/24 | 422 (500-½) | 460/40 | 422 (500-¾) |
| CIRCLING | 540-1<br>498 (500-1) | 580-1<br>538 (600-1) | 580-1½<br>538 (600-1½) | 660-2<br>618 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 45903 W04A | APP CRS 036° | Rwy Idg 7651 TDZE 40 Apt Elev 43 |
|---|---|---|

# RNAV (GPS) RWY 4R

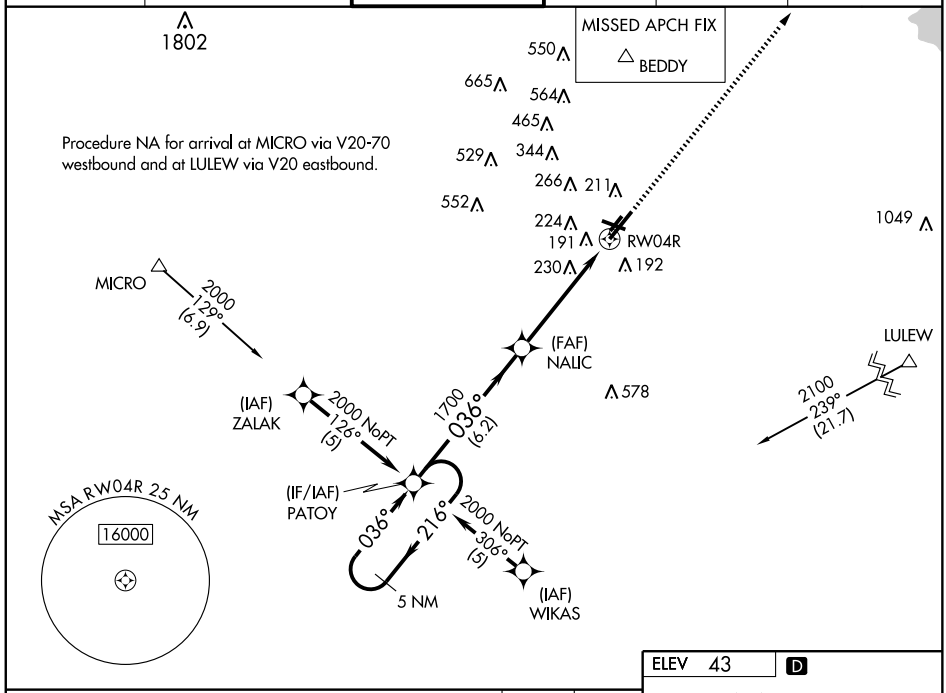
LAFAYETTE RGNL (LFT)

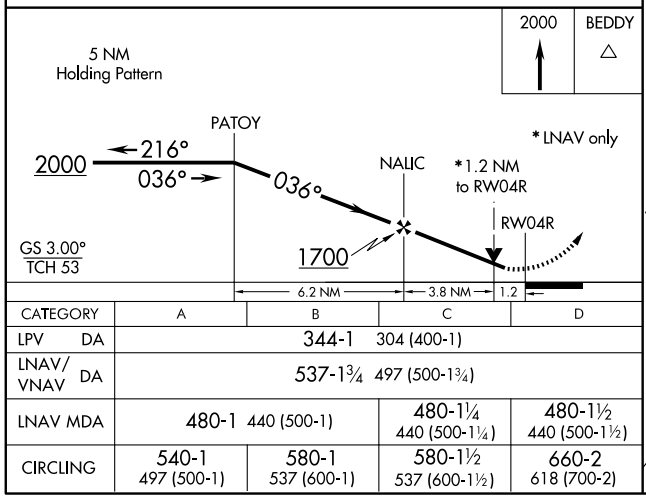
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP and BARO-VNAV NA when using Acadiana Rgnl altimeter setting. Visibility reduction by helicopters NA.

ASR

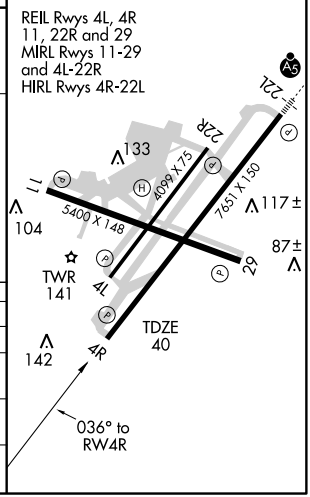
MISSED APPROACH: Climb to 2000 direct BEDDY.

| ATIS | LAFAYETTE APP CON ★ | LAFAYETTE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 134.05 | 121.1 363.0 | 118.5 (CTAF) 257.8 | 121.8 | 125.55 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 344-1 304 (400-1) | | | |
| LNAV/VNAV DA | 537-1¾ 497 (500-1¾) | | | |
| LNAV MDA | 480-1 440 (500-1) | | 480-1¼ 440 (500-1¼) | 480-1½ 440 (500-1½) |
| CIRCLING | 540-1 497 (500-1) | 580-1 537 (600-1) | 580-1½ 537 (600-1½) | 660-2 618 (700-2) |




SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 50503 W22A | APP CRS 216° | Rwy Idg 7651 TDZE 38 Apt Elev 43 |
|---|---|---|

# RNAV (GPS) RWY 22L

LAFAYETTE RGNL (LFT)

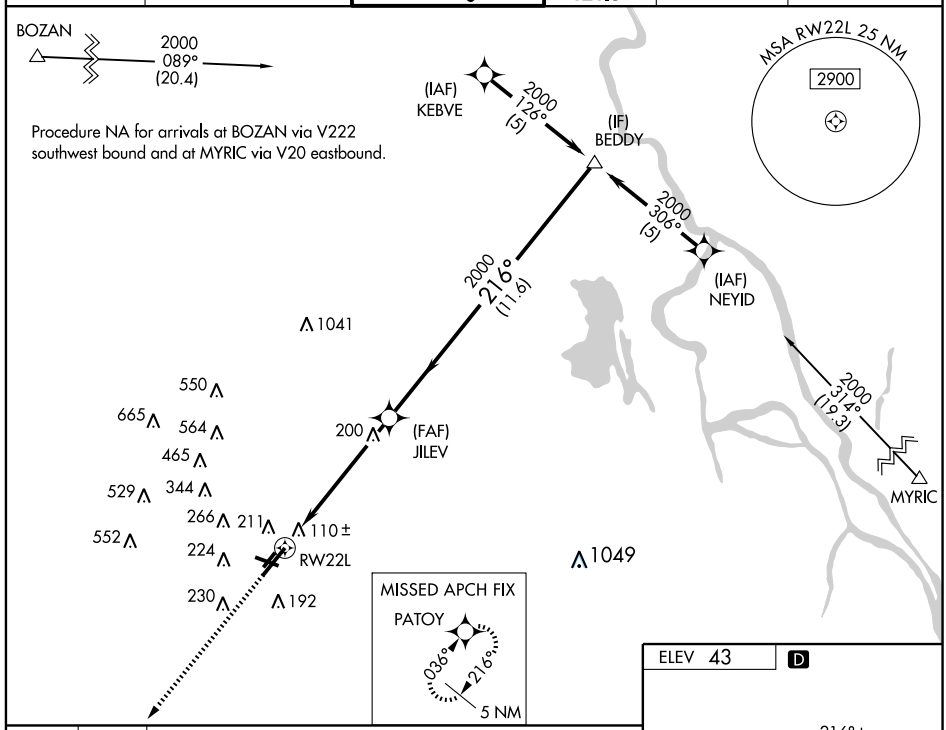
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 49°C (120°F). If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. VDP and Baro-VNAV NA when using Acadiana Rgnl altimeter setting. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

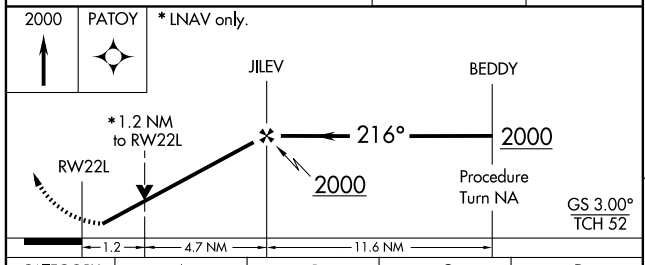
ASR

MALSR

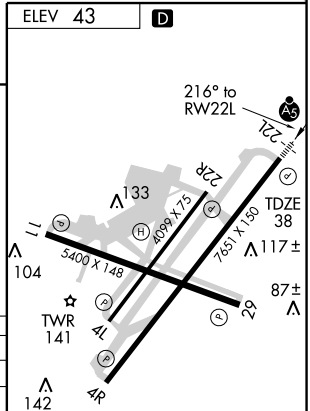
MISSED APPROACH: Climb to 2000 direct PATOY and hold.

| ATIS | LAFAYETTE APP CON ★ | LAFAYETTE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 134.05 | 121.1 363.0 | 118.5 (CTAF) 257.8 | 121.8 | 125.55 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 313/40 275 (300-¾) | | | |
| LNAV/VNAV DA | 511/60 473 (500-1¼) | | | |
| LNAV MDA | 480/40 442 (500-¾) | | | 480/50 442 (500-1) |
| CIRCLING | 540-1 497 (500-1) | 580-1 537 (600-1) | 580-1½ 537 (600-1½) | 660-2 618 (700-2) |




REIL Rwys 4L, 4R,11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L

SC-4, 14 JAN 2010 to 11 FEB 2010

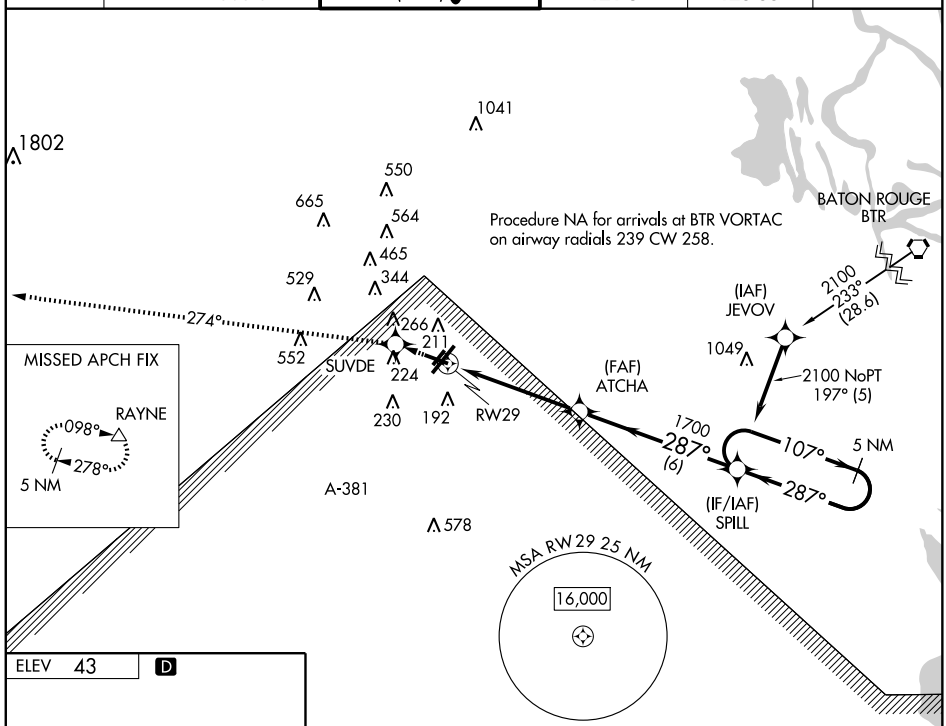
| WAAS CH 45703 W29A | APP CRS 287° | Rwy Idg 5400 TDZE 42 Apt Elev 43 |
|---|---|---|

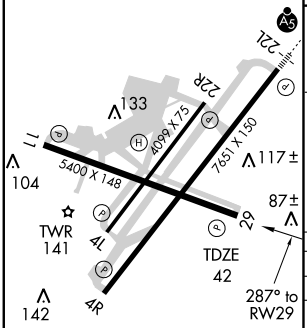
# RNAV (GPS) RWY 29
LAFAYETTE RGNL (LFT)

Baro-VNAV NA when using Acadiana Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all DAs 29 feet/MDAs 40 feet.

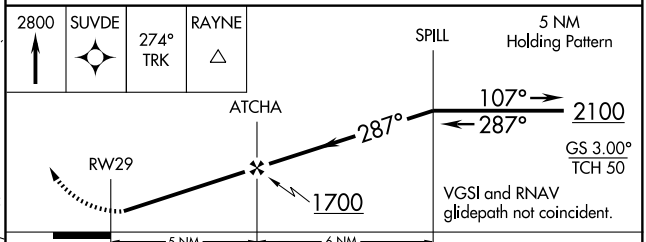
MISSED APPROACH: Climb to 2800 direct SUVDE and via 274° track to RAYNE and hold.

| ATIS | LAFAYETTE APP CON * | LAFAYETTE TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 134.05 | 121.1 363.0 | 118.5 (CTAF) L 257.8 | 121.8 | 125.55 | 122.95 |




REIL Rwys 4L, 4R,11, 22R and 29
MIRL Rwys 11-29 and 4L-22R
HIRL Rwy 4R-22L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 294-1 252 (300-1) | | | |
| LNAV/VNAV DA | 462-1½ 420 (500-1½) | | | |
| LNAV MDA | 400-1 358 (400-1) | | | 400-1¼ 358 (400-1¼) |
| CIRCLING | 540-1 497 (500-1) | 580-1 537 (600-1) | 580-1½ 537 (600-1½) | 660-2 617 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

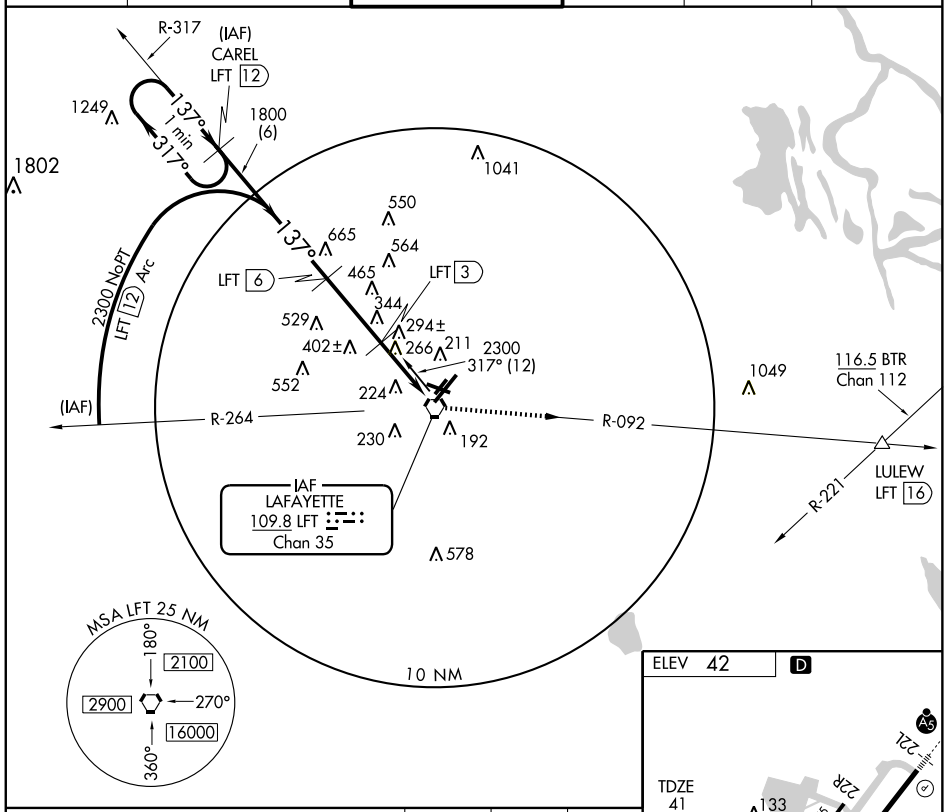
| VORTAC LFT | APP CRS | Rwy Idg | 5400 |
|---|---|---|---|
| 109.8 | 137° | TDZE | 41 |
| Chan 35 | | Apt Elev | 42 |

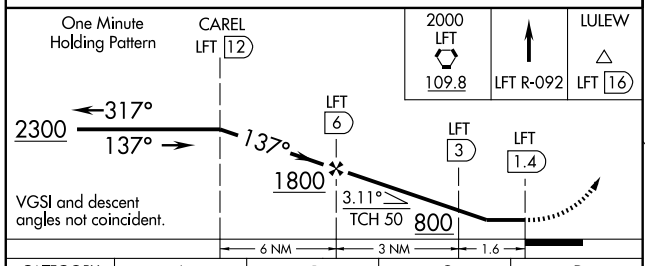
# VOR/DME RWY 11
LAFAYETTE RGNL (LFT)

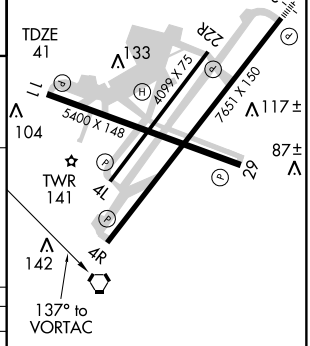
ASR

MISSED APPROACH: Climb to 2000 via LFT VORTAC and LFT R-092 to LULEW Int/LFT 16 DME.

| ATIS | LAFAYETTE APP CON★ | LAFAYETTE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 134.05 | 121.1 363.0 | 118.5 (CTAF) 257.8 | 121.8 | 125.55 | 122.95 |




REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwys 11-29, and 4L-22R
HIRL Rwys 4R-22L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 660-1 | 619 (700-1) | 660-1¾ 619 (700-1¾) | 660-2 619 (700-2) |
| CIRCLING | 660-1 | 618 (700-1) | 660-1¾ 618 (700-1¾) | 660-2 618 (700-2) |

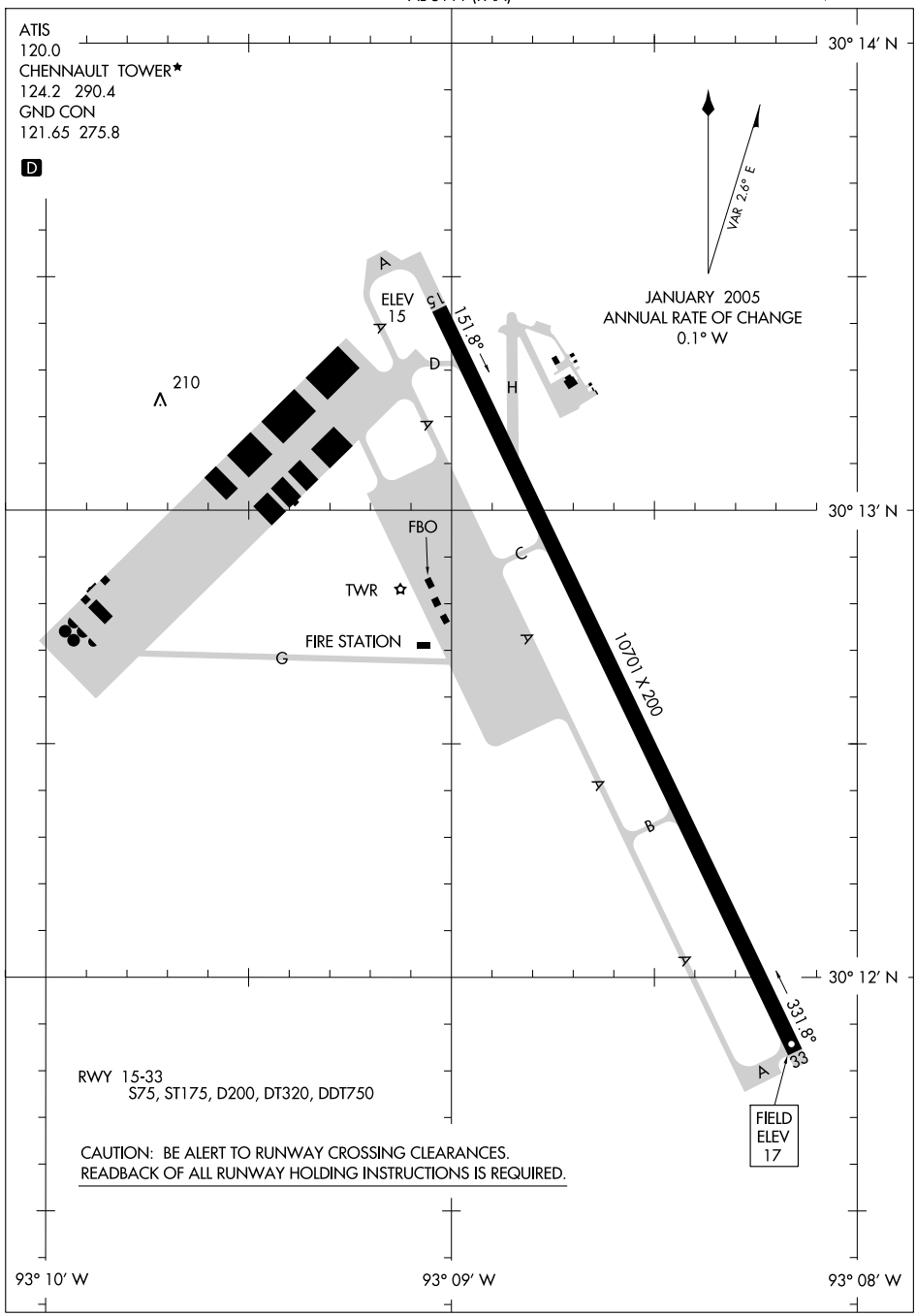
SC-4, 14 JAN 2010 to 11 FEB 2010

09239

# AIRPORT DIAGRAM

AL-5111 (FAA)

LAKE CHARLES/CHENNAULT INTL (CWF)
LAKE CHARLES, LOUISIANA




SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-CWF | APP CRS | Rwy Idg | 10701 |
|---|---|---|---|
| 110.7 | 150° | TDZE | 16 |
| | | Apt Elev | 17 |

# ILS or LOC RWY 15

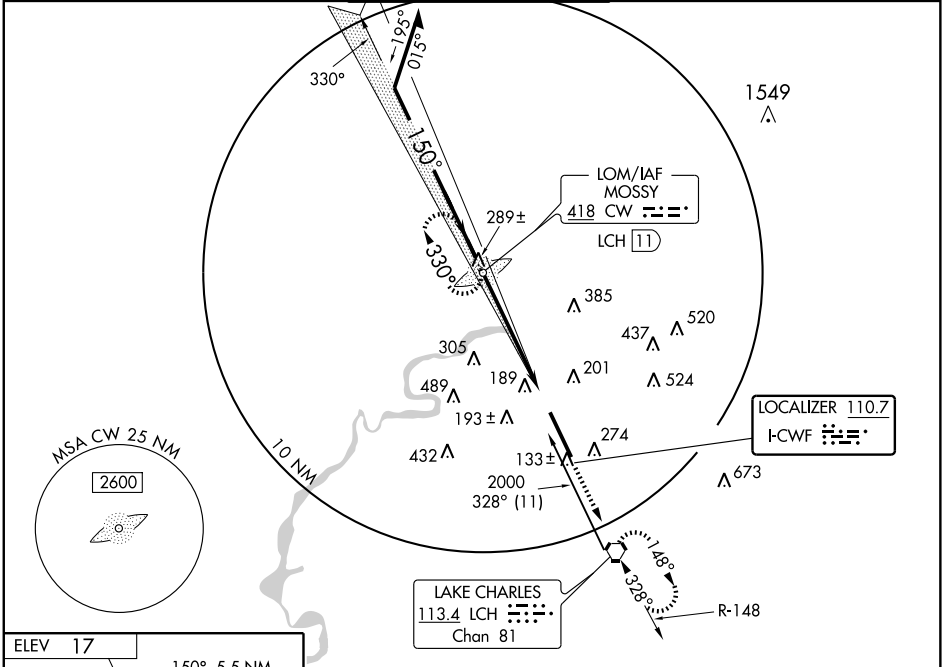
LAKE CHARLES/CHENNAULT INTL (CWF)

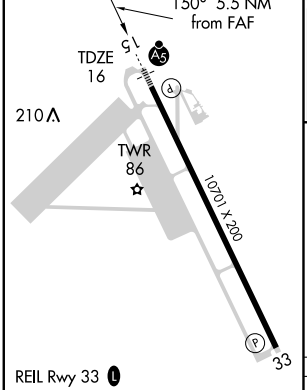
ASR: For inoperative MALSR, increase S-ILS 15 Cat E visibility to ¾ and S-LOC 15 Cat E visibility to 1¼. If local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase DA to 232 feet; increase all MDAs 20 feet and visibility Cats C and E ¼ mile.

MALSR

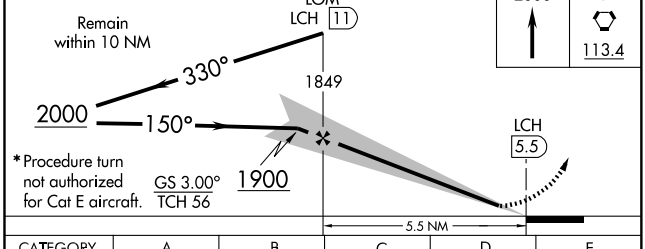
MISSED APPROACH: Climb to 2000 direct LCH VORTAC and hold.

| ATIS | LAKE CHARLES APP CON★ | CHENNAULT TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.0 | 119.8 282.3 | 124.2 (CTAF) L 290.4 | 121.65 275.8 | 122.95 |




RADAR REQUIRED FOR CAT E AIRCRAFT




| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 15 | 216-½ 200 (200-½) | | | | |
| S-LOC 15 | 400-½ 384 (400-½) | | | 400-¾ 384 (400-¾) | |
| CIRCLING | 580-1 563 (600-1) | | 580-1½ 563 (600-1½) | 580-2 563 (600-2) | 880-3 863 (900-3) |

SC-4, 14 JAN 2010 to 11 FEB 2010

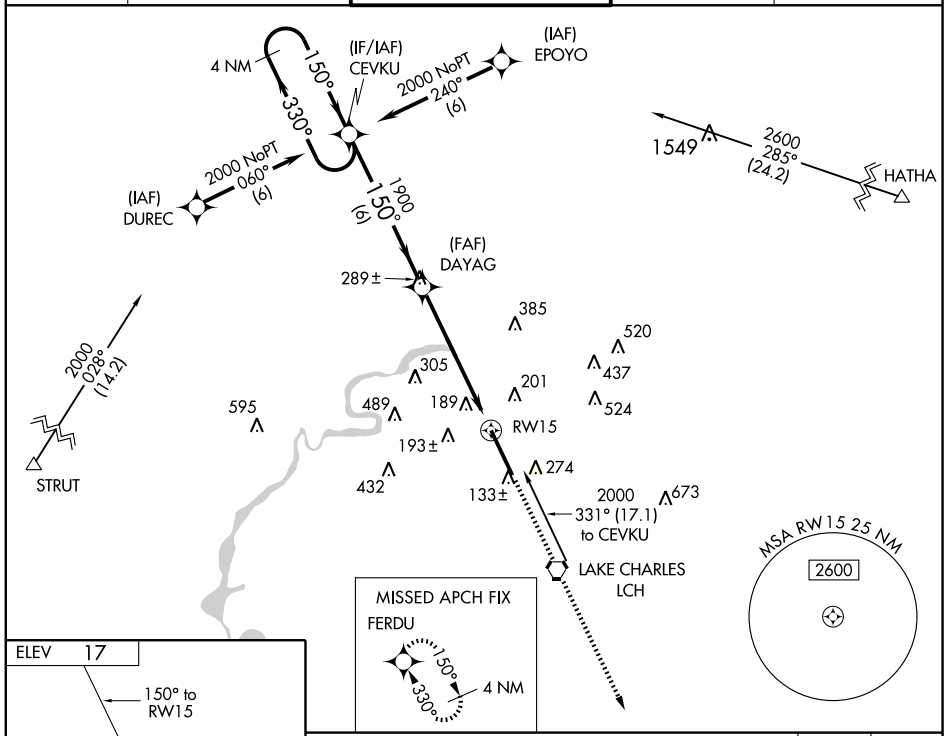
| WAAS | APP CRS | Rwy Idg | 10701 |
|---|---|---|---|
| CH 45502 | 150° | TDZE | 16 |
| W-15A | | Apt Elev | 17 |

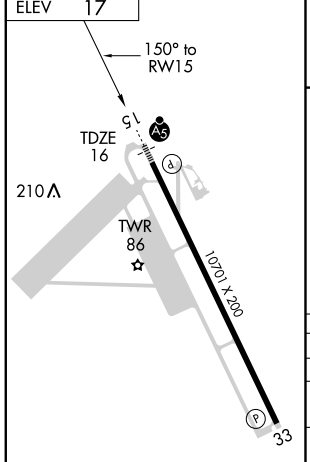
# RNAV (GPS) RWY 15

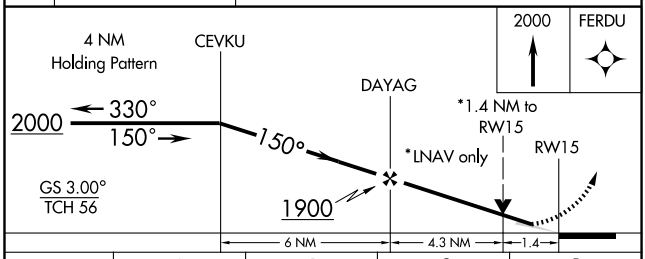
LAKE CHARLES/CHENNAULT INTL (CWF)

| ASR | MALSR | MISSED APPROACH: Climb to 2000 direct FERDU and hold. |
|---|---|---|
| BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. BARO-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting. If local altimeter not received, use Lake Charles Rgnl altimeter setting and increase all DA/MDAs 20 feet. | A5 | |

| ATIS | LAKE CHARLES APP CON★ | CHENNAULT TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.0 | 119.8 282.3 | 124.2 (CTAF) L 290.4 | 121.65 275.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 290-½ 274 (300-½) | | | |
| LNAV/VNAV DA | 540-1¼ 524 (600-1¼) | | | |
| LNAV MDA | 500-½ 484 (500-½) | | 500-¾ 484 (500-¾) | 500-1 484 (500-1) |
| CIRCLING | 580-1¾ 563 (600-1¾) | | | 580-2 563 (600-2) |

| APP CRS | Rwy Idg | 10701 |
|---|---|---|
| 330° | TDZE | 17 |
| | Apt Elev | 17 |

# RNAV (GPS) RWY 33

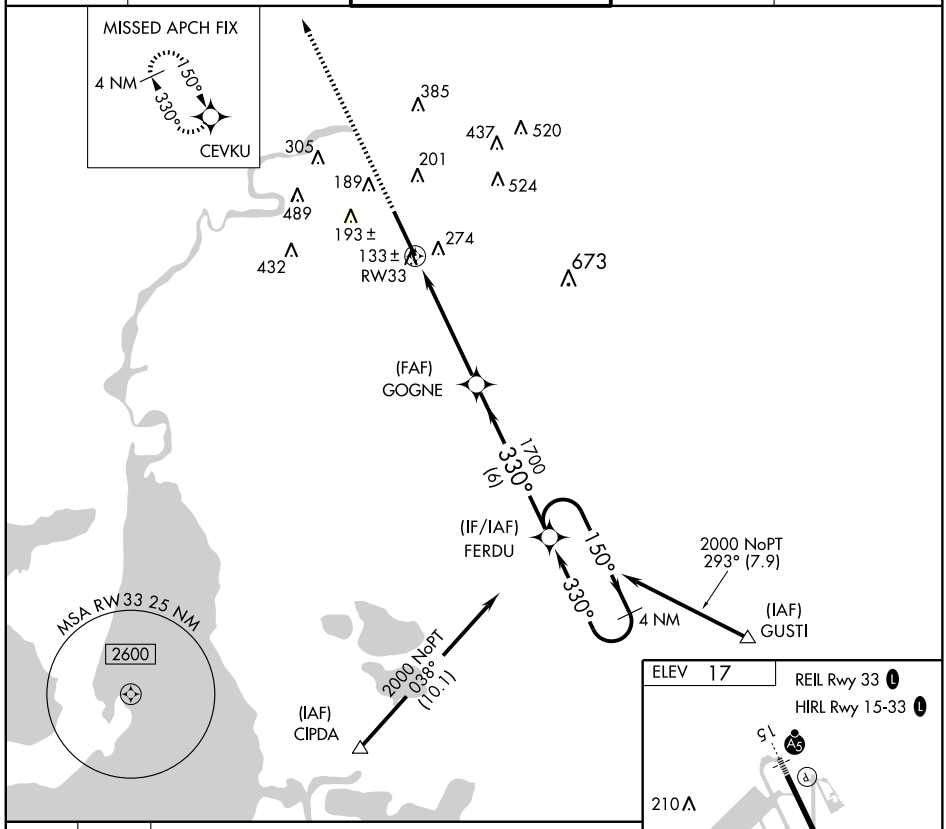
## LAKE CHARLES/CHENNAULT INTL (CWF)

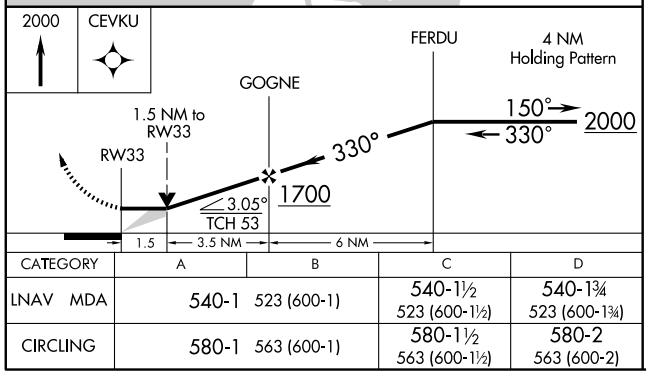
ASR

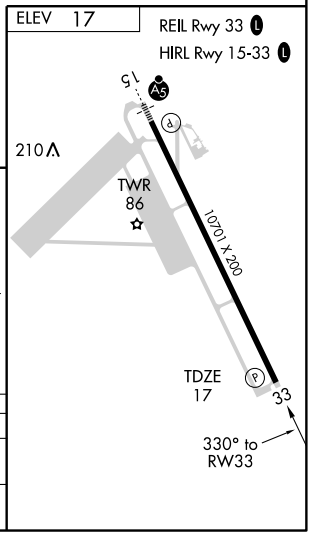
DME/DME RNP-0.3 NA. If local altimeter not received, use Lake Charles Rgnl altimeter setting and increase MDAs 20 feet. VDP NA with Lake Charles Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CEVKU and hold.

| ATIS | LAKE CHARLES APP CON★ | CHENNAULT TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.0 | 119.8 282.3 | 124.2 (CTAF) Ⓛ 290.4 | 121.65 275.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 523 (600-1) | | 540-1½ 523 (600-1½) | 540-1¾ 523 (600-1¾) |
| CIRCLING | 580-1 563 (600-1) | | 580-1½ 563 (600-1½) | 580-2 563 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC LCH | APP CRS | Rwy Idg | 10701 |
|---|---|---|---|
| 113.4 | 328° | TDZE | 17 |
| Chan 81 | | Apt Elev | 17 |

# VOR RWY 33

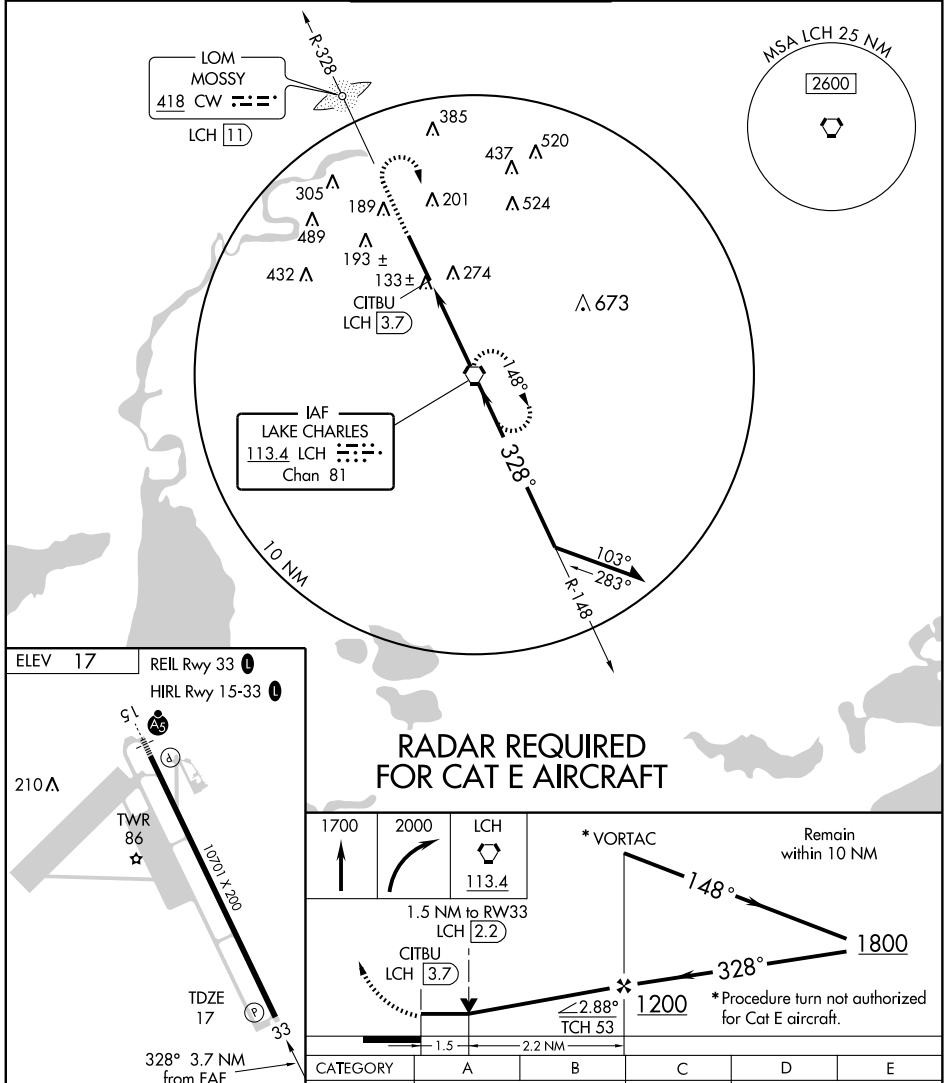
LAKE CHARLES/CHENNAULT INTL (CWF)

ASR

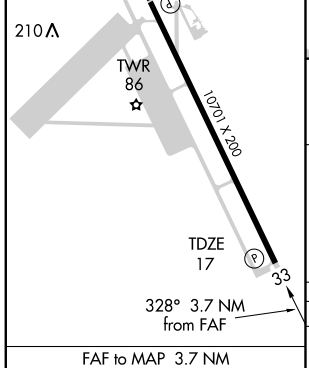
VDP NA when using Lake Charles altimeter setting.
If local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDAs 20 feet.

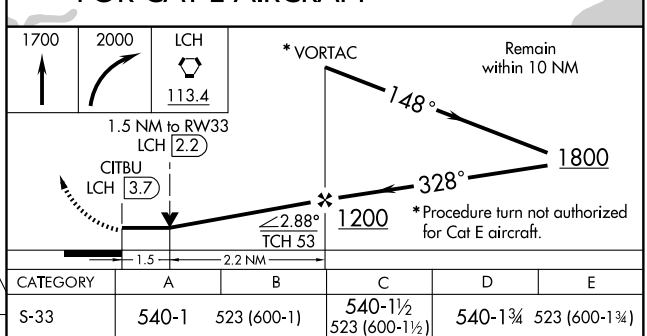
MISSED APPROACH: Climb to 1700 then climbing right turn to 2000 direct LCH VORTAC and hold.

| ATIS | LAKE CHARLES APP CON★ | CHENNAULT TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.0 | 119.8 282.3 | 124.2 (CTAF) L 290.4 | 121.65 275.8 | 122.95 |




RADAR REQUIRED FOR CAT E AIRCRAFT




| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-33 | 540-1 | 523 (600-1) | 540-1½ 523 (600-1½) | 540-1¾ | 523 (600-1¾) |
| CIRCLING | 580-1 | 563 (600-1) | 580-1½ 563 (600-1½) | 580-2 563 (600-2) | 880-3 863 (700-3) |

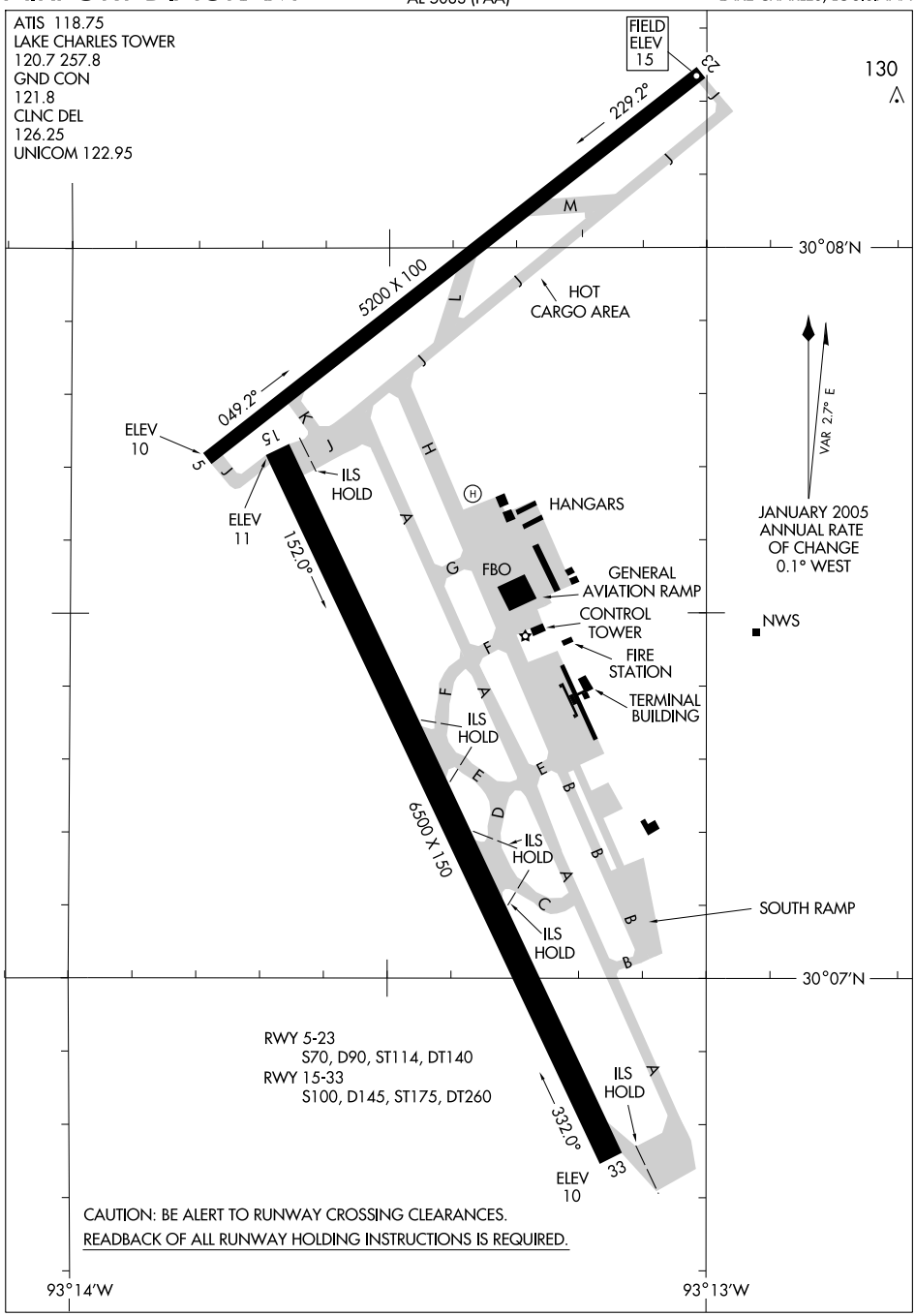
SC-4, 14 JAN 2010 to 11 FEB 2010

08157

# AIRPORT DIAGRAM

AL-5083 (FAA)

LAKE CHARLES RGNL (LCH)
LAKE CHARLES, LOUISIANA




SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-LCH | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 109.1 | 152° | TDZE | 12 |
| Chan 28 | | Apt Elev | 15 |

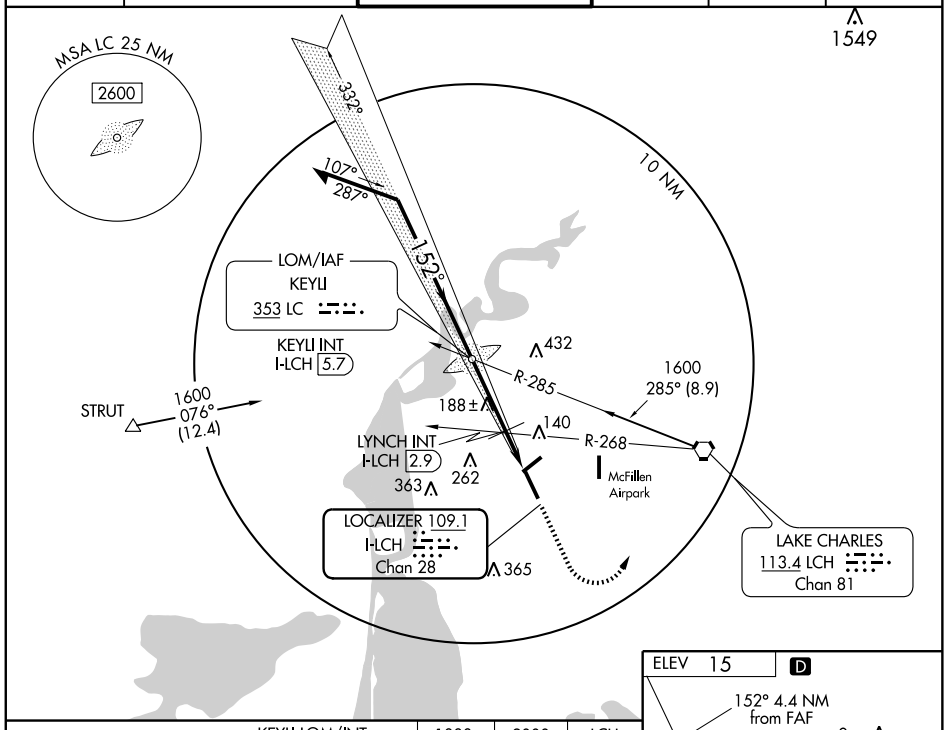
# ILS or LOC RWY 15

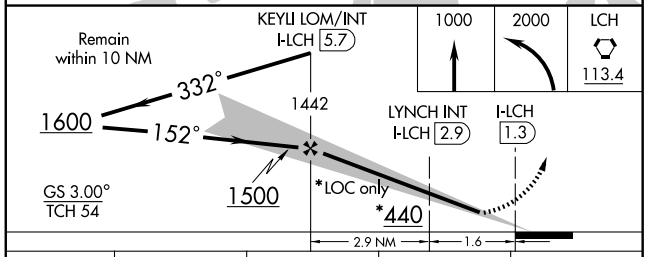
LAKE CHARLES RGNL (LCH)

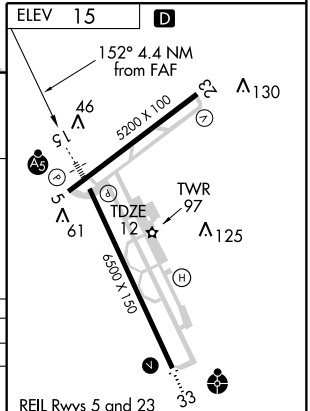
A ASR — ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR — MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC.

| ATIS | LAKE CHARLES APP CON★ | LAKE CHARLES TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.75 | 119.35 353.75 | 120.7 (CTAF) L 257.8 | 121.8 | 126.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | **212/24 200 (200-½) | | | |
| S-LOC 15 | 440/24 428 (500-½) | | 440/40 428 (500-¾) | 440/50 428 (500-1) |
| CIRCLING | 440-1 425 (500-1) | 480-1 465 (500-1) | 480-1½ 465 (500-1½) | 580-2 565 (600-2) |
| LYNCH FIX MINIMUMS | | | | |
| S-LOC 15 | 380/24 368 (400-½) | | | 380/40 368 (400-¾) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-LCH | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 109.1 | 332° | TDZE | 12 |
| Chan 28 | | Apt Elev | 15 |

# LOC BC RWY 33

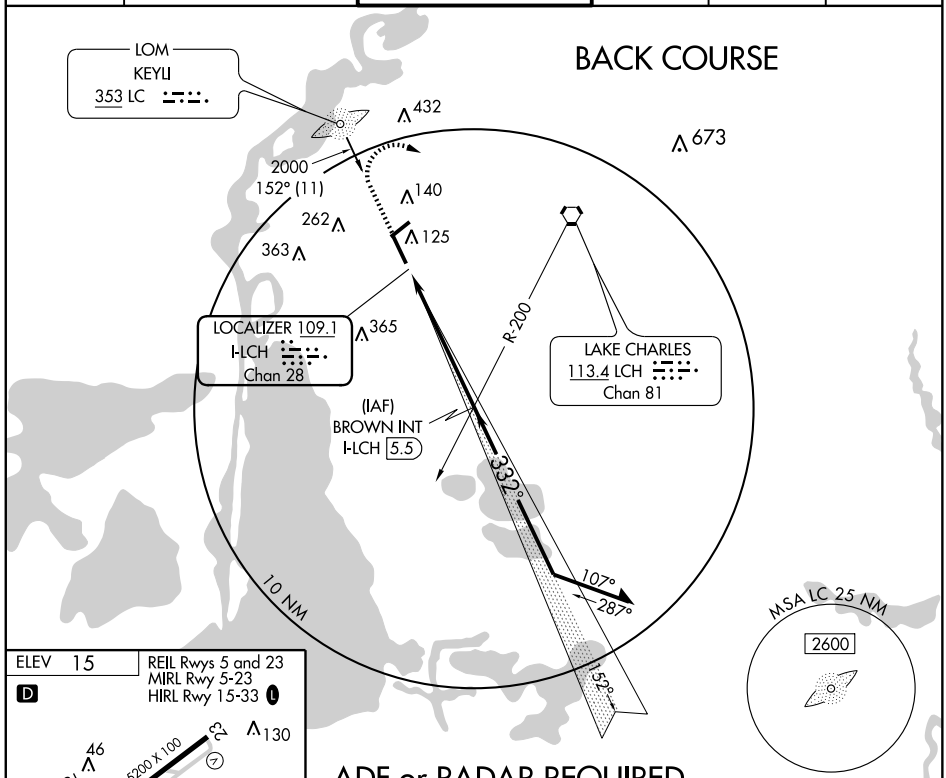
LAKE CHARLES RGNL (LCH)

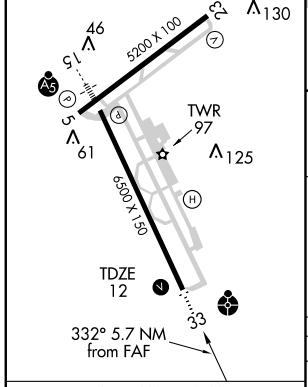
ASR

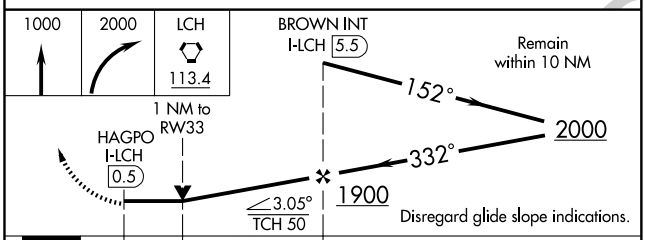
ODALS

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct LCH VORTAC.

| ATIS | LAKE CHARLES APP CON* | LAKE CHARLES TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.75 | 119.35 353.75 | 120.7 (CTAF) L 257.8 | 121.8 | 126.25 | 122.95 |




FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 380-¾ 368 (400-¾) | | | 380-1¼ 368 (400-1¼) |
| CIRCLING | 440-1 425 (500-1) | 480-1 465 (500-1) | 480-1½ 465 (500-1½) | 580-2 565 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

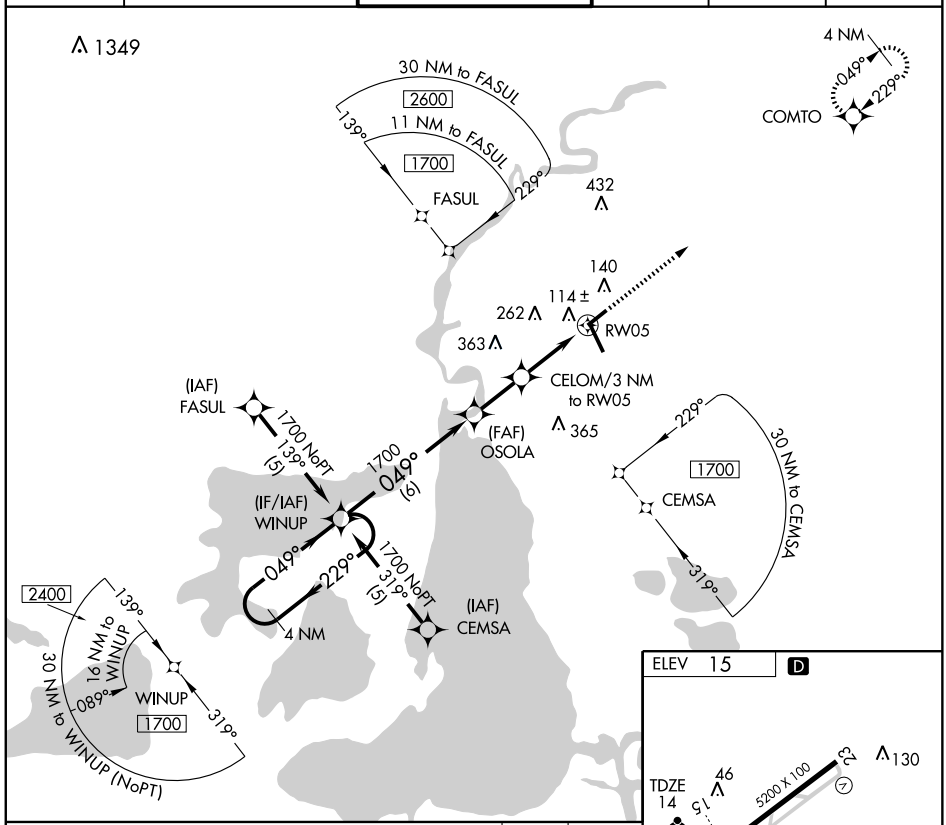
| APP CRS | Rwy Idg | 5200 |
|---|---|---|
| 049° | TDZE | 14 |
| | Apt Elev | 15 |

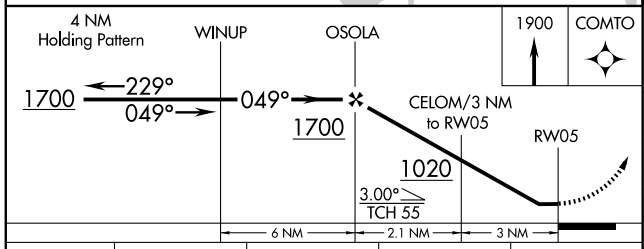
# RNAV (GPS) RWY 5

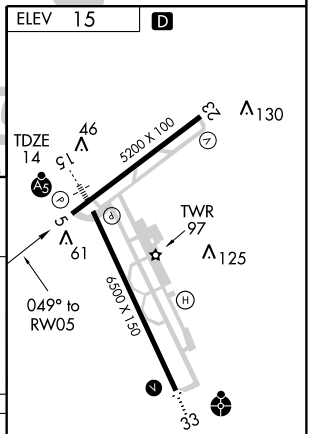
LAKE CHARLES RGNL (LCH)

| | | |
|---|---|---|
| ⚠ NA<br>ASR | GPS or RNP-0.3 Required.<br>DME/DME RNP-0.3 NA | MISSED APPROACH: Climb to 1900 direct COMTO WP and hold. |

| ATIS | LAKE CHARLES APP CON★ | LAKE CHARLES TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.75 | 119.35 353.75 | 120.7 (CTAF) Ⓛ 257.8 | 121.8 | 126.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 366 (400-1) | | | 380-1¼<br>366 (400-1¼) |
| CIRCLING | 440-1<br>425 (500-1) | 480-1<br>465 (500-1) | 480-1½<br>465 (500-1½) | 580-2<br>565 (600-2) |

REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 Ⓛ

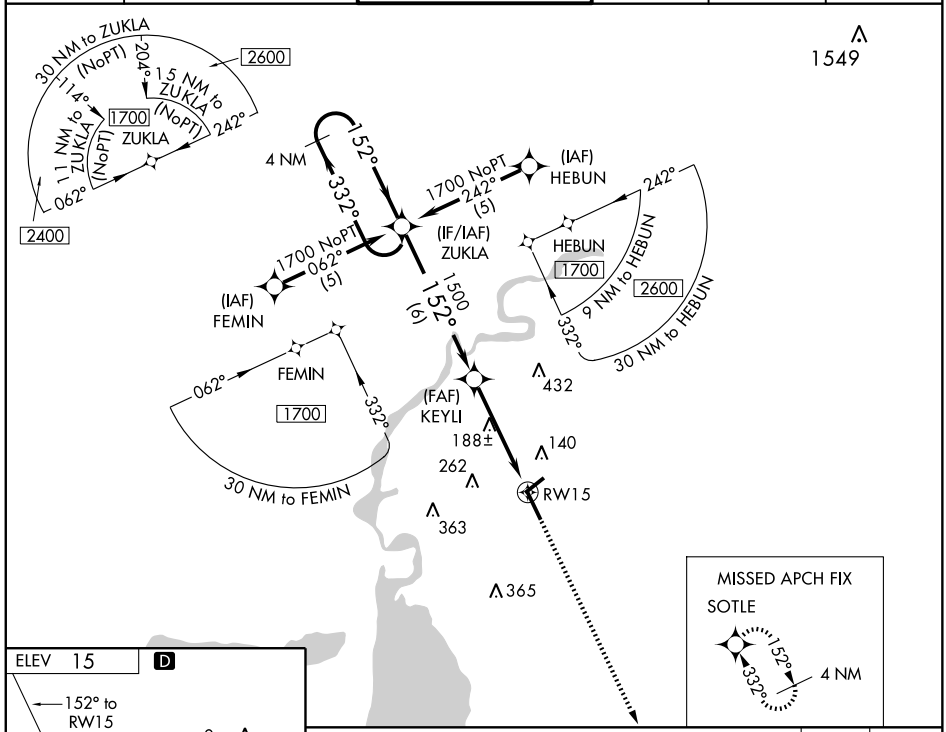
SC-4, 14 JAN 2010 to 11 FEB 2010

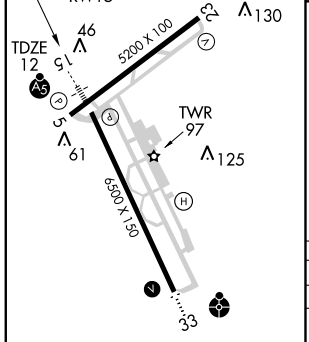
| APP CRS | Rwy Idg | 6500 |
|---|---|---|
| 152° | TDZE | 12 |
| | Apt Elev | 15 |

# RNAV (GPS) RWY 15
## LAKE CHARLES RGNL (LCH)

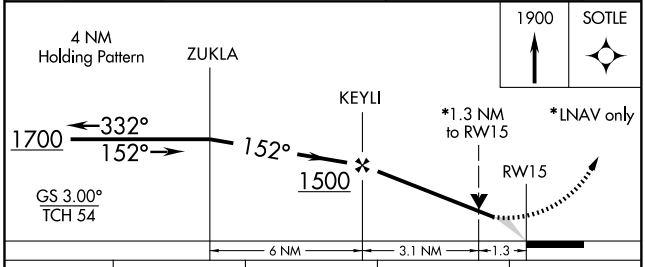
| | | | |
|---|---|---|---|
| NA<br>ASR | BARO VNAV NA below -15°C (5°F).<br>GPS or RNP-0.3 Required.<br>DME/DME RNP-0.3 NA. | MALSR | MISSED APPROACH: Climb to 1900 direct SOTLE WP and hold. |

| ATIS | LAKE CHARLES APP CON★ | LAKE CHARLES TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.75 | 119.35 353.75 | 120.7 (CTAF) L 257.8 | 121.8 | 126.25 | 122.95 |




REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 340/24 328 (400-½) | | | 340/40<br>328 (400-¾) |
| LNAV | 440/24 428 (500-½) | | 440/40<br>428 (500-¾) | 440/50<br>428 (500-1) |
| CIRCLING | 440-1<br>425 (500-1) | 480-1<br>465 (500-1) | 480-1½<br>465 (500-1½) | 580-2<br>565 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5200 |
|---|---|---|
| 229° | TDZE | 15 |
| | Apt Elev | 15 |

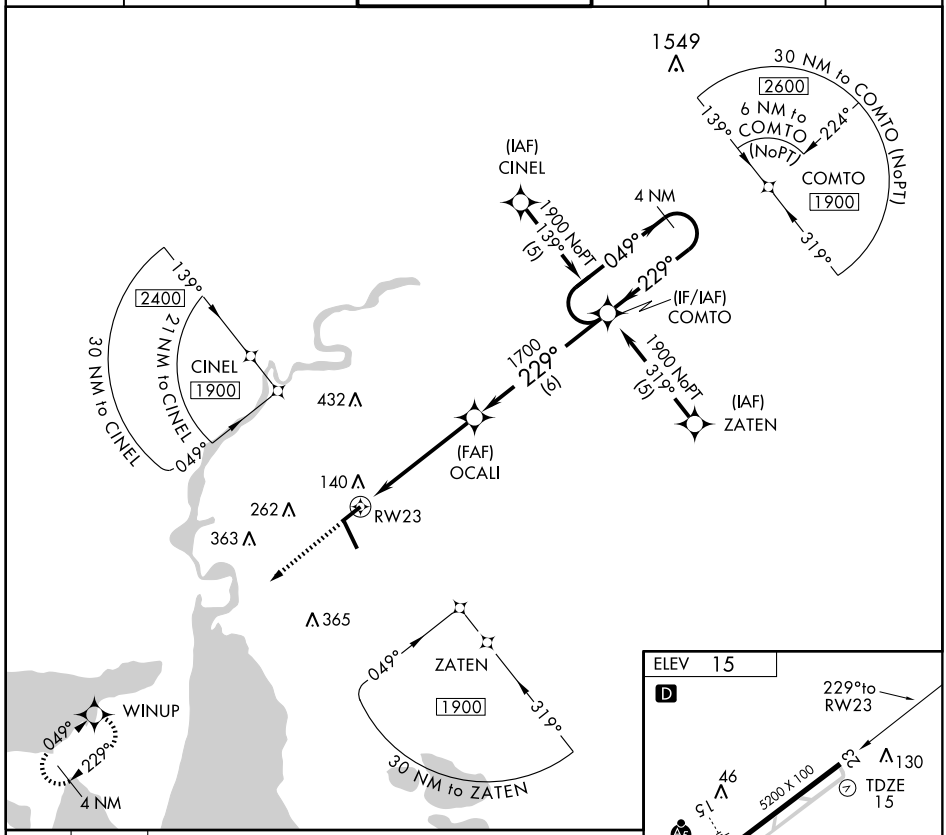
# RNAV (GPS) RWY 23

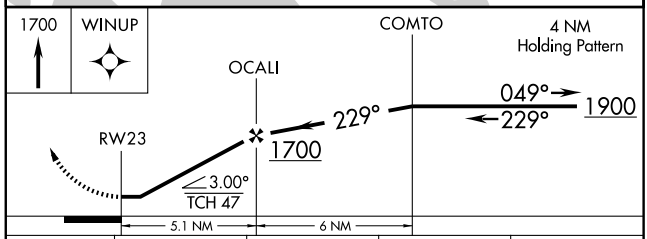
LAKE CHARLES RGNL (LCH)

ASR DME/DME RNP-0.3 NA.

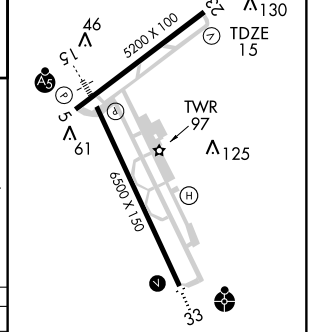
MISSED APPROACH: Climb to 1700 direct WINUP WP and hold.

| ATIS | LAKE CHARLES APP CON★ | LAKE CHARLES TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.75 | 119.35 353.75 | 120.7 (CTAF) Ⓛ 257.8 | 121.8 | 126.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400-1 385 (400-1) | | | 400-1¼ 385 (400-1¼) |
| CIRCLING | 440-1 425 (500-1) | 480-1 465 (500-1) | 480-1½ 465 (500-1½) | 580-2 565 (600-2) |




REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 Ⓛ

SC-4, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 33

LAKE CHARLES RGNL (LCH)

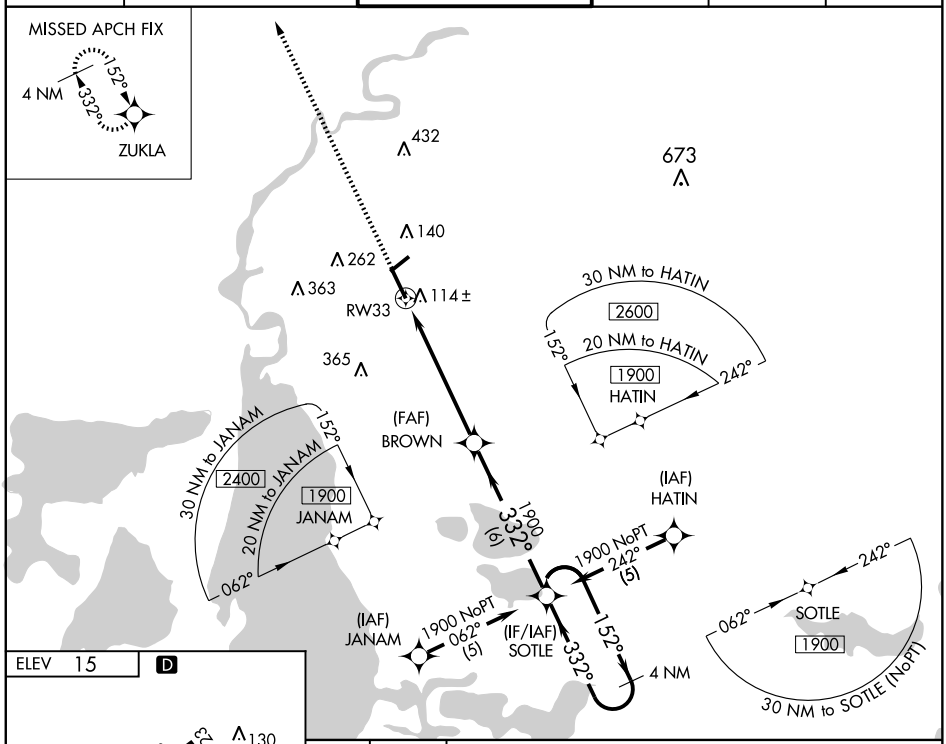
| WAAS | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| CH 56215 | 332° | TDZE | 12 |
| W33A | | Apt Elev | 15 |

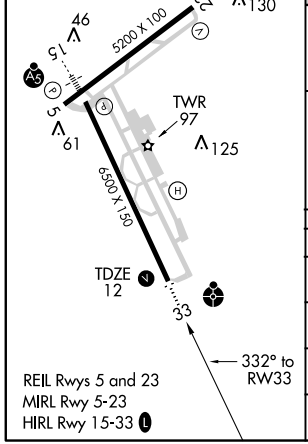
ASR BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative ODALS increase LPV CATS A-C visibility to 1 mile. Inoperative table does not apply to LNAV/VNAV.

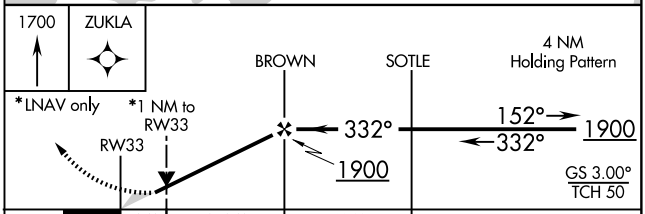
ODALS

MISSED APPROACH: Climb to 1700 direct ZUKLA WP and hold.

| ATIS | LAKE CHARLES APP CON★ | LAKE CHARLES TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.75 | 119.35 353.75 | 120.7 (CTAF) L 257.8 | 121.8 | 126.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 270-¾ 258 (300-¾) | | | 270-1 258 (300-1) |
| LNAV/VNAV DA | 380-1¼ 368 (400-1¼) | | | |
| LNAV MDA | 380-¾ 368 (400-¾) | | | 380-1¼ 368 (400-1¼) |
| CIRCLING | 440-1¼ 425 (500-1¼) | 480-1¼ 465 (500-1¼) | 480-1½ 465 (500-1½) | 580-2 565 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.4 | 249° | TDZE | N/A |
| Chan 81 | | Apt Elev | 15 |

# VOR-A

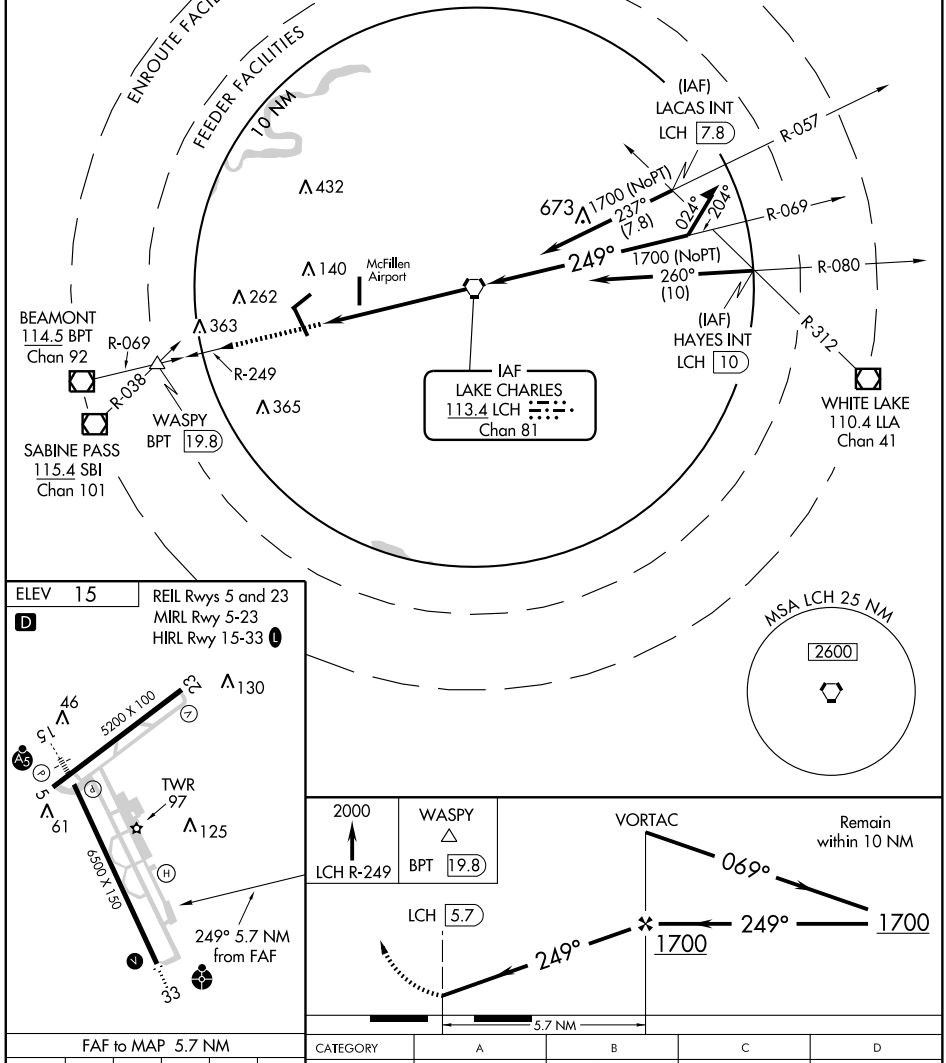
LAKE CHARLES RGNL (LCH)

NA

ASR

MISSED APPROACH: Climb to 2000 via LCH R-249 to WASPY INT.

| ATIS | LAKE CHARLES APP CON★ | LAKE CHARLES TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.75 | 119.35 353.75 | 120.7 (CTAF) L 257.8 | 121.8 | 126.25 | 122.95 |










| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 440-1<br>425 (500-1) | 480-1<br>465 (500-1) | 480-1½<br>465 (500-1½) | 580-2<br>565 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

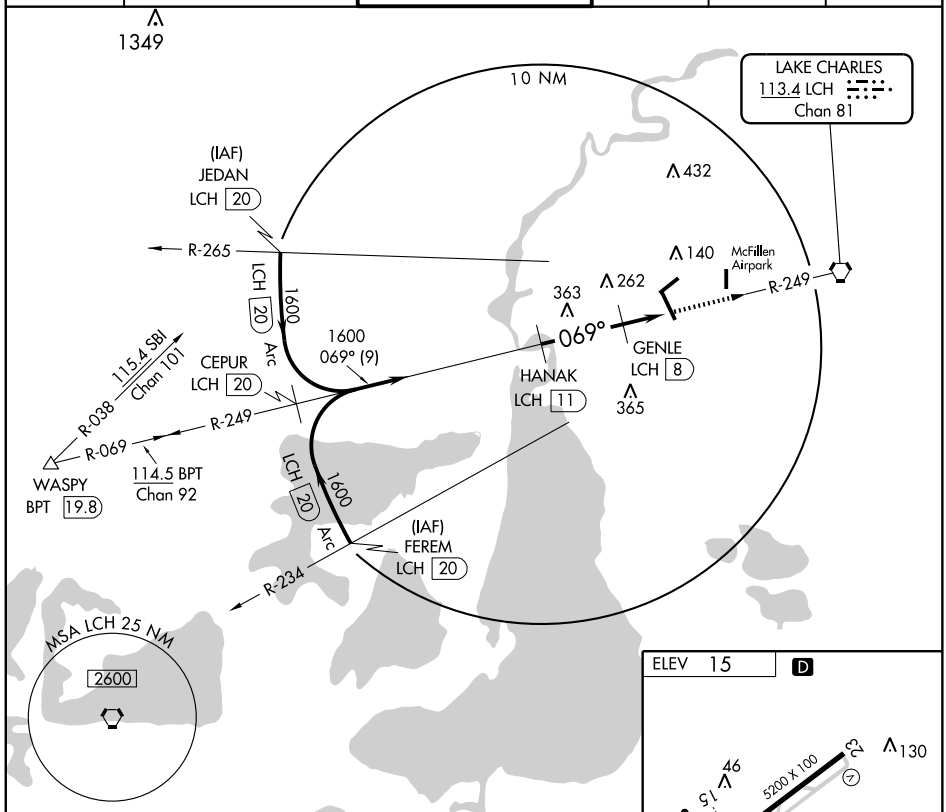
| VORTAC LCH | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.4 | 069° | TDZE | N/A |
| Chan 81 | | Apt Elev | 15 |

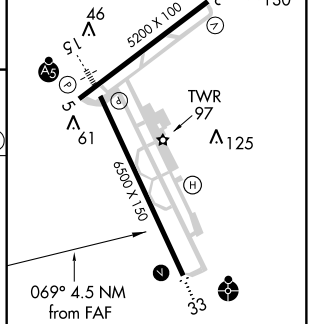
# VOR/DME-B
## LAKE CHARLES RGNL (LCH)

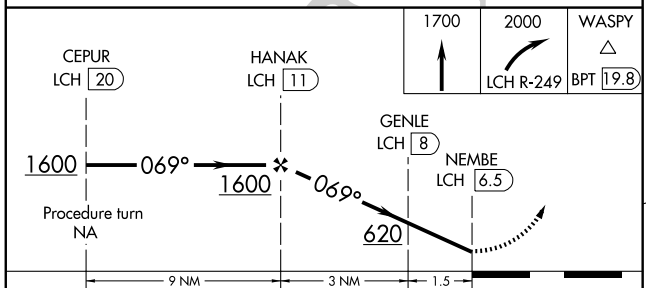
NA
ASR

MISSED APPROACH: Climb to 1700, then climbing right turn to 2000 via LCH R-249 to WASPY Int.

| ATIS | LAKE CHARLES APP CON★ | LAKE CHARLES TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.75 | 119.35 353.75 | 120.7 (CTAF) L 257.8 | 121.8 | 126.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 500-1 485 (500-1) | | 500-1½ 485 (500-1½) | 580-2 565 (600-2) |

REIL Rwys 5 and 23
MIRL Rwy 5-23
HIRL Rwy 15-33 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3021 |
|---|---|---|
| 172° | TDZE | 106 |
| | Apt Elev | 106 |

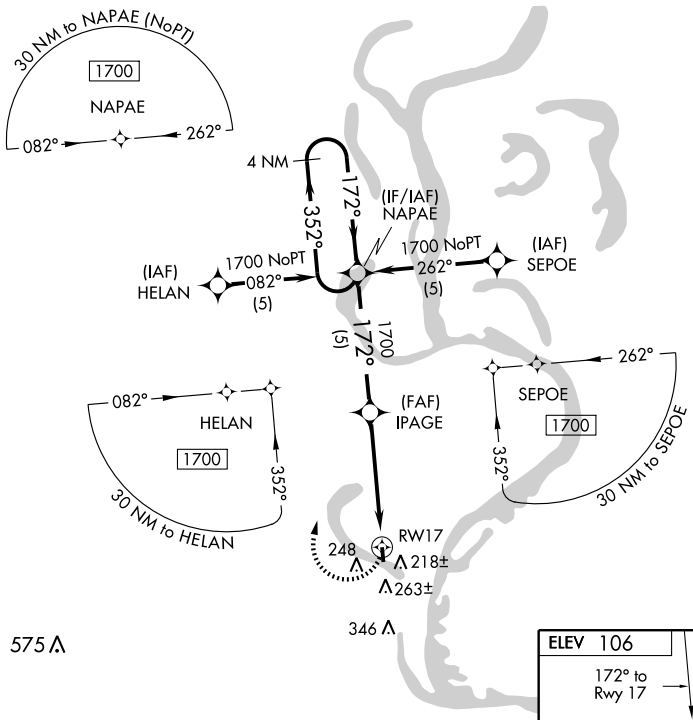
# RNAV (GPS) RWY 17

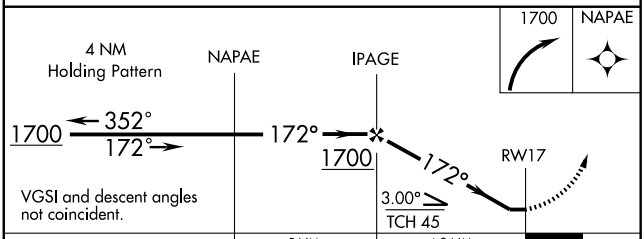
LAKE PROVIDENCE/BYERLEY (0M8)

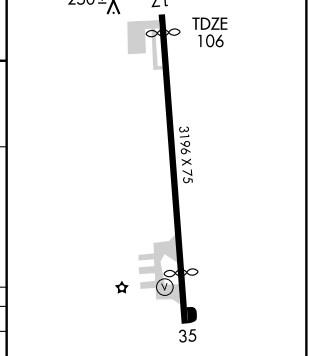
Use Vicksburg Tallulah Regional altimeter setting.
NA GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

MISSED APPROACH: Climbing right turn to 1700 direct NAPAE WP and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 132.5 259.1 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 434 (500-1) | 540-1¼<br>434 (500-1¼) | NA |
| CIRCLING | 700-1 | 594 (600-1) | 700-1½<br>594 (600-1½) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

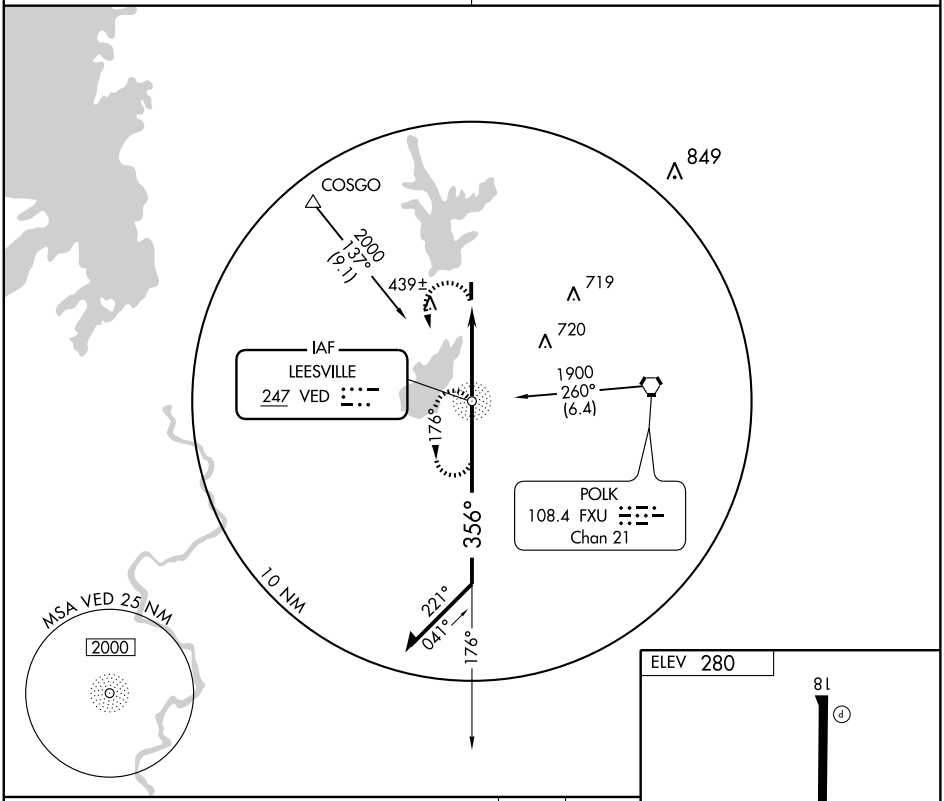
| NDB VED 247 | APP CRS 356° | Rwy Idg 3807<br>TDZE 280<br>Apt Elev 280 |
|---|---|---|

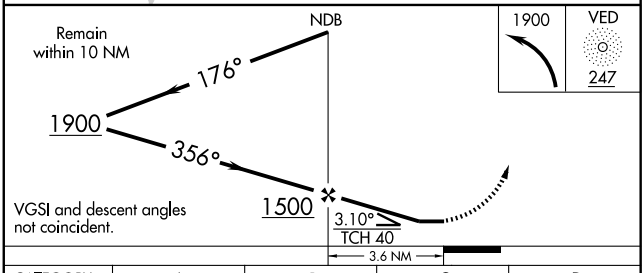
# NDB RWY 36
LEESVILLE (L39)

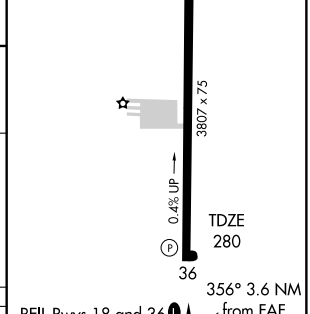
⚠ NA Use Polk AAF altimeter setting.

MISSED APPROACH: Climbing left turn to 1900 direct VED NDB and hold.

| POLK APP CON | UNICOM |
|---|---|
| 123.7 254.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 780-1 | 500 (500-1) | 780-1¼<br>500 (500-1¼) | NA |
| CIRCLING | 780-1 | 500 (500-1) | 780-1½<br>500 (500-1½) | NA |

FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3807 |
|---|---|---|
| 356° | TDZE | 280 |
| | Apt Elev | 280 |

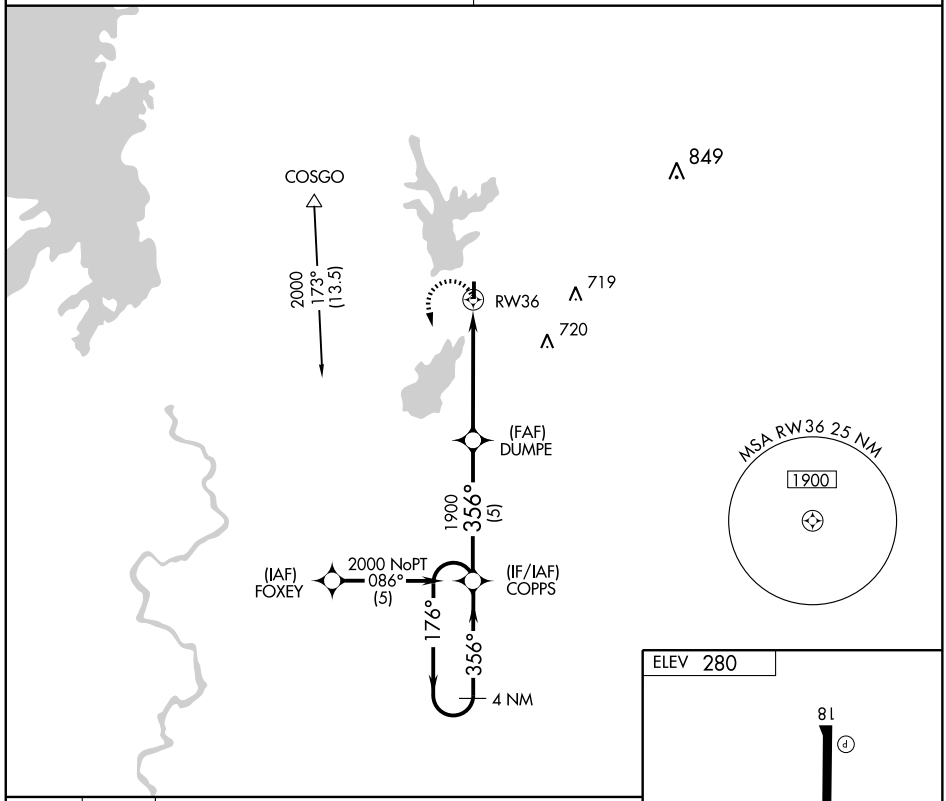
# RNAV (GPS) RWY 36
LEESVILLE (L39)

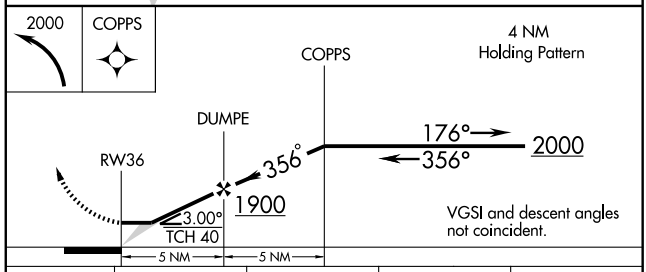
NA Use Polk AAF altimeter setting.
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

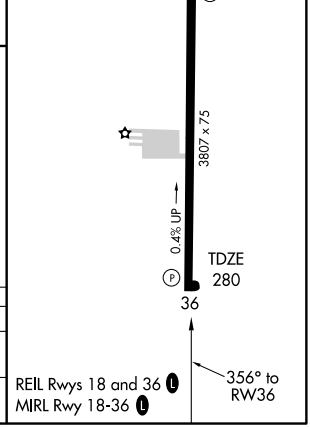
MISSED APPROACH: Climbing left turn to 2000 direct COPPS and hold.

POLK APP CON
**123.7 254.8**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 440 (500-1) | | 720-1¼ 440 (500-1¼) | NA |
| CIRCLING | 760-1 480 (500-1) | 780-1 500 (500-1) | 780-1½ 500 (500-1½) | NA |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB MSD 414 | APP CRS 175° | Rwy Idg 4500<br>TDZE 320<br>Apt Elev 324 |
|---|---|---|

# NDB RWY 18

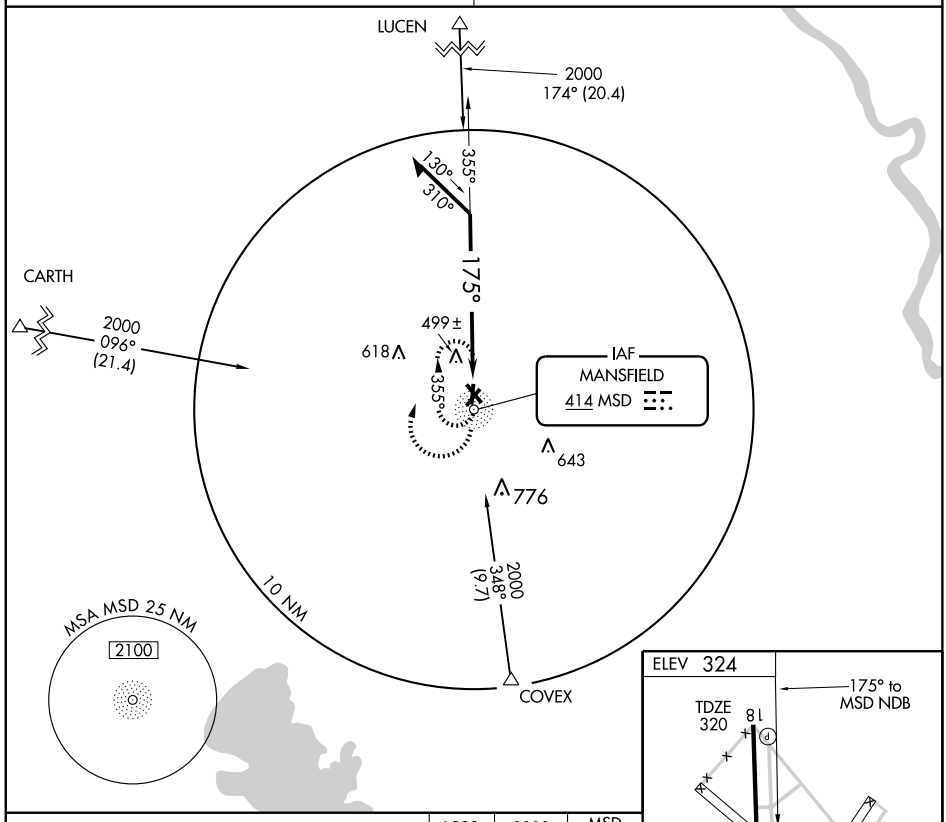
MANSFIELD/C E 'RUSTY' WILLIAMS (3F3)

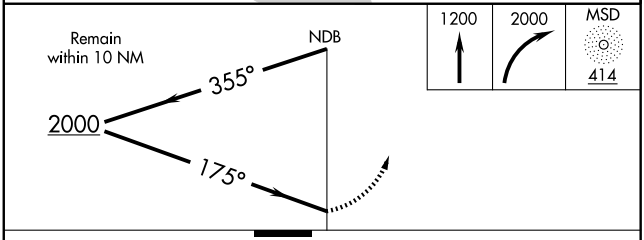
⚠ NA Use Shreveport Regional altimeter setting.

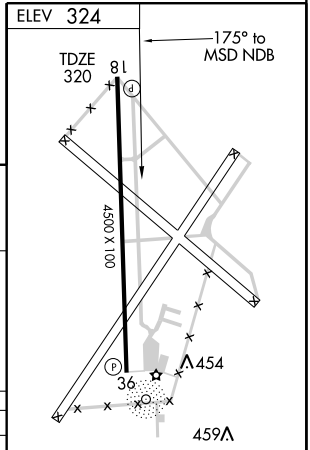
MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct MSD NDB and hold.

SHREVEPORT APP CON ★
**119.9 335.55**

UNICOM
**122.8** (CTAF) L




MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 980-1 660 (700-1) | | 980-1¾ 660 (700-1¾) | NA |
| CIRCLING | 980-1 656 (700-1) | | 980-1¾ 656 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 182° | TDZE | 320 |
| | Apt Elev | 324 |

# RNAV (GPS) RWY 18

MANSFIELD/ C E 'RUSTY' WILLIAMS (3F3)

NA

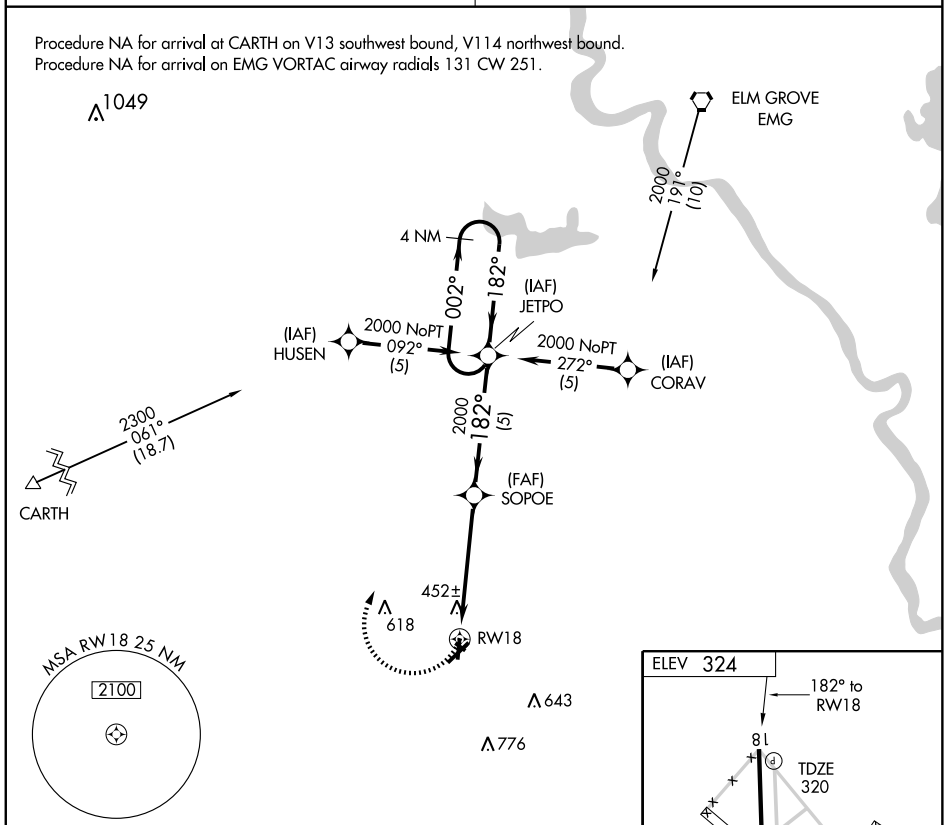
Use Shreveport Regional altimeter setting.
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

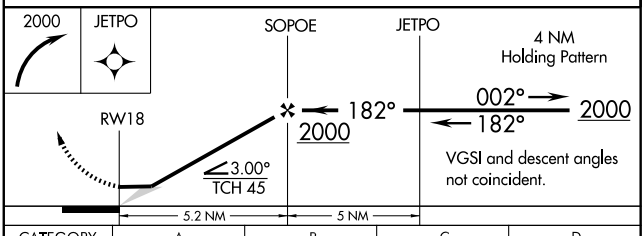
MISSED APPROACH: Climbing right turn to 2000 direct JETPO WP and hold.

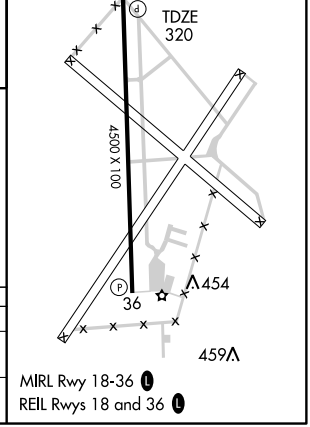
SHREVEPORT APP CON ★
**119.9 335.55**

UNICOM
**122.8** (CTAF) L

Procedure NA for arrival at CARTH on V13 southwest bound, V114 northwest bound.
Procedure NA for arrival on EMG VORTAC airway radials 131 CW 251.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 460 (500-1) | | 780-1¼ 460 (500-1¼) | NA |
| CIRCLING | 880-1 556 (600-1) | | 880-1½ 556 (600-1½) | NA |

MIRL Rwy 18-36 L
REIL Rwys 18 and 36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

MANY, LOUISIANA

| WAAS | APP CRS | Rwy Idg | 4402 |
|---|---|---|---|
| CH 78015 | 117° | TDZE | 319 |
| W12A | | Apt Elev | 319 |

AL-6220 (FAA)

# RNAV (GPS) RWY 12

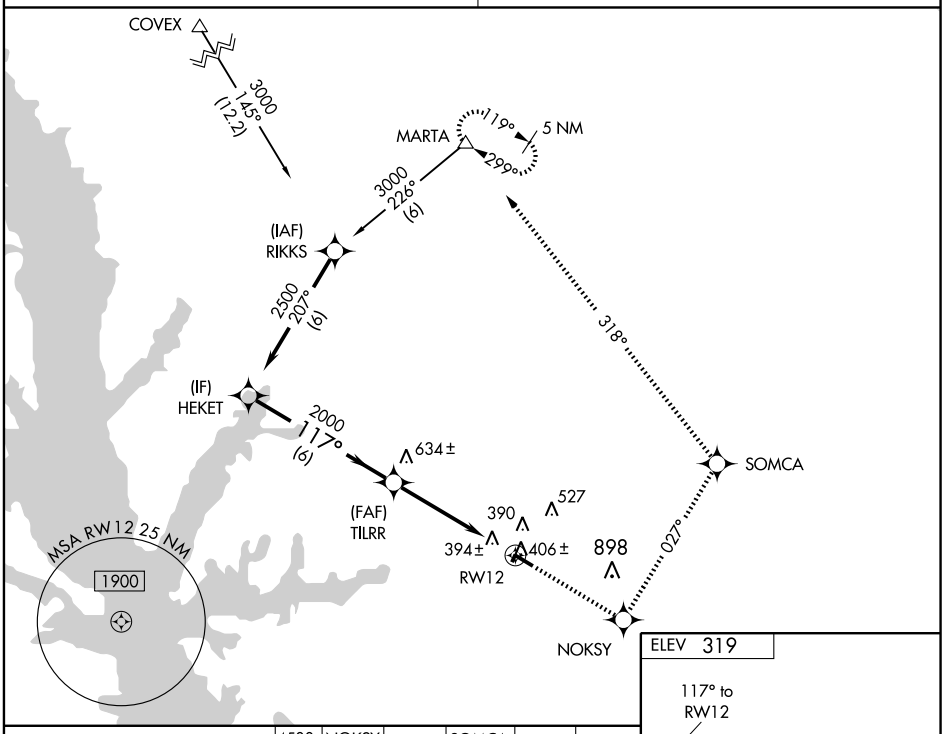
MANY/ HART (3R4)

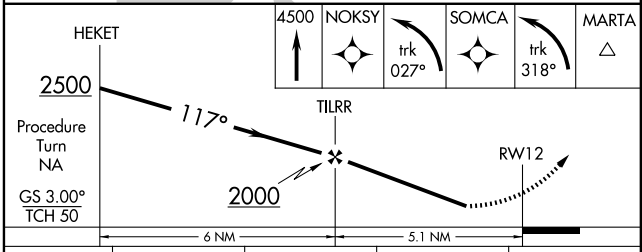
T
NA

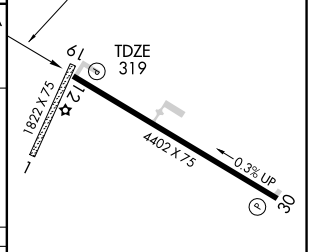
Baro-VNAV NA. DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all DA 2 feet and all MDA 20 feet, increase LPV visibility all Cats ¼ mile, and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct NOKSY and left turn via track 027° to SOMCA and left turn via track 318° to MARTA and hold.

| POLK APP CON | UNICOM |
|---|---|
| 123.7 254.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 713-1¼ 394 (400-1¼) | | | NA |
| LNAV/VNAV DA | 765-1½ 446 (500-1½) | | | NA |
| LNAV MDA | 820-1 501 (600-1) | | 820-1½ 501 (600-1½) | NA |
| CIRCLING | 900-1 581 (600-1) | | 900-1½ 581 (600-1½) | NA |

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

SC-4, 14 JAN 2010 to 11 FEB 2010

MANY, LOUISIANA

| APP CRS | Rwy Idg | 4402 |
|---|---|---|
| 282° | TDZE | 311 |
| | Apt Elev | 319 |

AL-6220 (FAA)

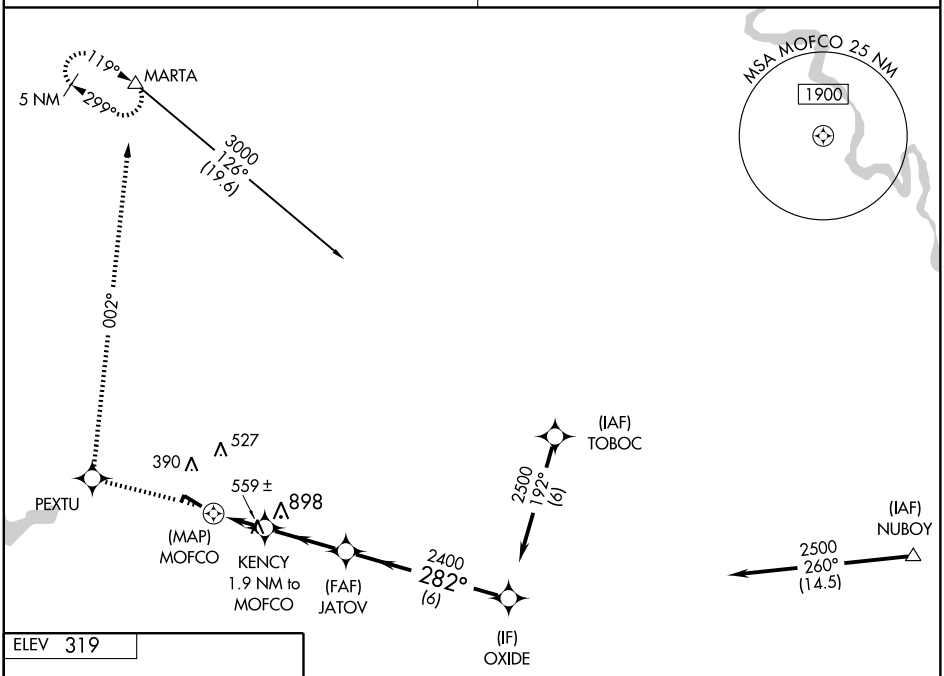
# RNAV (GPS) RWY 30

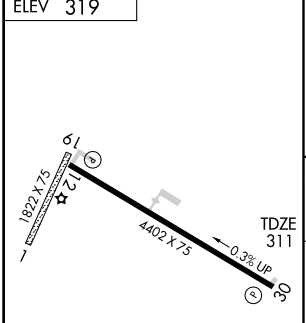
MANY/ HART (3R4)

DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA.
NA Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all MDA 20 feet and increase LNAV and Circling Cat C visibility ¼ mile.

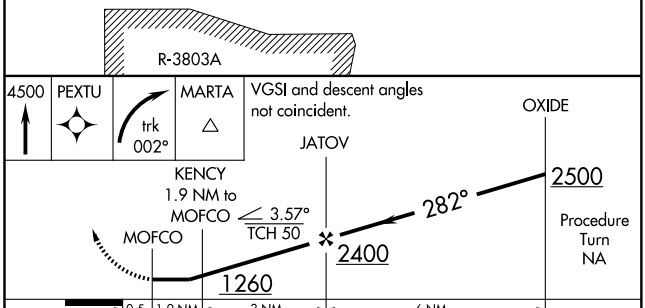
MISSED APPROACH: Climb to 4500 direct PEXTU and right turn via track 002° to MARTA and hold, continue climb in hold to 4500.

| POLK APP CON | UNICOM |
|---|---|
| 123.7 254.8 | 122.8 (CTAF) L |




REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900-1 589 (600-1) | | 900-1½ 589 (600-1½) | NA |
| CIRCLING | 900-1 581 (600-1) | | 900-1½ 581 (600-1½) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB MKV | APP CRS | Rwy Idg | 3799 |
|---|---|---|---|
| 347 | 040° | TDZE | 77 |
| | | Apt Elev | 79 |

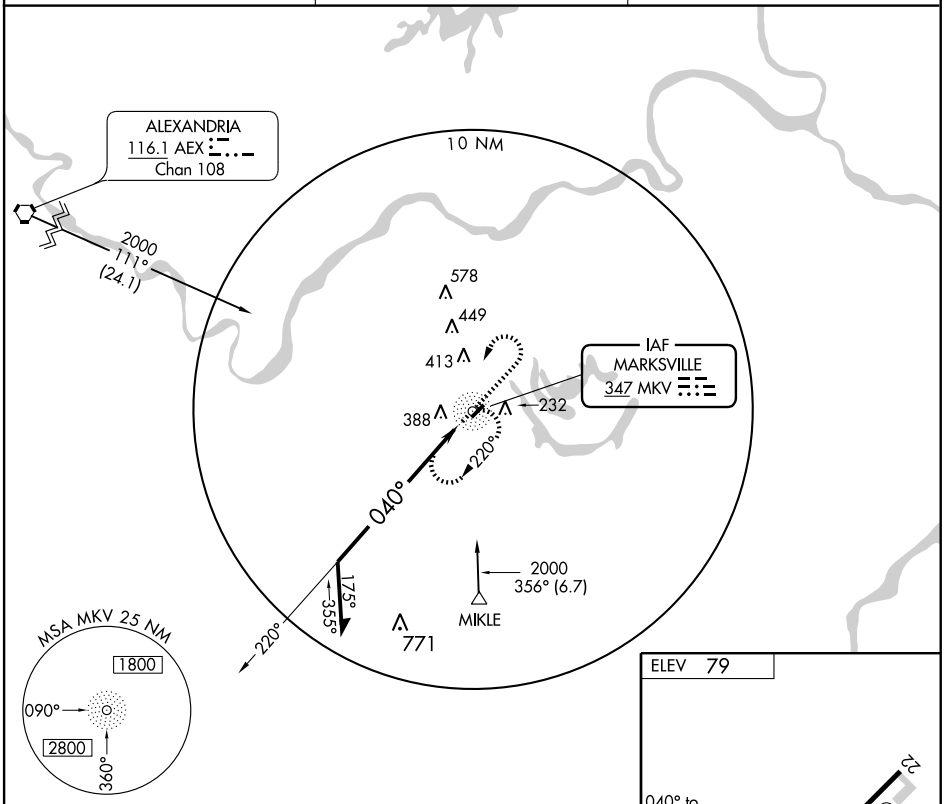
# NDB RWY 4

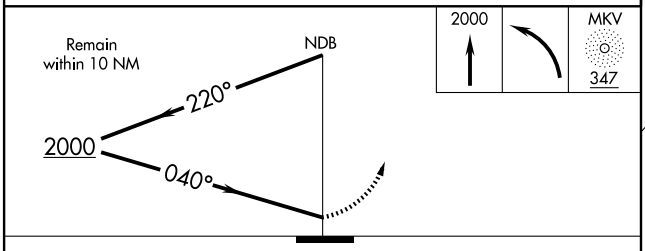
MARKSVILLE MUNI (MKV)

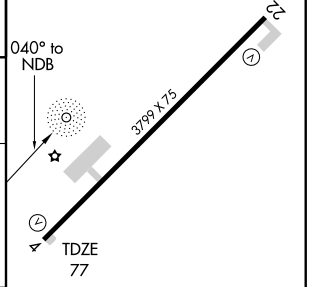
⚠ NA — Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climb to 2000 then left turn direct MKV NDB and hold.

| POLK APP CON | CTAF | 122.8 L |
|---|---|---|
| 125.4 302.2 | 122.9 | |




MIRL Rwy 4-22 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 1020-1¼ 943 (1000-1¼) | | NA | |
| CIRCLING | 1020-1¼ 941 (1000-1¼) | | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

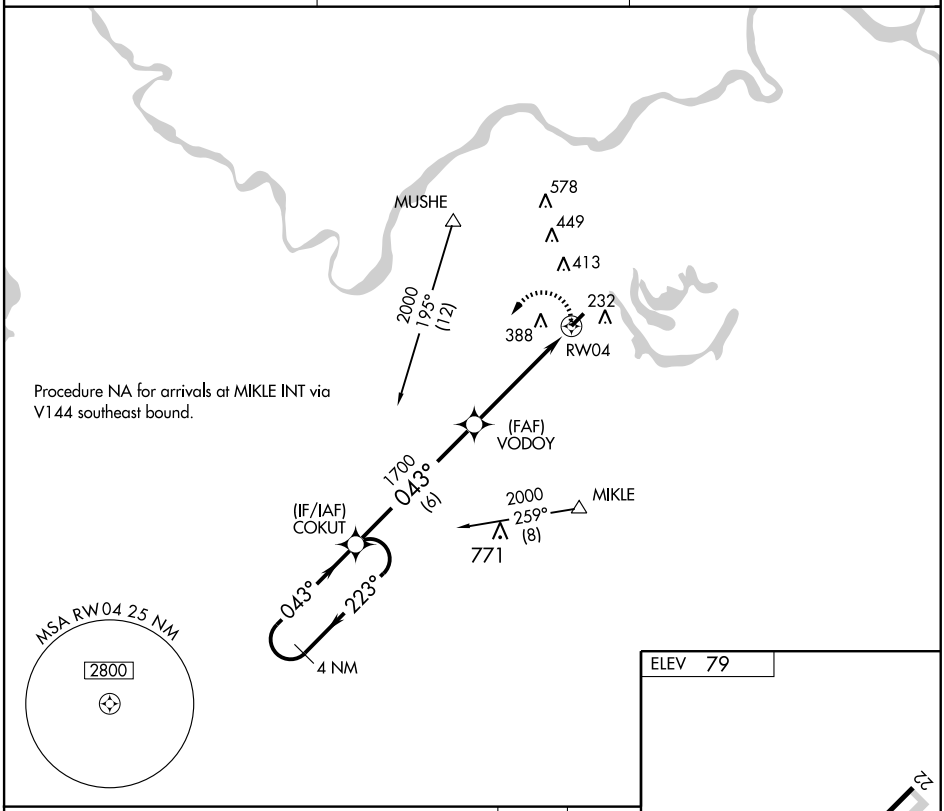
| APP CRS | Rwy Idg | 3799 |
|---|---|---|
| 043° | TDZE | 77 |
| | Apt Elev | 79 |

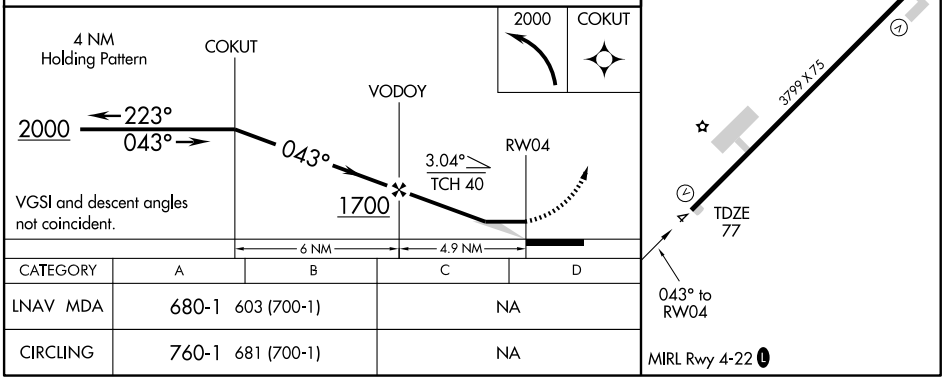
# RNAV (GPS) RWY 4

MARKSVILLE MUNI (MKV)

| ⚠ NA | DME/DME RNP-0.3 NA. Use Esler Rgnl altimeter setting. If not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized. | MISSED APPROACH: Climbing left turn to 2000 direct COKUT and hold. |
|---|---|---|

| POLK APP CON | CTAF | 122.8 L |
|---|---|---|
| 125.4 302.2 | 122.9 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 | 603 (700-1) | NA | |
| CIRCLING | 760-1 | 681 (700-1) | NA | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.1 | 110° | TDZE | N/A |
| Chan 108 | | Apt Elev | 79 |

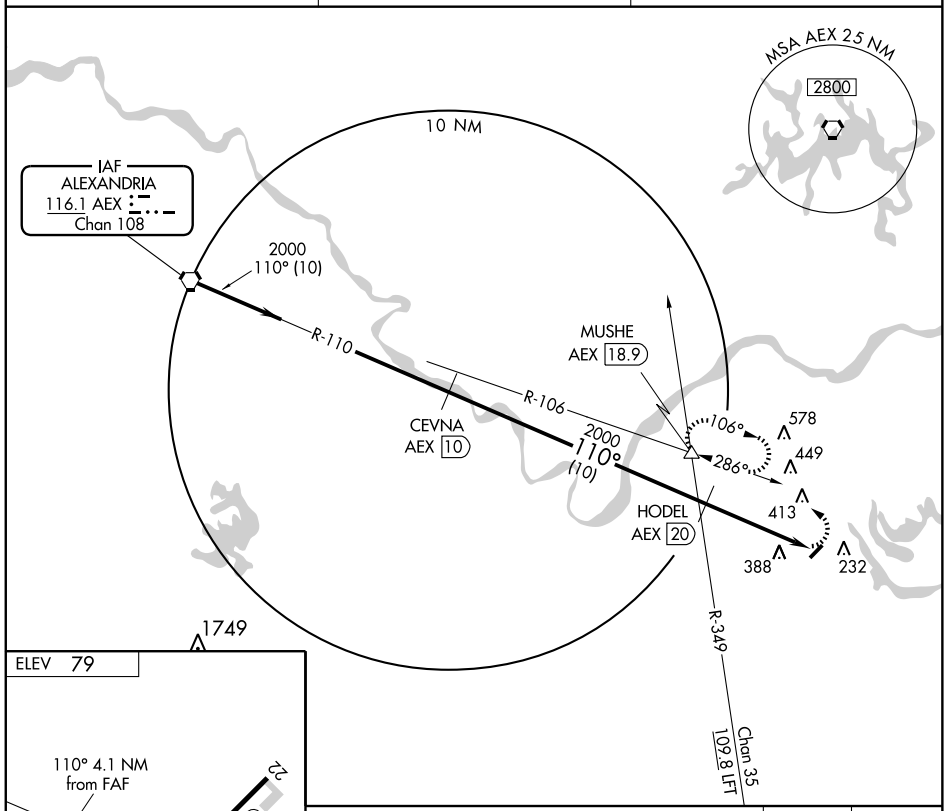
# VOR/DME-A

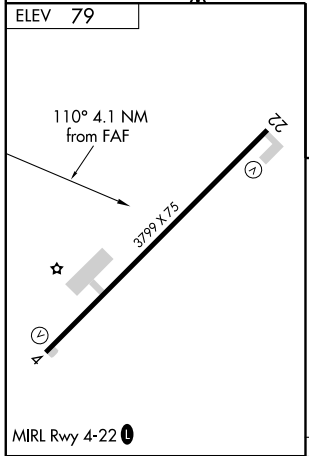
MARKSVILLE MUNI (MKV)

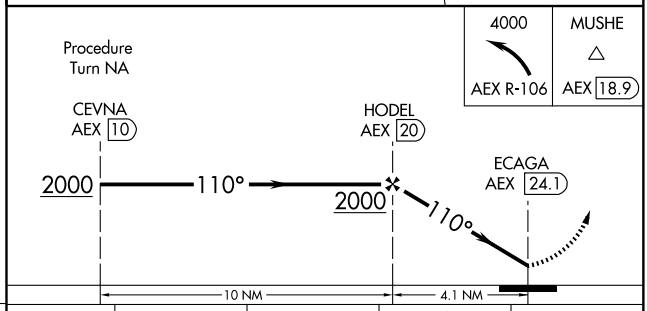
⚠ NA — Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. altimeter setting. When neither is received, procedure not authorized.

MISSED APPROACH: Climbing left turn to 4000 via AEX R-106 to MUSHE Int/AEX 18.9 DME and hold.

| POLK APP CON | CTAF | 122.8 (L) |
|---|---|---|
| 125.4 302.2 | 122.9 | |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 760-1<br>681 (700-1) | 760-1¼<br>681 (700-1¼) | NA | |

SC-4, 14 JAN 2010 to 11 FEB 2010

MINDEN, LOUISIANA

AL-6064 (FAA)

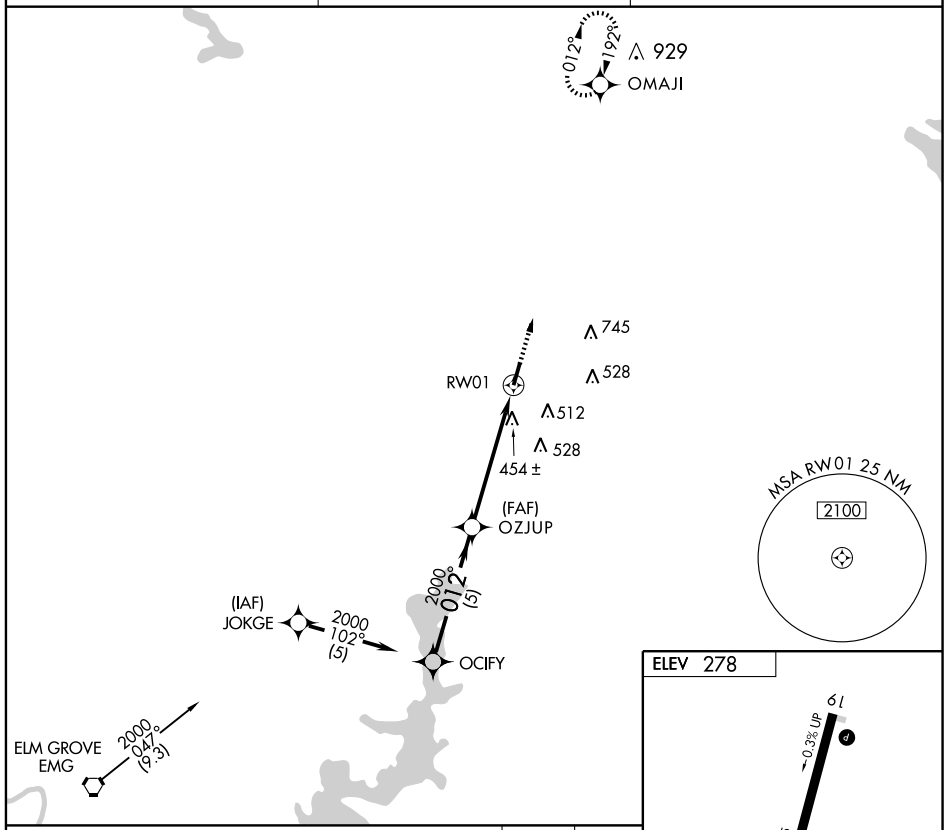
| APP CRS | Rwy Idg | 5004 |
|---|---|---|
| 012° | TDZE | 278 |
| | Apt Elev | 278 |

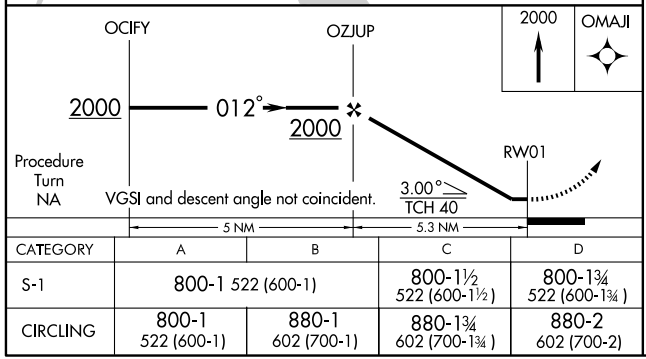
# GPS RWY 1

## MINDEN-WEBSTER (F24)

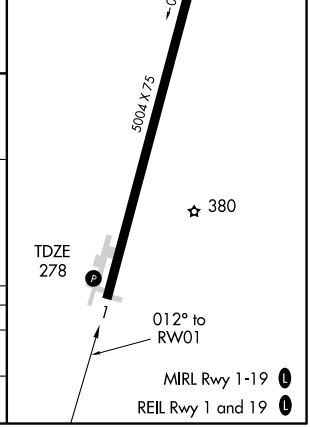
| | |
|---|---|
| ⚠ NA Use Barksdale AFB altimeter setting. | MISSED APPROACH: Climb to 2000 direct OMAJI WP and hold. |

| SHREVEPORT APP CON | GCO | UNICOM |
|---|---|---|
| 118.6 350.2 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 800-1 522 (600-1) | | 800-1½ 522 (600-1½) | 800-1¾ 522 (600-1¾) |
| CIRCLING | 800-1 522 (600-1) | 880-1 602 (700-1) | 880-1¾ 602 (700-1¾) | 880-2 602 (700-2) |



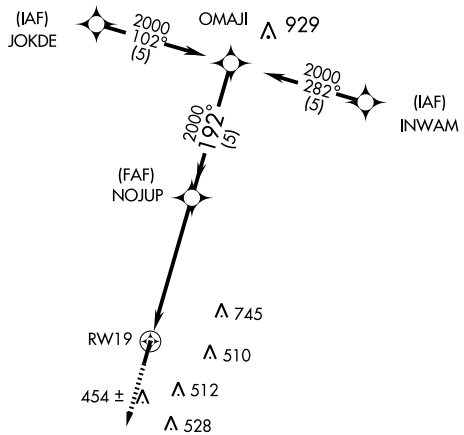

SC-4, 14 JAN 2010 to 11 FEB 2010

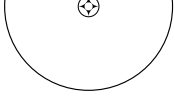
| APP CRS | Rwy Idg | 5004 |
|---|---|---|
| 192° | TDZE | 272 |
| | Apt Elev | 278 |

# GPS RWY 19
## MINDEN-WEBSTER (F24)

| | |
|---|---|
| ⚠ NA Use Barksdale AFB altimeter setting. | MISSED APPROACH: Climb to 2000 direct OCIFY WP and hold. |

| SHREVEPORT APP CON | GCO | UNICOM |
|---|---|---|
| 118.6 350.2 | 135.075 | 122.8 (CTAF) L |

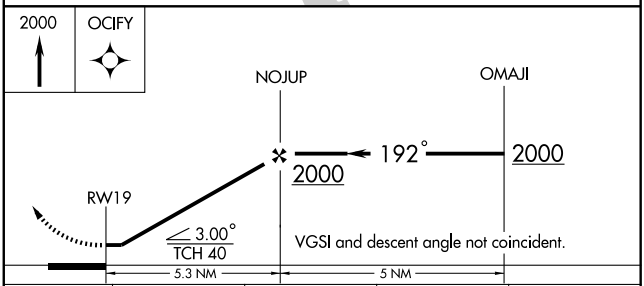


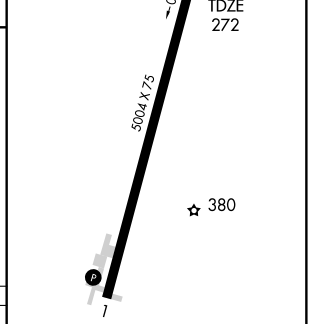







RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 700-1 428 (500-1) | | 700-1¼ 428 (500-1¼) | 700-1½ 428 (500-1½) |
| CIRCLING | 800-1 522 (600-1) | 880-1 602 (700-1) | 880-1¾ 602 (700-1¾) | 880-2 602 (700-2) |

MIRL Rwy 1-19 L
REIL Rwy 1 and 19 L

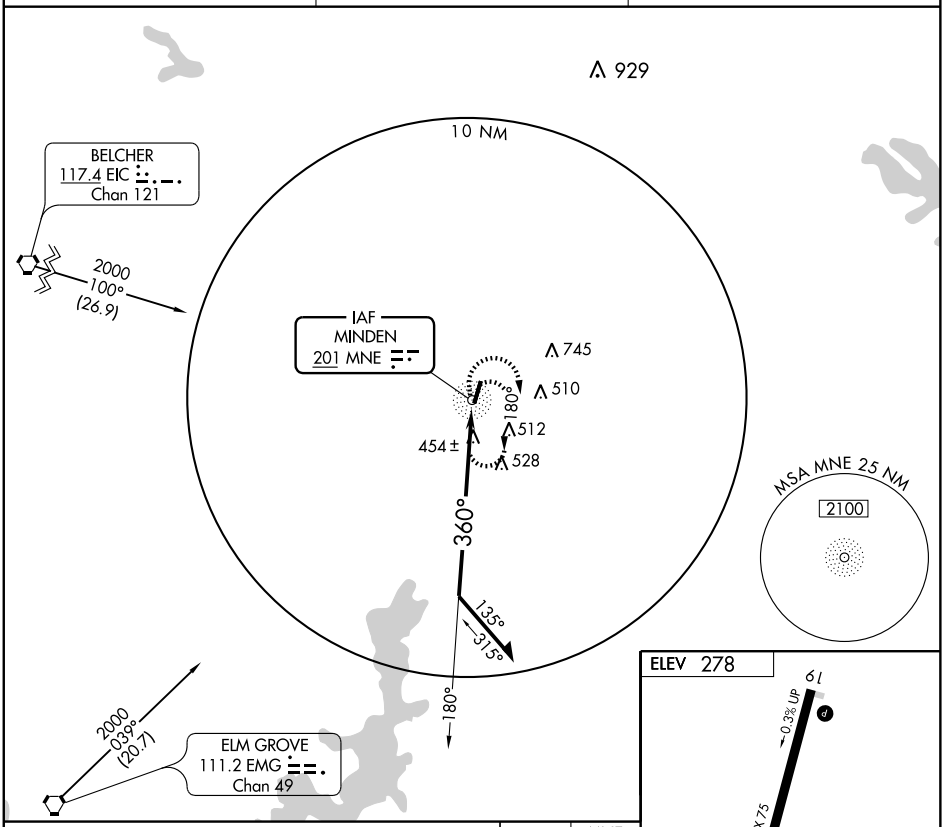
SC-4, 14 JAN 2010 to 11 FEB 2010

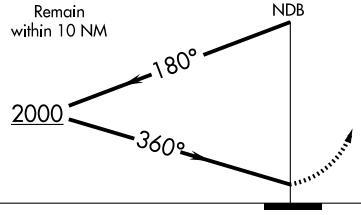
| NDB MNE | APP CRS | Rwy Idg | 5004 |
|---|---|---|---|
| 201 | 360° | TDZE | 278 |
| | | Apt Elev | 278 |

# NDB RWY 1
## MINDEN-WEBSTER (F24)

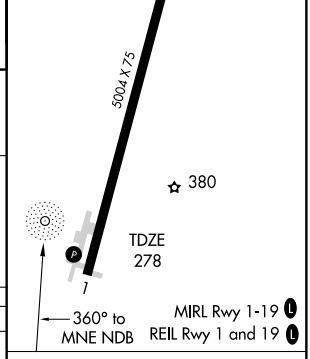
| | |
|---|---|
| ⚠ NA Use Barksdale AFB altimeter setting. | MISSED APPROACH: Climbing right turn to 2000 in MNE NDB holding pattern. |

| SHREVEPORT APP CON | GCO | UNICOM |
|---|---|---|
| 118.6 350.2 | 135.075 | 122.8 (CTAF) L |




| 2000 | MNE |
|---|---|
| | 201 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 960-1 | 682 (700-1) | 960-2<br>682 (700-2) | 960-2¼<br>682 (700-2¼) |
| CIRCLING | 960-1 | 682 (700-1) | 960-2<br>682 (700-2) | 960-2¼<br>682 (700-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

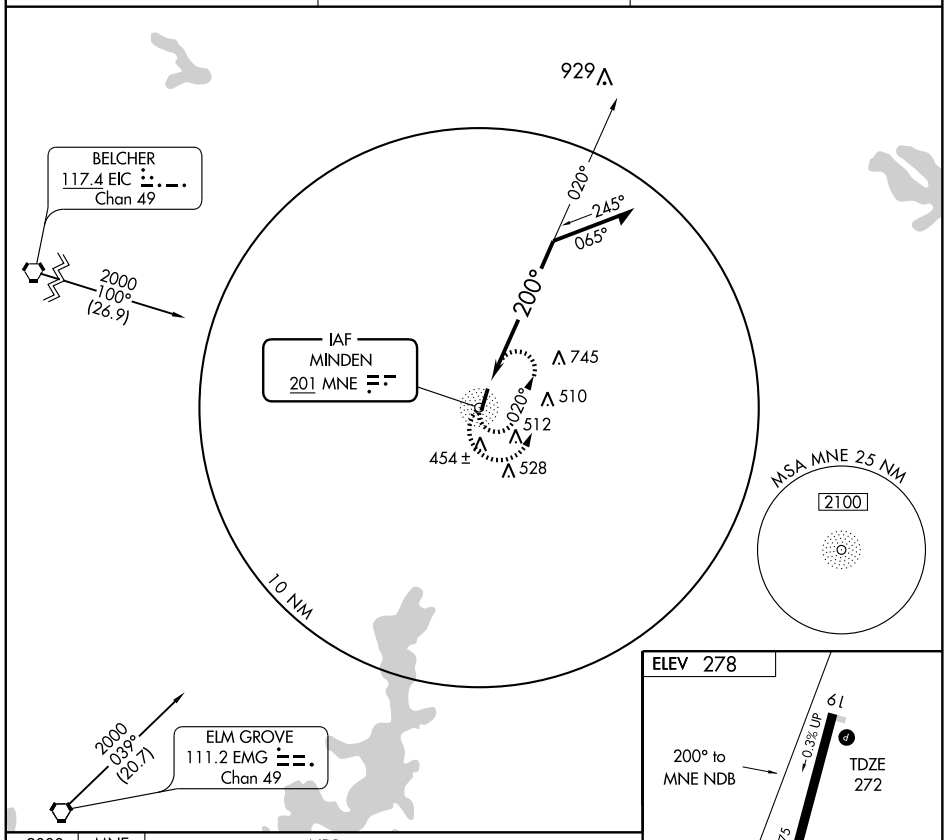
| NDB MNE | APP CRS | Rwy Idg | 5004 |
|---|---|---|---|
| 201 | 200° | TDZE | 272 |
| | | Apt Elev | 278 |

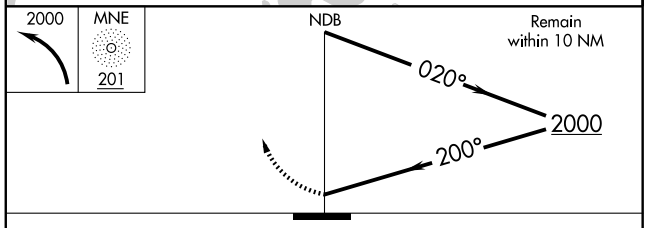
# NDB RWY 19
## MINDEN-WEBSTER (F24)

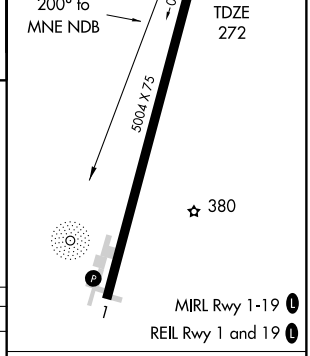
⚠ NA — Use Barksdale AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 in MNE NDB holding pattern.

| SHREVEPORT APP CON | GCO | UNICOM |
|---|---|---|
| 118.6 350.2 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 1000-1 | 728 (800-1) | 1000-2 728 (800-2) | 1000-2¼ 728 (800-2¼) |
| CIRCLING | 1000-1 | 722 (800-1) | 1000-2 722 (800-2) | 1000-2¼ 728 (800-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

MINDEN, LOUISIANA

AL-6064 (FAA)

| VORTAC EIC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.4 | 099° | TDZE | N/A |
| Chan 121 | | Apt Elev | 278 |

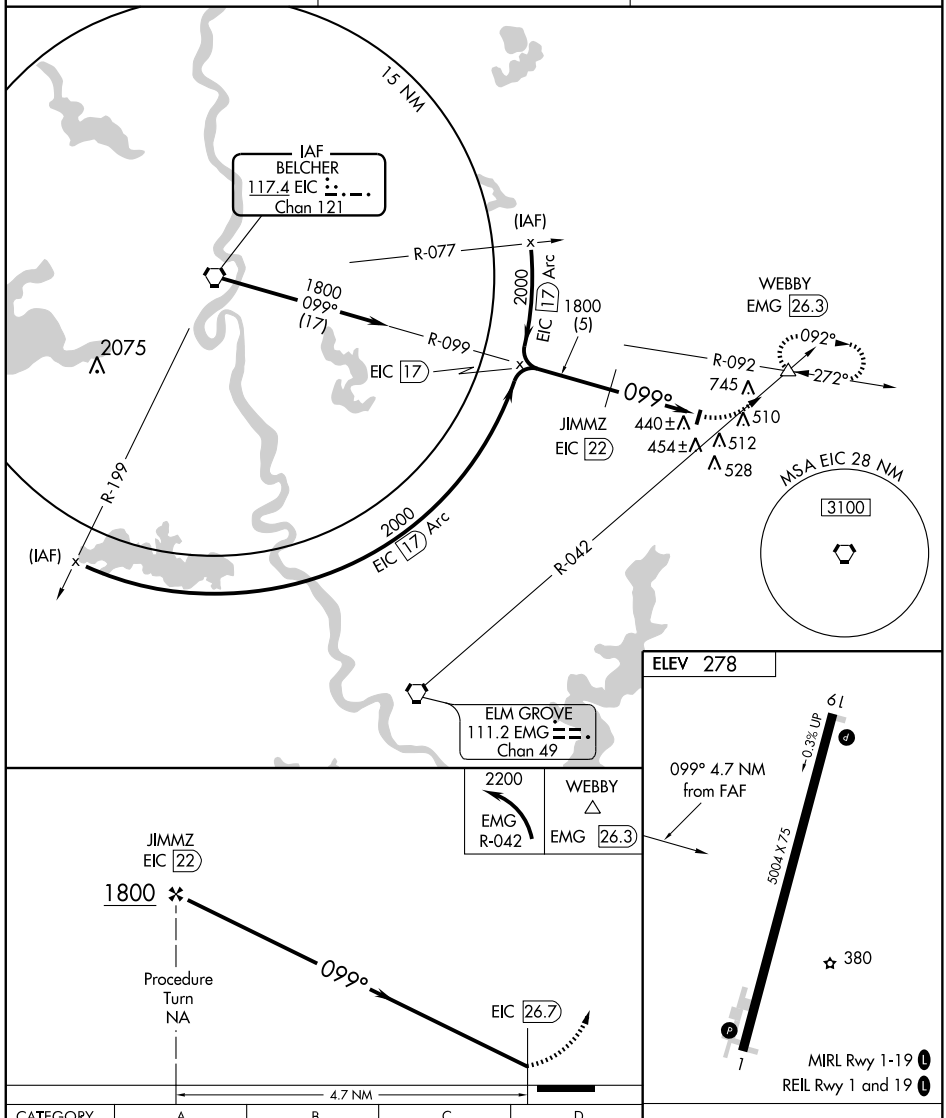
# VOR/DME-A

## MINDEN-WEBSTER (F24)

NA — Use Barksdale AFB altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 via EMG VOR/DME R-042 to WEBBY Int and hold.

| SHREVEPORT APP CON | GCO | UNICOM |
|---|---|---|
| 118.6 350.2 | 135.075 | 122.8 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1540-1¼<br>1262 (1300-1¼) | 1540-1½<br>1262 (1300-1½) | 1540-3 1262 (1300-3) | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-270 (FAA)

MONROE RGNL (MLU)
MONROE, LOUISIANA

ATIS 125.05
MONROE TOWER ★
118.9 257.8
GND CON
121.9
CLNC DEL
121.65

D

RWY 4-22
S75, D170, ST175, DT290
RWY 14-32
S75, D170, ST175, DT290
RWY 18-36
S60, D75, ST95,DT130

VAR 1.7° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1 ° W

ELEV 75

HANGAR
FIRE STATION
FIELD ELEV 79
ELEV 79
81
14
22
223.3°
178.3°
138.3°
HANGAR
TANKS
HANGARS
FBO
CONTROL TOWER 207
TERMINAL
HANGARS
GENERAL AVIATION PARKING
VOT
FBO
HANGAR
043.3°
358.3°
5000 X 150
7507 X 150
5001 X 150
318.3°
32
ELEV 76
HOT CARGO AREA
ELEV 76
ELEV 76
36
HANGAR

32°31.0′ N
32°30.0′ N
92°03.0′ W
92°02.0′ W

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-MLU | APP CRS | Rwy Idg | 7507 |
|---|---|---|---|
| 109.5 | 042° | TDZE | 78 |
| | | Apt Elev | 79 |

# ILS or LOC RWY 4
MONROE RGNL (MLU)

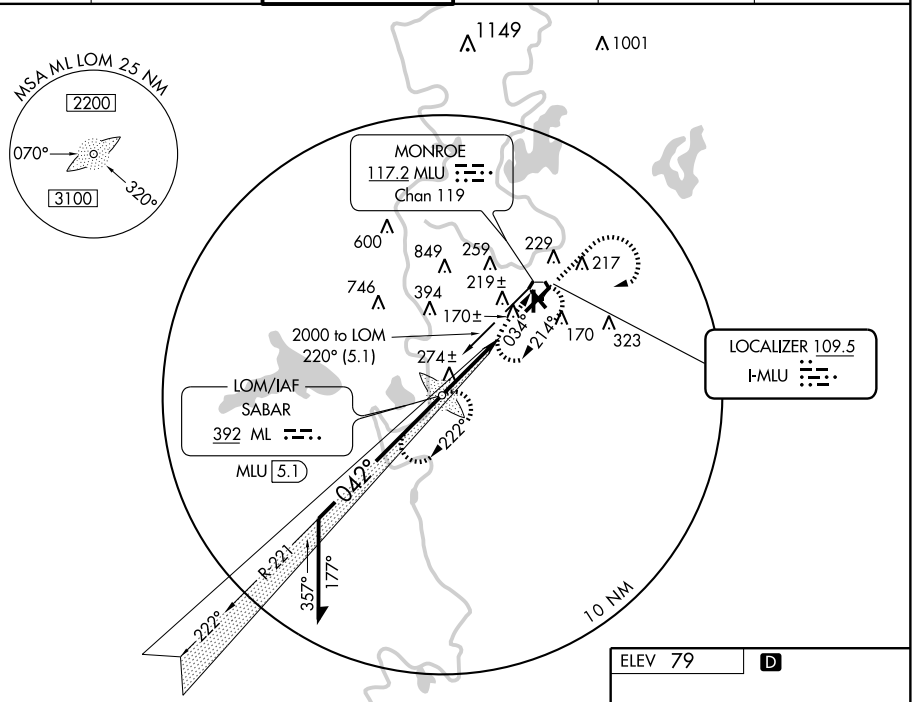
T ASR

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

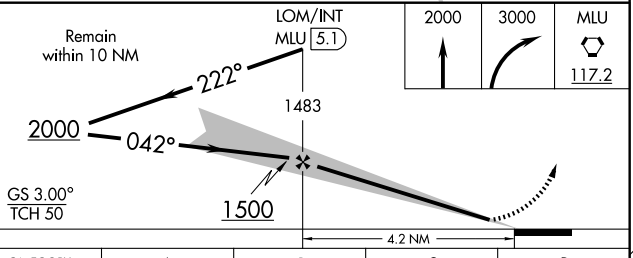
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct MLU VORTAC and hold.

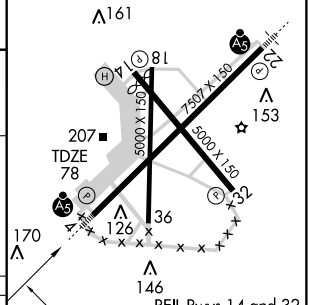
| ATIS | MONROE APP CON ★ | MONROE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.05 | 126.9 307.9 | 118.9 (CTAF) L 257.8 | 121.9 | 121.65 | 122.95 |




## ADF or DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | | *278/24 200 (200-½) | | |
| S-LOC 4 | 480/24 402 (500-½) | | 480/40 402 (500-¾) | |
| CIRCLING | 580-1 501 (600-1) | | 620-1½ 541 (600-1½) | 640-2 561 (600-2) |




FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-MZR | APP CRS | Rwy Idg | 7507 |
|---|---|---|---|
| 109.5 | 222° | TDZE | 78 |
| | | Apt Elev | 79 |

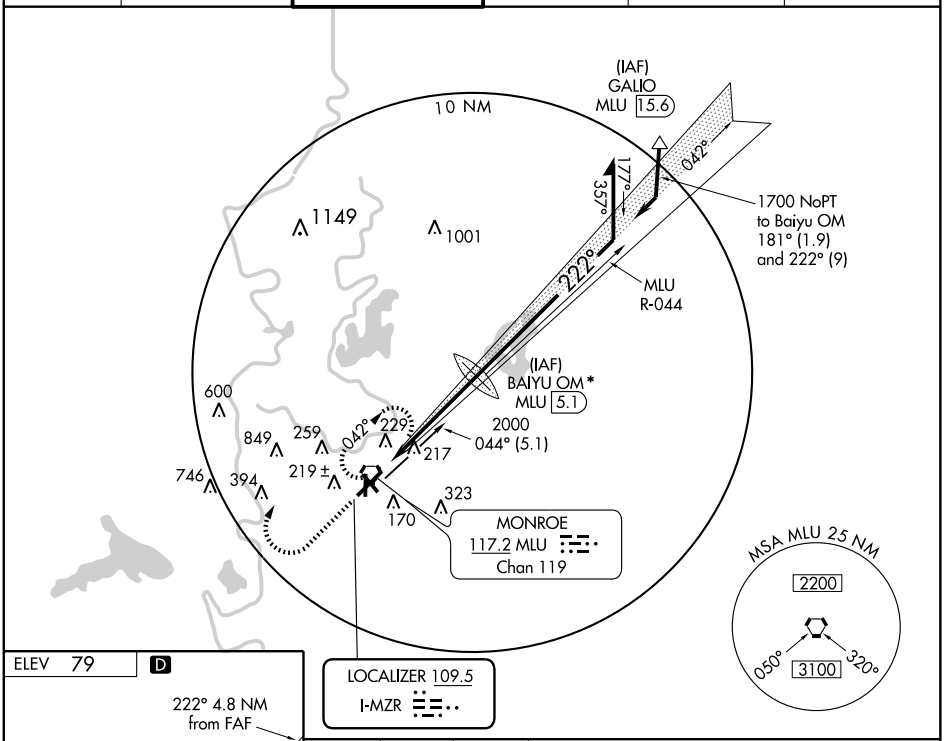
# ILS RWY 22
MONROE RGNL (MLU)

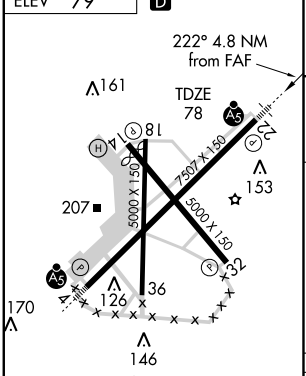
ASR

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct MLU VORTAC and hold.

| ATIS | MONROE APP CON ★ | MONROE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.05 | 126.9 307.9 | 118.9 (CTAF) L 257.8 | 121.9 | 121.65 | 122.95 |

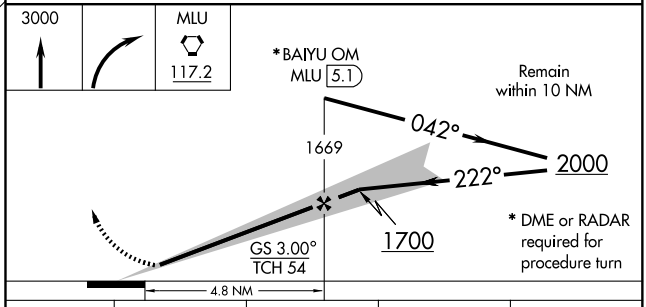



REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 278-½ 200 (200-½) | | | |
| S-LOC 22 | 420-½ 342 (400-½) | | | 420-¾ 342 (400-¾) |
| CIRCLING | 580-1 501 (600-1) | | 620-1½ 541 (600-1½) | 640-2 561 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 56410 W04A | APP CRS 042° | Rwy Idg 7507 TDZE 78 Apt Elev 79 |
|---|---|---|

# RNAV (GPS) RWY 4

MONROE RGNL (MLU)

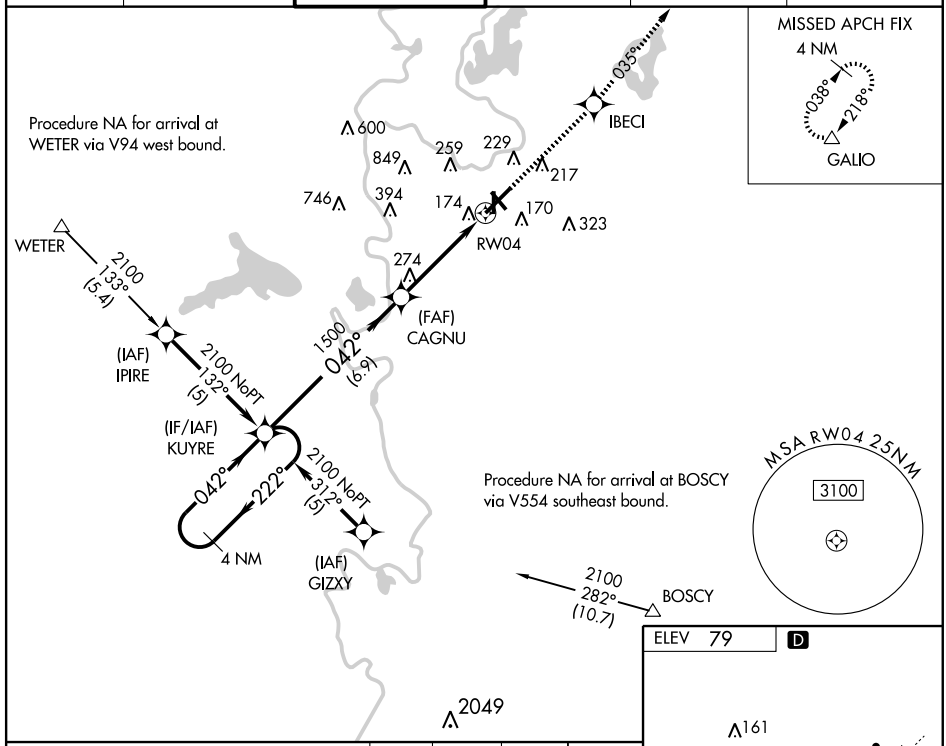
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct IBECI and left turn via 035° track to GALIO and hold.

| ATIS | MONROE APP CON * | MONROE TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.05 | 126.9 307.9 | 118.9 (CTAF) L 257.8 | 121.9 | 121.65 | 122.95 |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 278/24 200 (200-½) | | | |
| LNAV/VNAV DA | 444-40 366 (400-¾) | | | |
| LNAV MDA | 540/24 462 (500-½) | | 540/40 462 (500-¾) | 540/50 462 (500-1) |
| CIRCLING | 580-1 501 (600-1) | | 620-1½ 541 (600-1½) | 640-2 561 (600-2) |




SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 70510 W22A | APP CRS 222° | Rwy Idg 7507 TDZE 78 Apt Elev 79 |
|---|---|---|

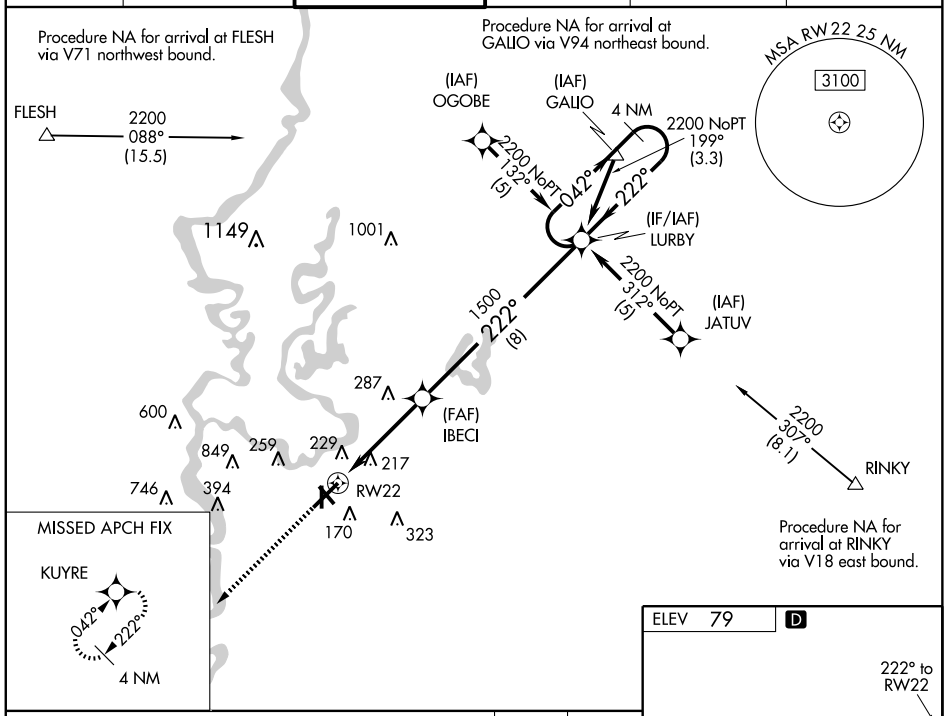
# RNAV (GPS) RWY 22
## MONROE RGNL (MLU)

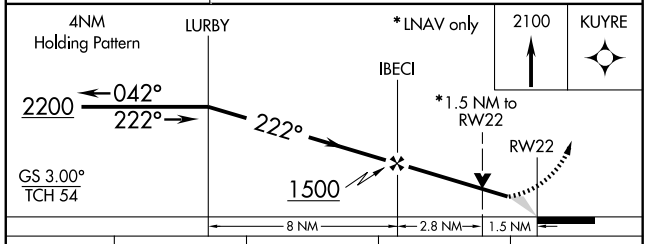
ASR — For inoperative MALSR, increase LPV all Cats visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

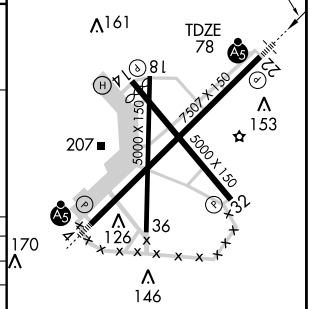
MALSR

MISSED APPROACH: Climb to 2100 direct KUYRE and hold.

| ATIS | MONROE APP CON ★ | MONROE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.05 | 126.9 307.9 | 118.9 (CTAF) L 257.8 | 121.9 | 121.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 372-½ 294 (300-½) | | | |
| LNAV/VNAV DA | 514-1 436 (500-1) | | | |
| LNAV MDA | 600-½ 522 (600-½) | | 600-1 522 (600-1) | 600-1¼ 522 (600-1¼) |
| CIRCLING | 600-1 521 (600-1) | | 620-1½ 541 (600-1½) | 640-2 561 (600-2) |

REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC MLU 117.2 Chan 119 | APP CRS 034° | Rwy Idg 7507 TDZE 78 Apt Elev 79 |
|---|---|---|

# VOR/DME RWY 4

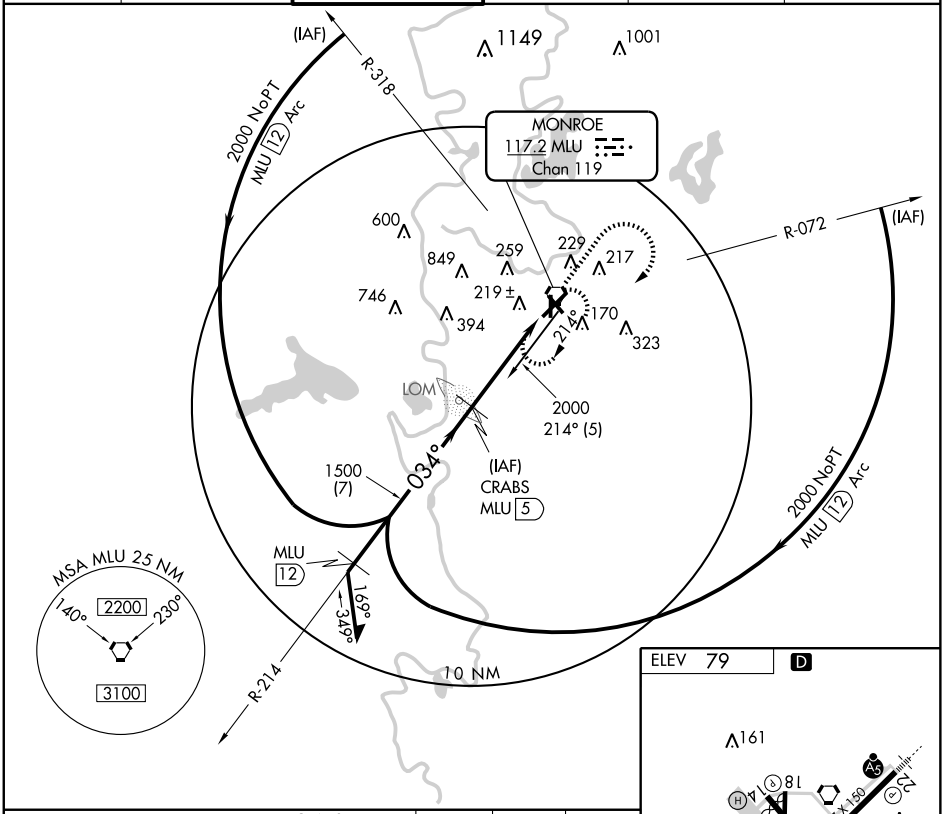
MONROE RGNL (MLU)

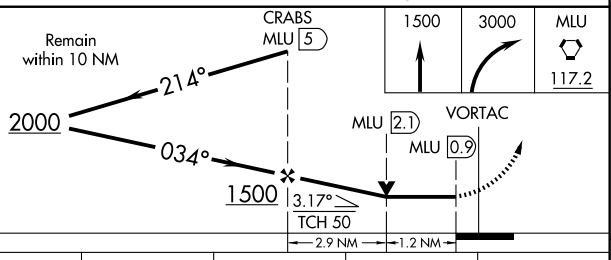
ASR

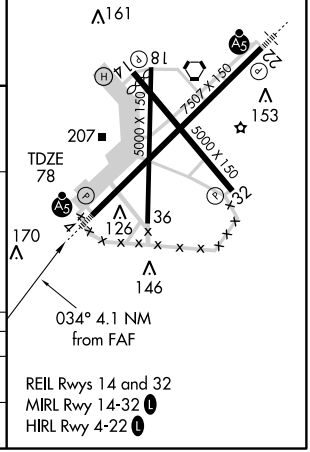
MALSR

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 direct MLU VORTAC and hold.

| ATIS | MONROE APP CON ★ | MONROE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.05 | 126.9 307.9 | 118.9 (CTAF) L 257.8 | 121.9 | 121.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 520/24 442 (500-½) | | 520-40 442 (500-¾) | 520-50 442 (500-1) |
| CIRCLING | 580-1 501 (600-1) | | 620-1½ 541 (600-1½) | 640-2 561 (600-2) |

REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC MLU 117.2 Chan 119 | APP CRS 240° | Rwy Idg 7507 TDZE 78 Apt Elev 79 |
|---|---|---|

# VOR/DME RWY 22

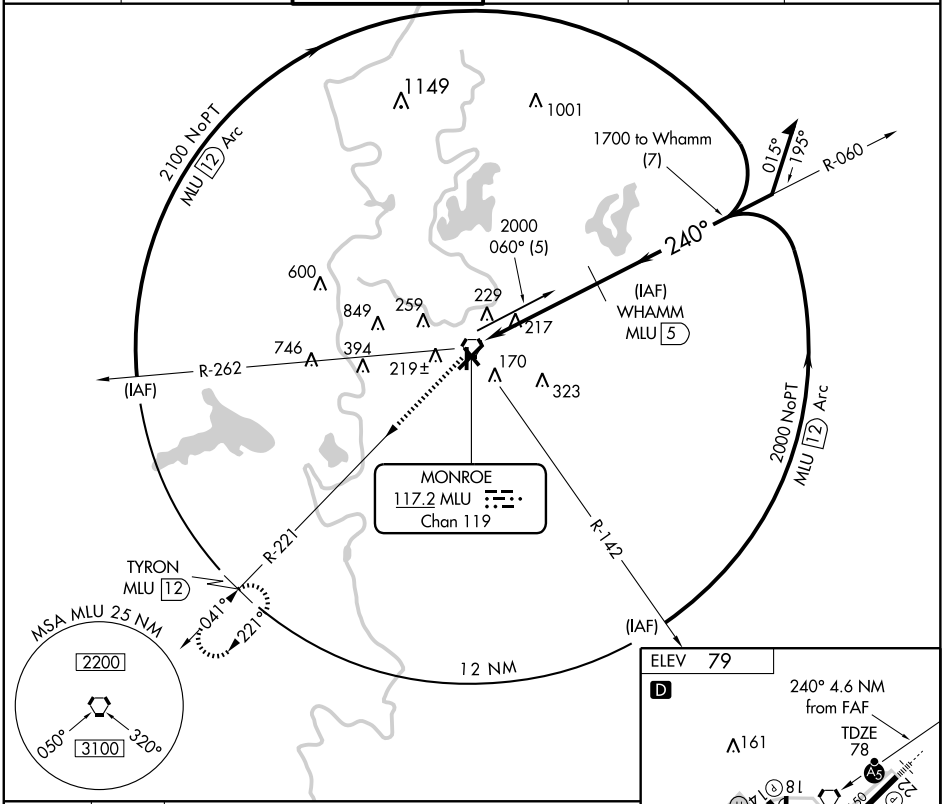
MONROE RGNL (MLU)

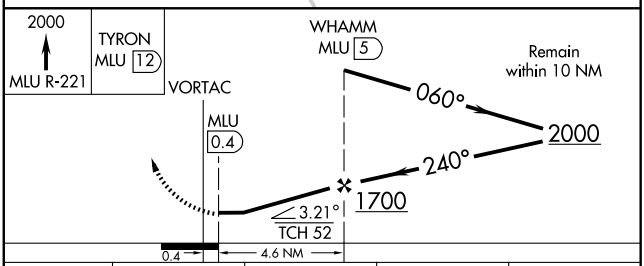
Inoperative table does not apply.
ASR

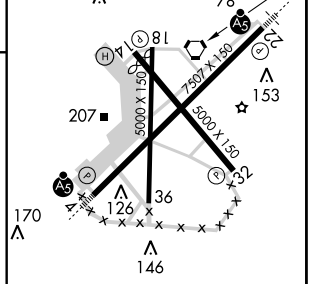
MALSR

MISSED APPROACH: Climb to 2000 via MLU R-221 to TYRON Int/12 DME and hold.

| ATIS | MONROE APP CON ★ | MONROE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.05 | 126.9 307.9 | 118.9 (CTAF) L 257.8 | 121.9 | 121.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 480-1 | 402 (500-1) | 480-1¼ | 402 (500-1¼) |
| CIRCLING | 580-1 | 501 (600-1) | 620-1½ 541 (600-1½) | 640-2 561 (600-2) |

REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC MLU 117.2 Chan 119 | APP CRS 328° | Rwy Idg 5000 TDZE 78 Apt Elev 79 |
|---|---|---|

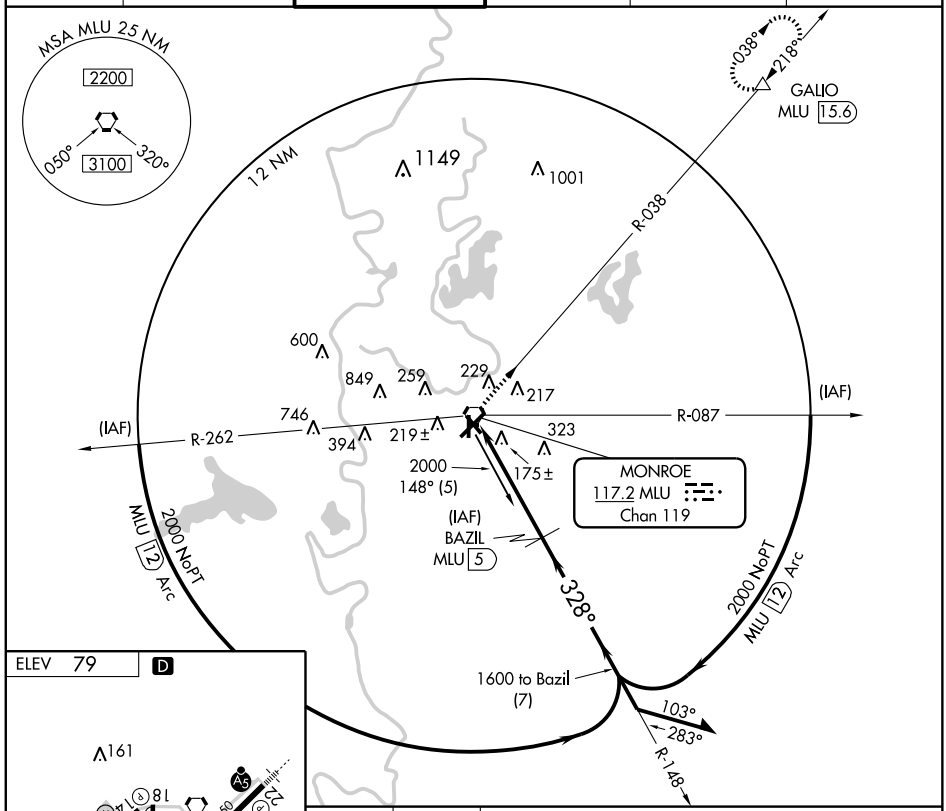
# VOR/DME RWY 32

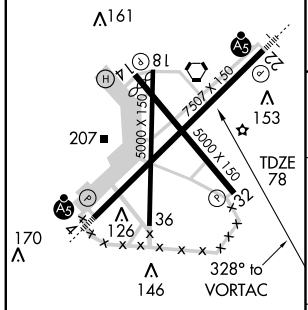
MONROE RGNL (MLU)

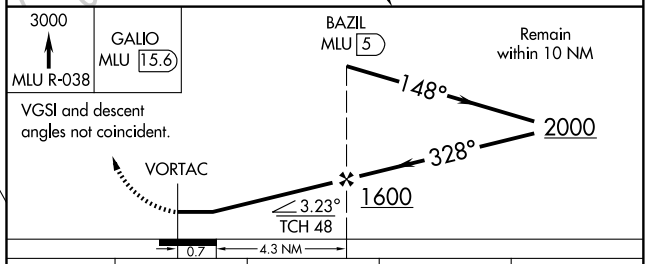
ASR

MISSED APPROACH: Climb to 3000 via MLU R-038 to GALIO Int/15.6 DME and hold.

| ATIS | MONROE APP CON ★ | MONROE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.05 | 126.9 307.9 | 118.9 (CTAF) L 257.8 | 121.9 | 121.65 | 122.95 |




REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 460-1 382 (400-1) | | | 460-1¼ 382 (400-1¼) |
| CIRCLING | 580-1 501 (600-1) | | 620-1½ 541 (600-1½) | 640-2 561 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC MLU 117.2 Chan 119 | APP CRS 034° | Rwy Idg 7507 TDZE 78 Apt Elev 79 |
|---|---|---|

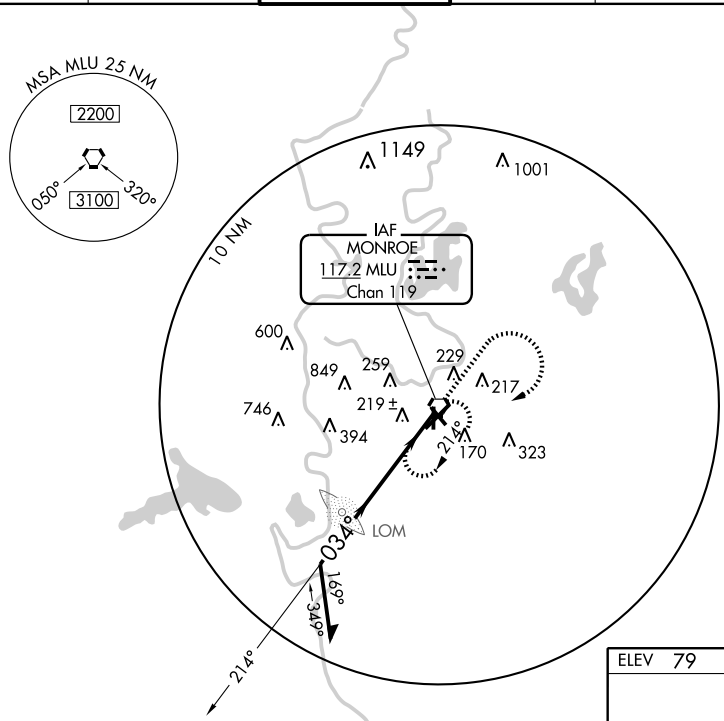
# VOR RWY 4
MONROE RGNL (MLU)

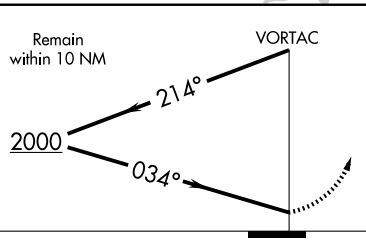
ASR

MALSR

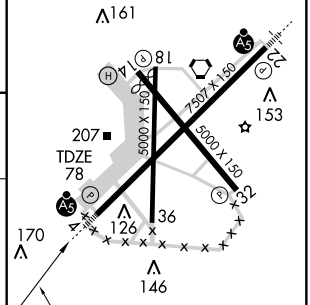
MISSED APPROACH: Climb to 1500 then right climbing turn to 3000 direct MLU VORTAC and hold.

| ATIS | MONROE APP CON ★ | MONROE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.05 | 126.9 307.9 | 118.9 (CTAF) L 257.8 | 121.9 | 121.65 | 122.95 |




| 1500 | 3000 | MLU 117.2 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 600/24 522 (600-½) | | 600-50 522 (600-1) | 600-60 522 (600-1¼) |
| CIRCLING | 600-1 521 (600-1) | | 620-1½ 541 (600-1½) | 640-2 561 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC MLU 117.2 Chan 119 | APP CRS 237° | Rwy Idg 7507 TDZE 78 Apt Elev 79 |
|---|---|---|

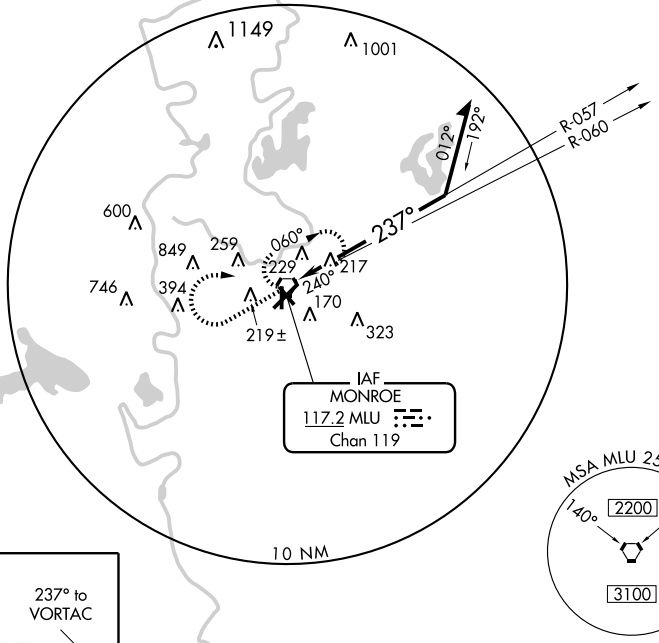
# VOR RWY 22
MONROE RGNL (MLU)

ASR For inoperative MALSR increase S-22 Cat A and B visibility to 1 mile.

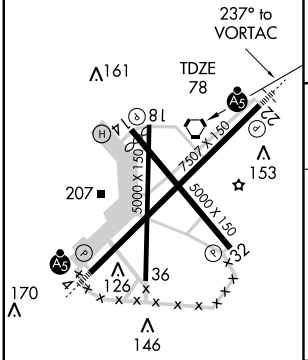
MALSR

MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct MLU VORTAC and hold.

| ATIS | MONROE APP CON ★ | MONROE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 125.05 | 126.9 307.9 | 118.9 (CTAF) L 257.8 | 121.9 | 121.65 | 122.95 |

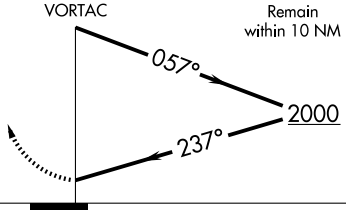



ELEV 79 D




REIL Rwys 14 and 32
MIRL Rwy 14-32 L
HIRL Rwy 4-22 L

| 2000 | 3000 | MLU 117.2 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 640-¾ 562 (600-¾) | | 640-1 562 (600-1) | 640-1¾ 562 (600-1¾) |
| CIRCLING | 640-1 561 (600-1) | | 640-1½ 561 (600-1½) | 640-2 561 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-IER | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| 110.5 | 342° | TDZE | 121 |
| | | Apt Elev | 121 |

# LOC RWY 35

NATCHITOCHES RGNL (IER)

NA

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

| AWOS-3 | POLK APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.025 | 125.4 302.2 | 135.075 | 122.8 (CTAF) L |

ADF REQUIRED

LOCALIZER 110.5 I-IER

MSA OOC 25 NM 2600

10 NM

MARTA 2000 105° (24.3)

712± 659 480 498 510 335 454 415 385 298 506 459 286± 304 818 475 844

IAF NATCHITOCHES 407 OOC

162° 1 min 342°

162° 1700 342° (7.1)

SATCH INT

R-299 162°

IAF ALEXANDRIA 116.1 AEX Chan 108

3000 NoPT 299° (32.7)

R-3801A

ELEV 121

MIRL Rwys 7-25 and 17-35 L

REIL Rwy 17 L

4000 X 100

5003 X 150

TDZE 121

342° 4.2 NM from FAF

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

1000 2000 OOC 407

NDB

One Minute Holding Pattern

162° 342° 2000

342° 3.42° TCH 45 1700

VGSI and descent angles not coincident.

4.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 500-¾ 379 (400-¾) | | | NA |
| CIRCLING | 740-1 619 (700-1) | | 740-1¾ 619 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB OOC | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| 407 | 343° | TDZE | 121 |
| | | Apt Elev | 121 |

# NDB RWY 35

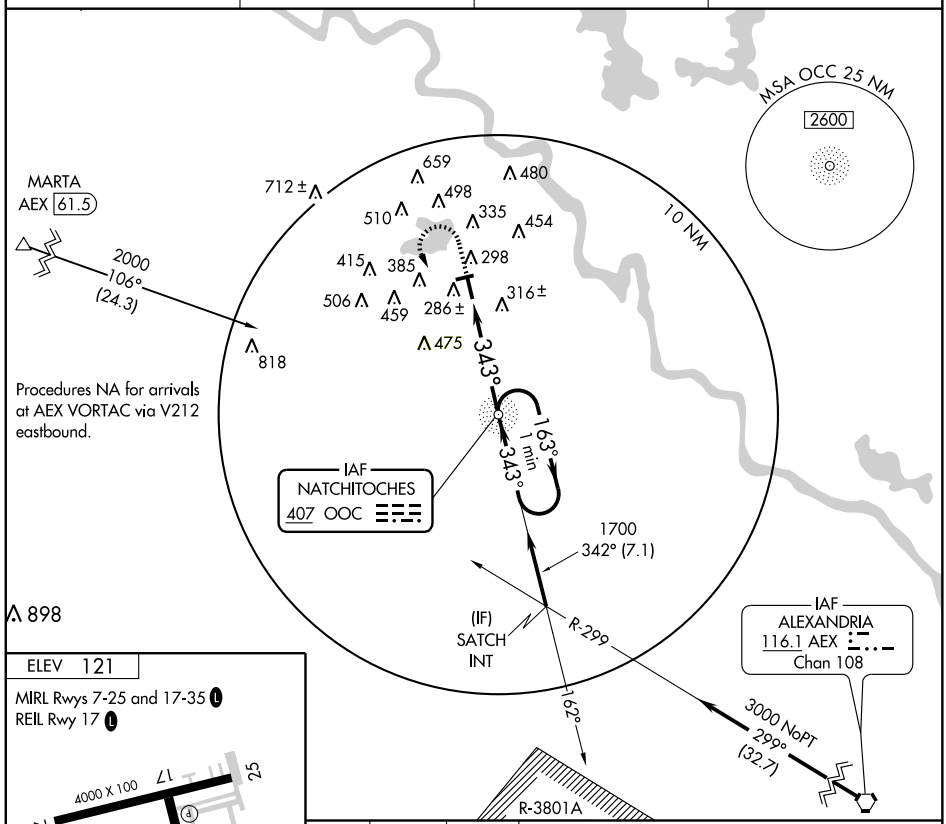
## NATCHITOCHES RGNL (IER)

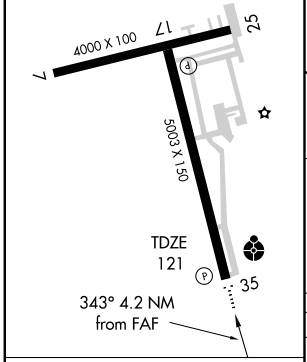
T NA — Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDA 100 feet and S-35/Circling Cat C visibility to 2 miles.

ODALS

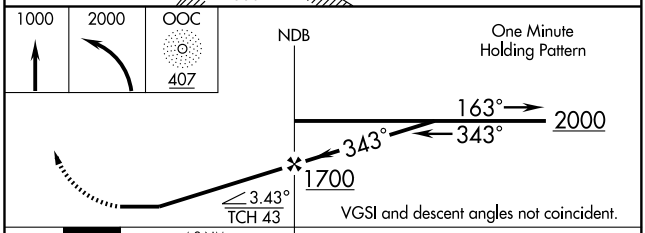
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

| AWOS-3 | POLK APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.025 | 125.4 302.2 | 135.075 | 122.8 (CTAF) L |




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 720-1 | 599 (600-1) | 720-1½ 599 (600-1½) | NA |
| CIRCLING | 740-1 | 619 (700-1) | 740-1¾ 619 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

NATCHITOCHES, LOUISIANA AL-5912 (FAA)

| WAAS | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| CH 77810 | 162° | TDZE | 117 |
| W17A | | Apt Elev | 121 |

# RNAV (GPS) RWY 17

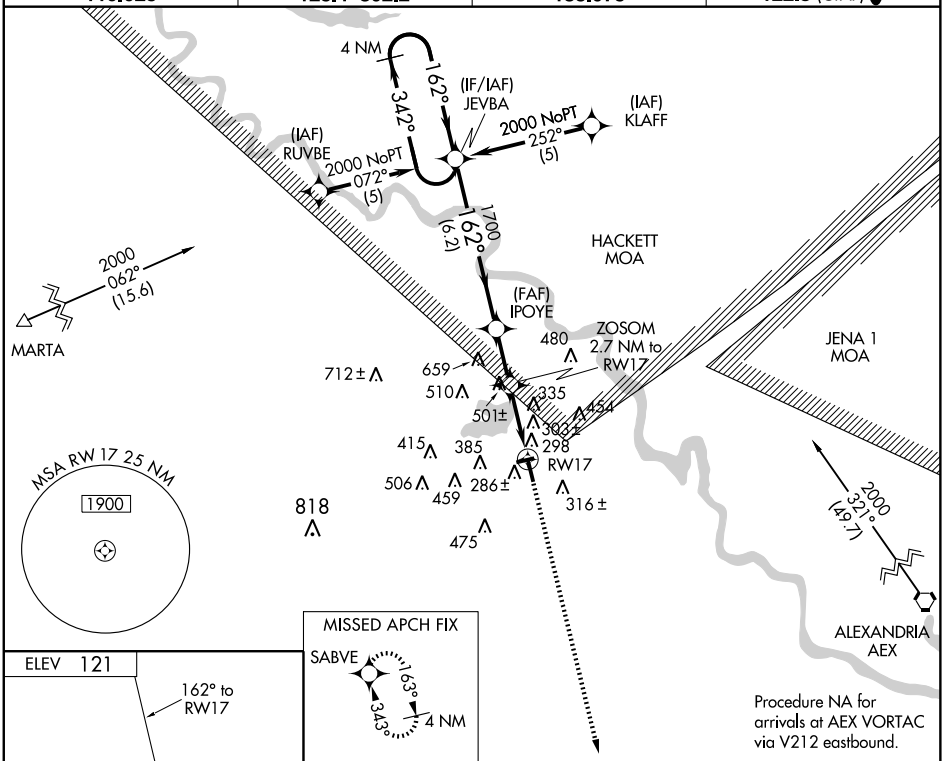
## NATCHITOCHES RGNL (IER)

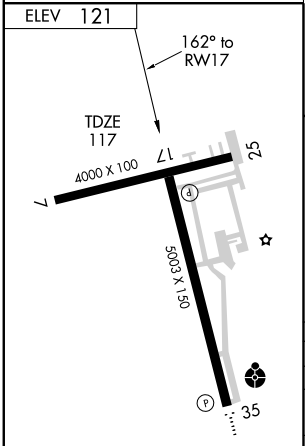
Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA/MDA 100 feet and all visibilities ½ mile.

NA

MISSED APPROACH: Climb to 2000 direct SABVE and hold.

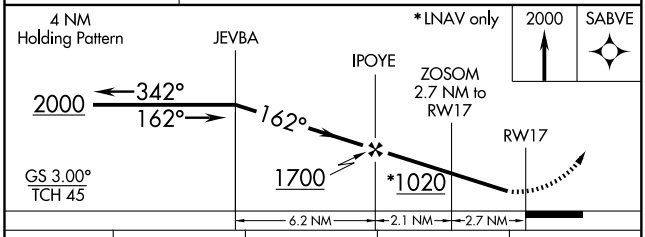
| AWOS-3 | POLK APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.025 | 125.4 302.2 | 135.075 | 122.8 (CTAF) L |




REIL Rwy 17 L

MIRL Rwys 7-25 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 420-1 | 303 (300-1) | | NA |
| LNAV/VNAV DA | 657-2 | 540 (600-2) | | NA |
| LNAV MDA | 760-1 | 643 (700-1) | 760-1¾ 643 (700-1¾) | NA |
| CIRCLING | 760-1 | 639 (700-1) | 760-1¾ 639 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg 5003 |
|---|---|---|
| CH 86510 | 342° | TDZE 121 |
| W35A | | Apt Elev 121 |

# RNAV (GPS) RWY 35

## NATCHITOCHES RGNL (IER)

Inoperative table does not apply. Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 2000 direct JEVBA and hold.

| AWOS-3 | POLK APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.025 | 125.4 302.2 | 135.075 | 122.8 (CTAF) L |

MISSED APCH FIX

4 NM 162° 342° JEVBA

712± 659 480 510 498 335 454 298 415 385 506 459 286± RW35 316± 204± 818 475 319± 342° 481± (FAF) HOREG 1700 (6.3) 343°

MARTA 2000 125° (25.3)

MSA RW35 25 NM 1900

844

(IAF) OVRAE 2000 NoPT 253° (5)

(IAF) POCRI 2000 NoPT 072° (5)

(IF/IAF) SABVE 343° 163° 4 NM

Procedure NA for arrivals at AEX VORTAC via V212 eastbound.

2000 305° (29.6) ALEXANDRIA AEX

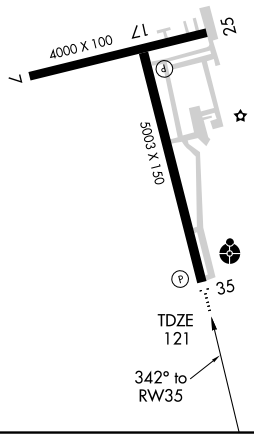
WARRIOR 1 MOA

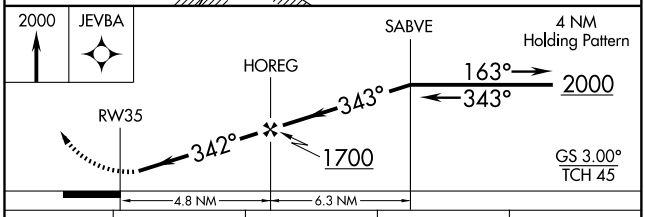
CLAIBORNE A & B MOA

ELEV 121

MIRL Rwys 7-25 and 17-35 L

REIL Rwy 17 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 371-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 618-1¾ 497 (500-1¾) | | | NA |
| LNAV MDA | 620-1 499 (500-1) | | 620-1¼ 499 (500-1¼) | NA |
| CIRCLING | 680-1 559 (600-1) | 740-1 619 (700-1) | 740-1¾ 619 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

09295

# AIRPORT DIAGRAM

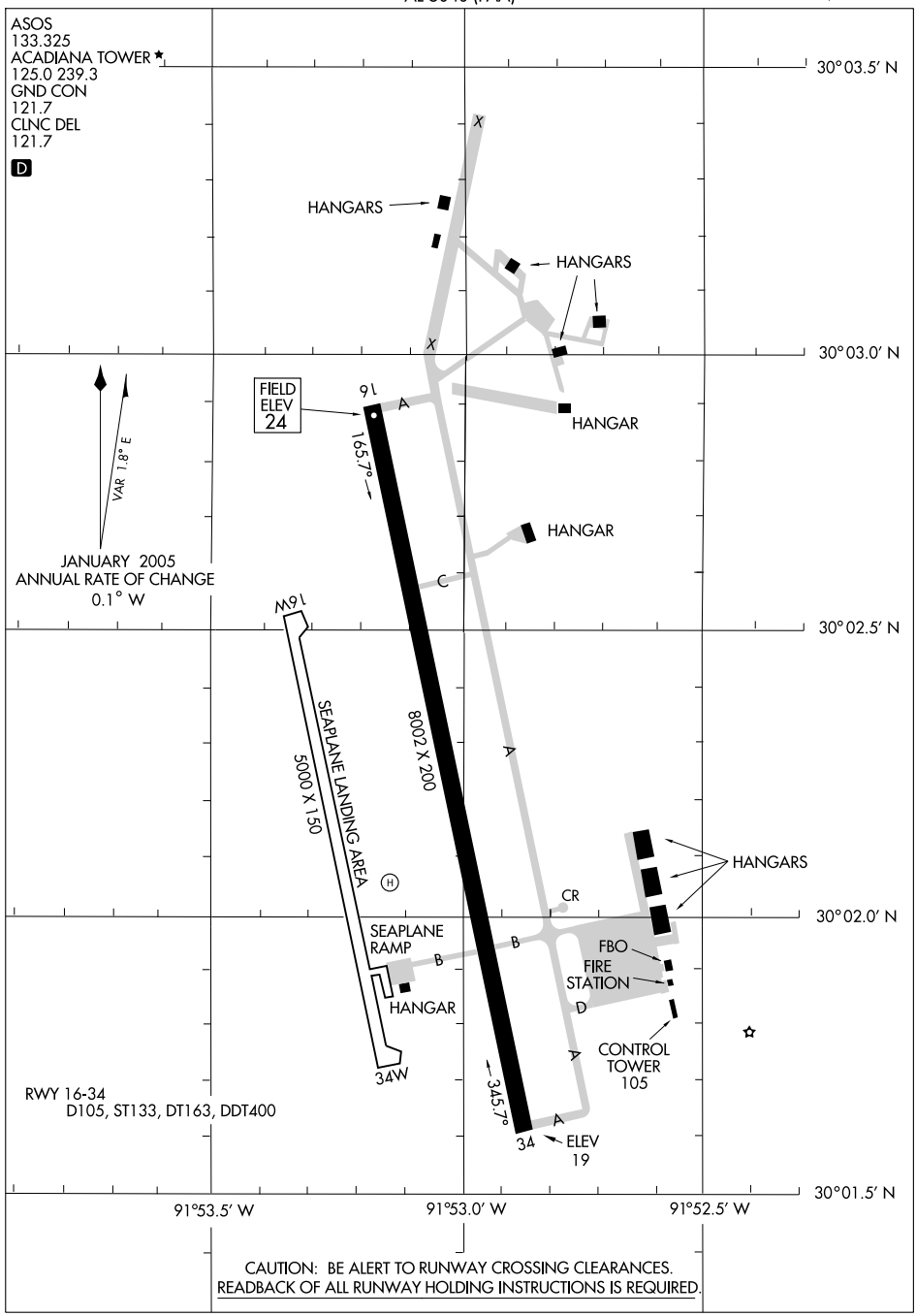
AL-5040 (FAA)

## NEW IBERIA/ACADIANA RGNL (ARA)

NEW IBERIA, LOUSIANA

ASOS
133.325
ACADIANA TOWER ★
125.0 239.3
GND CON
121.7
CLNC DEL
121.7

D




RWY 16-34
D105, ST133, DT163, DDT400

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-ARA | APP CRS | Rwy Idg | 8002 |
|---|---|---|---|
| 108.9 | 345° | TDZE | 21 |
| | | Apt Elev | 24 |

# ILS RWY 34

NEW IBERIA/ACADIANA RGNL (ARA)

⚠ When control tower closed, use Lafayette Rgnl altimeter setting.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/LFT 18.8 DME and hold.

| LAFAYETTE APP CON ★ | ACADIANA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 121.1 268.7 | 125.0 (CTAF) L A5 239.3 | 121.7 | 121.7 122.7 L ★ | 122.95 |

ADF REQUIRED

LAFAYETTE 109.8 LFT Chan 35

3000 152° (15.7)

1049 ROSEY

2000 199° (23.2)

116.5 BTR Chan 112

R-114

R-211

CLYNT LFT 18.8

294°

114°

LOCALIZER 108.9 I-ARA

604 297 131 282 279 540 281 463

IAF ACADI 269 AR

1 min 165° 345°

MSA AR 25 NM 2800 262° 16000 352°

10 NM

15000

ELEV 24 D

HIRL Rwy 16-34 L

MIRL Rwy 16W-34W L ★

9 131 16W 8002 X 200 5000 X 150 Seaplane Landing Area 34W TDZE 21 34 103 105

345° 4.3 NM from FAF

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

800 2000 HDG 080° LFT R-114 CLYNT LFT 18.8

NDB 1468

One Minute Holding Pattern

165° 345° 1700 1500

345°

GS 3.00° TCH 51

4.3 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | 221-½ 200 (200-½) | | | |
| S-LOC 34 | 380-½ 359 (400-½) | | | 380-¾ 359 (400-¾) |
| CIRCLING | 460-1 436 (500-1) | 480-1 456 (500-1) | 480-1½ 456 (500-1½) | 580-2 556 (600-2) |
| LAFAYETTE RGNL ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 34 | 250-½ 229 (300-½) | | | |
| S-LOC 34 | 400-½ 379 (400-½) | | | 400-¾ 379 (400-¾) |
| CIRCLING | 460-1 436 (500-1) | 520-1 496 (500-1) | 520-1½ 496 (500-1½) | 620-2 596 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 82501 W16A | APP CRS 165° | Rwy Idg 8002<br>TDZE 24<br>Apt Elev 24 |
|---|---|---|

# RNAV (GPS) RWY 16

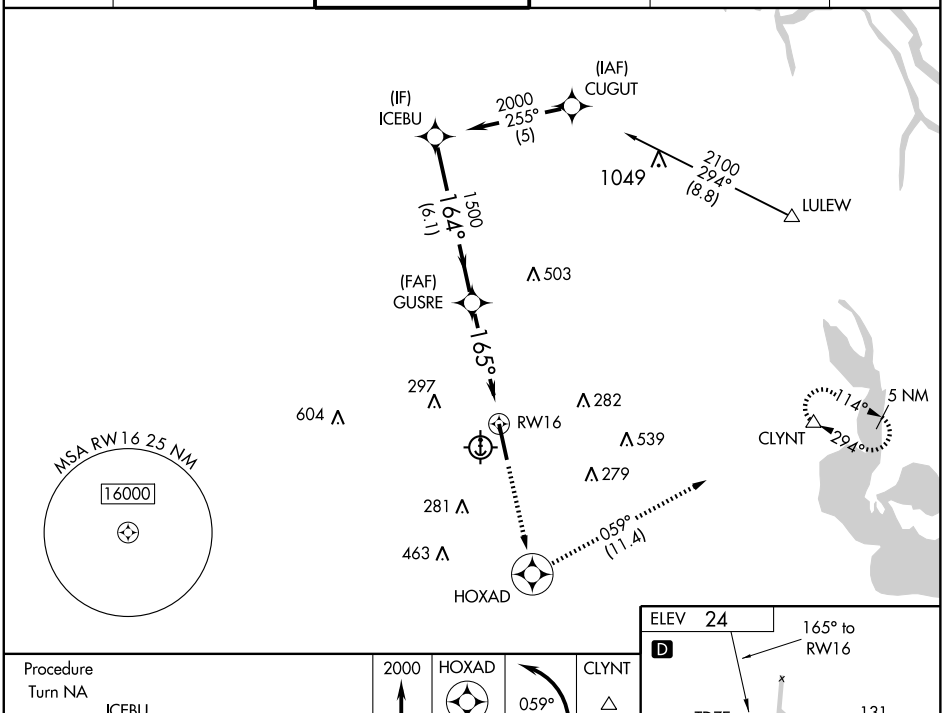
NEW IBERIA/ACADIANA RGNL (ARA)

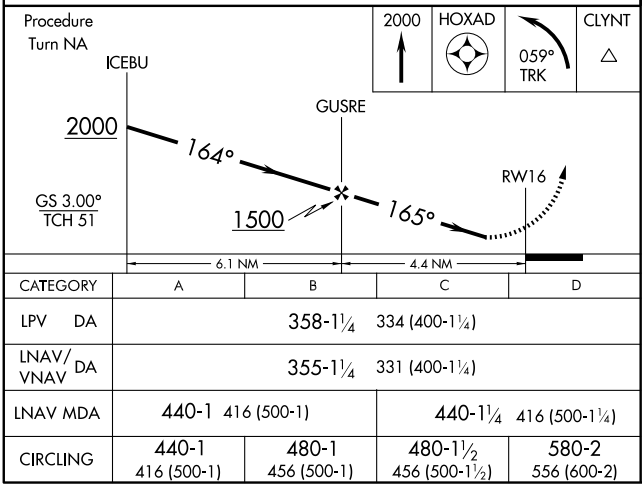
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV system, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). When local altimeter setting not received, use Lafayette altimeter setting and increase all DA/MDA 40 feet and increase visibility LNAV Cat D ¼ mile. BARO-VNAV NA when using Lafayette altimeter setting. Inoperative table does not apply.

ODALS

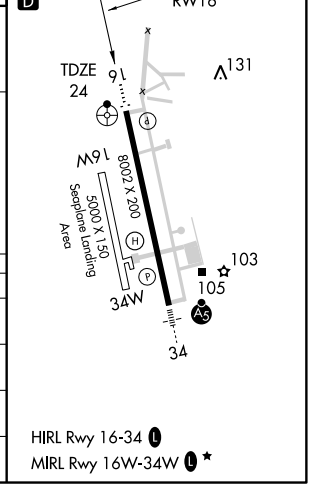
MISSED APPROACH: Climb to 2000 direct HOXAD and left turn via 059° track to CLYNT and hold.

| ASOS | LAFAYETTE APP CON ★ | ACADIANA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.325 | 121.1 268.7 | 125.0 (CTAF) L A5 239.3 | 121.7 | 121.7 122.7 L ★ | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 358-1¼ 334 (400-1¼) | | | |
| LNAV/VNAV DA | 355-1¼ 331 (400-1¼) | | | |
| LNAV MDA | 440-1 416 (500-1) | | 440-1¼ 416 (500-1¼) | |
| CIRCLING | 440-1 416 (500-1) | 480-1 456 (500-1) | 480-1½ 456 (500-1½) | 580-2 556 (600-2) |




HIRL Rwy 16-34 L

MIRL Rwy 16W-34W L ★

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH **40301** **W34A** | APP CRS **345°** | Rwy Idg **8002** TDZE **21** Apt Elev **24** |
|---|---|---|

# RNAV (GPS) RWY 34

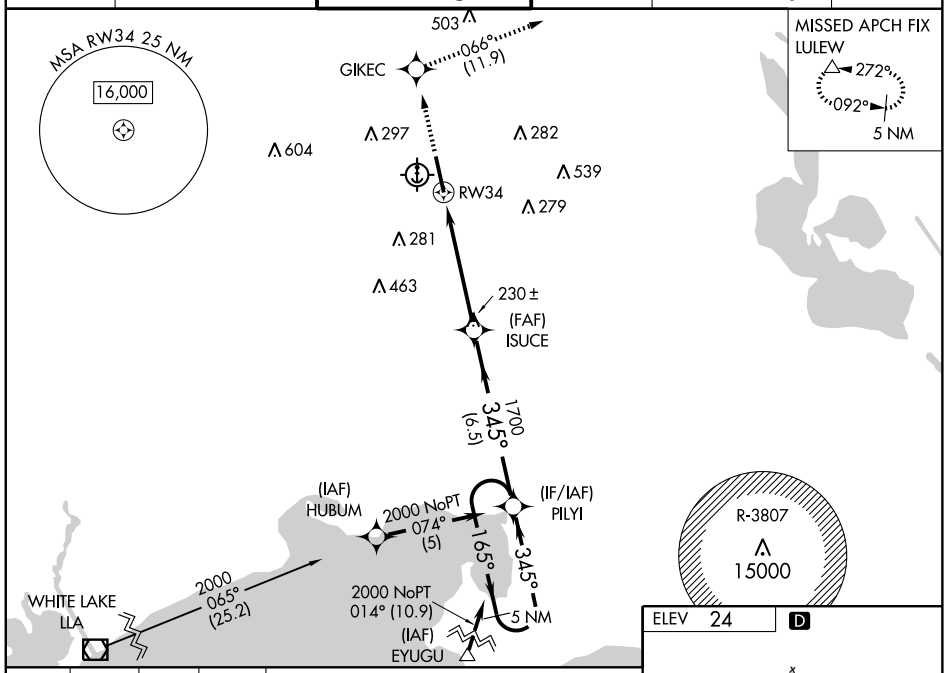
NEW IBERIA/ACADIANA RGNL (ARA)

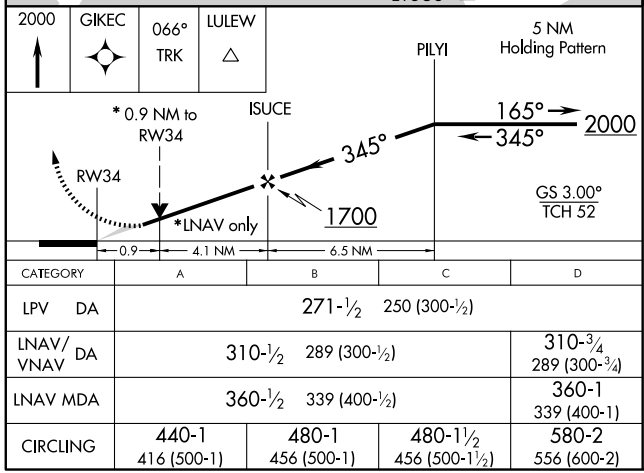
DME/DME RNP-0.3 NA. BARO-VNAV and VDP NA when using Lafayette altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). If local altimeter setting not received, use Lafayette altimeter setting and increase all DAs/MDAs 40 feet. For inoperative MALSR increase LPV all Cats visibility to ¾, and LNAV/VNAV Cat D to 1. Inoperative table does not apply to LNAV Cat D.

MALSR

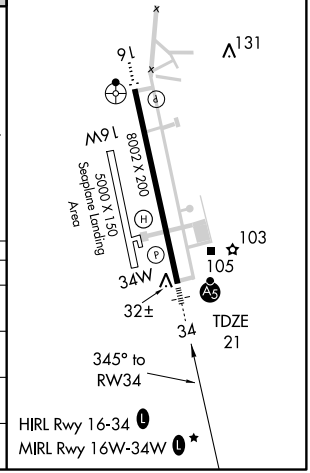
MISSED APPROACH: Climb to 2000 direct GIKEC and via 066° track to LULEW and hold.

| ASOS | LAFAYETTE APP CON ★ | ACADIANA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.325 | 121.1 268.7 | 125.0 (CTAF) L A5 239.3 | 121.7 | 121.7 122.7 L ★ | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 271-½ | 250 (300-½) | | |
| LNAV/VNAV DA | 310-½ | 289 (300-½) | | 310-¾ 289 (300-¾) |
| LNAV MDA | 360-½ | 339 (400-½) | | 360-1 339 (400-1) |
| CIRCLING | 440-1 416 (500-1) | 480-1 456 (500-1) | 480-1½ 456 (500-1½) | 580-2 556 (600-2) |




SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC LFT | APP CRS | Rwy Idg | 8002 |
|---|---|---|---|
| 109.8 | 328° | TDZE | 21 |
| Chan 35 | | Apt Elev | 24 |

# VOR/DME RWY 34

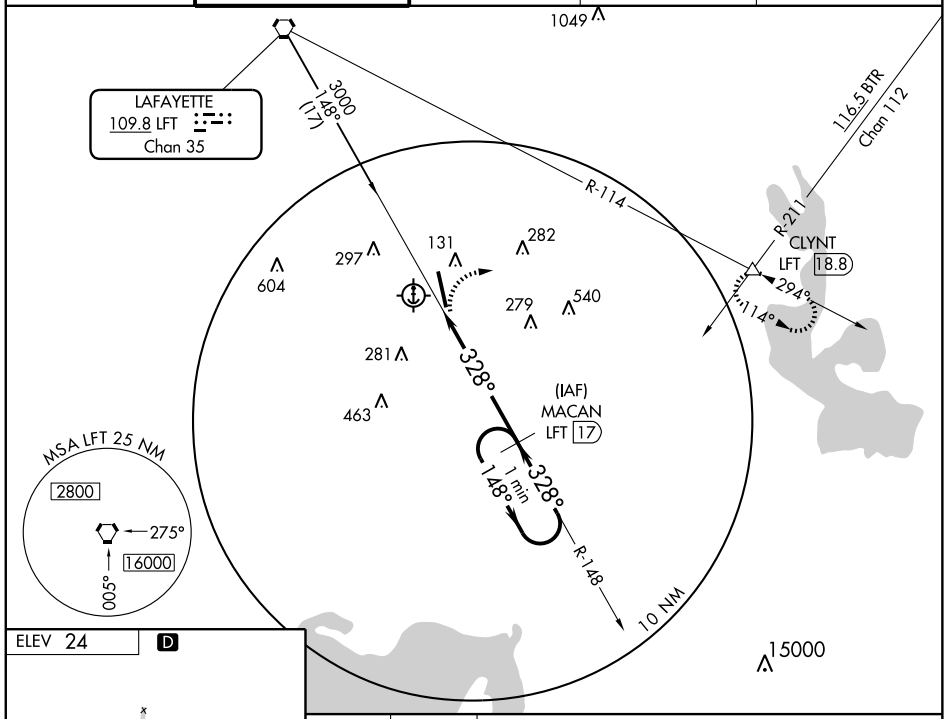
## NEW IBERIA/ACADIANA RGNL (ARA)

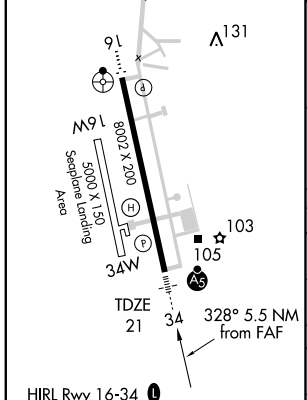
⚠ When control tower closed, use Lafayette Rgnl altimeter setting. Local altimeter setting: S-34 inoperative table does not apply to Cat D. Lafayette Rgnl setting altimeter setting minimum: For inoperative MALSR increase S-34 Cats A/B visibility to 1. Inoperative table does not apply to Cat D.

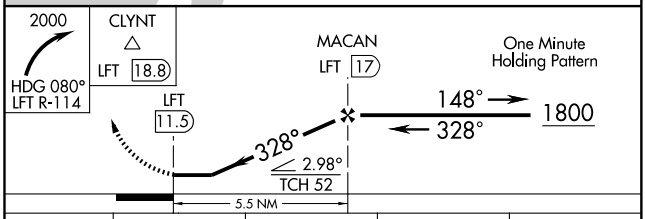
MALSR

MISSED APPROACH: Climbing right turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/LFT 18.8 DME and hold.

| LAFAYETTE APP CON ★ | ACADIANA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 121.1 268.7 | 125.0 (CTAF) L A5 239.3 | 121.7 | 121.7 122.7 L ★ | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 500-½ | 479 (500-½) | 500-¾ 479 (500-¾) | 500-1½ 479 (500-1½) |
| CIRCLING | 500-1 | 476 (500-1) | 500-1½ 476 (500-1½) | 580-2 556 (600-2) |
| LAFAYETTE RGNL ALTIMETER SETTING MINIMUMS | | | | |
| S-34 | 520-¾ | 499 (500-¾) | | 520-1½ 499 (500-1½) |
| CIRCLING | 520-1 | 496 (500-1) | 520-1½ 496 (500-1½) | 620-2 596 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC LFT | APP CRS | Rwy Idg | 8002 |
|---|---|---|---|
| 109.8 | 145° | TDZE | 24 |
| Chan 35 | | Apt Elev | 24 |

# VOR or TACAN RWY 16

NEW IBERIA/ACADIANA RGNL (ARA)

Visibility reduction by helicopters NA. DME or RADAR required. When local altimeter setting not received, use Lafayette altimeter setting and increase all MDA 40 feet and increase visibility S-16 Cat D ¼ mile. Inoperative table does not apply.

ODALS

MISSED APPROACH: Climbing left turn to 2000 via heading 080° and LFT R-114 to CLYNT Int/18.8 DME and hold.

| ASOS | LAFAYETTE APP CON ★ | ACADIANA TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.325 | 121.1 268.7 | 125.0 (CTAF) L A/S 239.3 | 121.7 | 121.7 122.7 L ★ | 122.95 |

NoPT for arrivals on LFT VORTAC radials 252 CW 013.

R-325 100° 280°

IAF LAFAYETTE 109.8 LFT Chan 35

10 NM 1500 (6) 145°

1049 503 193 CUKTA LFT 6 RADAR 297 282 604 539 279 281 463

R-114 R-145

116.5 BTR Chan 112 R-211 CLYNT LFT 18.8 294° 114°

MSA LFT 25 NM 2900 275° 16000 005°

DME or RADAR REQUIRED

Remain within 15 NM

VORTAC 325° 145° 3000 3000

CUKTA LFT 6 RADAR 145° 1500 3.12° TCH 50 LFT 10.3

2000 HDG 080° LFT R-114 CLYNT LFT 18.8

6 NM 4.3 NM

ELEV 24 D 145° 4.3 NM from FAF 91 131 TDZE 24 16W 8002 X 200 5000 X 150 Seaplane Landing Area 103 105 34W 34 A/S

HIRL Rwy 16-34 L

MIRL Rwy 16W-34W L ★

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-16 | 440-1 | 416 (500-1) | 440-1¼ 416 (500-1¼) | 440-1½ | 416 (500-1½) |
| CIRCLING | 440-1 416 (500-1) | 480-1 456 (500-1) | 480-1½ 456 (500-1½) | 580-2 556 (600-2) | 840-3 816 (900-3) |

FAF to MAP 4.3 NM

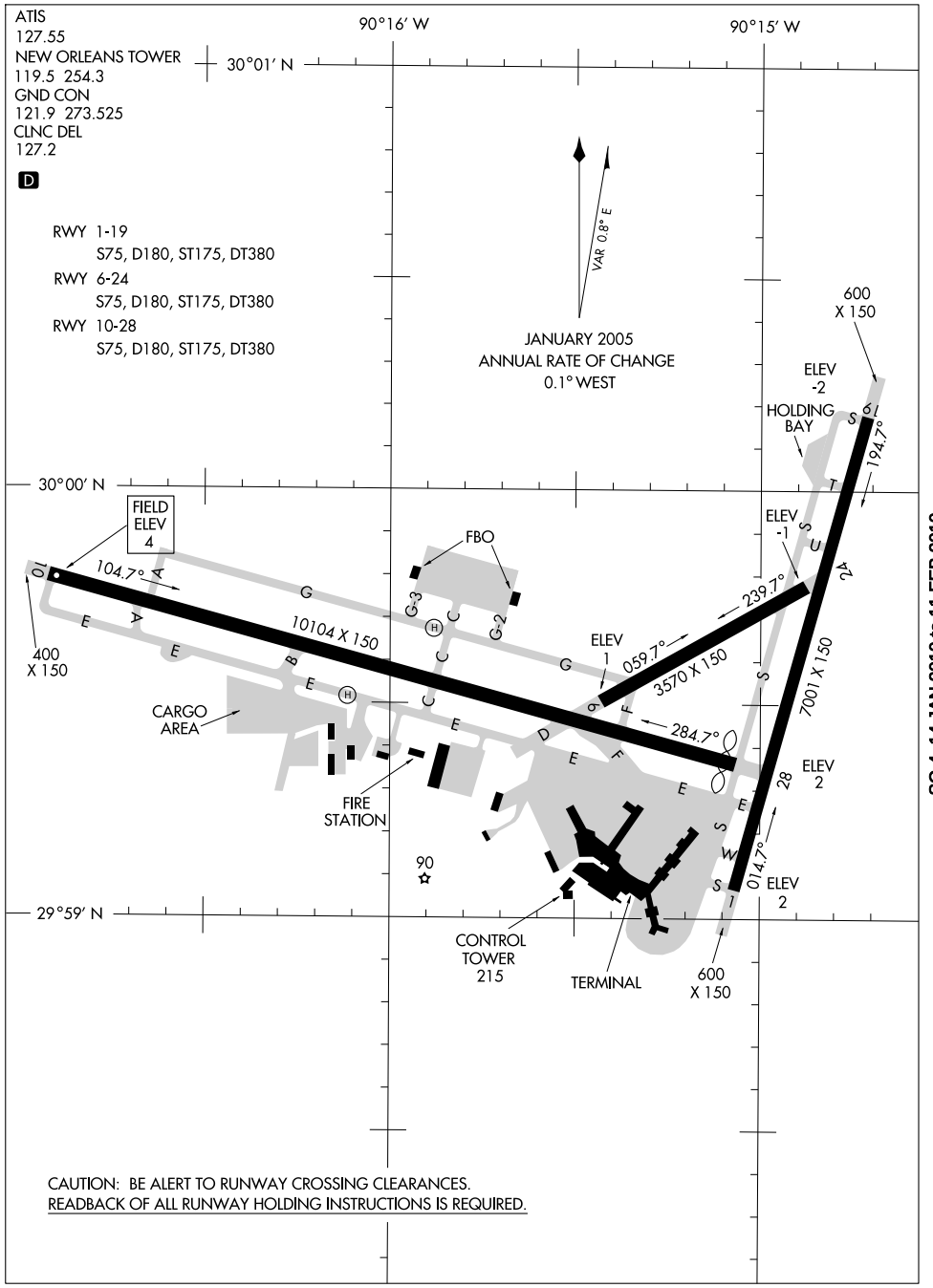
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

SC-4, 14 JAN 2010 to 11 FEB 2010

09351

# AIRPORT DIAGRAM

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
AL-609 (FAA)
NEW ORLEANS, LOUISIANA




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

EFF 11 JAN 2018 to 11 FEB 2018

# AWDAD SIX ARRIVAL



# NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55

BATON ROUGE TRANSITION (BTR.AWDAD6): From over BTR VORTAC via BTR R-135 to AWDAD INT. Thence. . .

LAFAYETTE TRANSITION (LFT.AWDAD6): From over LFT VOTRAC via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . .

LAKE CHARLES TRANSITION (LCH.AWDAD6): From over LCH VORTAC via LCH R-080 and LFT R-264 to LFT VORTAC then via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . .

. . . . from over AWDAD INT via RQR R-273 to VOODO INT. Thence. . .

LANDING LOUIS ARMSTRONG RWY 10: Intercept I-MSY localizer and expect clearance for ILS RWY 10 approach.

LANDING OTHER: Expect vectors to final approach course.

NOTE: Chart not to scale

N

BATON ROUGE
116.5 BTR
Chan 112
N30°29.11′ -W91°17.64′
L-21-22, H-7

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or below FL 230.

AWDAD
N30°06.99′
W90°57.13′
Turbojets 250K IAS

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 11,000′. (Landing Louis Armstrong New Orleans Intl).
Expect clearance to cross at 13,000′. (Landing other than Louis Armstrong New Orleans Intl).

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49′ -W93°06.33′
L-21-22, H-7

RESERVE
110.8 RQR
Chan 45

VOODO
N30°05.79′
W90°42.00′

LAKEFRONT

LAFAYETTE
109.8 LFT
Chan 35
N30°11.63′ -W91°59.55′
L-21-22

TIBBY
112.0 TBD
Chan 57

LOCALIZER 109.9
I-MSY
Chan 36

LOUIS ARMSTRONG NEW ORLEANS INTL

7000
* 1600
080°
(58)

R-264

3000
* 2000
092°
(54)

3000
* 2000
135°
(28)

093°

19

3000
* 2000
093°
(13)

RWY 10
103°

6

R-273

R-013

| LOC/DME I-JFI | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 111.7 | 013° | TDZE | 3 |
| Chan 54 | | Apt Elev | 4 |

# ILS or LOC RWY 1

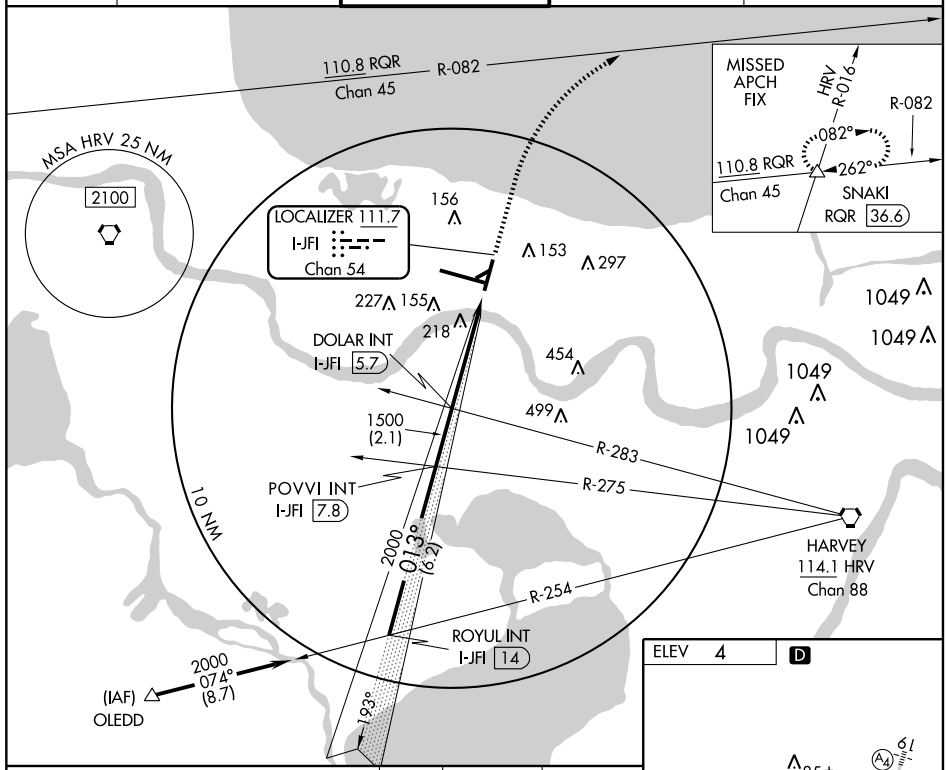
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

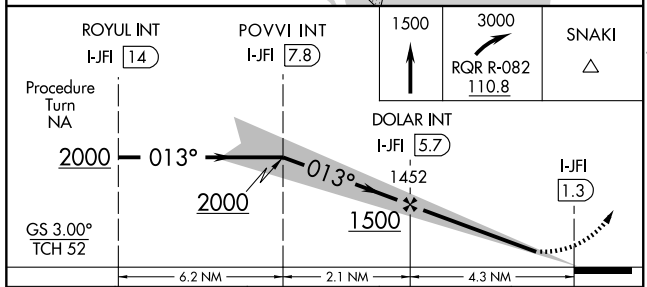
ASR

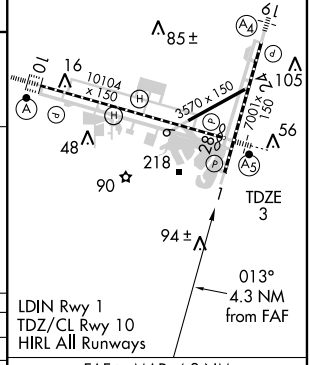
Autopilot coupled approach NA below 636.

MISSED APPROACH: Climb to 1500, then climbing right turn to 3000 via RQR R-082 to SNAKI Int/RQR 36.6 DME and hold.

| ATIS | NEW ORLEANS APP CON | NEW ORLEANS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.55 | 123.85 256.9 | 119.5 254.3 | 121.9 273.525 | 127.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 381/60 | 378 (400-1¼) | | |
| S-LOC 1 | 420/50 | 417 (500-1) | 420/60 | 417 (500-1¼) |
| CIRCLING | 520-1¼ | 516 (600-1¼) | 520-1½ | 580-2 |
| | | | 516 (600-1½) | 576 (600-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-MSY | APP CRS | Rwy Idg | 10104 |
|---|---|---|---|
| 109.9 | 103° | TDZE | 4 |
| Chan 36 | | Apt Elev | 4 |

# ILS or LOC RWY 10

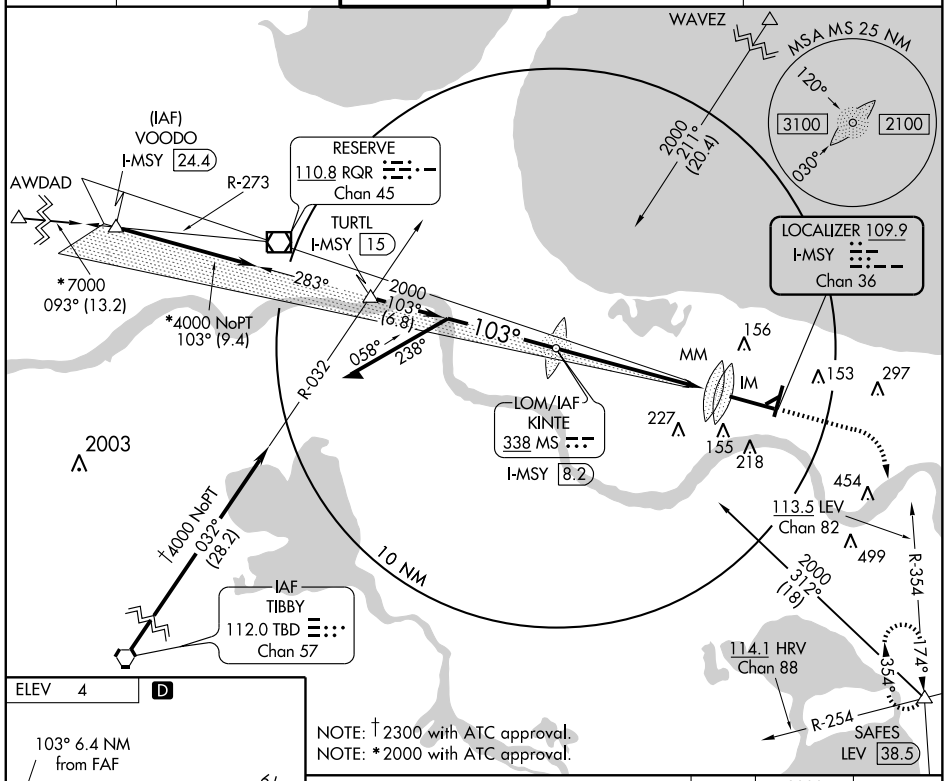
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR # 49 MSL pole located 793 feet right of Rwy 10 centerline.

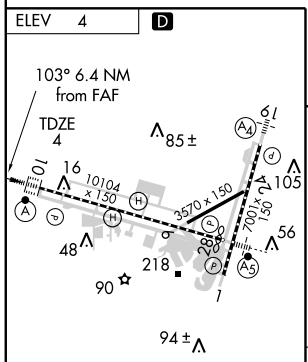
ALSF2

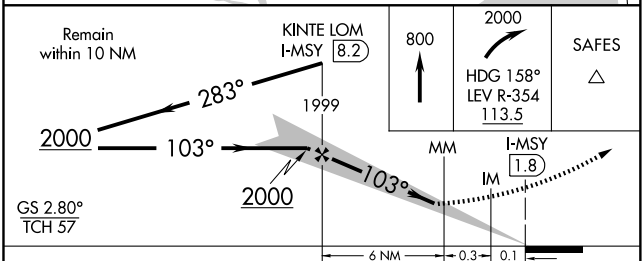
MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold. #

| ATIS | NEW ORLEANS APP CON | NEW ORLEANS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.55 | 123.85 256.9 | 119.5 254.3 | 121.9 273.525 | 127.2 |




NOTE: †2300 with ATC approval.
NOTE: *2000 with ATC approval.




LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

| FAF to MAP 6.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 204/18 | 200 (200- ½) | | |
| S-LOC 10 | 360/24 | 356 (400- ½) | | 360/40 356 (400- ¾) |
| CIRCLING | 520-1 | 516 (600-1) | 520-1½ 516 (600-1½) | 580-2 576 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

NEW ORLEANS, LOUISIANA

| LOC/DME I-HOX | APP CRS | Rwy Idg | 9800 |
|---|---|---|---|
| 109.9 | 283° | TDZE | 3 |
| Chan 36 | | Apt Elev | 4 |

NEW ORLEANS/
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

# ILS or LOC RWY 28

ASR

DME or RADAR required. Autopilot coupled approach NA below 620 MSL.

MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct RQR VOR/DME and hold.

| ATIS | NEW ORLEANS APP CON | NEW ORLEANS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.55 | 123.85 256.9 | 119.5 254.3 | 121.9 273.525 | 127.2 |

MISSED APCH FIX
RESERVE
110.8 RQR
Chan 45
093°
R-273
273°

MSA HRV 25 NM
2100

10 NM

LOM
KINTE
338 MS

LOCALIZER 109.9
I-HOX
Chan 36

156 153 297 155 227 218 235± 454 499

R-331

(IF)
HELMT INT
I-HOX 10.3
RADAR

1049 1049 1049 1049 1049

1500
283°
(6)
103°

ZUTAT
I-HOX 4.3
RADAR

*3000 to HELMT
331° (6.2)

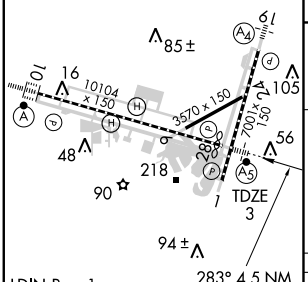
IAF
HARVEY
114.1 HRV
Chan 88

ALTERNATE
MISSED APCH FIX
(ADF required)
103°
283°
KINTE LOM
338 MS

*2100 when authorized by ATC.

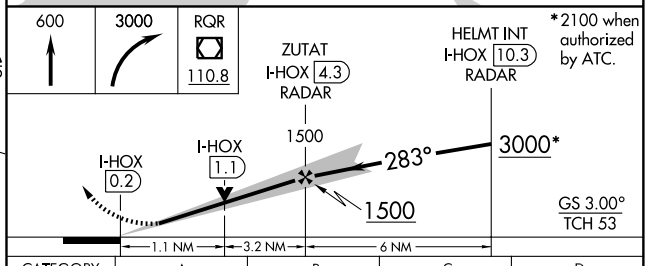
RADAR REQUIRED

ELEV 4 D




LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

283° 4.5 NM from FAF




| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 203/24 200 (200-½) | | | |
| S-LOC 28 | 440/24 437 (500-½) | | 440/40 437 (500-¾) | 440/50 437 (500-1) |
| CIRCLING | 520-1 516 (600-1) | | 520-1½ 516 (600-1½) | 580-2 576 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

NEW ORLEANS, LOUISIANA AL-609 (FAA)

| LOC I-MSY | APP CRS | Rwy Idg | 10104 |
|---|---|---|---|
| 109.9 | 103° | TDZE | 4 |
| Chan 36 | | Apt Elev | 4 |

# ILS RWY 10 (CAT II)

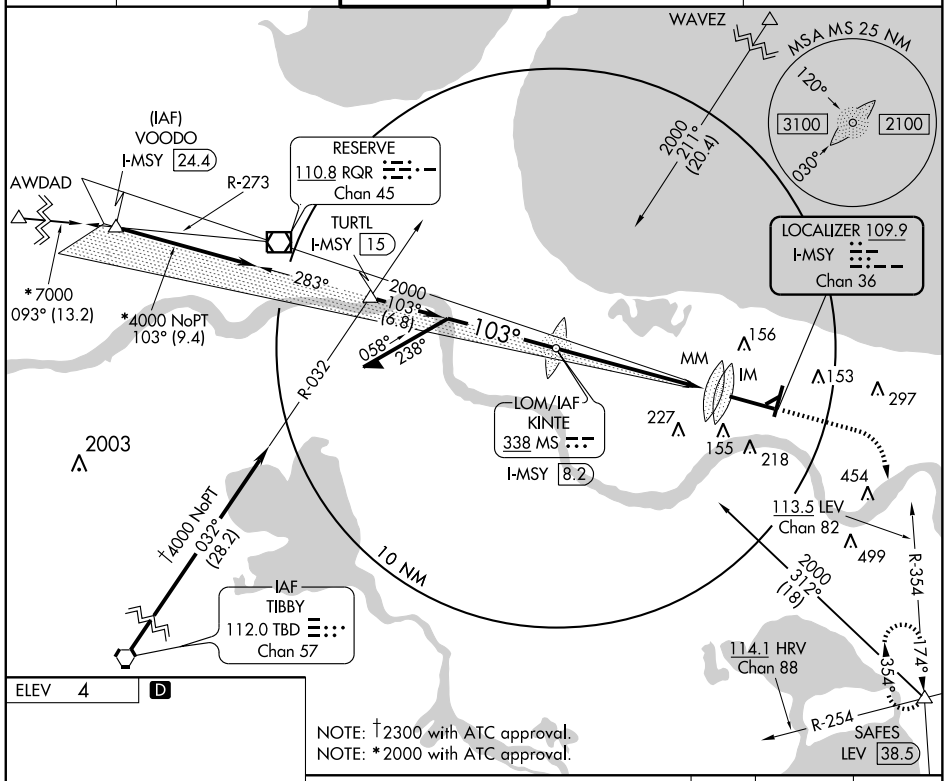
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR — #49 MSL pole located 793 feet right of Rwy 10 centerline.

ALSF2

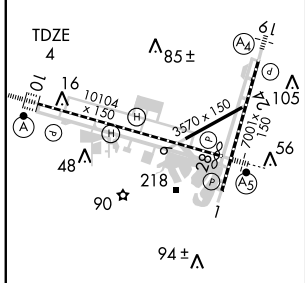
MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold. #

| ATIS | NEW ORLEANS APP CON | NEW ORLEANS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.55 | 123.85 256.9 | 119.5 254.3 | 121.9 273.525 | 127.2 |

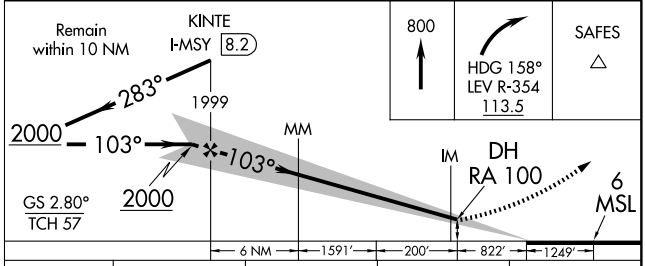



NOTE: †2300 with ATC approval.
NOTE: *2000 with ATC approval.

ELEV 4 D




LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | RA 100/12 100 DA 104 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-MSY | APP CRS | Rwy Idg 10104 |
|---|---|---|
| 109.9 | 103° | TDZE 4 |
| Chan 36 | | Apt Elev 4 |

# ILS RWY 10 (CAT III)

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR #49 MSL pole located 793 feet right of Rwy 10 centerline.

ALSF2

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 158° and LEV R-354 to SAFES Int/LEV 38.5 DME and hold.#

| ATIS | NEW ORLEANS APP CON | NEW ORLEANS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.55 | 123.85 256.9 | 119.5 254.3 | 121.9 273.525 | 127.2 |

WAVEZ

MSA MS 25 NM
120°
3100
2100
030°

2000
211°
(20.4)

(IAF)
VOODO
I-MSY 24.4

AWDAD

R-273

RESERVE
110.8 RQR
Chan 45

TURTL
I-MSY 15

*7000
093° (13.2)

*4000 NoPT
103° (9.4)

283°

2000
103°
(6.8)

058°
238°

103°

LOCALIZER 109.9
I-MSY
Chan 36

156
MM
IM
153
297
227
155
218

LOM/IAF
KINTE
338 MS
I-MSY 8.2

R-032

2003

†4000 NoPT
032°
(28.2)

454
113.5 LEV
Chan 82
499

R-354

10 NM

2000
312°
(18)

IAF
TIBBY
112.0 TBD
Chan 57

114.1 HRV
Chan 88

174°
354°

R-254

SAFES
LEV 38.5

NOTE: †2300 with ATC approval.
NOTE: *2000 with ATC approval.

ELEV 4 D

TDZE 4

85±
16
10
10104 × 150
3570 × 150
7001 × 150
105
56
48
218
90
94±

Remain within 10 NM

KINTE
I-MSY 8.2

1999

283°

2000
103°

GS 2.80°
TCH 57

2000

MM
190
IM
106

800

HDG 158°
LEV R-354
113.5

SAFES

6
MSL

6 NM 1762′ 851′ 1249′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | CAT IIIa RVR 07 | | | |
| S-ILS 10 | CAT IIIb RVR 06 | | | |
| S-ILS 10 | CAT IIIc NA | | | |

LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-ONW 111.7 Chan 54 | APP CRS 193° | Rwy Idg 7001 TDZE 0 Apt Elev 4 |
|---|---|---|

# LOC RWY 19

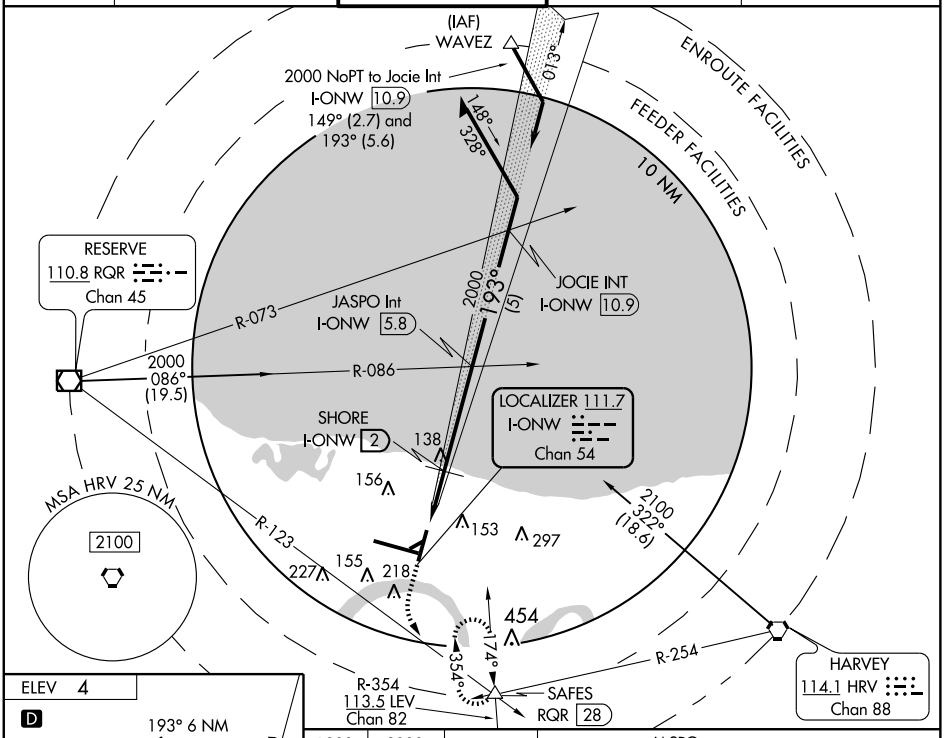
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

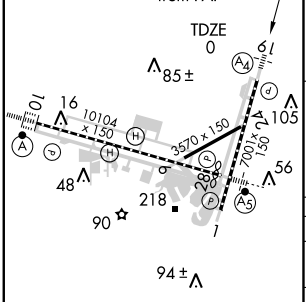
ASR — Inoperative table does not apply to S-LOC 19 (without SHORE fix) Cat C.

MALS

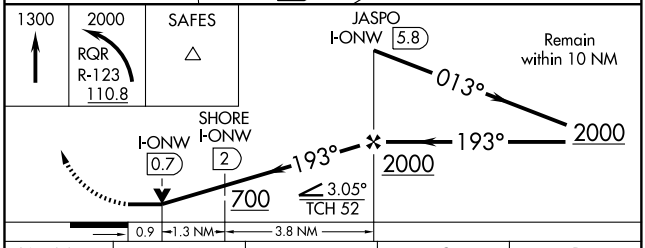
MISSED APPROACH: Climb to 1300, then climbing left turn to 2000 via RQR R-123 to SAFES Int and hold.

| ATIS | NEW ORLEANS APP CON | NEW ORLEANS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.55 | 123.85 256.9 | 119.5 254.3 | 121.9 273.525 | 127.2 |



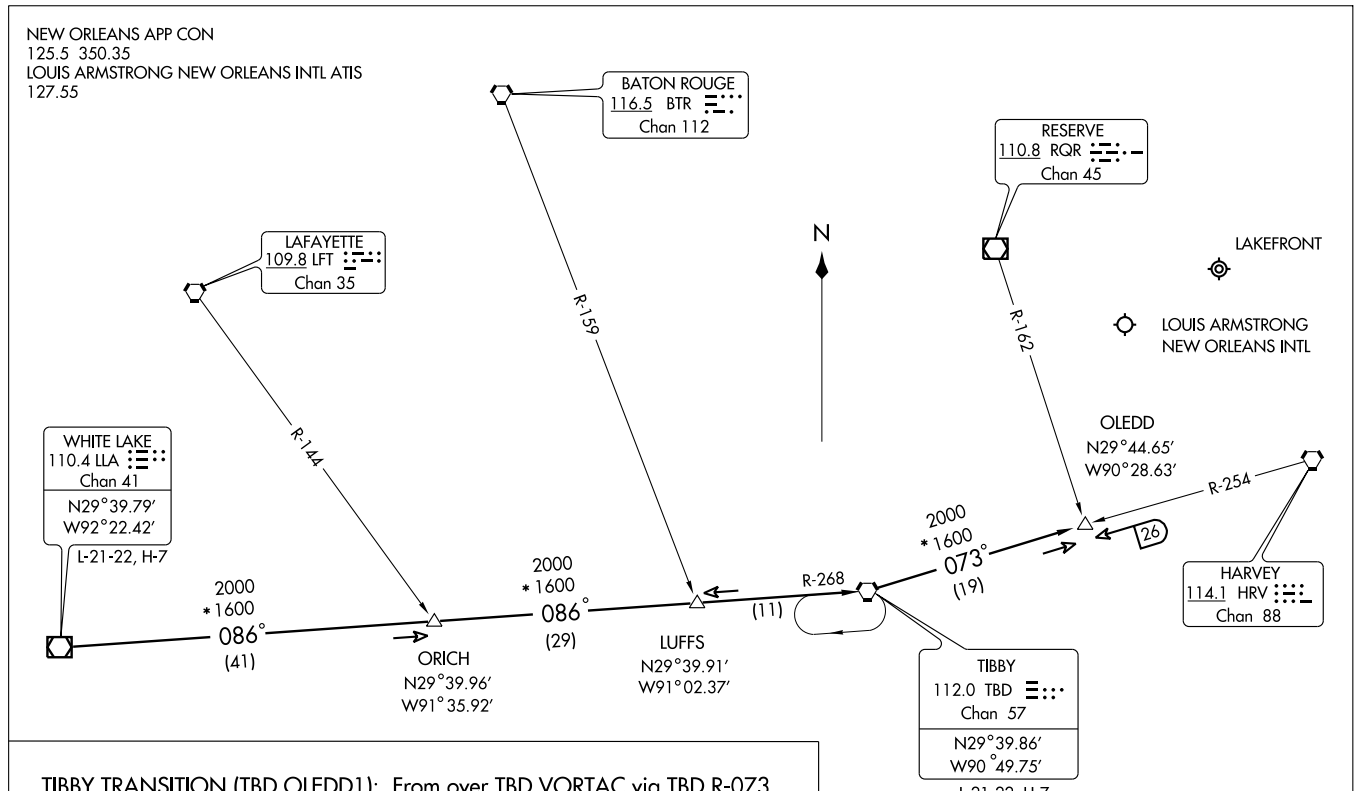




| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 19 | 700/40 700 (700-¾) | | 700-2 700 (700-2) | 700-2¼ 700 (700-2¼) |
| CIRCLING | 700-1 696 (700-1) | | 700-2 696 (700-2) | 700-2¼ 696 (700-2¼) |
| SHORE FIX MINIMUMS | | | | |
| S-LOC 19 | 340/40 340 (400-¾) | | | 340/50 340 (400-1) |
| CIRCLING | 520-1 516 (600-1) | | 520-1½ 516 (600-1½) | 580-2 576 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010




TIBBY TRANSITION (TBD.OLEDD1): From over TBD VORTAC via TBD R-073 to OLEDD INT. Thence. . . .

WHITE LAKE TRANSITION (LLA.OLEDD1): From over LLA VORTAC via LLA R-086 to TBD VORTAC, then via TBD R-073 to OLEDD INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′

NOTE: Chart not to scale.

| APP CRS | Rwy Idg | 7001 |
|---|---|---|
| 013° | TDZE | 3 |
| | Apt Elev | 4 |

# RNAV (GPS) RWY 1

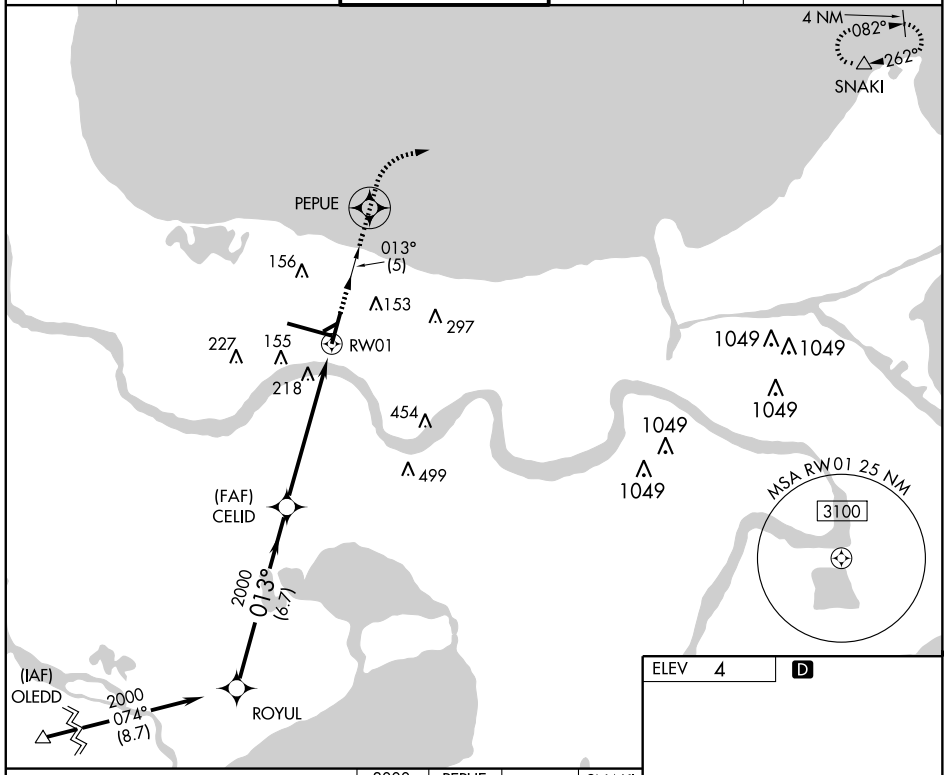
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

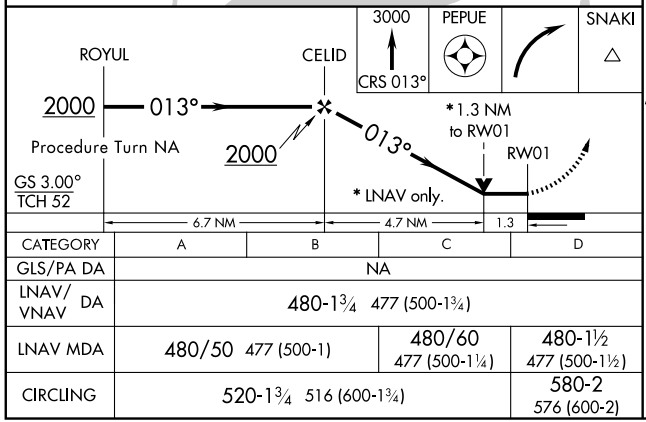
NA
ASR

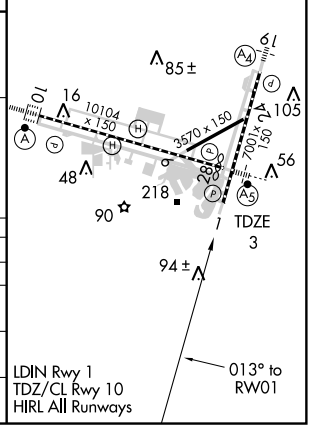
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO/VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 3000 via 013° course to PEPUE then right turn direct SNAKI and hold.

| ATIS | NEW ORLEANS APP CON | NEW ORLEANS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.55 | 123.85 256.9 | 119.5 254.3 | 121.9 273.525 | 127.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS/PA DA | NA | | | |
| LNAV/ VNAV DA | 480-1¾ 477 (500-1¾) | | | |
| LNAV MDA | 480/50 477 (500-1) | | 480/60 477 (500-1¼) | 480-1½ 477 (500-1½) |
| CIRCLING | 520-1¾ 516 (600-1¾) | | | 580-2 576 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 10104 |
|---|---|---|
| 103° | TDZE | 4 |
| | Apt Elev | 4 |

# RNAV (GPS) RWY 10

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

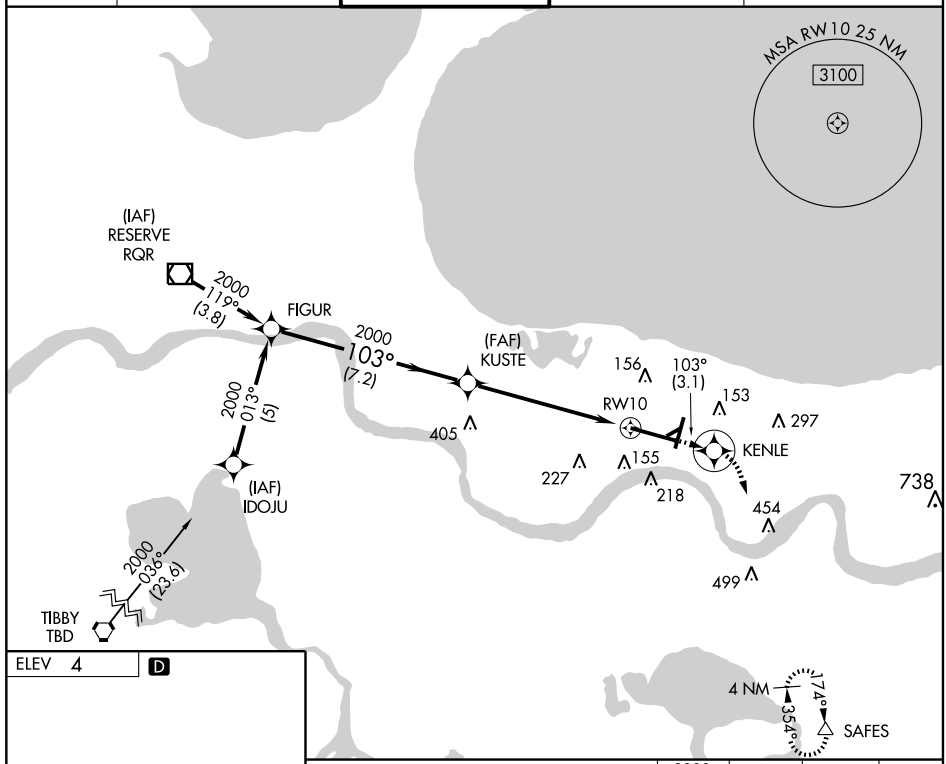
ASR

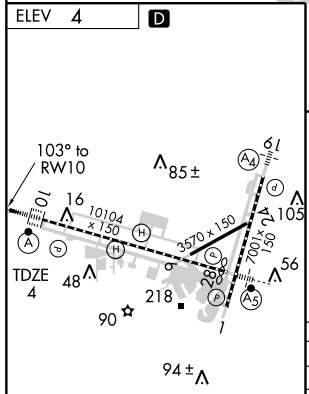
DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F).
For inoperative ALSF increase LNAV Cat D visibility to RVR 6000.

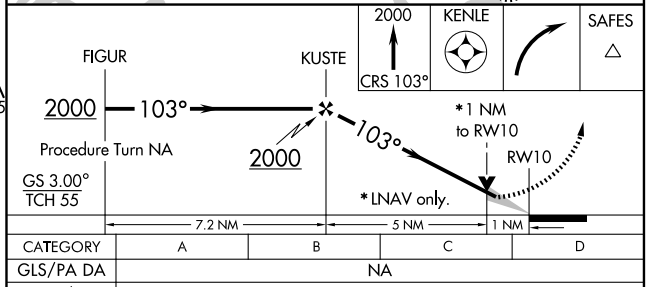
ALSF-2

MISSED APPROACH: Climb to 2000 via 103° course to KENLE then right turn direct SAFES and hold.

| ATIS | NEW ORLEANS APP CON | NEW ORLEANS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.55 | 123.85 256.9 | 119.5 254.3 | 121.9 273.525 | 127.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS/PA DA | NA | | | |
| LNAV/ VNAV DA | 402/40 398 (400-¾) | | | |
| LNAV MDA | 380/24 376 (400-½) | | | 380/50 376 (400-1) |
| CIRCLING | 520-1 516 (600-1) | | 520-1½ 516 (600-1½) | 580-2 576 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg 7001 |
|---|---|---|
| CH 40007 | 194° | TDZE 0 |
| W19A | | Apt Elev 4 |

# RNAV (GPS) RWY 19

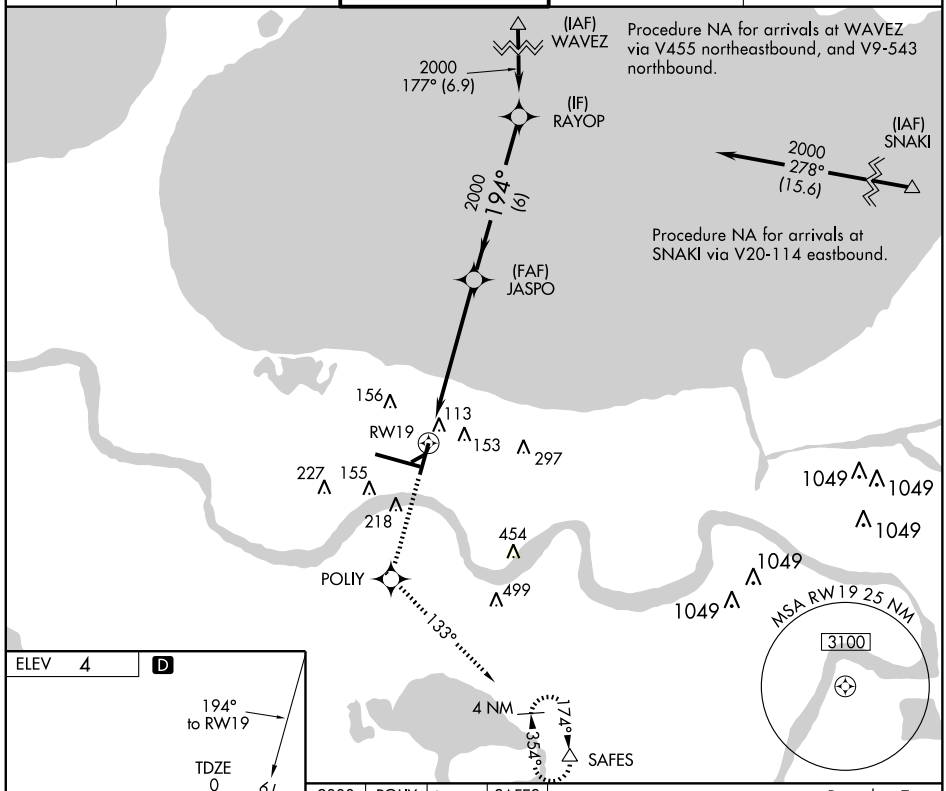
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

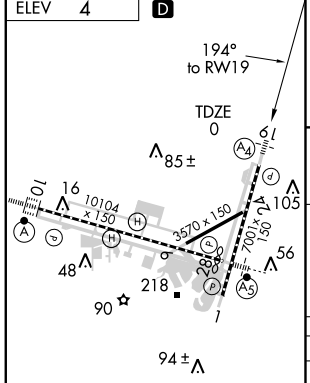
ASR — DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). Inoperative table does not apply to LPV, LNAV/VNAV.

MALS

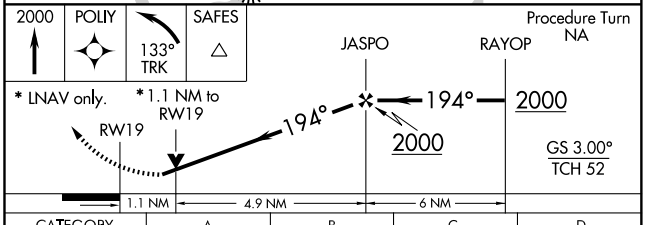
MISSED APPROACH: Climb to 2000 direct POLIY and left turn via 133° track to SAFES and hold.

| ATIS | NEW ORLEANS APP CON | NEW ORLEANS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.55 | 123.85 256.9 | 119.5 254.3 | 121.9 273.525 | 127.2 |




LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 310/40 | 310 (400-¾) | | 310/50 310 (400-1) |
| LNAV/VNAV DA | 420-1½ | 420 (500-1½) | | |
| LNAV | 400/40 | 400 (400-¾) | | 400/60 400 (400-1¼) |
| CIRCLING | 520-1½ | 516 (600-1½) | | 580-2 576 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg 9800 |
|---|---|---|
| CH 49006 | 284° | TDZE 3 |
| W28A | | Apt Elev 4 |

# RNAV (GPS) RWY 28

NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

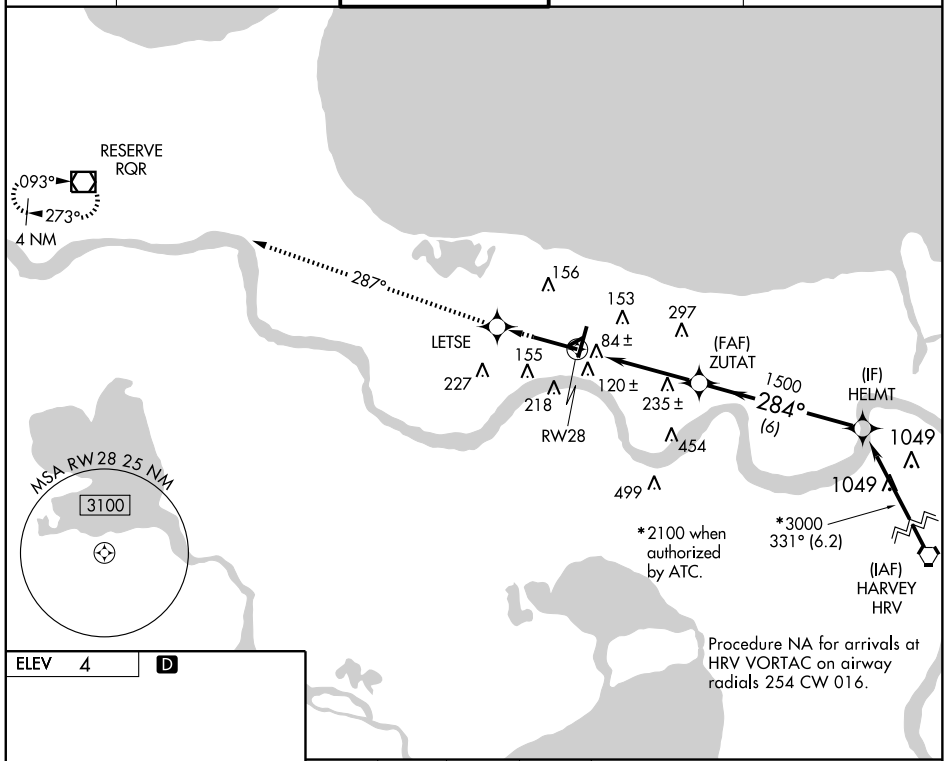
ASR

For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

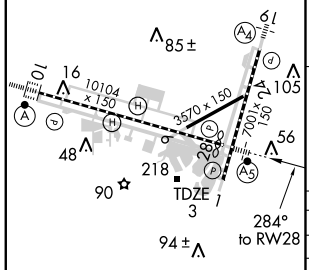
MALSR

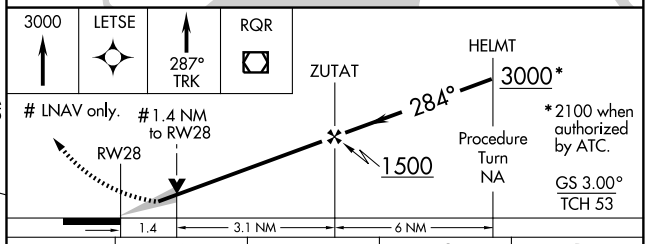
MISSED APPROACH: Climb to 3000 direct LETSE and via 287° track to RQR VOR/DME and hold.

| ATIS | NEW ORLEANS APP CON | NEW ORLEANS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.55 | 123.85 256.9 | 119.5 254.3 | 121.9 273.525 | 127.2 |




ELEV 4 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 329/24 326 (400-½) | | | |
| LNAV/ VNAV DA | 438/50 435 (500-1) | | | |
| LNAV MDA | 500/24 497 (500-½) | | 500/40 497 (500-¾) | 500/50 497 (500-1) |
| CIRCLING | 520-1 516 (600-1) | | 520-1½ 516 (600-1½) | 580-2 576 (600-2) |

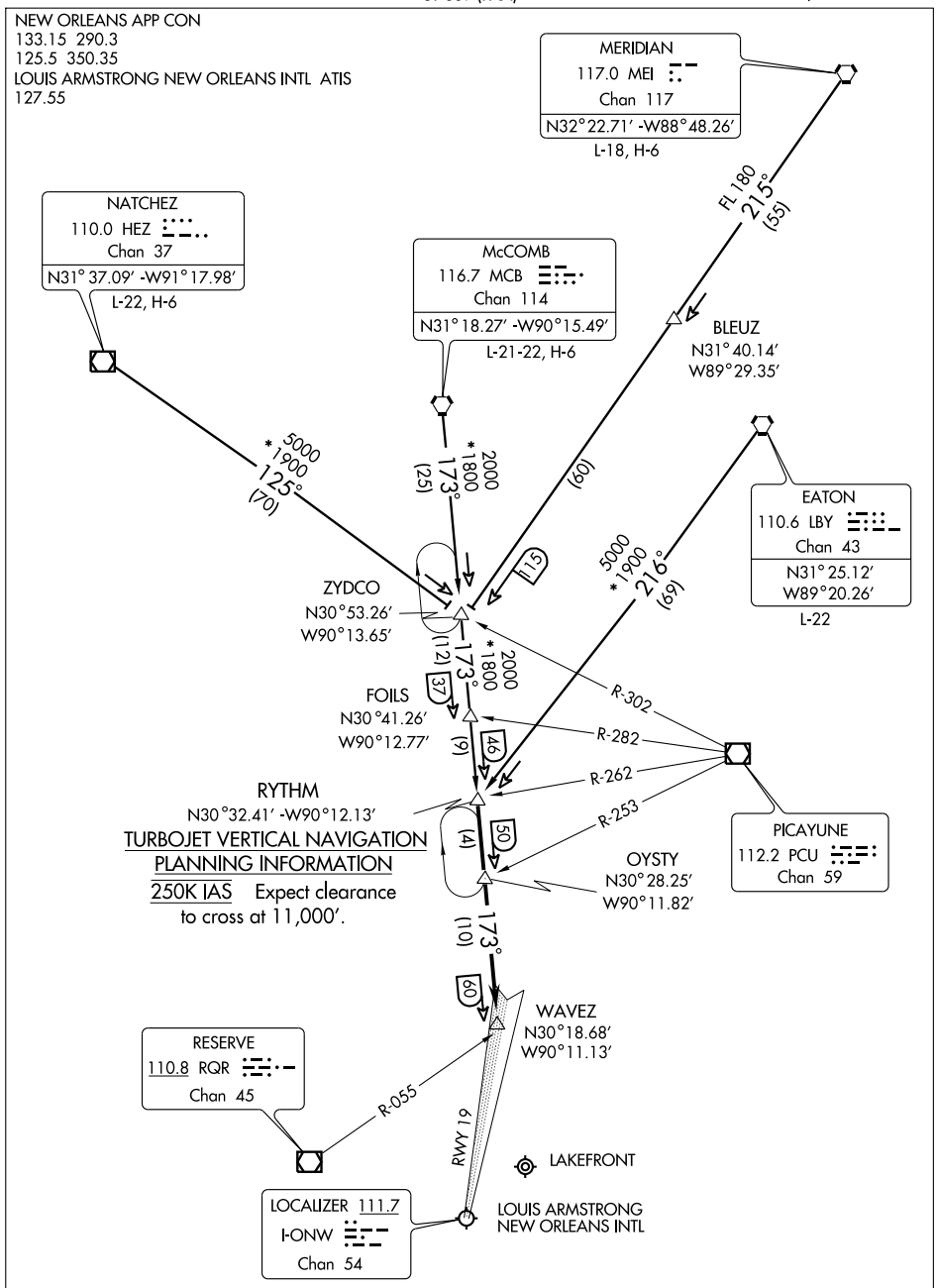
LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways

SC-4, 14 JAN 2010 to 11 FEB 2010

# RYTHM THREE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-4, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. . . .
McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . .
MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
. . . . From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence. . . .

LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach.
LANDING OTHER: Expect vectors to final approach course.

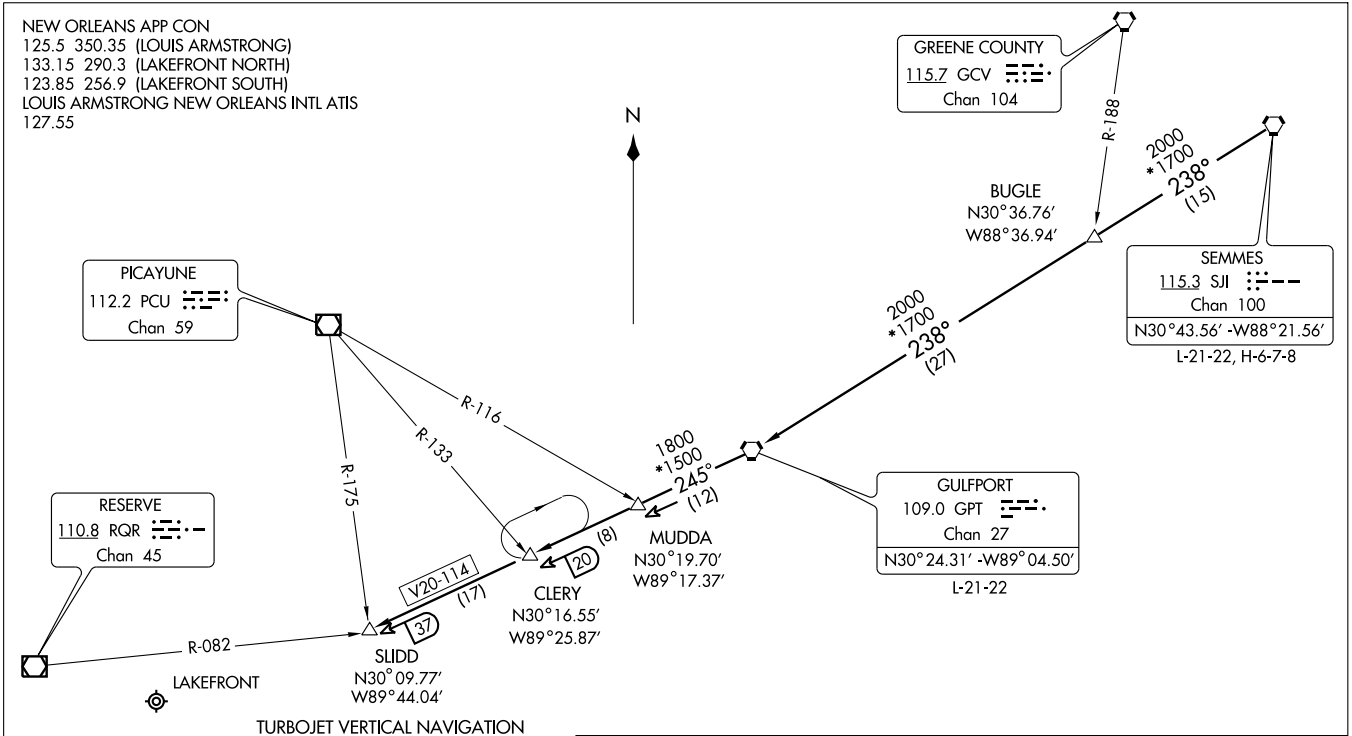
SC-4, 14 JAN 2010 to 11 FEB 2010

# SLIDD TWO ARRIVAL



## NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35 (LOUIS ARMSTRONG)
133.15 290.3 (LAKEFRONT NORTH)
123.85 256.9 (LAKEFRONT SOUTH)
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55




TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11,000′

GULFPORT TRANSITION (GPT.SLIDD2): From over GPT VOR/DME via GPT R-245 to SLIDD INT. Thence. . . .

SEMMES TRANSITION (SJI.SLIDD2): From over SJI VORTAC via SJI R-238 to GPT VOR/DME, then via GPT R-245 to SLIDD INT. Thence. . . . . Expect vectors to final approach course.

NOTE: Chart not to scale.

| VOR/DME RQR | APP CRS | Rwy Idg | 10104 |
|---|---|---|---|
| 110.8 Chan 45 | 107° | TDZE | 4 |
| | | Apt Elev | 4 |

# VOR/DME RWY 10

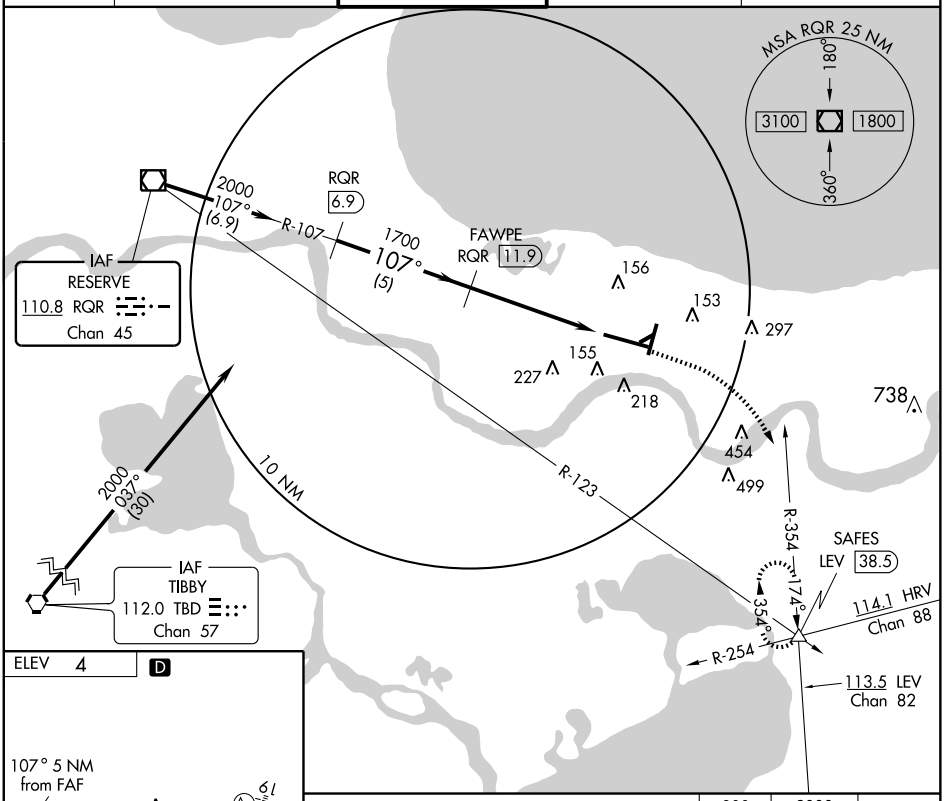
NEW ORLEANS/LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ASR

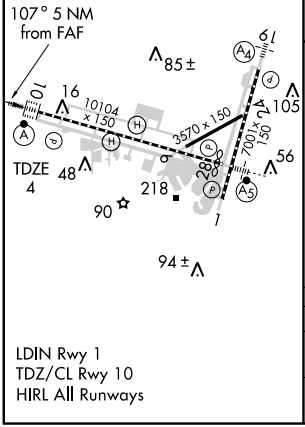
ALSF-2

MISSED APPROACH: Climb to 800, then climbing right turn to 2000 via heading 130° and LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

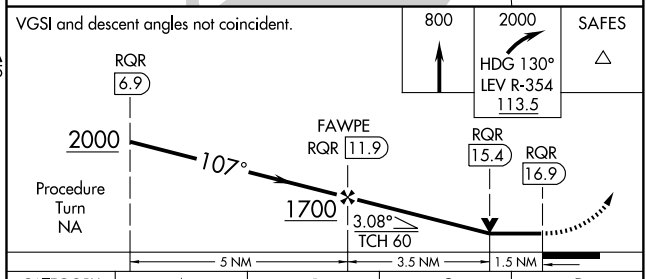
| ATIS | NEW ORLEANS APP CON | NEW ORLEANS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 127.55 | 123.85 256.9 | 119.5 254.3 | 121.9 273.525 | 127.2 |




ELEV 4 D

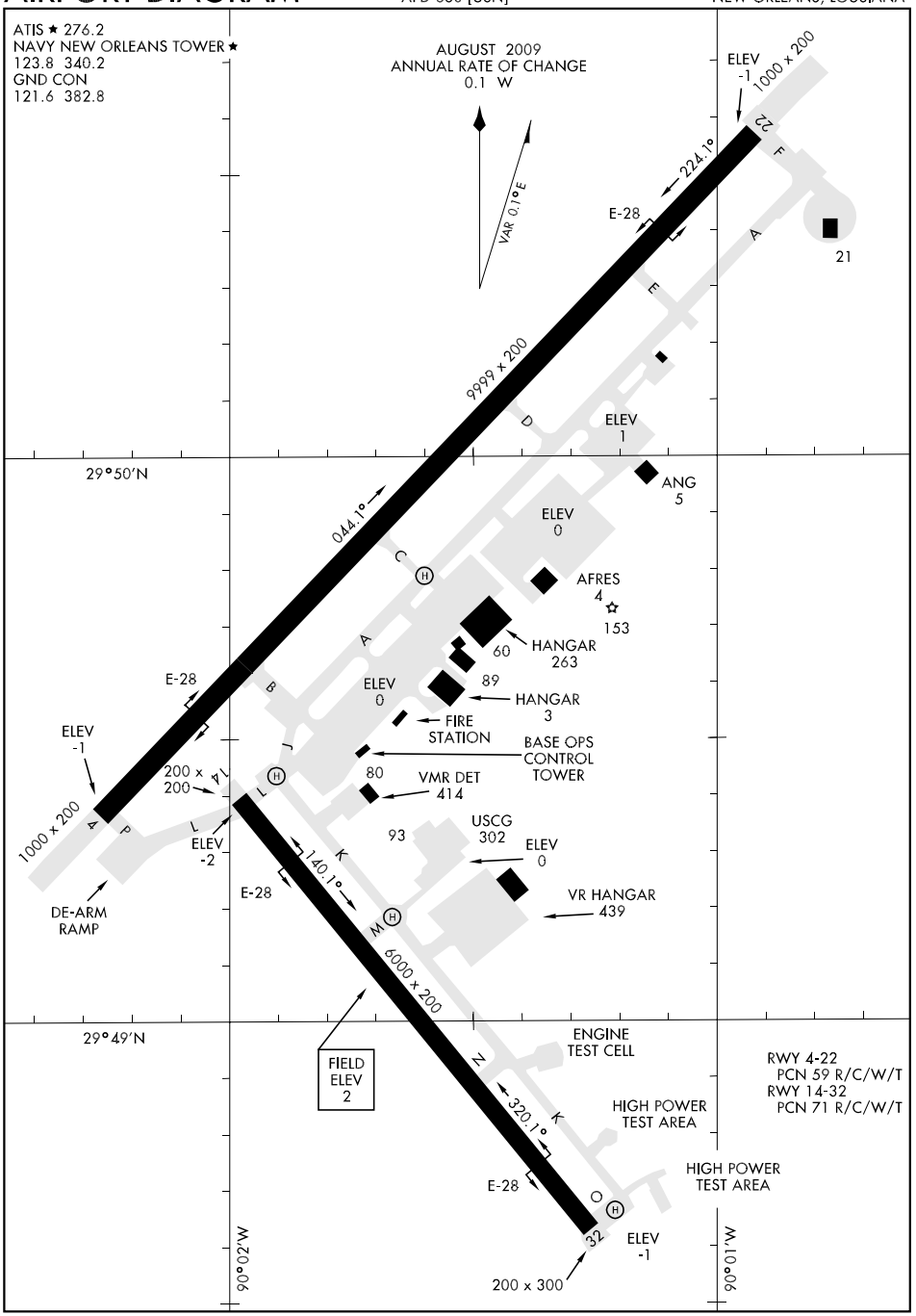



LDIN Rwy 1
TDZ/CL Rwy 10
HIRL All Runways




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 520/24 516 (600-½) | | 520/50 516 (600-1) | 520/60 516 (600-1¼) |
| CIRCLING | 520-1 516 (600-1) | | 520-1½ 516 (600-1½) | 580-2 576 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010


ATIS ★ 276.2
NAVY NEW ORLEANS TOWER ★
123.8 340.2
GND CON
121.6 382.8
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1 W
VAR 0.1°E
ELEV -1
1000 x 200
22
224.1°
E-28
21
9999 x 6666
ELEV 1
ANG 5
29°50'N
044.1°
ELEV 0
AFRES 4
153
HANGAR 263
60
89
ELEV 0
HANGAR 3
FIRE STATION
BASE OPS CONTROL TOWER
VMR DET 414
80
93
USCG 302
ELEV 0
VR HANGAR 439
ELEV -1
1000 x 200
200 x 200
14
ELEV -2
DE-ARM RAMP
140.1°
6000 x 200
ENGINE TEST CELL
29°49'N
FIELD ELEV 2
320.1°
HIGH POWER TEST AREA
HIGH POWER TEST AREA
RWY 4-22
PCN 59 R/C/W/T
RWY 14-32
PCN 71 R/C/W/T
32
ELEV -1
200 x 300
90°02'W
90°01'W

# HI-TACAN RWY 4

| VORTAC HRV | APCH CRS | Rwy Idg 9999 |
|---|---|---|
| 114.1 | 046° | TDZE -1 |
| Chan 88 | | Arpt Elev 2 |

JAL-630 [USN]

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

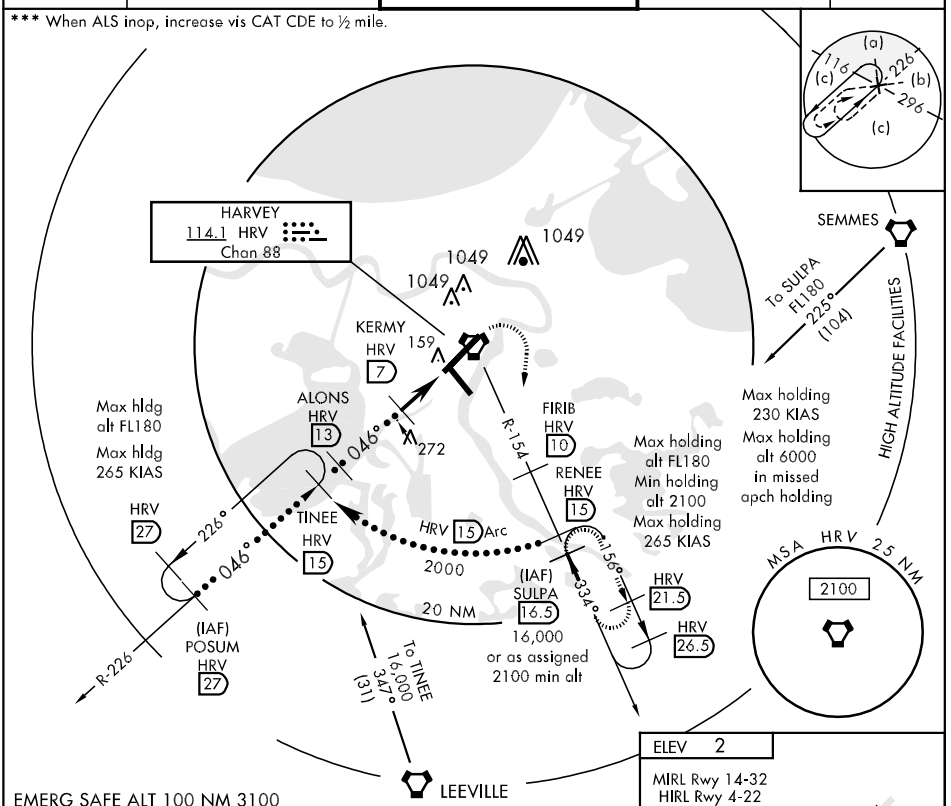
* When ALS inop increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.
** Night circling Rwy 32 NA, CAT E circling not authorized NW of Rwy 4-22.

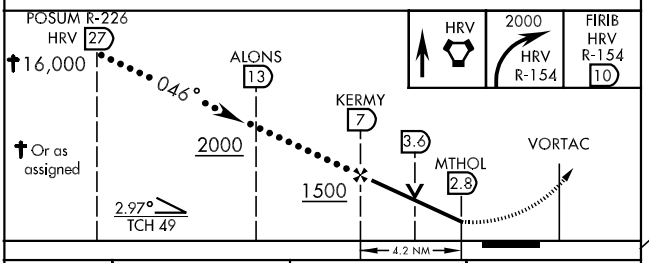
ALSF-1

MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.

| ATIS ★ | NEW ORLEANS APP CON | NAVY NEW ORLEANS TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 276.2 | 123.85 256.9 | 123.8 340.2 | 121.6 382.8 | |

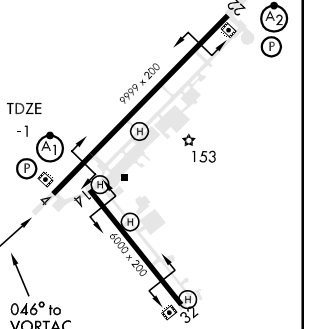
*** When ALS inop, increase vis CAT CDE to ½ mile.




ELEV 2

MIRL Rwy 14-32
HIRL Rwy 4-22




| CATEGORY | C | D | E |
|---|---|---|---|
| S-4 * | 420- ¾ 421 | (500- ¾) | 420-1 421 (500-1) |
| CIRCLING ** | 500-1½ 498 (500-1½) | 560-2 558 (600-2) | 640-2¼ 638 (700-2¼) |
| S-PAR-4 *** | 99- ¼ | 100 (100- ¼) | GS 3.0° |

# HI-TACAN RWY 22

| VORTAC HRV | APCH CRS | Rwy ldg | 9999 |
|---|---|---|---|
| 114.1 | 236° | TDZE | -1 |
| Chan 88 | | Arpt Elev | 2 |

JAL-630 [USN]

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

* When ALS inop, increase vis CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.
** Night circling Rwy 32 NA. CAT E circling not authorized NW of Rwy 4-22.

SALSF

MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.

| ATIS ★ | NEW ORLEANS APP CON | NAVY NEW ORLEANS TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 276.2 | 123.85 256.9 | 123.8 340.2 | 121.6 382.8 | |

HARVEY
114.1 HRV
Chan 88

ZEPOP HRV 15 — R-056

(IF) JAINN HRV 10

1049

OLEZO HRV 15

SEMMES

To SULPA FL180 225° (104)

MULFE HRV 4 — R-080 — R-090 — 2000

2100

ZABIR HRV 15

HIGH ALTITUDE FACILITIES

Max holding 230 KIAS

226° — 046°

HRV 20

TINEE HRV 15

R-154 — 15 Arc — HRV

RENEE HRV 15

Max holding alt FL180

Max holding 265 KIAS

(IAF) SULPA HRV 16.5

334° — 154°

HRV 26.5

16,000 Or as assigned 2100 min alt

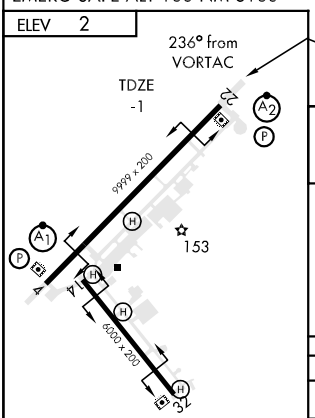
20 NM

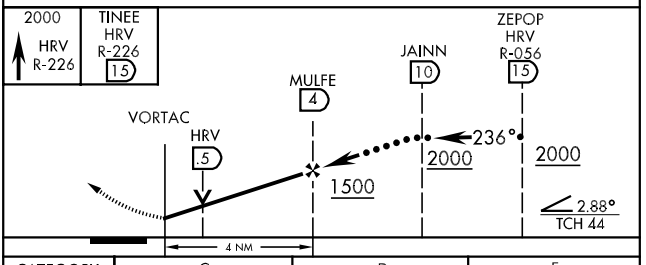
R-226

MSA HRV 25 NM

2100

EMERG SAFE ALT 100 NM 3100




| CATEGORY | C | D | E |
|---|---|---|---|
| S-22 * | 460-1<br>461 (500-1) | 460-1¼<br>461 (500-1¼) | 460-1½<br>461 (500-1½) |
| CIRCLING** | 500-1½<br>498 (500-1½) | 560-2<br>558 (600-2) | 640-2¼<br>638 (700-2¼) |

# ILS or LOC/DME RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

| LOC I-NBG | APCH CRS | Rwy ldg 9999<br>TDZE -1<br>Arpt Elev 2 |
|---|---|---|
| 109.5 | 044° | AL-630 [USN] |

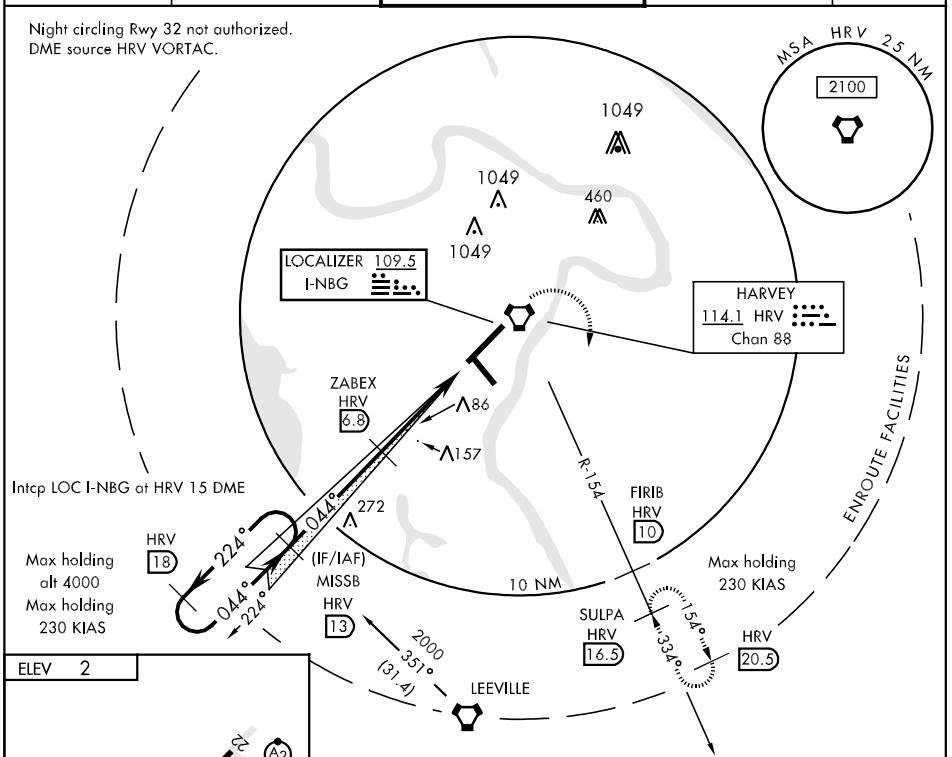
* When ALS inop, increase vis CAT ABCDE to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1 mile, CAT E to 1¼ miles.
*** CAT E circling not authorized NW of Rwy 4-22.

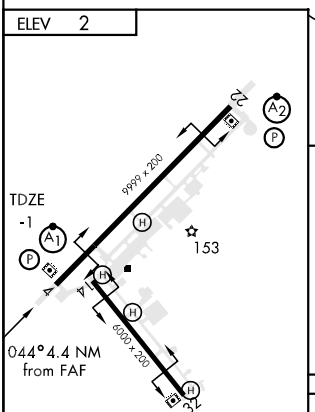
ALSF-1

MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.

| ATIS ★ | NEW ORLEANS APP CON | NAVY NEW ORLEANS TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 276.2 | 123.85 256.9 | 123.8 340.2 | 121.6 382.8 | |

Night circling Rwy 32 not authorized.
DME source HRV VORTAC.

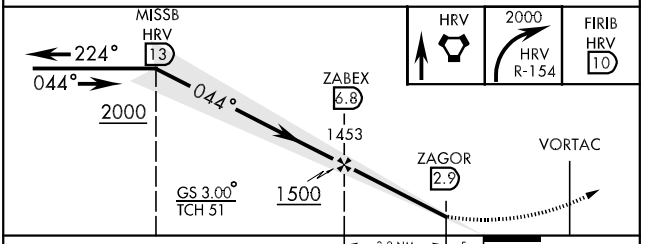



MIRL Rwy 14-32
HIRL Rwy 4-22

| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 2:03 | 1:38 | 1:18 |

EMERG SAFE ALT 100 NM 3100




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 4 * | 199-½ | | 200 (200-½) | | |
| S-LOC 4 ** | 340-½ | 341 (400-½) | | | 340-¾<br>341 (400-¾) |
| CIRCLING *** | 480-1 | 478 (500-1) | 500-1½<br>498 (500-1½) | 560-2<br>558 (600-2) | 640-2¼<br>638 (700-2¼) |



29°50'N-90°02'W

# RNAV (GPS) RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

| APCH CRS | Rwy Idg | 9999 |
|---|---|---|
| 044° | TDZE | -1 |
| | Arpt Elev | 2 |

AL-630 [USN]

▼ * When ALS inop, increase vis CAT ABCD to 1 mile.
** When ALS inop, increase vis CAT ABCD to 1¼ miles.
*** Night circling Rwy 32 not authorized.

ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct FIRIB, then climb to 2100 via track 156° to SULPA and hold.

| ATIS ★ | NEW ORLEANS APP CON | NAVY NEW ORLEANS TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 276.2 | 123.85 256.9 | 123.8 340.2 | 121.6 382.8 | |

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.

1049

RW4

ZABEX

FIRIB

(IAF)
OLEDD

NoPT
2000
100°
(15.8)

1500
044°
(6.1)
272

SULPA

4 NM
156°
336°

Max holding
230 KIAS

OLEDD IAF: Procedure NA
for westbound
V198-552 arrivals at OLEDD.

4 NM
224°
044°

(IF/IAF)
MISSB

Max holding
alt 6000
Max holding
230 KIAS

NoPT
2000
346°
(10.6)

MSA RW4 25 NM
2100

GOING IAF: Procedure NA
for southbound
V9-543 arrivals at GOING.

(IAF)
GOING

EMERG SAFE ALT 100 NM 3100

500 | 2000 | FIRIB

MISSB
ZABEX
RW22
2000
224°
044°
044°
2000
1500
GS 3.04°
TCH 51
4.5 NM

ELEV 2

TDZE
-1
22
9999 x 200
153
044° to
RW4
89
9000 x 200
4
32

MIRL Rwy 14-32
HIRL Rwy 4-22

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA* | 340-½ | | 341 | (400-½) |
| LNAV/ VNAV DA ** | 340-¾ | | 341 | (400-¾) |
| CIRCLING *** | 480-1¼ | 478 (500-1¼) | 498 (500-1½) | 558 (600-2) |
| | | | 500-1½ | 560-2 |



29°50'N-90°02'W

# RNAV (GPS) RWY 22

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

| WAAS | APCH CRS | Rwy Idg 9999 |
|---|---|---|
| Chan 60141 | 224° | TDZE -1 |
| W22A | | Arpt Elev 2 |

AL-630 [USN]

* When ALS inop, increase vis CAT AB to ¾ mile.
** When ALS inop, increase vis CAT ABCD to 1¼ miles.
*** When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.

SALS (A2)

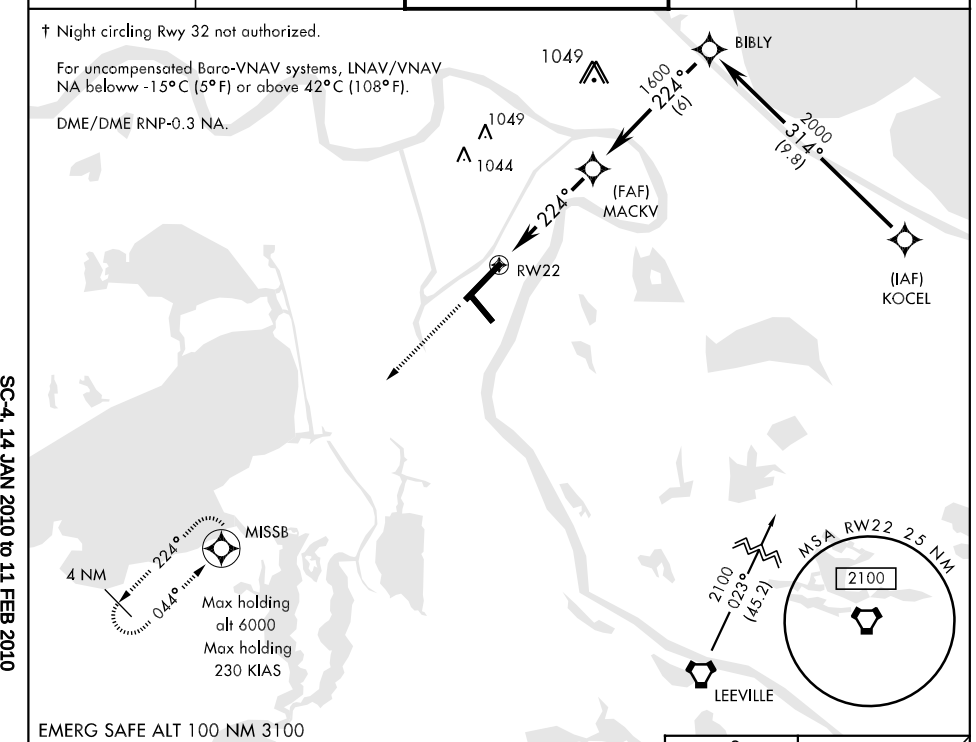
MISSED APPROACH: Climb to 2000 direct MISSB and hold.

| ATIS ★ | NEW ORLEANS APP CON | NAVY NEW ORLEANS TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 276.2 | 123.85 256.9 | 123.8 340.2 | 121.6 382.8 | |

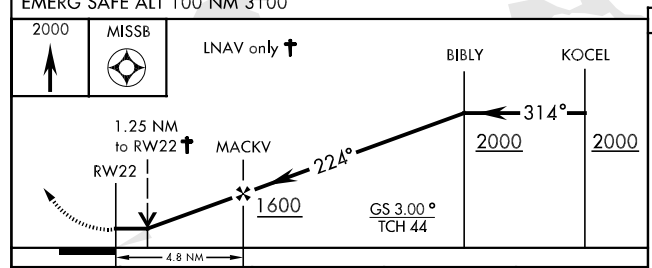
† Night circling Rwy 32 not authorized.

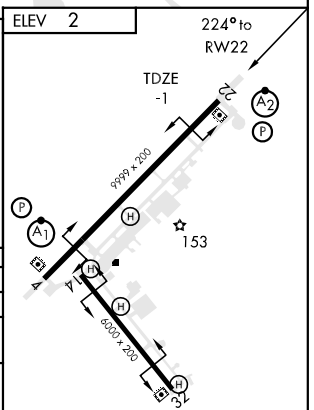
For uncompensated Baro-VNAV systems, LNAV/VNAV NA beloww -15°C (5°F) or above 42°C (108°F).

DME/DME RNP-0.3 NA.




EMERG SAFE ALT 100 NM 3100




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA * | 199- ½ 200 (200-½) | | 199-¾ 200 | (200-¾) |
| LNAV/ VNA DA ** | 340-1 | | 341 | (400-1) |
| *** LNAV MDA | 440- ¾ 441 (500-¾) | | 440-1 441 (500-1) | 440-1¼ 441 (500-1¼) |
| CIRCLING † | 480-1¼ 478 (500-1¼) | | 500-1½ 498 (500-1½) | 560-2 558 (600-2) |



SC-4, 14 JAN 2010 to 11 FEB 2010

# VOR/DME or TACAN RWY 4

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

| VORTAC HRV | APCH CRS | Rwy ldg 9999 |
|---|---|---|
| 114.1 | 046° | TDZE -1 |
| Chan 88 | | Arpt Elev 2 |

AL-630 [USN]

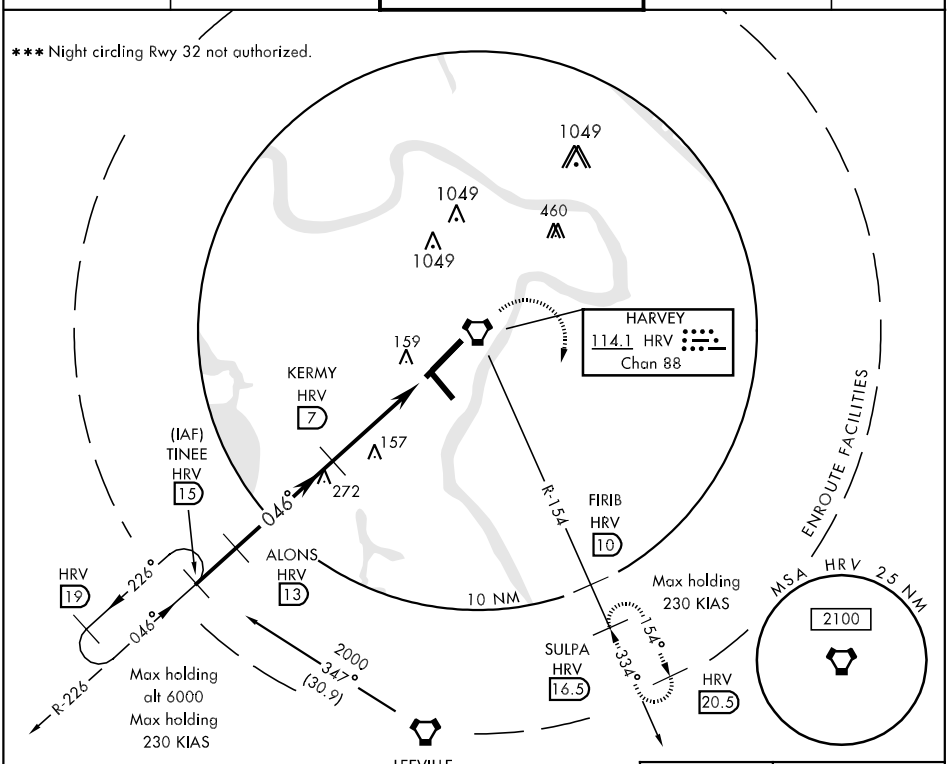
▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

ALSF-1

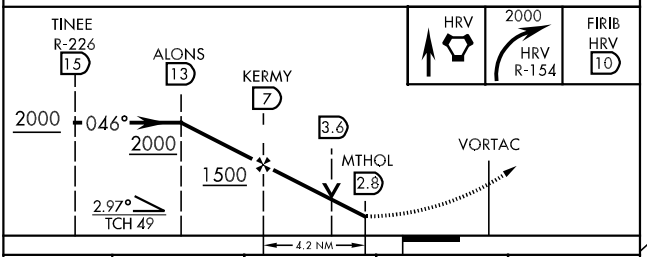
MISSED APPROACH: Climb direct HRV VORTAC, then climbing right turn to 2000, intercept R-154 to FIRIB, then climb to 2100 to SULPA and hold.

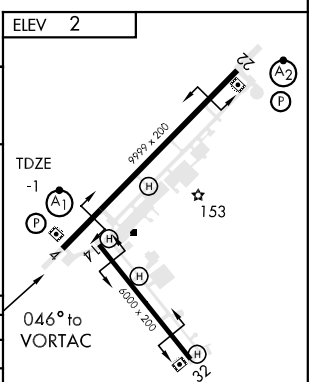
| ATIS ★ | NEW ORLEANS APP CON | NAVY NEW ORLEANS TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 276.2 | 123.85 256.9 | 123.8 340.2 | 121.6 382.8 | |

*** Night circling Rwy 32 not authorized.




EMERG SAFE ALT 100 NM 3100




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 * | 420- ½ 421 (500-½) | | 420-¾ 421 (500-¾) | |
| CIRCLING *** | 480-1 478 (500-1) | | 500-1½ 498 (500-1½) | 560-2 558 (600-2) |
| S-PAR 4 ** | 99- ¼ 100 (100-¼) GS 3.0° | | | |

MIRL Rwy 14-32
HIRL Rwy 4-22

# VOR/DME or TACAN RWY 22

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

| VORTAC HRV | APCH CRS | Rwy ldg 9999 |
|---|---|---|
| 114.1 | 236° | TDZE -1 |
| Chan 88 | | Arpt Elev 2 |

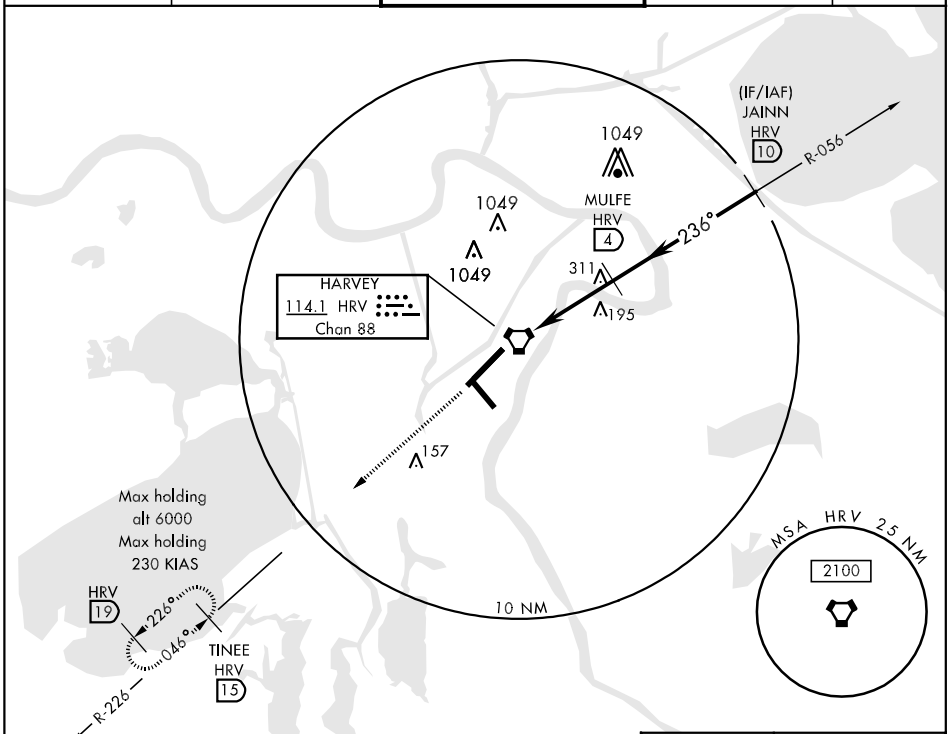
AL-630 [USN]

* When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles.
** Night circling Rwy 32 not authorized.

SALS A2

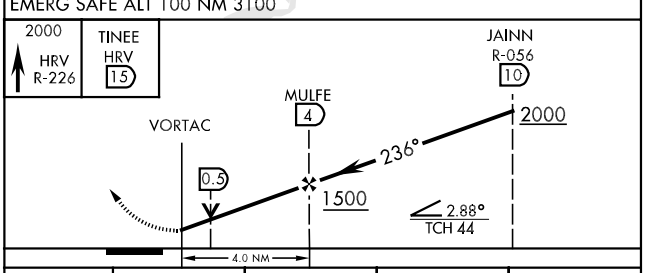
MISSED APPROACH: Climb to 2000 via R-226 to TINEE and hold.

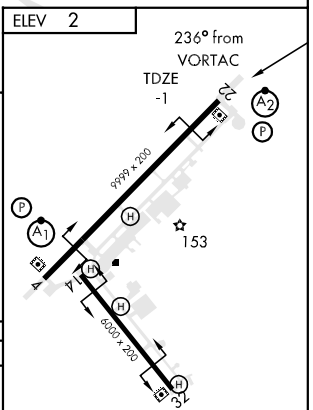
| ATIS ★ | NEW ORLEANS APP CON | NAVY NEW ORLEANS TOWER ★ | GND CON | ASR/PAR |
|---|---|---|---|---|
| 276.2 | 123.85 256.9 | 123.8 340.2 | 121.6 382.8 | |




## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3100




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 * | 460-¾ 461 (500-¾) | | 460-1 461 (500-1) | 460-1¼ 461 (500-1¼) |
| CIRCLING ** | 480-1 478 (500-1) | | 500-1½ 498 (500-1½) | 560-2 558 (600-2) |

# AIRPORT DIAGRAM

AL-288 (FAA)

NEW ORLEANS/LAKEFRONT (NEW)
NEW ORLEANS, LOUISIANA

ATIS
124.9
LAKEFRONT TOWER★
119.9
GND CON
121.7
CLNC DEL
127.4
D

RWY 9-27
S50, D80, DT100
RWY 18L-36R
S35, D55, DT80
RWY 18R-36L
S60, D175, ST175, DT200, DDT350

ELEV 6
18R
178.7°
B
ELEV 6
18L
178.6°
30° 03′ N
C
K
K
B
C
J
J
FIRE STATION
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
VAR 0.6° E
HAZARDOUS CARGO
HANGAR
FBO
HANGARS
CORPORATE HANGAR
Q
6867 X 150
B
3697 X 75
E
CONTROL TOWER 122
EAST RAMP
P
C
358.6°
H
ELEV 7
H
E
D
FIELD ELEV 8
H
36R
M
D
D
358.7°
A
RUN-UP AREAS
B
D
E
N
HANGAR
LAHSO
LAHSO
C
H
088.6°
3113 X 75
268.6°
E
9
27
ELEV 5
B
F
F
ELEV 5
G
G
G
B
F
FBO
LOUISIANA ANG PARKING
A
B
FBO
TERMINAL
A
36L
30° 02′ N
ELEV 6
U.S. CUSTOMS INSPECTION POINT

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

90° 02′ W
90° 01′ W

SC-4, 14 JAN 2010 to 11 FEB 2010

# AWDAD SIX ARRIVAL



# NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55

BATON ROUGE TRANSITION (BTR.AWDAD6): From over BTR VORTAC via BTR R-135 to AWDAD INT. Thence. . .

LAFAYETTE TRANSITION (LFT.AWDAD6): From over LFT VOTRAC via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . .

LAKE CHARLES TRANSITION (LCH.AWDAD6): From over LCH VORTAC via LCH R-080 and LFT R-264 to LFT VORTAC then via LFT R-092 and RQR R-273 to AWDAD INT. Thence. . .

. . . . from over AWDAD INT via RQR R-273 to VOODO INT. Thence. . .

LANDING LOUIS ARMSTRONG RWY 10: Intercept I-MSY localizer and expect clearance for ILS RWY 10 approach.

LANDING OTHER: Expect vectors to final approach course.

NOTE: Chart not to scale

N

BATON ROUGE
116.5 BTR
Chan 112
N30°29.11′ -W91°17.64′
L-21-22, H-7

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at or below FL 230.

AWDAD
N30°06.99′
W90°57.13′
Turbojets 250K IAS

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION
Expect clearance to cross at 11,000′. (Landing Louis Armstrong New Orleans Intl).
Expect clearance to cross at 13,000′. (Landing other than Louis Armstrong New Orleans Intl).

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49′ -W93°06.33′
L-21-22, H-7

RESERVE
110.8 RQR
Chan 45

VOODO
N30°05.79′
W90°42.00′

LAKEFRONT

LAFAYETTE
109.8 LFT
Chan 35
N30°11.63′ -W91°59.55′
L-21-22

TIBBY
112.0 TBD
Chan 57

LOCALIZER 109.9
I-MSY
Chan 36

LOUIS ARMSTRONG NEW ORLEANS INTL

7000
* 1600
080°
(58)

R-264

3000
* 2000
092°
(54)

3000
* 2000
135°
(28)

093°

19

3000
* 2000
093°
(13)

RWY 10
103°

6

R-273

R-013

| LOC/DME I-NEW | APP CRS | Rwy Idg | 6639 |
|---|---|---|---|
| 111.3 | 177° | TDZE | 8 |
| Chan 50 | | Apt Elev | 8 |

# ILS or LOC RWY 18R

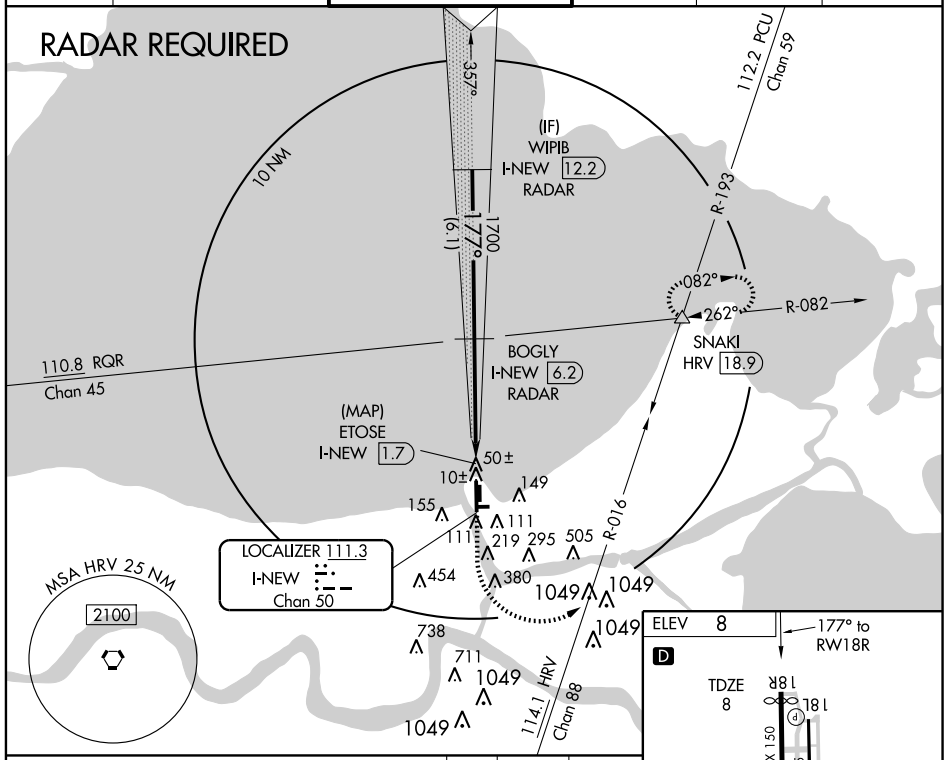
NEW ORLEANS/ LAKEFRONT (NEW)

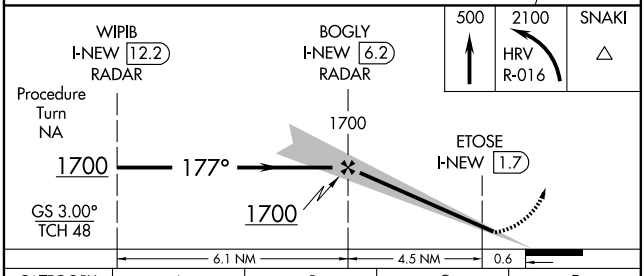
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase DA 29 feet and all MDAs 40 feet, increase S-ILS 18R visibility all Cats ¼ mile, and circling Cat D visibility ¼ mile. Visibility reduction by helicopters NA. DME or RADAR required.

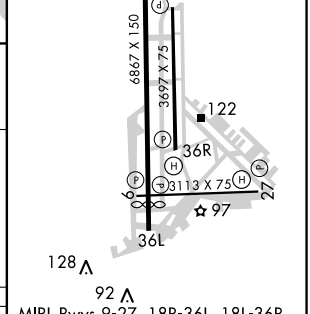
MISSED APPROACH: Climb to 500 then climbing left turn to 2100 via HRV VORTAC R-016 to SNAKI INT and hold.

| ATIS | NEW ORLEANS APP CON | LAKEFRONT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.9 | NORTH 133.15 290.3<br>SOUTH 123.85 256.9 | 119.9 (CTAF) | 121.7 | 127.4 | 122.95 |

RADAR REQUIRED



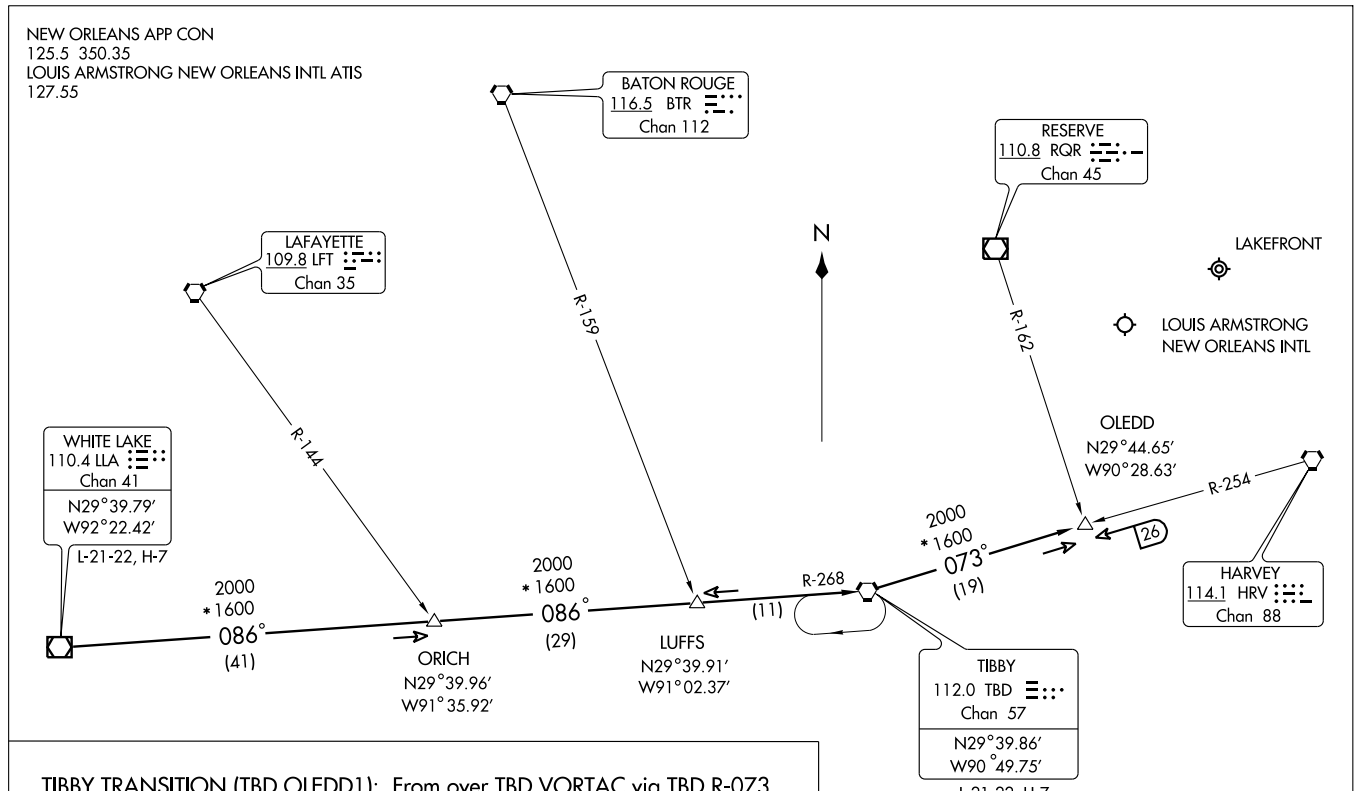

MIRL Rwys 9-27, 18R-36L, 18L-36R
REIL Rwys 9, 18L, 36L and 36R

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18R | 258-¾ 250 (300-¾) | | | |
| S-LOC 18R | 300-1 292 (300-1) | | | |
| CIRCLING | 520-1 512 (600-1) | | 520-1½ 512 (600-1½) | 660-2 652 (700-2) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SC-4, 14 JAN 2010 to 11 FEB 2010




TIBBY TRANSITION (TBD.OLEDD1): From over TBD VORTAC via TBD R-073 to OLEDD INT. Thence. . . .

WHITE LAKE TRANSITION (LLA.OLEDD1): From over LLA VORTAC via LLA R-086 to TBD VORTAC, then via TBD R-073 to OLEDD INT. Thence. . . .

. . . . Expect radar vectors to final approach course.

TURBOJET VERTICAL NAVIGATION PLANNING INFORMATION

Expect clearance to cross at 11,000′

NOTE: Chart not to scale.

| WAAS CH 61302 W18A | APP CRS 177° | Rwy Idg 6639 | TDZE 8 | Apt Elev 8 |
|---|---|---|---|---|

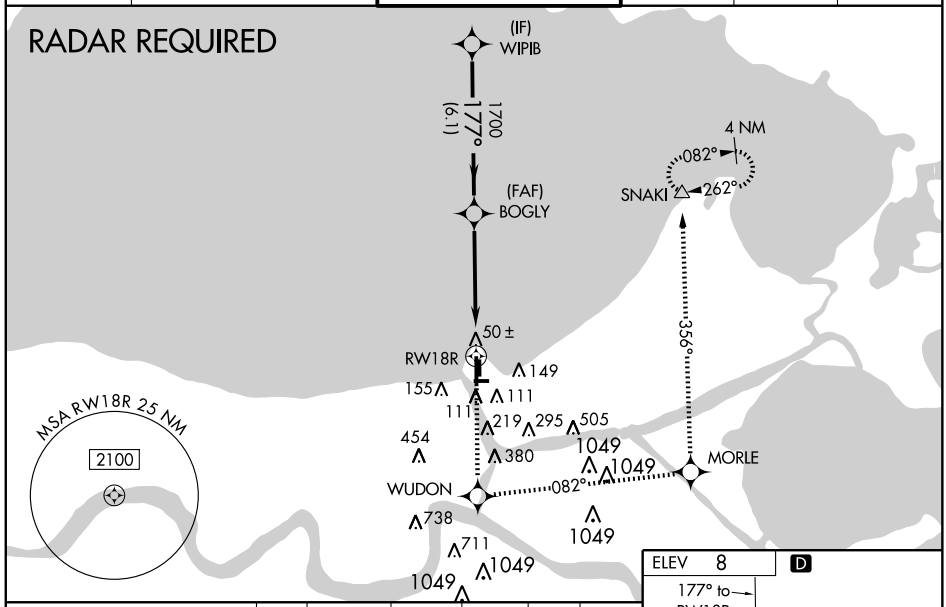
# RNAV (GPS) RWY 18R

NEW ORLEANS/ LAKEFRONT (NEW)

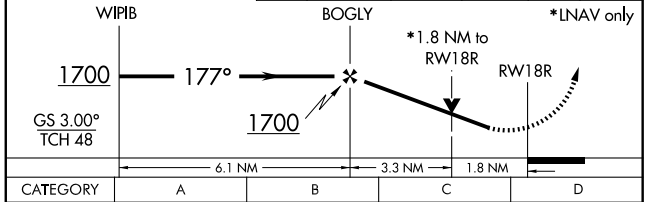
When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DAs 29 feet and all MDAs 40 feet. Increase LNAV/VNAV visibility all Cats ¼ mile. Increase LNAV and circling Cat C/D visibility ¼ mile. Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct WUDON and left turn via 082° track to MORLE and via 356° track to SNAKI and hold.

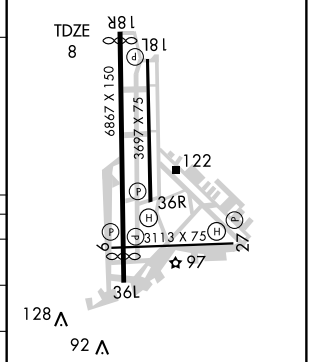
| ATIS 124.9 | NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9 | LAKEFRONT TOWER ★ 119.9 (CTAF) | GND CON 121.7 | CLNC DEL 127.4 | UNICOM 122.95 |
|---|---|---|---|---|---|




| 2100 | WUDON | 082° track | MORLE | 356° track | SNAKI |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 332-1¼ | 324 (400-1¼) | | |
| LNAV/VNAV DA | 524-1¾ | 516 (600-1¾) | | |
| LNAV MDA | 640-1 | 632 (700-1) | 640-1¾ 632 (700-1¾) | 640-2 632 (700-2) |
| CIRCLING | 640-1 | 632 (700-1) | 640-1¾ 632 (700-1¾) | 660-2 652 (700-2) |




MIRL Rwys 9-27, 18R-36L and 18L-36R
REIL Rwys 9, 18L, 36L and 36R

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 86913 W36A | APP CRS 357° | Rwy Idg 6047 TDZE 8 Apt Elev 8 |
|---|---|---|

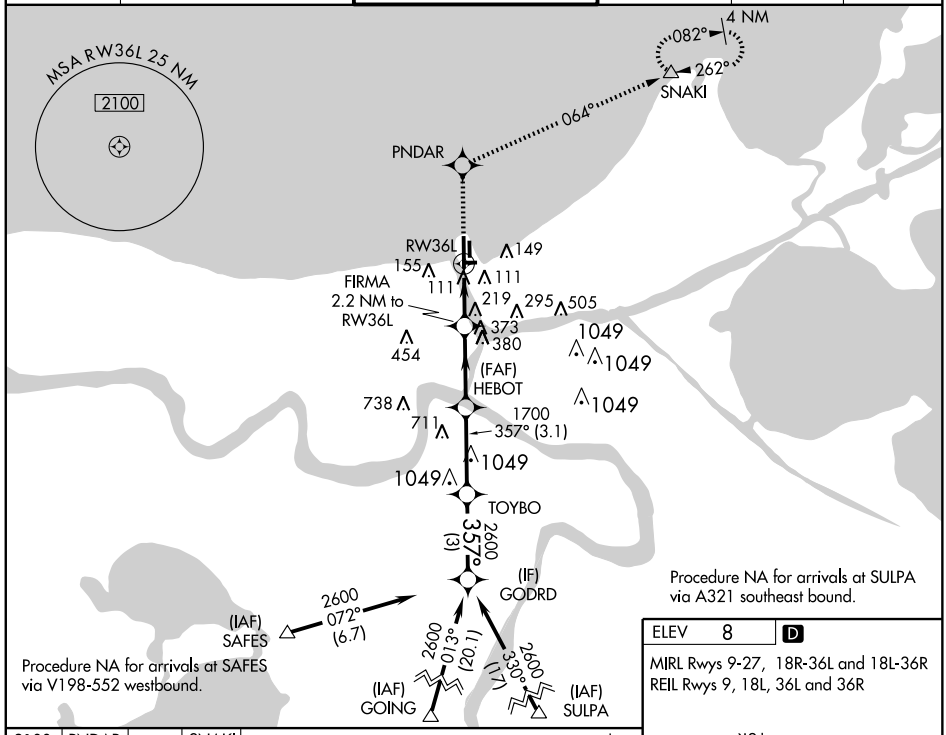
# RNAV (GPS) RWY 36L

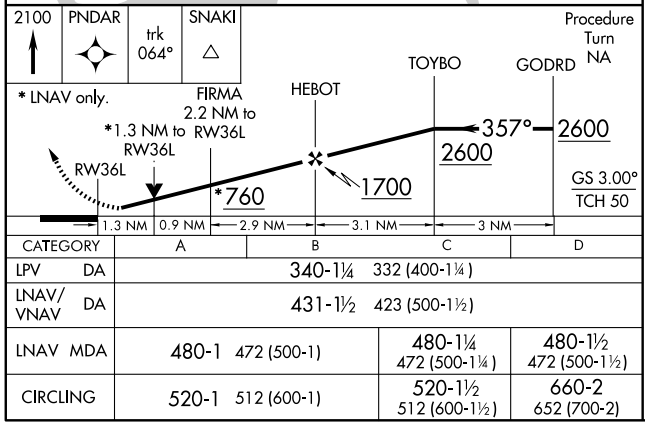
NEW ORLEANS/ LAKEFRONT (NEW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LNAV Cat C/D and Circling Cat D visibilities ¼ mile. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct PNDAR and via track 064° to SNAKI and hold.

| ATIS 124.9 | NEW ORLEANS APP CON NORTH 133.15 290.3 SOUTH 123.85 256.9 | LAKEFRONT TOWER ★ 119.9 (CTAF) | GND CON 121.7 | CLNC DEL 127.4 | UNICOM 122.95 |
|---|---|---|---|---|---|

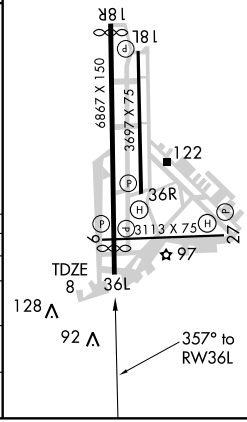



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 340-1¼ 332 (400-1¼) | | | |
| LNAV/VNAV DA | 431-1½ 423 (500-1½) | | | |
| LNAV MDA | 480-1 472 (500-1) | | 480-1¼ 472 (500-1¼) | 480-1½ 472 (500-1½) |
| CIRCLING | 520-1 512 (600-1) | | 520-1½ 512 (600-1½) | 660-2 652 (700-2) |

ELEV 8 D

MIRL Rwys 9-27, 18R-36L and 18L-36R
REIL Rwys 9, 18L, 36L and 36R

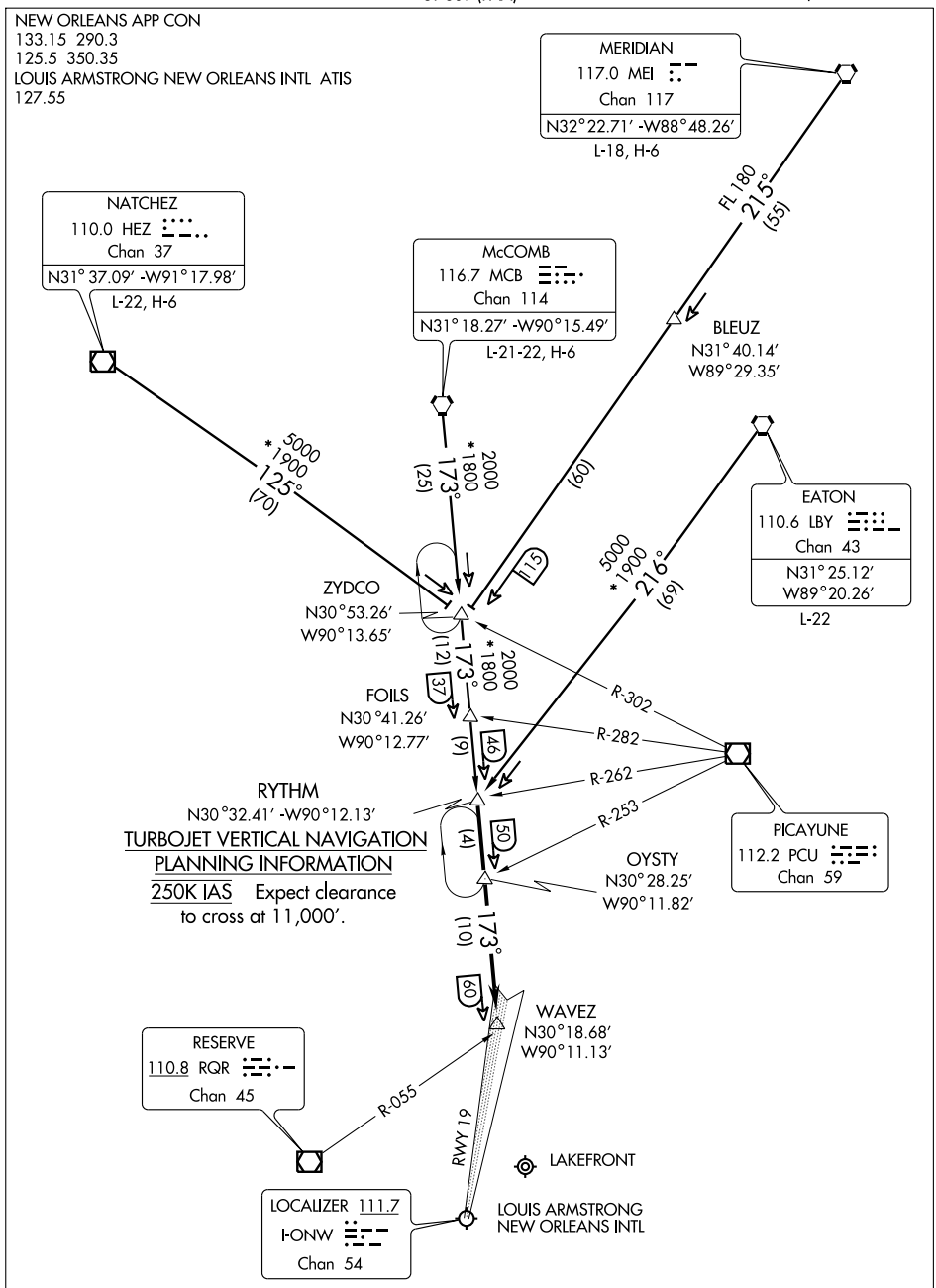



SC-4, 14 JAN 2010 to 11 FEB 2010

# RYTHM THREE ARRIVAL

ST-609 (FAA)

NEW ORLEANS, LOUISIANA




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-4, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

EATON TRANSITION (LBY.RYTHM3): From over LBY VORTAC via LBY R-216 to RYTHM INT. Thence. . . .
McCOMB TRANSITION (MCB.RYTHM3): From over MCB VORTAC via MCB R-173 to RYTHM INT. Thence. . . .
MERIDIAN TRANSITION (MEI.RYTHM3): From over MEI VORTAC via MEI R-215 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
NATCHEZ TRANSITION (HEZ.RYTHM3): From over HEZ VOR/DME via HEZ R-125 to ZYDCO INT then via MCB R-173 to RYTHM INT. Thence. . . .
. . . . From over RYTHM INT via MCB R-173 to WAVEZ INT. Thence. . . .

LANDING LOUIS ARMSTRONG RWY 19: Intercept I-ONW localizer course and expect clearance for LOC Rwy approach.
LANDING OTHER: Expect vectors to final approach course.

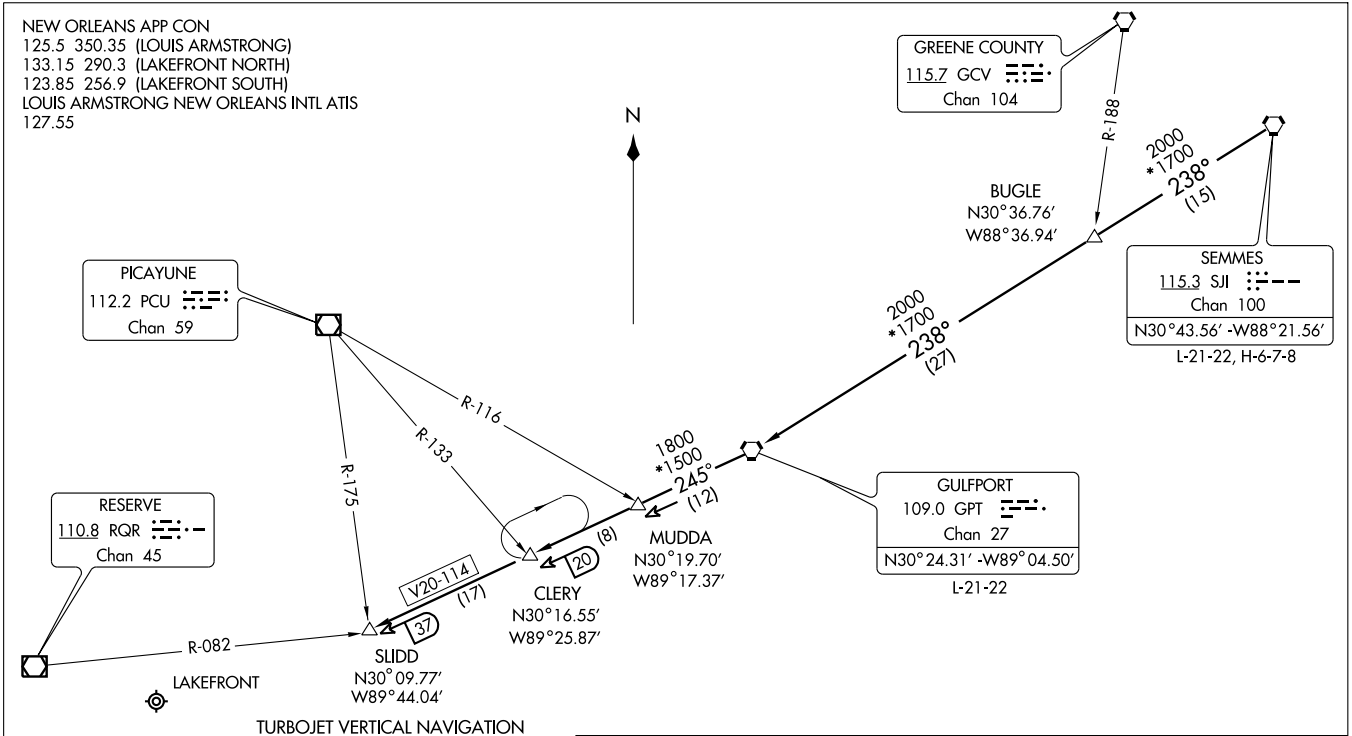
SC-4, 14 JAN 2010 to 11 FEB 2010

# SLIDD TWO ARRIVAL



## NEW ORLEANS, LOUISIANA

NEW ORLEANS APP CON
125.5 350.35 (LOUIS ARMSTRONG)
133.15 290.3 (LAKEFRONT NORTH)
123.85 256.9 (LAKEFRONT SOUTH)
LOUIS ARMSTRONG NEW ORLEANS INTL ATIS
127.55




TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION

Expect clearance to cross at 11,000′

GULFPORT TRANSITION (GPT.SLIDD2): From over GPT VOR/DME via GPT R-245 to SLIDD INT. Thence. . . .

SEMMES TRANSITION (SJI.SLIDD2): From over SJI VORTAC via SJI R-238 to GPT VOR/DME, then via GPT R-245 to SLIDD INT. Thence. . . . . Expect vectors to final approach course.

NOTE: Chart not to scale.

NEW ORLEANS, LOUISIANA

AL-288 (FAA)

| VORTAC HRV | APP CRS | Rwy Idg | 6047 |
|---|---|---|---|
| 114.1 | 351° | TDZE | 8 |
| Chan 88 | | Apt Elev | 8 |

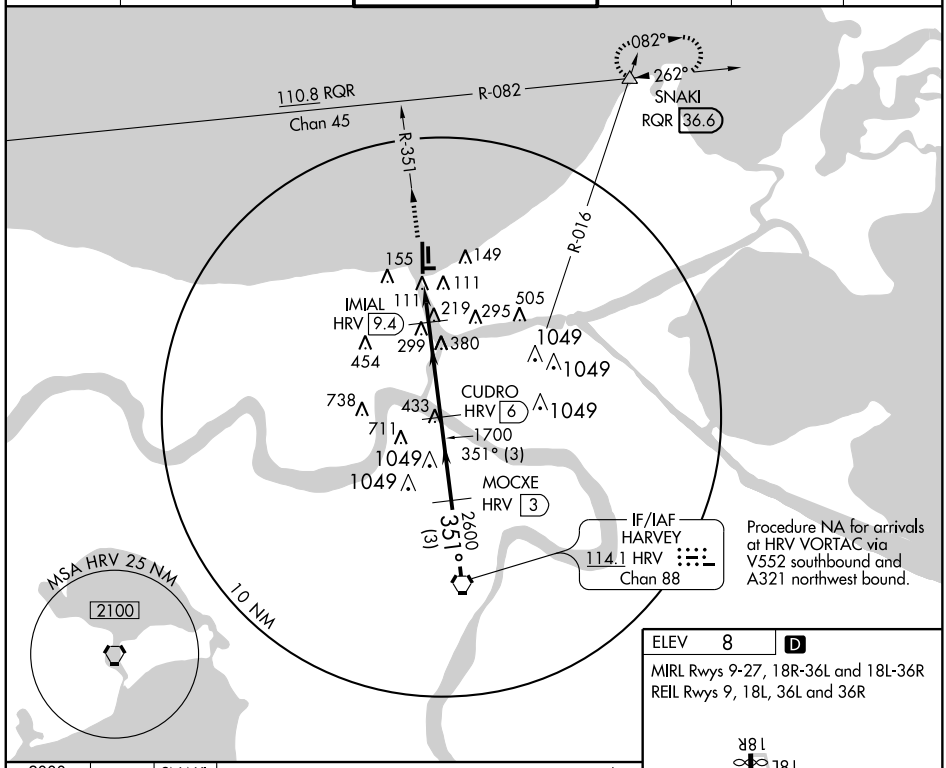
# VOR/DME RWY 36L

NEW ORLEANS/ LAKEFRONT (NEW)

▼ Visibility reduction by helicopters NA.
▲ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 40 feet and increase S-36L Cat C/D and Circling Cat D visibilities ¼ mile.

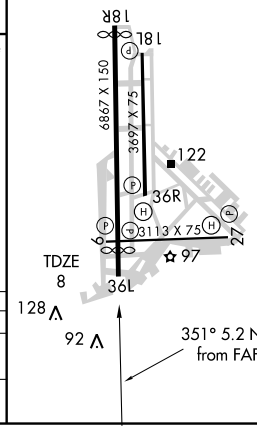
MISSED APPROACH: Climb to 2000 via HRV R-351 and RQR R-082 to SNAKI INT/RQR 36.6 DME and hold.

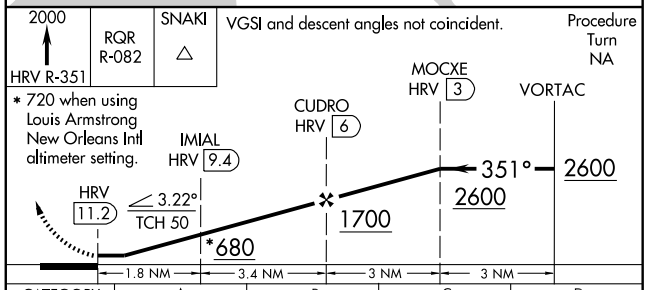
| ATIS | NEW ORLEANS APP CON | LAKEFRONT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.9 | NORTH 133.15 290.3<br>SOUTH 123.85 256.9 | 119.9 (CTAF) | 121.7 | 127.4 | 122.95 |




| ELEV | 8 | D |
|---|---|---|

MIRL Rwys 9-27, 18R-36L and 18L-36R
REIL Rwys 9, 18L, 36L and 36R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36L | 480-1 472 (500-1) | | 480-1¼ 472 (500-1¼) | 480-1½ 472 (500-1½) |
| CIRCLING | 520-1 512 (600-1) | | 520-1½ 512 (600-1½) | 660-2 652 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-HZR | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| 111.9 | 360° | TDZE | 37 |
| | | Apt Elev | 40 |

# LOC RWY 36

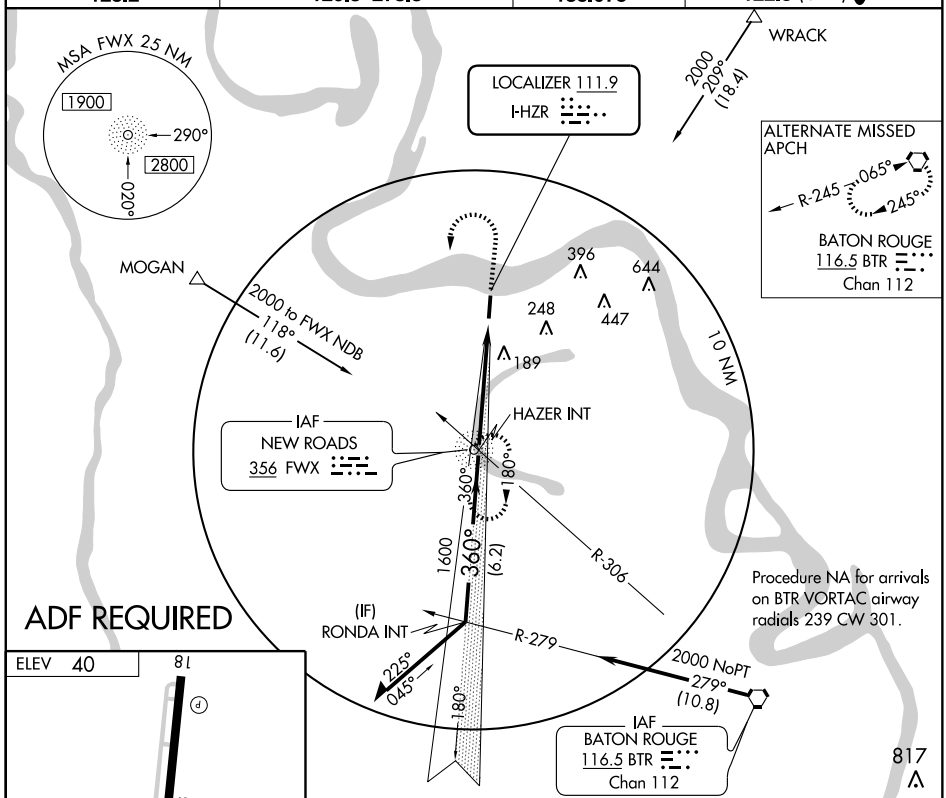
NEW ROADS/ FALSE RIVER RGNL (HZR)

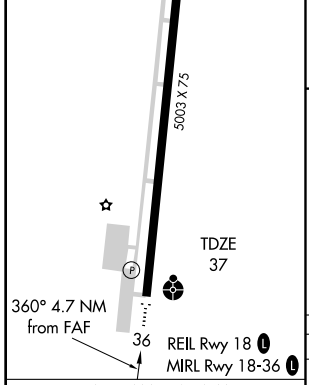
T NA — Inoperative table does not apply. ADF required. Visibility reduction by helicopters NA. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cat D and circling Cat C visibility ¼ mile.

ODALS

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold.

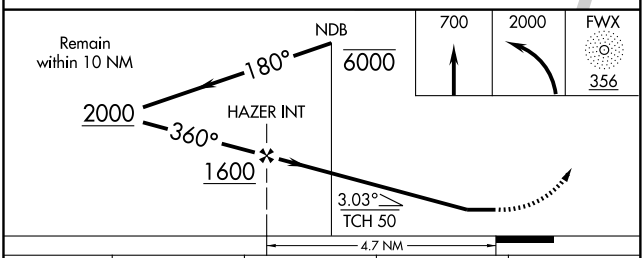
| BATON ROUGE ASOS | BATON ROUGE APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 125.2 | 120.3 278.3 | 135.075 | 122.8 (CTAF) L |




FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 540-1 503 (500-1) | | 540-1½ 503 (500-1½) | |
| CIRCLING | 540-1 500 (500-1) | | 600-1½ 560 (600-1½) | 600-2 560 (600-2) |

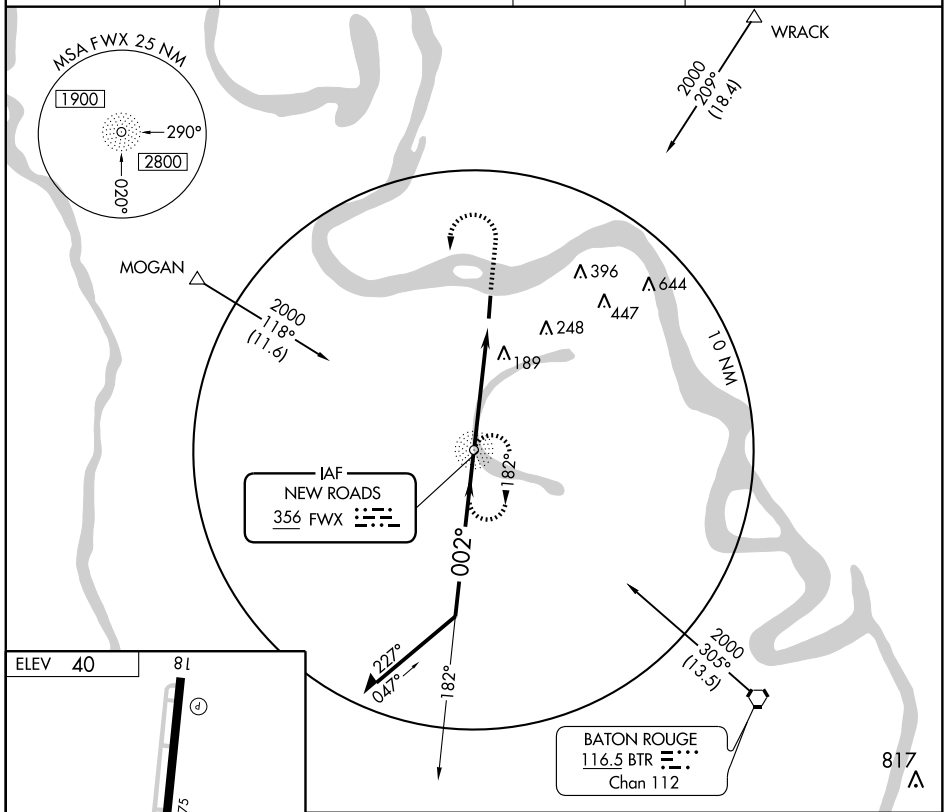
| NDB FWX 356 | APP CRS 002° | Rwy Idg 5003<br>TDZE 37<br>Apt Elev 40 |
|---|---|---|

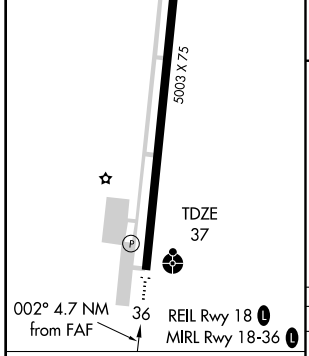
# NDB RWY 36

NEW ROADS/FALSE RIVER RGNL (HZR)

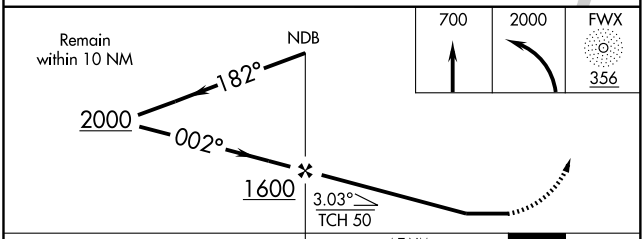
| | | | |
|---|---|---|---|
| Inoperative table does not apply. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet, and increase S-36 Cats C and D and circling Cat C visibility ¼ mile. | ODALS | MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct FWX NDB and hold. | |

| BATON ROUGE ASOS | BATON ROUGE APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 125.2 | 120.3 278.3 | 135.075 | 122.8 (CTAF) L |




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 600-1 563 (600-1) | | 600-1½ 563 (600-1½) | 600-1¾ 563 (600-1¾) |
| CIRCLING | 600-1 560 (600-1) | | 600-1½ 560 (600-1½) | 600-2 560 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5003 |
|---|---|---|
| 180° | TDZE | 40 |
| | Apt Elev | 40 |

# RNAV (GPS) RWY 18

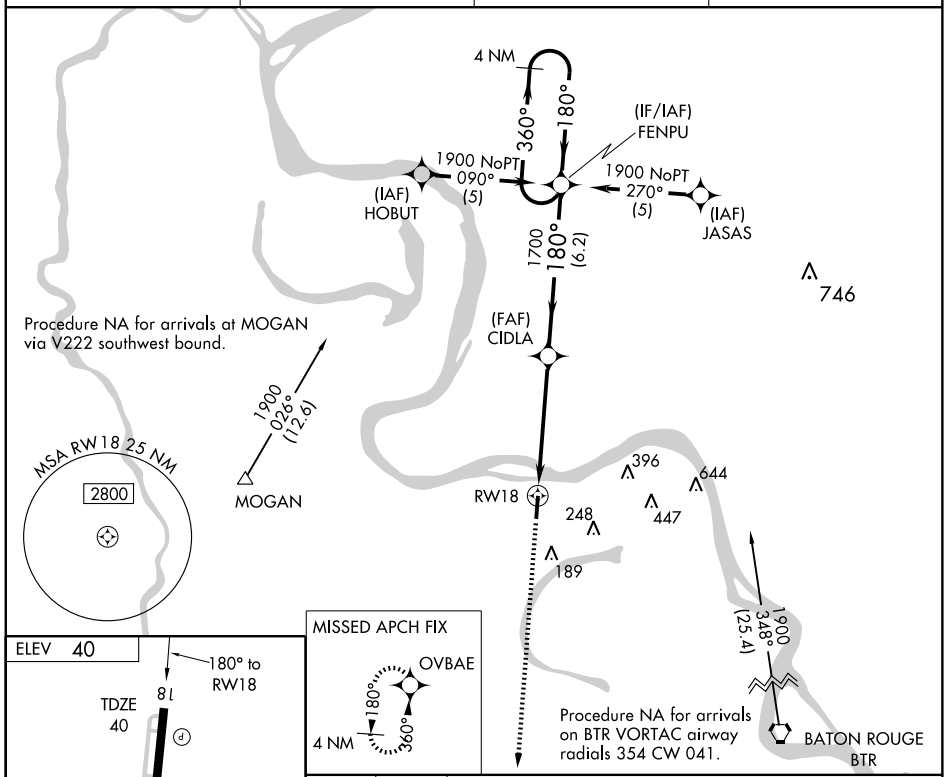
NEW ROADS/FALSE RIVER RGNL (HZR)

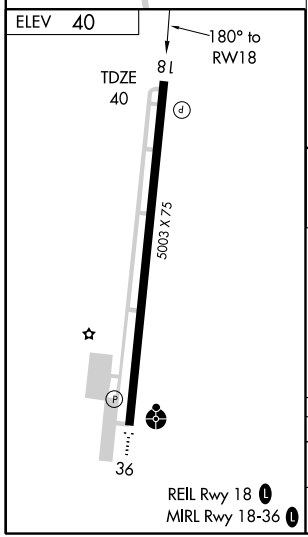
DME/DMERNP-0.3 NA. Visibility reduction by helicopters NA. Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all MDA 60 feet and Circling Cat. C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2000 direct OVBAE and hold.

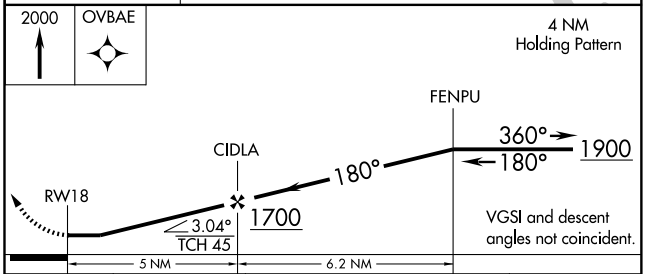
| BATON ROUGE ASOS | BATON ROUGE APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 125.2 | 120.3 278.3 | 135.075 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 | 520 (600-1) | 560-1½ 520 (600-1½) | 560-1¾ 520 (600-1¾) |
| CIRCLING | 560-1 | 520 (600-1) | 600-1½ 560 (600-1½) | 600-2 560 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| CH 42607 | 360° | TDZE | 37 |
| W36A | | Apt Elev | 40 |

# RNAV (GPS) RWY 36

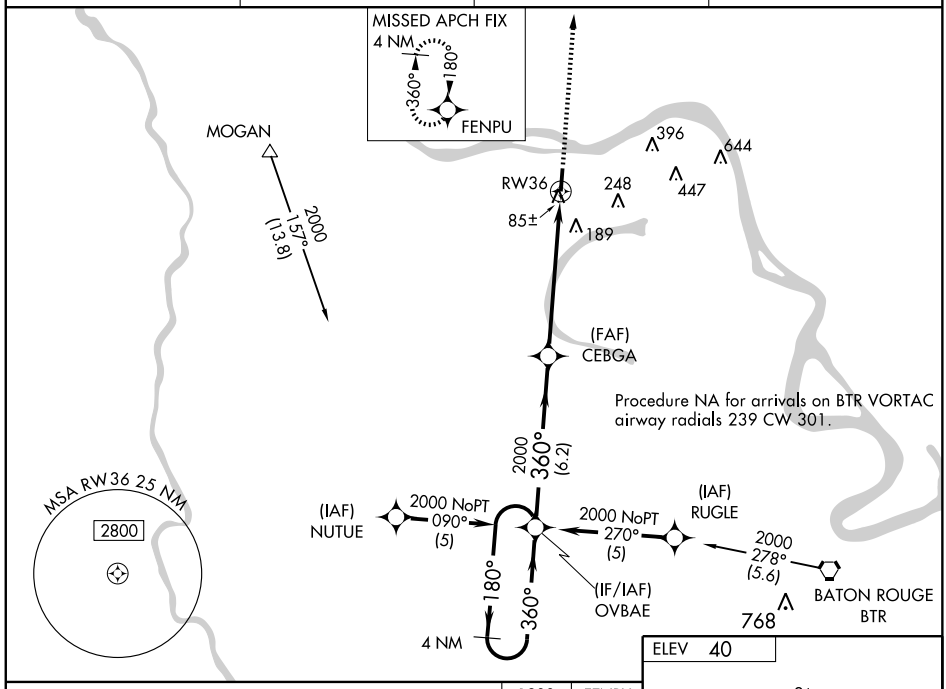
## NEW ROADS/FALSE RIVER RGNL (HZR)

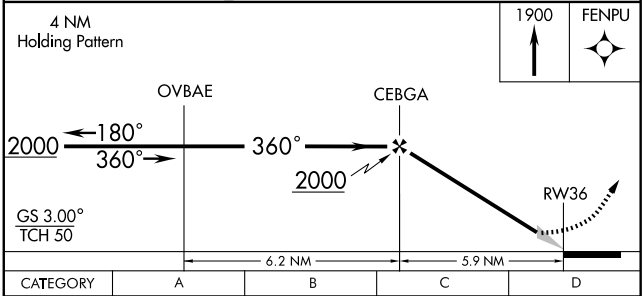
▼ Inoperative table does not apply. BARO-VNAV NA.
▲ NA Use Baton Rouge altimeter setting; when not received, use Lafayette Rgnl altimeter setting and increase all DA 43 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile.

ODALS

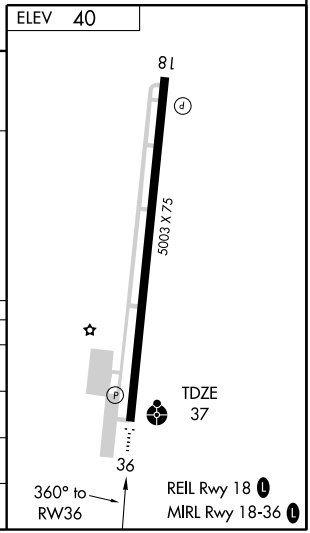
MISSED APPROACH: Climb to 1900 direct FENPU and hold.

| BATON ROUGE ASOS | BATON ROUGE APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 125.2 | 120.3 278.3 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 358-1 321 (400-1) | | | |
| LNAV/VNAV DA | 396-1¼ 359 (400-1¼) | | | |
| LNAV MDA | 560-1 523 (600-1) | | 560-1½ 523 (600-1½) | 560-1¾ 523 (600-1¾) |
| CIRCLING | 560-1 520 (600-1) | | 600-1½ 560 (600-1½) | 600-2 560 (600-2) |




SC-4, 14 JAN 2010 to 11 FEB 2010

NEW ROADS, LOUISIANA

AL-6238 (FAA)

| VORTAC BTR 116.5 Chan 112 | APP CRS 320° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 40 |
|---|---|---|

# VOR/DME-A

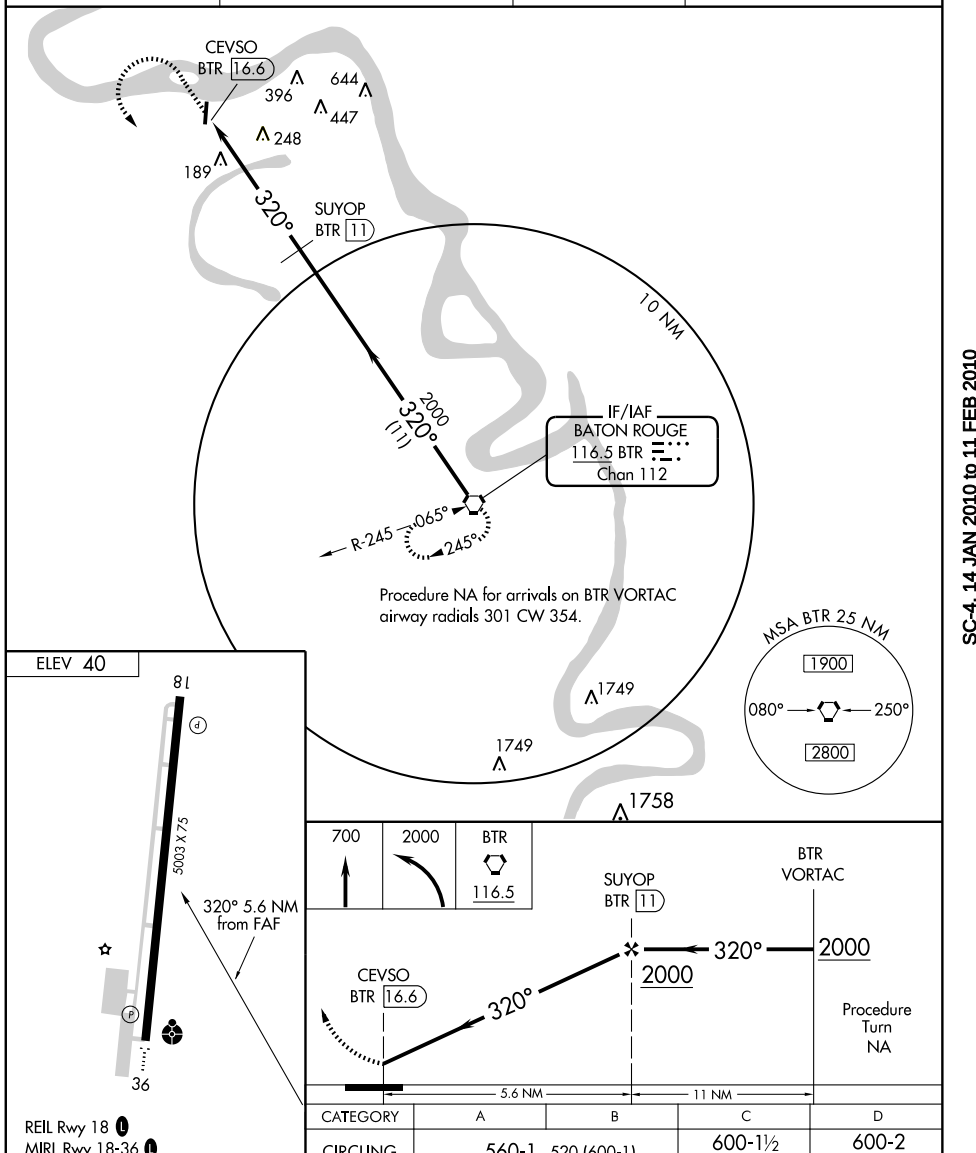
NEW ROADS/ FALSE RIVER RGNL (HZR)

Use Baton Rouge altimeter setting; when not received, use LaFayette Rgnl altimeter setting and increase all MDA 60 feet, and increase Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct BTR VORTAC and hold.

| BATON ROUGE ASOS | BATON ROUGE APP CON★ | GCO | UNICOM |
|---|---|---|---|
| 125.2 | 120.3 278.3 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1 | 520 (600-1) | 600-1½<br>560 (600-1½) | 600-2<br>560 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB LRR | APP CRS | Rwy Idg | 4994 |
|---|---|---|---|
| 379 | 357° | TDZE | 107 |
| | | Apt Elev | 107 |

# NDB RWY 36

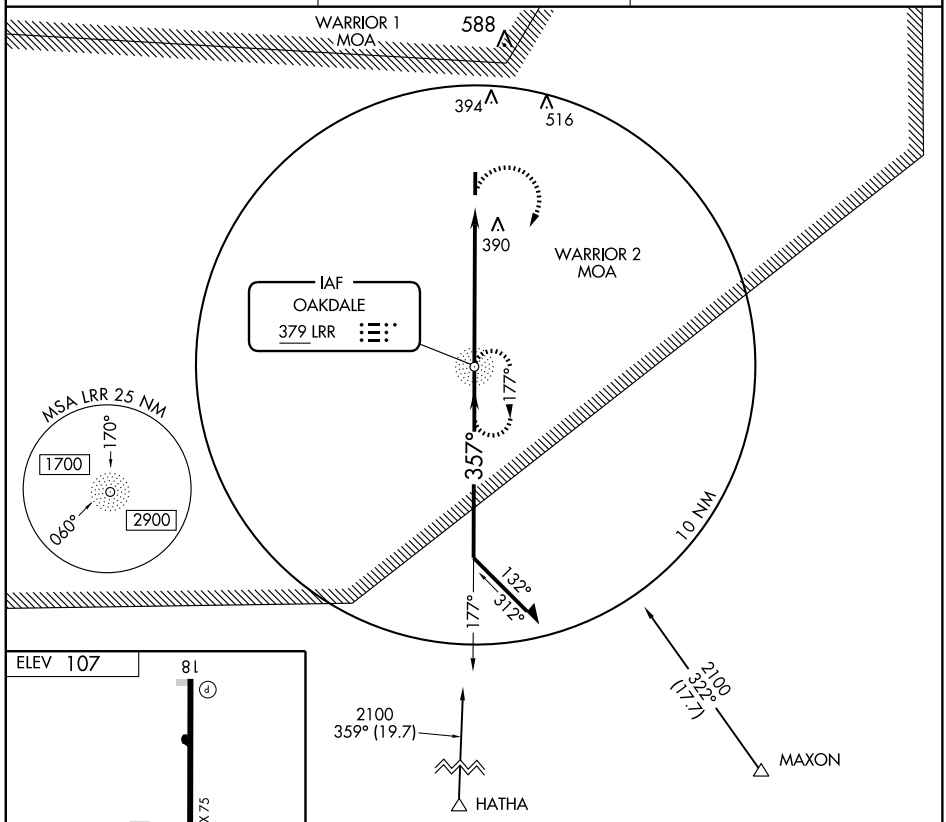
OAKDALE/ ALLEN PARISH (ACP)

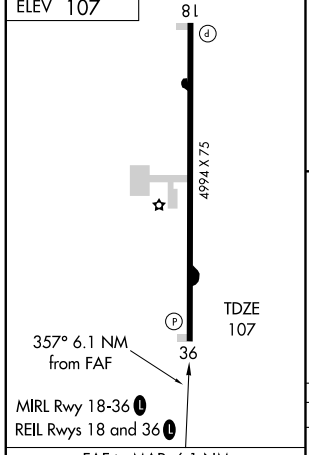
If local altimeter setting not received, use Alexandria Intl altimeter setting and increase all MDAs 100 feet.

NA

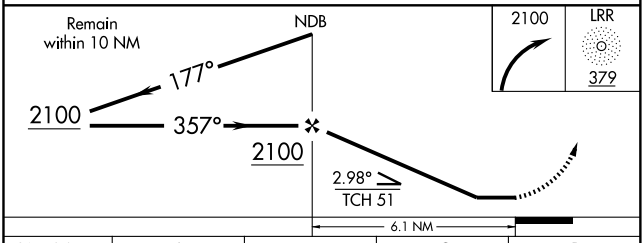
MISSED APPROACH: Climbing right turn to 2100 direct LRR NDB and hold.

| AWOS-3 | POLK APP CON | UNICOM |
|---|---|---|
| 118.275 | 123.7 254.8 | 122.8 (CTAF) L |




| FAF to MAP 6.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 760-1 653 (700-1) | | 760-1¾ 653 (700-1¾) | NA |
| CIRCLING | 760-1 653 (700-1) | | 760-1¾ 653 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 4994 |
|---|---|---|---|
| CH 77914 | 177° | TDZE | 104 |
| W18A | | Apt Elev | 107 |

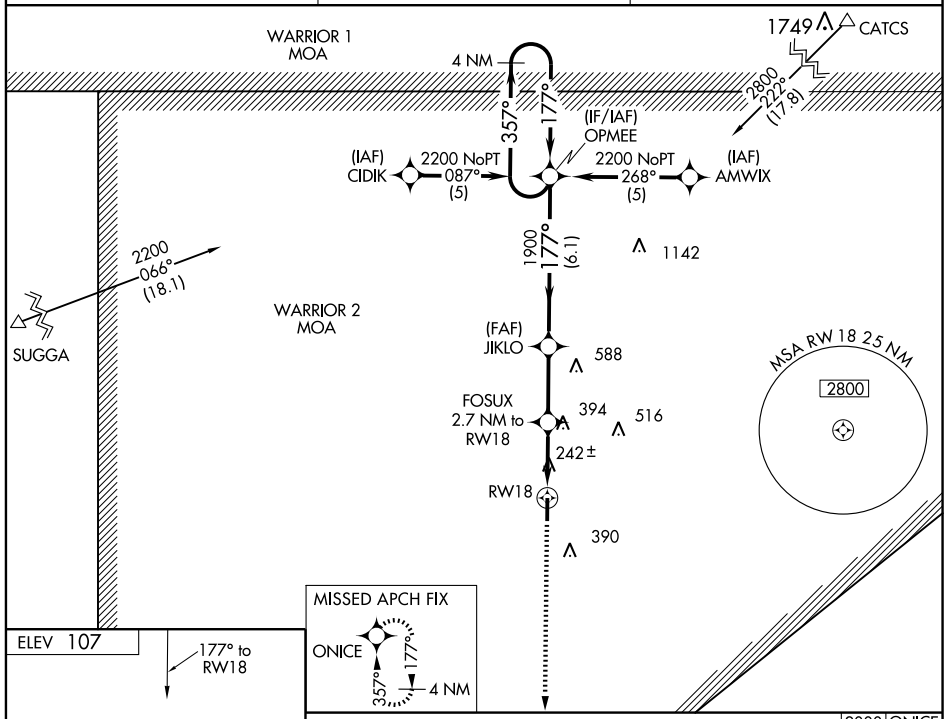
# RNAV (GPS) RWY 18

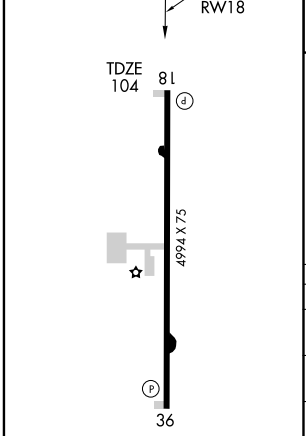
OAKDALE/ ALLEN PARISH (ACP)

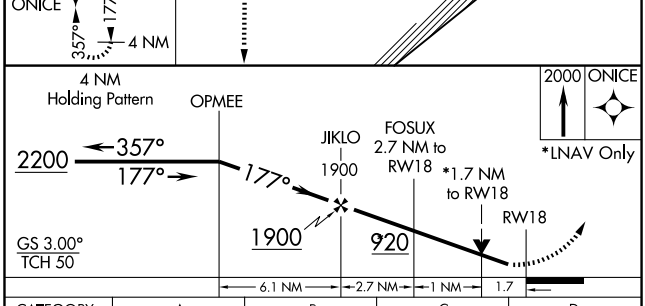
Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ½ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct ONICE and hold.

| AWOS-3 | POLK APP CON | UNICOM |
|---|---|---|
| 118.275 | 123.7 254.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 515-1½ 411 (500-1½) | | | NA |
| LNAV/ VNAV DA | 549-1½ 445 (500-1½) | | | NA |
| LNAV MDA | 700-1 596 (600-1) | | 700-1½ 596 (600-1½) | NA |
| CIRCLING | 700-1 593 (600-1) | 740-1 633 (700-1) | 740-1¾ 633 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 4994 |
|---|---|---|---|
| CH 49214 | 357° | TDZE | 107 |
| W36A | | Apt Elev | 107 |

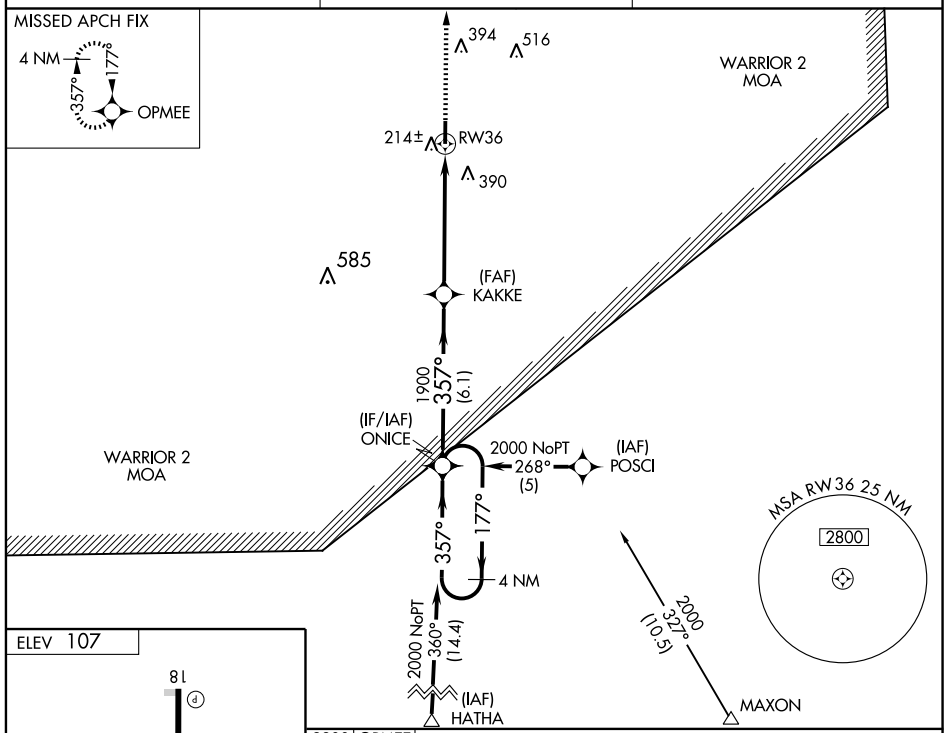
# RNAV (GPS) RWY 36

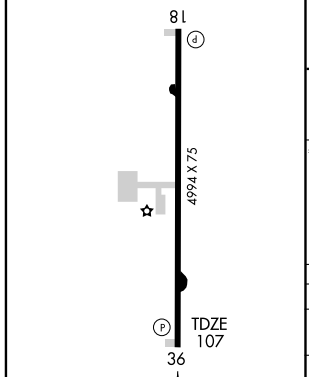
OAKDALE/ ALLEN PARISH (ACP)

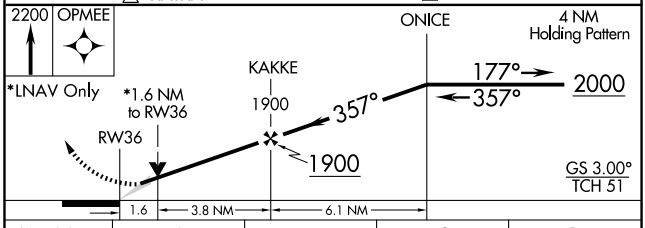
Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Alexandria Intl altimeter setting. When local altimeter setting not received, use Alexandria Intl altimeter setting and increase all DA 84 feet, all MDA 100 feet. Increase LPV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile, and LNAV/VNAV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 2200 direct OPMEE and hold.

| AWOS-3 | POLK APP CON | UNICOM |
|---|---|---|
| 118.275 | 123.7 254.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 413-1 | 306 (400-1) | | NA |
| LNAV/ VNAV DA | 702-2 | 595 (600-2) | | NA |
| LNAV MDA | 660-1 | 553 (600-1) | 660-1½ 553 (600-1½) | NA |
| CIRCLING | 660-1 553 (600-1) | 740-1 633 (700-1) | 740-1½ 633 (700-1½) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB OPL | APP CRS | Rwy Idg | 5849 |
|---|---|---|---|
| 335 | 176° | TDZE | 71 |
| | | Apt Elev | 75 |

# NDB RWY 18

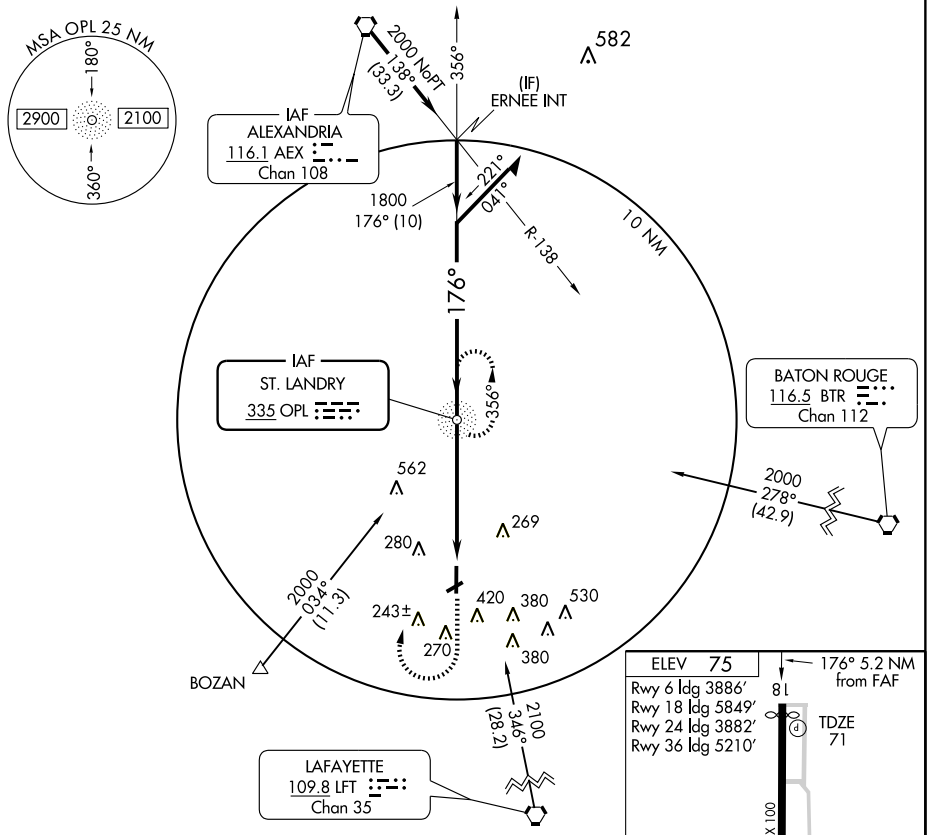
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

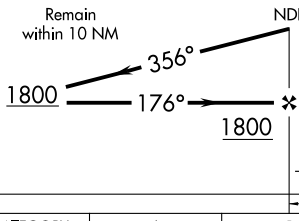
If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet.

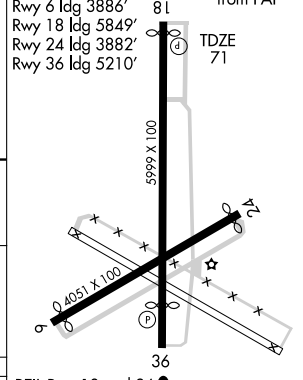
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct OPL NDB and hold.

| LAFAYETTE APP CON ★ | GCO | UNICOM |
|---|---|---|
| 128.7 268.7 | 135.075 | 123.0 (CTAF) L |




REIL Rwy 18 and 36 L

MIRL Rwys 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 640-1 569 (600-1) | | 640-1½ 569 (600-1½) | 640-1¾ 569 (600-1¾) |
| CIRCLING | 780-1 705 (800-1) | | 780-2 705 (800-2) | 780-2¼ 705 (800-2¼) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5849 |
|---|---|---|
| 176° | TDZE | 71 |
| | Apt Elev | 75 |

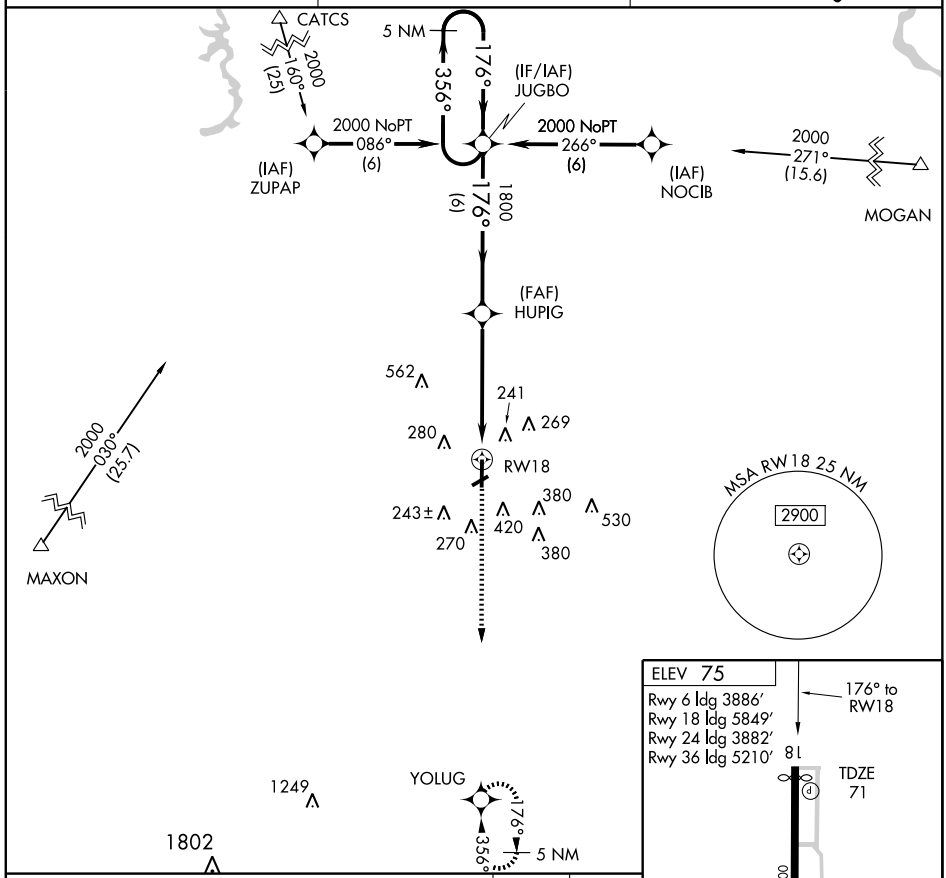
# RNAV (GPS) RWY 18

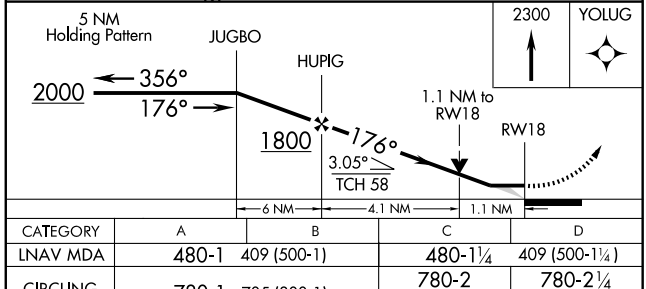
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

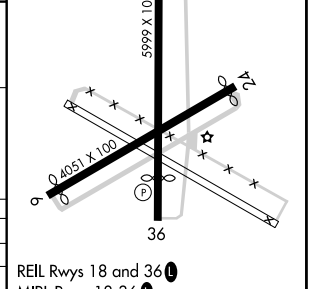
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 2300 direct YOLUG and hold.

| LAFAYETTE APP CON ★ | GCO | UNICOM |
|---|---|---|
| 128.7 268.7 | 135.075 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 | 409 (500-1) | 480-1¼ | 409 (500-1¼) |
| CIRCLING | 780-1 | 705 (800-1) | 780-2<br>705 (800-2) | 780-2¼<br>705 (800-2¼) |

REIL Rwys 18 and 36 L
MIRL Rwys 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5210 |
|---|---|---|
| 356° | TDZE | 74 |
| | Apt Elev | 75 |

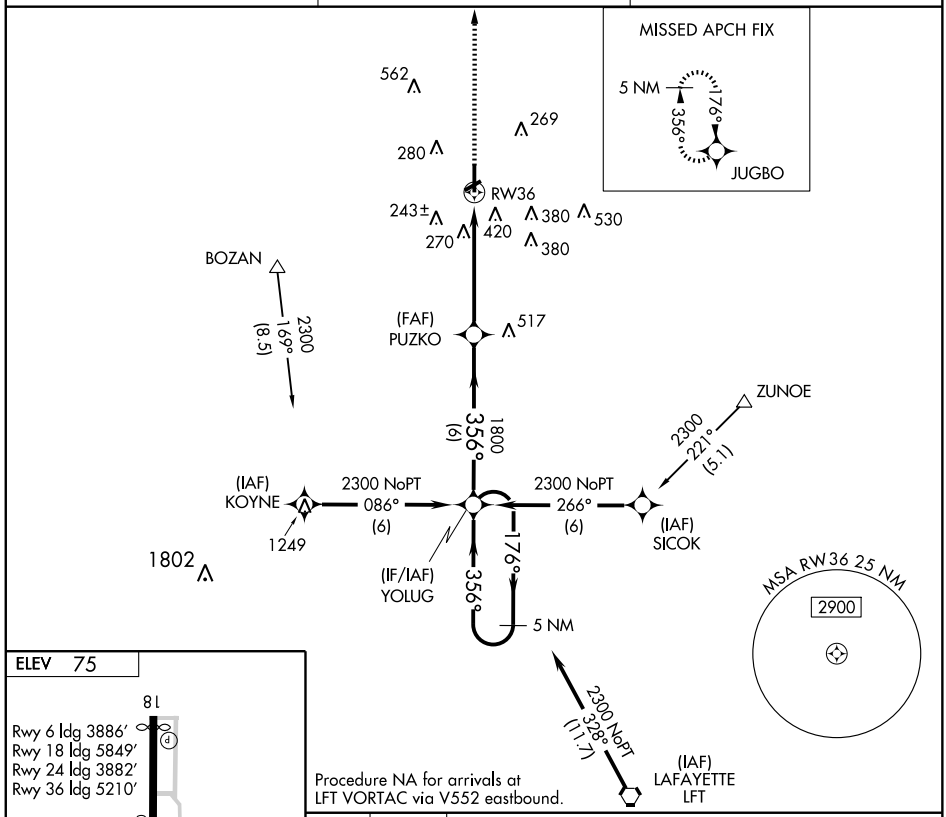
# RNAV (GPS) RWY 36

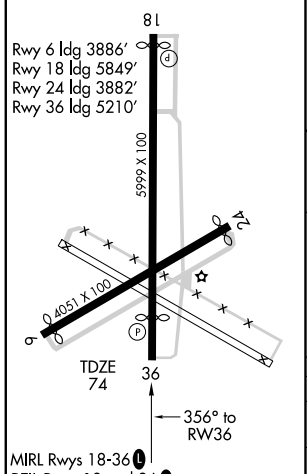
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

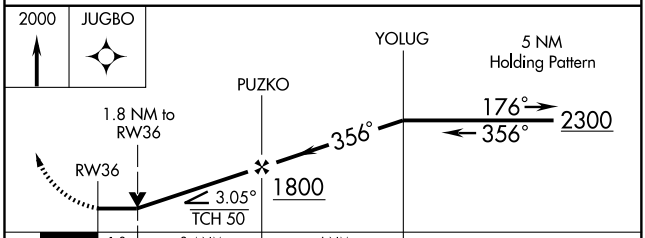
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA when using Lafayette Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct JUGBO and hold.

| LAFAYETTE APP CON ★ | GCO | UNICOM |
|---|---|---|
| 128.7 268.7 | 135.075 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 626 (700-1) | | 700-1¾ 626 (700-1¾) | 700-2 626 (700-2) |
| CIRCLING | 780-1 705 (800-1) | | 780-2 705 (800-2) | 780-2¼ 705 (800-2¼) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC LFT | APP CRS | Rwy Idg | 5210 |
|---|---|---|---|
| 109.8 | 343° | TDZE | 74 |
| Chan 35 | | Apt Elev | 75 |

# VOR/DME RWY 36

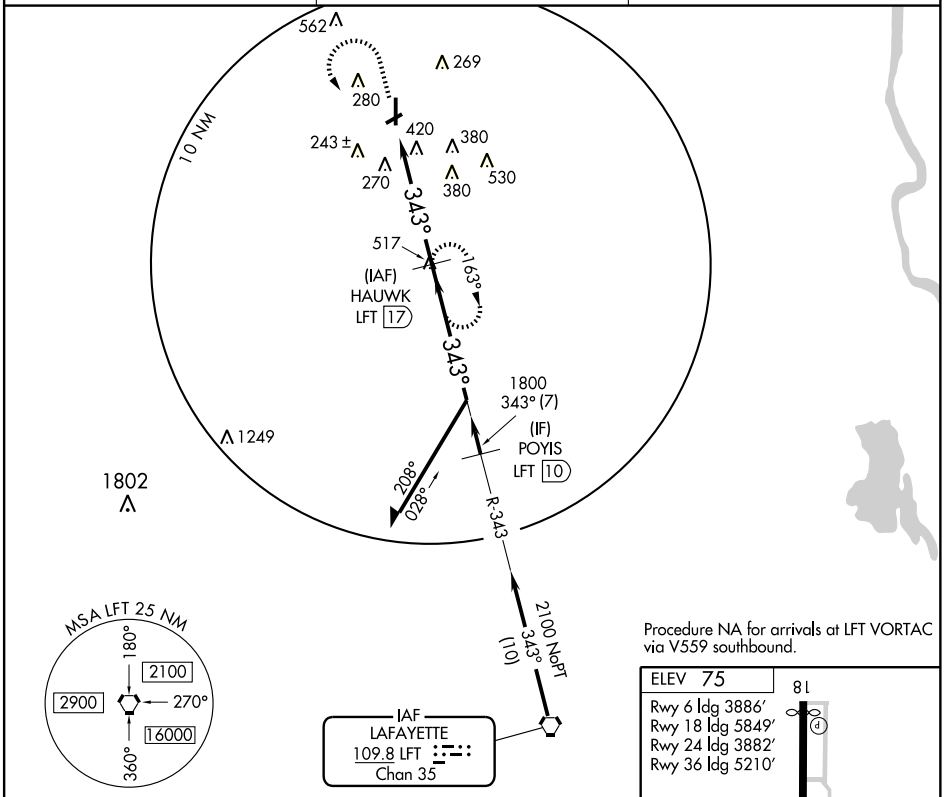
OPELOUSAS/ST. LANDRY PARISH-AHART FIELD (OPL)

If local altimeter setting not received, use Lafayette Rgnl altimeter setting and increase all MDAs 60 feet. Visibility reduction by helicopters NA.

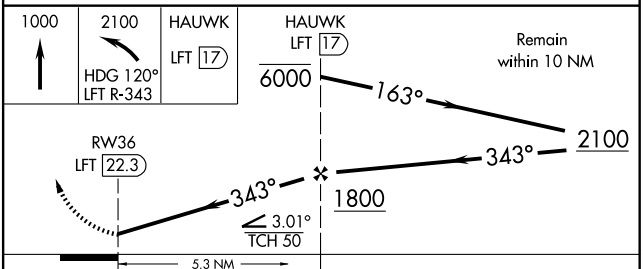
NA

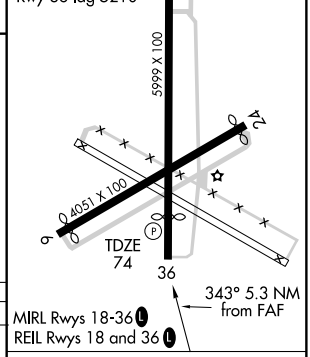
MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 via heading 120° and LFT R-343 to HAUWK 17 DME and hold.

| LAFAYETTE APP CON ★ | GCO | UNICOM |
|---|---|---|
| 128.7 268.7 | 135.075 | 123.0 (CTAF) L |




Procedure NA for arrivals at LFT VORTAC via V559 southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 720-1<br>646 (700-1) | 720-1¼<br>646 (700-1¼) | 720-1¾<br>646 (700-1¾) | 720-2<br>646 (700-2) |
| CIRCLING | 780-1<br>705 (800-1) | 780-1¼<br>705 (800-1¼) | 780-2<br>705 (800-2) | 780-2¼<br>705 (800-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-PTN | APP CRS | Rwy Idg | 5399 |
|---|---|---|---|
| 108.3 | 238° | TDZE | 9 |
| Chan 20 | | Apt Elev | 9 |

# ILS RWY 24

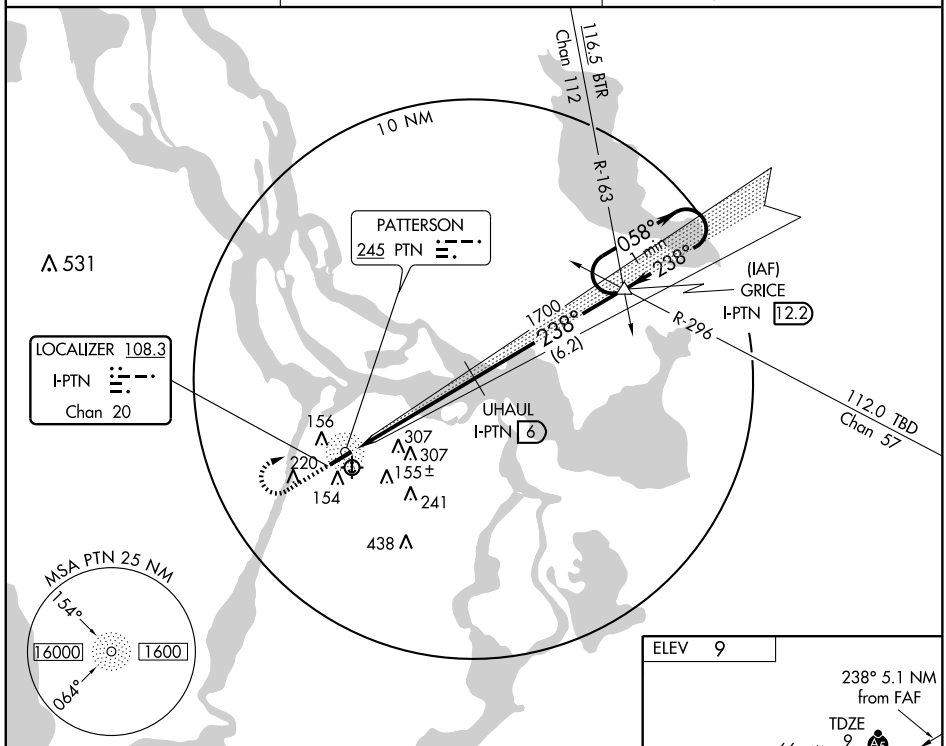
PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

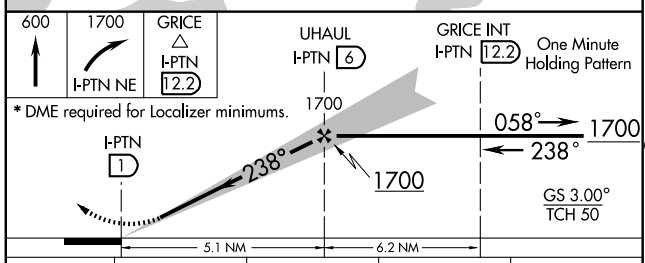
NA

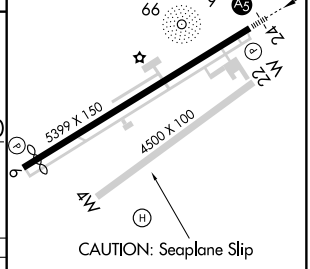
MALSR

MISSED APPROACH: Climb to 600 then climbing right turn to 1700 via I-PTN NE course to GRICE Int/I-PTN 12.2 DME and hold.

| AWOS-3 | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 134.575 | 124.3 256.9 | 122.8 (CTAF) L (MIRL RWY 6-24) |
| | | 122.9 L (MIRL RWY 4W-22W) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | 209-½ 200 (200-½) | | | NA |
| S-LOC 24 * | 400-½ 391 (400-½) | | | NA |
| CIRCLING | 520-1 511 (600-1) | 580-1 571 (600-1) | 620-1¾ 611 (700-1¾) | NA |

MIRL Rwy 6-24 L
REIL Rwy 6 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB PTN | APP CRS | | |
|---|---|---|---|
| 245 | 052° | Rwy Idg | 5005 |
| | | TDZE | 9 |
| | | Apt Elev | 9 |

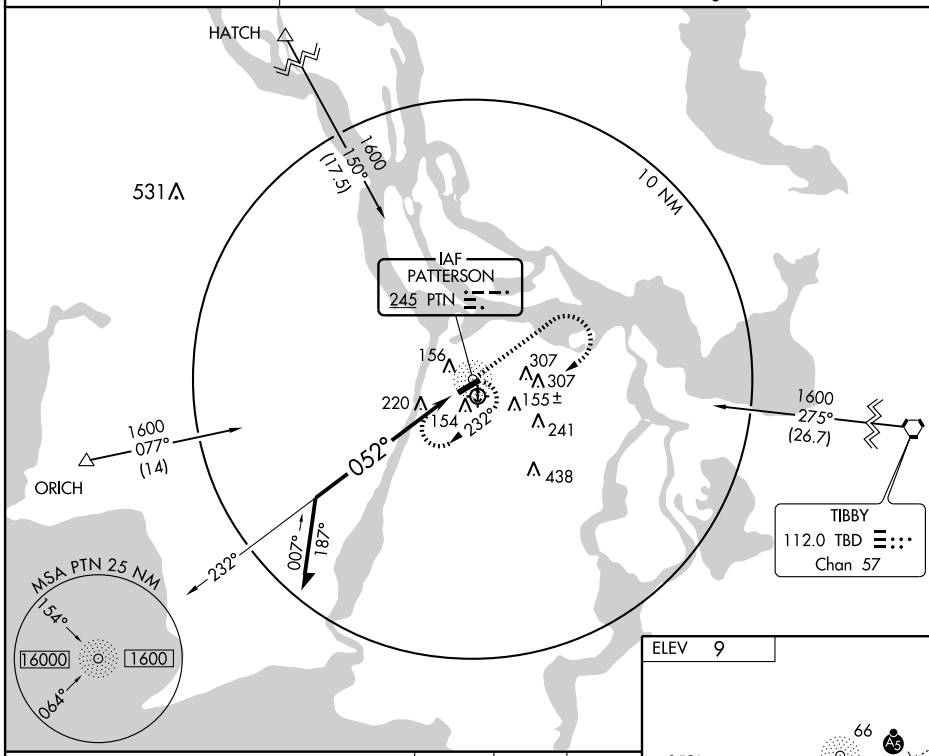
# NDB RWY 6

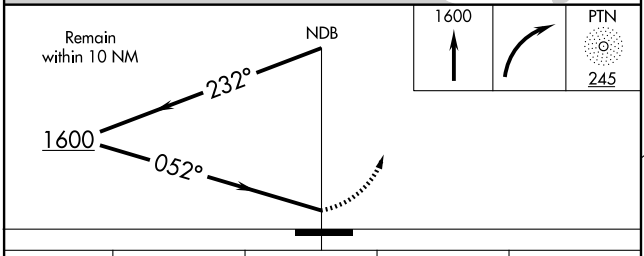
## PATTERSON/HARRY P. WILLIAMS MEMORIAL (PTN)

NA

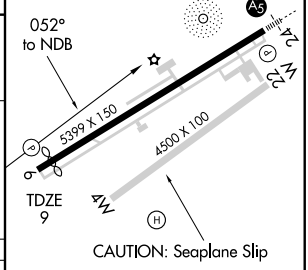
MISSED APPROACH: Climb to 1600, then right turn direct PTN NDB and hold.

| AWOS-3 | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 134.575 | 124.3 256.9 | 122.8 (CTAF) L (MIRL RWY 6-24)<br>122.9 L (MIRL RWY 4W-22W) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 640-1 | 631 (700-1) | 640-1¾<br>631 (700-1¾) | NA |
| CIRCLING | 640-1 | 631 (700-1) | 640-1¾<br>631 (700-1¾) | NA |




MIRL Rwy 6-24 L
REIL Rwy 6 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5005 |
|---|---|---|
| 058° | TDZE | 9 |
| | Apt Elev | 9 |

# RNAV (GPS) RWY 6

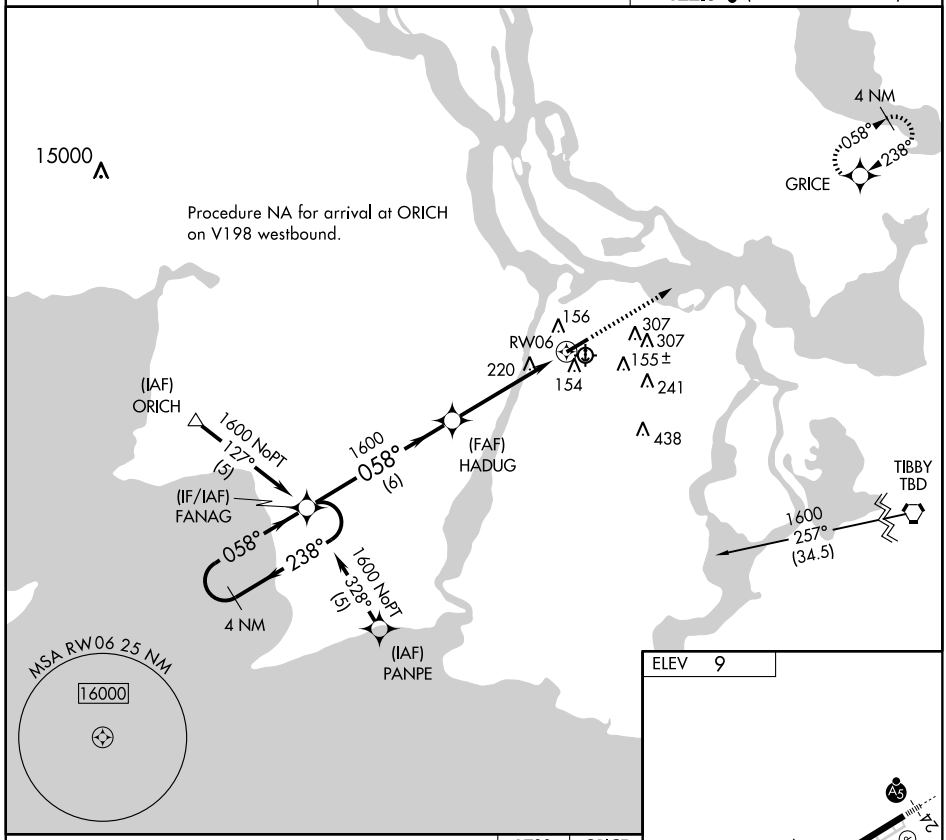
PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

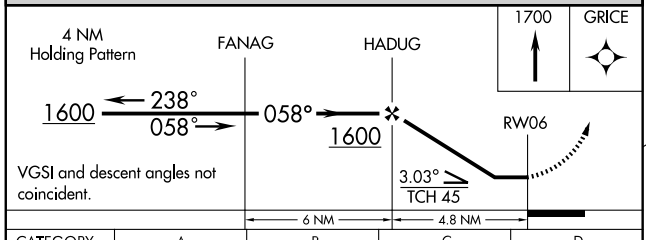
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. When VGSI inoperative, straight-in/circling Rwy 6 procedure NA at night.

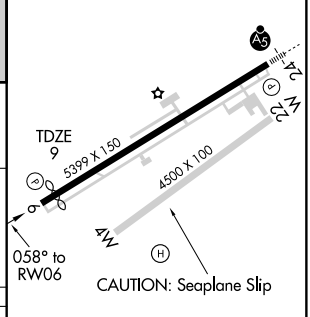
NA

MISSED APPROACH: Climb to 1700 direct GRICE WP and hold.

| AWOS-3 | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 134.575 | 124.3 256.9 | 122.8 (CTAF) L (MIRL RWY 6-24)<br>122.9 L (MIRL RWY 4W-22W) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 531 (600-1) | | 540-1½ 531 (600-1½) | NA |
| CIRCLING | 540-1 531 (600-1) | 580-1 571 (600-1) | 620-1¾ 611 (700-1¾) | NA |

REIL Rwy 6 L
MIRL Rwy 6-24 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5399 |
|---|---|---|
| 238° | TDZE | 9 |
| | Apt Elev | 9 |

# RNAV (GPS) RWY 24

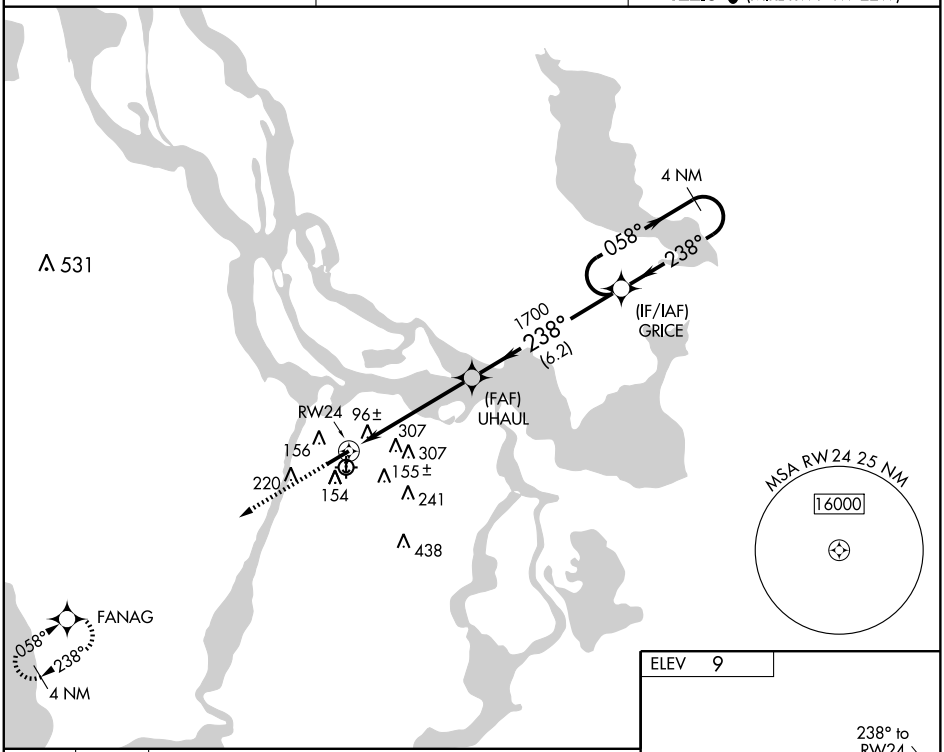
PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

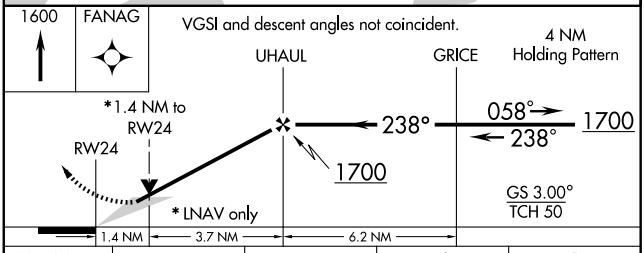
T BARO VNAV NA below -15°C (5°F). When VGSI inoperative, circling Rwy 6 NA at night.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

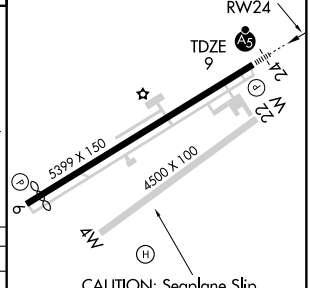
MALSR

MISSED APPROACH: Climb to 1600 direct FANAG WP and hold.

| AWOS-3 | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 134.575 | 124.3 256.9 | 122.8 (CTAF) L (MIRL RWY 6-24)<br>122.9 L (MIRL RWY 4W-22W) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 380-¾ 371 (400-¾) | | | NA |
| LNAV MDA | 500-½ 491 (500-½) | | 500-¾ 491 (500-¾) | NA |
| CIRCLING | 520-1¼ 511 (600-1¼) | 580-1¼ 571 (600-1¼) | 620-1¾ 611 (700-1¾) | NA |

REIL Rwy 6 L
MIRL Rwy 6-24 L

SC-4, 14 JAN 2010 to 11 FEB 2010

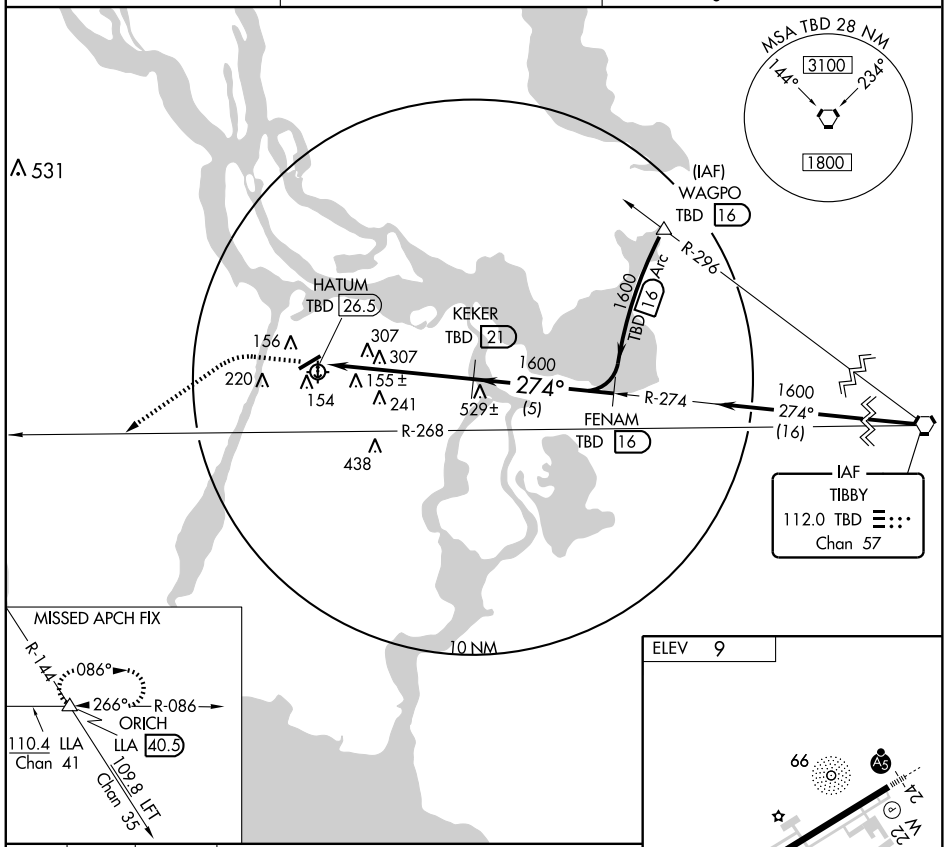
| VORTAC TBD | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.0 | 274° | TDZE | N/A |
| Chan 57 | | Apt Elev | 9 |

# VOR/DME-A

PATTERSON/ HARRY P. WILLIAMS MEMORIAL (PTN)

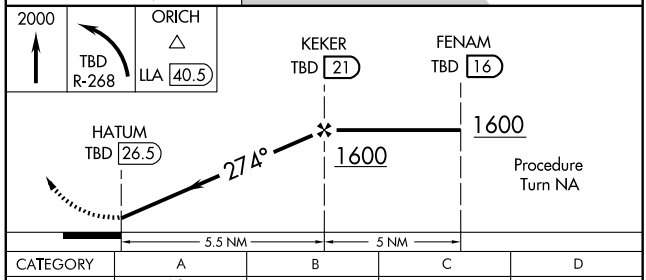
MISSED APPROACH: Climb to 2000 then left turn via TBD R-268 to ORICH Int/LLA 40.5 DME and hold.

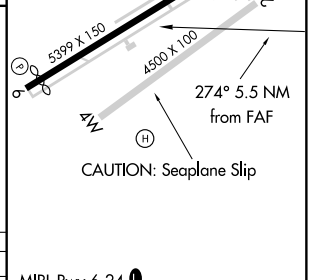
| AWOS-3 | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 134.575 | 124.3 256.9 | 122.8 (CTAF) L (MIRL RWY 6-24)<br>122.9 L (MIRL RWY 4W-22W) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1160-1¼<br>1151 (1200-1¼) | 1160-1½<br>1151 (1200-1½) | 1160-3<br>1151 (1200-3) | NA |

MIRL Rwy 6-24 L
REIL Rwy 6 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB MRK | APP CRS | Rwy Idg | 3707 |
|---|---|---|---|
| 338 | 002° | TDZE | 82 |
| | | Apt Elev | 83 |

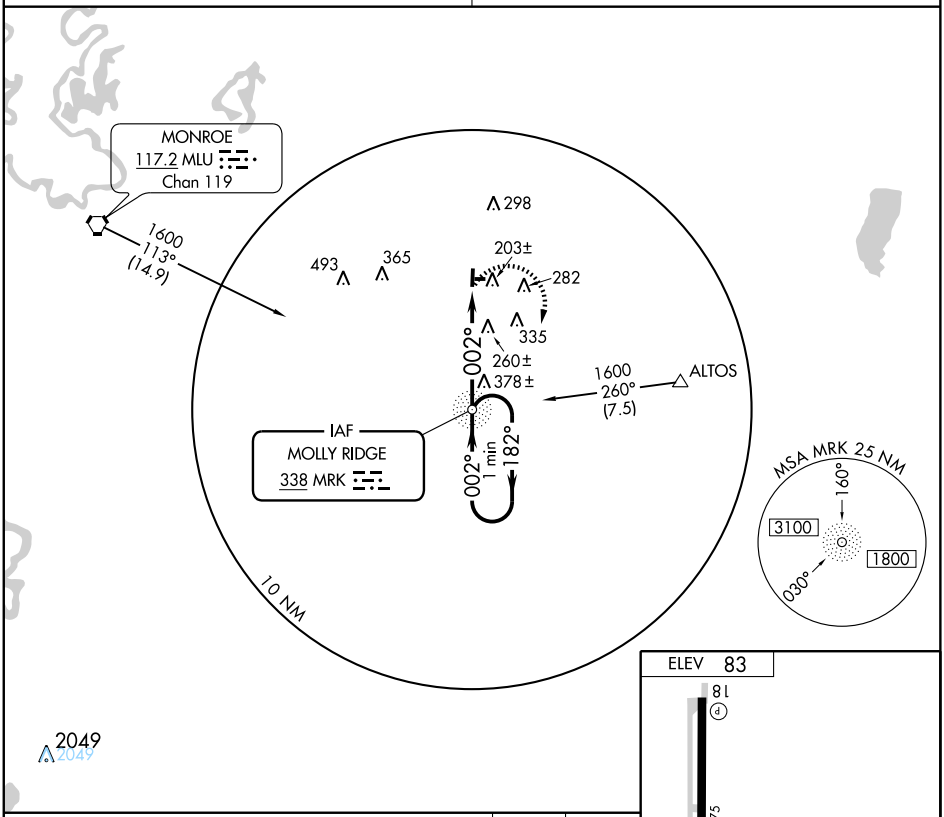
# NDB RWY 36

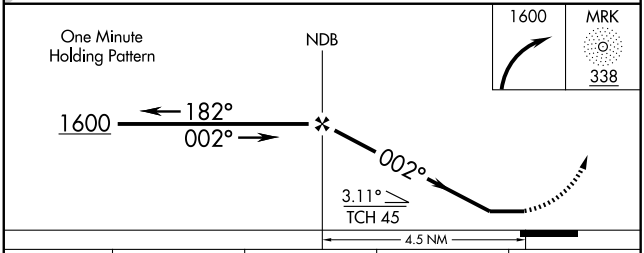
RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

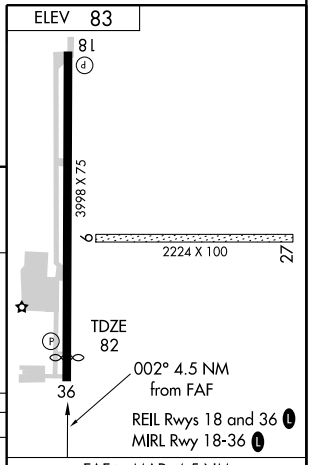
Use Monroe altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 1600 direct MRK NDB and hold.

| MONROE APP CON ★ | UNICOM |
|---|---|
| 126.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 660-1 578 (600-1) | | NA | |
| CIRCLING | 660-1<br>577 (600-1) | 680-1<br>597 (600-1) | NA | |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 3998 |
|---|---|---|---|
| CH 58011 | 180° | TDZE | 83 |
| W18A | | Apt Elev | 83 |

# RNAV (GPS) RWY 18

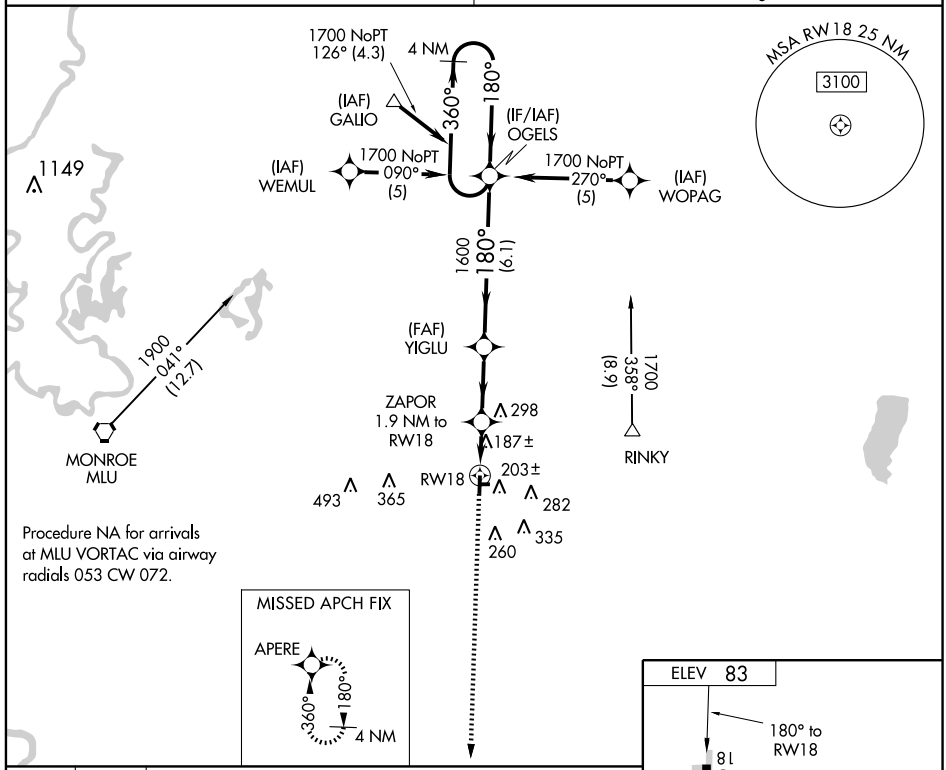
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

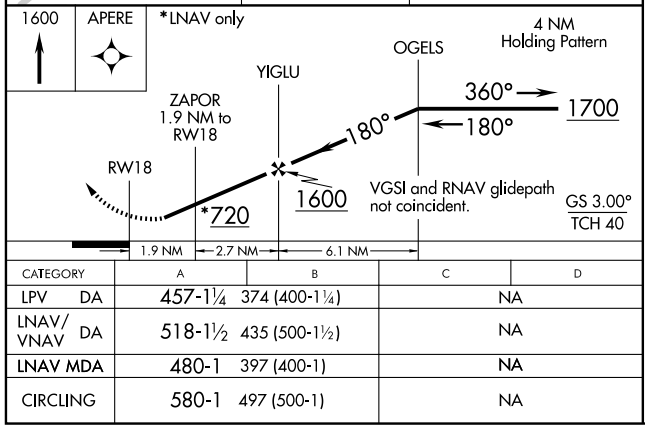
Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting. When Monroe altimeter setting not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet, and increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

NA

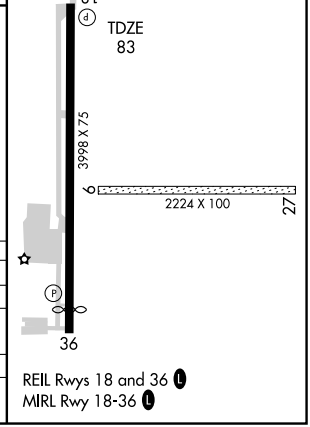
MISSED APPROACH: Climb to 1600 direct APERE and hold.

| MONROE APP CON ★ | UNICOM |
|---|---|
| 126.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 457-1¼ | 374 (400-1¼) | NA | |
| LNAV/VNAV DA | 518-1½ | 435 (500-1½) | NA | |
| LNAV MDA | 480-1 | 397 (400-1) | NA | |
| CIRCLING | 580-1 | 497 (500-1) | NA | |




SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 78111 W36A | APP CRS 360° | Rwy Idg 3707<br>TDZE 83<br>Apt Elev 83 |
|---|---|---|

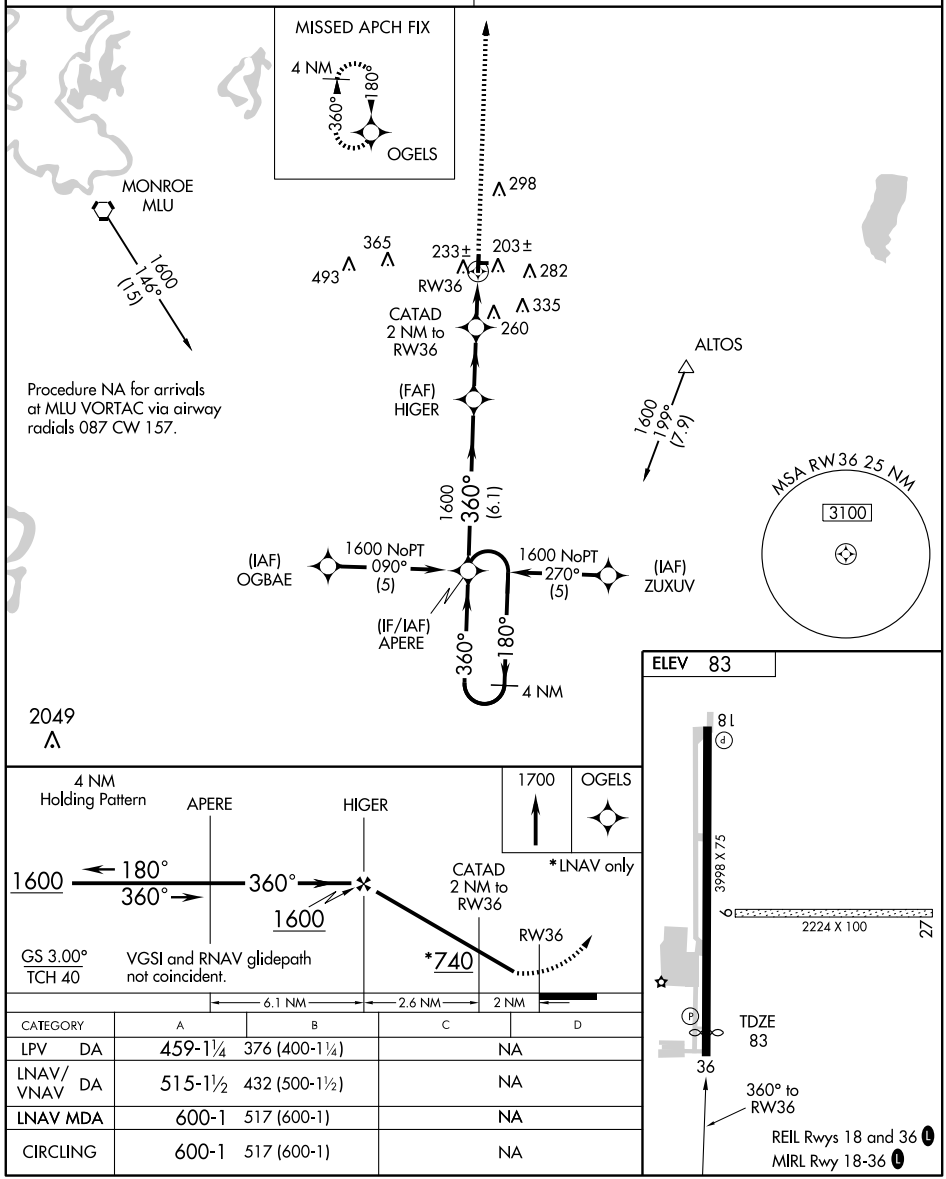
# RNAV (GPS) RWY 36

RAYVILLE/JOHN H. HOOKS JR. MEMORIAL (M79)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Monroe altimeter setting. When Monroe altimeter setting not received, use Bastrop altimeter setting and increase all DA/MDA 20 feet, and increase LPV visibility ¼ mile all Cats.

MISSED APPROACH: Climb to 1700 direct OGELS and hold.

| MONROE APP CON ★ | UNICOM |
|---|---|
| 126.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 459-1¼ | 376 (400-1¼) | NA | |
| LNAV/VNAV DA | 515-1½ | 432 (500-1½) | NA | |
| LNAV MDA | 600-1 | 517 (600-1) | NA | |
| CIRCLING | 600-1 | 517 (600-1) | NA | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC MLU 117.2 Chan 119 | APP CRS 095° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 83 |
|---|---|---|

# VOR/DME-A

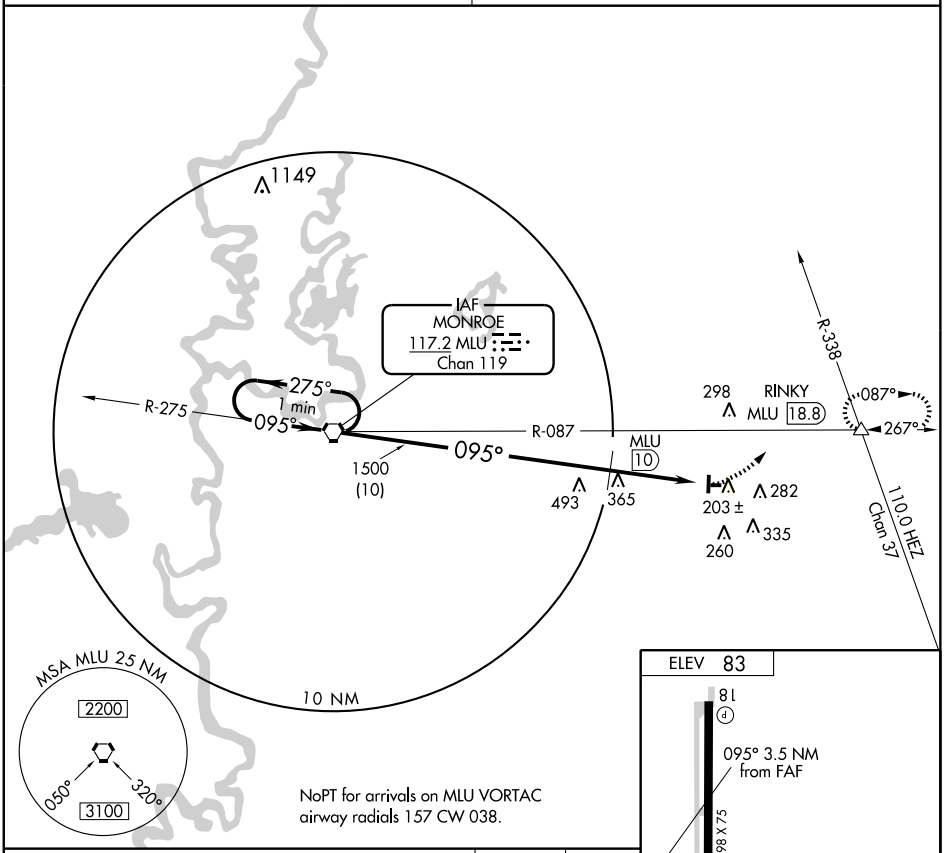
RAYVILLE/ JOHN H. HOOKS JR. MEMORIAL (M79)

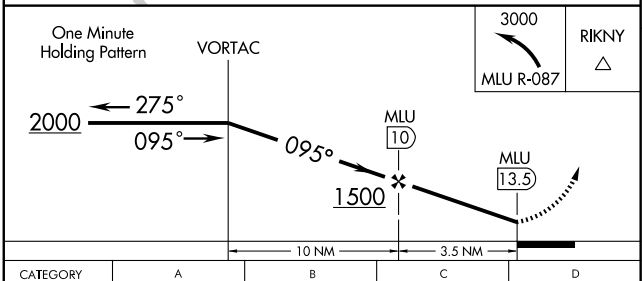
Use Monroe altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 3000 via MLU R-087 to RINKY Int and hold.

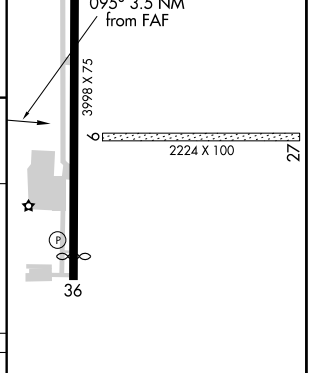
MONROE APP CON ★ 126.9

UNICOM 122.8 (CTAF) L




| 3000<br>MLU R-087 | RIKNY △ |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 681-1 597 (600-1) | | NA | |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3999 |
|---|---|---|
| 170° | TDZE | 6 |
| | Apt Elev | 7 |

# RNAV (GPS) RWY 17

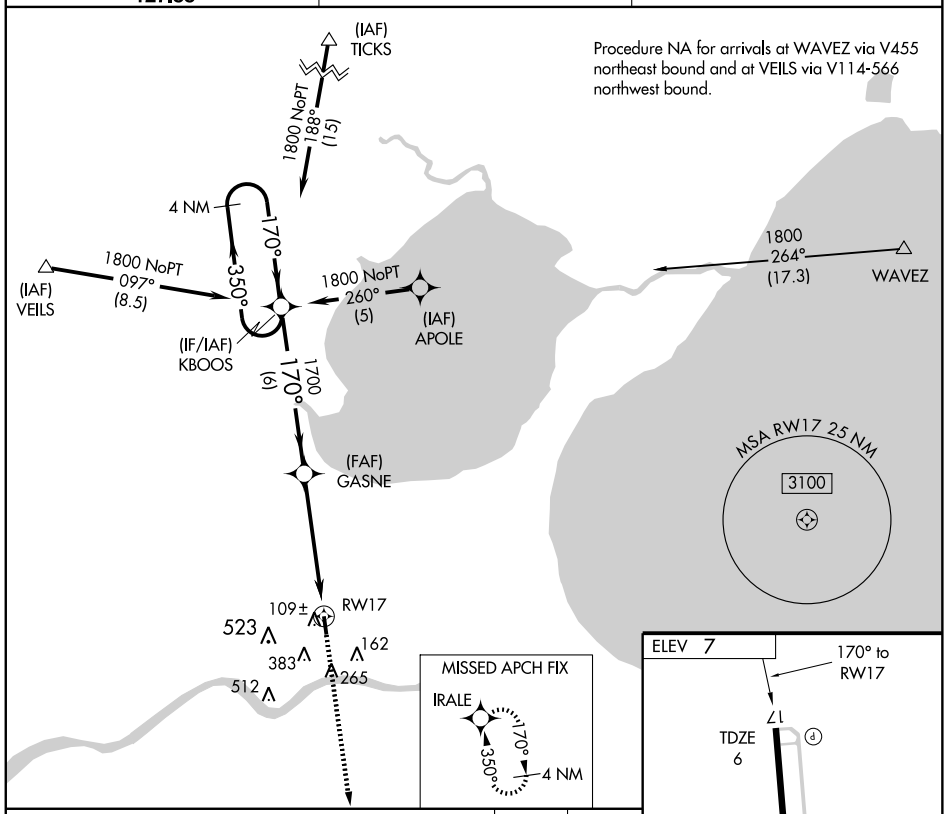
RESERVE/ ST JOHN THE BAPTIST PARISH (1LØ)

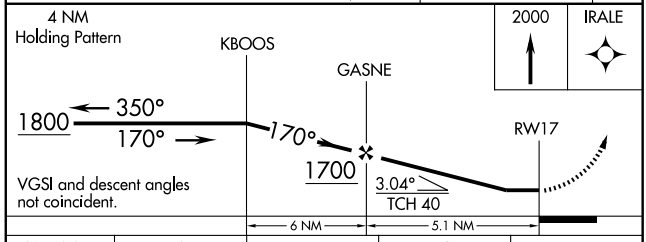
DME/DME RNP-0.3 authorized. Visibility reduction by helicopters NA. Use Louis Armstrong New Orleans Intl altimeter setting; when not received, use Lakefront altimeter setting and increase all MDA 40 feet and increase Circling Cats B and C visibility ¼mile.

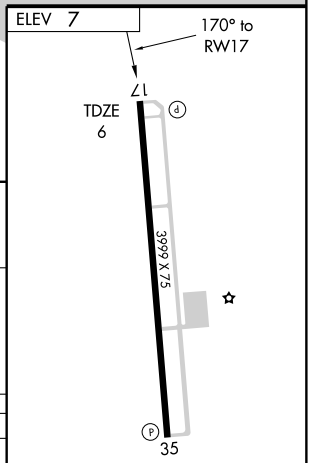
NA

MISSED APPROACH: Climb to 2000 direct IRALE and hold.

| LOUIS ARMSTRONG NEW ORLEANS INTL ATIS | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 127.55 | 125.5 350.35 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 534 (600-1) | 540-1½ 534 (600-1½) | NA |
| CIRCLING | 740-1 | 733 (800-1) | 740-2 733 (800-2) | NA |

REIL Rwy 17 L
MIRL Rwy 17-35 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 87111 W35A | APP CRS 350° | Rwy Idg 3999 / TDZE 7 / Apt Elev 7 |
|---|---|---|

# RNAV (GPS) RWY 35

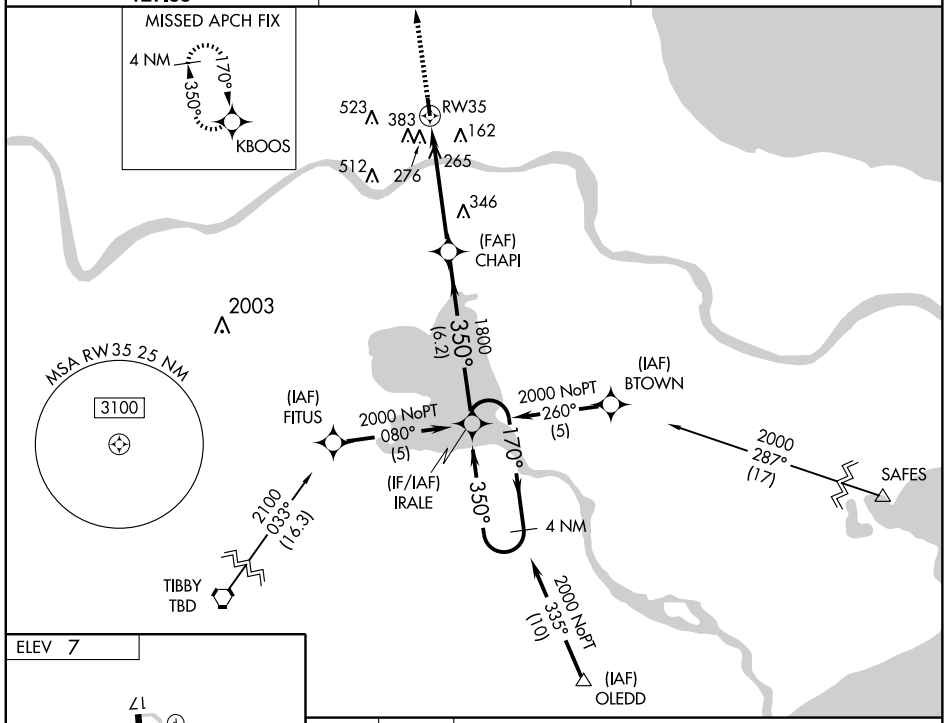
RESERVE/ ST JOHN THE BAPTIST PARISH (1LØ)

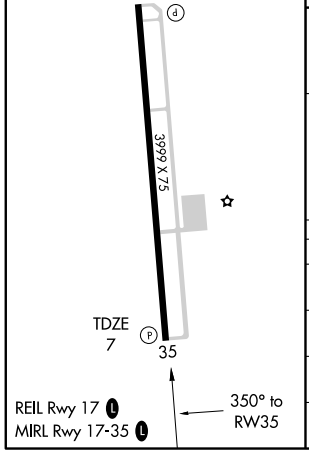
T NA

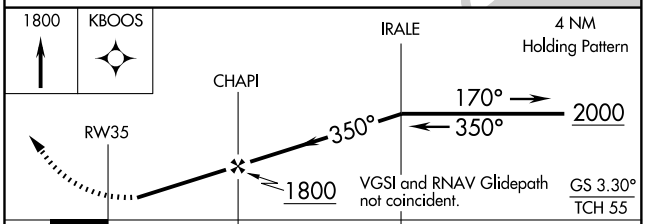
Baro-VNAV NA. Visibility reduction by helicopters NA. Use Louis Armstrong New Orleans Intl altimeter setting; when not received, use Lakefront altimeter setting and increase all DA 25 feet, all MDA 40 feet, and Circling Cats. B and C visibility ¼ mile.

MISSED APPROACH: Climb to 1800 direct KBOOS and hold.

| LOUIS ARMSTRONG NEW ORLEANS INTL ATIS 127.55 | NEW ORLEANS APP CON 125.5 350.35 | UNICOM 122.7 (CTAF) L |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 490-1½ 483 (500-1½) | | | NA |
| LNAV/VNAV DA | 695-2¼ 688 (700-2¼) | | | NA |
| LNAV MDA | 700-1 693 (700-1) | | 700-2 693 (700-2) | NA |
| CIRCLING | 740-1 733 (800-1) | | 740-2 733 (800-2) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VOR/DME RQR 110.8 Chan 45 | APP CRS 335° | Rwy Idg 3999 TDZE 7 Apt Elev 7 |
|---|---|---|

# VOR RWY 35

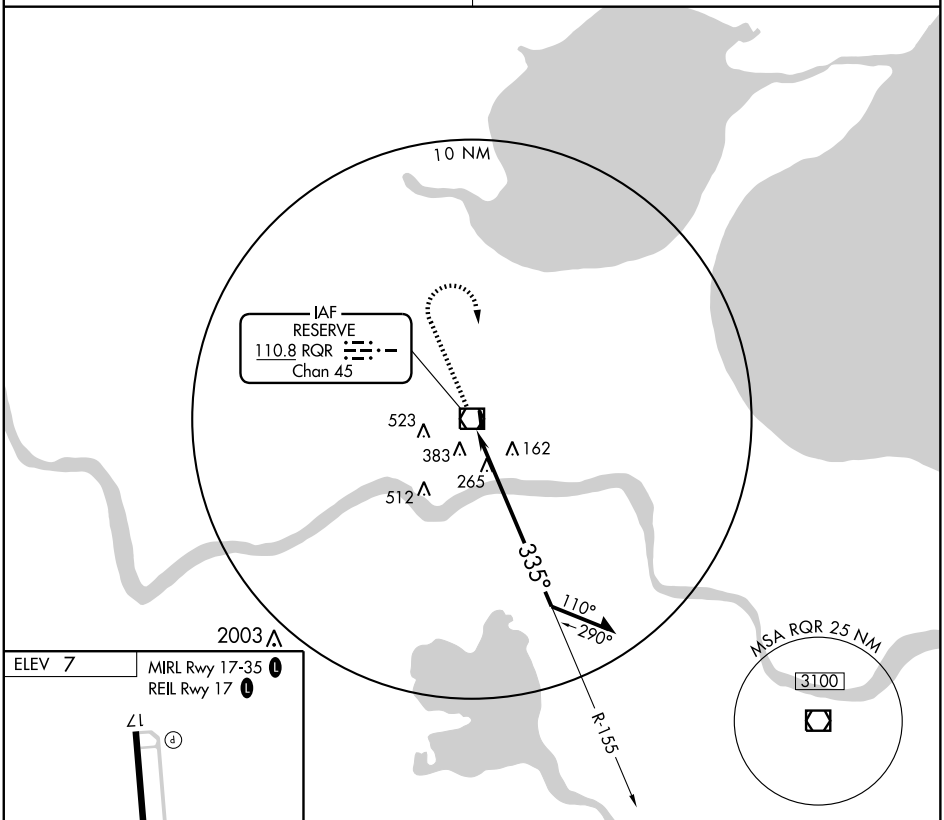
RESERVE/ ST JOHN THE BAPTIST PARISH (1LØ)

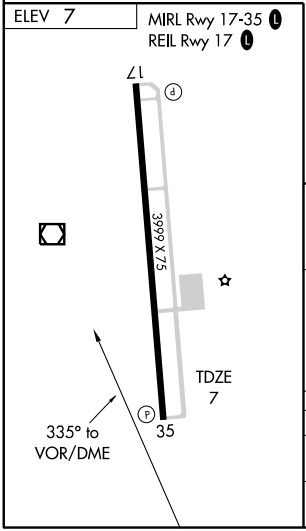
NA

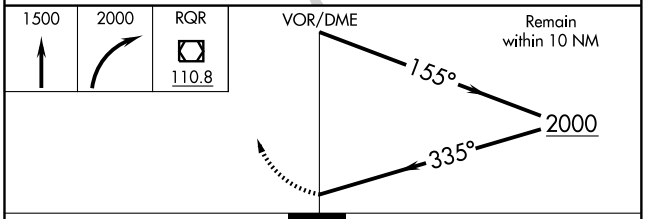
Use Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct RQR VOR/DME.

| NEW ORLEANS APP CON | UNICOM |
|---|---|
| 125.5 350.35 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 740-1 | 733 (800-1) | 740-2<br>733 (800-2) | NA |
| CIRCLING | 740-1 | 733 (800-1) | 740-2<br>733 (800-2) | NA |

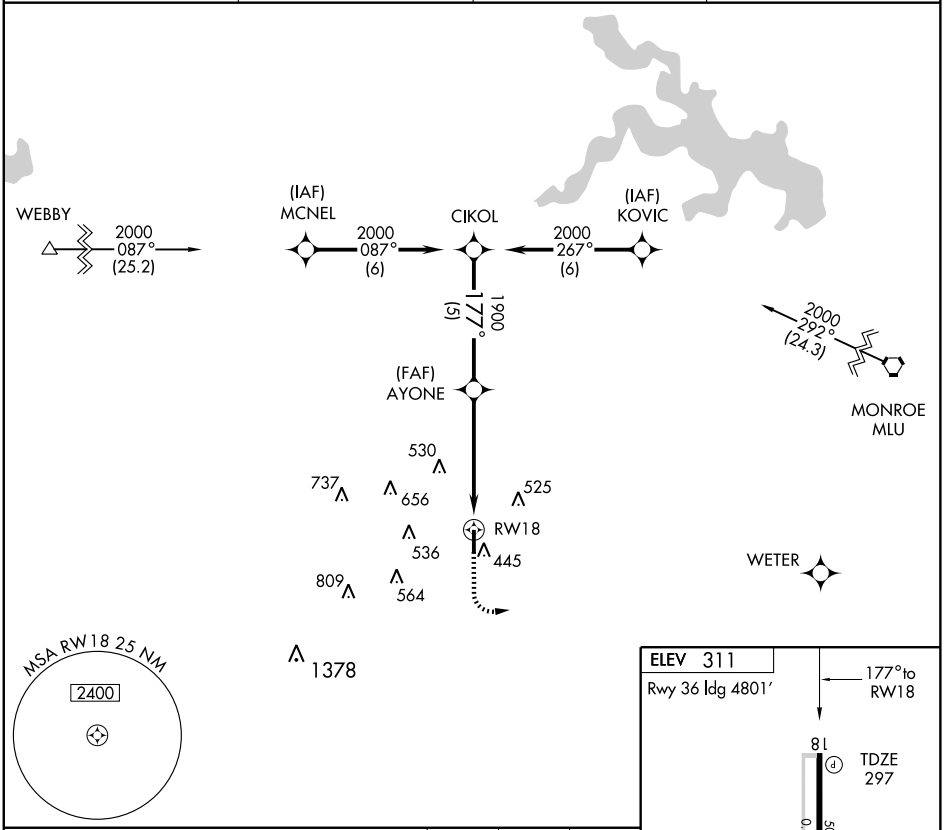
SC-4, 14 JAN 2010 to 11 FEB 2010

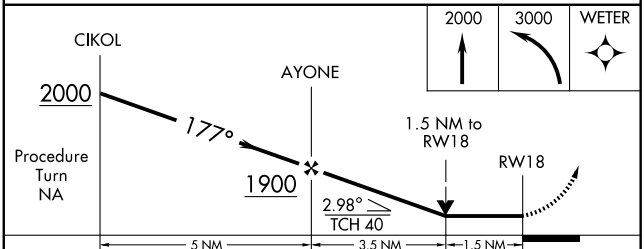
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 177° | TDZE | 297 |
| | Apt Elev | 311 |

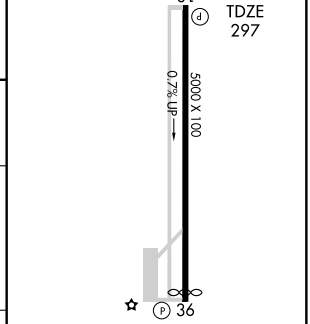
# GPS RWY 18
## RUSTON RGNL (RSN)

| | |
|---|---|
| ⚠ NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA. | MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 direct WETER. |

| AWOS-3 | MONROE APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.525 | 126.9 307.9 | 118.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 800-1 | 503 (500-1) | 800-1½ | 503 (500-1½) |
| CIRCLING | 800-1 | 489 (500-1) | 800-1½ 489 (500-1½) | 880-2 569 (600-2) |

MIRL Rwy 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

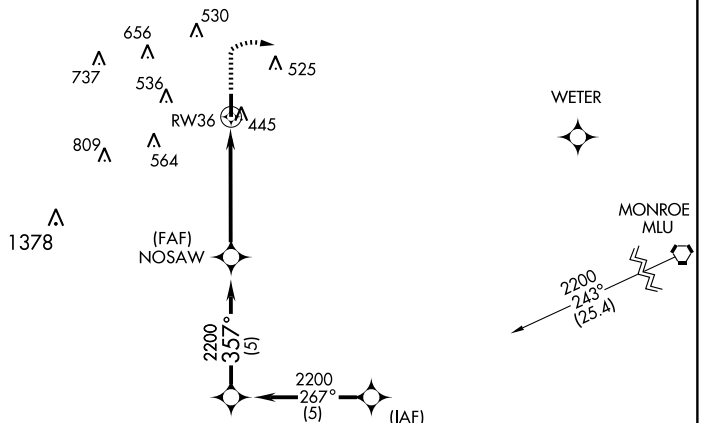
| APP CRS | | |
|---|---|---|
| 357° | Rwy Idg | 4801 |
| | TDZE | 311 |
| | Apt Elev | 311 |

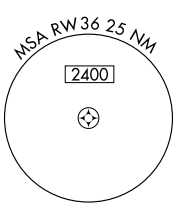
# GPS RWY 36
RUSTON RGNL (RSN)

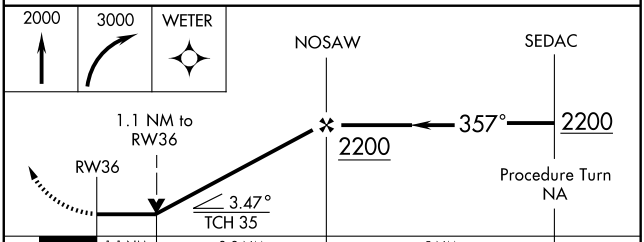
⚠ NA — If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct WETER WP.

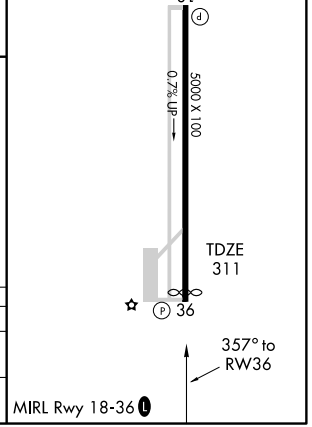
| AWOS-3 | MONROE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.525 | 126.9 307.9 | 118.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 760-1 449 (500-1) | | 760-1¼ 449 (500-1¼) | 760-1½ 449 (500-1½) |
| CIRCLING | 800-1 489 (500-1) | | 800-1½ 489 (500-1½) | 880-2 569 (600-2) |



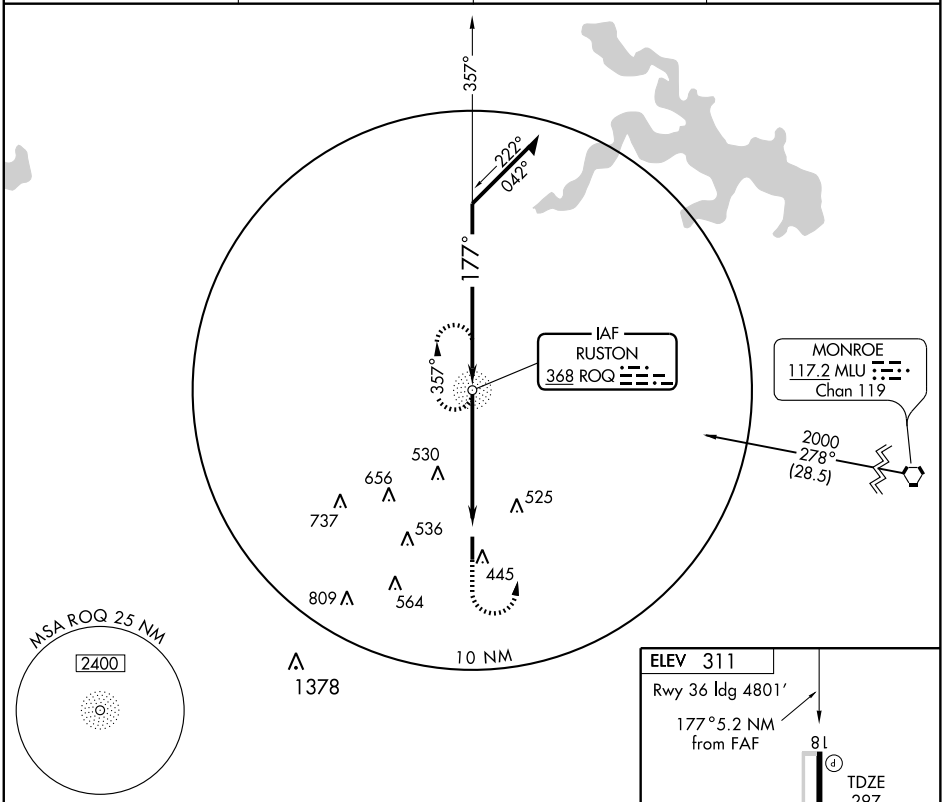

SC-4, 14 JAN 2010 to 11 FEB 2010

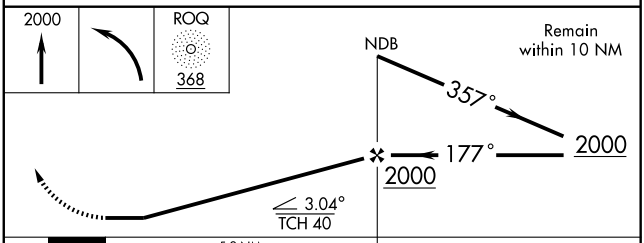
| NDB ROQ | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 368 | 177° | TDZE | 297 |
| | | Apt Elev | 311 |

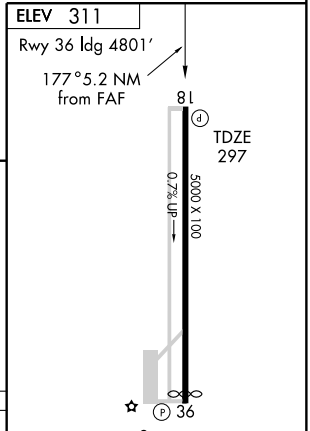
# NDB RWY 18
RUSTON RGNL (RSN)

| | |
|---|---|
| ⚠ NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA. | MISSED APPROACH: Climb to 2000, then left turn direct ROQ NDB and hold. |

| AWOS-3 | MONROE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.525 | 126.9 307.9 | 118.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 900-1 | 603 (600-1) | 900-1¾ 603 (600-1¾) | 900-2 603 (600-2) |
| CIRCLING | 900-1 | 589 (600-1) | 900-1¾ 589 (600-1¾) | 900-2 589 (600-2) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

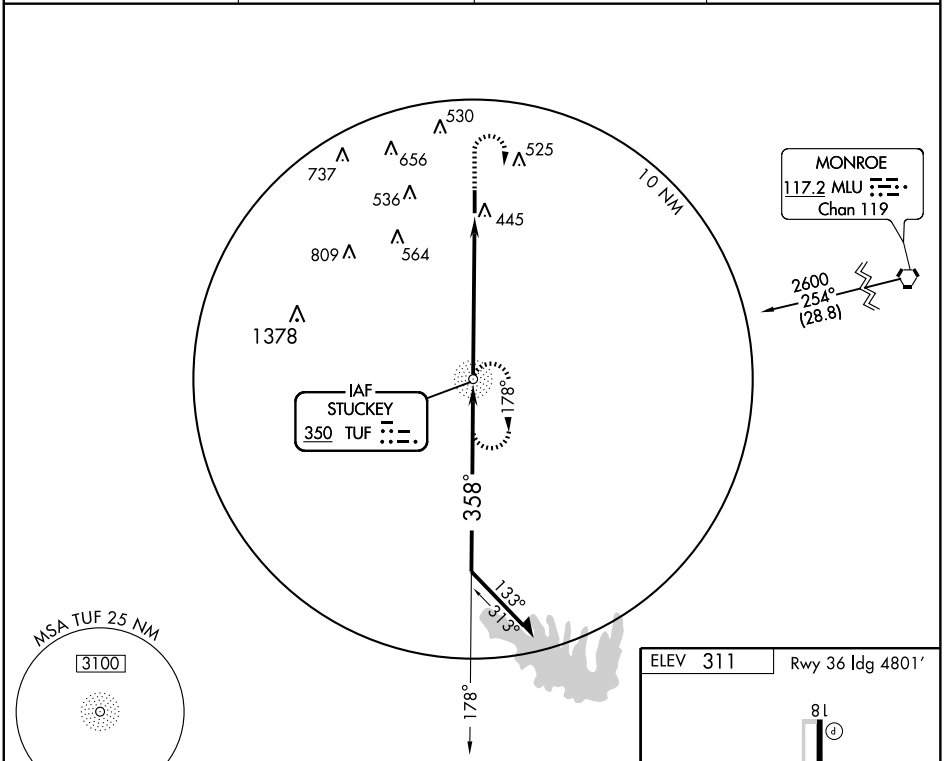
SC-4, 14 JAN 2010 to 11 FEB 2010

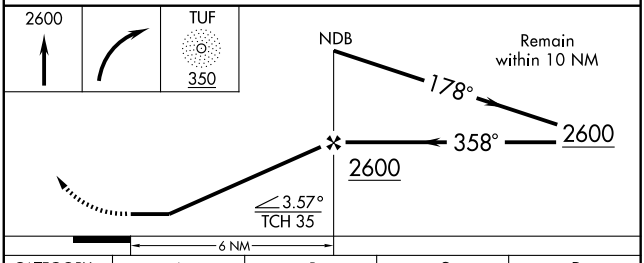
| TUF NDB | APP CRS | Rwy Idg | 4801 |
|---|---|---|---|
| 350 | 358° | TDZE | 311 |
| | | Apt Elev | 311 |

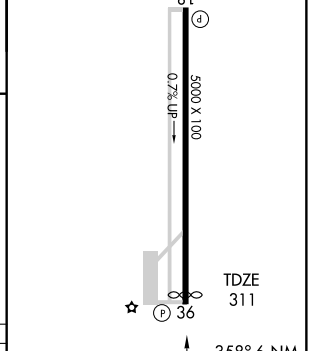
# NDB RWY 36
RUSTON RGNL (RSN)

| | |
|---|---|
| ⚠ NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA. | MISSED APPROACH: Climb to 2600, then right turn direct TUF NDB and hold. |

| AWOS-3 | MONROE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.525 | 126.9 307.9 | 118.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 800-1 489 (500-1) | | 800-1¼ 489 (500-1¼) | 800-1½ 489 (500-1½) |
| CIRCLING | 800-1 489 (500-1) | | 800-1½ 489 (500-1½) | 880-2 569 (600-2) |

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

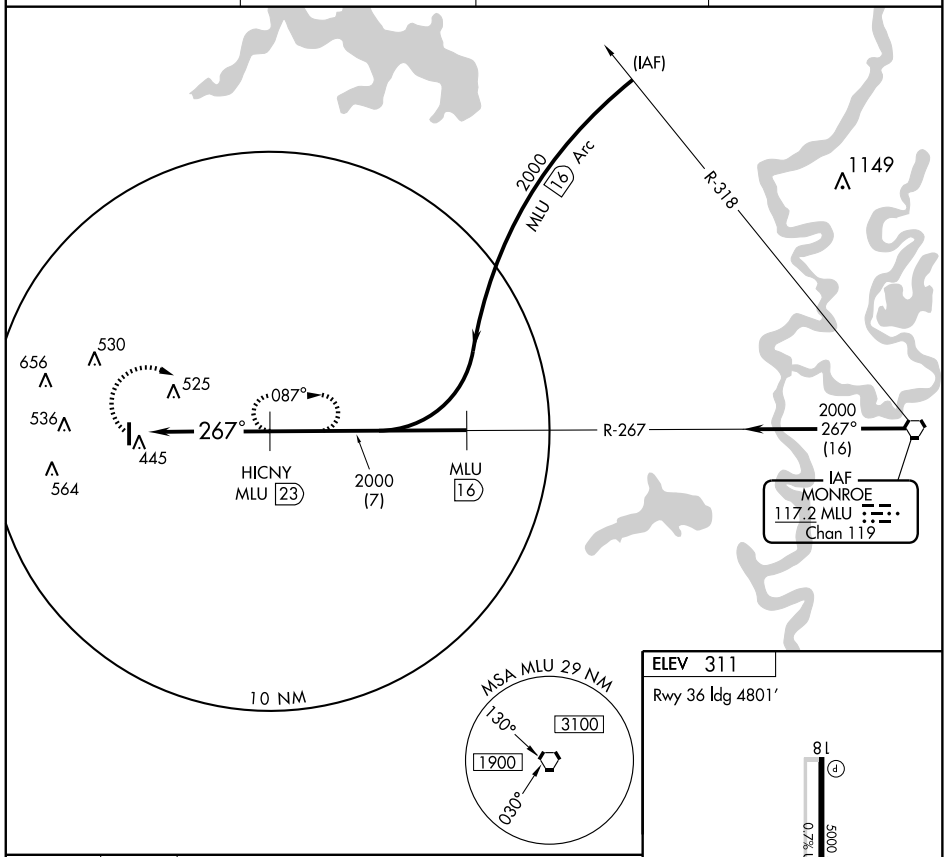
SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC MLU | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.2 | 267° | TDZE | N/A |
| Chan 119 | | Apt Elev | 311 |

# VOR/DME-A
RUSTON RGNL (RSN)

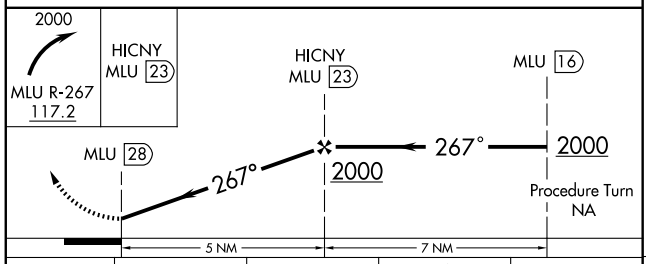
| | |
|---|---|
| ⚠ NA If local altimeter setting not received on 119.525, obtain local altimeter setting on CTAF; when not received, procedure NA. | MISSED APPROACH: Climbing right turn to 2000 via MLU VORTAC R-267 to HICNY/23 DME and hold. |

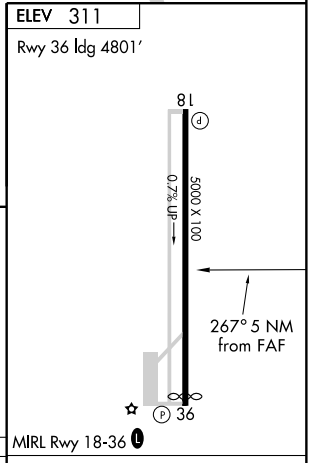
| AWOS-3 | MONROE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.525 | 126.9 307.9 | 118.8 | 122.7 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 920-1<br>609 (700-1) | 920-1¼<br>609 (700-1¼) | 920-1¾<br>609 (700-1¾) | 920-2<br>609 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

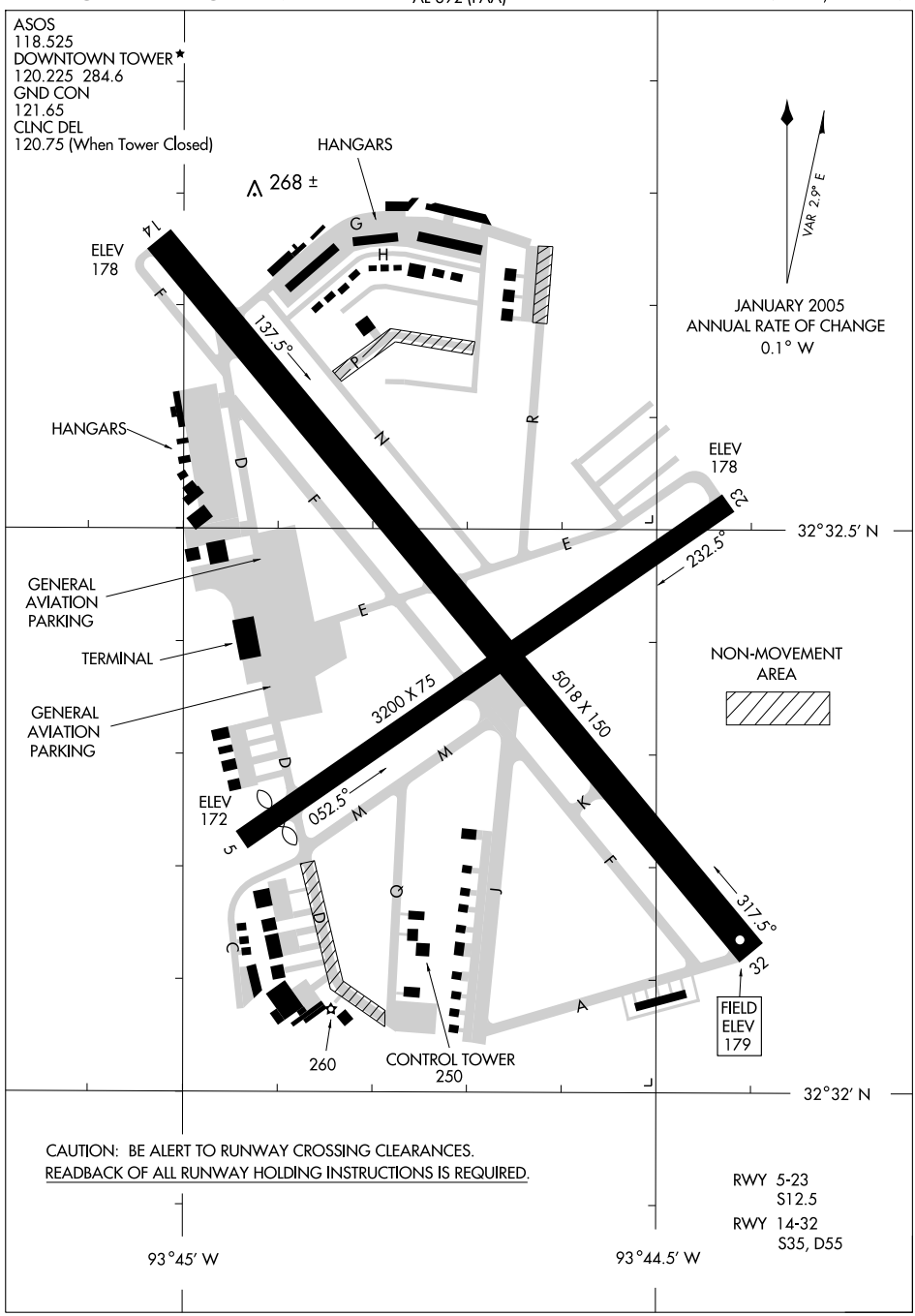
SC-4, 14 JAN 2010 to 11 FEB 2010

09183

# AIRPORT DIAGRAM

AL-392 (FAA)

SHREVEPORT DOWNTOWN (DTN)
SHREVEPORT, LOUISIANA




SC-4, 14 JAN 2010 to 11 FEB 2010

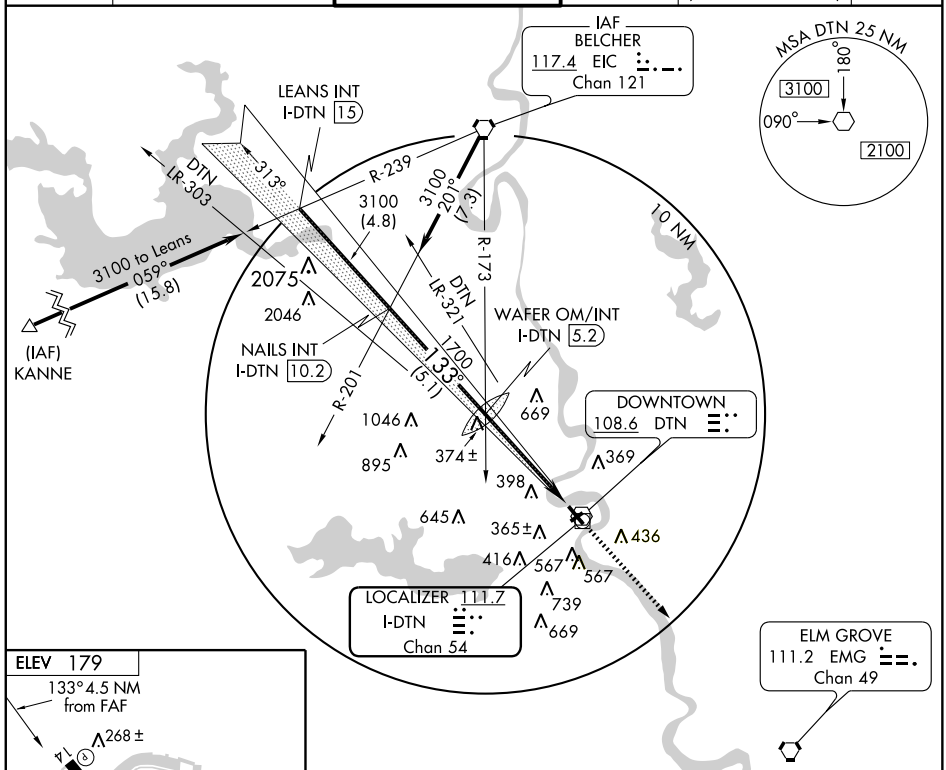
| LOC I-DTN | APP CRS | Rwy Idg | 5018 |
|---|---|---|---|
| 111.7 | 133° | TDZE | 179 |
| Chan 54 | | Apt Elev | 179 |

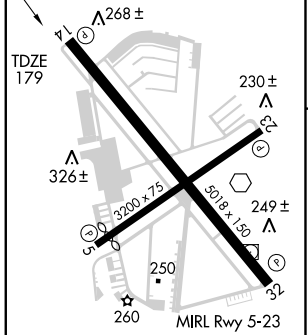
# LOC RWY 14
## SHREVEPORT DOWNTOWN (DTN)

NA

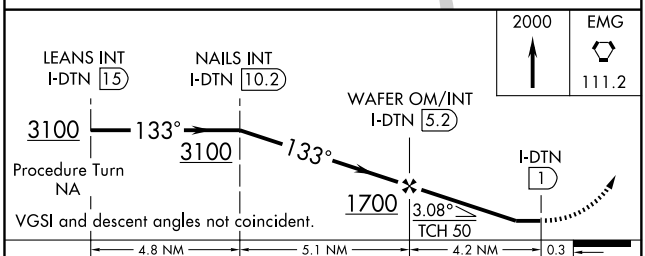
MISSED APPROACH: Climb to 2000 direct EMG VORTAC.

| ASOS | SHREVEPORT APP CON | DOWNTOWN TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.525 | 119.9 335.55 | 120.225 (CTAF) 284.6 | 121.65 | 120.75 (When tower closed) | 122.95 |




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 600-1 | 421 (500-1) | 600-1¼ | 421 (500-1¼) |
| CIRCLING | 800-1<br>621 (700-1) | 920-1¼<br>741 (800-1¼) | 920-2¼<br>741 (800-2¼) | 920-2½<br>741 (800-2½) |

| WAAS | APP CRS | | |
|---|---|---|---|
| CH **97399** | **135°** | Rwy Idg | **5018** |
| **W14A** | | TDZE | **179** |
| | | Apt Elev | **179** |

# RNAV (GPS) RWY 14
## SHREVEPORT DOWNTOWN (DTN)

Procedure NA at night. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shreveport Rgnl altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV NA below -15°C (5°F). Baro-VNAV NA when using Shreveport Rgnl altimeter setting.

MISSED APPROACH: Climb to 3100 direct GOCTE and left turn via 132° track to EMG VORTAC and hold.

| ASOS | SHREVEPORT APP CON | DOWNTOWN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| **118.525** | **119.9 335.55** | **120.225** (CTAF) **284.6** | **121.65** | **120.75** (When tower closed) | **122.95** |

Procedure NA for arrivals at EIC VORTAC on airway radials 169 CW 268.

4 NM
135°
315°
(IAF) BELCHER EIC
3100 NoPT 235° (6.4)
(IF/IAF) ZOROD
135° (3.2)
2600
JUVES
3100 NoPT 064° (16.7)
2075
2046
1900
135° (5)
(IAF) KANNE
(FAF) SOMUE
669
1046
895
267±
369
398
RW14
645
365±
436
567
GOCTE
416
567
739
669
MSA RW14 25 NM
3100
ELM GROVE EMG
143°
323°
4 NM

SC-4, 14 JAN 2010 to 11 FEB 2010

ELEV 179
135° to RW14
268±
TDZE 179
230±
326±
249±
3200 x 75
5018 x 150
250
260
MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwys 5, 14, 23 and 32

4 NM Holding Pattern
ZOROD
JUVES
SOMUE
RW14
3100
315°
135°
135°
2600
1900
GS 3.00°
TCH 40
3.2 NM
5 NM
5.2 NM

| 3100 | GOCTE | TRK 132° | EMG 111.2 |
|---|---|---|---|

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 488-1 309 (400-1) | | | |
| LNAV/VNAV DA | 697-1¾ 518 (600-1¾) | | | |
| LNAV MDA | 800-1 621 (700-1) | | 800-1¾ 621 (700-1¾) | 800-2 621 (700-2) |
| CIRCLING | 800-1¾ 621 (700-1¾) | 920-1¾ 741 (800-1¾) | 920-2¼ 741 (800-2¼) | 920-2½ 741 (800-2½) |

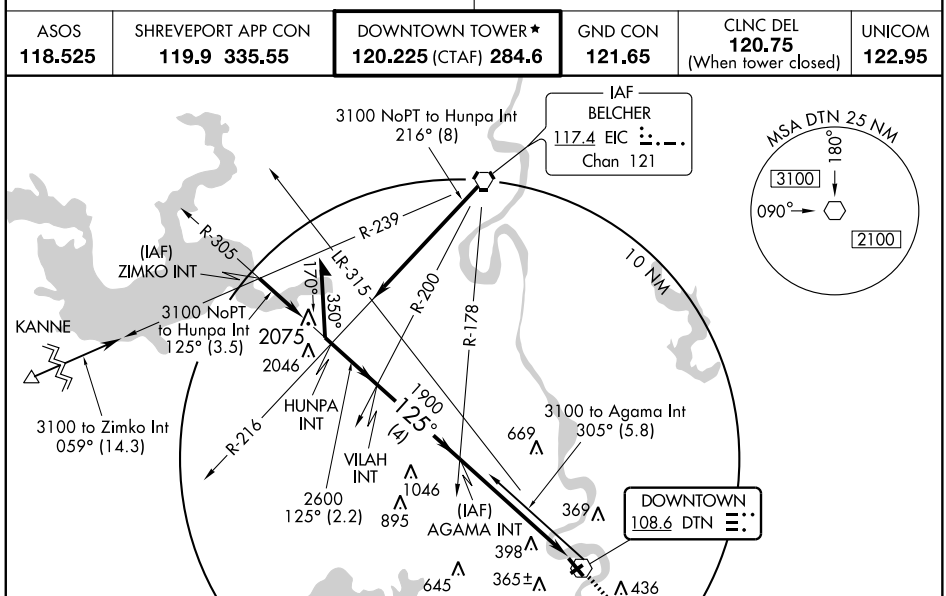
| VOR DTN | APP CRS | Rwy Idg | 5018 |
|---|---|---|---|
| 108.6 | 125° | TDZE | 179 |
| | | Apt Elev | 179 |

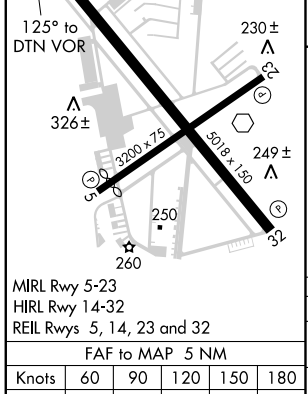
# VOR RWY 14
## SHREVEPORT DOWNTOWN (DTN)

If local altimeter setting not received, use Shreveport Regional altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3100 direct EMG VORTAC and hold.

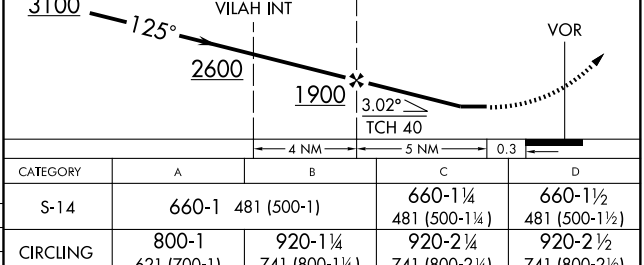
| ASOS | SHREVEPORT APP CON | DOWNTOWN TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.525 | 119.9 335.55 | 120.225 (CTAF) 284.6 | 121.65 | 120.75 (When tower closed) | 122.95 |




MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwys 5, 14, 23 and 32

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 660-1 481 (500-1) | | 660-1¼ 481 (500-1¼) | 660-1½ 481 (500-1½) |
| CIRCLING | 800-1 621 (700-1) | 920-1¼ 741 (800-1¼) | 920-2¼ 741 (800-2¼) | 920-2½ 741 (800-2½) |

SC-4, 14 JAN 2010 to 11 FEB 2010

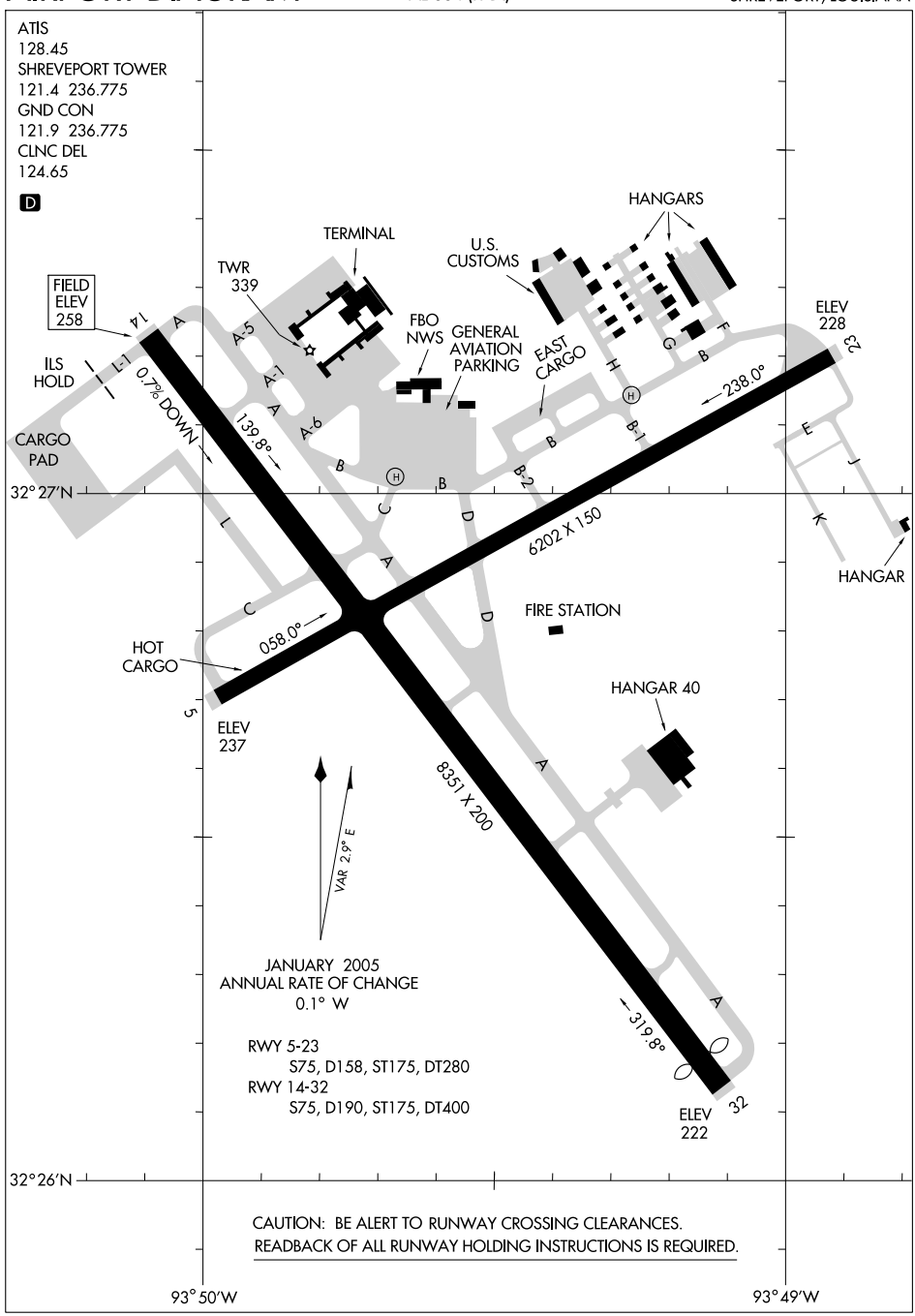
09183

# AIRPORT DIAGRAM

AL-884 (FAA)

## SHREVEPORT RGNL (SHV)

SHREVEPORT, LOUISIANA




SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-SHV | APP CRS | Rwy Idg | 8351 |
|---|---|---|---|
| 110.7 | 141° | TDZE | 258 |
| Chan 44 | | Apt Elev | 258 |

# ILS or LOC RWY 14

## SHREVEPORT RGNL (SHV)

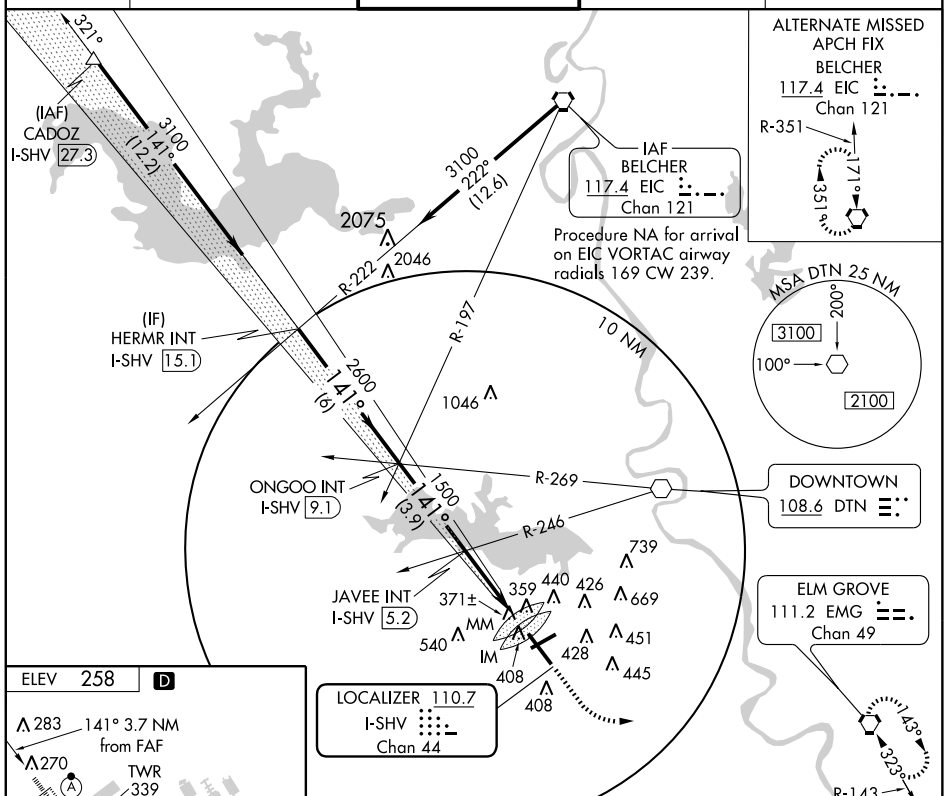
ASR

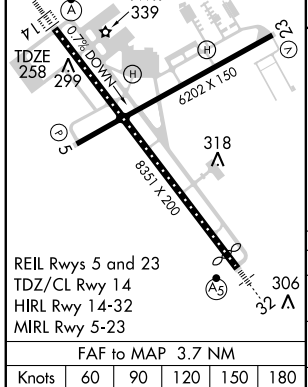
For inoperative ALSF, increase S-ILS 14 Cat. E visibility to RVR 4000 and S-LOC 14 Cat. E visibility to RVR 6000.

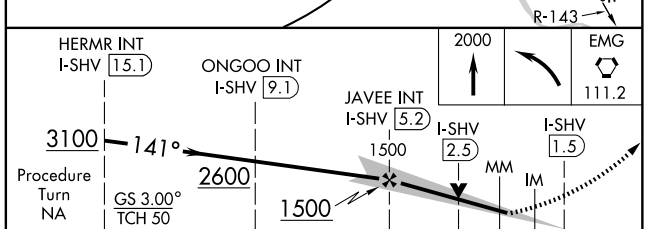
ALSF-2

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

| ATIS | SHREVEPORT APP CON | SHREVEPORT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.45 | 119.9 335.55 | 121.4 236.775 | 121.9 236.775 | 124.65 |




FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 14 | 458/18 200 (200-½) | | | | 458/24 200 (200-½) |
| S-LOC 14 | 620/24 362 (400-½) | | | 620/40 362 (400-¾) | |
| CIRCLING | 800-1 542 (600-1) | | 800-1½ 542 (600-1½) | 820-2 562 (600-2) | 1100-3 842 (900-3) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-FOG | APP CRS | Rwy Idg | 7976 |
|---|---|---|---|
| 110.3 | 319° | TDZE | 222 |
| | | Apt Elev | 258 |

# ILS or LOC RWY 32

SHREVEPORT RGNL (SHV)

ASR: Inoperative table does not apply to S-ILS 32 all Cats. For inoperative MALSR, increase S-LOC 32 Cats. A, B and C visibility to RVR 5000. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3100 via EIC R-184 to EIC VORTAC and hold.

| ATIS | SHREVEPORT APP CON | SHREVEPORT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.45 | 119.9 335.55 | 121.4 236.775 | 121.9 236.775 | 124.65 |

MISSED APCH FIX
BELCHER
117.4 EIC
Chan 121
111°
291°
R-111

BELCHER
117.4 EIC
Chan 121

ALTERNATE MISSED APCH FIX
ELM GROVE
111.2 EMG
Chan 49
143°
323°
R-143

ELM GROVE
111.2 EMG
Chan 49

1046
EIC
R-184
167° (24)
2100
10 NM
739
359
440
426
669
540
408
428
451
368±
445
408
319°
R-252
(IAF)
FORBE
OM/INT
1 min
139°
1049
LOCALIZER 110.3
I-FOG
MSA EMG 25 NM
3100

ELEV 258 D
283
270
TWR
339
14
0.7% DOWN
299
6202 X 150
23
5
318
8351 X 200
TDZE
222
306
REIL Rwy 5 and 23
HIRL Rwy 14-32
MIRL Rwy 5-23
TDZ/CL Rwy 14
319° 4.8 NM from FAF

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

800 | 3100 | EIC R-184 | EIC 117.4

FORBE
OM/INT
1817
139°
319°
1900
1900
GS 3.00°
TCH 52
4.8 NM

One Minute Holding Pattern

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 422/40 200 (200-¾) | | | |
| S-LOC 32 | 720/40 498 (400-¾) | | | 720/50 498 (400-1) |
| CIRCLING | 800-1 542 (600-1) | | 800-1½ 542 (600-1½) | 820-2 562 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

SHREVEPORT, LOUISIANA

AL-884 (FAA)

| LOC/DME I-SHV | APP CRS | Rwy Idg | 8351 |
|---|---|---|---|
| 110.7 | 141° | TDZE | 258 |
| Chan 44 | | Apt Elev | 258 |

# ILS RWY 14 (CAT II)

SHREVEPORT RGNL (SHV)

ASR

ALSF-2

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

| ATIS | SHREVEPORT APP CON | SHREVEPORT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.45 | 119.9 335.55 | 121.4 236.775 | 121.9 236.775 | 124.65 |

(IAF) CADOZ I-SHV 27.3

321°

3100 141° (12.2)

3100 222° (12.6)

IAF BELCHER 117.4 EIC Chan 121

Procedure NA for arrival on EIC VORTAC airway radials 169 CW 239.

ALTERNATE MISSED APCH FIX BELCHER 117.4 EIC Chan 121

R-351 171° 351°

MSA DTN 25 NM 200° 3100 100° 2100

2075

2046

R-222

R-197

10 NM

(IF) HERMR INT I-SHV 15.1

2600 141° (6)

1046

ONGOO INT I-SHV 9.1

1500 141° (3.9)

R-269

R-246

DOWNTOWN 108.6 DTN

JAVEE INT I-SHV 5.2

739 359 440 426 669 371± MM 540 IM 428 451 408 445 408

ELM GROVE 111.2 EMG Chan 49

143° 323° R-143

LOCALIZER 110.7 I-SHV Chan 44

ELEV 258 D

283 TDZE 258 270 TWR 339 074° DOWN 299 318 306

6202 X 150

8351 X 200

14 23 5 32

REIL Rwys 5 and 23
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 5-23

HERMR INT I-SHV 15.1 ONGOO INT I-SHV 9.1 JAVEE INT I-SHV 5.2

2000 EMG 111.2

3100 141° 2600 1500 MM DH RA 93 IM 258 MSL

Procedure Turn NA

GS 3.00° TCH 50

6 NM 3.9 NM 3.2 NM 2393' 958' 1200

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | RA 93/12 100 DA 358 | | | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-MWP | APP CRS | Rwy Idg | 6201 |
|---|---|---|---|
| 109.1 | 057° | TDZE | 237 |
| Chan 28 | | Apt Elev | 258 |

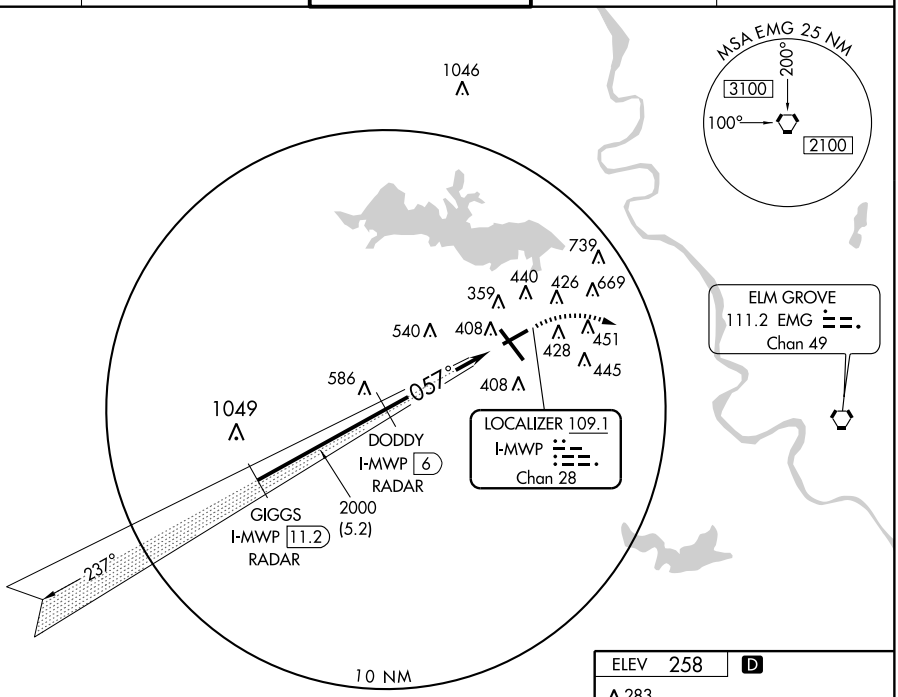
# LOC RWY 5

SHREVEPORT RGNL (SHV)

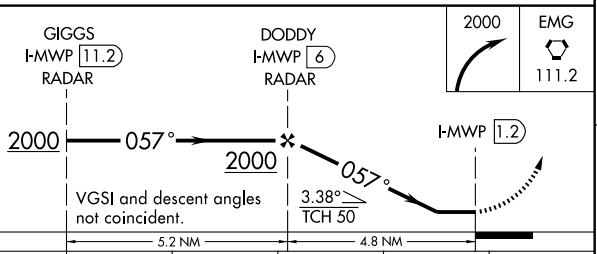
ASR

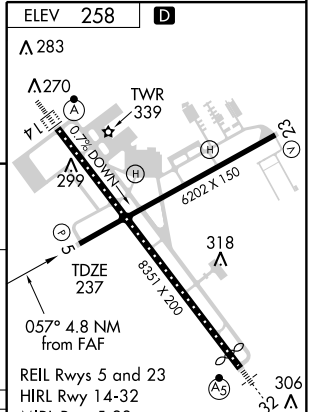
MISSED APPROACH: Climbing right turn to 2000 direct EMG VORTAC.

| ATIS | SHREVEPORT APP CON | SHREVEPORT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.45 | 119.9 335.55 | 121.4 236.775 | 121.9 236.775 | 124.65 |




RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-5 | 620-1 383 (400-1) | | | 620-1¼ 383 (400-1¼) | |
| CIRCLING | 800-1 542 (600-1) | | 800-1½ 542 (600-1½) | 820-2 562 (600-2) | 1100-3 842 (900-3) |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |



SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 49213 W05A | APP CRS 057° | Rwy Idg 6201 TDZE 237 Apt Elev 258 |
|---|---|---|

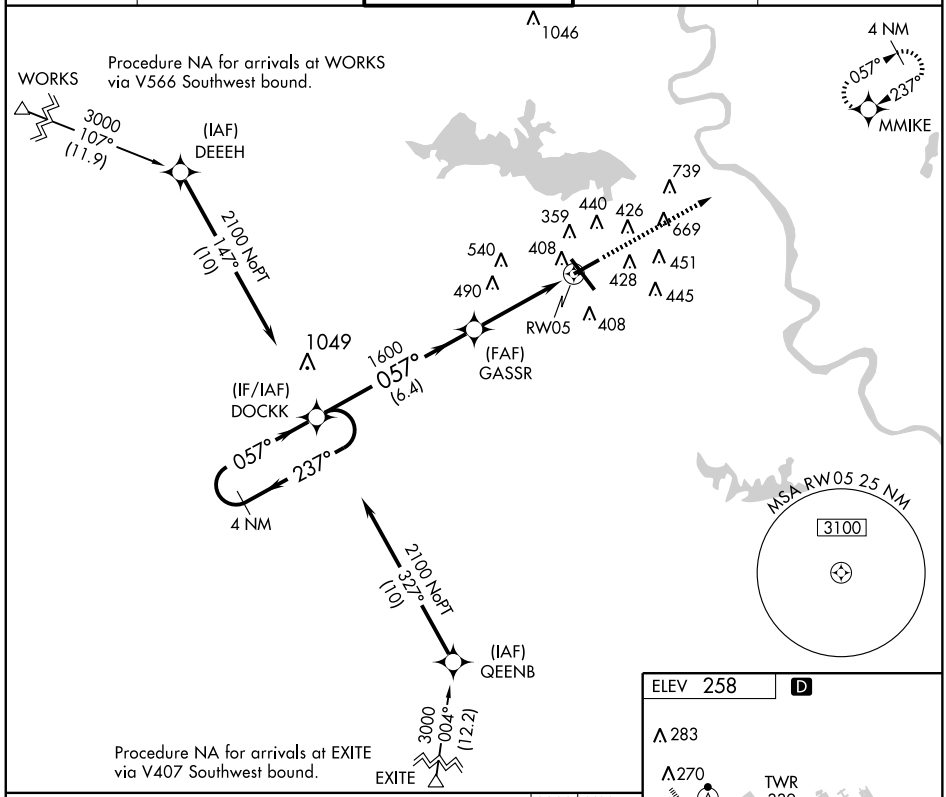
# RNAV (GPS) RWY 5

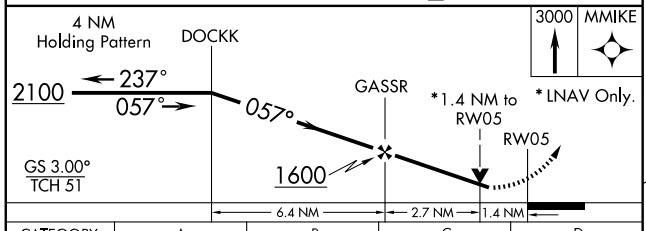
SHREVEPORT RGNL (SHV)

ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibiliy reduction by helicopters NA.

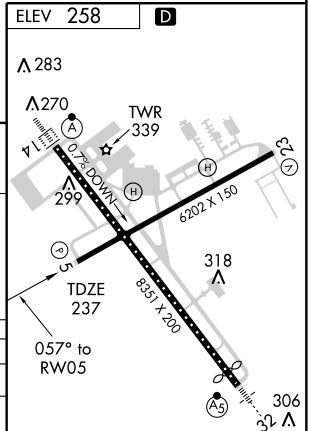
MISSED APPROACH: Climb to 3000 direct MMIKE and hold.

| ATIS | SHREVEPORT APP CON | SHREVEPORT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.45 | 119.9 335.55 | 121.4 236.775 | 121.9 236.775 | 124.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 594-1¼ 357 (400-1¼) | | | |
| LNAV/ VNAV DA | 708-1¾ 471 (500-1¾) | | | |
| LNAV MDA | 720-1 483 (500-1) | | 720-1¼ 483 (500-1¼) | 720-1½ 483 (500-1½) |
| CIRCLING | 800-1 542 (600-1) | | 800-1½ 542 (600-1½) | 820-2 562 (600-2) |




REIL Rwys 5 and 23
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 5-23

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 45913 W14A | APP CRS 139° | Rwy Idg 8351<br>TDZE 258<br>Apt Elev 258 |
|---|---|---|

# RNAV (GPS) RWY 14

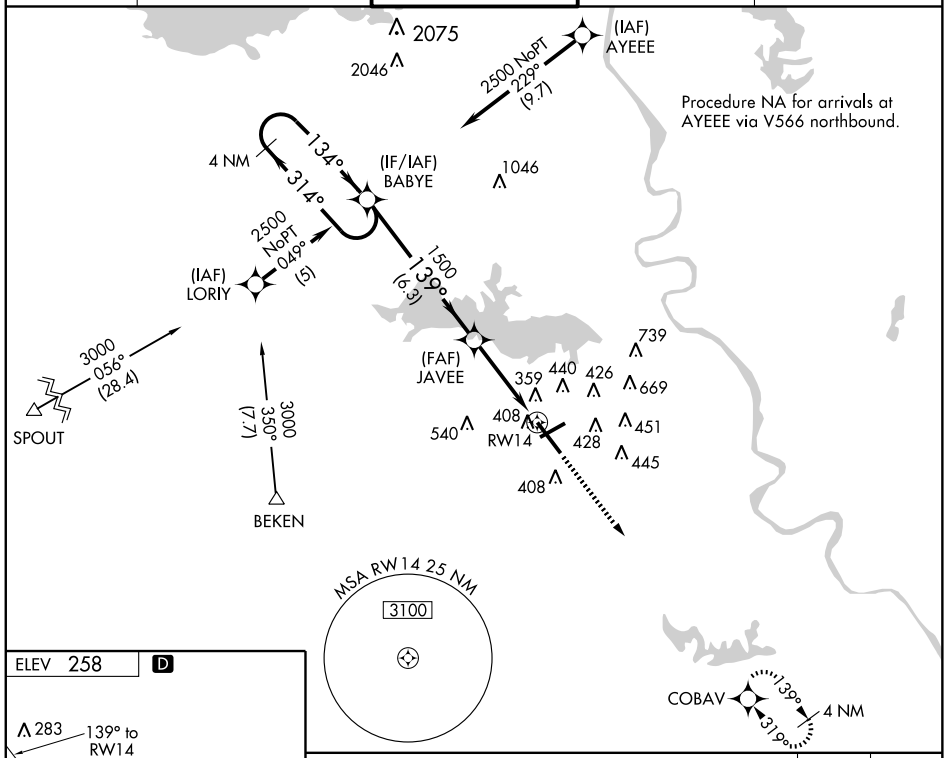
SHREVEPORT RGNL (SHV)

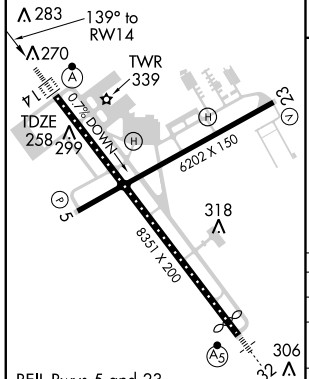
ASR For inoperative ALSF, increase LNAV Cat. D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

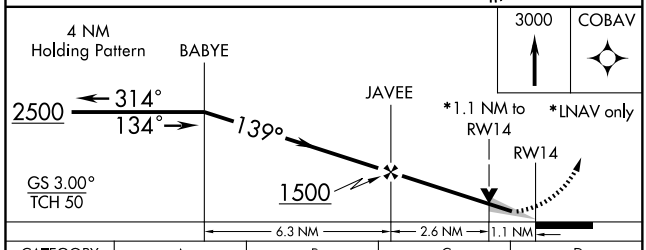
ALSF-2

MISSED APPROACH: Climb to 3000 direct COBAV and hold.

| ATIS | SHREVEPORT APP CON | SHREVEPORT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.45 | 119.9 335.55 | 121.4 236.775 | 121.9 236.775 | 124.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 458/24 | 200 (200-½) | | |
| LNAV/VNAV DA | 684/50 | 426 (500-1) | | |
| LNAV MDA | 660/24 | 402 (500-½) | 660/40<br>402 (500-¾) | 660/50<br>402 (500-1) |
| CIRCLING | 800-1<br>542 (600-1) | | 800-1½<br>542 (600-1½) | 820-2<br>562 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6201 |
|---|---|---|
| 237° | TDZE | 237 |
| | Apt Elev | 258 |

# RNAV (GPS) RWY 23

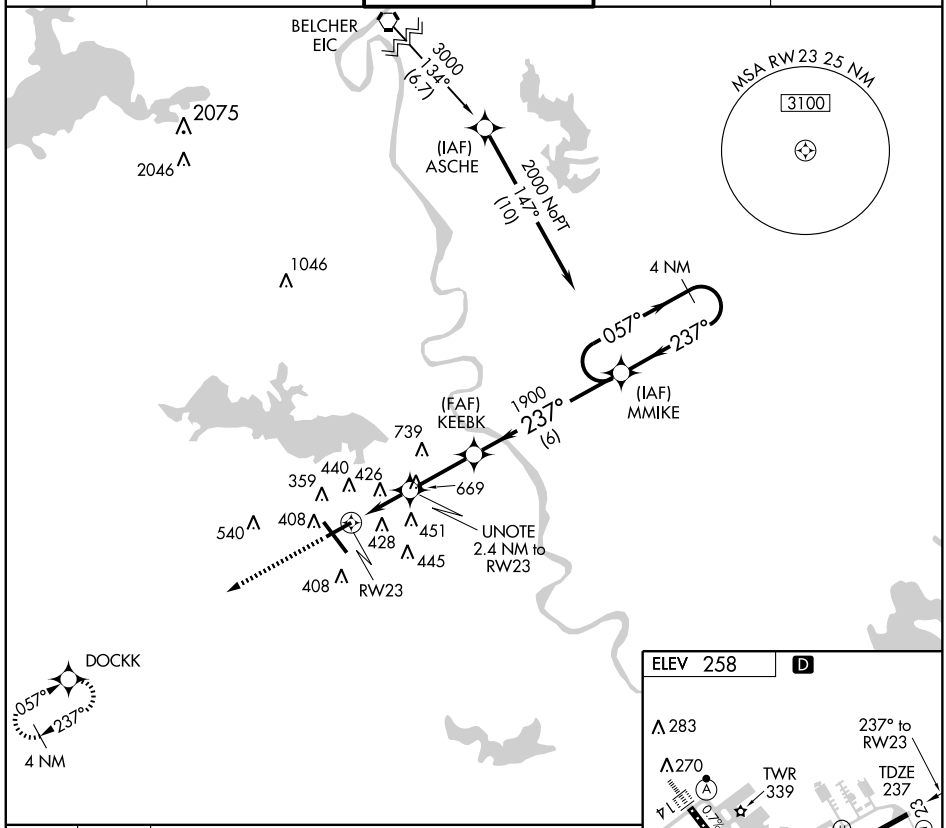
SHREVEPORT RGNL (SHV)

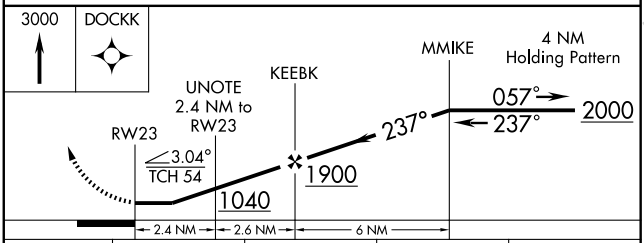
ASR

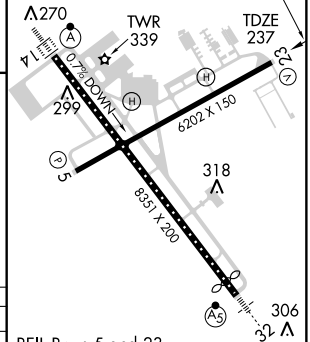
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct DOCKK and hold.

| ATIS | SHREVEPORT APP CON | SHREVEPORT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.45 | 119.9 335.55 | 121.4 236.775 | 121.9 236.775 | 124.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 703 (700-1) | | 940-2 703 (700-2) | 940-2¼ 703 (700-2¼) |
| CIRCLING | 940-1 682 (700-1) | | 940-2 682 (700-2) | 940-2¼ 682 (700-2¼) |

REIL Rwys 5 and 23
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 5-23

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 77913 W32A | APP CRS 319° | Rwy Idg 7976<br>TDZE 222<br>Apt Elev 258 |
|---|---|---|

# RNAV (GPS) RWY 32

SHREVEPORT RGNL (SHV)

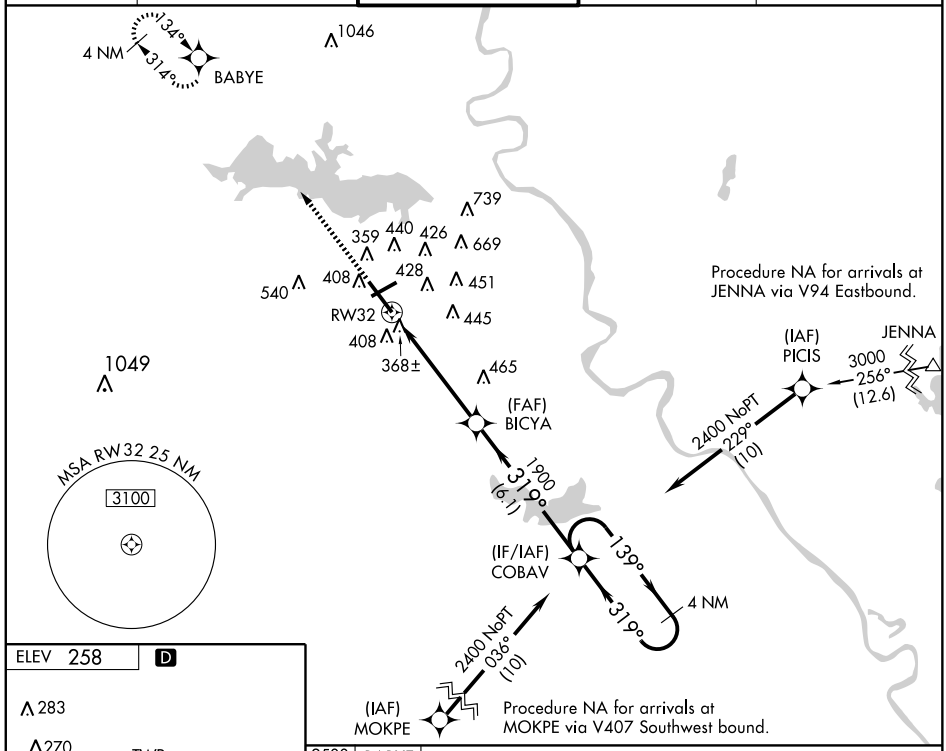
ASR

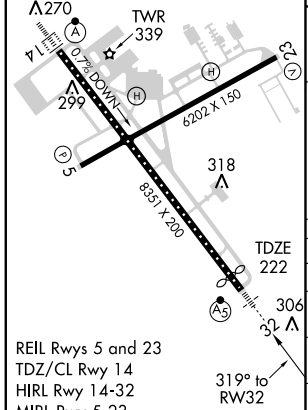
Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cats. A and B visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

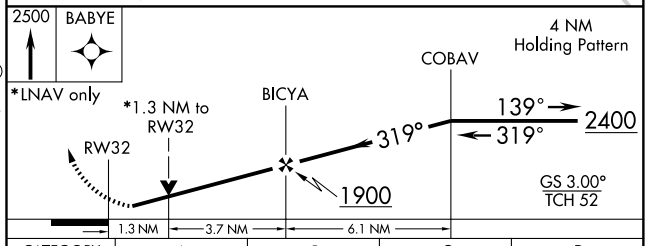
MALSR

MISSED APPROACH: Climb to 2500 direct BABYE and hold.

| ATIS | SHREVEPORT APP CON | SHREVEPORT TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.45 | 119.9 335.55 | 121.4 236.775 | 121.9 236.775 | 124.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 422/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 706/60 484 (500-1¼) | | | |
| LNAV MDA | 680/40 458 (500-¾) | | | 680/50 458 (500-1) |
| CIRCLING | 800-1 542 (600-1) | | 800-1½ 542 (600-1½) | 820-2 562 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB DEF | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 256 | 012° | TDZE | 28 |
| | | Apt Elev | 28 |

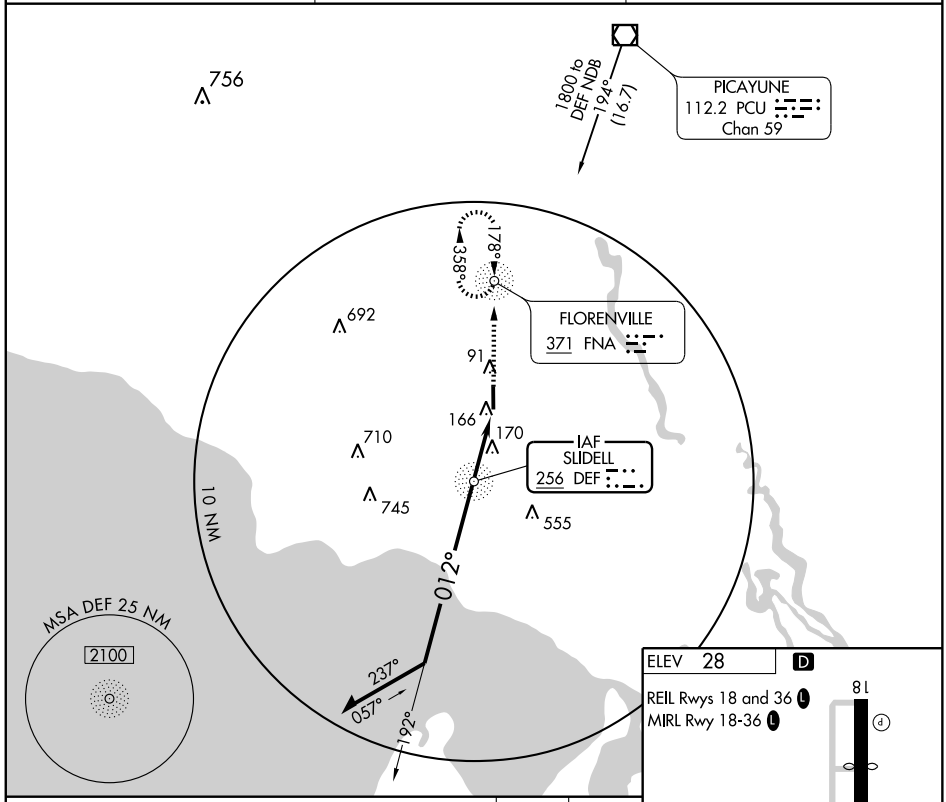
# NDB RWY 36
## SLIDELL (ASD)

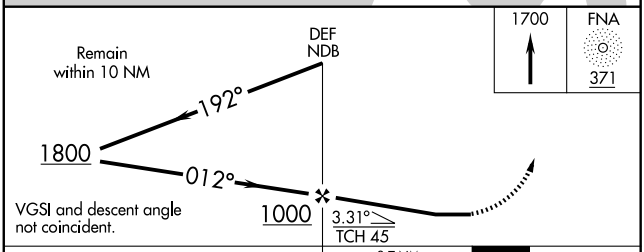
NA

If local altimeter not received, use New Orleans Lakefront altimeter setting and increase all MDAs 40 feet.

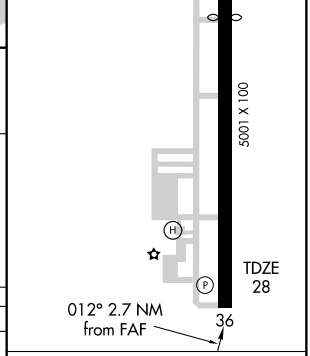
MISSED APPROACH: Climb to 1700 direct FNA NDB and hold.

| ASOS | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 132.475 | 133.15 290.3 | 122.8 (CTAF) L |




| 1700 | FNA |
|---|---|
| | 371 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 540-1 | 512 (600-1) | 540-1½ 512 (600-1½) | NA |
| CIRCLING | 540-1 | 512 (600-1) | 540-1½ 512 (600-1½) | NA |

FAF to MAP 2.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:42 | 1:48 | 1:21 | 1:05 | 0:54 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4057 |
|---|---|---|
| 178° | TDZE | 28 |
| | Apt Elev | 28 |

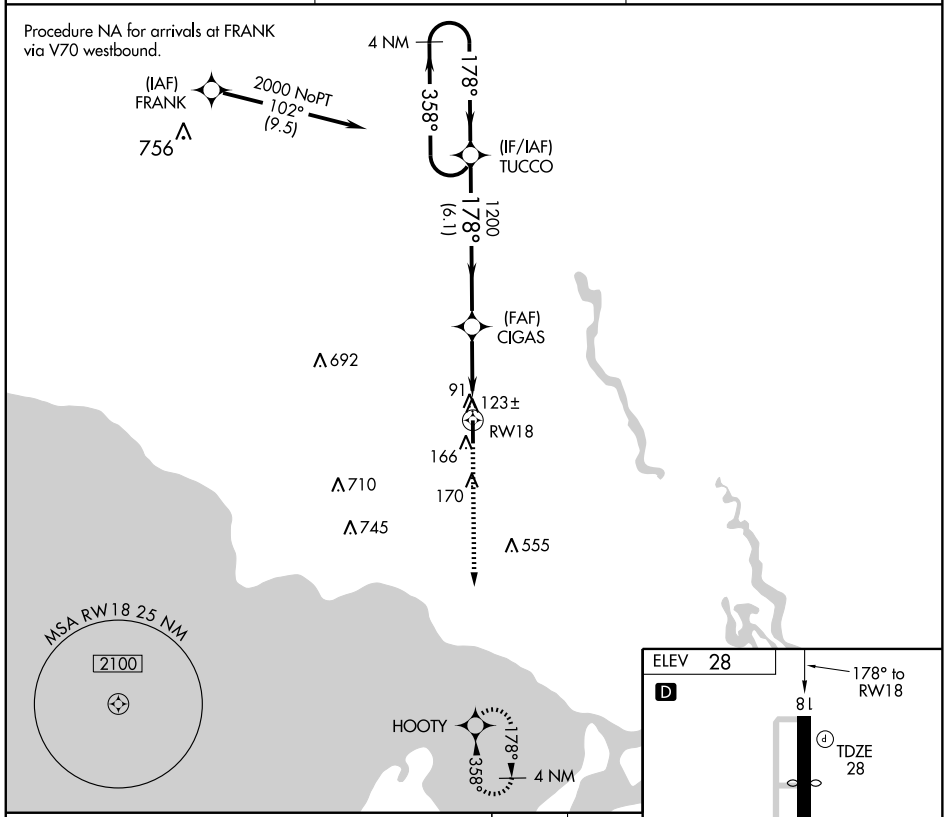
# RNAV (GPS) RWY 18
SLIDELL (ASD)

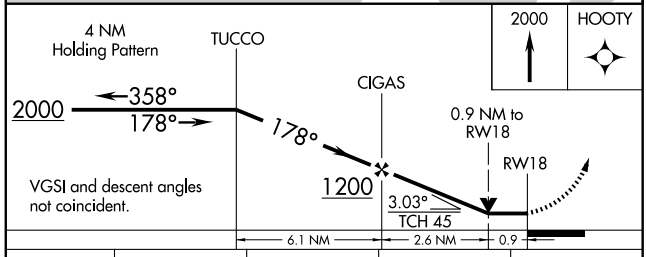
NA

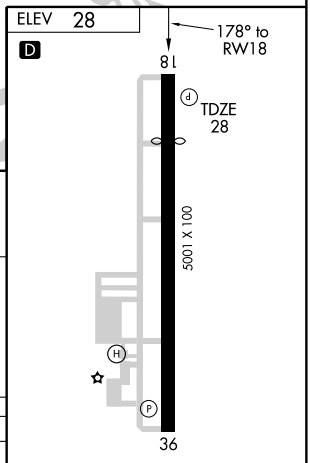
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HOOTY and hold.

| ASOS | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 132.475 | 133.15 290.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400-1 372 (400-1) | | | NA |
| CIRCLING | 480-1 452 (500-1) | | 480-1½ 452 (500-1½) | NA |

REIL Rwy 18 and 36 L

MIRL Rwy 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

SLIDELL, LOUISIANA

AL-5806 (FAA)

| APP CRS | Rwy Ldg | 5001 |
|---|---|---|
| 358° | TDZE | 28 |
| | Apt Elev | 28 |

# RNAV (GPS) RWY 36

SLIDELL (ASD)

NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct TUCCO and hold.

| ASOS | NEW ORLEANS APP CON | UNICOM | GCO |
|---|---|---|---|
| 132.475 | 133.15 290.3 | 122.8 (CTAF) L | 135.075 |

Procedure NA for arrivals at RYTHM via V9-543 northbound.

MISSED APCH FIX

4 NM 178° 358° TUCCO

PICAYUNE PCU

175° (23.3) 2000

Procedure NA for arrivals at PCU VOR/DME via V552 northbound and V455 northeastbound.

RYTHM

2000 146° (26.1)

692

91

166 RW36

710

170

745

(FAF) REKKO 555

358° (6.2) 1300

(IAF) FIKEL

2000 NoPT 087° (6)

2000 NoPT 268° (6)

(IAF) DUFOS

(IF/IAF) HOOTY

178°

358°

4 NM

MSA RW36 25 NM

2100

2000 NoPT 358° (14.8)

(IAF) MENTC

4 NM Holding Pattern

HOOTY

2000 178° 358°

358°

REKKO

1.1 NM to RW36

1300

3.02° TCH 45

RW36

VGSI and descent angles not coincident.

2000 TUCCO

6.2 NM 2.7NM 1.1

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 392 (400-1) | | | NA |
| CIRCLING | 480-1 452 (500-1) | | 480-1½ 452 (500-1½) | NA |

ELEV 28 D

18

5001 X 100

TDZE 28

36

MIRL Rwy 18-36 L

REIL Rwy 18 and 36 L

358° to RW36

SC-4, 14 JAN 2010 to 11 FEB 2010

| VOR/DME PCU | APP CRS | Rwy Idg | 4057 |
|---|---|---|---|
| 112.2 | 195° | TDZE | 28 |
| Chan 59 | | Apt Elev | 28 |

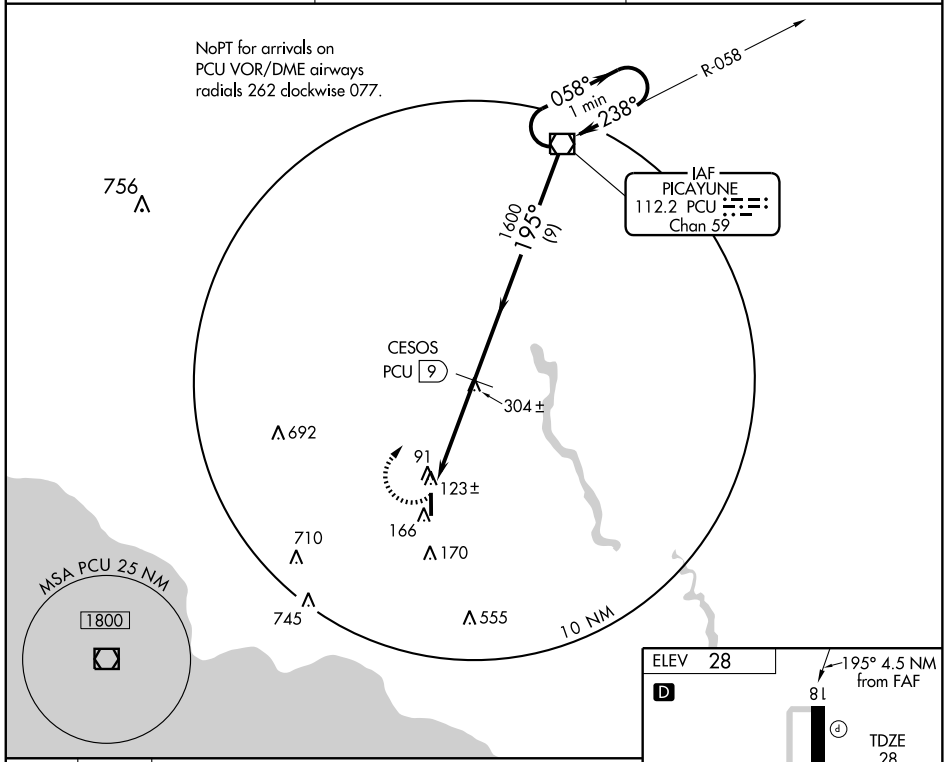
# VOR/DME RWY 18

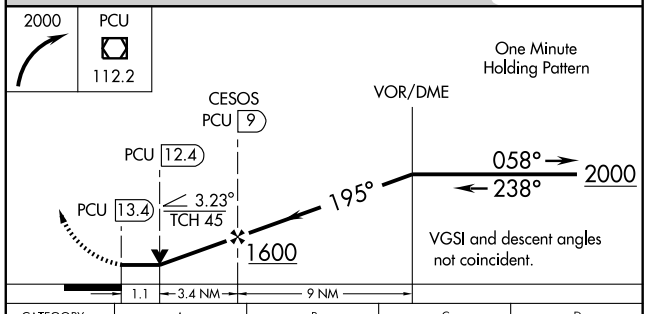
SLIDELL (ASD)

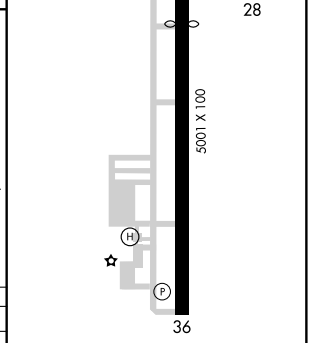
NA

MISSED APPROACH: Climbing right turn to 2000 direct PCU VOR/DME and hold.

| ASOS | NEW ORLEANS APP CON | UNICOM |
|---|---|---|
| 132.475 | 133.15 290.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 460-1 | 432 (500-1) | 460-1¼ 432 (500-1¼) | NA |
| CIRCLING | 480-1 | 452 (500-1) | 480-1½ 452 (500-1½) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB SPH | APP CRS | Rwy Idg | 4002 |
|---|---|---|---|
| 375 | 355° | TDZE | 210 |
| | | Apt Elev | 218 |

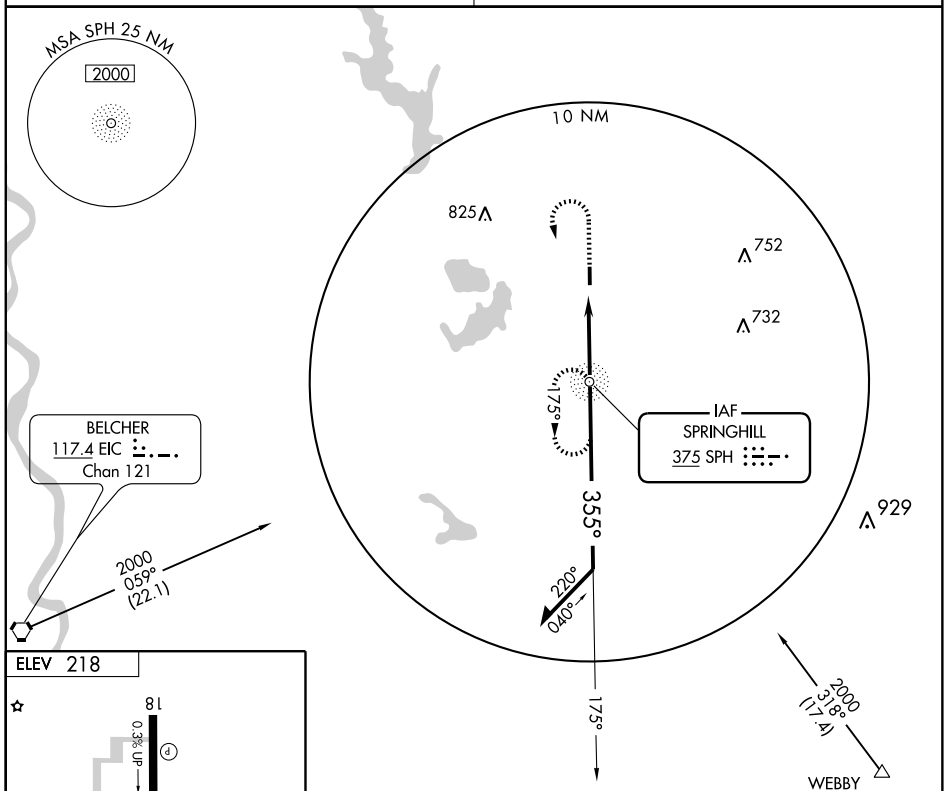
# NDB RWY 36
SPRINGHILL (SPH)

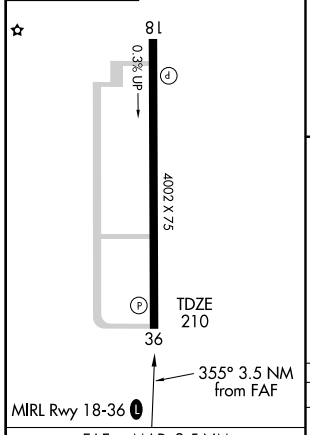
NA — Use Shreveport Regional altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn direct SPH NDB and hold.

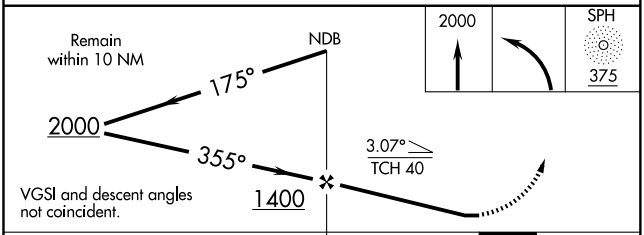
SHREVEPORT APP CON
**118.6 350.2**

UNICOM
**122.8** (CTAF) L




| FAF to MAP 3.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 780-1 570 (600-1) | | 780-1½ 570 (600-1½) | NA |
| CIRCLING | 800-1 582 (600-1) | | 800-1½ 582 (600-1½) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-UXL | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 109.3 | 146° | TDZE | 10 |
| | | Apt Elev | 10 |

# LOC RWY 15

SULPHUR/SOUTHLAND FIELD (UXL)

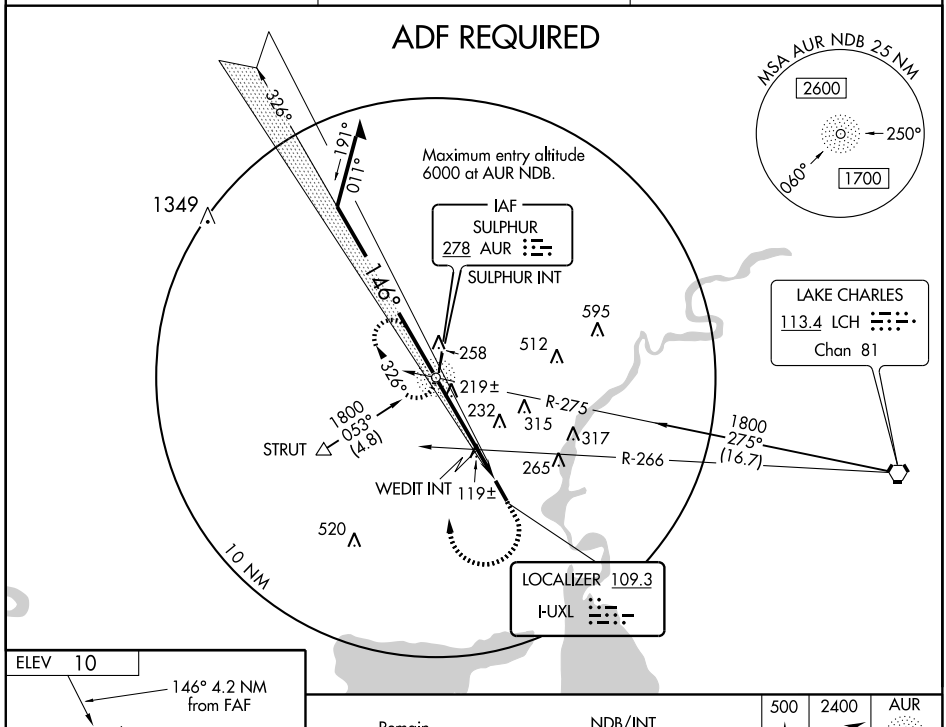
Inoperative table does not apply to S-15 Cat C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.

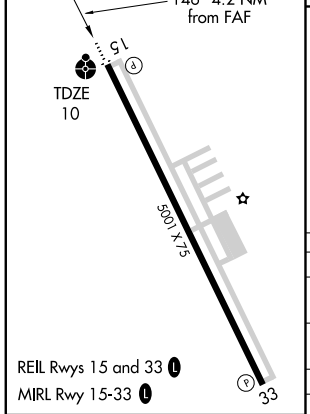
ODALS

MISSED APPROACH: Climb to 500 then climbing right turn to 2400 direct AUR NDB and hold, continue climb-in-hold to 2400.

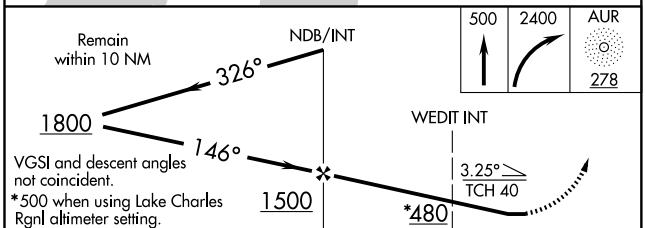
| AWOS-3 | LAKE CHARLES APP CON ★ | UNICOM |
|---|---|---|
| 118.175 | 119.35 282.3 | 122.8 (CTAF) L |

## ADF REQUIRED




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 480-¾ 470 (500-¾) | | 480-1¼ 470 (500-1¼) | 480-1½ 470 (500-1½) |
| CIRCLING | 480-1 470 (500-1) | 520-1 510 (600-1) | 520-1½ 510 (600-1½) | 640-2 630 (700-2) |
| WEDIT FIX MINIMUMS | | | | |
| S-15 | 380-¾ 370 (400-¾) | | | 380-1¼ 370 (400-1¼) |
| CIRCLING | 420-1 410 (500-1) | 520-1 510 (600-1) | 520-1½ 510 (600-1½) | 640-2 630 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 86711 W15A | APP CRS 146° | Rwy Idg 5001 TDZE 10 Apt Elev 10 |
|---|---|---|

# RNAV (GPS) RWY 15

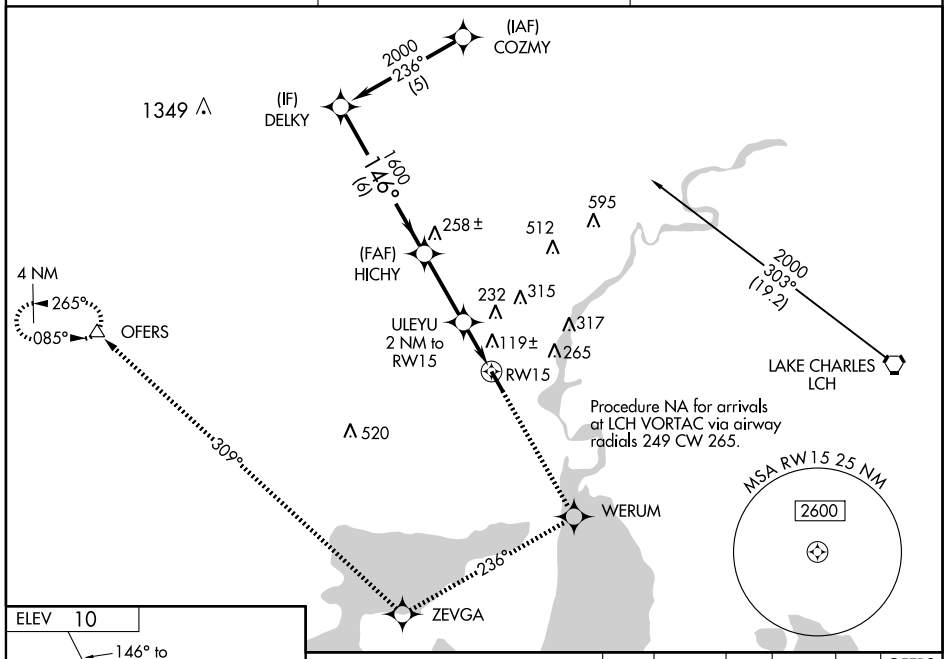
SULPHUR/SOUTHLAND FIELD (UXL)

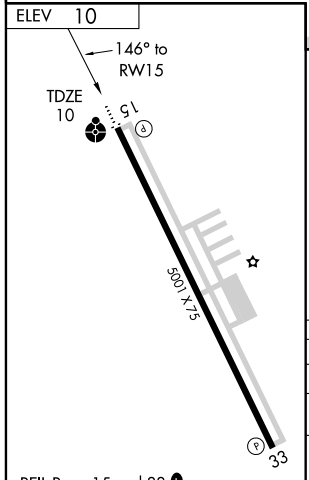
Inoperative table does not apply to LNAV/VNAV. Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LPV visibility ¼ mile all Cats. VDP NA when using Lake Charles Rgnl altimeter setting.

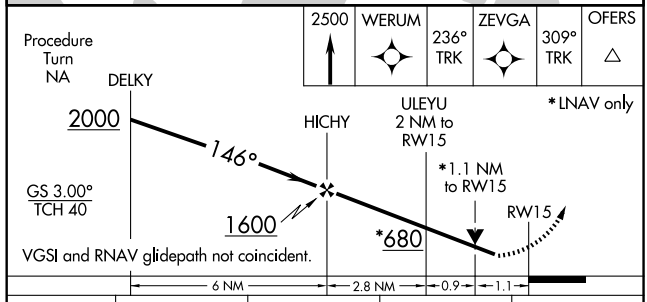
ODALS

MISSED APPROACH: Climb to 2500 direct WERUM and via 236° track to ZEVGA and via 309° track to OFERS and hold.

| AWOS-3 | LAKE CHARLES APP CON ★ | UNICOM |
|---|---|---|
| 118.175 | 119.35 282.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 309-1 | 299 (300-1) | |
| LNAV/VNAV DA | | 419-1½ | 409 (500-1½) | |
| LNAV MDA | | 380-¾ | 370 (400-¾) | 380-1¼ 370 (400-1¼) |
| CIRCLING | 420-1 410 (500-1) | 520-1 510 (600-1) | 520-1½ 510 (600-1½) | 640-2 630 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 99610 | 326° | TDZE | 10 |
| W33A | | Apt Elev | 10 |

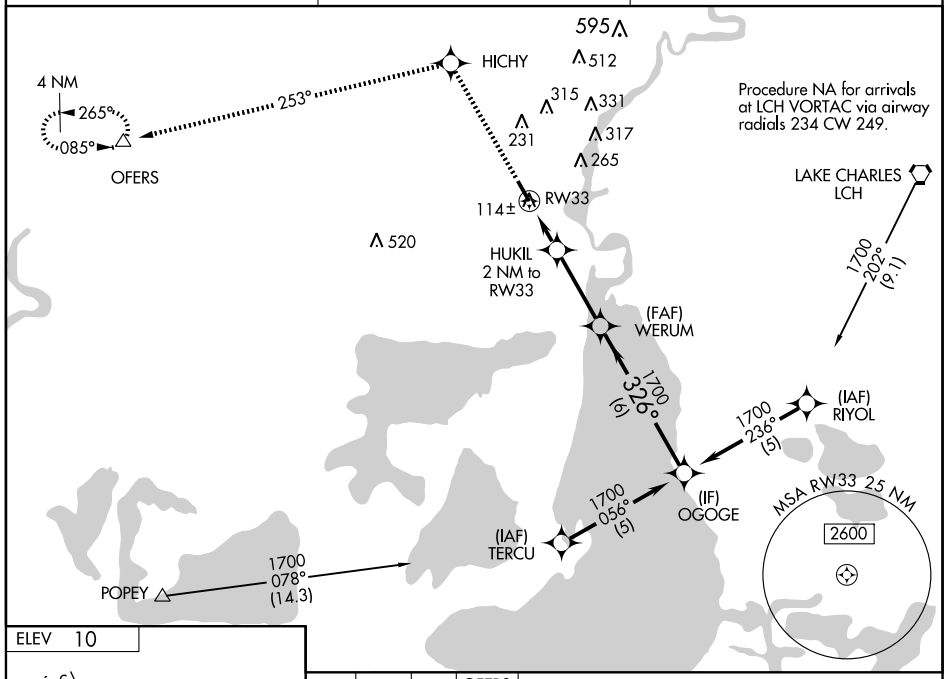
# RNAV (GPS) RWY 33

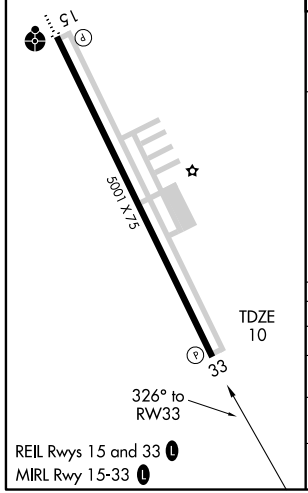
SULPHUR/SOUTHLAND FIELD (UXL)

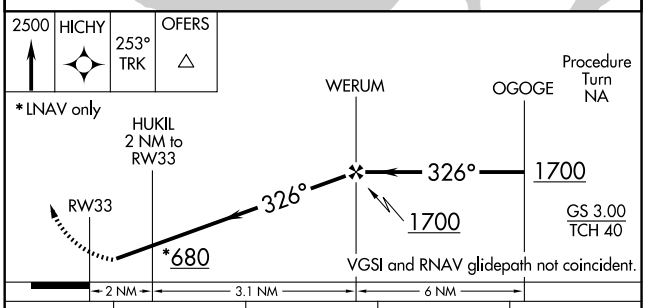
Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all DA 19 feet, all MDA 20 feet and LNAV/VNAV visibility ¼mile all Cats.

MISSED APPROACH: Climb to 2500 direct HICHY and via 253° track to OFERS and hold.

| AWOS-3 | LAKE CHARLES APP CON ★ | UNICOM |
|---|---|---|
| 118.175 | 119.35 282.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 348-1¼ 338 (400-1¼) | | | |
| LNAV/VNAV DA | 384-1¼ 374 (400-1¼) | | | |
| LNAV MDA | 380-1 370 (400-1) | | | 380-1¼ 370 (400-1¼) |
| CIRCLING | 420-1 410 (500-1) | 520-1 510 (600-1) | 520-1½ 510 (600-1½) | 640-2 630 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC LCH | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.4 | 261° | TDZE | N/A |
| Chan 81 | | Apt Elev | 10 |

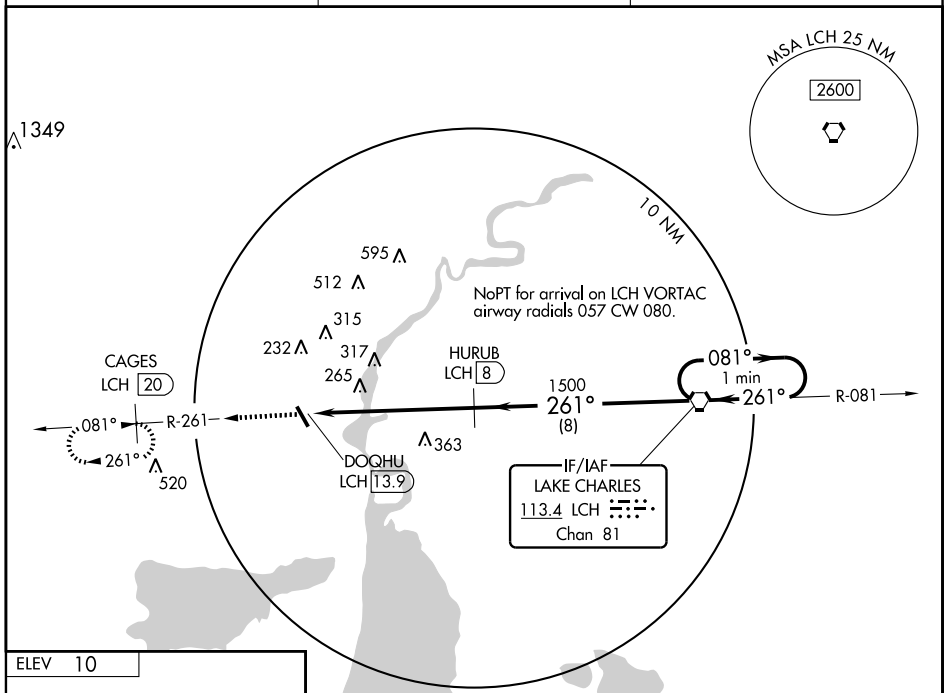
# VOR/DME-A

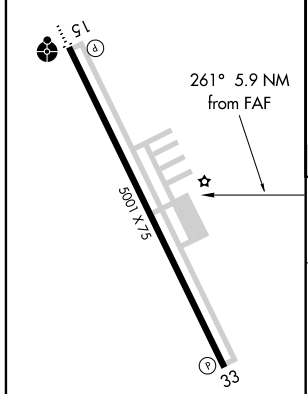
SULPHUR/ SOUTHLAND FIELD (UXL)

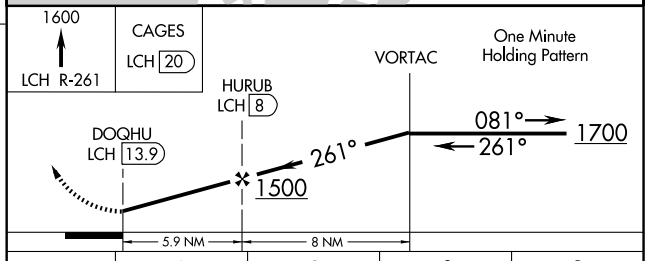
When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet and circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 via LCH R-261 to CAGES/20 DME and hold.

| AWOS-3 | LAKE CHARLES APP CON * | UNICOM |
|---|---|---|
| 118.175 | 119.35 282.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 680-1 | 670 (700-1) | 680-1¾ | 680-2 |
| | | | 670 (700-1¾) | 670 (700-2) |

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

SC-4, 14 JAN 2010 to 11 FEB 2010

TALLULAH, LOUISIANA

AL-9196 (FAA)

| LOC I-TVR | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 109.7 | 357° | TDZE | 86 |
| | | Apt Elev | 86 |

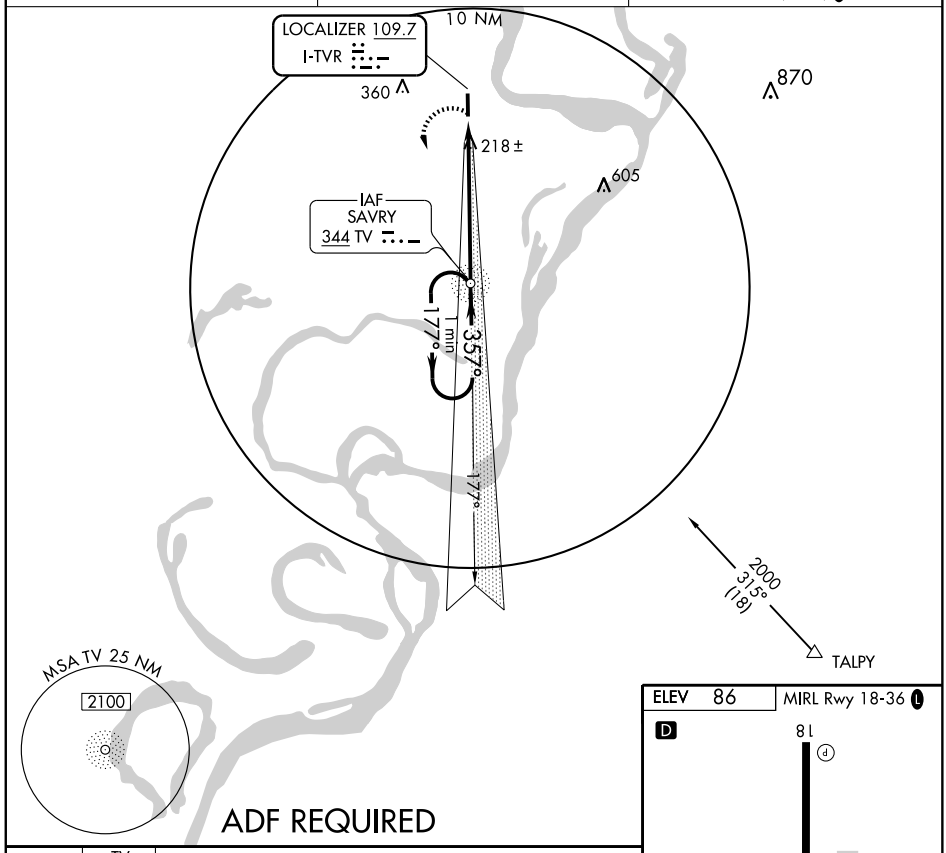
# LOC RWY 36

TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

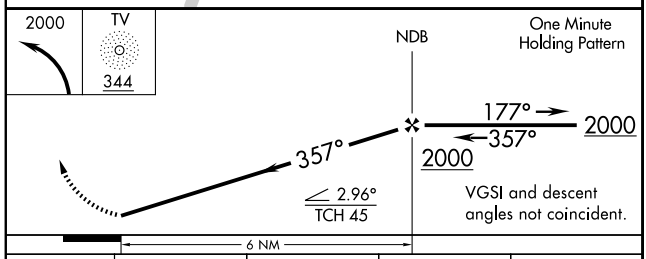
If local altimeter setting not received, use Monroe Regional altimeter setting and increase all MDAs 140 feet.

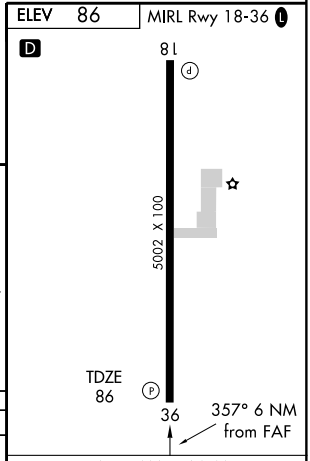
MISSED APPROACH: Climbing left turn to 2000 direct TV NDB and hold.

| ASOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.525 | 132.5 259.1 | 123.0 (CTAF) L |




ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 500-1 414 (500-1) | | 500-1¼ 414 (500-1¼) | 500-1½ 414 (500-1½) |
| CIRCLING | 520-1 434 (500-1) | 540-1 454 (500-1) | 540-1½ 454 (500-1½) | 640-2 554 (600-2) |

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 177° | TDZE | 85 |
| | Apt Elev | 86 |

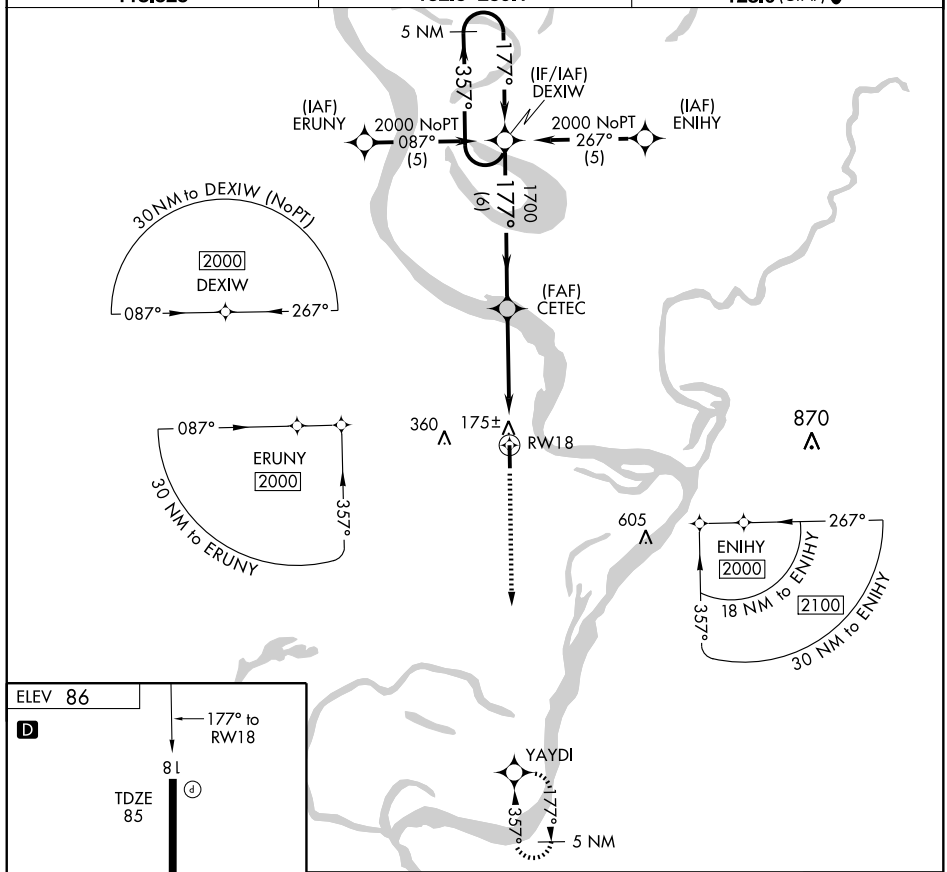
# RNAV (GPS) RWY 18

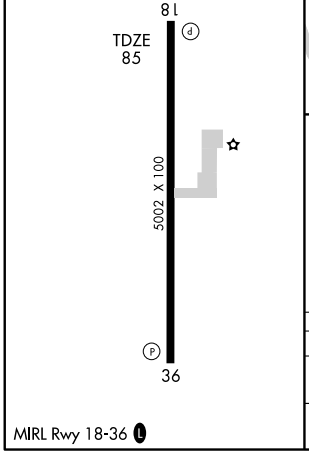
TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hardy-Anders Field Natchez-Adams County altimeter setting and increase all MDAs140 feet.
VDP NA with Hardy-Anders Field Natchez-Adams County altimeter setting.

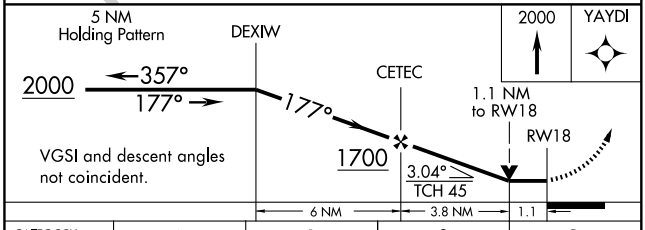
MISSED APPROACH: Climb to 2000 direct YAYDI and hold.

| ASOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.525 | 132.5 259.1 | 123.0 (CTAF) L |




MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 415 (500-1) | | 500-1¼ 415 (500-1¼) | |
| CIRCLING | 520-1<br>434 (500-1) | 540-1<br>454 (500-1) | 540-1½<br>454 (500-1½) | 640-2<br>554 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| Chan 99700 | 357° | TDZE | 86 |
| W36A | | Apt Elev | 86 |

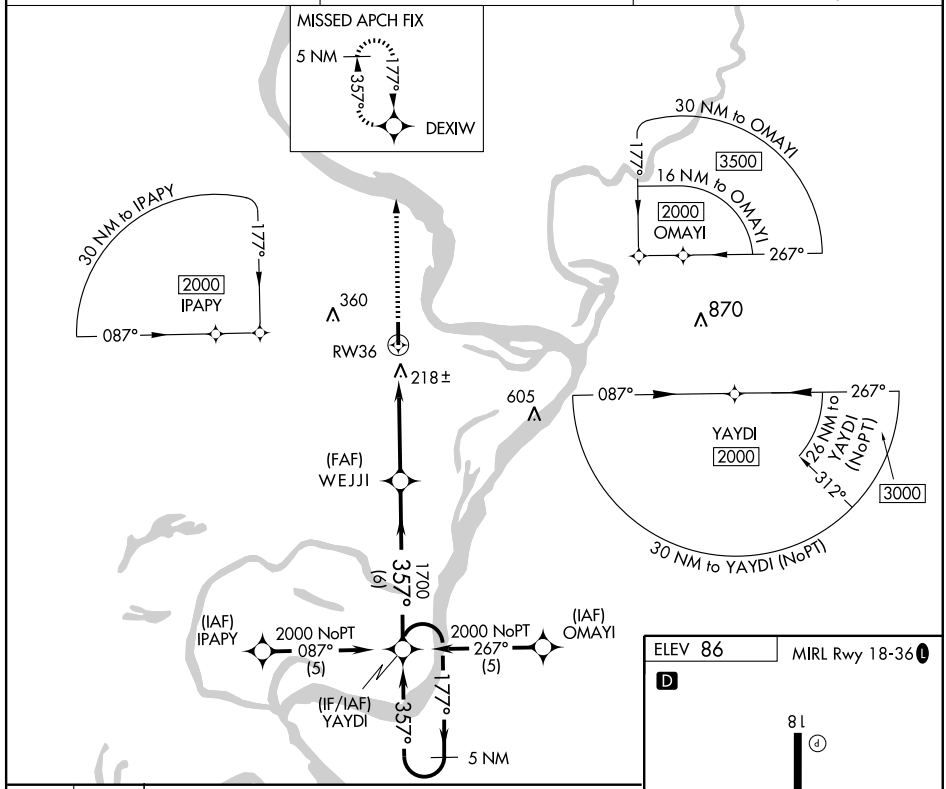
# RNAV (GPS) RWY 36

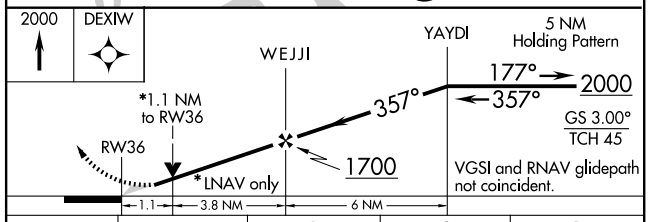
TALLULAH/ VICKSBURG TALLULAH RGNL (TVR)

DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). If local altimeter setting not received, use Hardy-Anders Field Natchez-Adams County altimeter setting and increase all DAs/MDAs 140 feet. BARO-VNAV and VDP NA with Hardy-Anders Field Natchez-Adams County altimeter setting.

MISSED APPROACH: Climb to 2000 direct DEXIW and hold.

| ASOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.525 | 132.5 259.1 | 123.0 (CTAF) L |

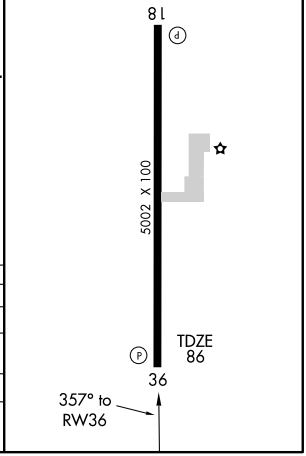



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 371-1 285 (300-1) | | | |
| LNAV/VNAV DA | 498-1½ 412 (500-1½) | | | |
| LNAV MDA | 500-1 414 (500-1) | | 500-1¼ 414 (500-1¼) | |
| CIRCLING | 520-1½ 434 (500-1½) | 540-1½ 454 (500-1½) | | 640-2 554 (600-2) |

ELEV 86 MIRL Rwy 18-36 L

D



| VORTAC TBD 112.0 Chan 57 | APP CRS 356° | Rwy Idg N/A TDZE N/A Apt Elev 9 |
|---|---|---|

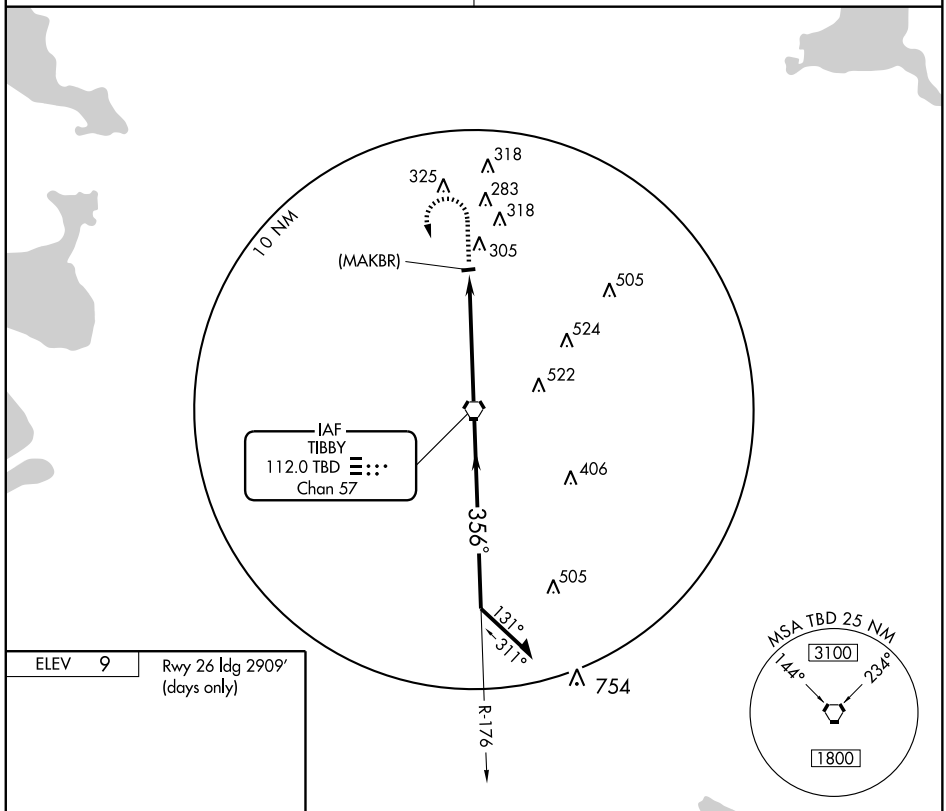
# VOR or GPS-A

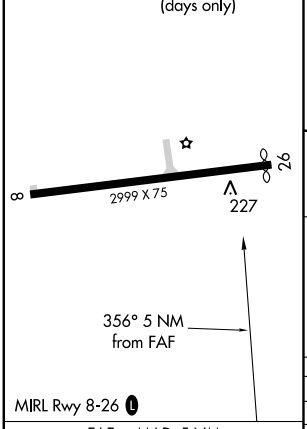
## THIBODAUX MUNI (L83)

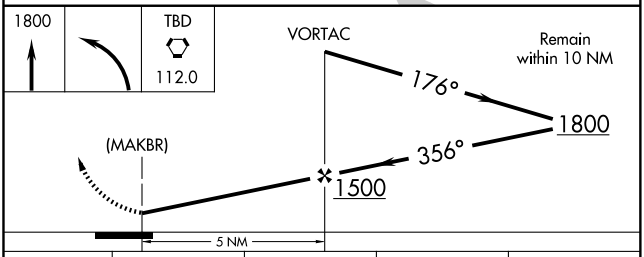
Obtain local altimeter on CTAF; if not received, use New Orleans Intl (Moisant Field) altimeter setting.
NA

MISSED APPROACH: Climb to 1800 then left turn direct TBD VORTAC.

| NEW ORLEANS APP CON | UNICOM |
|---|---|
| 118.9 256.9 | 122.8 (CTAF) L |




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 620-1 | 611 (700-1) | NA | |
| NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 760-1 751 (800-1) | 760-1¼ 751 (800-1¼) | NA | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB VIV 284 | APP CRS 090° | Rwy Idg 2998<br>TDZE 260<br>Apt Elev 260 |
|---|---|---|

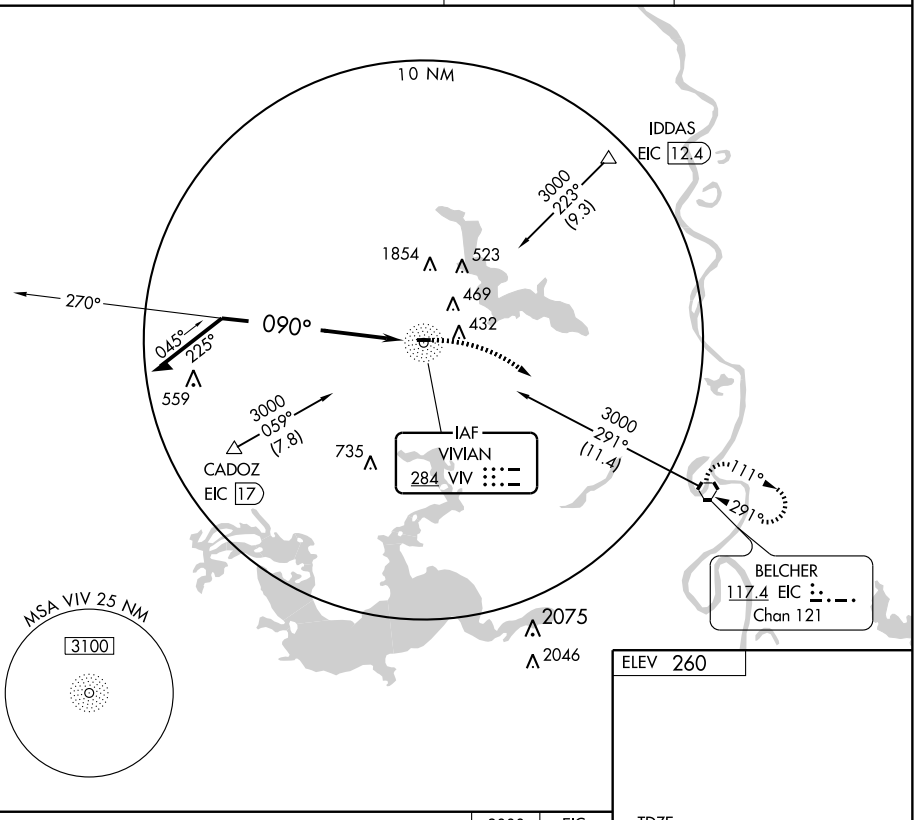
# NDB RWY 9
VIVIAN (3F4)

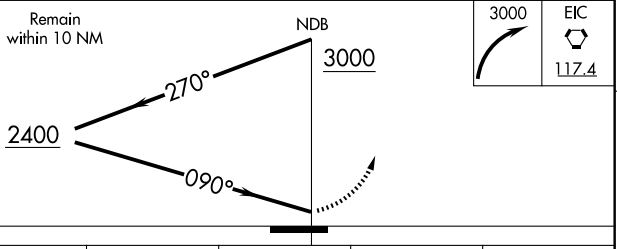
Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

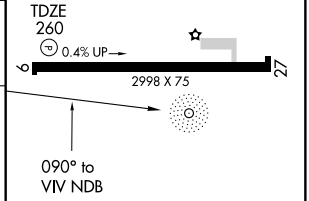
NA

MISSED APPROACH: Climbing right turn to 3000 direct EIC VORTAC and hold.

| SHREVEPORT APP CON | UNICOM | GCO |
|---|---|---|
| 119.9 335.55 | 122.8 (CTAF) L | 135.075 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 980-1 | 720 (800-1) | 980-2<br>720 (800-2) | NA |
| CIRCLING | 980-1 | 720 (800-1) | 980-2<br>720 (800-2) | NA |

MIRL Rwy 9-27 L
REIL Rwy 9 L

SC-4, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 9

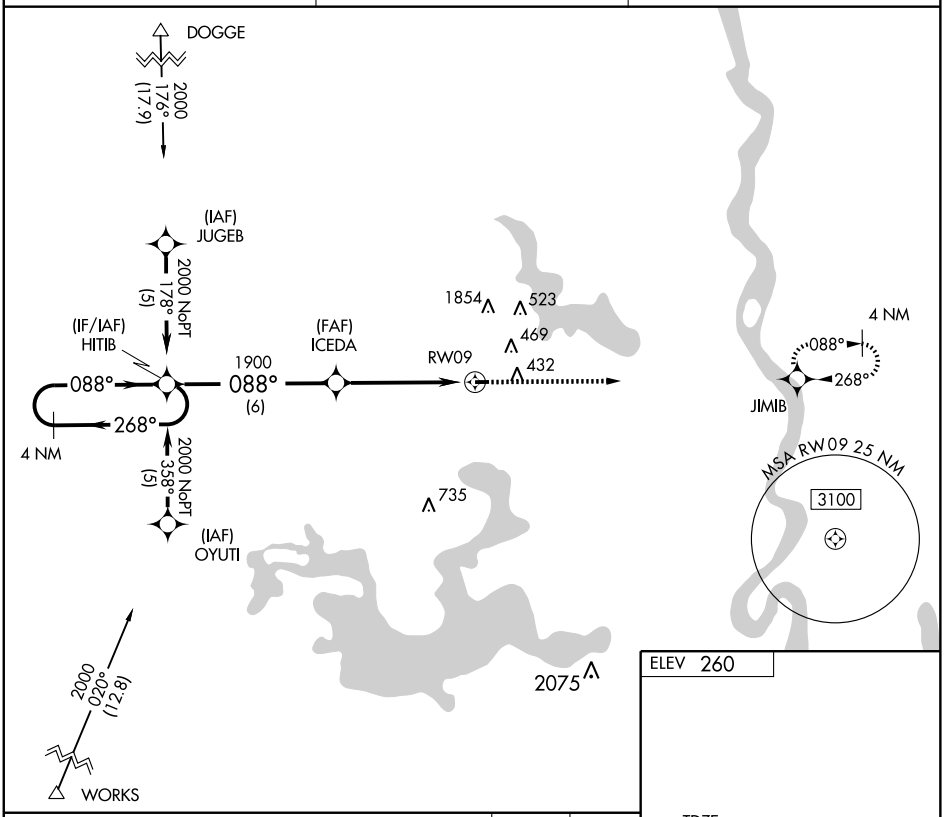
VIVIAN (3F4)

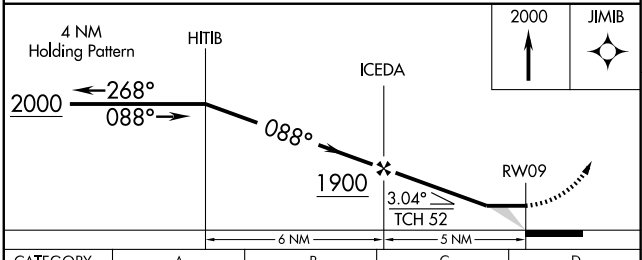
| APP CRS | Rwy Idg | 2998 |
|---|---|---|
| 088° | TDZE | 260 |
| | Apt Elev | 260 |

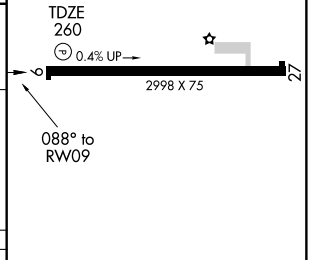
Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

MISSED APPROACH: Climb to 2000 direct JIMIB and hold.

| SHREVEPORT APP CON | UNICOM | GCO |
|---|---|---|
| 119.9 335.55 | 122.8 (CTAF) L | 135.075 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 | 600 (600-1) | 860-1½<br>600 (600-1½) | NA |
| CIRCLING | 860-1 | 600 (600-1) | 880-1¾<br>620 (700-1¾) | NA |

MIRL Rwy 9-27 L
REIL Rwy 9 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 2998 |
|---|---|---|
| 268° | TDZE | 260 |
| | Apt Elev | 260 |

# RNAV (GPS) RWY 27
VIVIAN (3F4)

Circling NA north of Rwy 9-27. DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

NA

MISSED APPROACH: Climb to 2000 direct HITIB and hold.

| SHREVEPORT APP CON | UNICOM | GCO |
|---|---|---|
| 119.9 335.55 | 122.8 (CTAF) L | 135.075 |

MISSED APCH FIX
088°
HITIB
268°
4 NM

DUBOW
2000
150°
(20.6)
(IAF)
OVNAE
2000 NoPT
178°
(5)
4 NM
088°
268°
1854
523
469
432
1900
268°
(6)
RW27
539
(FAF)
WEGEV
(IF/IAF)
JIMIB
2000 NoPT
358°
(5.6)
735
(IAF)
WOVEL
2075
2046
3100
026°
(24.5)
BEKEN
2100
357°
(21.8)
LUCEN
MSA RW27 25 NM
3100

ELEV 260
268° to RW27
0.4% UP
27
2998 X 75
TDZE 260

2000
HITIB
4 NM Holding Pattern
JIMIB
WEGEV
088°
268°
2000
268°
RW27
3.04°
TCH 40
1900
5 NM
6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 | 600 (600-1) | 860-1½ 600 (600-1½) | NA |
| CIRCLING | 860-1 | 600 (600-1) | 880-1¾ 620 (700-1¾) | NA |

MIRL Rwy 9-27 L
REIL Rwy 9 L

SC-4, 14 JAN 2010 to 11 FEB 2010

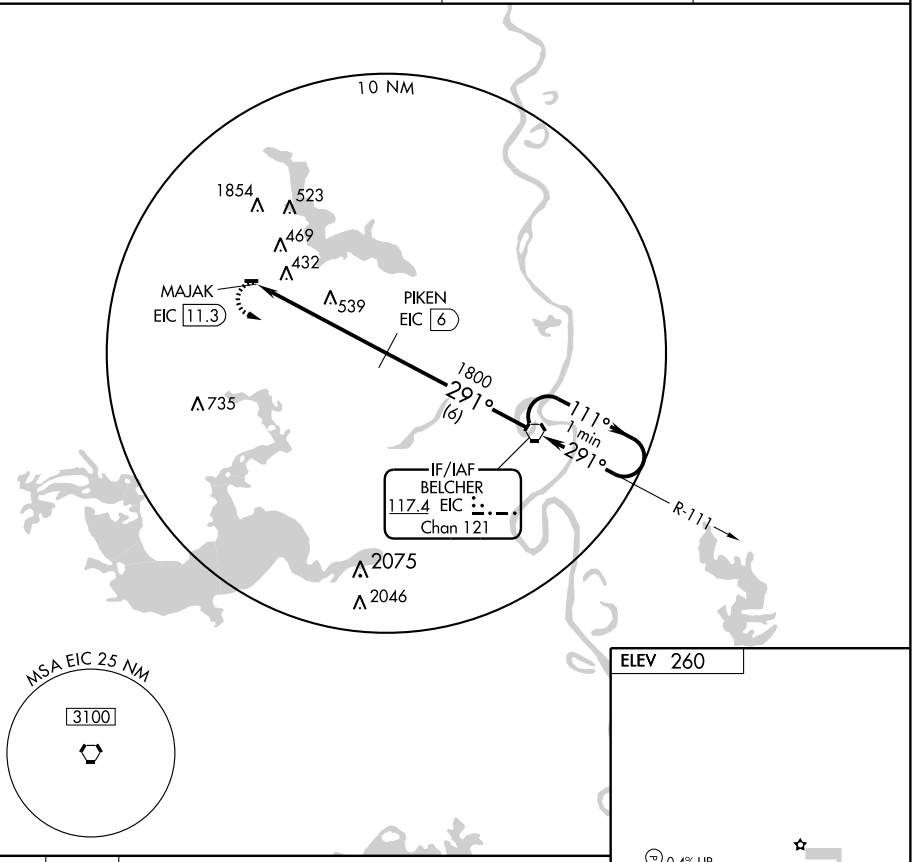
| VORTAC EIC 117.4 Chan 121 | APP CRS 291° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 260 |
|---|---|---|

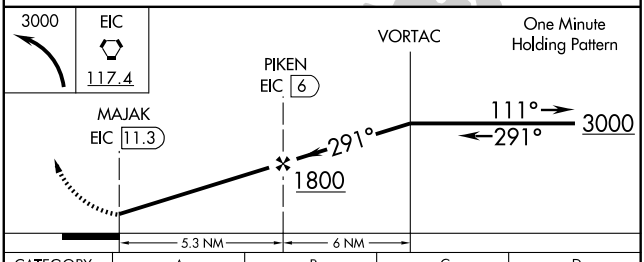
# VOR/DME-A
## VIVIAN (3F4)

Circling NA north of Rwy 9-27. Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting.

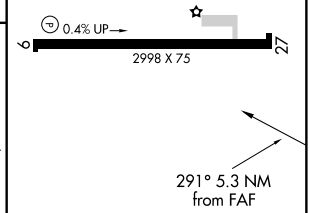
MISSED APPROACH: Climbing left turn to 3000 direct EIC VORTAC and hold.

| SHREVEPORT APP CON | UNICOM | GCO |
|---|---|---|
| 119.9 335.55 | 122.8 (CTAF) L | 135.075 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 860-1 | 600 (600-1) | 880-1¾<br>620 (700-1¾) | NA |




MIRL Rwy 9-27 L
REIL Rwy 9 L

SC-4, 14 JAN 2010 to 11 FEB 2010

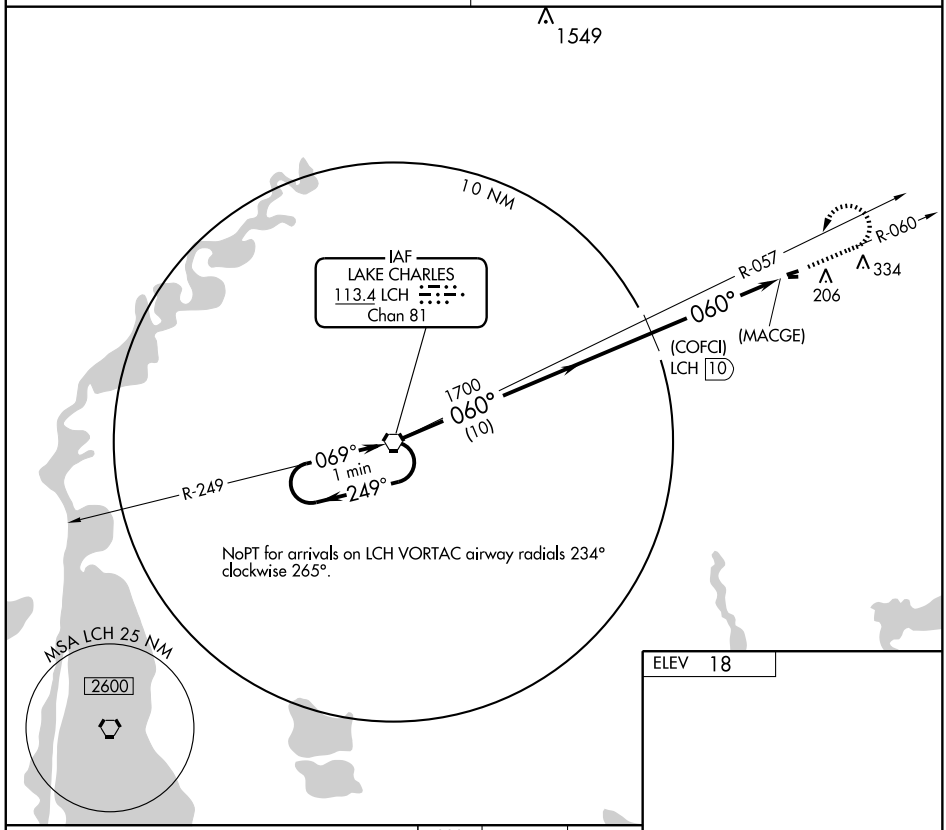
| VORTAC LCH 113.4 Chan 81 | APP CRS 060° | Rwy Idg 2700 TDZE 18 Apt Elev 18 |
|---|---|---|

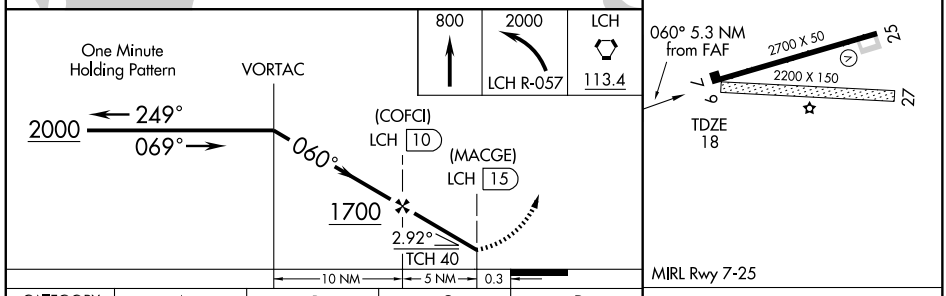
# VOR/DME or GPS RWY 7

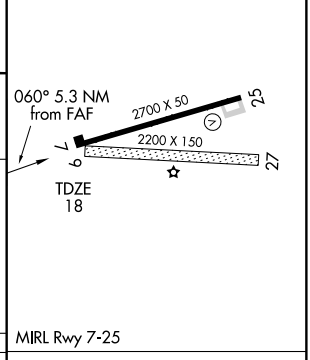
WELSH (6R1)

| NA | Use Lake Charles altimeter setting. | MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LCH R-057 to LCH VORTAC. |
|---|---|---|

| LAKE CHARLES APP CON ★ | UNICOM |
|---|---|
| 119.8 282.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 440-1 | 422 (500-1) | NA | |
| CIRCLING | 600-1 | 582 (600-1) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 087° | Rwy Idg | 3002 |
| | TDZE | 146 |
| | Apt Elev | 146 |

# RNAV (GPS) RWY 9

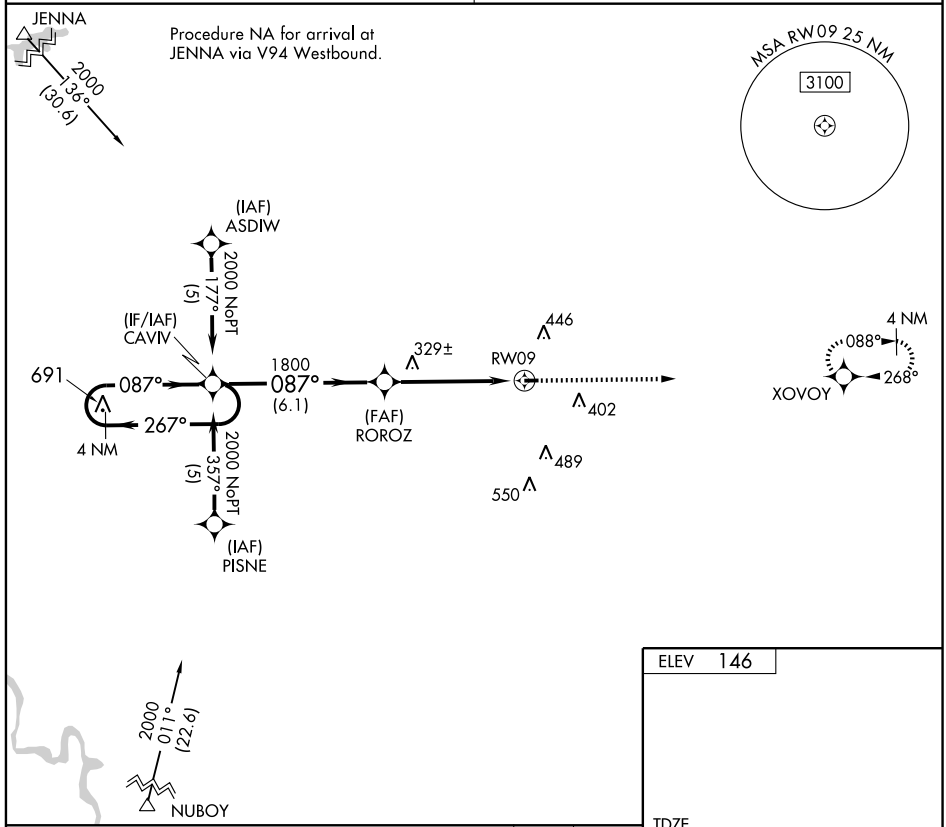
WINNFIELD/ DAVID G. JOYCE (ØR5)

DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

NA

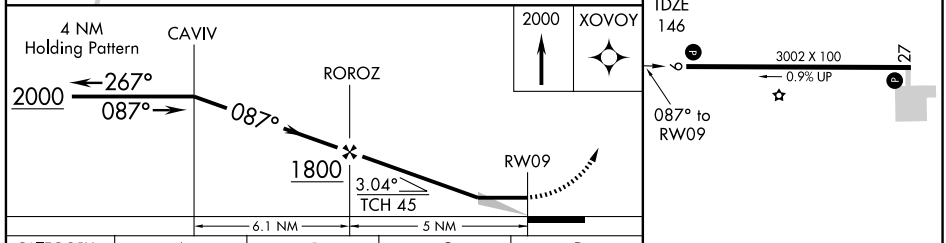
MISSED APPROACH: Climb to 2000 direct XOVOY and hold.

| POLK APP CON | UNICOM |
|---|---|
| 125.4 302.2 | 122.7 (CTAF) L |

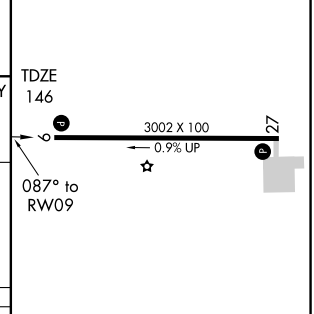









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 | 534 (600-1) | NA | |
| CIRCLING | 700-1 | 554 (600-1) | NA | |




MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

| APP CRS | Rwy Idg | 3002 |
|---|---|---|
| 267° | TDZE | 146 |
| | Apt Elev | 146 |

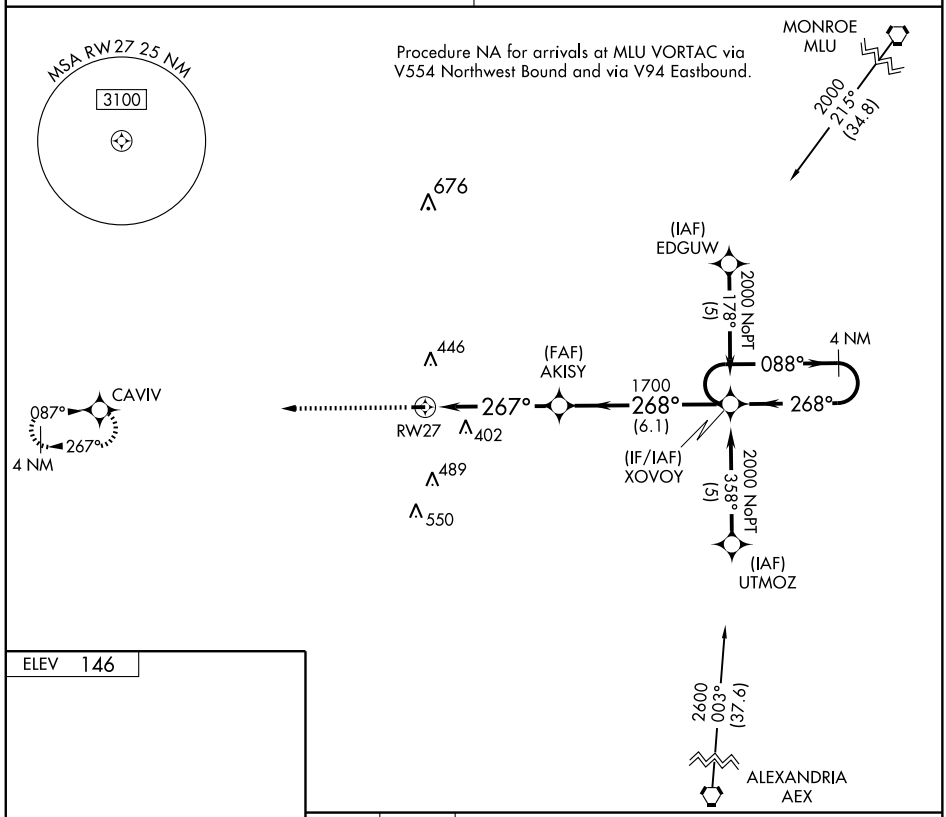
# RNAV (GPS) RWY 27

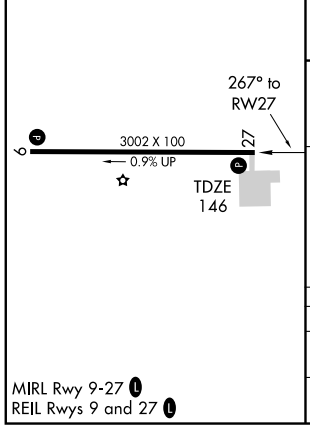
WINNFIELD/ DAVID G. JOYCE (ØR5)

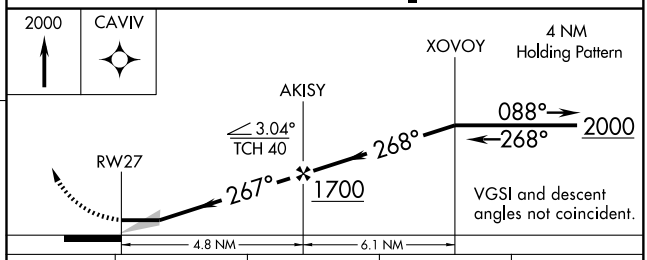
DME/DME RNP-0.3 NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct CAVIV and hold.

| POLK APP CON | UNICOM |
|---|---|
| 125.4 302.2 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 | 594 (600-1) | NA | |
| CIRCLING | 740-1 | 594 (600-1) | NA | |

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SC-4, 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

**ALEXANDRIA, LA**
ESLER RGNL ..... **RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 26**
NA when local weather not available.

**BASTROP, LA**
MOREHOUSE
MEMORIAL ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**
NA when local weather not available.

**BATON ROUGE, LA**
BATON ROUGE METROPOLITAN:
RYAN FIELD ..... **ILS or LOC Rwy 13[12]**
**ILS or LOC Rwy 22R[124]**
**NDB Rwy 31[23]**
**RADAR-1[2]**
**RNAV (GPS) Rwy 4L[4]**
**RNAV (GPS) Rwy 22R[4]**
**RNAV (GPS) Rwy 31[4]**
**VOR Rwy 4L[3]**
[1]ILS, Category D, 700-2.
[2]NA when control tower closed.
[3]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]NA when local weather not available.

**BAY ST LOUIS, MS**
STENNIS INTL ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR-A**
NA when local weather not available.

**BOGALUSA, LA**
GEORGE R CARR MEMORIAL
AIR FIELD ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**COLUMBUS-WEST POINT-STARKVILLE, MS**
GOLDEN TRIANGLE
RGNL ..... **ILS or LOC Rwy 18[1]**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.
[1]NA when control tower closed.

**CORINTH, MS**
ROSCOE TURNER ..... **ILS or LOC Rwy 18**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**DE RIDDER, LA**
BEAUREGARD RGNL ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**GALLIANO, LA**
SOUTH LAFOURCHE LEONARD
MILLER JR ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**GREENVILLE, MS**
MID DELTA RGNL ..... **ILS or LOC Rwy 18L[1]**
**NDB Rwy 36L[1]**
**NDB Rwy 36R[1]**
**RNAV (GPS) Rwy 18L[2]**
**RNAV (GPS) Rwy 18R[2]**
**RNAV (GPS) Rwy 36L[2]**
**RNAV (GPS) Rwy 36R[2]**
**VOR/DME Rwy 18L[2]**
**VOR/DME Rwy 18R[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**GREENWOOD, MS**
GREENWOOD-LEFLORE . **ILS or LOC Rwy 18[1]**
**VOR Rwy 5[2]**
[1]ILS, Categories C,D, 700-2.
[2]Category D, 800-2¼

NAME ALTERNATE MINIMUMS

## GULFPORT, MS

GULFPORT-BILOXI INTL ..... **ILS or LOC Rwy 14[12]**
**ILS or LOC/DME Rwy 32[12]**
**ILS or LOC RWY 35[3]**
**RADAR-1[24]**
**RNAV (GPS) Rwy 14[3]**
**RNAV (GPS) Rwy 18[3]**
**RNAV (GPS) Rwy 32[3]**
**RNAV (GPS) Rwy 36[3]**
**VOR/DME or TACAN Rwy 14[4]**
**VOR/DME or TACAN Rwy 32[4]**

[1]ILS, Categories B,C,D, 700-2; Category E, 800-2¾. LOC, Category E, 800-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category E, 800-2¾.

## HAMMOND, LA

HAMMOND NORTHSHORE RGNL ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

## HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI ..... **RNAV (GPS) Y Rwy 13**
**RNAV (GPS) Z Rwy 13**
**VOR Rwy 13[1]**

NA when local weather not available.
[1]Categories A, B, 1900-2; Categories C, D, 1900-3.

## HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL ..... **ILS Rwy 18[1]**
**RNAV (GPS) Rwy 18[2]**
**RNAV (GPS) Rwy 36[2]**

[1]NA when control zone not in effect.
[2]NA when local weather not available.

## HOUMA, LA

HOUMA-TERREBONNE ..... **Copter VOR/DME 12[1]**
**ILS or LOC Rwy 18[123]**
**RNAV (GPS) Rwy 12[14]**
**RNAV (GPS) Rwy 18[1]**
**RNAV (GPS) Rwy 30[1]**
**RNAV (GPS) Rwy 36[1]**
**VOR/DME Rwy 30[1]**
**VOR Rwy 12[124]**

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

## JACKSON, MS

HAWKINS FIELD ..... **ILS Rwy 16[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**

[1]NA when control tower closed.
[2]NA when local weather not available.

JACKSON-EVERS INTL ..... **ILS or LOC Rwy 34L[12]**
**RADAR-1[1]**
**RNAV (GPS) Rwy 16L[3]**
**RNAV (GPS) Rwy 16R[3]**
**RNAV (GPS) Rwy 34L[3]**
**RNAV (GPS) Rwy 34R[3]**

[1]NA when control tower closed.
[2]ILS, Category E, 700-2¼. LOC,Category E, 800-2¼.
[3]NA when local weather not available.

## LAFAYETTE, LA

LAFAYETTE RGNL ..... **ILS or LOC/DME Rwy 4R[13]**
**ILS or LOC Rwy 22L[23]**
**RNAV (GPS) Rwy 4R[1]**
**RNAV (GPS) Rwy 22L[1]**
**RNAV (GPS) Rwy 29[1]**

[1]NA when local weather not available.
[2]NA when control tower closed.
[3]ILS, Category D, 700-2.

## LAKE CHARLES, LA

CHENNAULT INTL ..... **ILS or LOC Rwy 15[12]**
**VOR Rwy 33[12]**

[1]NA when control tower closed.
[2]Category E, 900-3.

LAKE CHARLES RGNL ..... **ILS or LOC Rwy 15**
**LOC BC Rwy 33**

NA when control tower closed.

## MC COMB, MS

MC COMB/PIKE COUNTY/ JOHN E LEWIS FIELD ..... **ILS or LOC Rwy 15**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**VOR/DME-A**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**MERIDIAN, MS**

KEY FIELD ..... **ILS or LOC Rwy 1[123]**
**ILS or LOC Rwy 19[23]**
**RNAV (GPS) Rwy 1[34]**
**RNAV (GPS) Rwy 4[34]**
**RNAV (GPS) Rwy 19[34]**
**RNAV (GPS) Rwy 22[34]**
**VOR-A[34]**

[1]NA when control tower closed.
[2]ILS, Category D, 700-2; Category E, 900-3.
LOC, Category E, 900-3.
[3]NA when local weather not available.
[4]Category E, 900-3.

**MONROE, LA**

MONROE RGNL ..... **ILS or LOC Rwy 4**
**ILS Rwy 22**

NA when control tower closed.

**NATCHEZ, MS**

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY ..... **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 31**
**RNAV (GPS) Rwy 36**
**VOR/DME Rwy 13**

NA when local weather not available.

**NEW IBERIA, LA**

ACADIANA RGNL ..... **ILS Rwy 34[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**
**VOR or TACAN Rwy 16[13]**
**VOR/DME Rwy 34[1]**

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category E, 900-3.

**NEW ORLEANS, LA**

LAKEFRONT ..... **ILS or LOC Rwy 18R[1]**
**RNAV (GPS) Rwy 18R**
**RNAV (GPS) Rwy 36L**
**VOR/DME Rwy 36L**

NA when local weather not available.
[1]Category D, 700-2.

LOUIS ARMSTRONG NEW ORLEANS INTL ..... **LOC Rwy 19**
Category D, 800-2¼.

**OAKDALE, LA**

ALLEN PARISH ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**OLIVE BRANCH, MS**

OLIVE BRANCH ..... **ILS or LOC Rwy 18[12]**
**RNAV (GPS) Rwy 18**

NA when local weather not available.
[1]ILS, Categories, A,B,C,D, 700-2.
[2]NA when control tower closed.

**PASCAGOULA, MS**

TRENT LOTT INTL ..... **ILS or LOC Rwy 17[12]**
**RNAV (GPS) Rwy 17[2]**
**RNAV (GPS) Rwy 35[2]**
**VOR-A[23]**

[1]ILS, 700-2.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

**PATTERSON, LA**

HARRY P. WILLIAMS MEMORIAL ..... **VOR/DME-A**
Categories A, B, 1200-2; Category C, 1200-3.

**PHILADELPHIA, MS**

PHILADELPHIA MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**PICAYUNE, MS**

PICAYUNE MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**RAYMOND, MS**

JOHN BELL WILLIAMS .... **RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**

NA when local weather not available.
Category D, 900-2¾.

**SHREVEPORT, LA**

SHREVEPORT DOWNTOWN ..... **RNAV (GPS) Rwy 14**
**VOR Rwy 14**

NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

SHREVEPORT RGNL ..... **ILS or LOC Rwy 14[1]**
**LOC Rwy 5[1]**
**RADAR-1[1]**
**RNAV (GPS) Rwy 23[2]**

[1]Category E, 900-3.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**STARKVILLE, MS**

GEORGE M BRYAN ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR/DME-A**
NA when local weather not available.

**SULPHUR, LA**

SOUTHLAND FIELD ..... **LOC Rwy 15**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**VOR/DME-A**
NA when local weather not available.

**TALLULAH, LA**

VICKSBURG TALLULAH RGNL .... **LOC Rwy 36**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**TUNICA, MS**

TUNICA MUNI ..... **ILS or LOC Rwy 35**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**TUPELO, MS**

TUPELO RGNL ..... **ILS or LOC Rwy 36**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

## BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 1, 08129 USAF) ELEV 166

**RADAR**[1] - (E) 111.2 118.6 119.9 125.1 350.2 335.55 363.8

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR[2] | 15 | | AB | 660/24 | 494 | (500-½) |
| | | | C | 660/40 | 494 | (500-¾) |
| | | | D | 660/50 | 494 | (500-1) |
| | | | E | 660/60 | 494 | (500-1¼) |
| | 33 | | AB | 660/24 | 497 | (500-½) |
| | | | C | 660/40 | 497 | (500-¾) |
| | | | D | 660/50 | 497 | (500-1) |
| | | | E | 660/60 | 497 | (500-1¼) |
| CIR[3] | All Rwy | | ABC | NOT AUTHORIZED | | |
| | | | D | 720-2 | 554 | (600-2) |
| | | | E | 780-2¼ | 614 | (700-2¼) |

[1]Opr 1200-0500Z++. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles. [3]Circling not authorized W of Rwy. Circling not authorized over munitions storage area E of arpt.

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## BATON ROUGE, LA Amdt. 10C, JUN 5, 2008 (FAA) ELEV 70

BATON ROUGE METROPOLITAN: RYAN FIELD

**RADAR** - 120.3 278.3 ▽ ⚠

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 31 | | ABCD | **440**-1¼ | 371 | (400-1¼) | | | | |
| | 13 | | ABC | **560**-¾ | 492 | (500-¾) | D | **560**-1 | 492 | (500-1) |
| | 22R | | ABC | **620**/50 | 550 | (600-1) | D | **620**/60 | 550 | (600-1¼) |
| | 4L | | AB | **620**-1¼ | 551 | (600-1¼) | C | **620**-1½ | 551 | (600-1½) |
| | | | D | **620**-1¾ | 551 | (600-1¾) | | | | |
| CIRCLING | | | AB | **620**-1¼ | 550 | (600-1¼) | C | **660**-1½ | 590 | (600-1½) |
| | | | D | **680**-2 | 610 | (700-2) | | | | |

When control tower closed ASR NA.
S-22R: For inoperative MALSR, increase Categories A,B, visibility to RVR 6000.
S-31: Inoperative table does not apply.
When VGSI inoperative, circling to Rwy 4L NA at night.

## DE RIDDER, LA

Orig, MAR 12, 2009 (FAA) ELEV **204**

BEAUREGARD RGNL

**RADAR** - 123.7 254.8 ▽ NA

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 36 | AB | **620**-1 | 423 | (500-1) | CD | **620**-1¼ | 423 | (500-1¼) |
| | 18 | AB | **700**-1 | 498 | (500-1) | C | **700**-1¼ | 498 | (500-1¼) |
| | | D | **700**-1½ | 498 | (500-1½) | | | | |
| CIRCLING | | AB | **700**-1 | 496 | (500-1) | C | **700**-1½ | 496 | (500-1½) |
| | | D | **760**-2 | 556 | (600-2) | | | | |

When local altimeter not received,use Fort Polk altimeter setting and increase all MDAs 60 feet, increase Category D circling MDA 40 feet.

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## GULFPORT, MS

AMDT. 6A, MAR 12, 2009 (FAA) ELEV **28**

GULFPORT-BILOXI INTL

**RADAR**- 124.6 254.25 ▽

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 32 | ABC | **440**/40 | 412 | (500-¾) | DE | **440**/50 | 412 | (500-1) |
| | 14 | AB | **440**/24 | 413 | (500-½) | C | **440**/40 | 413 | (500-¾) |
| | | DE | **440**/50 | 413 | (500-1) | | | | |
| CIRCLING | | A | **500**-1 | 472 | (500-1) | B | **660**-1 | 632 | (700-1) |
| | | C | **660**-1¾ | 632 | (700-1¾) | D | **660**-2 | 632 | (700-2) |
| | | E | **820**-2¾ | 792 | (800-2¾) | | | | |

Procedure not authorized when control tower closed.
For inoperative MALSR increase ASR S-14 CAT D visibility RVR to 6000 and CAT E to 1½ mile.
For inoperative MALSR increase ASR S-32 CATs A,B,C visibility to RVR 5000, CAT D to RVR 6000, and CAT E to 1½ mile.

## JACKSON, MS

Amdt. 11B, MAY 11, 2006 (FAA) ELEV **346**

JACKSON-EVERS INTL

**RADAR-** 123.9 317.7

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 16R | AB | **740**-1 | 421 | (500-1) | CD | **740**-1¼ | 421 | (500-1¼) |
| | | E | **740**-1½ | 421 | (500-1½) | | | | |
| | 16L | AB | **740**/24 | 429 | (500-½) | C | **740**/40 | 429 | (500-¾) |
| | | DE | **740**/50 | 429 | (500-1) | | | | |
| | 34L | AB | **800**/24 | 472 | (500-½) | C | **800**/40 | 472 | (500-¾) |
| | | D | **800**/50 | 472 | (500-1) | E | **800**/60 | 472 | (500-1¼) |
| | 34R | AB | **820**/50 | 474 | (500-1) | C | **820**/60 | 474 | (500-1¼) |
| | | D | **820**-1½ | 474 | (500-1½) | E | **820**-1¼ | 474 | (500-1¼) |
| CIRCLING | | A | **840**-1 | 494 | (500-1) | B | **880**-1 | 534 | (600-1) |
| | | C | **880**-1½ | 534 | (600-1½) | D | **900**-2 | 554 | (600-2) |
| | | E | **940**-2 | 594 | (600-2) | | | | |

Category E S-16L visibility increased ½ mile for inoperative ALSF-2.
Category E S-34L visibility increased ½ mile for inoperative MALSR.
Category E circling not authorized southwest of runway 16R-34L.
When control tower closed procedure NA.

## JOE WILLIAMS NOLF (KNJW),

MS (Moscow) (09351 USN) ELEV **539**

**RADAR - (E)** 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|
| ASR[1] | 31 | A | **1120**-1 | 581 | (600-1) |
| | | B | **1120**-1¼ | 581 | (600-1¼) |
| | | C | **1120**-1½ | 581 | (600-1½) |
| | | DE | **1120**-2 | 581 | (600-2) |
| CIR[1] | All Rwy | A | **1120**-1 | 581 | (600-1) |
| | | B | **1120**-1¼ | 581 | (600-1¼) |
| | | C | **1120**-1½ | 581 | (600-1½) |
| | | D | **1120**-2 | 581 | (600-2) |
| | | E | **1160**-2¼ | 621 | (700-2¼) |

[1]Procedure NA at night.

## LAFAYETTE, LA

Amdt. 9, MAR 15, 2007(FAA) ELEV **43**

LAFAYETTE RGNL

**RADAR** - 121.1 363.0

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 29 | ABC | **400**-1 | 358 | (400-1) | D | **400**-1¼ | 358 | (400-1¼) |
| | 4R | AB | **480**-1 | 440 | (500-1) | C | **480**-1¼ | 440 | (500-1¼) |
| | | D | **480**-1½ | 440 | (500-1½) | | | | |
| | 11 | AB | **560**-1 | 518 | (600-1) | C | **560**-1½ | 518 | (600-1½) |
| | | D | **560**-1¾ | 518 | (600-1¾) | | | | |
| CIRCLING | | A | **560**-1 | 517 | (600-1) | B | **580**-1 | 537 | (600-1) |
| | | C | **580**-1½ | 537 | (600-1½) | D | **660**-2 | 617 | (700-2) |

## LAKE CHARLES, LA

Amdt. 1A, NOV 25, 1999 (FAA) ELEV **17**

CHENNAULT INTL

**RADAR** - 119.8 282.3 ⚠NA

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 33 | AB | **540**-1 | 523 | (600-1) | C | **540**-1½ | 523 | (600-1½) |
| | | DE | **540**-1¾ | 523 | (600-1¾) | | | | |
| | 15 | AB | **560**-½ | 544 | (600-½) | C | **560**-1 | 544 | (600-1) |
| | | D | **560**-1¼ | 544 | (600-1¼) | E | **560**-1½ | 544 | (600-1½) |
| CIRCLING | | AB | **580**-1 | 563 | (600-1) | C | **580**-1½ | 563 | (600-1½) |
| | | D | **580**-2 | 563 | (600-2) | E | **880**-3 | 863 | (900-3) |
| | | LAKE CHARLES REGIONAL ALTIMETER SETTING MINIMUMS | | | | | | | |
| ASR | 33 | AB | **540**-1 | 523 | (600-1) | C | **540**-1½ | 523 | (600-1½) |
| | | DE | **540**-1¾ | 523 | (600-1¾) | | | | |
| | 15 | AB | **580**-½ | 564 | (600-½) | C | **580**-1 | 564 | (600-1½) |
| | | D | **580**-1¼ | 564 | (600-1¼) | E | **580**-1½ | 564 | (600-1½) |
| CIRCLING | | AB | **600**-1 | 583 | (600-1) | C | **600**-1½ | 583 | (600-1½) |
| | | D | **600**-2 | 583 | (600-2) | E | **900**-3 | 883 | (900-3) |

When local altimeter setting not received, use Lake Charles Regional altimeter setting.
Procedure not available when Lake Charles Approach Control closed.
For inoperative MALSR, increase Category E visibilities ½ mile.

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## LAKE CHARLES, LA

Amdt. 5A, NOV 24, 2005 (FAA) ELEV **15**

LAKE CHARLES RGNL

**RADAR** - 119.35 353.75 ⚠

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 5 | ABC | **380**-1 | 366 | (400-1) | D | **380**-1¼ | 366 | (400-1¼) |
| | 33 | ABC | **380**-¾ | 368 | (400-¾) | D | **380**-1¼ | 368 | (400-1¼) |
| | 23 | AB | **440**-1 | 425 | (500-1) | CD | **440**-1¼ | 425 | (500-1¼) |
| | 15 | AB | **440**/24 | 428 | (500-½) | C | **440**/40 | 428 | (500-¾) |
| | | D | **440**/50 | 428 | (500-1) | | | | |
| CIRCLING | | A | **440**-1 | 425 | (500-1) | B | **480**-1 | 465 | (500-1) |
| | | C | **480**-1½ | 465 | (500-1½) | D | **580**-2 | 428 | (500-2) |

When control tower closed, procedure NA.

## MERIDIAN NAS (KNMM), (Mc CAIN FIELD), MS (09295 USN) ELEV 316

**RADAR - (E)** 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6 ▽

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[1] | 19L[2] | 3.0°/48/1124 | ABCDE | 416-¼ | 100 | (100-¼) |
| | 1L[3] | 3.0°/35/764 | ABCDE | 453-½ | 200 | (200-½) |
| | 1R | 3.0°/38/874 | ABCDE | 470-¾ | 200 | (200-¾) |
| | 19R | 3.0°/37/881 | ABCDE | 494-¾ | 200 | (200-¾) |
| PAR W/O GS[1] | 19R | | ABCDE | 640-1¼ | 346 | (400-1¼) |
| | 1R | | ABCDE | 660-1¼ | 390 | (400-1¼) |
| | 19L[4] | | AB | 740-½ | 424 | (500-½) |
| | | | CD | 740-¾ | 424 | (500-¾) |
| | | | E | 740-1 | 424 | (500-1) |
| | 1L[5] | | AB | 760-¾ | 507 | (500-¾) |
| | | | CD | 760-1 | 507 | (500-1) |
| | | | E | 760-1¼ | 507 | (500-1¼) |
| ASR | 28 | | ABC | 680-1 | 375 | (400-1) |
| | | | DE | 680-1¼ | 375 | (400-1¼) |
| | 19R | | AB | 700-1 | 406 | (400-1) |
| | | | C | 700-1¼ | 406 | (400-1¼) |
| | | | DE | 700-1½ | 406 | (400-1½) |
| | 1R | | AB | 700-1 | 430 | (400-1) |
| | | | C | 700-1¼ | 430 | (400-1¼) |
| | | | DE | 700-1½ | 430 | (400-1½) |
| | 19L[6] | | AB | 780-½ | 464 | (500-½) |
| | | | C | 780-¾ | 464 | (500-¾) |
| | | | D | 780-1 | 464 | (500-1) |
| | | | E | 780-1¼ | 464 | (500-1¼) |
| | 1L[7] | | AB | 760-½ | 507 | (500-½) |
| | | | CD | 760-1 | 507 | (500-1) |
| | | | E | 760-1¼ | 507 | (500-1¼) |
| CIR | All Rwy[8] | | AB | 820-1 | 504 | (600-1) |
| | | | C | 820-1½ | 504 | (600-1½) |
| | | | D | 880-2 | 564 | (600-2) |
| | | | E | 1060-2¾ | 744 | (800-2¾) |

[1]No-NOTAM MP sked: PAR 1300-1700Z++Tue, PAR and PAR W/O GS apch not avbl dur this time. [2]When ALS inop, increase vis All CAT to ½ mile. [3]When ALS inop, increase vis All CAT to ¾ mile. [4]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [5]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CD to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase vis CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles. [8]When circling from PAR W/O GS Rwys 1L, 1R, 19R, increase vis CAT AB to 1¼ miles.

## MONROE, LA

Amdt. 6A, June 12, 2003 (FAA) ELEV **79**

MONROE RGNL

**RADAR** - 126.9 388.0

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 22 | | ABCD | **480**-1 | 402 | (500-1) | | | | |
| | 4 | | ABC | **560**/40 | 482 | (500-¾) | D | **560**/50 | 482 | (500-1) |
| CIRCLING | | | AB | **580**-1¼ | 501 | (600-1¼) | C | **620**-1½ | 541 | (600-1½) |
| | | | D | **640**-2 | 561 | (600-2) | | | | |

## NEW ORLEANS, LA

Amdt. 17A, JUN 5, 2008 (FAA) ELEV **4**

LOUIS ARMSTRONG NEW ORLEANS INTL

**RADAR** - 123.85 256.9, 125.5 350.35, 133.15 290.3

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 10 | | ABC | **340**/24 | 336 | (400-½) | D | **340**/50 | 336 | (400-1) |
| | 28 | | ABC | **400**/40 | 397 | (400-¾) | D | **400**/50 | 397 | (400-1) |
| | 19 | | ABCD | **420**/60 | 420 | (500-1¼) | | | | |
| | CIRCLING | | AB | **520**-1¼ | 516 | (600-1¼) | C | **520**-1½ | 516 | (600-1½) |
| | | | D | **580**-2 | 576 | (600-2) | | | | |

Rwy 10: Inoperative table does not apply to Category D.
Rwy 19: Inoperative table does not apply.
Rwy 28: For inoperative MALSR, increase Category D RVR to 6000.

## NEW ORLEANS NAS JRB (KNBG), (ALVIN CALLENDER FLD) LA (09239 USN)

**RADAR**[1 2 13] - **(E)** 125.95 126.55 269.025 290.0 308.4 311.6 336.5 353.65 ▽ **ELEV 2**

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 4[3] | 3.0°/51/973 | ABCDE | 99-¼ | 100 | (100-¼) |
| | 22[4] | 3.0°/43/861 | ABCDE | 249-¾ | 250 | (300-¾) |
| PAR W/O GS | 4[5] | | ABC | 380-½ | 381 | (400-½) |
| | | | DE | 380-¾ | 381 | (400-¾) |
| | 22[6] | | ABCDE | 300-1 | 301 | (400-1) |
| ASR | 4[7] | | AB | 420-½ | 421 | (500-½) |
| | | | CD | 420-¾ | 421 | (500-¾) |
| | | | E | 420-1 | 421 | (500-1) |
| | 22[8] | | AB | 460-¾ | 461 | (500-¾) |
| | | | C | 460-1 | 461 | (500-1) |
| | | | D | 460-1¼ | 461 | (500-1¼) |
| | | | E | 460-1½ | 461 | (500-1½) |
| | 14 | | AB | 440-1 | 438 | (500-1) |
| | | | C | 440-1¼ | 438 | (500-1¼) |
| | | | DE | 440-1½ | 438 | (500-1½) |
| | 32[9] | | AB | 440-1 | 438 | (500-1) |
| | | | C | 440-1¼ | 438 | (500-1¼) |
| | | | DE | 440-1½ | 438 | (500-1½) |
| CIR[10 11 12] | All Rwy | | AB | 480-1 | 478 | (500-1) |
| | | | C | 500-1½ | 498 | (500-1½) |
| | | | D | 560-2 | 558 | (600-2) |
| | | | E | 640-2¼ | 638 | (700-2¼) |

NOTE: Rwy 32: Trees 35' AGL/32' MSL 675' from thld, 191' left of centerline.

[1]No-NOTAM preventive maint Mon 1300-1800Z++. [2]Outside of afld opr hr, civ acft transiting CL D airspace, ctc ATC on 123.8 for clnc. [3]When ALS inop, increase vis CAT ABCDE to ½ mile. [4]When ALS inop, increase vis Cat CDE to 1 mile. [5]When ALS inop, increase CAT ABC to 1 mile, CAT DE to 1¼ miles. [6]When ALS inop, increase vis CAT ABCDE to 1¼ miles. [7]When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles. [8]When ALS increase CAT AB to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [9]Procedure NA at night. [10]CAT E circling NA NW of Rwy 4-22. [11]Night circling NA to Rwy 32. [12]When circling from PAR W/O GS Rwy 22, increase vis CAT AB to 1¼ miles. [13]GCA closed Tues, Wed, Thu from 1300-1500Z++ and 0100-0300Z++.

## POLK AAF (KPOE), LA (FORT POLK) (Amdt 4, 03051 USA) ELEV 329

RADAR - (E) 123.7 261.3 ⚠ NA Opr 1400-0600Z + + exc hol.

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 15 | 3.0°/34/741 | ABCD | 529-¾ | 200 | (200-¾) |
| | 33 | 3.0°/42/799 | AB | 579-½ | 256 | (300-½) |
| | | | CD | 579-¾ | 256 | (300-¾) |
| ASR | 33 | | AB | 660-½ | 337 | (400-½) |
| | | | CD | 660-¾ | 337 | (400-¾) |
| | 15 | | AB | 780-1 | 451 | (500-1) |
| | | | C | 780-1¼ | 451 | (500-1¼) |
| | | | D | 780-1½ | 451 | (500-1½) |
| CIR | All Rwy | | AB | 820-1 | 491 | (500-1) |
| | | | C | 820-1½ | 491 | (500-1½) |
| | | | D | 880-2 | 551 | (600-2) |

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## SHREVEPORT, LA

Amdt. 3A, JUL 31, 2000 (FAA) ELEV **258**

SHREVEPORT RGNL

**RADAR** - 119.9 335.55 ⚠

| RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|
| CIRCLING | | AB | **800**-1 | 542 | (600-1) |
| | | C | **800**-1½ | 542 | (600-1½) |
| | | D | **820**-2 | 562 | (600-2) |
| | | E | **1100**-3 | 842 | (900-3) |

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

**ABERDEEN/AMORY, MS**

MONROE COUNTY

NOTE: **Rwy 18,** pole 460' from departure end of runway, 365' left of centerline, 25' AGL/254' MSL. Trees beginning 7' from departure end of runway, 61' left of centerline, up to 100' AGL/310' MSL. Trees beginning 839' from departure end of runway, 83' right of centerline, up to 116' AGL/316' MSL. **Rwy 36,** trees beginning 241' from departure end of runway, 490' left of centerline, up to 83' AGL/303' MSL. Trees beginning 27' from departure end of runway, 426' right of centerline, up to 92' AGL/312' MSL. Tree 3078' from departure end of runway, 276' right of centerline, 81' AGL/301' MSL.

**ALEXANDRIA, LA**

ALEXANDRIA INTL

NOTE: **Rwy 18,** multiple trees and bush beginning 897' from departure end of runway, 210' right of centerline, up to 83' AGL/173' MSL. Multiple trees and fence beginning 91' from departure end of runway, 326' left of centerline, up to 80' AGL/167' MSL. **Rwy 32,** multiple trees beginning 1537' from departure end of runway, 662' right ofcenterline, up to 80' AGL/162' MSL. **Rwy 36,** multiple trees beginning 1298' from departure end of runway, 25' left of centerline, up to 90' AGL/170' MSL. Multiple trees beginning 1340' from departure end of runway, 155' right of centerline, up to 90' AGL/169' MSL. Antenna, 5041' from departure end of runway, 793' left of centerline, 140' AGL/216' MSL.

NAME TAKE-OFF MINIMUMS

**ALEXANDRIA, LA (CON'T)**

ESLER RGNL

NOTE: **Rwy 8,** tree 1223' from departure end of runway, 928' right of centerline, 73' AGL/163' MSL. **Rwy 14,** tree 928' from departure end of runway, 606' left of centerline, 72' AGL/160' MSL. Tree 942' from departure end of runway, 642' right of centerline, 78' AGL/166' MSL. **Rwy 32,** tree 1959' from departure end of runway, 940' left of centerline, 111' AGL/223' MSL. Tree 1862' from departure end of runway, 812' right of centerline, 103' AGL/215' MSL.

**BASTROP, LA**

MOREHOUSE MEMORIAL

NOTE: **Rwy 34,** powerlines 1700' from departure end of runway, 70' AGL/214' MSL.

# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09351

## BATESVILLE, MS

PANOLA COUNTY

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1½ or std. w/ min. climb of 259' per NM to 500. **Rwy 19,** 200-1½ or std. w/ min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 008° to 800 before turning left. **Rwy 19,** climb heading 188° to 1000 before turning right.

NOTE: **Rwy 1,** multiple trees beginning 74' from departure end of runway, 97' left of centerline, up to 100' AGL/439' MSL. Multiple trees beginning 130' from departure end of runway, 52' right of centerline, up to 100' AGL/420' MSL. **Rwy 19,** pole and road with vehicle beginning 49' from departure end of runway, 499' left of centerline, up to 23' AGL/252' MSL. Terrain 17' from departure end of runway, 37' left of centerline, 263' MSL. Multiple trees beginning 452' from departure end of runway, 106' left of centerline, up to 100' AGL/409' MSL. Terrain 59' from departure end of runway, 210' right of centerline, 224' MSL. Multiple trees beginning 1236' from departure end of runway, 39' right of centerline, up to 100' AGL/399' MSL.

## BATON ROUGE, LA

BATON ROUGE METROPOLITAN, RYAN FIELD

DEPARTURE PROCEDURE: **Rwys 22L/R,** climb runway heading to 2000 before turning left or comply with radar vectors.

NOTE: **Rwy 4L,** 97' AGL tree 1368' from departure end of runway, 778' left of centerline. **Rwy 13,** 82' AGL tree 1551' from departure end of runway, 838' left of centerline. **Rwy 22R,** 94' AGL antenna 1173' from departure end of runway, 740' right of centerline.

CAUTION: Unmarked balloon and cable to 15,000 in R-3807. **Rwy 4L,** 209°/51.4 NM, **Rwy 4R,** 209°/51.2. NM. **Rwy 13,** 209°/50.7 NM, **Rwy 31,** 208°/50.9 NM. **Rwy 22L,** 209°/50.6 NM, **Rwy 22R,** 209°/50.3 NM.

## BOGALUSA, LA

GEORGE R. CARR MEMORIAL AIR FIELD (BXA)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. with a min. climb of 255' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1463' from DER, 332' left of centerline up to 100' AGL/203' MSL. Numerous trees beginning 1272' from DER 360' right of centerline up to 100' AGL/200' MSL. Water tower 2734' from DER, 1046' left of centerline, 160' AGL/262' MSL. Smoke stack 9654' from DER, 2140' left of centerline, 250' AGL/357' MSL. **Rwy 36,** trees 486' from DER, 459' left of centerline, up to 100' AGL/217' MSL. Building 12' from DER, 305' right of centerline, 10' AGL/130' MSL.

## BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN

NOTE: **Rwy 15,** trees 1250' from departure end of runway, 100' right of centerline, 100' AGL/465' MSL. Trees 3847' from departure end of runway, 127' left of centerline, 100' AGL/519' MSL. **Rwy 33,** road and vehicle 8' from departure end of runway, 188' right of centerline, 15' AGL/394' MSL.

## BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY

TAKE-OFF MINIMUMS: **Rwy 22,** 500-1.

DEPARTURE PROCEDURE: **Rwy 4,** climb runway heading to 900 before turning.

## BUNKIE, LA

BUNKIE MUNI (2R6)

ORIG 09127 (FAA)

NOTE: **Rwy 18,** trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL. Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

## CLARKSDALE, MS

FLETCHER FIELD (CKM)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** building 476' from departure end of runway, 495' right of centerline 168' AGL/215' MSL. Vehicle 995' from departure end of runway, 502' left of centerline, 165' AGL/190' MSL. Trees beginning 5619' from departure end of runway, 630' left of centerline, 158' AGL/273' MSL. **Rwy 36,** trees beginning 2258' from departure end of runway, 220' left of centerline, 100' AGL/274' MSL.

## CLEVELAND, MS

CLEVELAND MUNI

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 600 before turning.

## COLUMBIA, MS

COLUMBIA-MARION COUNTY (0R0)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles.

DEPARTURE PROCEDURE: **Rwy 23,** climb heading 234° to 800 before turning left.

NOTE: **Rwy 5,** trees beginning 175' from departure end of runway, 414' right of centerline, up to 100' AGL/379' MSL. **Rwy 23,** vehicle on road beginning 133' from departure end of runway, 46' right of centerline, 17' AGL/266' MSL. Tree and house beginning 227' from departure end of runway, 240' right of centerline, up to 100' AGL/349' MSL. Trees beginning 357' from departure end of runway, 273' left of centerline, up to 100' AGL/349' MSL.

## COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1 or std. with a min. climb of 350' per NM to 500. **Rwy 36,** 400-1 or std. with a min. climb of 370' per NM to 500.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 600 before turning.

## COLUMBUS AFB (KCBM)

COLUMBUS, MS.....08353

**All Rwys:** Cross DER at least 35' AGL.

TAKE-OFF OBSTACLES: **Rwy 13C,** Trees 288' MSL/74' AGL 2967' from DER 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 223' right of centerline. **Rwy 13R,** Ramp lights 273' MSL/69' AGL 2795' from DER, 766' right of centerline. **Rwy 31R,** Taxiing aircraft 199' MSL/ 14' AGL 80' from DER 472' left of centerline.

**COLUMBUS/WESTPOINT/STARKVILLE, MS**

GOLDEN TRIANGLE RGNL

NOTE: **Rwy 18,** tree 2025' from departure end of runway, 1019' left of centerline, 78' AGL/315' MSL. Tree 108' from departure end of runway, 295' right of centerline, 15' AGL/262' MSL. **Rwy 36,** tree 626' from departure end of runway, 579' right of centerline, 38' AGL/285' MSL. Tree 122' from departure end of runway, 268' left of centerline, 23' AGL/270' MSL. Tree 525' from departure end of runway, 592' right of centerline, 26' AGL/279' MSL.

**CORINTH, MS**

ROSCOE TURNER (CRX)

ORIG 08045 (FAA)

NOTE: **Rwy 18,** Vehicle on road 207' from departure end of runway, 481' right of centerline, 15' AGL/446' MSL. Trees 305' from departure end of runway, 451' left of centerline, up to 71' AGL/500' MSL. Trees 633' from departure end of runway, 505' right of centerline, up to 79' AGL/520' MSL. **Rwy 36,** Trees 1099' from departure end of runway, 766' right of centerline, up to 86' AGL/480' MSL. Trees 1645' from departure end of runway, 751' left of centerline, up to 86' AGL/480' MSL.

**DE RIDDER, LA**

BEAUREGARD RGNL (DRI)

AMDT 4 09127 (FAA)

NOTE: **Rwy 14,** trees 1673' from DER, 128' left of centerline, 100' AGL/309' MSL. **Rwy 18,** multiple trees beginning 53' from DER, 222' left of centerline, up to 30' AGL/220' MSL. Multiple trees beginning 152' from DER, 272' right of centerline, up to 73' AGL/263' MSL. **Rwy 32,** multiple trees and bushes beginning 129' from DER, 17' left of centerline, up to 68' AGL/248' MSL. Trees 299' from DER, 190' right of centerline, 26' AGL/216' MSL. **Rwy 36,** pole 563' from DER, 353' left of centerline, 38' AGL/238' MSL. Multiple trees beginning 634' from DER, 1' left of centerline, up to 113' AGL/313' MSL. Multiple trees beginning 557' from DER, 73' right of centerline, up to 99' AGL/299' MSL.

**EUNICE, LA**

EUNICE

TAKE-OFF MINIMUMS: **Rwy 16,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 280' per NM to 2400. **Rwy 34,** 1100-2½, climb in visual conditions to cross Eunice Airport at or above 1000 MSL before proceeding on course or std. with a min. climb of 220' per NM to 2400.

CAUTION: Unmarked balloon and cable to 15000 in R-3807. **Rwy 16,** 133°/56.1 NM. **Rwy 34,** 132°/55.4 NM.

**GALLIANO, LA**

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

ORIG 08269 (FAA)

NOTE: **Rwy 18,** multiple trees beginning 1258' from departure end of runway, 661' left of centerline, up to 45' AGL/56' MSL. Multiple trees beginning 127' from departure end of runway, 275' right of centerline, up to 45' AGL/53' MSL. **Rwy 36,** tree 14' from departure end of runway, 454' right of centerline, up to 35' AGL/45' MSL. Multiple trees beginning 1391' from departure end of runway, 449' right of centerline, up to 55' AGL/86' MSL. Multiple trees beginning 2288' from departure end of runway, 291' left of centerline, up to 55' AGL/97' MSL.

**GONZALES, LA**

LOUISIANA RGNL

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2 or std. with a min. climb of 220' per NM to 400.

**GREENVILLE, MS**

MID DELTA RGNL

DEPARTURE PROCEDURE: **Rwys 18L,18R,** climb runway heading to 800 before turning.

NOTE: **Rwy 27,** 64' AGL tree 812' from departure end of runway, 392' left of centerline. 91' AGL tree, 2027' from departure end of runway, 460' right of centerline.

**GREENWOOD, MS**

GREENWOOD-LE FLORE

TAKE-OFF MINIMUMS: **Rwy 5,** 400-1 or std. with a min. climb of 270' per NM to 400.

**GRENADA, MS**

GRENADA MUNI

DEPARTURE PROCEDURE: **Rwys 4, 31,** climb to 700 before turning on course. **Rwys 13, 22,** climb to 800 before turning on course.

**GULFPORT, MS**

GULFPORT-BILOXI INTL (GPT)

AMDT 6 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-1¼ or std. with a min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 013° to 700 before proceeding on course.

NOTE: **Rwy 14,** tree 1931' from DER, 627' left of centerline, 71' AGL/90' MSL. Pole 3354' from DER, 1068' right of centerline, 85' AGL/115' MSL. **Rwy 18,** trees beginning 924' from DER, 354' right of centerline, up to 84' AGL/98' MSL. Trees beginning 1383' from DER, 165' left of centerline, up to 52' AGL/71' MSL. Antenna 5411' from DER, 1579' left of centerline, 165' AGL/172' MSL. **Rwy 32,** trees beginning 1586' from DER, left and right of centerline, up to 79' AGL/93' MSL. **Rwy 36,** trees beginning 1391' from DER, 327' right of centerline, up to 82' AGL/96' MSL. Trees beginning 1593' from DER, 348' left of centerline, up to 82' AGL/96' MSL. Crane 4592' from DER, 2673' right of centerline, 142' AGL/151' MSL.

## HAMMOND, LA

HAMMOND NORTHSHORE RGNL

TAKE-OFF MINIMUMS: **Rwy 31,** 600-2 or std. with a min. climb rate of 210' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 31,** climb runway heading to 800 prior to turning west.

## HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

AMDT 1 09015 (FAA)

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 309° to 900 before turning west.

NOTE: **Rwy 13,** numerous trees beginning 1184' from departure end of runway, 26' left of centerline, up to 111' AGL/251' MSL. Multiple trees beginning 2023' from departure end of runway, 49' right of centerline, up to 89' AGL/229'. **Rwy 31,** numerous trees beginning 189' from departure end of runway, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from departure end of runway, 69' right of centerline, up to 84' AGL/234' MSL.

## HATTIESBURG/LAUREL, MS

HATTIESBURG-LAUREL RGNL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1000 before turning east.

NOTE: **Rwy 36,** 86' AGL tree 2117' from departure end of runway, 911' left of centerline.

## HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY

DEPARTURE PROCEDURE: **Rwy 36,** climb runway heading to 800 before turning left.

## HOMER, LA

HOMER MUNI (5F4)

ORIG 08157 (FAA)

NOTE: **Rwy 12,** road and vehicle 69' from departure end of runway, 280' left of centerline, 15' AGL/234' MSL, trees beginning 282' from departure end of runway, 419' right of centerline, up to 100' AGL/349' MSL. **Rwy 30,** trees beginning 443' from departure end of runway, 309' left of centerline, up to 100' AGL/319' MSL, road and vehicle 603' from departure end of runway, 217' right of centerline, 15' AGL/274' MSL, trees beginning 1180' from departure end of runway, 140' right of centerline, up to 100' AGL/359' MSL.

## HOUMA, LA

HOUMA-TERREBONNE (HUM)

AMDT 5 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 30,** climb heading 304° to 600 before proceeding on course.

NOTE: **Rwy 12,** trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL. **Rwy 18,** trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL. Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL. **Rwy 30,** trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL. Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL. **Rwy 36,** antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL. Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

## INDIANOLA, MS

INDIANOLA MUNI

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 2200 before turning east. **Rwy 35,** climb runway heading to 700 before turning east.

## JACKSON, MS

HAWKINS FIELD

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1.

DEPARTURE PROCEDURE: **Rwys 11, 34,** climb runway heading to 800 before making turn. **Rwy 16,** climb runway heading to 1300 before making right turn. **Rwy 29,** climb runway heading to 1200 before making left turn.

JACKSON-EVERS INTL

TAKE-OFF MINIMUMS: **Rwy 16R,** 300-1 or std. with a min. climb of 280' per NM to 700.

## JENNINGS, LA

JENNINGS

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1 or std. with a min climb of 352' per NM to 300. **Rwys 17, 35,** NA.

NOTE: **Rwy 8,** multiple poles 1080' from departure end of runway, 260' left of centerline, 40' AGL/62' MSL. **Rwy 13,** tank 3428' from departure end of runway, 1072' right of centerline, 156' AGL/181' MSL. **Rwy 26,** trees 1080' from departure end of runway, 45' AGL/55' MSL. **Rwy 31,** fence 140' from departure end of runway, 15' AGL/32' MSL.

## KEESLER AFB (KBIX)

BILOXI, MS . . . . . 09211

TAKE-OFF OBSTACLES: **Rwy 3:** Trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. **Rwy 21:** Trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL Terrain 6' from DER, 500' left of centerline 23' MSL.

## KOSCIUSKO, MS

KOSCIUSKO-ATTALA COUNTY

NOTE: **Rwy 14,** trees 1054' from departure end of runway, 503' left of centerline, 100' AGL/559' MSL. Trees 1172' from departure end of runway, 555' right of centerline, 100' AGL/559' MSL. Terrain 18' from depature end of runway, 91' right of centerline, 473' MSL. Terrain 68' from departure end of runway, 485' right of centerline, 473' MSL. **Rwy 32,** trees 1676' from departure end of runway, 288' right of centerline, 100' AGL/619' MSL. Trees 1341' from departure end of runway, 231' left of centerline, 100' AGL/609' MSL. Terrain 129' from departure end of runway, 139' right of centerline, 502' MSL. Terrain 182' from departure end of runway, 532' right of centerline, 493' MSL. Terrain 352' from departure end of runway, 344' right of centerline, 496' MSL. Terrain 79' from departure end of runway, 254' left of centerline, 486' MSL. Terrain 525' from departure end of runway, 156' right of centerline, 496' MSL. Terrain 302' from departure end of runway, 49' left of centerline, 489' MSL.

## LAFAYETTE, LA

LAFAYETTE RGNL (LFT)

AMDT 1A 08325 (FAA)

TAKE-OFF MINIMUMS: **CAUTION:** Unmarked balloon and cable to 15000' MSL in R-3807. **Rwy 4L,** 141/29NM, **Rwy 4R,** 140/28.8 NM, **Rwy 11,** 141/29.5 NM, **Rwy 22L,** 143/29.2 NM, **Rwy 22R,** 142/29.2 NM, **Rwy 29,** 142/28.8 NM.

NOTE: **Rwy 4L,** fence beginning 2506' from departure end of runway, 682' left of centerline, up to 121' AGL/163' MSL. Multiple trees beginning 671' from departure end of runway, 307' left of centerline, up to 57' AGL/87' MSL.Obstruction light on windsock 155' from departure end of runway, 251' right of centerline, 38' AGL/58' MSL. **Rwy 4R,** multiple trees beginning 776' from departure end of runway, 111' left of centerline, up to 60' AGL/79' MSL. Multiple trees beginning 29' from departure end of runway, 269' right of centerline, up to 84' AGL/103' MSL. **Rwy 11,** multiple trees beginning 553' from departure end of runway 128' left of centerline, up to 81' AGL/91' MSL. Multiple trees beginning 523' from departure end of runway, 28' right of centerline, 72' AGL/82' MSL. **Rwy 22L,** multiple trees beginning 2392' from departure end of runway, 4' left of centerline, up to 75' AGL/114' MSL. Multiple trees beginning 1853' from departure end of runway, 247' right of centerline, up to 96' AGL/135' MSL. **Rwy 22R,** tower 2545' from departure end of runway, 26' left of centerline, 104' AGL/142' MSL. Multiple trees, buildings, obstruction lights and antenna beginning 153' from departure end of runway, 270' right of centerline, up to103' AGL/142' MSL. **Rwy 29,** multiple trees, towers and pole beginning 925' from departure end of runway, 5' left of centerline, up to 110' AGL/150' MSL. Multiple trees, towers, poles and obstruction light on antenna beginning 99' from departure end of runway, 70' right of centerline, up to 130' AGL/165' MSL.

## LAKE PROVIDENCE, LA

BYERLEY

NOTE: **Rwy 17,** tower 4466' from departure end of runway, 1602' right of centerline, 150' AGL/257' MSL.

## LAUREL, MS

HESLER-NOBLE FIELD

DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 500 before turning.

## LEXINGTON, MS

C. A. MOORE

DEPARTURE PROCEDURE: **Rwy 19,** climb runway heading to 1000 before turning.

## LOUISVILLE, MS

LOUISVILLE- WINSTON COUNTY (LMS)

AMDT 2A 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 500-2¼ or std. with a min. climb of 400' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1100 before turning left.

NOTE: **Rwy 17,** tower 1.7 NM from departure end of runway, 2209 left of centerline, 410' AGL/950' MSL.

## MADISON, MS

BRUCE CAMPBELL FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 200-1.

## MANY, LA

HART (3R4)

ORIG-A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12**, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 12**, climb heading 117° to 1100 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 1' from departure end of runway, 594' left to 598' right of centerline, up to 100' AGL/385' MSL. Powerline/poles beginning 1198' from departure end of runway, 309' right of centerline, up to 58' AGL/354' MSL. **Rwy 30,** trees beginning 74' from departure end of runway, 781' left to 509' right of centerline, up to 100' AGL/391' MSL. Powerline/pole 484' from departure end of runway, 318' right of centerline, 62' AGL/358' MSL.

## MARKS, MS

SELFS

DEPARTURE PROCEDURE: **Rwy 2,** climb runway heading to 700 before turning right.

## MCCOMB, MS

MCCOMB/PIKE COUNTY/JOHN E. LEWIS FIELD (MCB)

ORIG 09183 (FAA)

NOTE: **Rwy 15,** trees beginning 89' from departure end of runway, 91' right of centerline, up to 100' AGL/509' MSL. Trees beginning 476' from departure end of runway, 83' left of centerline, up to 100' AGL/475' MSL. **Rwy 33,** tree 1440' from departure end of runway, 49' left of centerline, 59' AGL/488' MSL.

## MERIDIAN, MS

KEY FIELD

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1 or std. w/ a min. climb of 290' per NM to 600. **Rwy 22,** 300-1½ or std. w/ a min. climb of 280' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 4,** climb via heading 043° to 1100 before turning south.

NOTE: **Rwy 1,** antenna, vent on tank, and numerous trees beginning 323' from departure end of runway, 98' right of centerline, up to 100' AGL/463' MSL. Interstate road and numerous trees beginning 1196' from departure end of runway, 1' left of centerline, up to 100' AGL/403' MSL. **Rwy 4,** stack, tree and numerous light poles beginning 406' from departure end of runway, 278' right of centerline, up to 133' AGL/433' MSL. Fence, railing on tank, and light pole beginning 34' from departure end of runway, 253' left of centerline, up to 35' AGL/330' MSL. **Rwy 19,** antenna and tree beginning 482' from departure end of runway, 570' left of centerline, up to 100' AGL/395' MSL. Tree 1894' from departure end of runway, 934' right of centerline, 100' AGL/380' MSL. **Rwy 22,** numerous trees beginning 1621' from departure end of runway, 304' right of centerline, up to 100' AGL/529' MSL. Numerous trees beginning 2479' from departure end of runway, 30' left of centerline, up to 100' AGL/457' MSL.

## MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS ..... 09295

**Rwy 1R,** 600-1½*

**Rwy 19R,** 600-2**

* Or standard with a minimum civil climb of 215 ft/NM to 600, minimum military climb of 210 ft/NM to 600.

** Or standard with minimum climb of 210 ft/NM to 600.

TAKE-OFF OBSTACLES: **Rwy 1R:** Multiple trees 95' AGL/399' MSL, 2708' from DER, 1137' left of centerline. Multiple trees 95' AGL/399' MSL, 3147' from DER, 950' left of centerline. Multiple trees 75' AGL/474' MSL, 6025' from DER, 2057' left of centerline. Multiple trees 75' AGL/499' MSL, 6896' from DER, 2315' left of centerline. **Rwy 19L:** Trees 95' AGL/414' MSL, 4831' from DER, 875' left of centerline. **Rwy 19R:** Trees 100' AGL/499' MSL, 9429' from DER, 1203' right of centerline. **Rwy 10:** Terrain 399' MSL, 1344' from DER, 253' right of centerline. Multiple trees 90' AGL/399' MSL, 3235' from DER, 371' right of centerline. Multiple trees 85' AGL/424' MSL, 3692' from DER, 458' left of centerline.

## MONROE, LA

MONROE RGNL

DEPARTURE PROCEDURE: **Rwy 22,** climb via heading 222° to 900 before turning west. **Rwy 32,** climb via heading 317° to 900 before turning west. **Rwy 36,** climb via heading 357° to 900 before turning west.

NOTE: **Rwy 4,** tree 3535' from departure end of runway, 1136' left of centerline, 98' AGL/177' MSL. Tree 995' from departure end of runway, 726' left of centerline, 66' AGL/142' MSL. Tree 2423' from departure end of runway, 903' right of centerline, 65' AGL/141' MSL. Tree 1765' from departure end of runway, 773' right of centerline, 44' AGL/120' MSL. **Rwy 14,** tree 1409' from departure end of runway, 770' left of centerline, 96' AGL/162' MSL. **Rwy 18,** tree 1614' from departure end of runway, 242' right of centerline, 68' AGL/137' MSL. Tree 1649' from departure end of runway, 45' right of centerline, 71' AGL/140' MSL. Tree 1659' from departure end of runway, 112' left of centerline, 77' AGL/146' MSL. Tree 1696' from departure end of runway, 619' left of centerline, 72' AGL/138' MSL. Tree 2149' from departure end of runway, 102' right of centerline, 76' AGL/145' MSL. **Rwy 22,** sign 99' from departure end of runway 459' right of centerline, 14' AGL/83' MSL. Tree 2613' from departure end of runway, 1052' right of centerline, 104' AGL/170' MSL. **Rwy 32,** tree 2361' from departure end of runway, 7' left of centerline, 77' AGL/160' MSL. Tree 1781' from departure end of runway, 342' right of centerline, 66' AGL/149' MSL. Tree 1709' from departure end of runway, 302' right of centerline, 78' AGL/161' MSL. Tree 2103' from departure end of runway, 325' left of centerline, 73' AGL/156' MSL. Light pole 384' from departure end of runway, 491' left of centerline, 18' AGL/97' MSL. **Rwy 36,** antenna 3728' from departure end of runway, 599' right of centerline, 107' AGL/190' MSL. Tower 3526' from departure end of runway, 478' right of centerline, 100' AGL/179' MSL. Tree 2756' from deprture end of runway, 129' right of centerline, 68' AGL/151' MSL.

## NATCHEZ, MS

HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

ORIG 07354 (FAA)

NOTE: **Rwy 13,** multiple trees beginning 1445' from departure end of runway, 226' left of centerline, up to 101' AGL/380' MSL. Multiple trees beginning 17' from departure end of runway, 301' right of centerline, up to 99' AGL/334' MSL. **Rwy 18,** multiple trees beginning 1060' from departure end of runway, 162' left of centerline, up to 93' AGL/372' MSL. Multiple trees beginning 788' from departure end of runway, 374' right of centerline, up to 90' AGL/369' MSL. **Rwy 31,** multiple trees beginning 1320' from departure end of runway, 736' left of centerline, up to 105' AGL/364' MSL. Trees 2129' from departure end of runway, 813' right of centerline, 81' AGL/340' MSL. **Rwy 36,** multiple trees beginning 935' from departure end of runway, 327' left of centerline, up to 47' AGL/306' MSL. Trees 473' from departure end of runway, 517' right of centerline, 79' AGL/338' MSL.

## NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)
AMDT 6 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1¾ or std. with a min. climb of 336' per NM to 600.

NOTE: **Rwy 17,** building, pole, and trees beginning 90' from DER, 359' right of centerline, up to 83' AGL/204' MSL. **Rwy 25,** tower 1.29 NM from DER, 633' right of centerline, 205' AGL/385' MSL. **Rwy 35,** light pole 1975' from DER, 418' right of centerline, 75' AGL/180' MSL. Trees beginning 1007' from DER, 311' right of centerline, up to 72' AGL/188' MSL.

## NEW ALBANY, MS

NEW ALBANY-UNION COUNTY

TAKE-OFF MINIMUMS: **Rwy 18,** std. w/ min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway, or 800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions: Cross New Albany-Union County airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 146' from departure end of runway, 158' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 387' from departure end of runway, 565' right of centerline, up to 100' AGL/499' MSL. **Rwy 36,** multiple trees beginning 467' from departure end of runway, 524' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 2000' from departure end of runway, on centerline, up to 100' AGL/546' MSL.

## NEW IBERIA, LA

ACADIANA RGNL

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable up to 15000' in R-3807. **Rwy 16,** 138/17.2 NM. **Rwy 34,** 136/17.2 NM.

NOTE: **Rwy 16,** trees 41' from departure end of runway, 497' right of centerline, 12' AGL/32' MSL.

## NEW ORLEANS, LA

LAKEFRONT

DEPARTURE PROCEDURE: **Rwys 18L/R,** climb to 1500 before turning left or comply with RADAR vectors. **Rwy 9,** climb to 1500 before turning right, or comply with RADAR vectors.

## NEW ORLEANS, LA (CON'T)

LOUIS ARMSTRONG NEW ORLEANS INTL

NOTE: **Rwy1,** multiple vehicles on roads beginning 3' from departure end of runway, 437' right of centerline, up to 26' AGL/28' MSL. Multiple trees beginning 493' from departure end of runway, 542' right of centerline, up to 38' AGL/40' MSL. Multiple poles beginning 831' from departure end of runway, 583' left of centerline, up to 34' AGL/36' MSL. Multiple signs beginning 906' from departure end of runway, 235' right of centerline, up to 49' AGL/51' MSL. Multiple buildings beginning 1369' from departure end of runway, 679' right of centerline, up to 48' AGL/50' MSL. Multiple trees beginning 1555' from departure end of runway, 574' left of centerline up to 45'AGL/47' MSL. Antenna 1888' from departure end of runway, 692' right of centerline, 49' AGL/51' MSL. Obstruction light 1822' from departure end of runway, 834' right of centerline, 64' AGL/66' MSL. Crane 2412' from departure end of runway, 487' left of centerline, 81' AGL/83' MSL. **Rwy 6,** multiple trees beginning 727' from departure end of runway, 314' right of centerline, up to 62' AGL/63' MSL. Multiple trees beginning 1883' from departure end of runway, 717' left of centerline, up to 58' AGL/59' MSL. Building 2887' from departure end of runway, 553' right of centerline, 105' AGL/105' MSL. **Rwy 10,** obstruction light 623' from departure end of runway, 620' right of centerline, 21'AGL/25' MSL. Pole 936' from departure end of runway, 663' right of centerline, 25' AGL/29' MSL. Multiple trees beginning 1051' from departure end of runway, 37' left of centerline, up to 96' AGL/100' MSL. Multiple trees beginnig 1919' from departure end of runway, 157' right of centerline, up to 81' AGL/85' MSL. **Rwy 19,** vehicle on road 201' from departure end of runway, 458' left of centerline, 29' AGL/30' MSL. Sign 708' from departure end of runway, 688' left of centerline, 38' AGL/39' MSL. Rod on building 664' from departure end of runway, 249' left of centerline, 23' AGL/24' MSL. Pole 1124' from departure end of runway, 635' left of centerline, 31' AGL/32' MSL. Multiple poles beginning 1358' from departure end of runway, 420' right of centerline, up to 46' AGL/47' MSL. Tree 2057' from departure end of runway, 881' left of centerline, 67' AGL/68' MSL. Multiple trees beginning 2604' from departure end of runway, 622' right of centerline, up to 85' AGL/86' MSL. Ship 4166' from departure end of runway, on centerline, 152' AGL/153' MSL. **Rwy 24,** obstruction light 2973' from departure end of runway, 415' left of centerline, 89' AGL/89' MSL. **Rwy 28,** tree 1265' from departure end of runway, 748' left of centerline, 58' AGL/59' MSL. Multiple trees beginning 1541' from departure end of runway, 550' right of centerline, up to 65' AGL/66' MSL.

## NEW ORLEANS NAS JRB(ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA. . . . . 09239

DEPARTURE PROCEDURE: **Rwy 4,** Diverse departures authorized 044° CW 224°. Right turn to departure heading only. **Rwy 22,** Diverse departures authorized 044° CW 314°. **Rwy 32,** Diverse departures authorized 140° CW 320° left turn to departure heading only.

TAKE-OFF OBSTACLES: **Rwy 4:** Building 304' from DER, 568' right of centerline, 39' AGL/38' MSL. **Rwy 14:** Trees 729' from DER, 246' right of centerline, 33' AGL/32' MSL. Crane 3808' from DER, 1061' right of centerline, 181' AGL/180' MSL. Mississippi River shipping channel, starting 6042' from DER, vessels up to 180' MSL. **Rwy 32:** Intercoastal waterway shipping channel, starting 5859' from DER, vessels up to 160' MSL. Crane 6091' from DER, 1317' right of centerline, 172' MSL.

## NEW ROADS, LA

FALSE RIVER RGNL (HZR)

ORIG 08157 (FAA)

NOTE: **Rwy 36,** fence 97' from departure end of runway, 248' right of centerline, 5' AGL/44' MSL. Pole 1263' from departure end of runway, 215' left of centerline, 45' AGL/84' MSL. Trees beginning 1268' from departure end of runway, 127' right of centerline, up to 110' AGL/159' MSL. Trees beginning 2436' from departure end of runway, 26' left of centerline, up to 127' AGL/176' MSL. **Rwy 18,** road beginning 86' from departure end of runway, 398' right of centerline, up to 15' AGL/49' MSL. Fence 220' from departure end of runway, 362' right of centerline, 6' AGL/39' MSL.

## OAKDALE, LA

ALLEN PARISH

NOTE: **Rwy 18,** trees 400' from departure end of runway, 260' left of centerline, 30' AGL/134' MSL. **Rwy 36,** trees 1300' from departure end of runway, on centerline, 50' AGL/159' MSL.

## OKOLONA, MS

OKOLONA MUNI-RICHARD STOVALL FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 800 before turning westbound.

## OLIVE BRANCH, MS

OLIVE BRANCH

TAKE-OFF MINIMUMS: **Rwy 18,** 400-1 or std. with a min. climb of 350' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 800 before turning east.

## OPELOUSAS, LA

ST. LANDRY PARISH-AHART FIELD

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1 or std. with a min. climb of 236' per NM to 400.

NOTE: **Rwy 18,** tower 6060' from departure end of runway, 896' left of centerline, 209' AGL/270' MSL.

## OXFORD, MS

UNIVERSITY-OXFORD

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1 or std. with a min. climb of 400' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 9,** climb runway heading to 900 before turning.

## PASCAGOULA, MS

TRENT LOTT INTL

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1¼ or std. w/ min. climb of 226' per NM to 400, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 1622' from departure end of runway, 46' left of centerline, up to 58' AGL/67' MSL. Tree 2298' from departure end of runway, 77' right of centerline, 71' AGL/80' MSL. Transmission tower 3912' from departure end of runway, 1412' left of centerline, 112' AGL/121' MSL. Obstruction light on sign 5396' from departure end of runway, 1137' right of centerline, 159' AGL/170' MSL. **Rwy 35,** tree 2998' from departure end of runway, 1163' right of centerline, 79' AGL/93' MSL.

## PATTERSON, LA

HARRY P. WILLIAMS MEMORIAL

TAKE-OFF MINIMUMS: **CAUTION:** unmarked balloon and cable to 15000 in R-3807. **Rwy 6,** 290°/17.6 NM. **Rwy 24,** 287°/18.2 NM.

NOTE: **Rwy 24,** tree 1262' from departure end of runway, 452' right of centerline, 95' AGL/102' MSL.

## PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

AMDT 2 09295

NOTE: **Rwy 18,** trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL. **Rwy 36,** trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL. Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

## PICAYUNE, MS

PICAYUNE MUNI (MJD)

ORIG 08269 (FAA)

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 359° to 800 before proceeding on course.

NOTE: **Rwy 18,** trees and bushes beginning 76' from departure end of runway, 18' left of centerline, up to 20' AGL/69' MSL. Trees and bushes beginning 211' from departure end of runway, 182' right of centerline, up to 28' AGL/77' MSL. **Rwy 36,** pole, trees, and bushes beginning 969' from departure end of runway, 183' left of centerline, up to 94' AGL/144' MSL. Pole, bush, and trees beginning 63' from departure end of runway, 74' right of centerline, up to 97' AGL/143' MSL.

## PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

ORIG 08269 (FAA)

NOTE: **Rwy 12,** poles and trees beginning 168' from departure end of runway, 256' left of centerline, up to 85' AGL/544' MSL. Trees beginning 231' from departure end of runway, 264' right of centerline, up to 72' AGL/511' MSL. **Rwy 30,** vehicle on road and trees beginning 91' from departure end of runway, 110' left of centerline, up to 64' AGL/513' MSL. Trees beginning 673' from departure end of runway, 360' right of centerline, up to 81' AGL/530' MSL.

## RAYMOND, MS

JOHN BELL WILLIAMS (M16)

AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 12,** std. with a min. climb of 240' per NM to 2600, or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 12,** climb via heading 121° to 2600 before proceeding on course, or for climb in visual conditions, cross John Bell Williams airport at or above 2400 before proceeding on course. **Rwy 30,** climb via heading 301° to 2000 before proceeding on course.

NOTE: **Rwy 12,** trees beginning 226' from departure end of runway, 359' right of centerline, up to 100' AGL/359' MSL. Trees beginning 641' from departure end of runway, 432' left of centerline, up to 100' AGL/359' MSL. Trees left and right of centerline beginning 1259' from departure end of runway, up to 100' AGL/359' MSL. **Rwy 30,** pole 1523' from departure end of runway, 534' right of centerline, 57' AGL/287' MSL.

## RAYVILLE, LA

JOHN H HOOKS JR MEMORIAL (M79)

ORIG 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-Environmental.

NOTE: **Rwy 18,** building 104' from DER, 364' right of centerline, 22' AGL/101' MSL. Trees beginning 442' from DER, 230' left of centerline, up to 100' AGL/174' MSL. Trees beginning 1874' from DER, 972' right of centerline, up to 100' AGL/146' MSL. **Rwy 36,** trees beginning 20' from DER, 328' right of centerline, up to 100' AGL/156' MSL. Trees beginning 900' from DER, 300' left of centerline, up to 100' AGL/156' MSL. Trees beginning 1973' from DER, from left to right of centerline, up to 100' AGL/178' MSL.

## RESERVE, LA

ST JOHN THE BAPTIST PARISH (1L0)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1¾ or std. w/ min. climb of 230' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1400 before turning right.

NOTE: **Rwy 17,** Tower 2012' from DER, 648' right of centerline, 115' AGL/124' MSL. Tower 2116' from DER, 783' right of centerline, 104' AGL/115' MSL. Elevator 1.5 NM from DER, 117' right of centerline, 250' AGL/265' MSL. **Rwy 35,** trees beginning 1' from DER, 401' left of centerline, up to 100' AGL/104' MSL. Trees beginning 1503' from DER, 705' left of centerline, up to 88' AGL/92' MSL. Trees beginning 1' from DER, 404' right of centerline, up to 100' AGL/104' MSL. Trees beginning 194' from DER, 62' right of centerline, up to 87' AGL/91' MSL.

## RIPLEY, MS

RIPLEY

TAKE-OFF MINIMUMS: **Rwy 3,** 300-1¾ or std. w/ min. climb of 233' per NM to 800, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 21,** climb heading 213° to 1100 before turning left.

NOTE: **Rwy 3,** multiple trees beginning 774' from departure end of runway, 189' left of centerline, up to 100' AGL/569' MSL. Multiple trees beginning 1485' from departure end of runway, 331' left of centerline, up to 100' AGL/576' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 1852' right of centerline, up to 100' AGL/689' MSL. Multiple trees beginning 1.2 NM from departure end of runway, 9' left of centerline, up to 100' AGL/669' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 2100' right of centerline, up to 100' AGL/699' MSL. **Rwy 21,** multiple trees beginning 198' from departure end of runway, 189' left of centerline, up to 100' AGL/519' MSL. Multiple trees beginning 333' from departure end of runway, 307' right of centerline, up to 100' AGL/519' MSL.

## SHREVEPORT, LA

SHREVEPORT DOWNTOWN

DEPARTURE PROCEDURE: **Rwys 5,14,23**, maintain runway heading until 600 prior to turning.

SHREVEPORT RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ a min. climb of 233' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Shreveport Rgnl Airport at or above 1000 before proceeding on course.

NOTE: **Rwy 5,** multiple trees beginning 1711' from departure end of runway, 435' right of centerline, up to 80' AGL/299' MSL. Tree 1985' from departure end of runway, 475' left of centerline, 60' AGL/279' MSL. **Rwy 23,** terrain 110' from departure end of runway, 471' right of centerline, 240' MSL. Multiple trees beginning 3685' from departure end of runway, 319' right of centerline, up to 80' AGL/344' MSL. Multiple trees beginning 2123' from departure end of runway, 187' left of centerline, up to 97' AGL/357' MSL. **Rwy 14,** multiple poles, antennas, and trees beginning 458' from departure end of runway, 205' right of centerline, up to 32' AGL/254' MSL. Multiple poles, trees, and railroad beginning 886' from departure end of runway, 9' left of centerline, up to 100' AGL/346' MSL.

## STARKVILLE, MS

GEORGE M. BRYAN

NOTE: **Rwy 18,** multiple trees beginning 52' from departure end of runway,395' right of centerline up to 79' AGL/378' MSL. Trees 1037' from departure end of runway, 463' left of centerline, 45' AGL/365' MSL. Tower 5406' from departure end of runway, 402' left of centerline, 165' AGL/464' MSL. **Rwy 36,** windsock and trees beginning 24' from departure end of runway, 340' right of centerline up to 110' AGL/429' MSL. Trees 170' from departure end of runway, 323' left of centerline, 67' AGL/376' MSL.

## STARKVILLE, MS (CON'T)

OKITIBBEHA (M51)
ORIG 09267 (FAA)

NOTE: **Rwy 13,** trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL. Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL. Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL. **Rwy 18,** trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL. **Rwy 31,** trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL. Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.
**Rwy 36,** trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL. Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

## SULPHUR, LA

SOUTHLAND FIELD (UXL)
ORIG 09071 (FAA)

NOTE: **Rwy 15,** numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL. Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL. **Rwy 33,** numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL. Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

## TALLULAH, LA

VICKSBURG TALLULAH RGNL

NOTE: **Rwys 18, 36** cross departure end of runway at or above 35' AGL/121' MSL. **Rwy 18,** tree 1610' from departure end of runway, 922' left of centerline, 120' AGL/203' MSL.

## TUNICA, MS

TUNICA MUNI (UTA)
AMDT 1 09267 (FAA)

NOTE: **Rwy 17,** trees beginning 523' from DER, 365' left of centerline, 100' AGL/294' MSL, trees beginning 913' from DER, 183' right of centerline, 100' AGL/294' MSL. **Rwy 35,** trees beginning 1211' from DER, 803' right of centerline, 79' AGL/267' MSL.

## VICKSBURG, MS

VICKSBURG MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 600-2¾ or std. w/ min. climb of 354' per NM to 900. **Rwy 19,** 300-2 or std. w/ a min. climb of 224' per NM to 500, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 1,** trees beginning 1032' from departure end of runway, 316' left of centerline, up to 100' AGL/199' MSL. Stack 2.21 NM from departure end of runway, 2838' left of centerline, 594' AGL/699' MSL. Trees beginning 6387' from departure end of runway, 2174' right of centerline, up to 100' AGL/319' MSL. **Rwy 19,** tower 1.6 NM from departure end of runway, 2749' right of centerline, 108' AGL/366' MSL.

## VIVIAN, LA

VIVIAN (3F4)
AMDT 2 09099 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1¼ or std. w/ min. climb of 303' per NM to 600. **Rwy 27,** 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 088° to 1900 before turning left. **Rwy 27,** climb heading 268° to 1900 before turning right.

NOTE: **Rwy 9,** tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL. Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL. Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL. **Rwy 27,** vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.

## WEST POINT, MS

MCCHAREN FIELD

TAKE-OFF MINIMUMS: **Rwy 36,** 400-1 ¾ or std. with a min. climb of 360' per NM to 800.

NOTE: **Rwy 18,** numerous trees beginning 1' from departure end of runway, 250' left of centerline, up to 100' AGL/309' MSL. Terrain beginning 146' from departure end of runway, 22' left of centerline, up to 207' MSL. Fence 200' from departure end of runway, on centerline, up to 4' AGL/213' MSL. Terrain 151' from departure end of runway, 232' right of centerline, 207' MSL. Numerous trees beginning 913' from departure end of runway, 744' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 268' from departure end of runway, on centerline, 10' AGL/219' MSL. **Rwy 36,** railroad track beginning 50' from departure end of runway, on centerline, 23'AGL/232'MSL. Terrain 243' from departure end of runway, 262' left of centerline, 214'MSL. Numerous trees beginning 1287' from departure end of runway, 299' left of centerline, up to 100' AGL/349' MSL. Tree 2016' from departure end of runway, 138' right of centerline, 100' AGL/319' MSL. Tower 1.4 NM from departure end of runway, 1398' right of centerline, 348' AGL/587' MSL. Tower 1.5 NM from departure end of runway, 1365' right of centerline, 305' AGL/547' MSL.

## WINNFIELD, LA

DAVID G. JOYCE (0R5)
ORIG 09351 (FAA)

NOTE: **Rwy 9,** trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL, trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL. **Rwy 27,** trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL, trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

**WINONA, MS**

WINONA-MONTGOMERY COUNTY (ONA)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2¾ or std. w/ min. climb of 215' per NM to 900. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 3,** Climb heading 030° to 1000 before turning west.

NOTE: **Rwy 21,** Tower 2.1 NM from departure end of runway, 2789' right of centerline, 350' AGL/703' MSL.

| WAAS | APP CRS | Rwy Idg | 4999 |
|---|---|---|---|
| CH 56604 | 185° | TDZE | 226 |
| W18A | | Apt Elev | 226 |

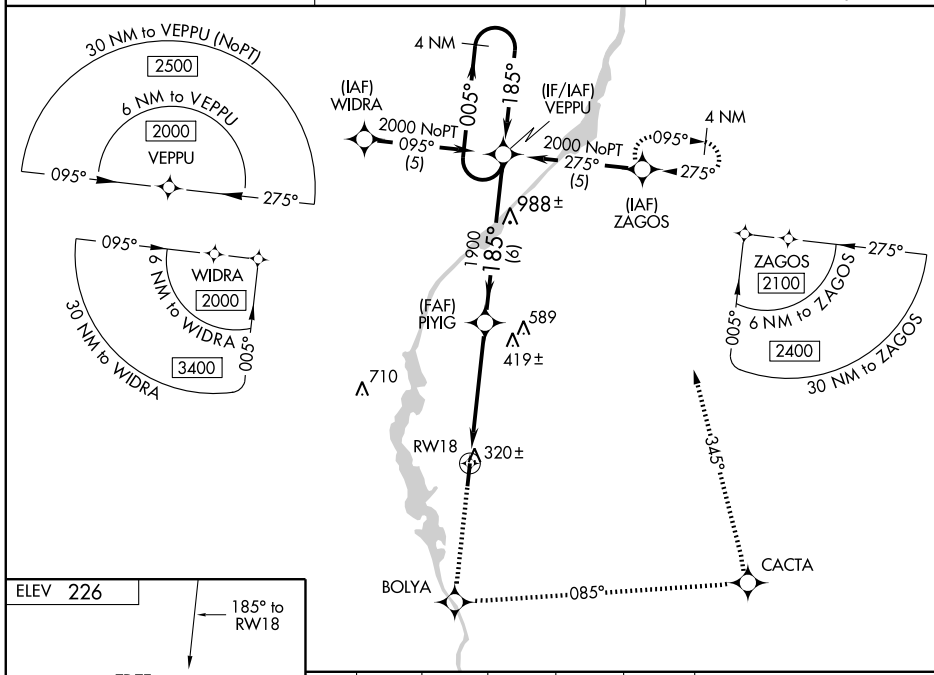
# RNAV (GPS) RWY 18

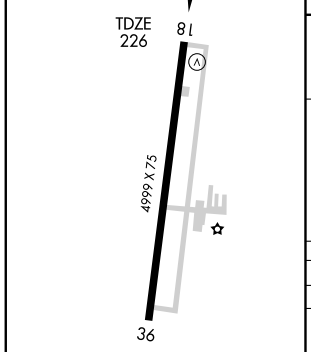
ABERDEEN/ MONROE COUNTY (M40)

Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C/D ¼.

MISSED APPROACH: Climb to 2100 direct BOLYA and left turn via track 085° to CACTA and left turn via track 345° to ZAGOS and hold.

| AWOS-3 | COLUMBUS APP CON * | UNICOM |
|---|---|---|
| 118.475 | 126.075 239.25 | 122.8 (CTAF) L |



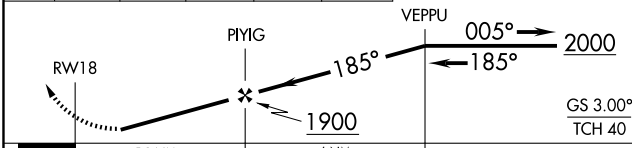




REIL Rwy 18 L
MIRL Rwy 18-36 L

| 2100 | BOLYA | trk 085° | CACTA | trk 345° | ZAGOS |
|---|---|---|---|---|---|

VGSI and RNAV glidepath not coincident.

4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 560-1¼ 334 (400-1¼) | | | |
| LNAV/VNAV DA | 590-1¼ 364 (400-1¼) | | | |
| LNAV MDA | 660-1 434 (500-1) | | 660-1¼ 434 (500-1¼) | 660-1½ 434 (500-1½) |
| CIRCLING | 720-1 494 (500-1) | | 720-1½ 494 (500-1½) | 780-2 554 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 4999 |
|---|---|---|---|
| CH 70414 | 005° | TDZE | 226 |
| W36A | | Apt Elev | 226 |

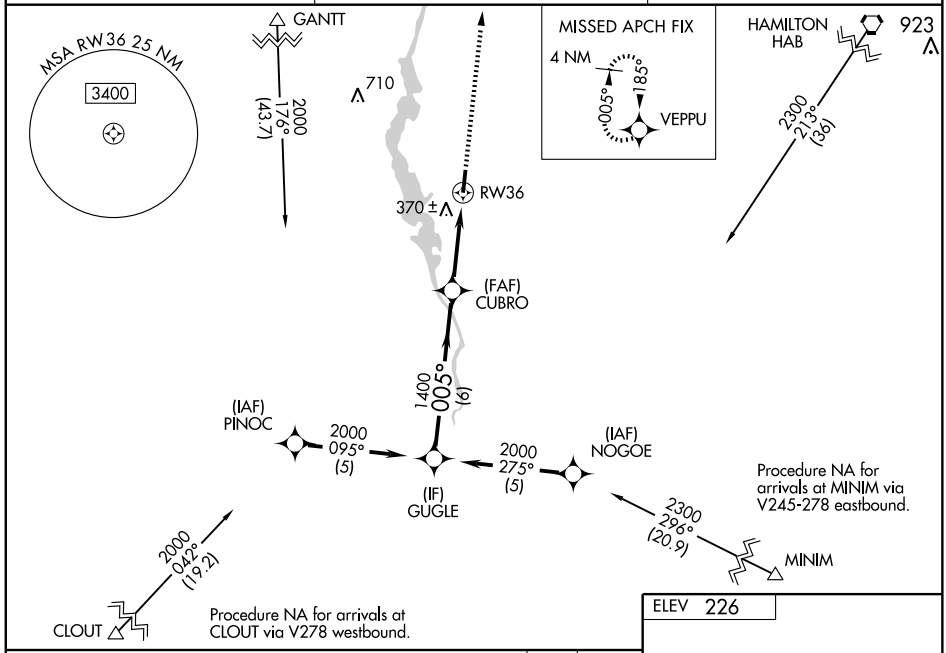
# RNAV (GPS) RWY 36

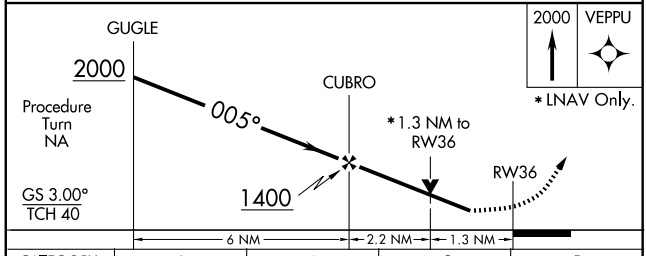
ABERDEEN/ MONROE COUNTY (M40)

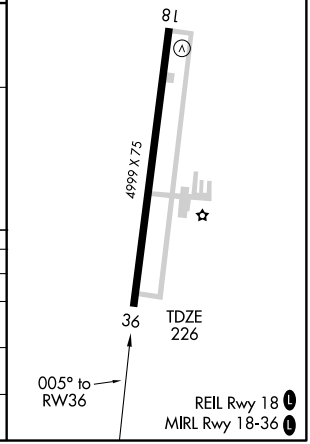
T
NA Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
VDP NA when using Golden Triangle Rgnl altimeter setting.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DA 65 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and increase LNAV visibility Cat C and D ¼.

MISSED APPROACH: Climb to 2000 direct VEPPU and hold.

| AWOS-3 | COLUMBUS APP CON * | UNICOM |
|---|---|---|
| 118.475 | 126.075 239.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 559-1¼ 333 (400-1¼) | | | |
| LNAV/VNAV DA | 715-1¾ 489 (500-1¾) | | | |
| LNAV MDA | 680-1 454 (500-1) | | 680-1¼ 454 (500-1¼) | 680-1½ 454 (500-1½) |
| CIRCLING | 720-1 494 (500-1) | | 720-1½ 494 (500-1½) | 780-2 554 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC IGB 116.2 Chan 109 | APP CRS 179° | Rwy Idg 4999<br>TDZE 226<br>Apt Elev 226 |
|---|---|---|

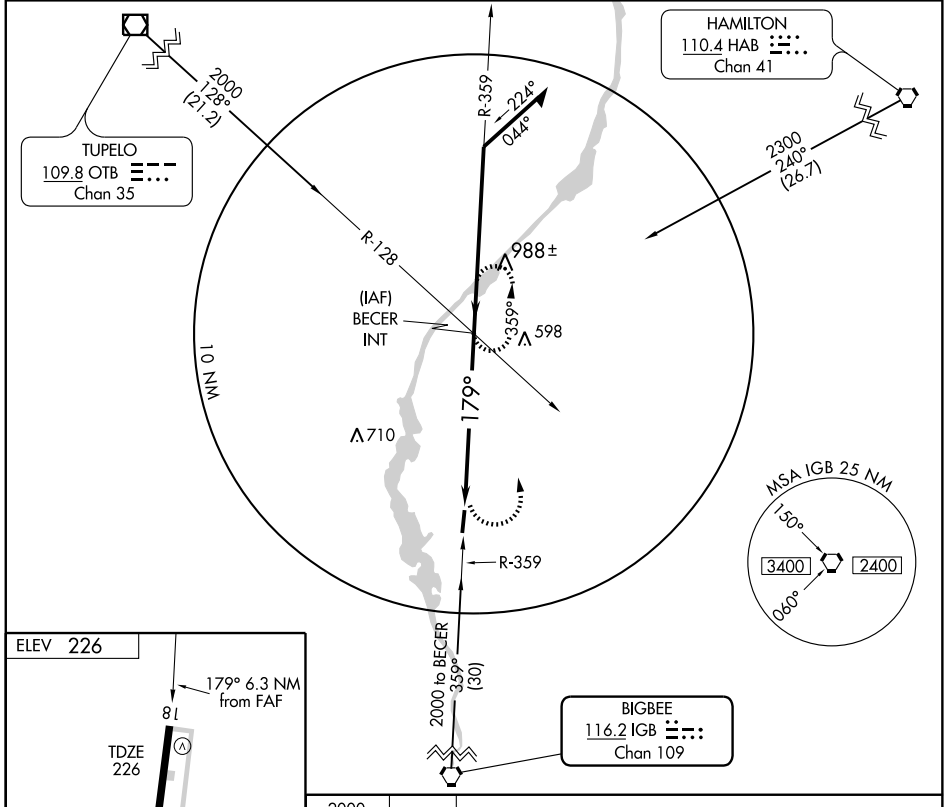
# VOR RWY 18

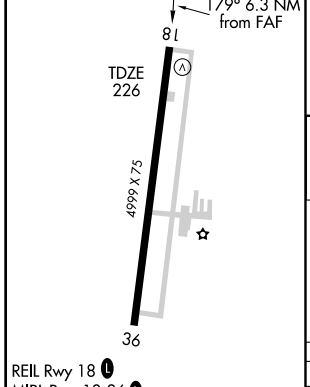
ABERDEEN/ MONROE COUNTY (M40)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 80 feet, increase all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 via IGB VORTAC R-359 to BECER INT and hold.

| AWOS-3 | COLUMBUS APP CON ★ | UNICOM |
|---|---|---|
| 118.475 | 126.075 239.25 | 122.8 (CTAF) L |

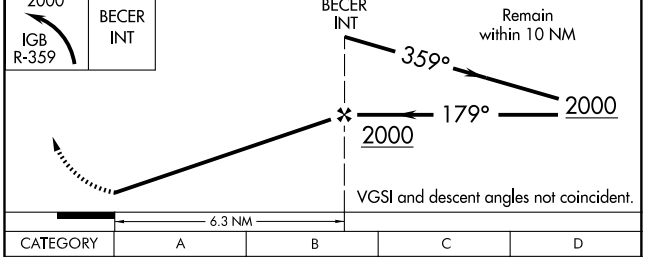



REIL Rwy 18 L
MIRL Rwy 18-36 L

FAF to MAP 6.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 880-1<br>654 (700-1) | 880-1¼<br>654 (700-1¼) | 880-1¾<br>654 (700-1¾) | 880-2<br>654 (700-2) |
| CIRCLING | 880-1<br>654 (700-1) | 880-1¼<br>654 (700-1¼) | 880-1¾<br>654 (700-1¾) | 880-2<br>654 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-PMU | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 110.35 | 189° | TDZE | 221 |
| Chan 40 (Y) | | Apt Elev | 221 |

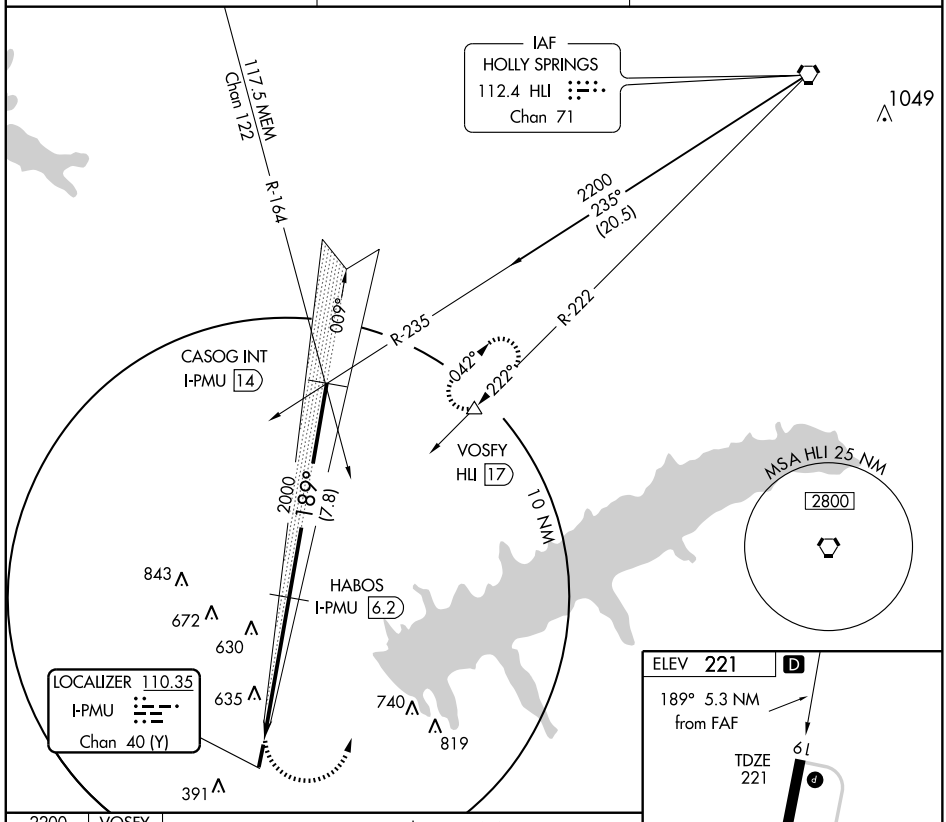
# LOC/DME RWY 19

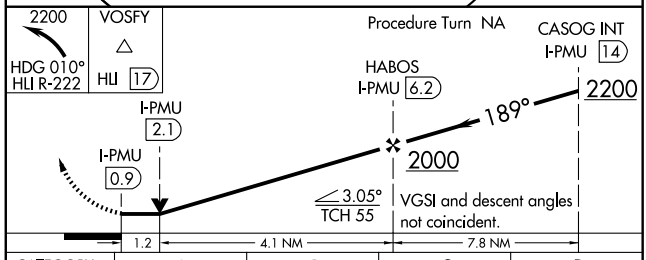
BATESVILLE/ PANOLA COUNTY (PMU)

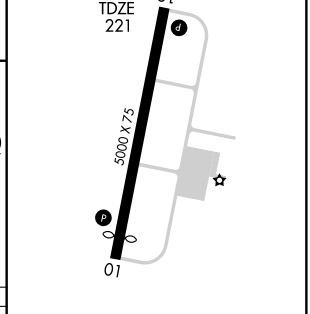
T
NA
If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet.
VDP NA with Oxford altimeter setting.

MISSED APPROACH: Climbing left turn to 2200 via heading 010° and HLI R-222 to VOSFY/17 DME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.225 | 128.5 381.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 760-1 | 540 (600-1) | 760-1½ 540 (600-1½) | 760-1¾ 540 (600-1¾) |
| CIRCLING | 760-1 | 539 (600-1) | 940-2 719 (800-2) | 940-2¼ 719 (800-2¼) |

MIRL Rwy 1-19

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4410 |
|---|---|---|
| 009° | TDZE | 219 |
| | Apt Elev | 221 |

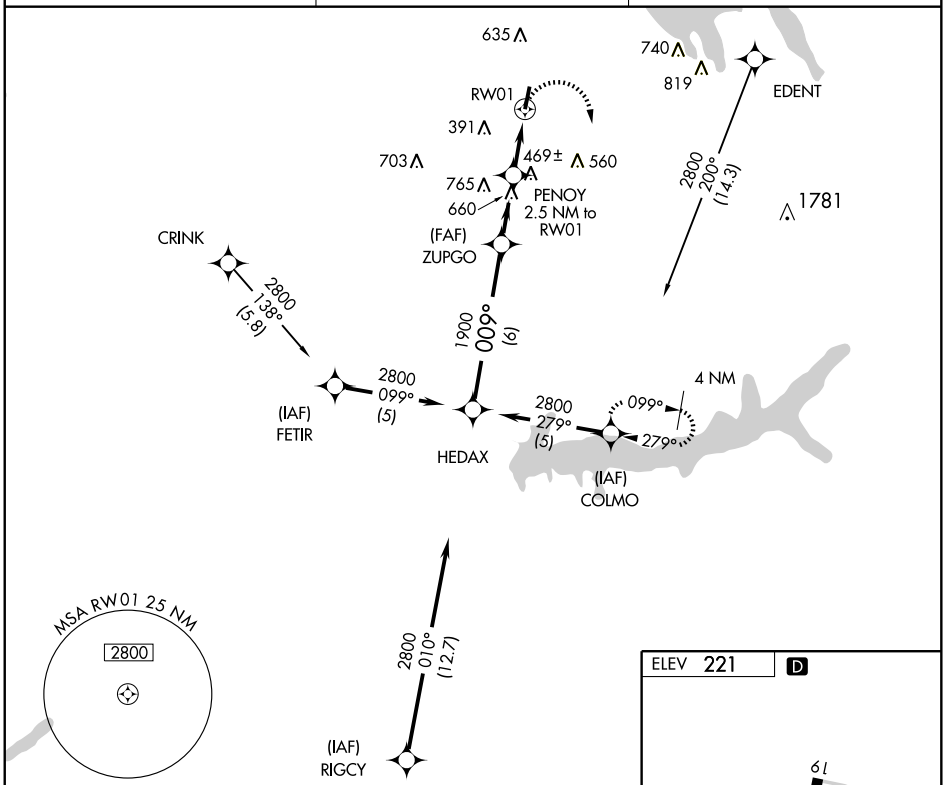
# RNAV (GPS) RWY 1

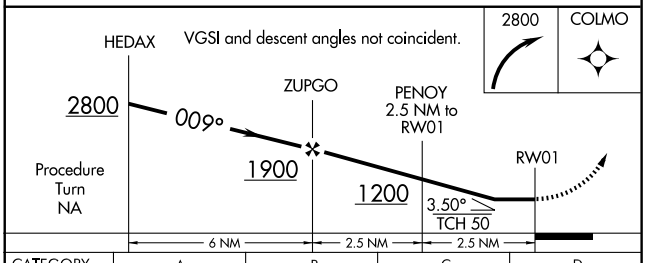
BATESVILLE/ PANOLA COUNTY (PMU)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. Procedure NA at night.

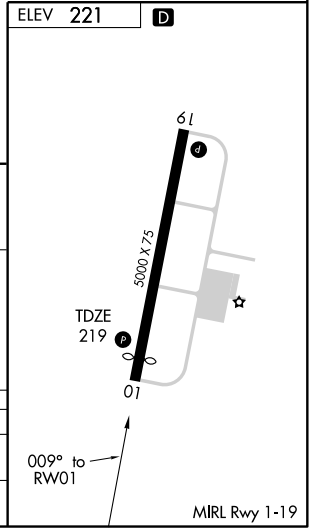
MISSED APPROACH: Climbing right turn to 2800 direct COLMO WP and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.225 | 128.5 381.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 | 501 (500-1) | 720-1½ | 501 (500-1½) |
| CIRCLING | 740-1 | 519 (600-1) | 1000-2¼ 779 (800-2¼) | 1000-2½ 779 (800-2½) |




SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 189° | TDZE | 219 |
| | Apt Elev | 221 |

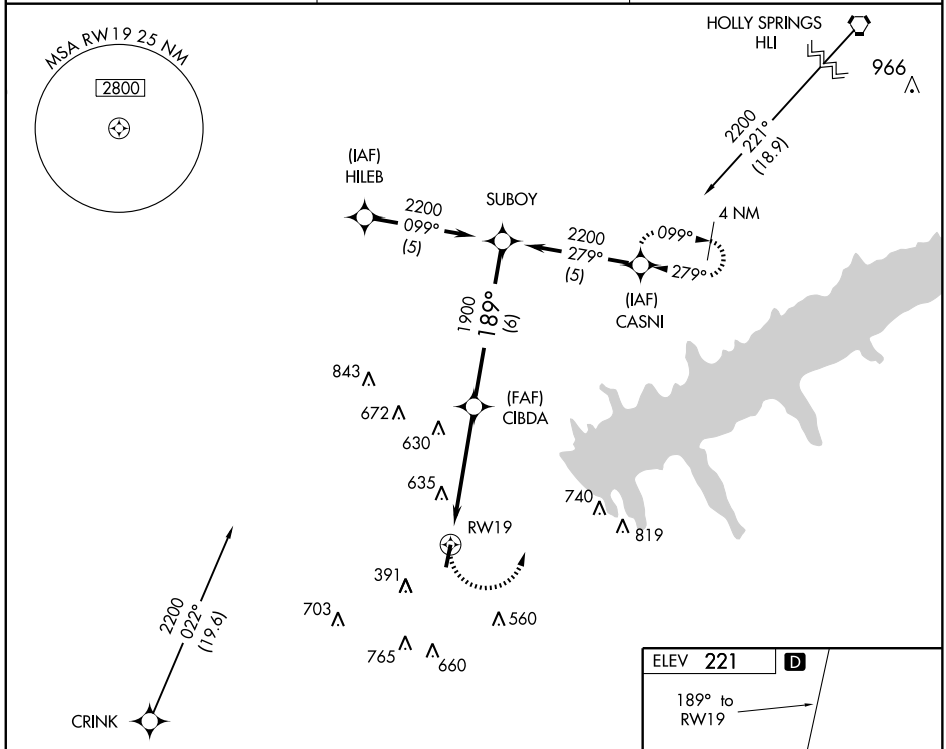
# RNAV (GPS) RWY 19

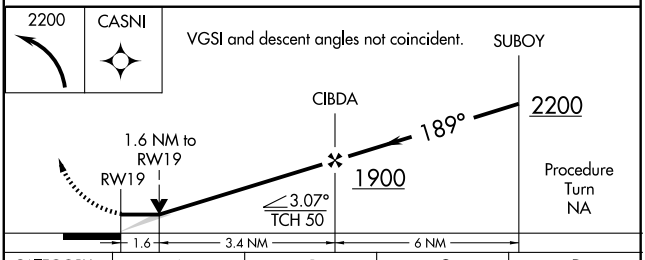
BATESVILLE/ PANOLA COUNTY (PMU)

T NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Oxford altimeter setting and increase all MDAs 80 feet. VDP NA with Oxford altimeter setting. Procedure NA at night.

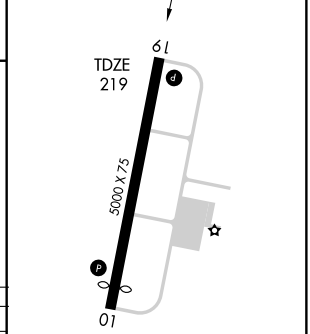
MISSED APPROACH: Climbing left turn to 2200 direct to CASNI WP and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.225 | 128.5 381.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 | 721 (800-1) | 940-2<br>721 (800-2) | 940-2¼<br>721 (800-2¼) |
| CIRCLING | 940-1 | 719 (800-1) | 1000-2¼<br>779 (800-2¼) | 1000-2½<br>779 (800-2½) |




MIRL Rwy 1-19

SC-4, 14 JAN 2010 to 11 FEB 2010

BAY ST. LOUIS, MISSISSIPPI

AL-5860 (FAA)

# ILS or LOC RWY 18

BAY ST. LOUIS/STENNIS INTL (HSA)

| LOC I-HSA | APP CRS | Rwy Idg | 8497 |
|---|---|---|---|
| 110.35 | 179° | TDZE | 23 |
| | | Apt Elev | 23 |

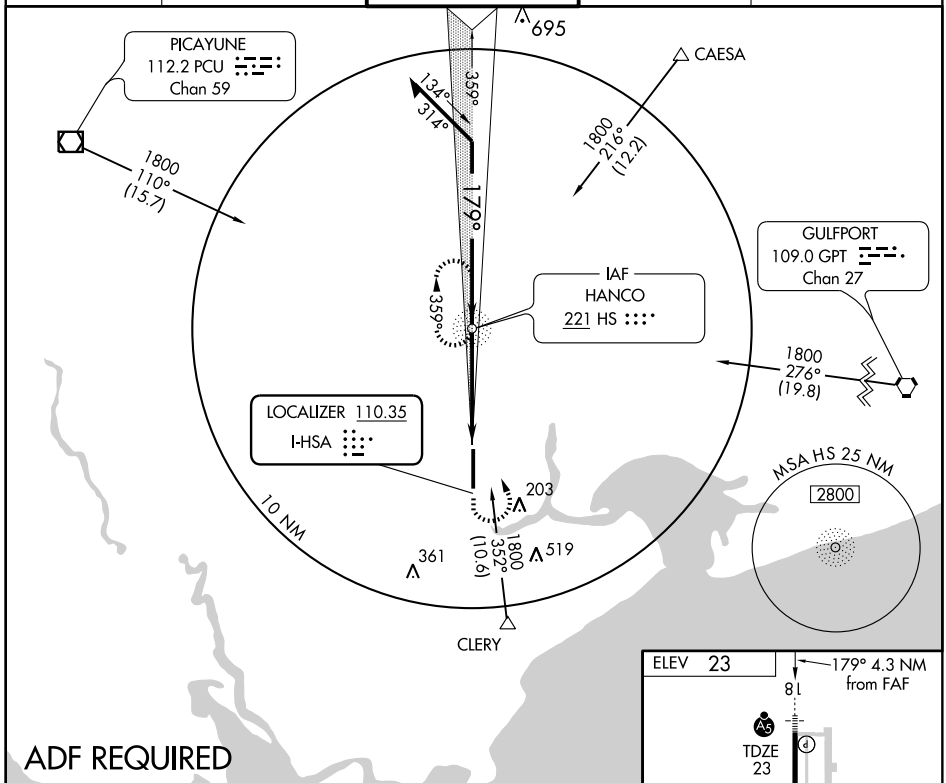
NA

If local altimeter setting not received, use Gulfport altimeter setting and increase decision altitude to 270 feet and all MDAs 60 feet.

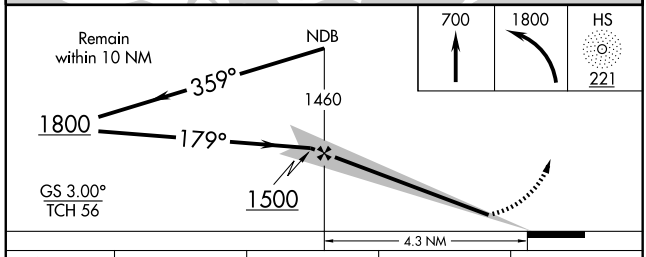
MALSR

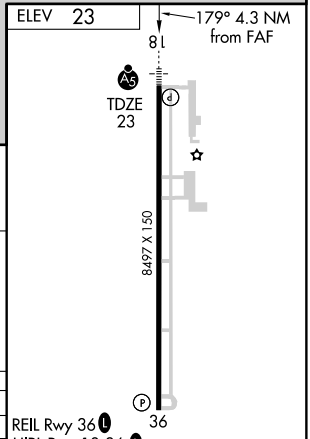
MISSED APPROACH: Climb to 700 then climbing left turn to 1800 direct HS NDB and hold.

| AWOS-3 | GULFPORT APP CON★ | STENNIS TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 124.6 354.1 | 127.15 | 121.725 | 123.0 (CTAF) L |




## ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 223-½ 200 (200-½) | | | |
| S-LOC 18 | 460-½ 437 (500-½) | | 460-¾ 437 (500-¾) | 460-1 437 (500-1) |
| CIRCLING | 460-1 437 (500-1) | 480-1 457 (500-1) | 480-1½ 457 (500-1½) | 580-2 557 (600-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB HS | APP CRS | Rwy Idg | 8497 |
|---|---|---|---|
| 221 | 178° | TDZE | 23 |
| | | Apt Elev | 23 |

# NDB RWY 18

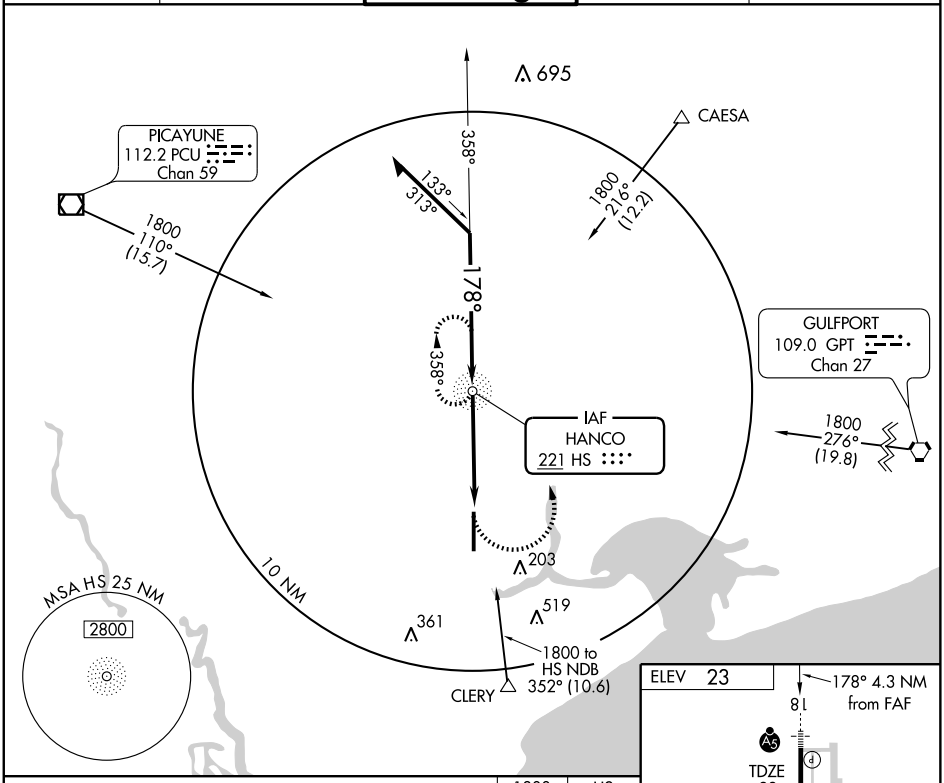
BAY ST. LOUIS /STENNIS INTL (HSA)

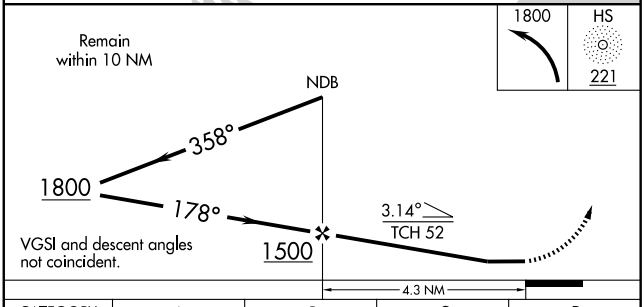
NA If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet.

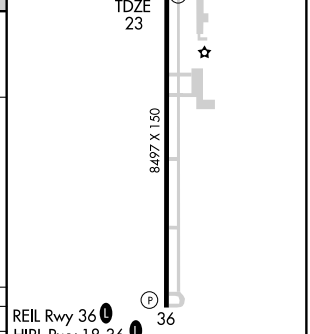
MALSR

MISSED APPROACH: Climbing left turn to 1800 direct HS NDB and hold.

| AWOS-3 | GULFPORT APP CON★ | STENNIS TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 124.6 354.1 | 127.15 | 121.725 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 600-¾ 577 (600-¾) | | 600-1 577 (600-1) | 600-1½ 577 (600-1½) |
| CIRCLING | 600-1 577 (600-1) | | 600-1½ 577 (600-1½) | 600-2 577 (600-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

SC-4, 14 JAN 2010 to 11 FEB 2010

BAY ST. LOUIS, MISSISSIPPI AL-5860 (FAA)

| APP CRS | Rwy Idg | 8497 |
|---|---|---|
| 179° | TDZE | 23 |
| | Apt Elev | 23 |

# RNAV (GPS) RWY 18

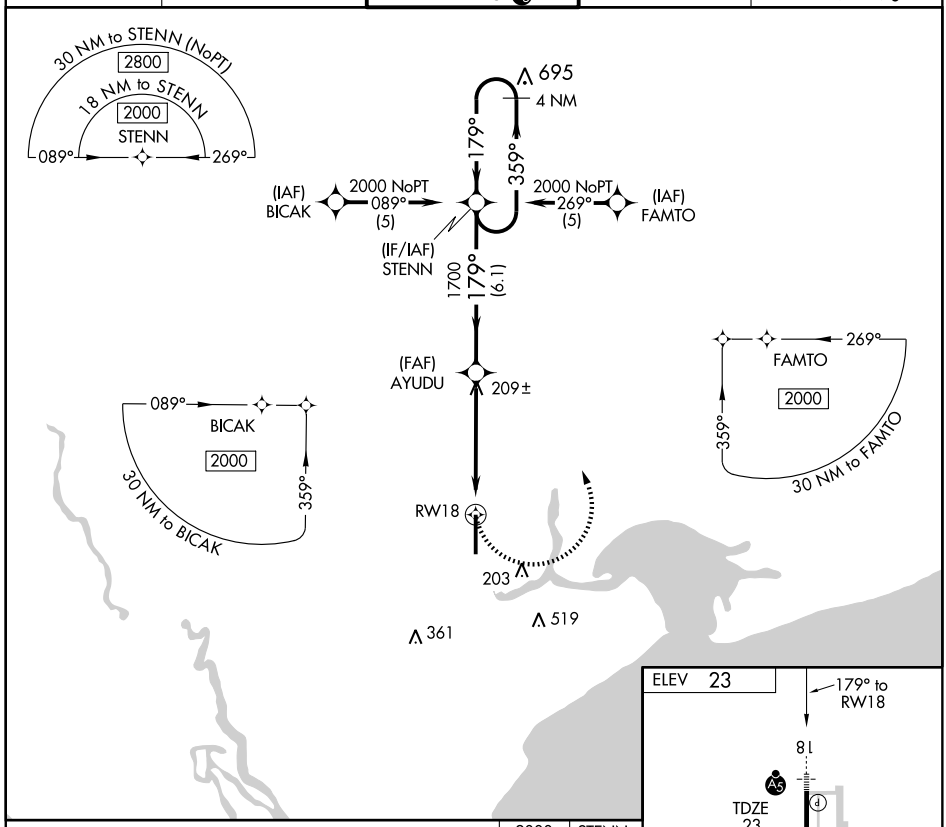
BAY ST. LOUIS /STENNIS INTL (HSA)

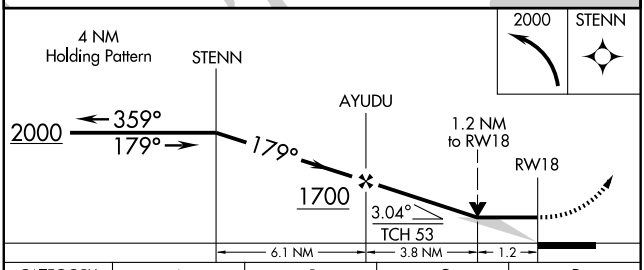
⚠ If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA. VDP NA when using Gulfport altimeter setting.

MALSR

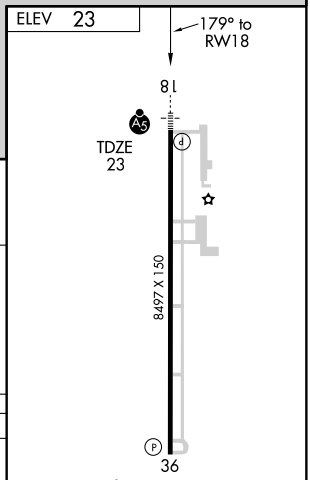
MISSED APPROACH: Climbing left turn to 2000 direct STENN and hold.

| AWOS-3 | GULFPORT APP CON ★ | STENNIS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 124.6 354.1 | 127.15 A5 | 121.725 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-½ 437 (500-½) | | 460-¾ 437 (500-¾) | 460-1 437 (500-1) |
| CIRCLING | 460-1 437 (500-1) | 480-1 457 (500-1) | 480-1½ 457 (500-1½) | 580-2 557 (600-2) |




REIL Rwys 36 L

HIRL Rwy 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 63109 W36A | APP CRS 359° | Rwy Idg 8497<br>TDZE 14<br>Apt Elev 23 |
|---|---|---|

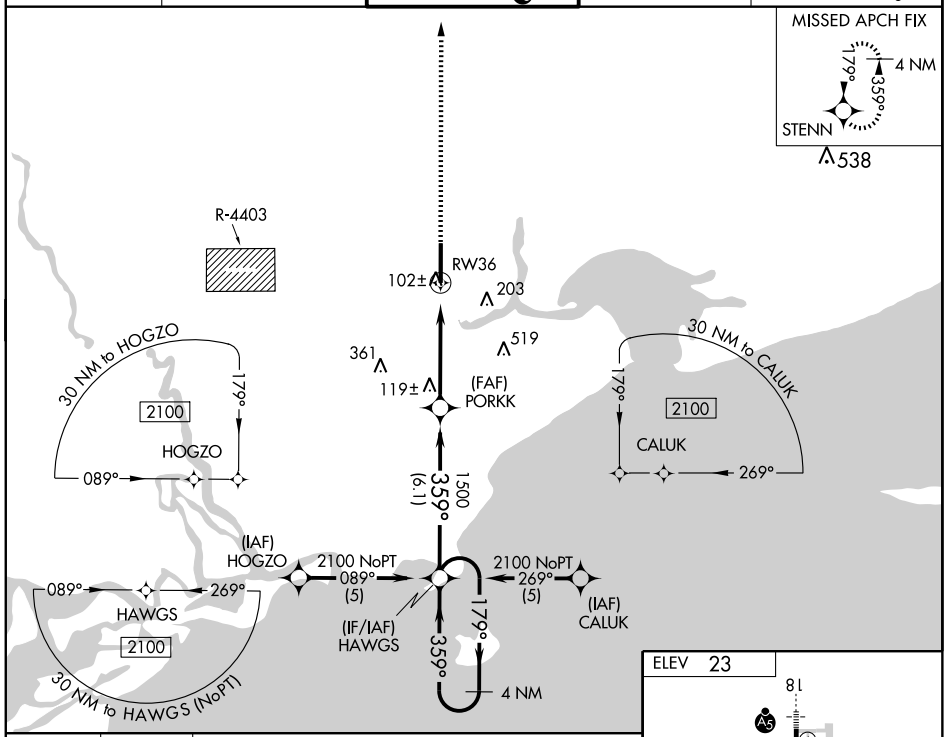
# RNAV (GPS) RWY 36

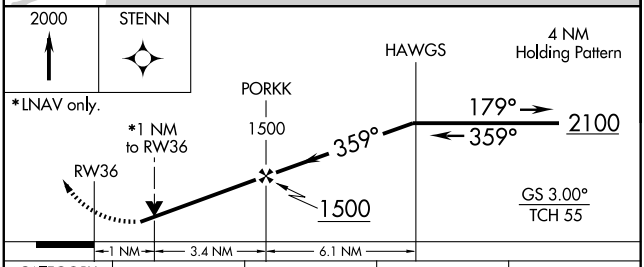
BAY ST. LOUIS/STENNIS INTL (HSA)

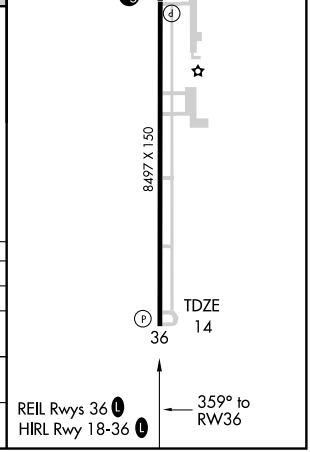
Baro-VNAV NA when using Gulfport altimeter setting. For uncompensated Baro-VANV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). When local altimeter setting not received, use Gulfport altimeter setting and increase LPV DA to 378, LNAV/VNAV DA to 409. Increase LPV visibility ¼ mile. Increase all MDA 60 feet and Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Gulfport altimeter setting.

MISSED APPROACH: Climb to 2000 direct STENN and hold.

| AWOS-3 | GULFPORT APP CON★ | STENNIS TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.375 | 124.6 354.1 | 127.15 (A5) | 121.725 | 123.0 (CTAF) (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 331-1 | 317 (400-1) | | |
| LNAV/VNAV DA | 362-1¼ | 348 (400-1¼) | | |
| LNAV MDA | 380-1 | 366 (400-1) | | 380-1¼ 366 (400-1¼) |
| CIRCLING | 520-1 | 497 (500-1) | 520-1½ 497 (500-1½) | 580-2 557 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC GPT 109.0 Chan 27 | APP CRS 261° | Rwy Idg N/A TDZE N/A Apt Elev 23 |
|---|---|---|

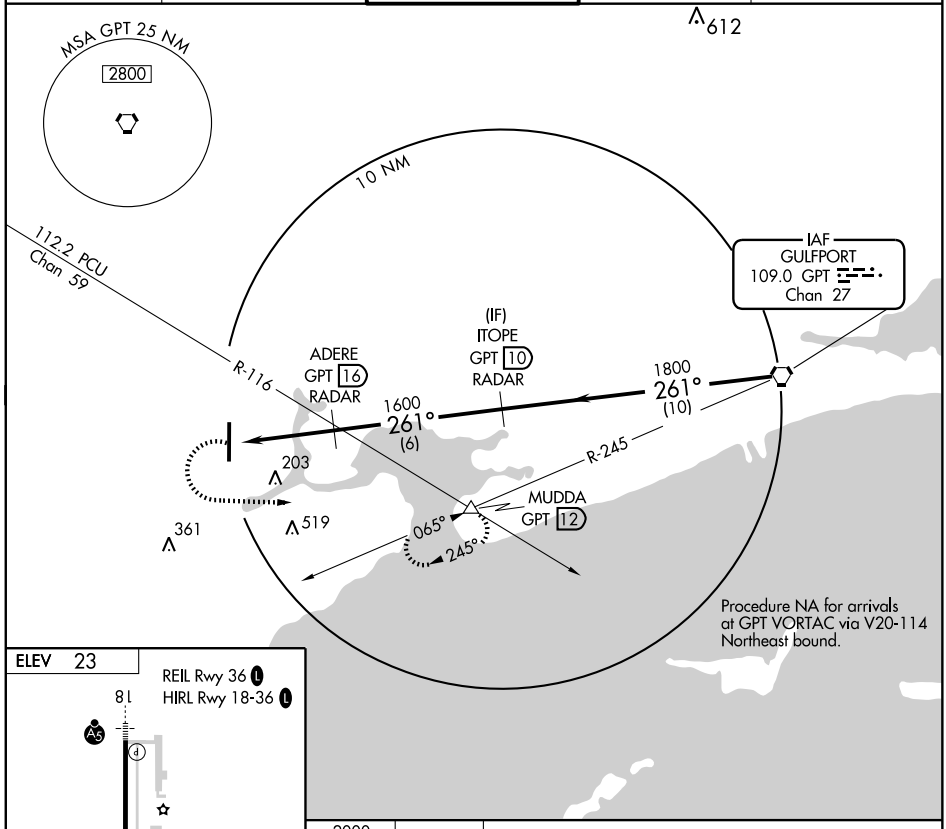
# VOR-A

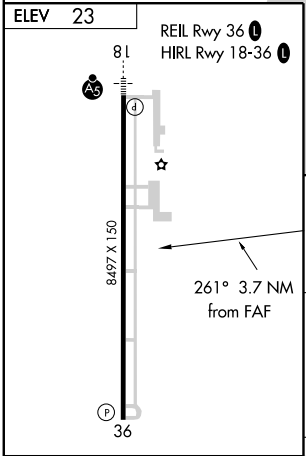
BAY ST. LOUIS/STENNIS INTL (HSA)

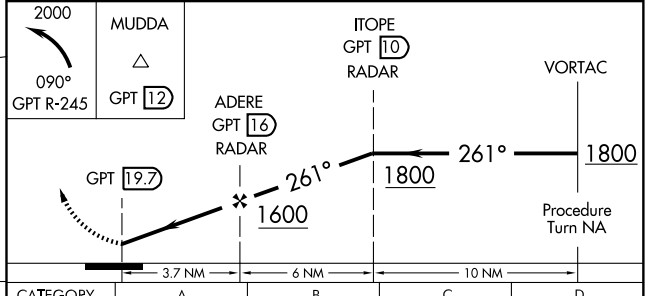
If local altimeter setting not received, use Gulfport altimeter setting and increase all MDAs 60 feet. DME or radar required.

MISSED APPROACH: Climbing left turn to 2000 via heading 090°and GPT R-245 to MUDDA Int/GPT 12 DME and hold.

| AWOS-3 118.375 | GULFPORT APP CON★ 124.6 354.1 | STENNIS TOWER★ 127.15 | GND CON 121.725 | UNICOM 123.0 (CTAF) |
|---|---|---|---|---|



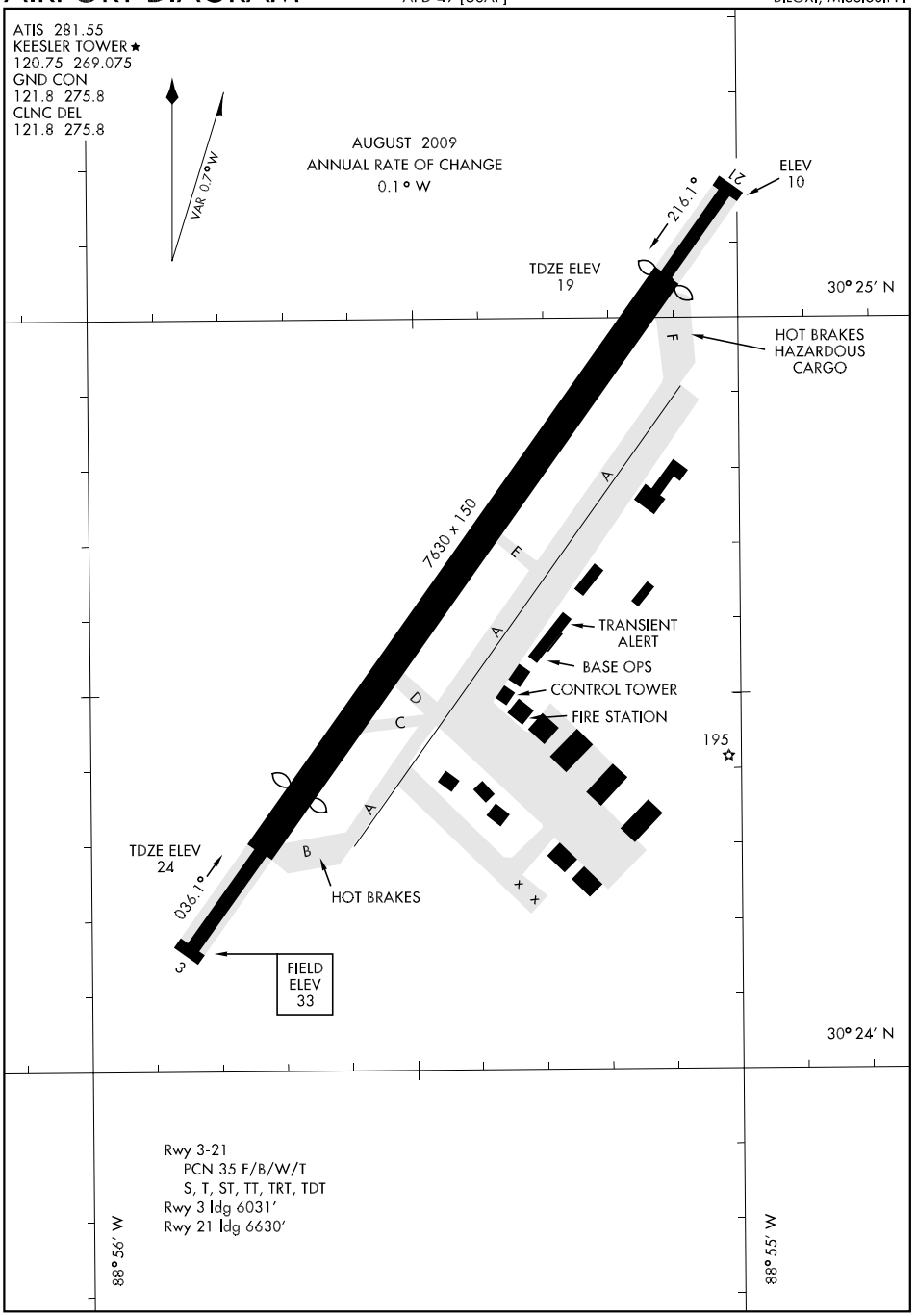




| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 460-1 437 (500-1) | 480-1 457 (500-1) | 480-1½ 457 (500-1½) | 580-2 557 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010


ATIS 281.55
KEESLER TOWER ★
120.75 269.075
GND CON
121.8 275.8
CLNC DEL
121.8 275.8
VAR 0.7°W
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1° W
ELEV
10
216.1°
TDZE ELEV
19
30° 25′ N
HOT BRAKES
HAZARDOUS
CARGO
7630 x 150
TRANSIENT
ALERT
BASE OPS
CONTROL TOWER
FIRE STATION
195
TDZE ELEV
24
036.1°
HOT BRAKES
FIELD
ELEV
33
30° 24′ N
Rwy 3-21
PCN 35 F/B/W/T
S, T, ST, TT, TRT, TDT
Rwy 3 ldg 6031′
Rwy 21 ldg 6630′
88° 56′ W
88° 55′ W

# ILS or LOC/DME RWY 21

| LOC I-BIX | APCH CRS | Rwy ldg 6630 TDZE 19 Arpt Elev 33 | AL-49 [USAF] | KEESLER AFB (KBIX) |
|---|---|---|---|---|
| 109.7 | 214° | | | |

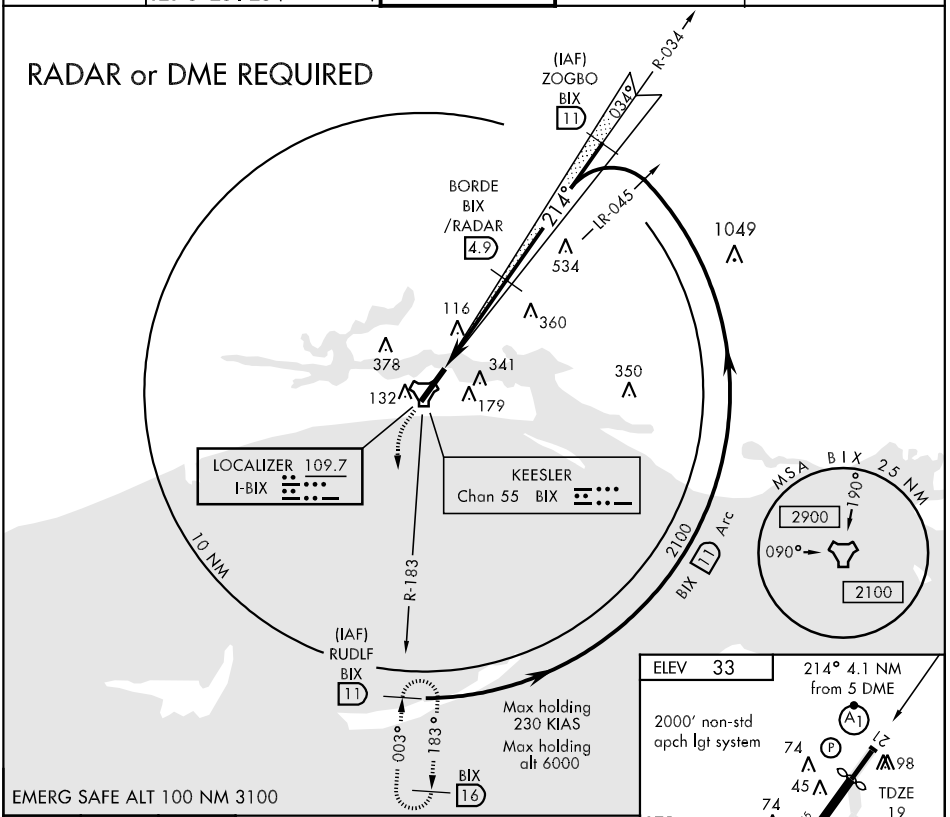
▼ * When ALS inop, increase CAT ABCD RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C RVR to 60, vis to 1¼ miles and CAT D vis to 1½ miles.

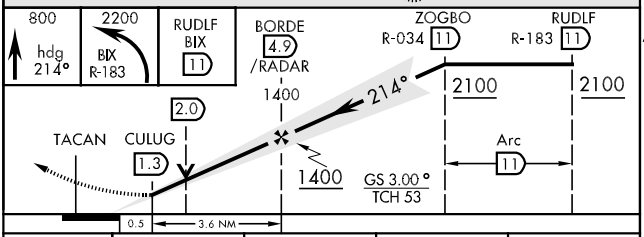
ALSF-1 (A1)

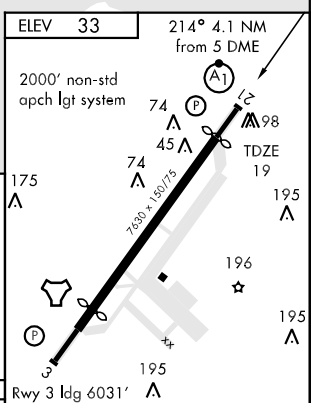
MISSED APPROACH: Climb to 800 heading 214°, upon reaching 800 turn left climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

| ATIS | GULFPORT APP CON | KEESLER TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 281.55 | 124.6 354.1 (130°- 309°)<br>127.5 254.25 (310°- 129°) | 120.75 269.075 | 121.8 275.8 | 121.8 275.8 |

RADAR or DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 21* | 219/24 200 (200-½) | | | |
| S-LOC 21** | 460/24 441 (500-½) | | 460/40 441 (500-¾) | 460/50 441 (500-1) |
| CIRCLING | 620-1 587 (600-1) | 700-1 667 (700-1) | 700-1¾ 667 (700-1¾) | 740-2¼ 707 (800-2¼) |

| FAF to MAP 3.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

# TACAN RWY 3

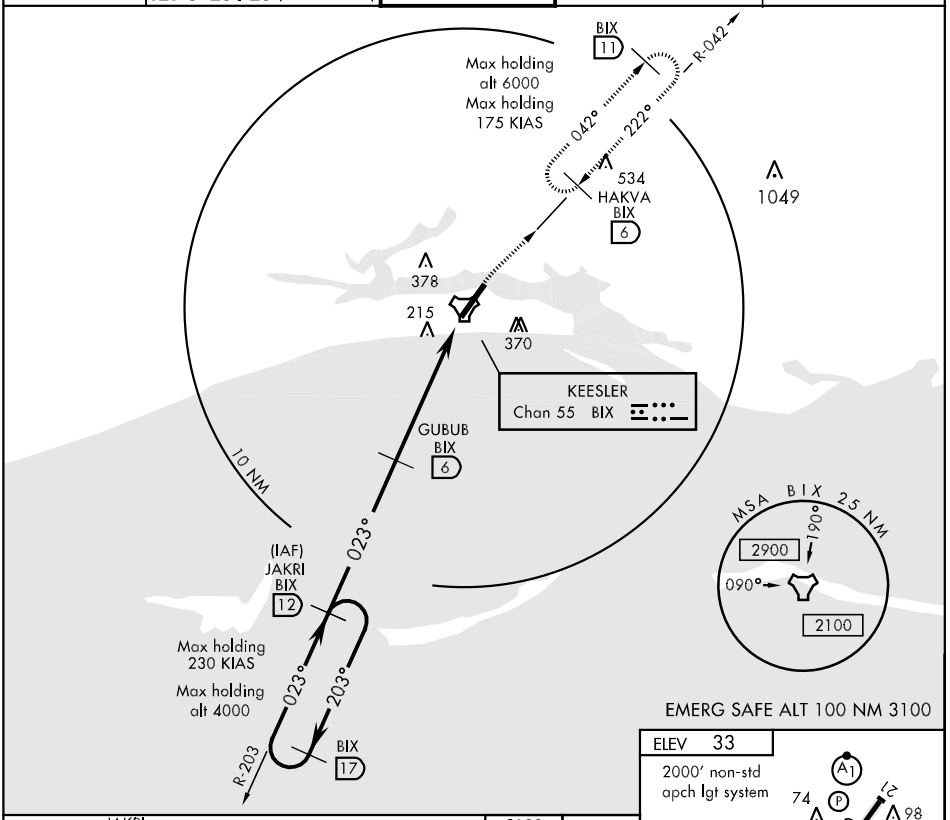
| TACAN | APCH CRS | Rwy ldg | 6031 |
|---|---|---|---|
| Chan 55 | 023° | TDZE | 23 |
| | | Arpt Elev | 33 |

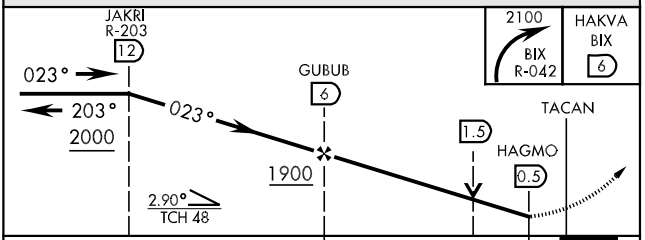
AL-49 [USAF]

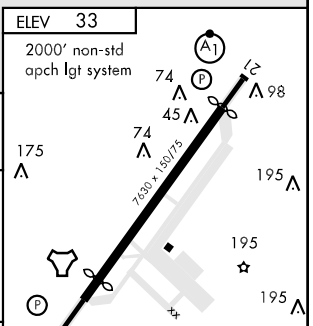
KEESLER AFB (KBIX)

MISSED APPROACH: Turn right climbing to 2100 direct to HAKVA (BIX TACAN R-042/6 DME) and hold.

| ATIS | GULFPORT APP CON | KEESLER TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 281.55 | 124.6 354.1 (130°- 309°)<br>127.5 254.25 (310°- 129°) | 120.75 269.075 | 121.8 275.8 | 121.8 275.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 520/50 497 (500-1) | | 520/60<br>497 (500-1¼) | 520-1½<br>497 (500-1½) |
| CIRCLING | 620-1<br>587 (600-1) | 700-1<br>667 (700-1) | 700-1¾<br>667 (700-1¾) | 740-2¼<br>707 (800-2¼) |



SC-4, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 21

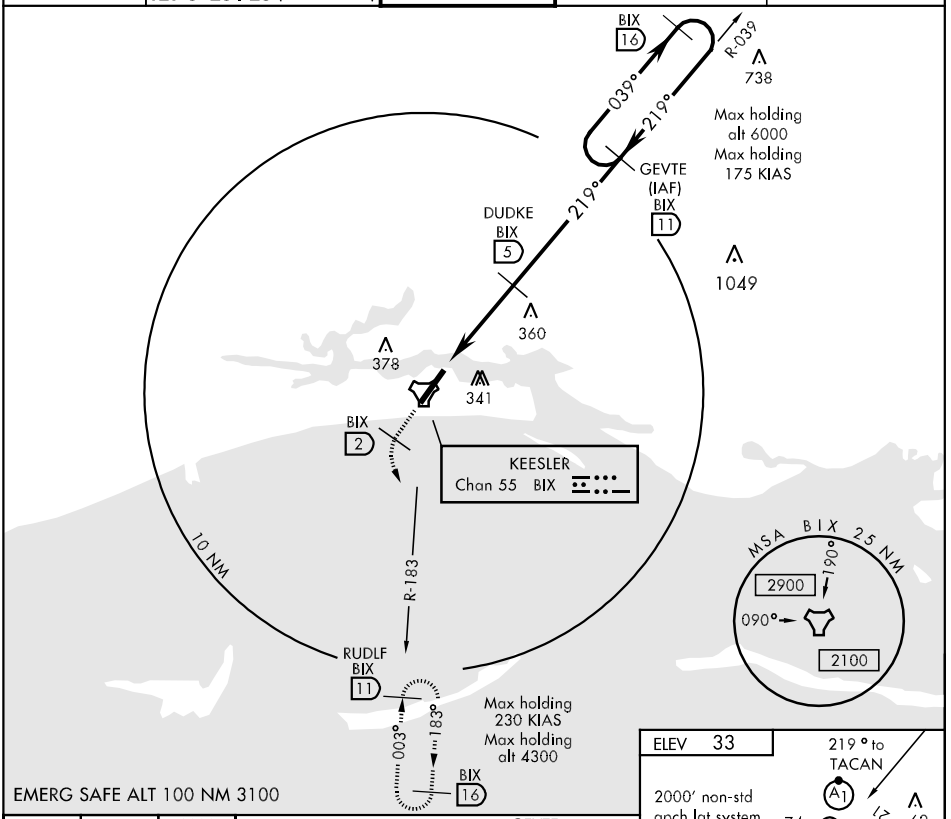
| TACAN BIX Chan 55 | APCH CRS 219° | Rwy ldg 6630 TDZE 19 Arpt Elev 33 | AL-49 [USAF] | KEESLER AFB (KBIX) |
|---|---|---|---|---|

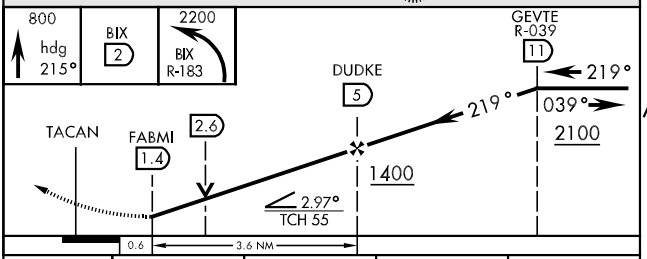
▼ * When ALS inop, increase CAT AB RVR to 50, vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles.

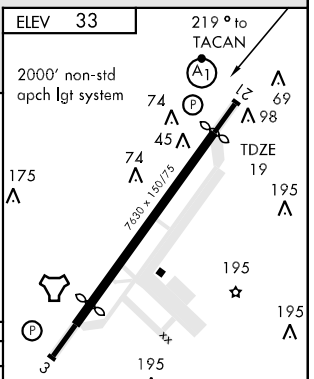
ALSF-1 (A1)

MISSED APPROACH: Climb to 800 heading 215° until 2 DME, then left turn climbing to 2200 to RUDLF (BIX TACAN R-183/11 DME) and hold.

| ATIS | GULFPORT APP CON | KEESLER TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 281.55 | 124.6 354.1 (130°- 309°)<br>127.5 254.25 (310°- 129°) | 120.75 269.075 | 121.8 275.8 | 121.8 275.8 |



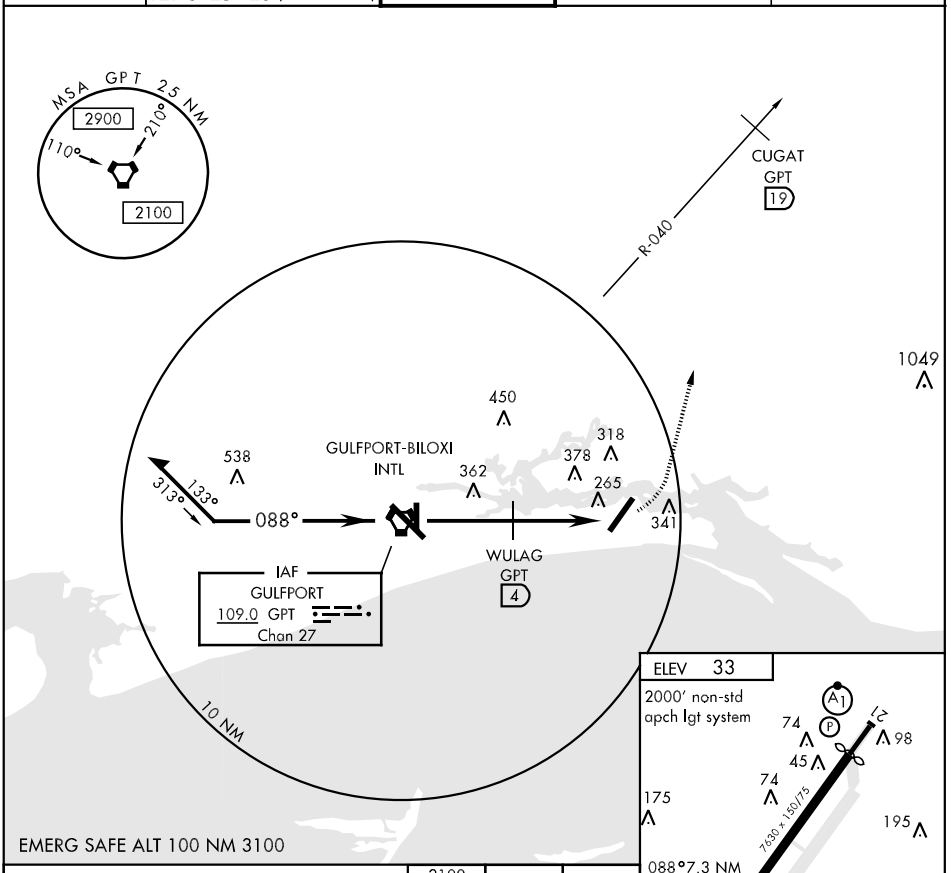

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21* | 640/40 621 (700-¾) | | 640/60 621 (700-1¼) | 640-1½ 621 (700-1½) |
| CIRCLING | 640-1 607 (700-1) | 700-1 667 (700-1) | 700-1¾ 667 (700-1¾) | 740-2¼ 707 (800-2¼) |

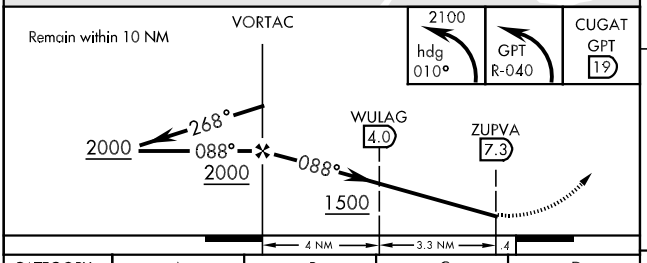
# VOR/DME-A

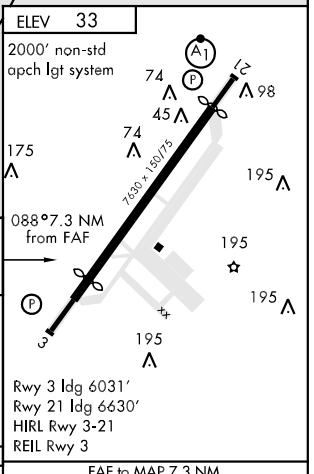
| VORTAC GPT 109.0 Chan 27 | APCH CRS 088° | Rwy ldg N/A<br>TDZE N/A<br>Arpt Elev 33 | AL-49 [USAF] | KEESLER AFB (KBIX) |
|---|---|---|---|---|

MISSED APPROACH: Turn left heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME).

| ATIS | GULFPORT APP CON | KEESLER TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 281.55 | 124.6 354.1 (130°- 309°)<br>127.5 254.25 (310°- 129°) | 120.75 269.075 | 121.8 275.8 | 121.8 275.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1040-1¼<br>1007 (1100-1¼) | 1040-1½<br>1007 (1100-1½) | 1040-3 1007 (1100-3) | |

| FAF to MAP 7.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:18 | 4:52 | 3:39 | 2:55 | 2:26 |

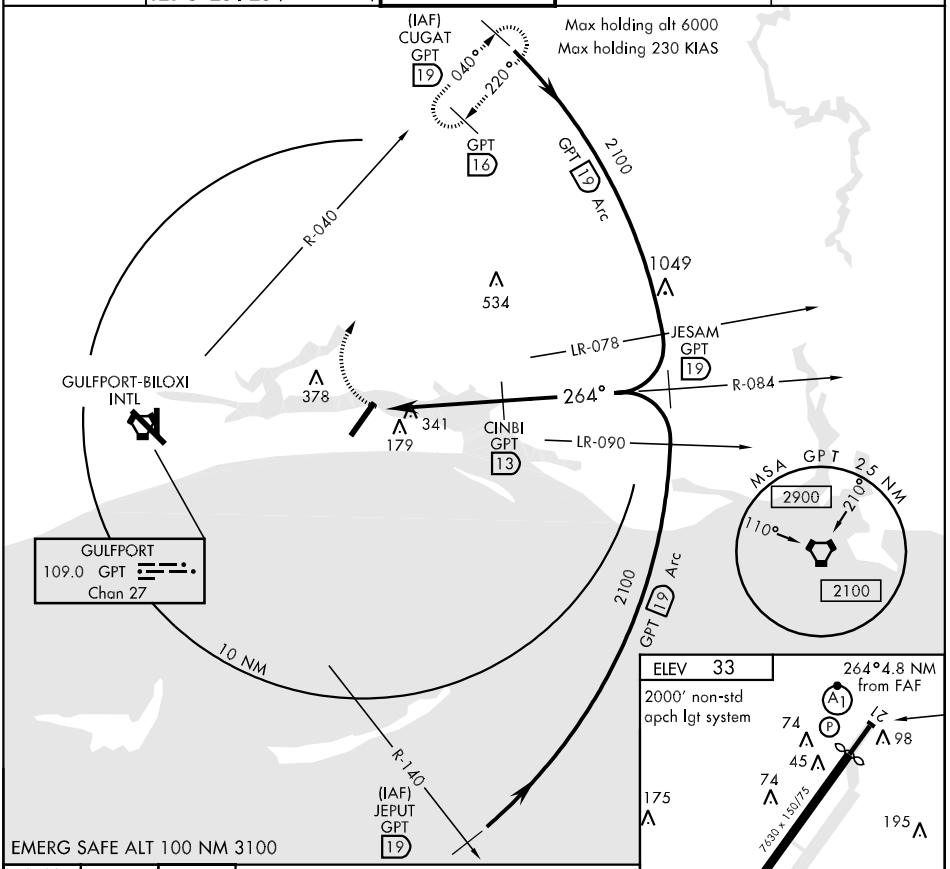
SC-4, 14 JAN 2010 to 11 FEB 2010

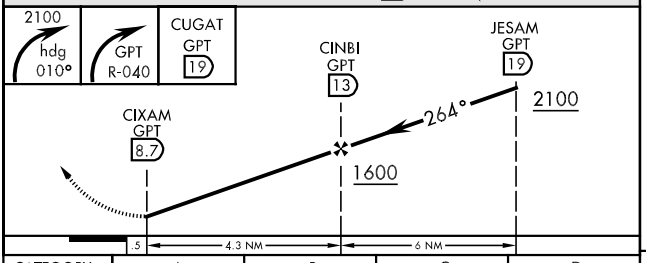
# VOR/DME-B or TACAN-B

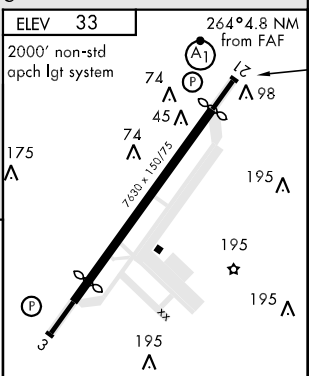
| VORTAC GPT 109.0 Chan 27 | APCH CRS 264° | Rwy ldg N/A TDZE N/A Arpt Elev 33 | AL-49 [USAF] | KEESLER AFB (KBIX) |
|---|---|---|---|---|

MISSED APPROACH: Turn right heading 010° to 2100 intcp GPT VORTAC R-040 to CUGAT (R-040/19 DME) and hold.

| ATIS | GULFPORT APP CON | KEESLER TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 281.55 | 124.6 354.1 (130°- 309°)<br>127.5 254.25 (310°- 129°) | 120.75 269.075 | 121.8 275.8 | 121.8 275.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 660-1<br>627 (700-1) | 700-1<br>667 (700-1) | 700-1¾<br>667 (700-1¾) | 740-2¼<br>707 (800-2¼) |

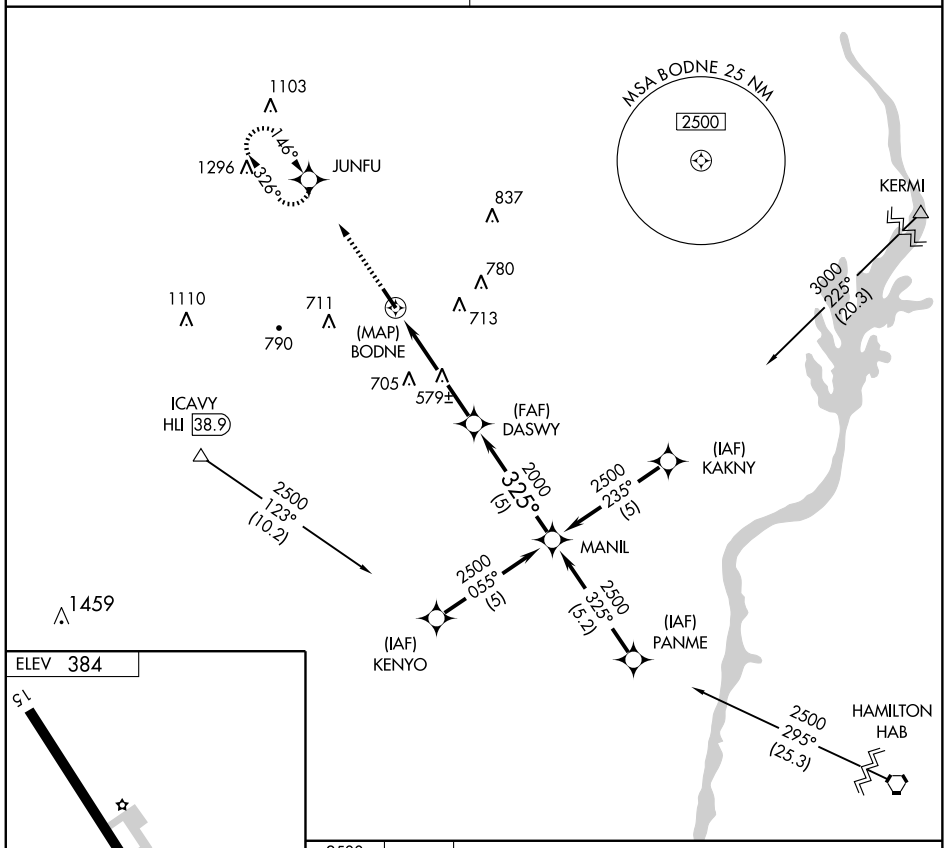
| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

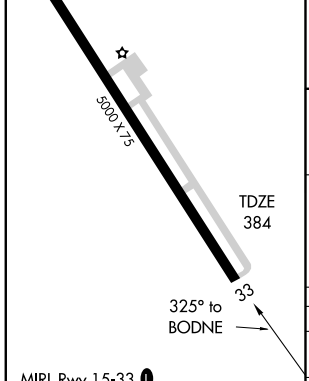
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 325° | TDZE | 384 |
| | Apt Elev | 384 |

# GPS RWY 33

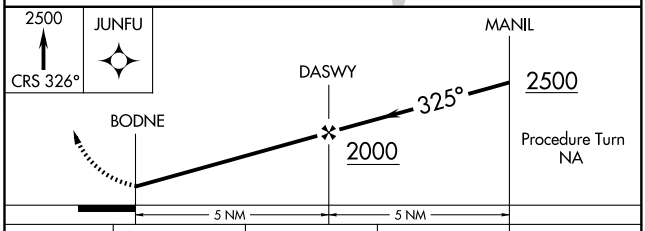
## BOONEVILLE/BALDWYN (8M1)

| | |
|---|---|
| ⚠ NA Use Tupelo Regional, MS altimeter setting. | MISSED APPROACH: Climb to 2500 via 326° course to JUNFU WP and hold. |
| MEMPHIS CENTER **135.9 273.55** | UNICOM **122.8** (CTAF) Ⓛ |




MIRL Rwy 15-33 Ⓛ
REIL Rwy 15 and 33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 900-1 | 516 (600-1) | 900-1½ 516 (600-1½) | NA |
| CIRCLING | 920-1 | 536 (600-1) | 920-1½ 536 (600-1½) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VOR/DME OTB | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.8 | 015° | TDZE | N/A |
| Chan 35 | | Apt Elev | 384 |

# VOR/DME or GPS-A

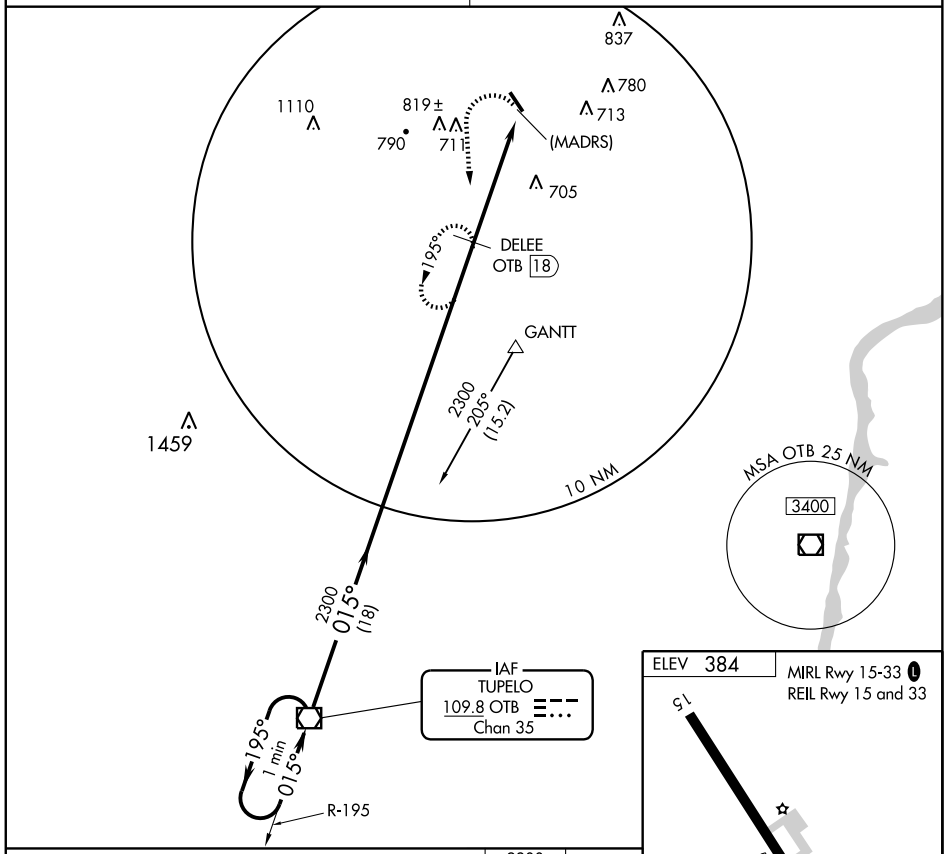
## BOONEVILLE/BALDWYN (8M1)

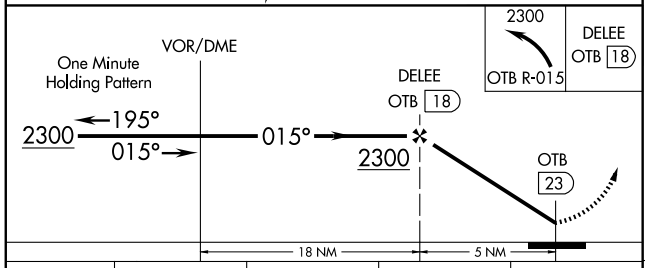
⚠ NA Use Tupelo altimeter setting.

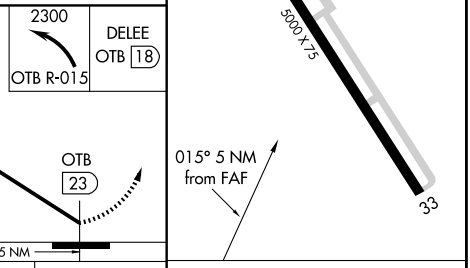
MISSED APPROACH: Climbing left turn to 2300 via OTB R-015 to DELEE/OTB 18 DME and hold.

MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF) L




ELEV 384
MIRL Rwy 15-33 L
REIL Rwy 15 and 33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1040-1<br>656 (700-1) | 1040-1¼<br>656 (700-1¼) | 1040-1¾<br>656 (700-1¾) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 225° | TDZE | 487 |
| | Apt Elev | 489 |

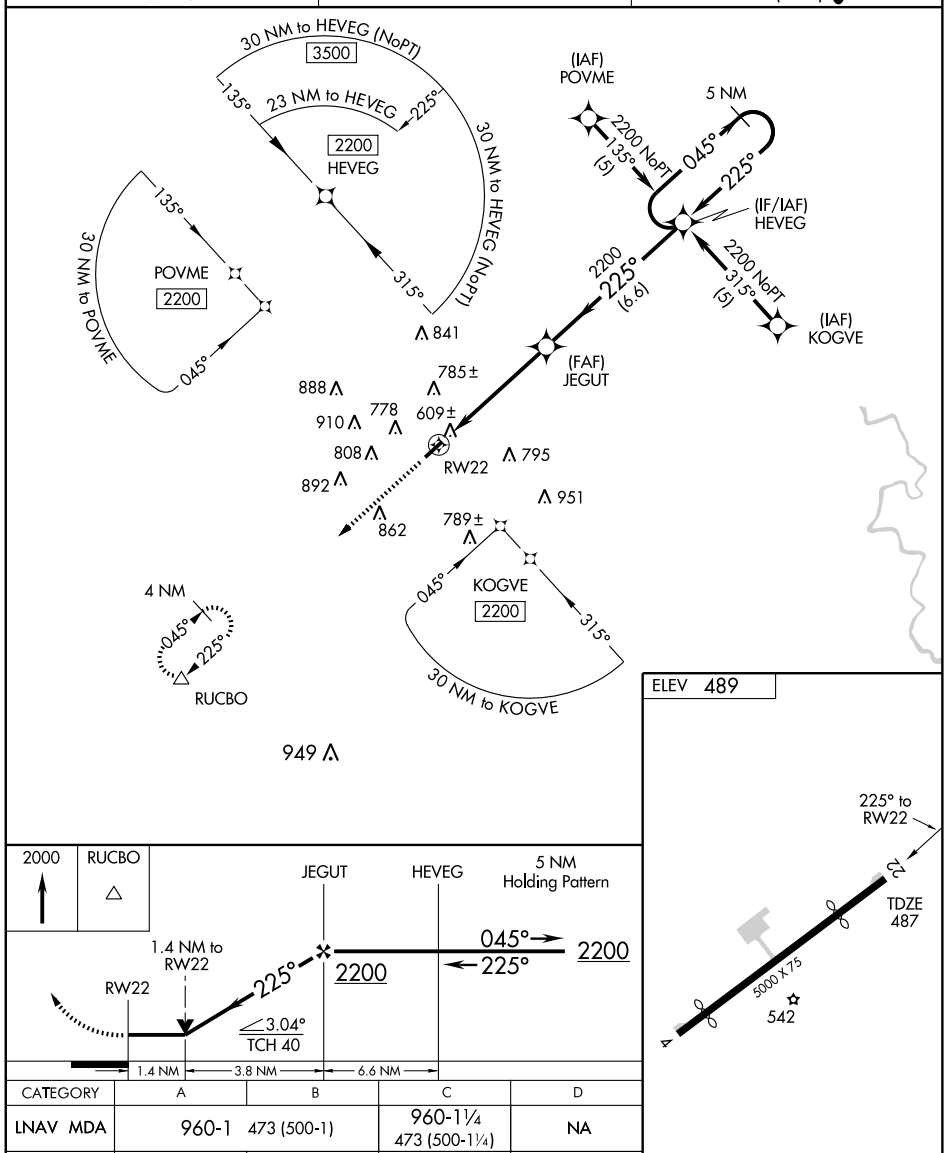
# RNAV (GPS) RWY 22

BROOKHAVEN-LINCOLN COUNTY (1R7)

DME/DME RNP-0.3 NA. Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet. VDP NA when using McComb altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct RUCBO and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.125 | 126.8 327.8 | 122.8 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 473 (500-1) | | 960-1¼ 473 (500-1¼) | NA |
| CIRCLING | 960-1 471 (500-1) | 1080-1 591 (600-1) | 1080-1½ 591 (600-1½) | NA |

MIRL Rwy 4-22

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC MCB 116.7 Chan 114 | APP CRS 334° | Rwy Idg N/A TDZE N/A Apt Elev 489 |
|---|---|---|

# VOR/DME-A

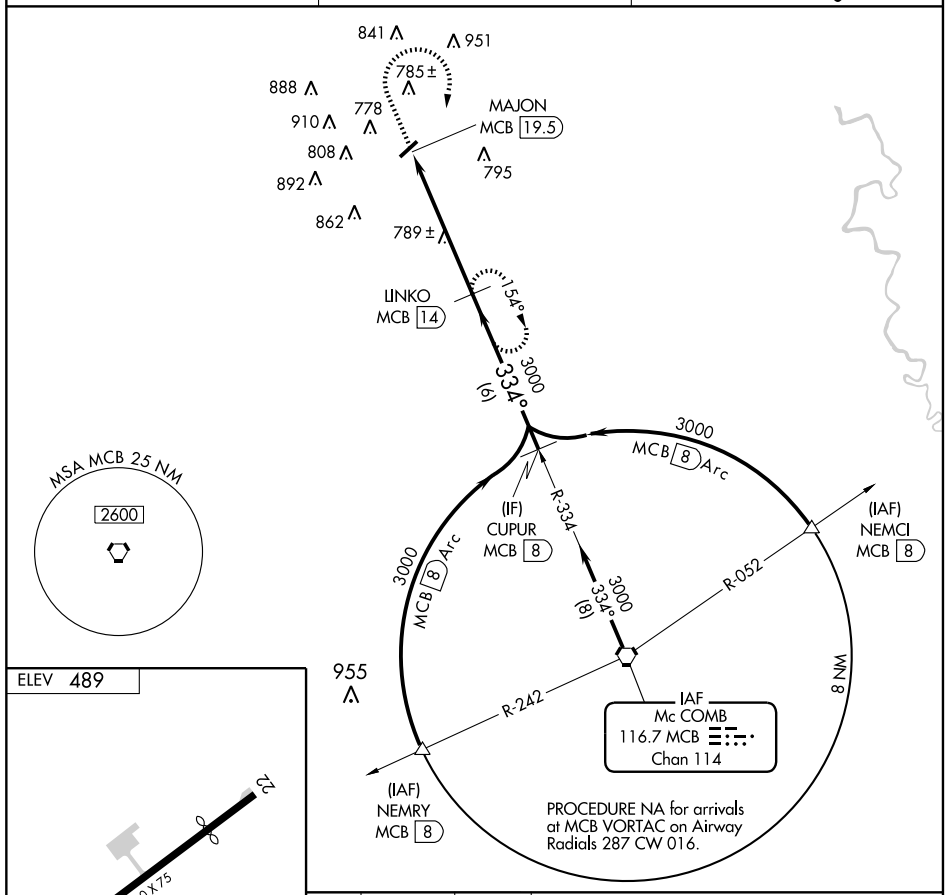
## BROOKHAVEN-LINCOLN COUNTY (1R7)

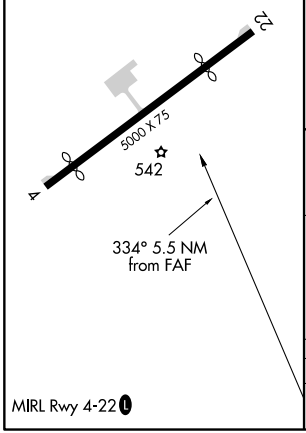
Circling to Rwy 4 NA at night. If local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet.

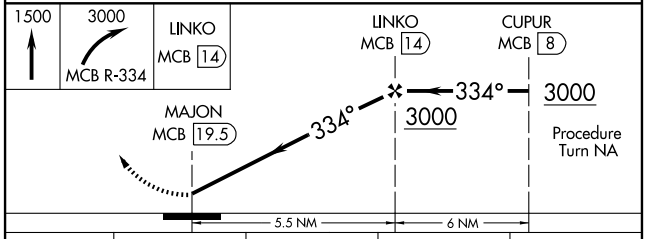
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via MCB R-334 to LINKO/14 DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.125 | 126.8 327.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1<br>511 (600-1) | 1080-1<br>591 (600-1) | 1080-1½<br>591 (600-1½) | NA |

CLARKSDALE, MISSISSIPPI AL-5734 (FAA)

| APP CRS | | |
|---|---|---|
| 181° | Rwy Idg | 5404 |
| | TDZE | 173 |
| | Apt Elev | 173 |

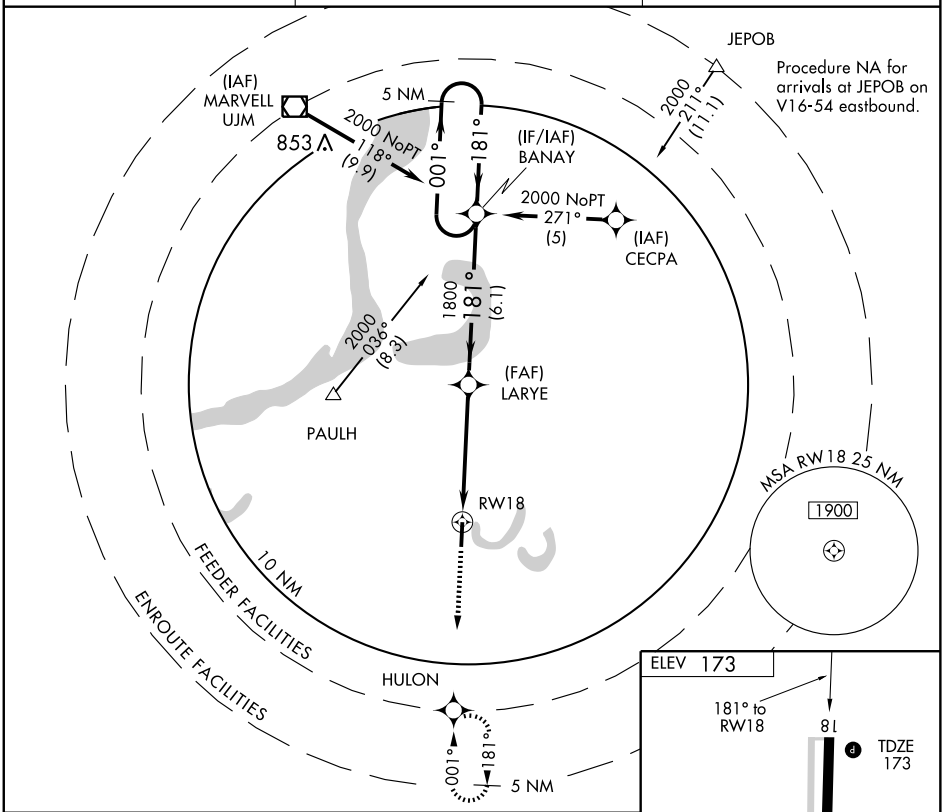
# RNAV (GPS) RWY 18

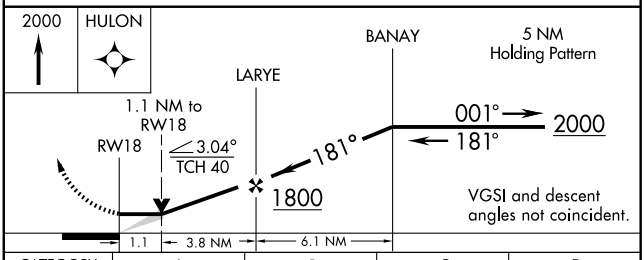
CLARKSDALE/FLETCHER FIELD (CKM)

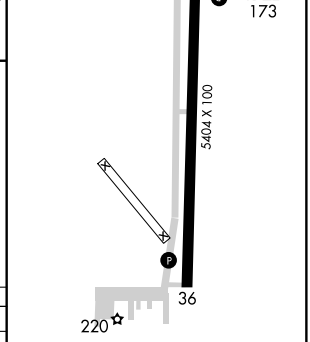
If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct HULON and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.3 335.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 387 (400-1) | | | 560-1¼ 387 (400-1¼) |
| CIRCLING | 580-1 407 (500-1) | 640-1 467 (500-1) | 640-1½ 467 (500-1½) | 740-2 567 (600-2) |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

CLARKSDALE, MISSISSIPPI AL-5734 (FAA)

| APP CRS | Rwy Idg | 5404 |
|---|---|---|
| 001° | TDZE | 173 |
| | Apt Elev | 173 |

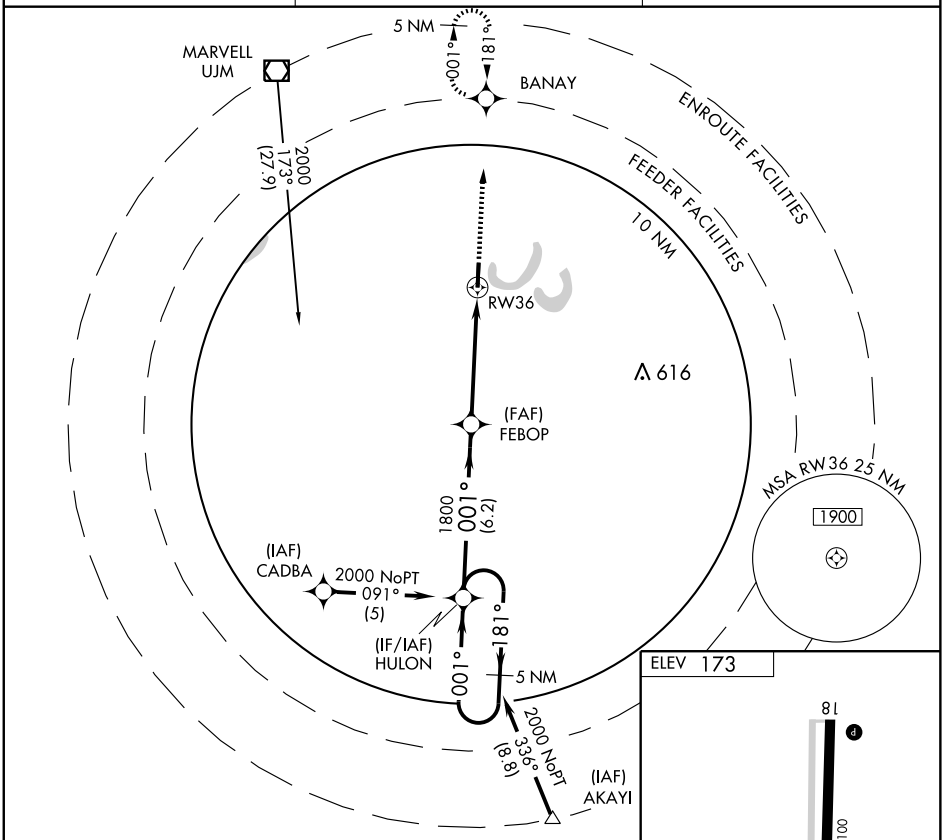
# RNAV (GPS) RWY 36

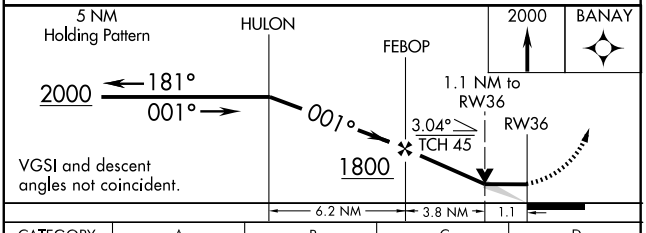
CLARKSDALE/FLETCHER FIELD (CKM)

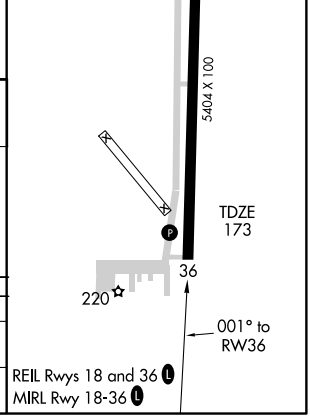
▼ ▲NA If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet. VDP NA with Panola County altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BANAY and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.3 335.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 367 (400-1) | | | 540-1¼ 367 (400-1¼) |
| CIRCLING | 580-1 407 (500-1) | 640-1 467 (500-1) | 640-1½ 467 (500-1½) | 740-2 567 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

CLARKSDALE, MISSISSIPPI

AL-5734 (FAA)

| VORTAC UJM | APP CRS | Rwy Idg | 5404 |
|---|---|---|---|
| 109.6 | 152° | TDZE | 173 |
| Chan 33 | | Apt Elev | 173 |

# VOR/DME RWY 18

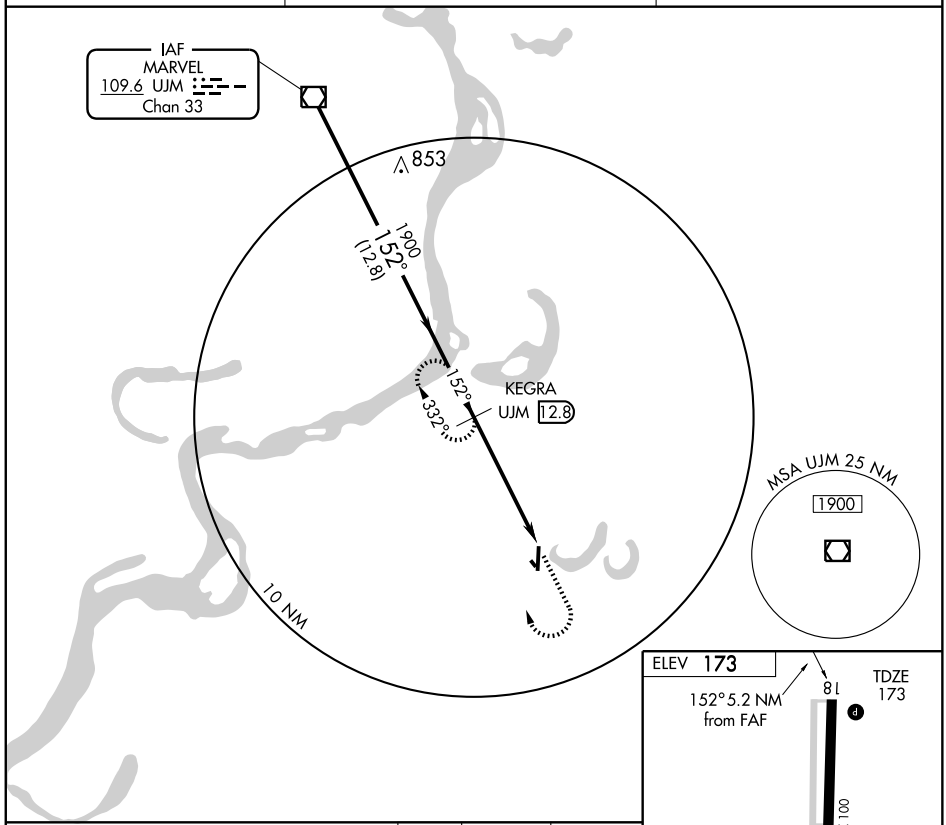
CLARKSDALE/FLETCHER FIELD (CKM)

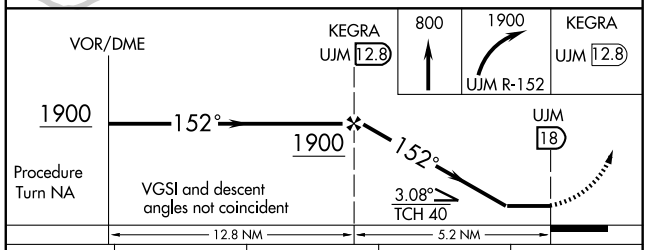
If local altimeter setting not received, use Tunica altimeter setting and increase all MDAs 60 feet.

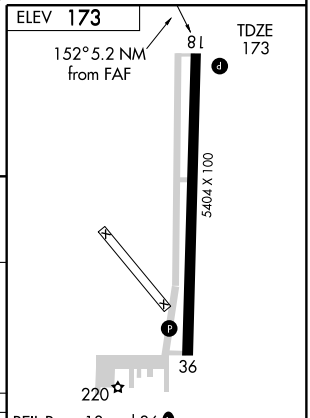
NA

MISSED APPROACH: Climb to 800 then climbing right turn to 1900 via UJM R-152 to KEGRA/ 12.8 DME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.3 335.8 | 122.8 (CTAF) L |




REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 560-1 387 (400-1) | | 560-1¼ 387 (400-1¼) | 560-1½ 387 (400-1½) |
| CIRCLING | 580-1 407 (500-1) | 640-1 467 (500-1) | 640-1½ 467 (500-1½) | 740-2 567 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4002 |
|---|---|---|
| 359° | TDZE | 140 |
| | Apt Elev | 140 |

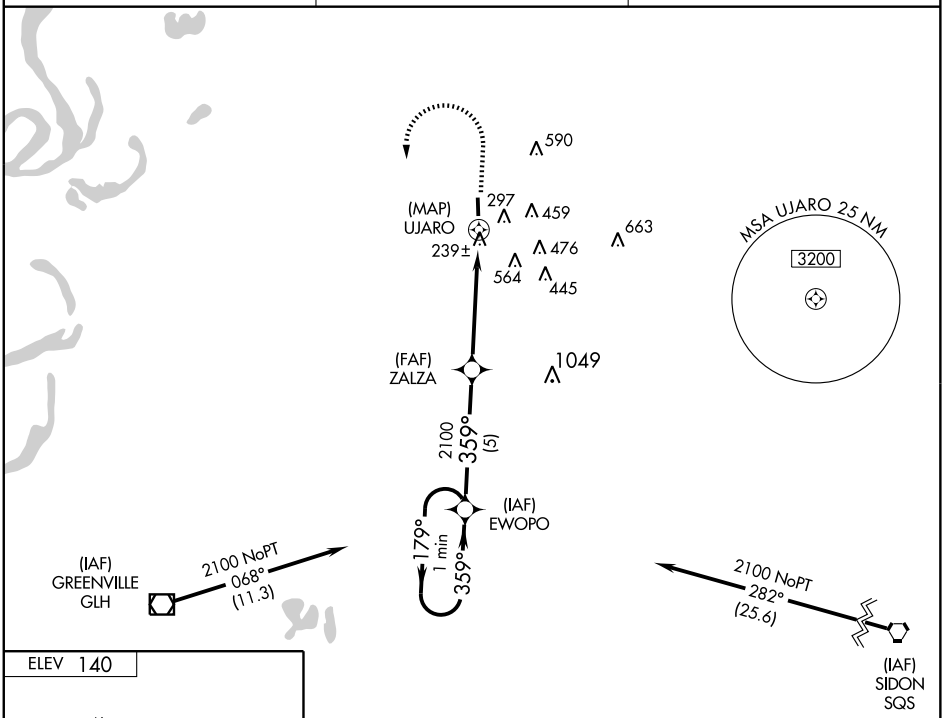
# GPS RWY 35
## CLEVELAND MUNI (RNV)

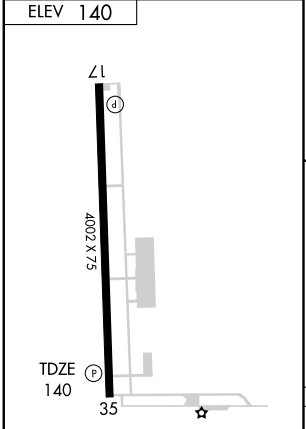
When local altimeter setting not received, use Greenwood altimeter setting.

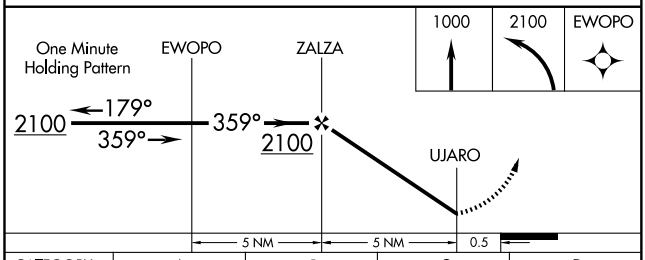
NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct EWOPO WP and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.175 | 135.875 269.35 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 580-1 | 440 (500-1) | 580-1¼ 440 (500-1¼) | 580-1½ 440 (500-1½) |
| CIRCLING | 700-1 | 560 (600-1) | 820-2 680 (700-2) | 1040-2¾ 900 (900-2¾) |

SC-4, 14 JAN 2010 to 11 FEB 2010

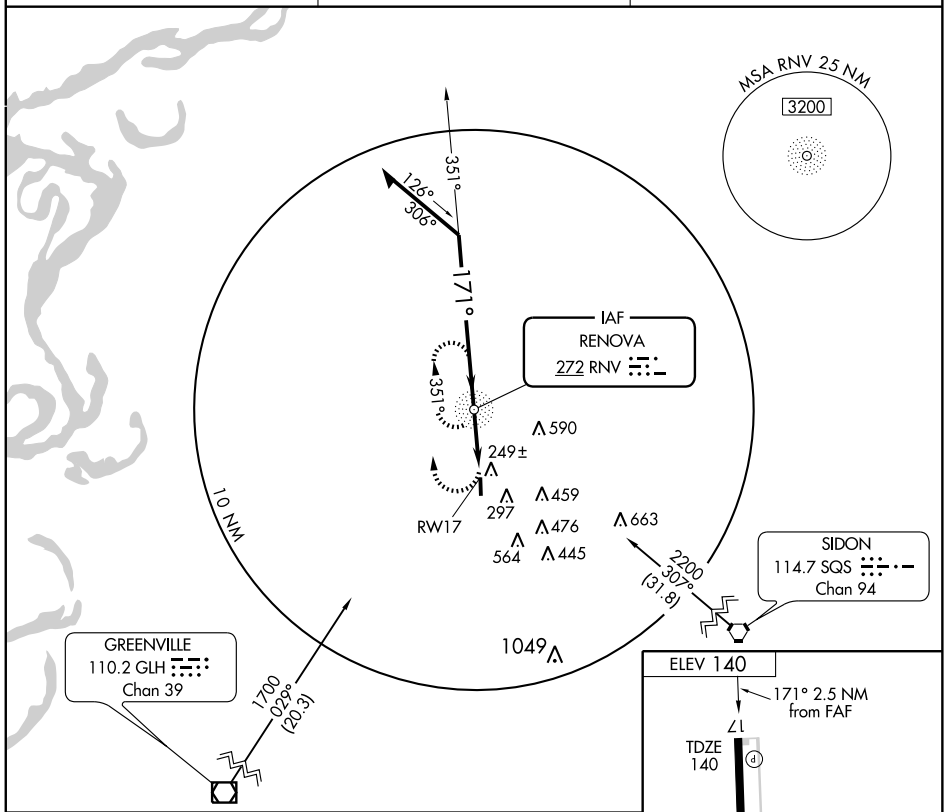
| NDB RNV | APP CRS | Rwy Idg | 4002 |
|---|---|---|---|
| 272 | 171° | TDZE | 140 |
| | | Apt Elev | 140 |

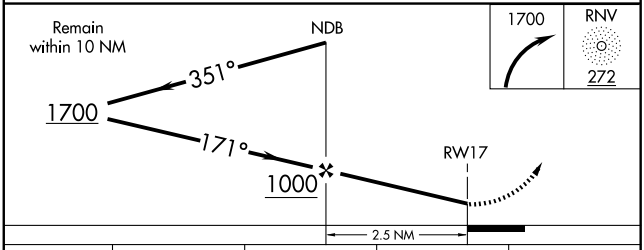
# NDB or GPS RWY 17
## CLEVELAND MUNI (RNV)

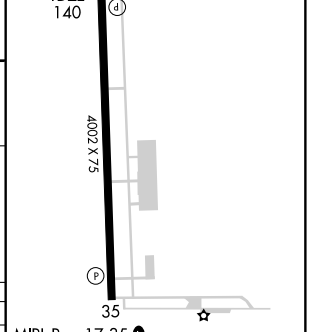
Use Greenwood altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 1700 direct RNV NDB and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.175 | 135.875 269.35 | 122.725 (CTAF) L |




MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 760-1 620 (700-1) | | 760-1¾ 620 (700-1¾) | 760-2 620 (700-2) |
| CIRCLING | 760-1 620 (700-1) | | 860-2 720 (800-2) | 1040-3 900 (900-3) |

FAF to MAP 2.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:30 | 1:40 | 1:15 | 1:00 | 0:50 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VOR/DME GLH | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.2 | 035° | TDZE | N/A |
| Chan 39 | | Apt Elev | 140 |

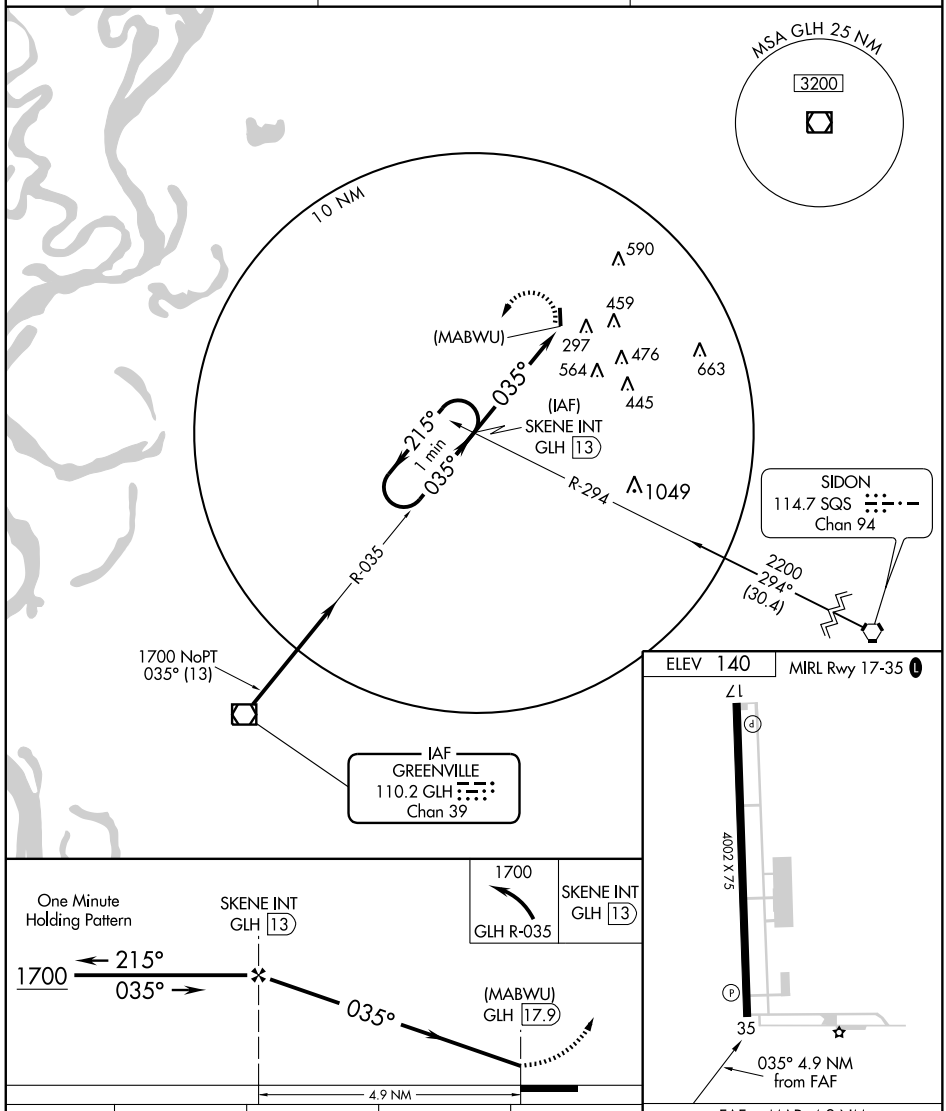
# VOR or GPS-A
## CLEVELAND MUNI (RNV)

NA

Use Greenwood altimeter setting.

MISSED APPROACH: Climbing left turn to 1700 via GLH R-035 to SKENE Int and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 124.175 | 135.875 269.35 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 860-1 | 720 (800-1) | 860-2<br>720 (800-2) | 1040-3<br>900 (900-3) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4460 |
|---|---|---|
| 234° | TDZE | 265 |
| | Apt Elev | 265 |

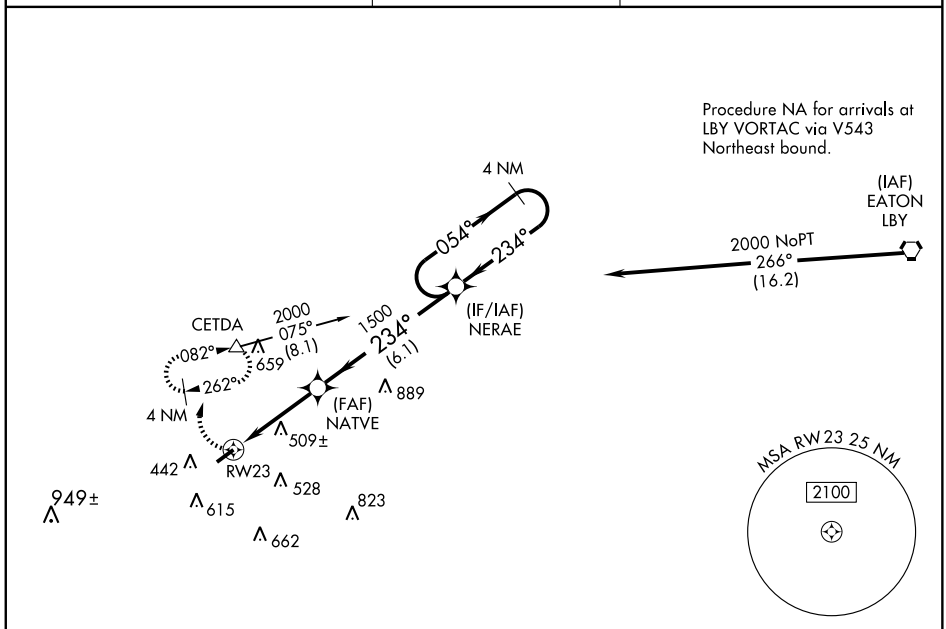
# RNAV (GPS) RWY 23
## COLUMBIA-MARION COUNTY (ØRØ)

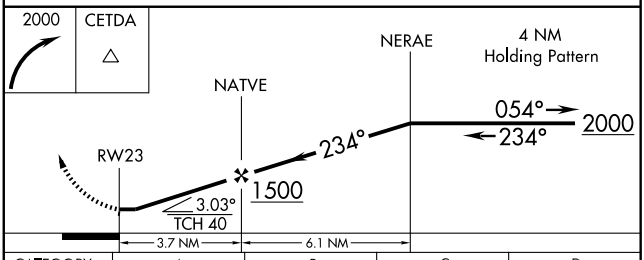
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use Hattiesburg Bobby L Chain Muni altimeter setting and increase all MDAs 20 feet.

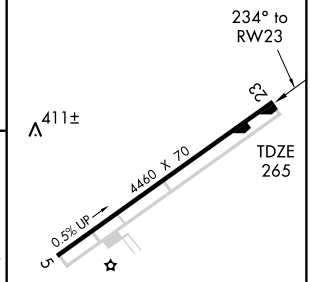
MISSED APPROACH: Climbing right turn to 2000 direct CETDA and hold.

| HATTIESBURG-LAUREL AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 128.325 | 126.8 327.8 | 122.8 (CTAF) L |

Procedure NA for arrivals at LBY VORTAC via V543 Northeast bound.

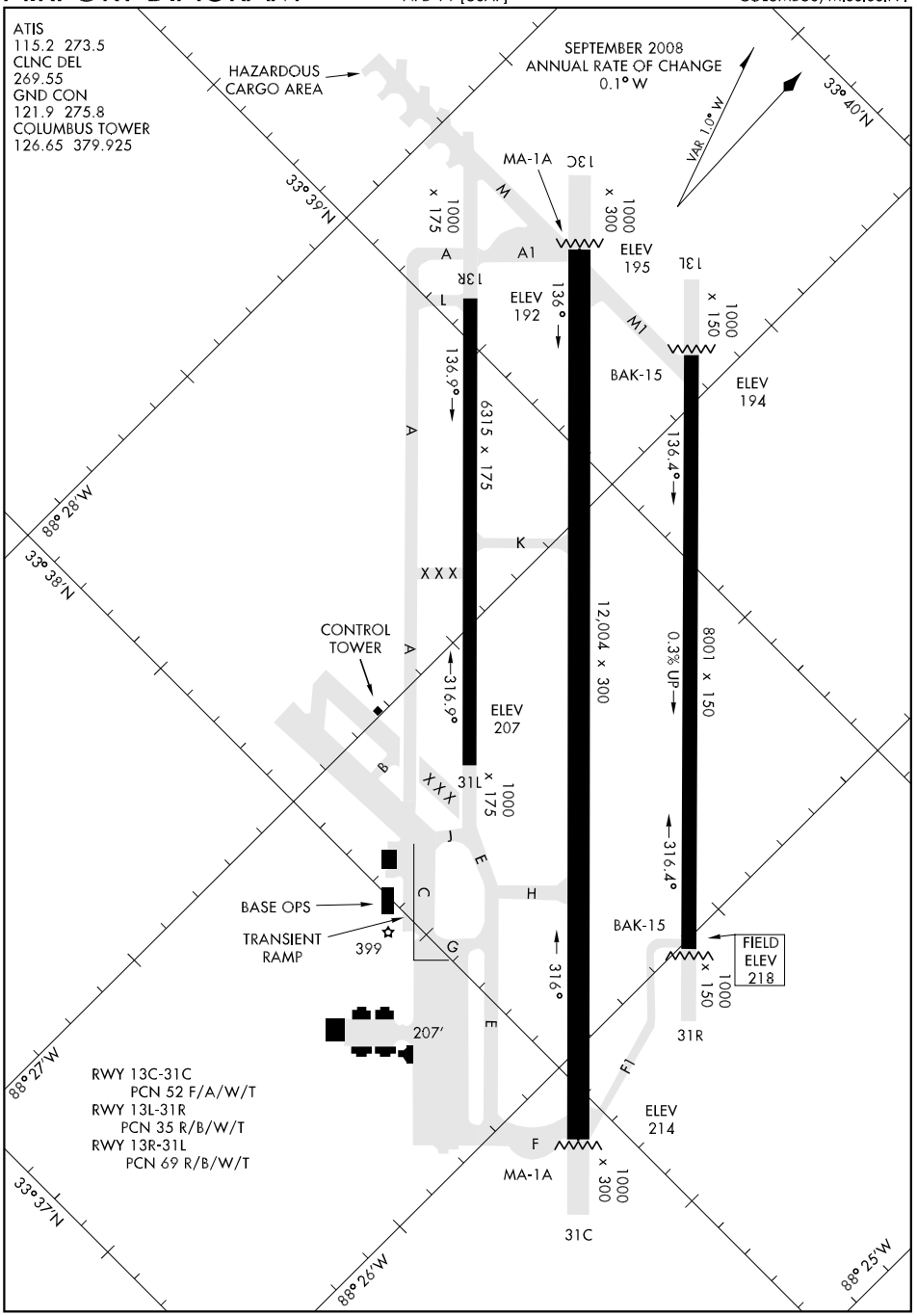


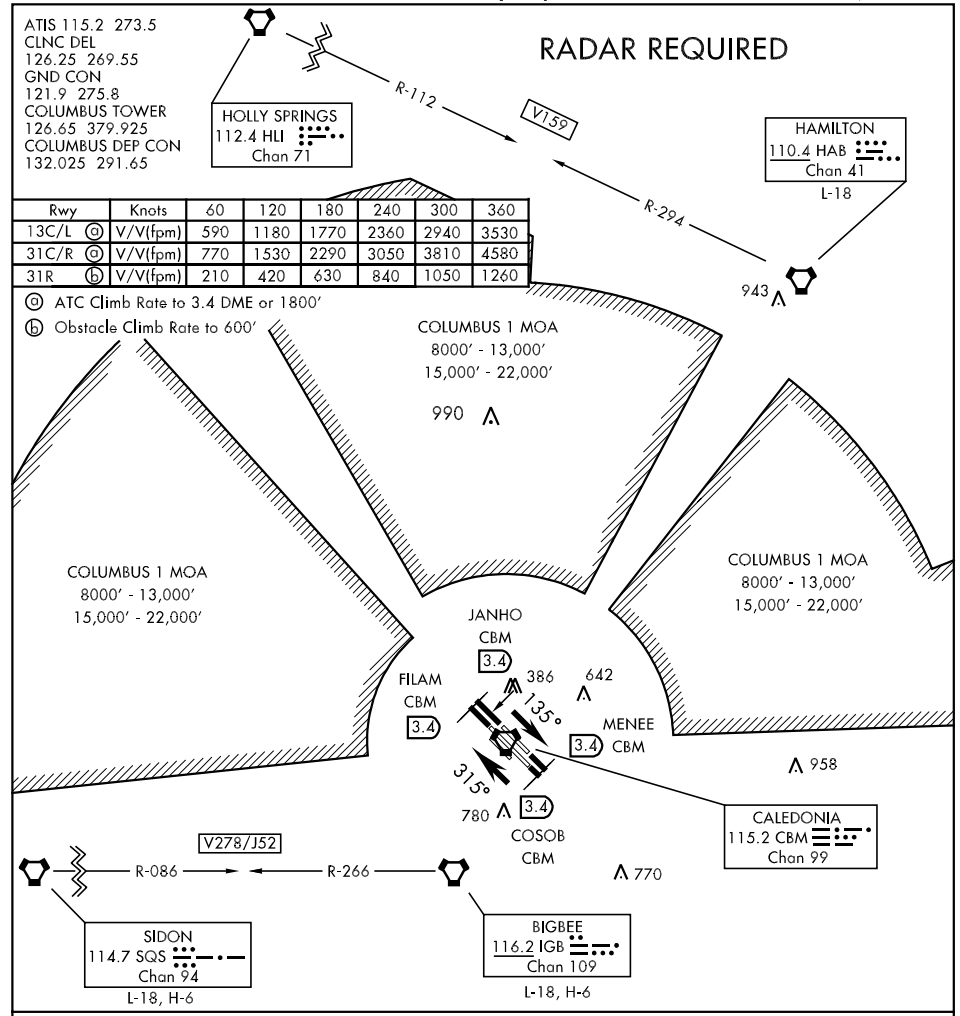




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 | 575 (600-1) | 840-1½ 575 (600-1½) | 840-1¾ 575 (600-1¾) |
| CIRCLING | 840-1 | 575 (600-1) | 840-1½ 575 (600-1½) | 1040-2½ 775 (800-2½) |

REIL Rwy 23
MIRL Rwy 5-23 L


ATIS
115.2 273.5
CLNC DEL
269.55
GND CON
121.9 275.8
COLUMBUS TOWER
126.65 379.925
HAZARDOUS CARGO AREA
SEPTEMBER 2008
ANNUAL RATE OF CHANGE
0.1° W
VAR 1.0° W
33° 40'N
33° 39'N
33° 38'N
33° 37'N
88° 28'W
88° 27'W
88° 26'W
88° 25'W
MA-1A
13C
1000 x 300
ELEV 195
13L
1000 x 150
BAK-15
ELEV 194
13R
1000 x 175
ELEV 192
136°
136.9°
6315 x 175
136.4°
12,004 x 300
8001 x 150
0.3% UP
CONTROL TOWER
316.9°
ELEV 207
31L
316.4°
316°
BASE OPS
TRANSIENT RAMP
399
FIELD ELEV 218
31R
207'
RWY 13C-31C
PCN 52 F/A/W/T
RWY 13L-31R
PCN 35 R/B/W/T
RWY 13R-31L
PCN 69 R/B/W/T
ELEV 214
MA-1A
31C




## DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier 110' into the overrun approximately 4' high.

TAKE-OFF RWY 13C: Cross DER at least 35' AGL. Climb on track 135° to intercept CBM R-138, direct COSOB (CBM R-138/3.4 DME). Cross COSOB at or above 1800', then via ATC instructions.

TAKE-OFF RWY 13L: Cross DER at least 35' AGL. Climb on track 135° to intercept CBM R-132, direct MENEE (CBM R-132/3.4DME). Cross MENEE at or above 1800', then via ATC instructions.

TAKE-OFF RWY 31C: Cross DER at least 35' AGL. Climb on track 315° to intercept CBM R-312, direct FILAM (CBM R-312/3.4 DME). Cross FILAM at or above 1800', then via ATC instructions.

TAKE-OFF RWY 31R: Cross DER at least 35' AGL. Climb on track 315° to intercept CBM R-318, direct JANHO (CBM R-318/3.4 DME). Cross JANHO at or above 1800', then via ATC instructions.



COLUMBUS ONE DEPARTURE COLUMBUS, MISSISSIPPI

COLUMBUS, MISSISSIPPI

# HI-ILS or LOC/DME RWY 13C

| LOC I-CBM | APCH CRS | Rwy ldg 12,004 / TDZE 197 / Arpt Elev 218 |
|---|---|---|
| 109.3 | 135° | |

JAL-91 [USAF]

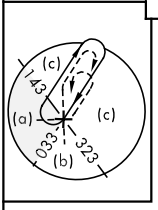
COLUMBUS AFB (KCBM)

* When ALS inop increase CAT C vis to 1½, CAT D vis to 1¾, CAT E vis to 2 miles.

ALSF-1

MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |




** CAUTION: Runway centerlines separated by 1450 ft.

Max holding alt FL240
Max holding 265 KIAS

CBM 33
033°
213°
R-033
(IAF)
KOBRE
CBM 33
919
WOLOV
CBM 23
R-004
LR-324
R-315
663
812
CBM 13 Arc
JAMVO
CBM 15
FILAK
CBM 13
315°
PLACD
CBM 13
685
135°
R-033
ZIPRO
CBM 13
2325
GAITR
748
CBM 5.8
/RADAR
Localizer signal usable to 20 DME.

RADAR AND DME REQUIRED

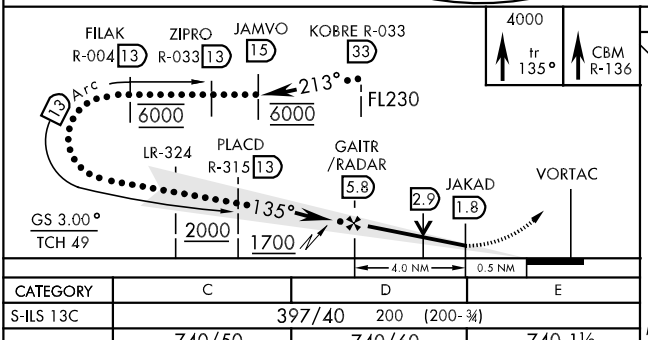
LOCALIZER 109.3
I-CBM

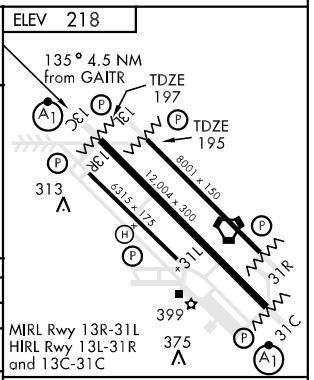
CALEDONIA
115.2 CBM
Chan 99

032° (43)
BIGBEE
670
770
SNAEK
CBM 20
/RADAR
Max holding 265 KIAS
Max holding alt 7000
136°
316°
25
R-136
20 NM

M.S.A CBM 2.5 NM
150°
3400
060°
2200

EMERG SAFE ALT 100 NM 3700




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 13C | 397/40 200 (200-¾) | | |
| S-LOC 13C * | 740/50<br>543 (600-1) | 740/60<br>543 (600-1¼) | 740-1½<br>543 (600-1½) |
| ** SIDE STEP 13L | 740-1½<br>545 (600-1½) | 740-1¾<br>545 (600-1¾) | 740-2<br>545 (600-2) |
| CIRCLING | 840-1¾<br>622 (700-1¾) | 840-2<br>622 (700-2) | 1300-3<br>1082 (1100-3) |

LOC FAF to MAP 4.0 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:00 | 1:43 | 1:30 | 1:20 | 1:12 |

SC-4, 14 JAN 2010 to 11 FEB 2010

COLUMBUS, MISSISSIPPI

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

HI-ILS or LOC/DME RWY 13C

# HI-ILS or LOC/DME RWY 31C

| LOC I-TBB | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 108.7 | 315° | 12,004 / 214 / 218 |

JAL-91 [USAF]

COLUMBUS AFB (KCBM)

* When ALS inop increase CAT CD RVR to 60 and vis to 1¼, CAT E vis to 1½ .

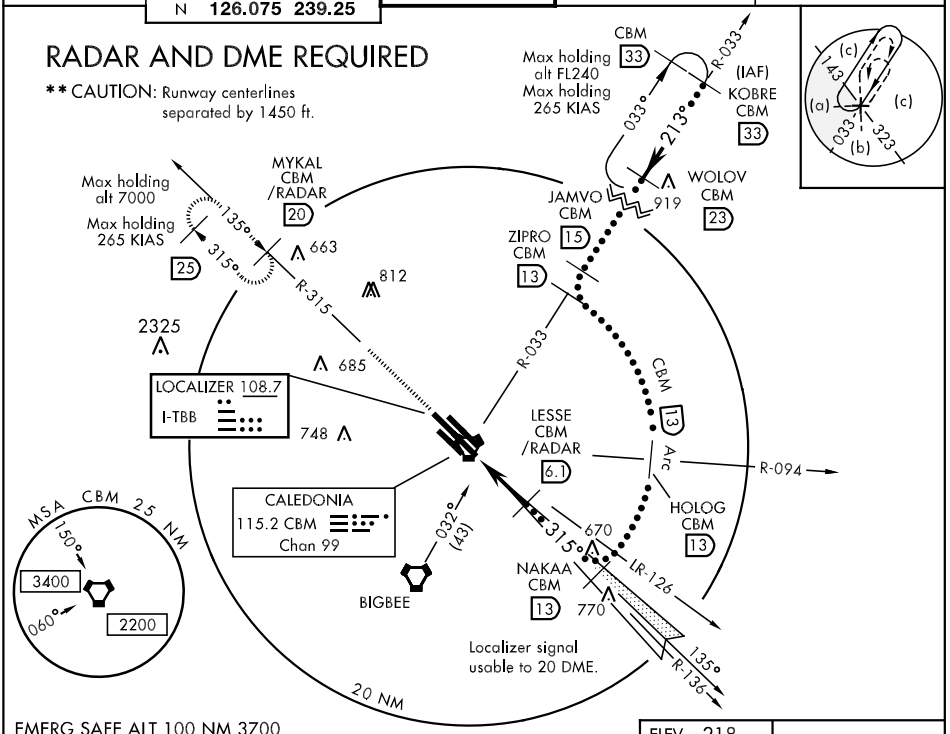
ALSF-1

MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

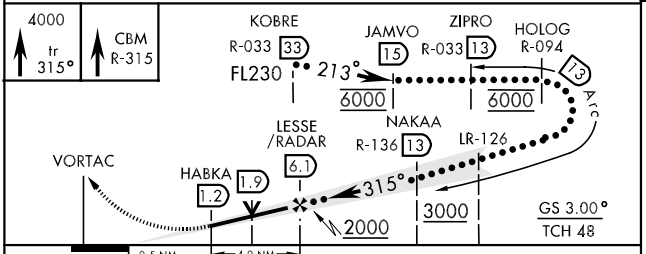
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

## RADAR AND DME REQUIRED

** CAUTION: Runway centerlines separated by 1450 ft.

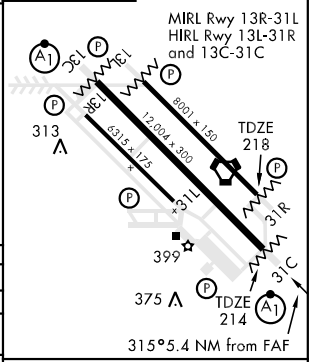



EMERG SAFE ALT 100 NM 3700




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 31C | 414/40 | 200 (200-¾) | |
| S-LOC 31C* | 640/40 426 (500-¾) | | 640/50 426 (500-1) |
| SIDE STEP 31R** | 640/60 422 (500-1¼) | | 640-1½ 422 (500-1½) |
| CIRCLING | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1082 (1100-3) |

ELEV 218




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 2:27 | 2:06 | 1:50 | 1:38 | 1:28 |



33° 39′ N-88° 27′ W



HI-ILS or LOC/DME RWY 31C

# ILS or LOC/DME RWY 13C

COLUMBUS AFB (KCBM)

AL-91 [USAF]

| LOC I-CBM | APCH CRS | Rwy ldg 12,004 / TDZE 197 / Arpt Elev 218 |
|---|---|---|
| 109.3 | 135° | |

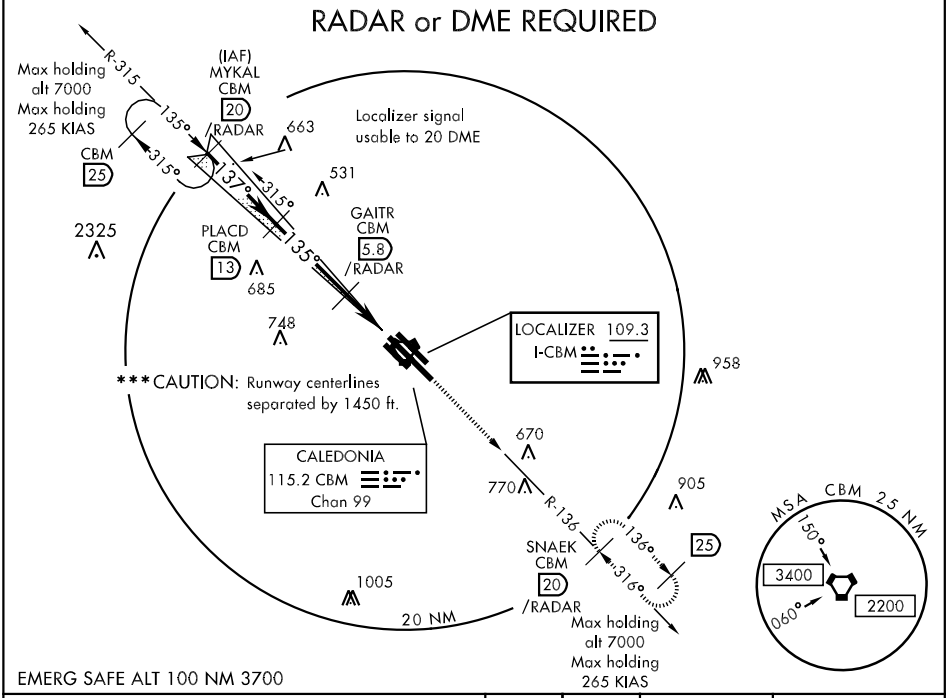
▼*When ALS inop, increase RVR to 40 and vis to ¾ mile.
**When ALS inop increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½, CAT D vis to 1¾, and CAT E vis to 2 miles.

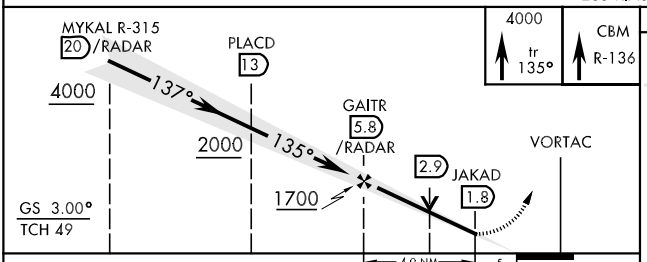
ALSF-1

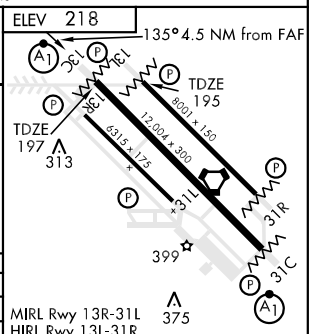
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

## RADAR or DME REQUIRED




| CATEGORY | A | | B | C | D | E |
|---|---|---|---|---|---|---|
| S-ILS 13C * | 397/24 | 200 | (200-½) | 397/40 | 200 (200-¾) | |
| S-LOC 13C ** | 740/40 | 543 | (600-¾) | 740/50 543 (600-1) | 740/60 543 (600-1¼) | 740-1½ 543 (600-1½) |
| SIDESTEP *** RWY 13L | 740/50 | 545 | (600-1) | 740-1½ 545 (600-1½) | 740-1¾ 545 (600-1¾) | 740-2 545 (600-2) |
| CIRCLING | 840-1 | 622 | (700-1) | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1082 (1100-3) |

FAF to MAP 4.0 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |



33°39′N-88°27′W

# ILS or LOC/DME RWY 31C

| LOC I-TBB | APCH CRS | Rwy ldg 12,004<br>TDZE 214<br>Arpt Elev 218 | AL-91 [USAF] | COLUMBUS AFB (KCBM) |
|---|---|---|---|---|
| 108.7 | 315° | | | |

▼*When ALS inop, incr CAT AB RVR to 40 and vis to ¾ mile.
**When ALS inop, incr CAT AB RVR to 50 and vis to 1, CAT CD RVR to 60 and vis to 1¼, and CAT E vis to 1½ miles.

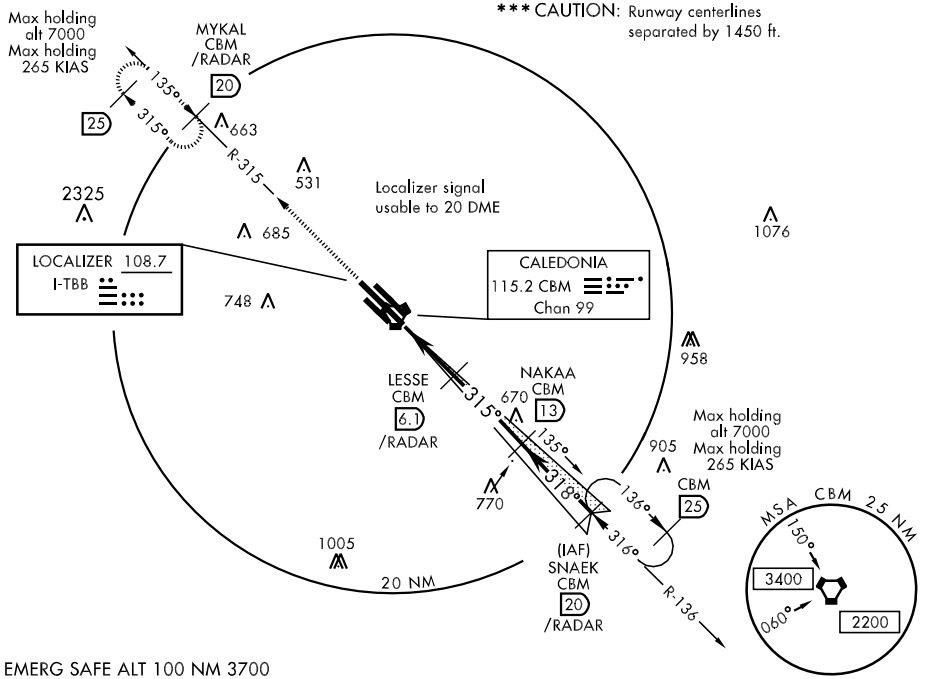
ALSF-1 (A1)

MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

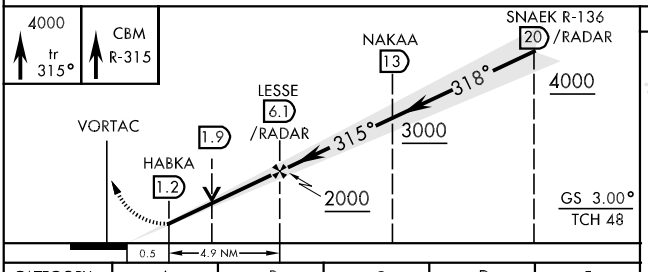
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

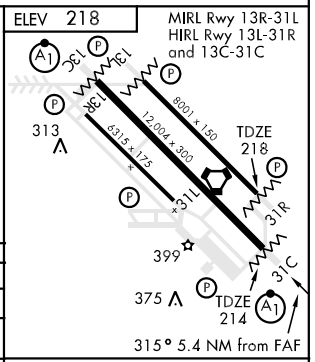
## RADAR or DME REQUIRED

***CAUTION: Runway centerlines separated by 1450 ft.




EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 31C * | 414/24 200 (200-½) | | 414/40 200 (200-¾) | | |
| S-LOC 31C** | 640/24 426 (500-½) | | 640/40 426 (500-¾) | | 640/50 426 (500-1) |
| SIDESTEP *** RWY 31R | 640/50 422 (500-1) | | 640/60 422 (500-1¼) | | 640-1½ 422 (500-1½) |
| CIRCLING | 840-1 622 (700-1) | | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1082 (1100-3) |

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



ILS or LOC/DME RWY 31C

# RNAV (GPS) E

| APCH CRS | Rwy ldg | |
|---|---|---|
| 090° | TDZE | NA |
| | Arpt Elev | 218 |

AL-91 [USAF]

COLUMBUS AFB (KCBM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

| ATIS | COLUMBUS APP CON | | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 | 291.65 | 126.65 379.925 | 121.9 275.8 | 269.55 |
| | SW 135.6 | 323.275 | | | |
| | N 126.075 | 239.25 | | | |

FOR USE BY 14 FTW ACFT ONLY

2310

CALEDONIA
115.2 CBM
Chan 99

775

(IAF) GOMAZ

2000 090° (5)

BABSE

2000 090° (8)

749

(FAF) JUPAD

GOVNE

4000

595

630

5 NM

Max holding alt 7000
Max holding 265 KIAS

049°

229°

JOLLI

803

MSA CBM 2.5 NM
3400

EMERG SAFE ALT 100 NM 3700

RADAR REQUIRED

1005

ELEV 218

352

090°6.0 NM from FAF

13C 13L 13R 31C 31L 31R

8001 x 150

12,004 x 300

6315 x 175

399

375

MIRL Rwy 13R-31L
HIRL 13L-31R and 13C-31C

3000

JOLLI

GOMAZ

4000

090°

BABSE

2000

JUPAD

2000

GOVNE

2

VORTAC

5.0 NM

1.0 NM

| CATEGORY | A | B | C |
|---|---|---|---|
| LNAV/MDA | NOT AUTHORIZED | | |
| CIRCLING | 840-1¼ 622 (700-1¼) | | 840-1¾ 622 (700-1¾) |

SC-4, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) F

| APCH CRS | Rwy ldg | NA |
|---|---|---|
| 359° | TDZE | NA |
| | Arpt Elev | 218 |

AL-91 [USAF]

COLUMBUS AFB (KCBM)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

CALEDONIA
115.2 CBM
Chan 99

FOR USE BY 14 FTW ACFT ONLY

RADAR REQUIRED

748

605

HILUN

236°

649

RUDBE

630

5NM

Max holding alt 7000
Max holding 265 KIAS

039°

219°

JOLLI

(FAF)
WESIS

371

2000

359°

(8)

803

MSA CBM 25 NM

3400

585

CUDEN

1005

522

3000

359°

(5)

4000

(IAF)
BALDD

EMERG SAFE ALT 100 NM 3700

570

ELEV 218

352

13C 13L 13R 31L 31R 31C

8001 x 150

12,004 x 300

6315 x 175

399

375

MIRL Rwy 13R-31L
HIRL 13L-31R
and 13C-31C

359°6.5 NM from FAF

3000

JOLLI

BALDD

CUDEN

359°

4000

3000

WESIS

VORTAC

RUDBE

HILUN

2000

1600

1.5

2.7 NM

2.3 NM

| CATEGORY | A | B | C |
|---|---|---|---|
| CIRCLING | 840-1¾ | 622 | (700-1¾) |

SC-4, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 13C

| APCH CRS | Rwy ldg | 12,004 |
|---|---|---|
| 135° | TDZE | 197 |
| | Arpt Elev | 218 |

AL-91 [USAF]

COLUMBUS AFB (KCBM)

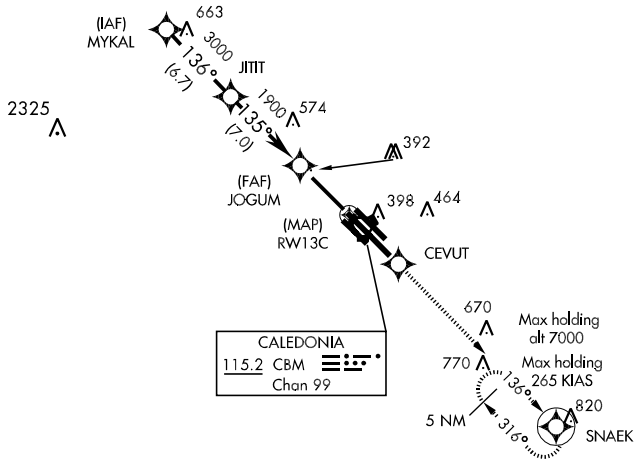
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

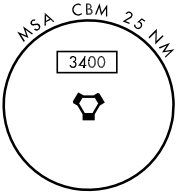
ALSF-1

MISSED APPROACH: Climb to 4000 direct CEVUT, direct SNAEK and hold as published.

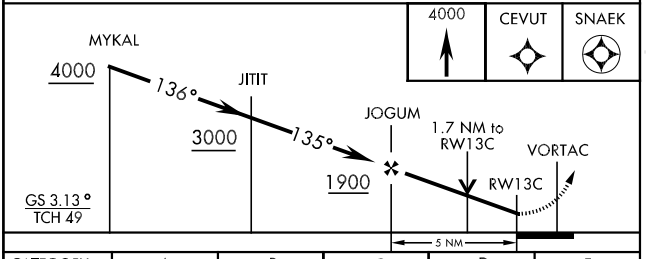
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

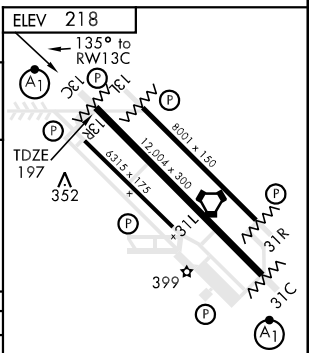
DME/DME RNP-0.3 NA




EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 780/40 583 (600-¾) | | 780/50<br>583 (600-1) | 780/60<br>583 (600-1¼) | 780-1½<br>583 (600-1½) |
| CIRCLING | 840-1 622 (700-1) | | 840-1¾<br>622 (700-1¾) | 840-2<br>622 (700-2) | 1300-3<br>1082 (1100-3) |

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C





33°39′N-88°27′W



RNAV (GPS) RWY 13C

# RNAV (GPS) RWY 31C

COLUMBUS AFB (KCBM)

| APCH CRS | Rwy ldg | 12,004 |
|---|---|---|
| 315° | TDZE | 214 |
| | Arpt Elev | 218 |

AL-91 [USAF]

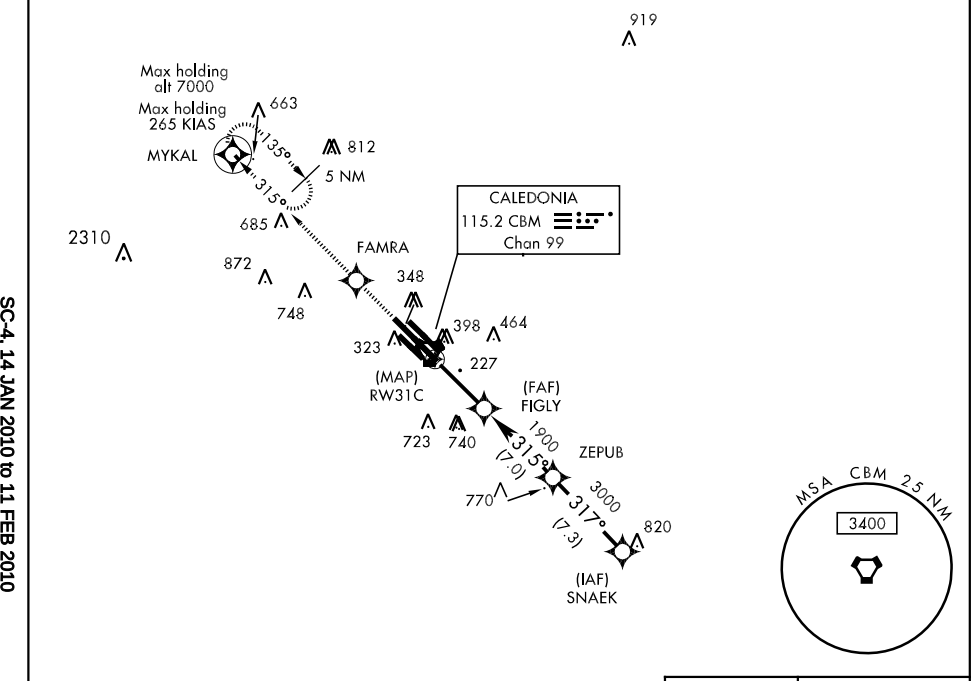
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C vis to 1½, CAT D vis to 1¾, and CAT E vis to 2 miles.

ALSF-1

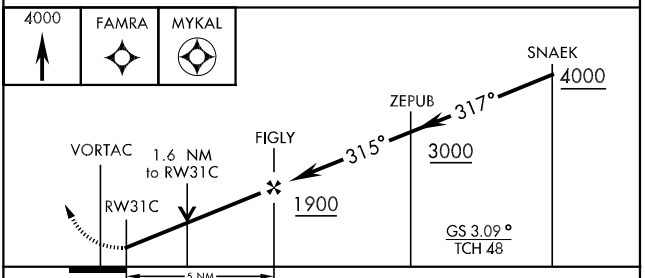
MISSED APPROACH: Climb to 4000 direct FAMRA, direct MYKAL and hold as published.

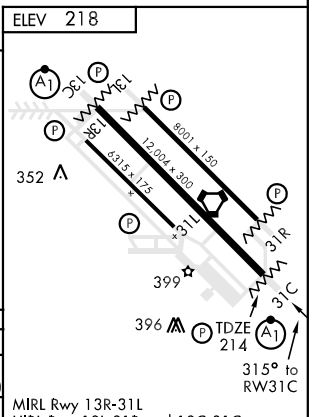
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

DME/DME RNP-0.3 NA




EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 780/24 566 (600-½) | | 780/50 566 (600-1) | 780/60 566 (600-1¼) | 780-1½ 566 (600-1½) |
| CIRCLING | 840-1 622 (700-1) | | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1082 (1100-3) |

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

# VOR/DME A

| VORTAC CBM 115.2 Chan 99 | APCH CRS 090° | Rwy ldg NA<br>TDZE NA<br>Arpt Elev 218 | AL-91 [USAF] | COLUMBUS AFB (KCBM) |
|---|---|---|---|---|

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.

| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

FOR USE BY 14 FTW ACFT ONLY

2310

CALEDONIA 115.2 CBM Chan 99

(IAF) GOMAZ CBM 20

775

BABSE CBM 15

JUPAD CBM 7

749

398

4000

R-270 090° 090°

270° Max holding alt 7000 Max holding 265 KIAS

CBM 25

TURUE

LR-262

595

3000

WODID

R-247

CBM 15 Arc

4000

10 NM

4000

(IAF) JOLLI CBM 15

803 776

044°

224°

R-224

Max holding alt 7000 Max holding 265 KIAS

CBM 20

MSA CBM 2.5 NM

150°

3400

060°

2200

RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 218

352

090° 6 NM from FAF

399

375

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C

3000 JOLLI CBM 15

JOLLI 15 WODID CBM R-247 TURUE CBM R-262 BABSE 15 JUPAD 7 090° GOVNE 2 VORTAC

4000 4000 3000 2000 2000

Arc 15

5 NM 1 NM

| CATEGORY | A | B | C |
|---|---|---|---|
| S-13R | NOT AUTHORIZED | | |
| CIRCLING | 840-1¼ 622 (700-1¼) | | 840-1¾ 622 (700-1¾) |

# VOR/DME B

| VORTAC CBM 115.2 Chan 99 | APCH CRS 359° | Rwy Idg NA<br>TDZE NA<br>Arpt Elev 218 |
|---|---|---|

AL-91 [USAF]

COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.

| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |

FOR USE BY 14 FTW ACFT ONLY

CALEDONIA 115.2 CBM Chan 99

RUDBE CBM 4.7

WESIS CBM 7

10 NM

(IAF) JOLLI CBM 4000 15

Max holding alt 7000
Max holding 265 KIAS

R-224 R-205 LR 187

CUDEN CBM 15

WIBER CBM 15

WELTO CBM 15

(IAF) BALDD CBM 20 4000

Max holding alt 7000
Max holding 265 KIAS

CBM 20

MSA CBM 2.5 NM
150°
060°
3400
2200

RADAR REQUIRED

CBM 25

EMERG SAFE ALT 100 NM 3700

ELEV 218

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R
and 13C-31C

8001 x 150
12,004 x 300
6315 x 175

352
399
375

359°6.5 NM from FAF

3000 JOLLI CBM 15

VORTAC HILUN 2 RUDBE 4.7 WESIS 7 CUDEN 15 WELTO CBM R-187 WIBER CBM R-205 JOLLI 15

1500 2000 3000 3000 4000 4000

Arc 15

1.5 5 NM

| CATEGORY | A | B | C |
|---|---|---|---|
| CIRCLING | 840-1¾ | 622 | (700-1¾) |



SC-4, 14 JAN 2010 to 11 FEB 2010

# VOR/DME or TACAN RWY 13C

| VORTAC CBM 115.2 Chan 99 | APCH CRS 133° | Rwy ldg 12,004 TDZE 197 Arpt Elev 218 |
|---|---|---|

AL-91 [USAF]

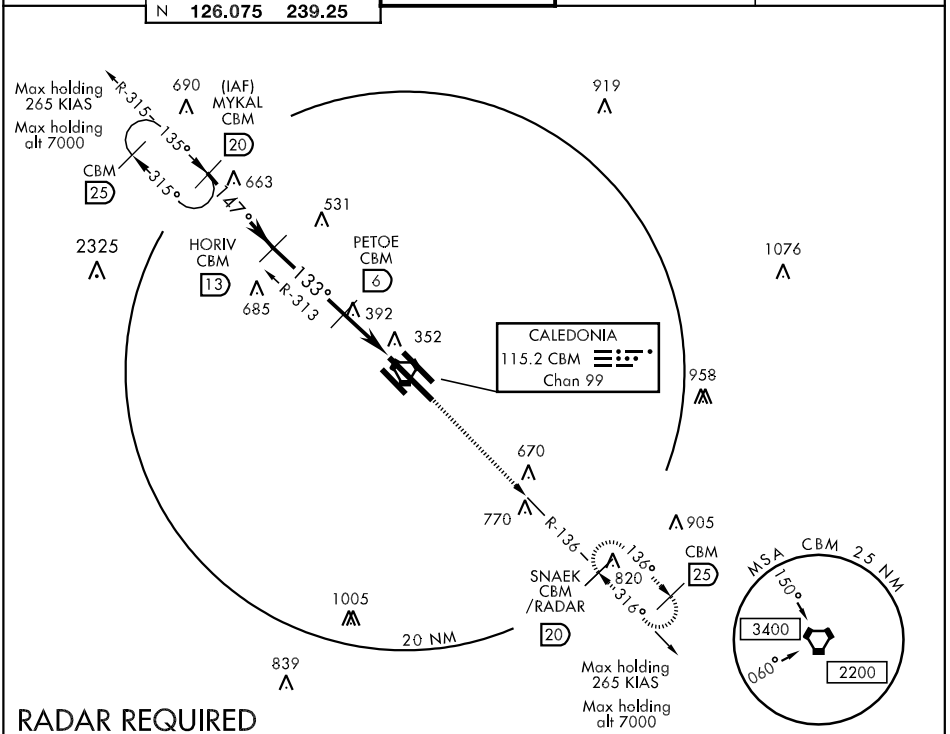
COLUMBUS AFB (KCBM)

*When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

ALSF-1

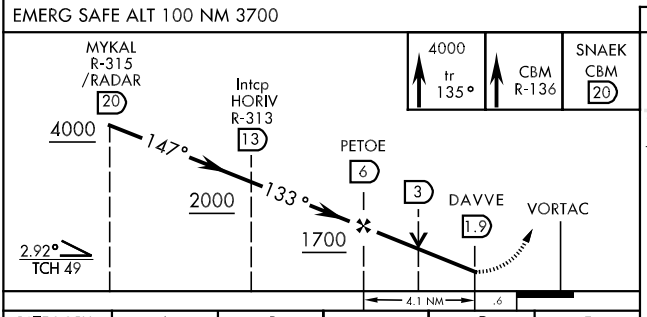
MISSED APPROACH: Track heading 135° to intercept the CBM R-136 outbound to SNAEK (CBM R-136/20) and hold. Maintain 4000.

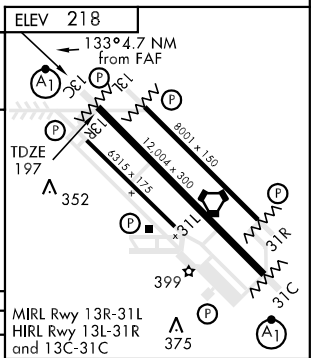
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |




RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-13C * | 780/40 583 (600-¾) | | 780/50 583 (600-1) | 780/60 583 (600-1¼) | 780-1½ 583 (600-1½) |
| CIRCLING | 840-1 622 (700-1) | | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1082 (1100-3) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 | 200 |
|---|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 | 1:14 |



33°39′N-88°27′W

# VOR/DME or TACAN RWY 13L

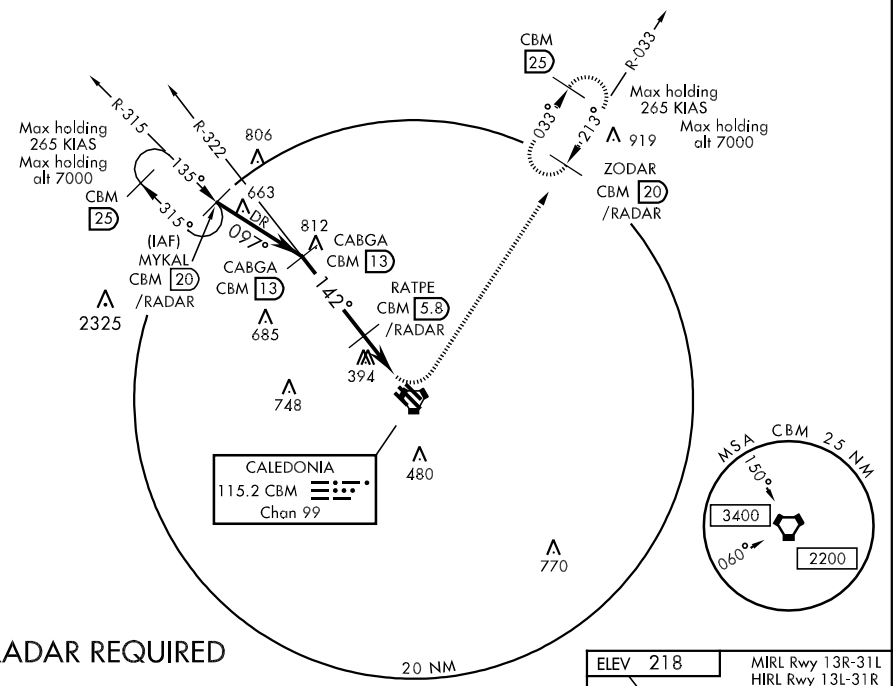
| VORTAC CBM | APCH CRS | Rwy ldg 8001 |
|---|---|---|
| 115.2 | 142° | TDZE 195 |
| Chan 99 | | Arpt Elev 218 |

AL-91 [USAF]

COLUMBUS AFB (KCBM)

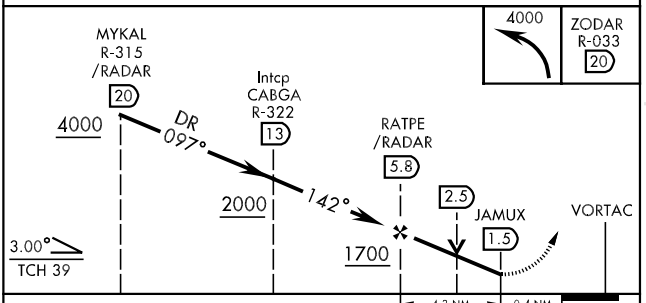
MISSED APPROACH: Climbing left turn to 4000 direct ZODAR and hold or as directed by ATC.

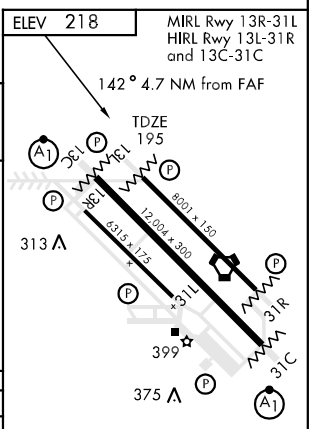
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |




## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-13L | 700/50 505 (500-1) | | 700-1½ 505 (500- 1½) | | 700-1¾ 505 (500-1¾) |
| CIRCLING | 840-1 622 (700-1) | | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1081 (1100-3) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

# VOR/DME or TACAN RWY 31C

| VORTAC CBM | APCH CRS | Rwy ldg 12,004 |
|---|---|---|
| 115.2 | 317° | TDZE 214 |
| Chan 99 | | Arpt Elev 218 |

AL-91 [USAF]

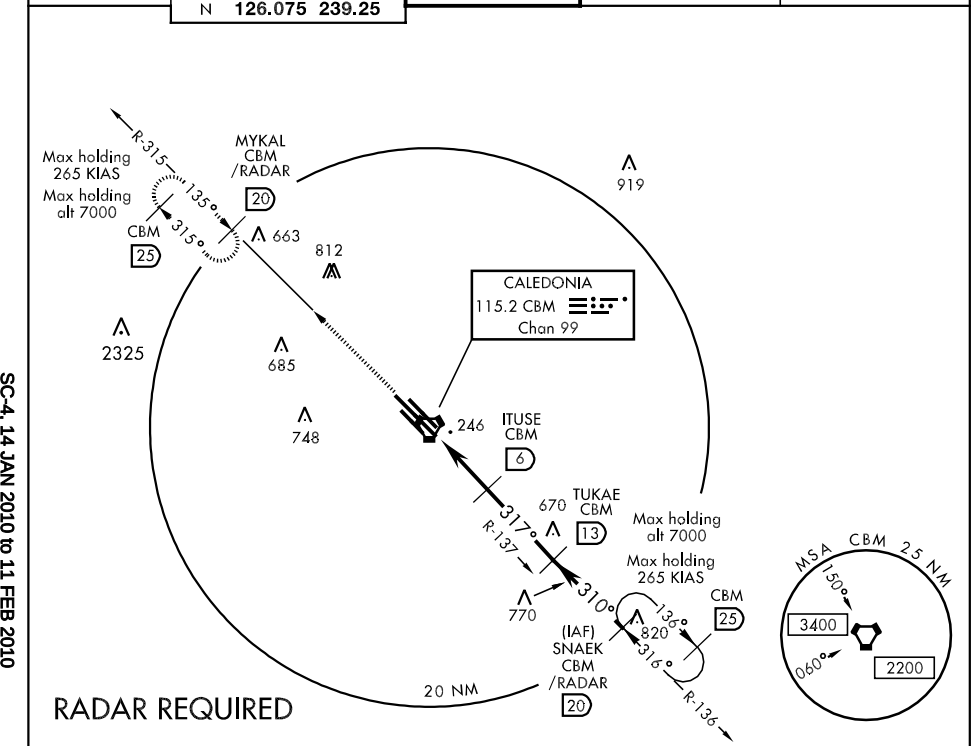
COLUMBUS AFB (KCBM)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1, CAT C RVR to 60 and vis to 1¼, CAT DE vis to 1½ miles.

ALSF-1 (A1)

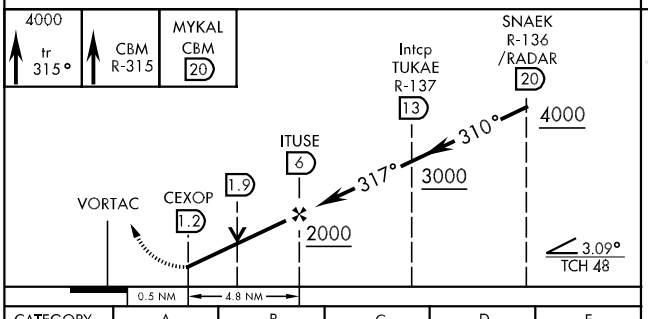
MISSED APPROACH: Track heading 315° to intercept the CBM R-315 outbound to MYKAL (CBM R-315/20) and hold. Maintain 4000.

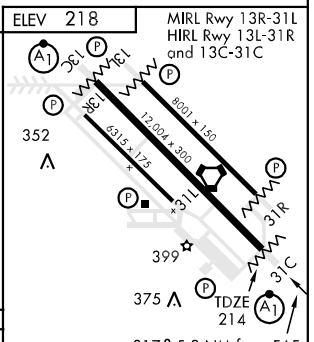
| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |




RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-31C * | 660/24 446 (500-½) | | 660/40 446 (500-¾) | 660/50 446 (500-1) | |
| CIRCLING | 840-1 622 (700-1) | | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1082 (1100-3) |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |





33°39′N-88°27′W

# VOR/DME or TACAN RWY 31R

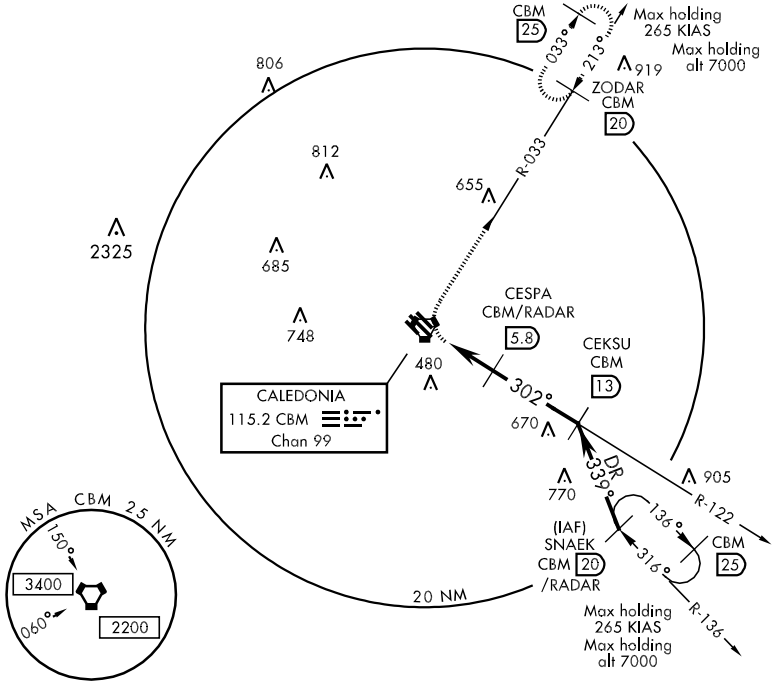
| VORTAC CBM | APCH CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 115.2 | 302° | TDZE | 218 |
| Chan 99 | | Arpt Elev | 218 |

AL-91 [USAF]

COLUMBUS AFB (KCBM)

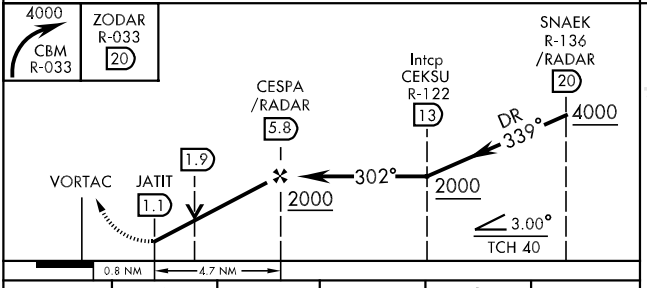
MISSED APPROACH: Climbing right turn to 4000. Intercept CBM R-033 direct ZODAR and hold or as directed by ATC.

| ATIS | COLUMBUS APP CON | COLUMBUS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.2 273.5 | SE 132.025 291.65<br>SW 135.6 323.275<br>N 126.075 239.25 | 126.65 379.925 | 121.9 275.8 | 269.55 |



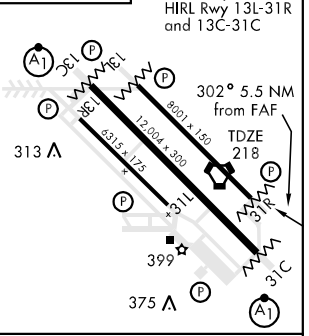

## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3700




ELEV 218

MIRL Rwy 13R-31L
HIRL Rwy 13L-31R and 13C-31C




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-31R | 780/50 562 (600-1) | | 780-1½ 562 (600-1½) | 780-1¾ 562 (600-1¾) | 780-2 562 (600-2) |
| CIRCLING | 840-1 622 (700-1) | | 840-1¾ 622 (700-1¾) | 840-2 622 (700-2) | 1300-3 1081 (1100-3) |

FAF to MAP 4.7 NM

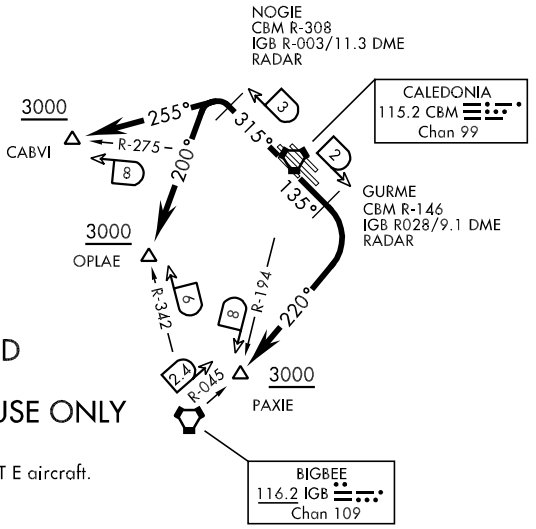
| Knots | 60 | 90 | 120 | 150 | 180 | 200 |
|---|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 | 1:25 |

ATIS 115.2 273.5
CLNC DEL
126.25 269.55
GND CON
121.9 275.8
COLUMBUS TOWER
126.65 379.925
COLUMBUS DEP CON
132.025 291.65

978

| Rwy | | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|---|
| 13R | ⓐ | V/V(fpm) | 340 | 680 | 1010 | 1350 | 1680 | 2020 |
| 31L | ⓑ | V/V(fpm) | 400 | 800 | 1200 | 1600 | 2000 | 2400 |

ATC Climb Rate
ⓐ to PAXIE or 3000
ⓑ to CABVI / OPLAE or 3000




RADAR REQUIRED

14 FTW AIRCRAFT USE ONLY

Procedure not authorized for CAT E aircraft.

Rwy 13R: Do not exceed 220 KIAS until PAXIE
Rwy 31L: Do not exceed 220 KIAS until CABVI / OPLAE

DEPARTURE ROUTE DESCRIPTION
(BIGBEE)

TAKE-OFF RWY 13R: Cross DER at least 35′ AGL/229 MSL. Climb on track 135° to GURME (IGB VORTAC R-028/9.1 DME) then turn right heading 220° to PAXIE (IGB R-045/2.4 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35′ AGL/225 MSL. Climb on track 315° to NOGIE (IGB VORTAC R-003/11.3 DME) then turn left heading 200° to OPLAE (IGB R-342/6 DME). Cross OPLAE at or above 3000, then via assigned route or ATC instructions..

DEPARTURE ROUTE DESCRIPTION
(CALEDONIA)

TAKE-OFF RWY 13R: Cross DER at least 35′ AGL/229 MSL. Climb on track 135° to GURME (CBM VORTAC R-146/2 DME) then turn right heading 220° to PAXIE (CBM R-194/8 DME). Cross PAXIE at or above 3000, then via assigned route or ATC instructions.

TAKE-OFF RWY 31L: Cross DER at least 35′ AGL/225 MSL. Climb on track 315° to NOGIE (CBM VORTAC R-308/3 DME) then turn left heading 255° to CABVI (CBM R-275/8 DME). Cross CABVI at or above 3000, then via assigned route or ATC instructions..



SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC IGB 116.2 Chan 109 | APP CRS 097° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 188 |
|---|---|---|

# VOR or GPS-A

## COLUMBUS-LOWNDES COUNTY (UBS)

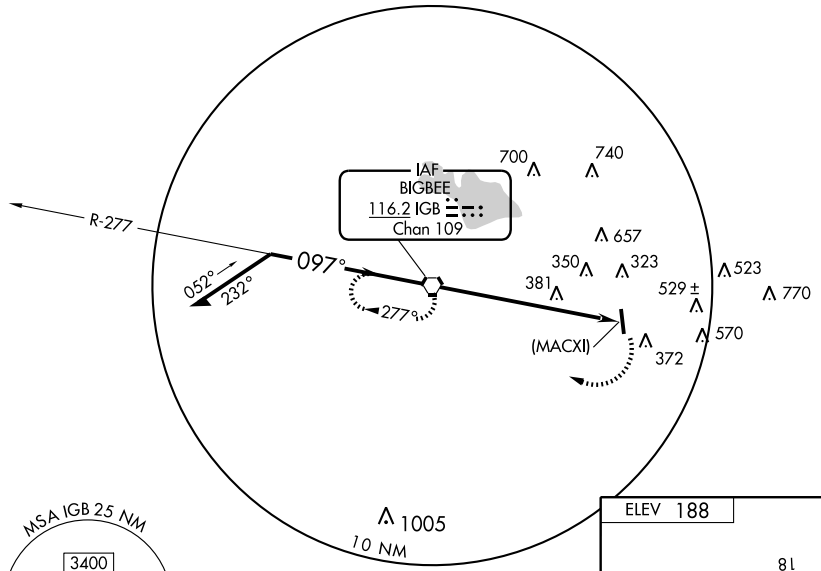
Use Columbus AFB altimeter setting.

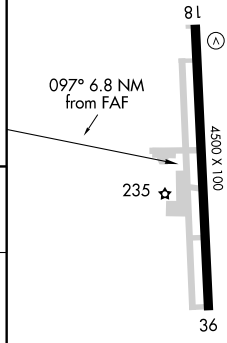
NA

MISSED APPROACH: Climbing right turn to 2000 direct IGB VORTAC and hold.

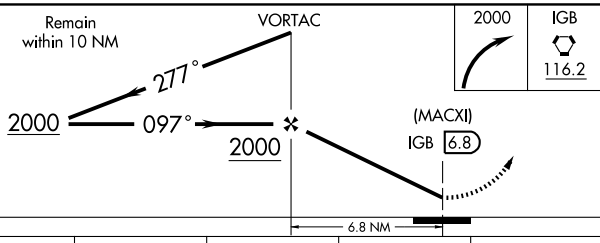
COLUMBUS APP CON ★ 135.6 323.275

UNICOM 122.8 (CTAF) L




MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 720-1 532 (600-1) | | 840-1¾<br>652 (700-1¾) | 840-2<br>652 (700-2) |

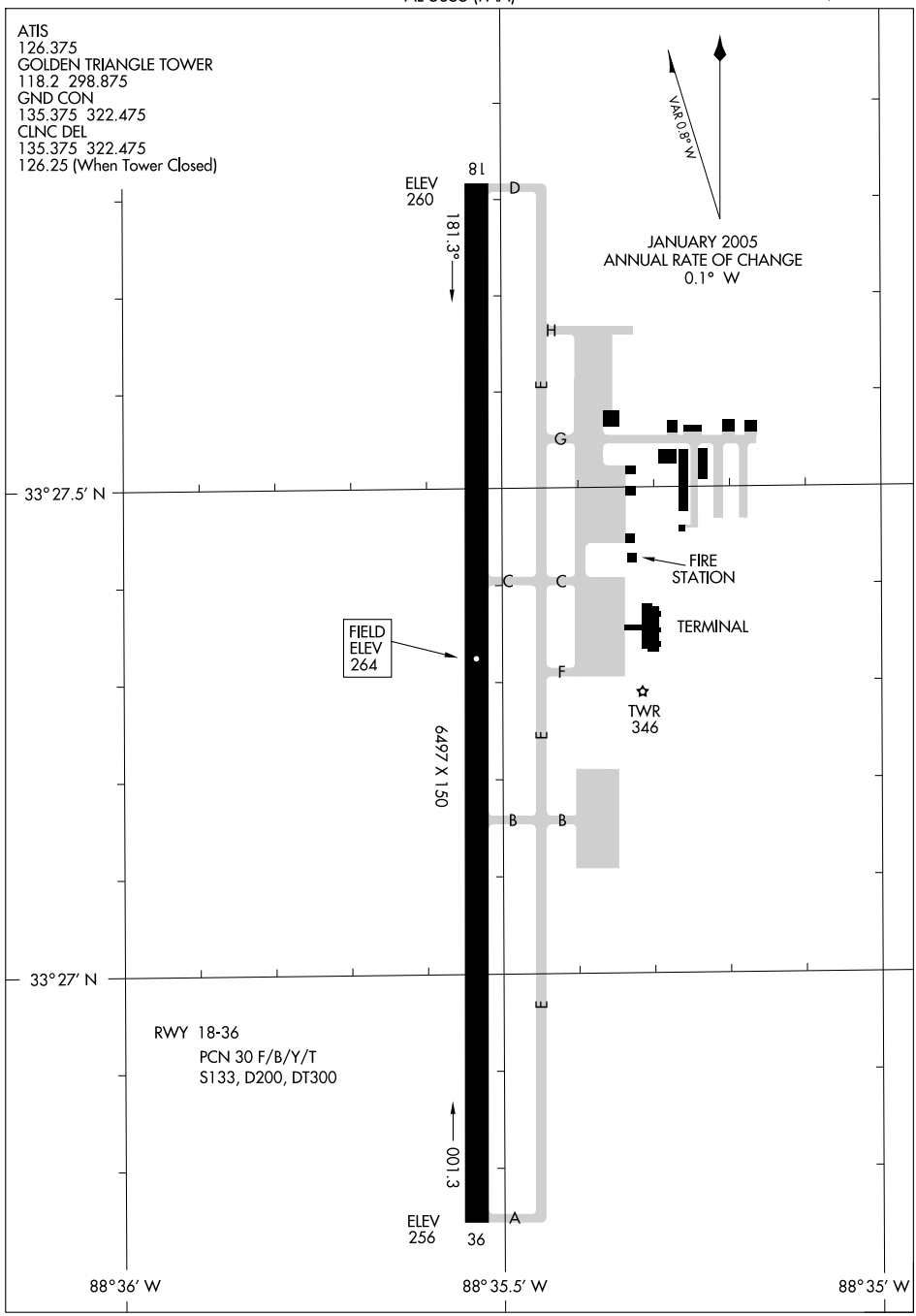
| FAF to MAP 6.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |

SC-4, 14 JAN 2010 to 11 FEB 2010

09183

# AIRPORT DIAGRAM

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)
COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI
AL-5855 (FAA)




SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-GTR | APP CRS | Rwy Idg | 6497 |
|---|---|---|---|
| 110.7 | 179° | TDZE | 264 |
| | | Apt Elev | 264 |

# ILS or LOC RWY 18

COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

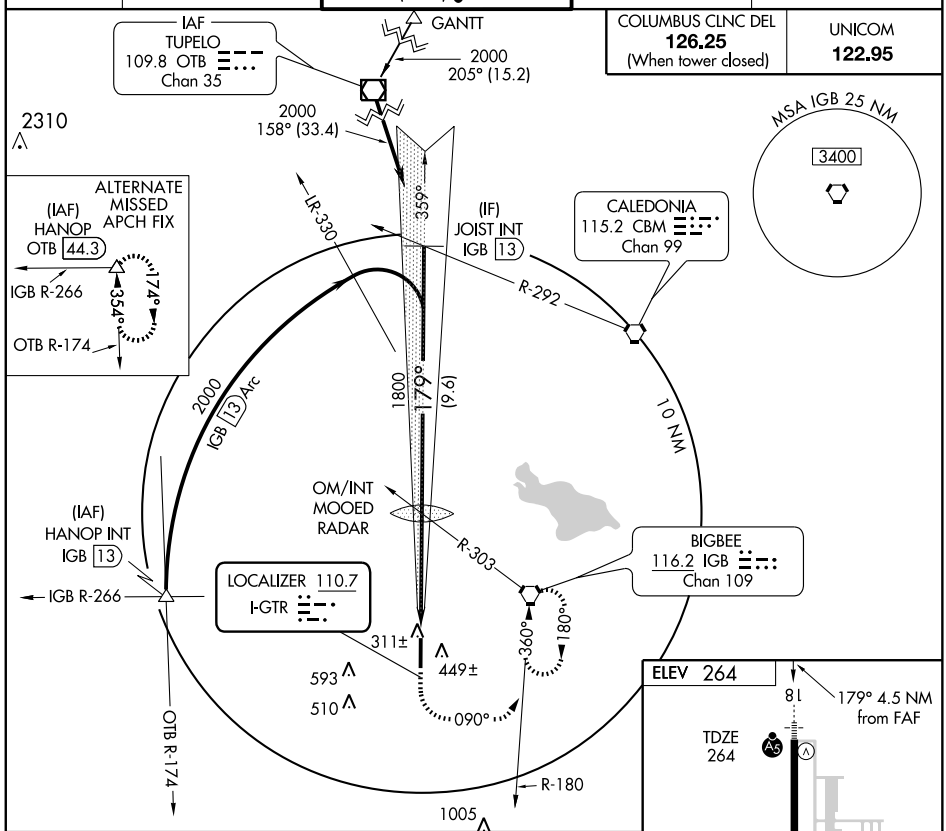
If local altimeter setting not received, use Tupelo Rgnl altimeter setting and increase DA to 590 feet and all MDAs 140 feet.

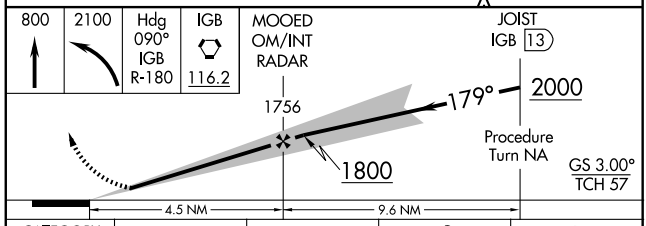
MALSR

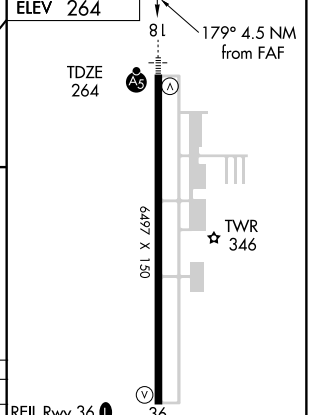
MISSED APPROACH: Climb to 800 then climbing left turn to 2100 via Heading 090° and IGB R-180 to IGB VORTAC and hold.

| ATIS | COLUMBUS APP CON ★ | GOLDEN TRIANGLE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.375 | 135.6 323.275 | 118.2 (CTAF) L 298.875 | 135.375 322.475 | 135.375 322.475 |

COLUMBUS CLNC DEL 126.25 (When tower closed) | UNICOM 122.95




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 464-½ 200 (200-½) | | | |
| S-LOC 18 | 640-½ 376 (400-½) | | | 640-¾ 376 (400-¾) |
| CIRCLING | 760-1 496 (500-1) | | 760-1½ 496 (500-1½) | 820-2 556 (600-2) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 63203 W18A | APP CRS 179° | Rwy Idg 6497<br>TDZE 264<br>Apt Elev 264 |
|---|---|---|

# RNAV (GPS) RWY 18

## COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

For inoperative MALSR, increase LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA.

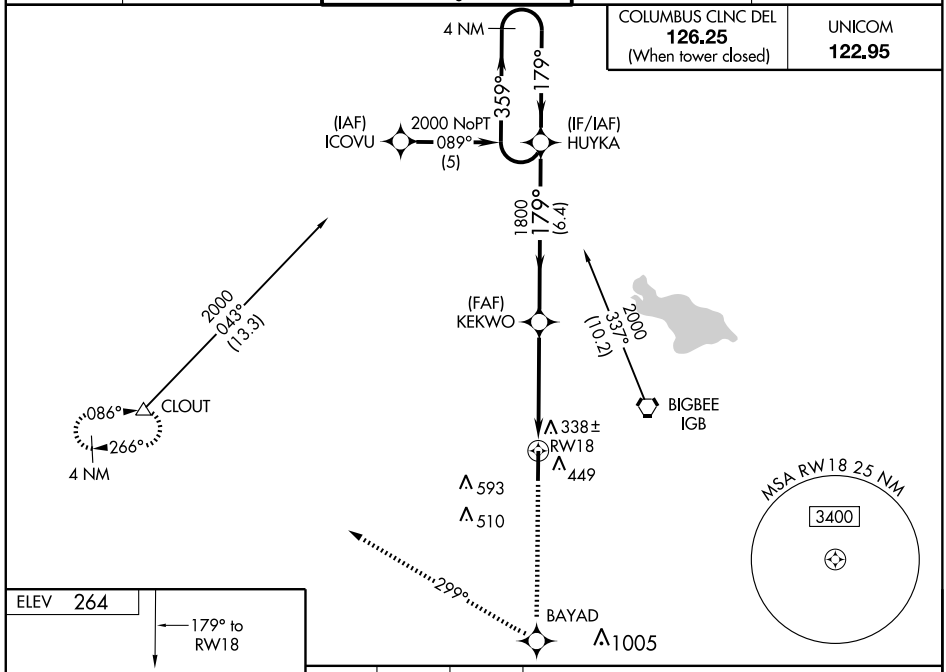
Baro-VNAV and VDP NA when using Tupelo Rgnl altimeter setting. When local altimeter setting not received, use Tupelo Regional altimeter setting and increase all DA/MDA 140 feet; LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C visibility ½ mile, LNAV Cat D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. For inoperative MALSR, when using Tupelo Rgnl altimeter setting, increase LPV all Cats visibility to 1¼ mile.

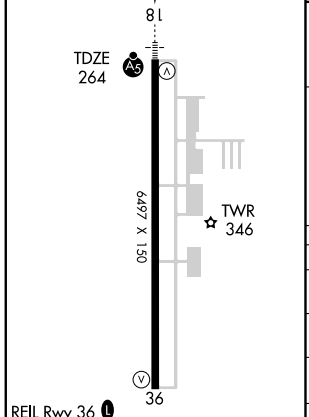
MALSR

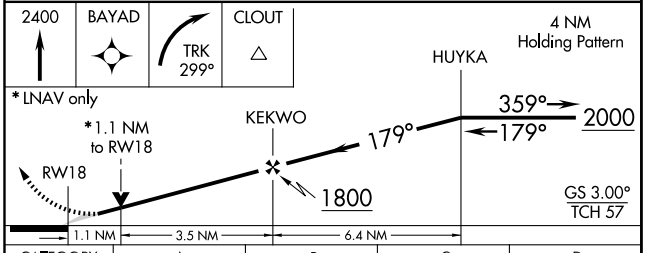
MISSED APPROACH: Climb to 2400 direct BAYAD and right turn via 299° track to CLOUT and hold.

| ATIS | COLUMBUS APP CON★ | GOLDEN TRIANGLE TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.375 | 135.6 323.275 | 118.2 (CTAF) L 298.875 | 135.375 322.475 | 135.375 322.475 |

| COLUMBUS CLNC DEL | UNICOM |
|---|---|
| 126.25 (When tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 514-½ 250 (300-½) | | | |
| LNAV/ VNAV DA | 667-1 403 (500-1) | | | |
| LNAV MDA | 660-½ 396 (400-½) | | | 660-1 396 (400-1) |
| CIRCLING | 760-1 496 (500-1) | | 760-1½ 496 (500-1½) | 820-2 556 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 99600 W36A | APP CRS 359° | Rwy Idg 6497<br>TDZE 264<br>Apt Elev 264 |
|---|---|---|

# RNAV (GPS) RWY 36

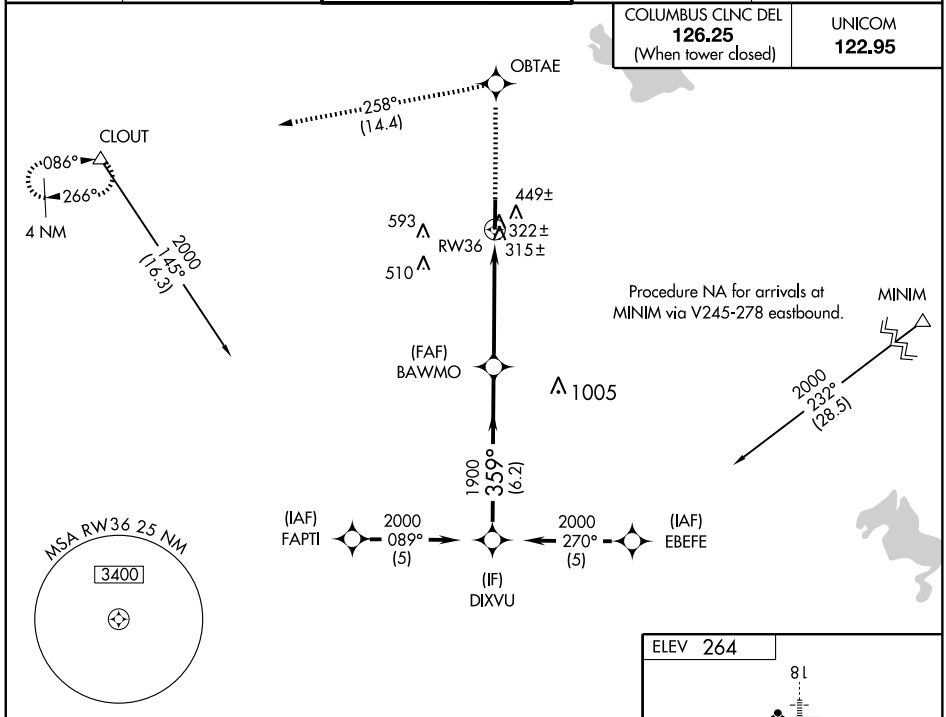
COLUMBUS/ GOLDEN TRIANGLE RGNL (GTR)

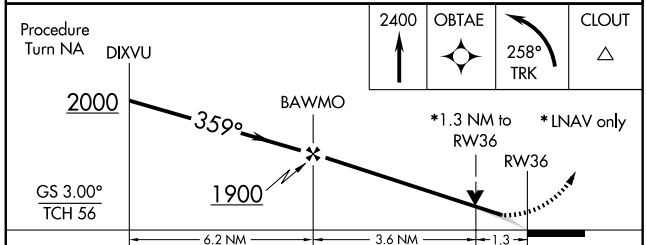
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Columbus AFB altimeter setting and increase all DAs/MDAs 40 feet. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F).

MISSED APPROACH: Climb to 2400 direct OBTAE and left turn via 258° track to CLOUT and hold.

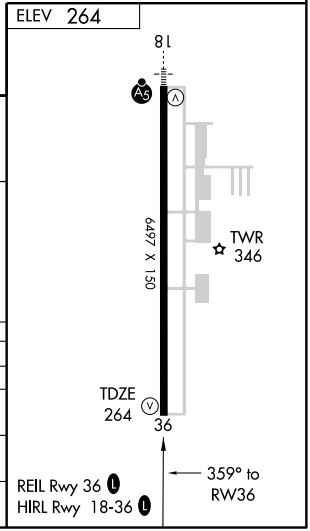
| ATIS | COLUMBUS APP CON★ | GOLDEN TRIANGLE TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 126.375 | 135.6 323.275 | 118.2 (CTAF) L 298.875 | 135.375 322.475 | 135.375 322.475 |

| COLUMBUS CLNC DEL (When tower closed) | UNICOM |
|---|---|
| 126.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 518-¾ 254 (300-¾) | | | |
| LNAV/ VNAV DA | 616-1¼ 352 (400-1¼) | | | |
| LNAV MDA | 720-1 456 (500-1) | | 720-1¼ 456 (500-1¼) | 720-1½ 456 (500-1½) |
| CIRCLING | 800-1¼ 536 (600-1¼) | | 800-1½ 536 (600-1½) | 820-2 556 (600-2) |




SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-UUR | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 111.1 | 176° | TDZE | 414 |
| | | Apt Elev | 425 |

# ILS or LOC RWY 18

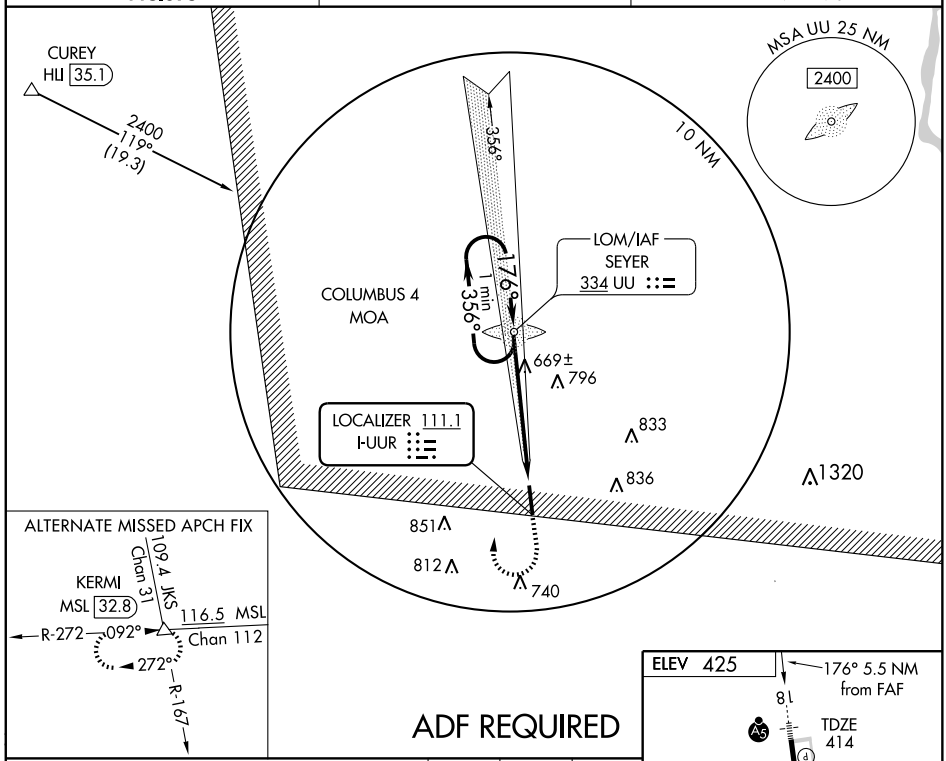
CORINTH/ROSCOE TURNER (CRX)

When local altimeter setting not received, use Selmer altimeter setting and increase S-ILS 18 DA to 682, and all MDAs 80 feet; increase S-LOC 18 Cat D visibility ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase S-ILS 18 all Cats visibility to 1 mile. ADF required.

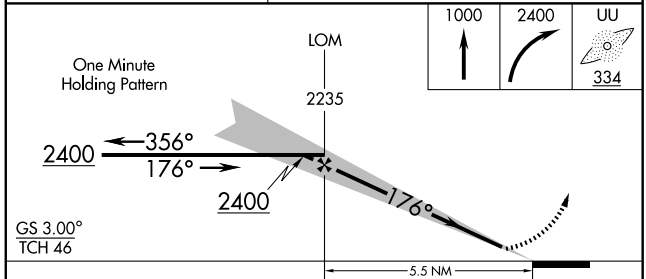
MALSR

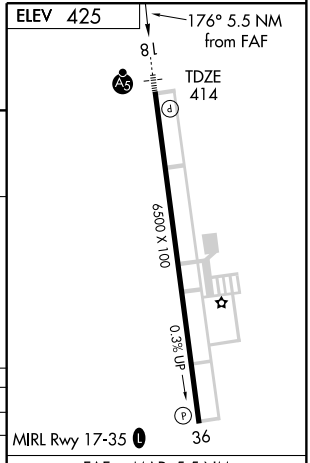
MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.675 | 135.9 273.55 | 122.8 (CTAF) |




ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 614-½ 200 (200-½) | | | |
| S-LOC 18 | 920-½ 506 (500-½) | | 920-1 506 (500-1) | |
| CIRCLING | 920-1 495 (500-1) | | 920-1½ 495 (500-1½) | 980-2 555 (600-2) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS Chan **72806** **W18A** | APP CRS **176°** | Rwy Idg **6500** TDZE **414** Apt Elev **425** |
|---|---|---|

# RNAV (GPS) RWY 18

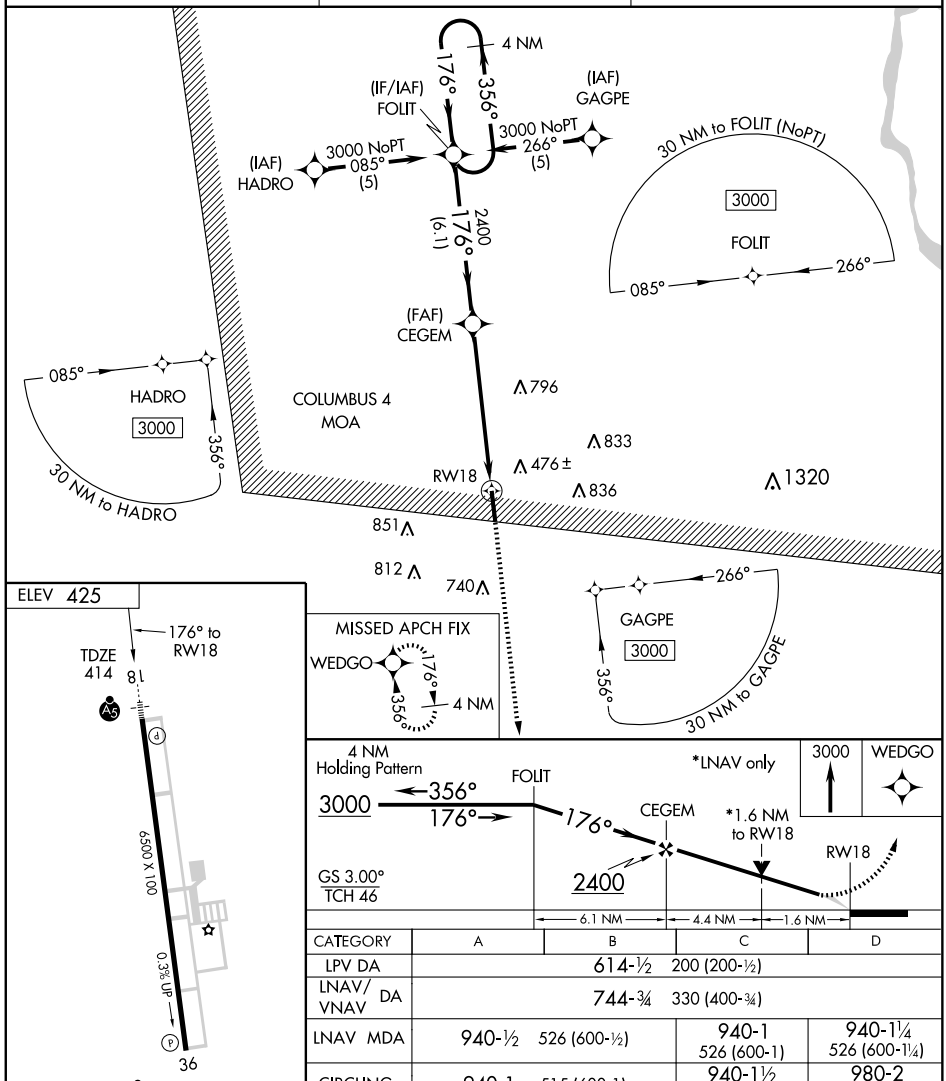
CORINTH/ROSCOE TURNER (CRX)

▼ BARO-VNAV NA when using Selmer altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
▲ DME/DME RNP-0.3 NA. VDP NA when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682, LNAV/VNAV DA to 812, and all MDAs 80 feet; increase LNAV/VNAV all Cats, LNAV Cat C and D, and circling Cat C visibilities ¼ mile. For inoperative MALSR when using Selmer altimeter setting increase LPV visibilities to 1 mile all Cats.

MALSR

MISSED APPROACH: Climb to 3000 direct WEDGO and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| **118.675** | **135.9 273.55** | **122.8** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 614-½ | 200 (200-½) | |
| LNAV/VNAV DA | | 744-¾ | 330 (400-¾) | |
| LNAV MDA | 940-½ | 526 (600-½) | 940-1 526 (600-1) | 940-1¼ 526 (600-1¼) |
| CIRCLING | 940-1 | 515 (600-1) | 940-1½ 515 (600-1½) | 980-2 555 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6500 |
|---|---|---|
| 356° | TDZE | 425 |
| | Apt Elev | 425 |

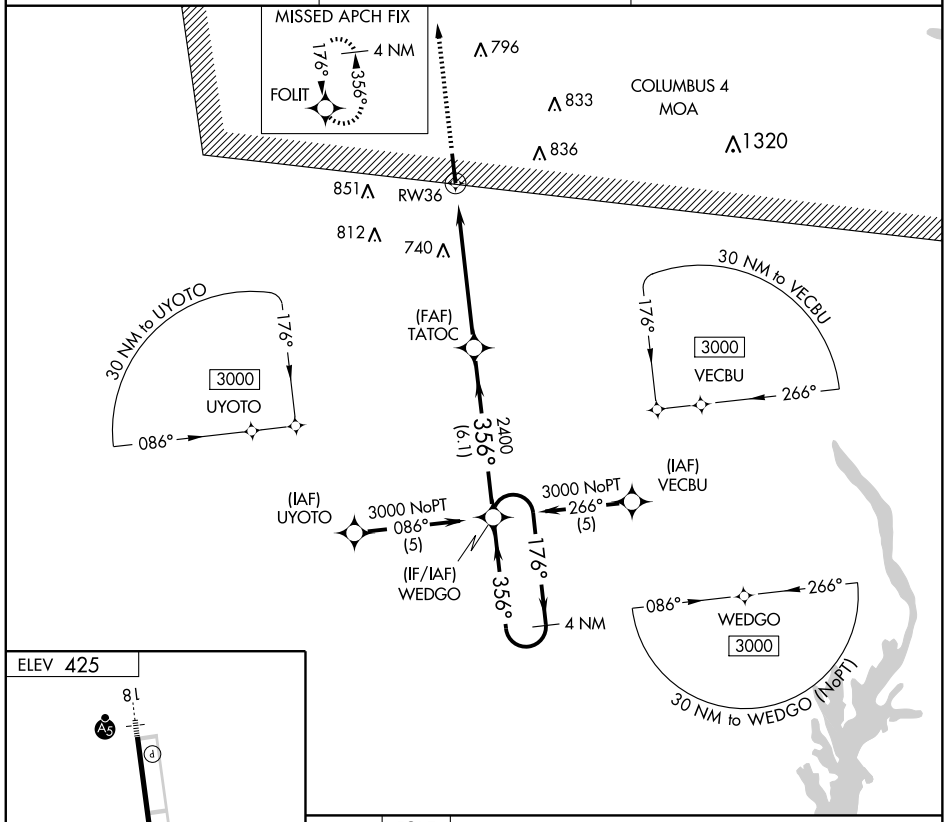
# RNAV (GPS) RWY 36

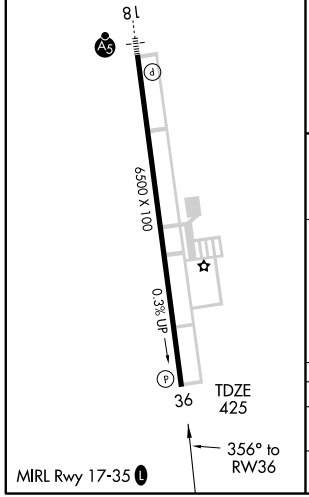
CORINTH/ROSCOE TURNER (CRX)

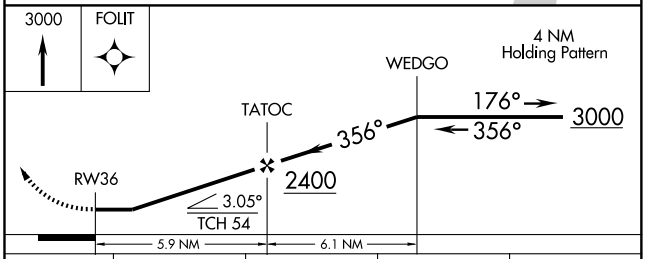
When VGSI inoperative, straight-in/circling Rwy 36 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Selmer altimeter setting and increase all MDAs 80 feet; increase all Cat C and D visibilities ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct FOLIT and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.675 | 135.9 273.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1 | 615 (700-1) | 1040-1¾ 615 (700-1¾) | 1040-2 615 (700-2) |
| CIRCLING | 1040-1 | 615 (700-1) | 1040-1¾ 615 (700-1¾) | 1040-2 615 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC SQS | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.7 | 324° | TDZE | N/A |
| Chan 94 | | Apt Elev | 137 |

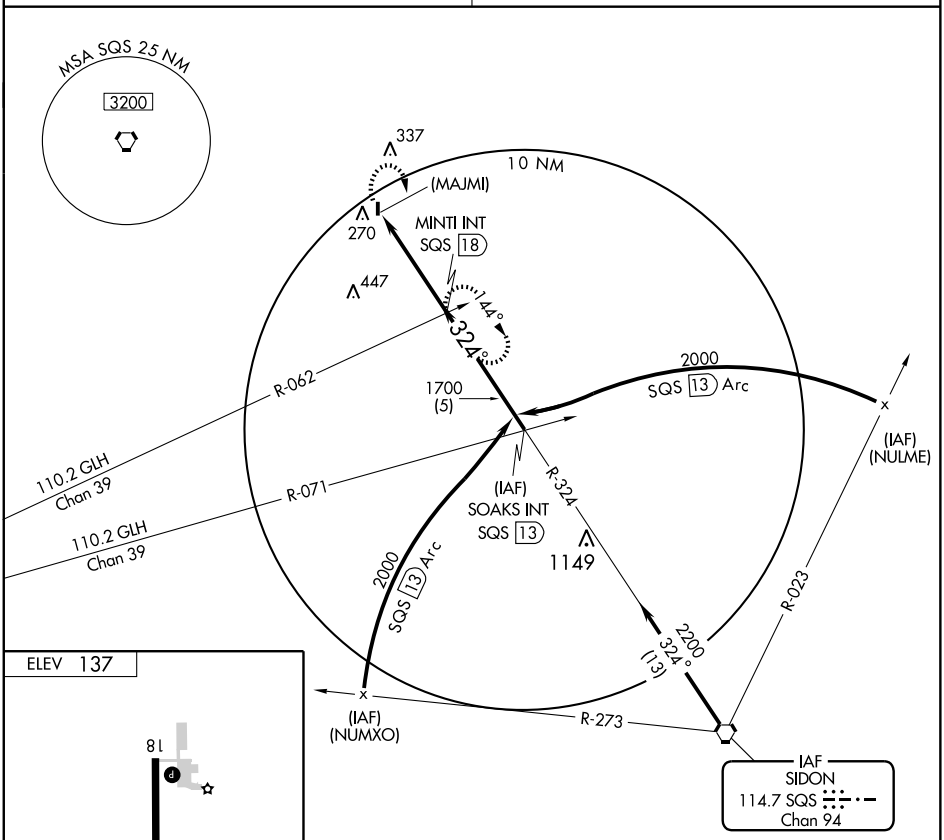
# VOR or GPS-A

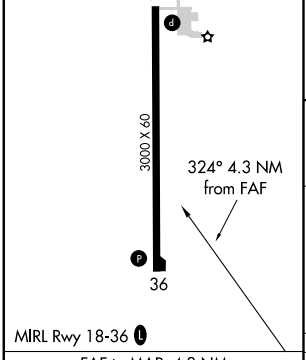
DREW/ RULEVILLE-DREW (M37)

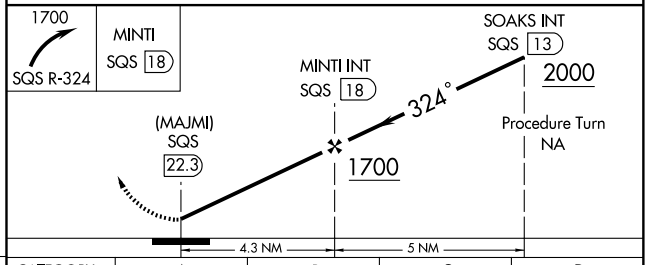
NA Use Greenwood altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via SQS R-324 to MINTI Int and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 135.875 269.35 | 122.9 L |




| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

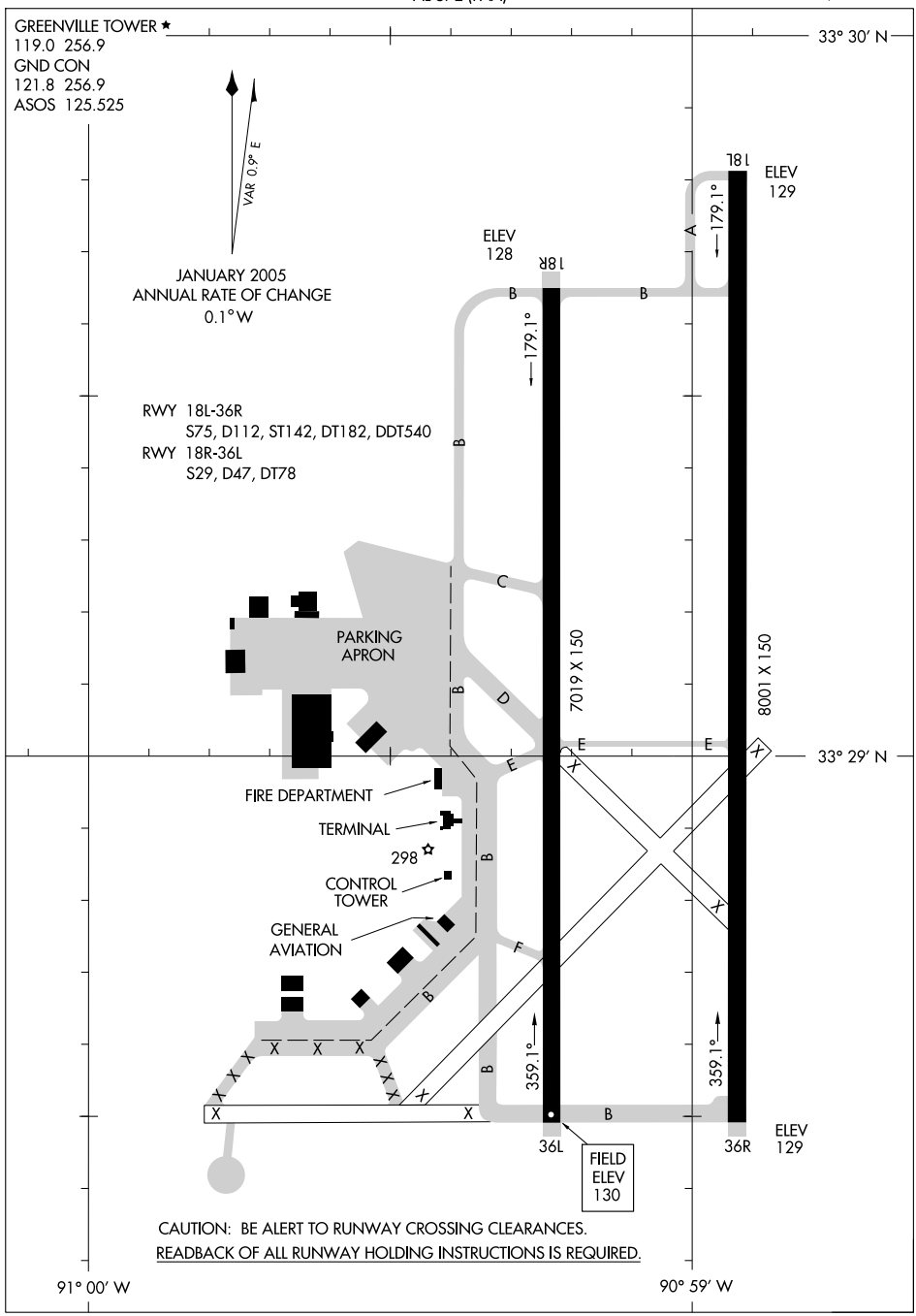
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 740-1<br>603 (700-1) | 740-1¼<br>603 (700-1¼) | 740-1¾<br>603 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-572 (FAA)

GREENVILLE/MID DELTA RGNL (GLH)
GREENVILLE, MISSISSIPPI




SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-GLH | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 109.1 | 177° | TDZE | 129 |
| | | Apt Elev | 131 |

# ILS OR LOC RWY 18L

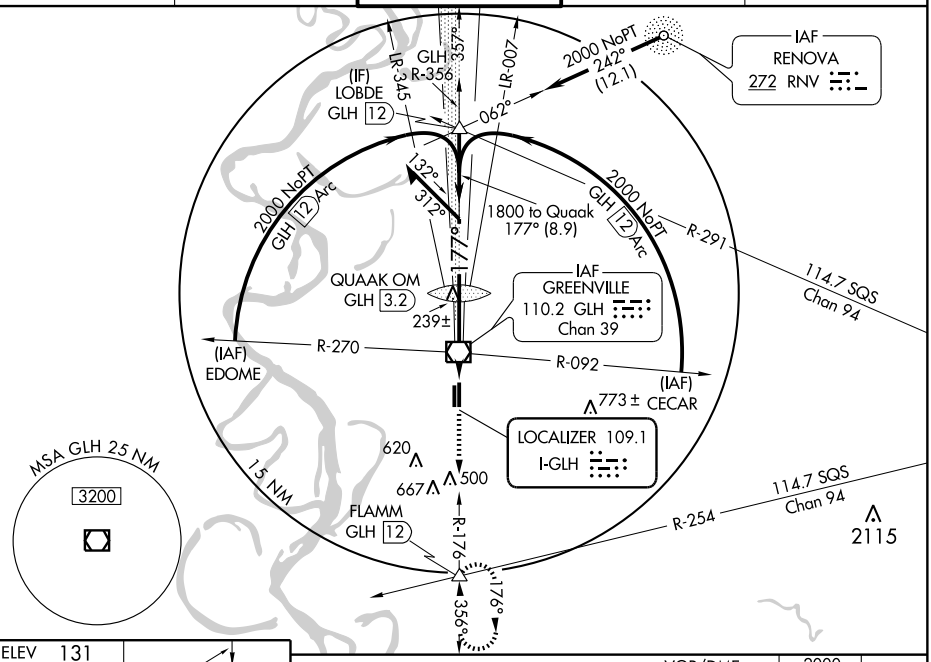
GREENVILLE/MID DELTA RGNL (GLH)

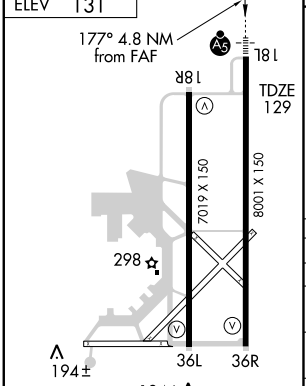
When control tower closed, except for operators with approved weather reporting service, use Greenwood altimeter setting.
DME or FM required for LOC Minimums.
Greenwood Altimeter Setting Minimums: Inoperative table does not apply.
S-ILS and S-LOC visibility increase ½ mile for inoperative MALSR.

MALSR

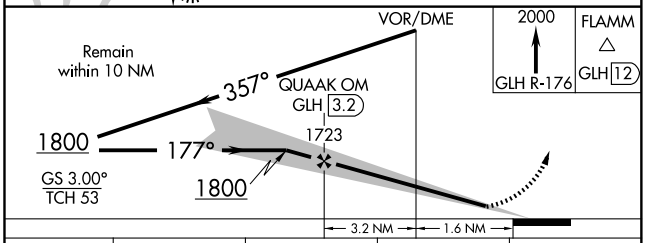
MISSED APPROACH: Climb to 2000 via GLH R-176 to FLAMM Int/ GLH 12 DME and hold.

| ASOS | MEMPHIS CENTER | GREENVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18L | 329-½ 200 (200-½) | | | |
| S-LOC 18L | 500-½ 371 (400-½) | | | 500- ¾ 371 (400-¾) |
| CIRCLING | 600-1 469 (500-1) | | 600-1½ 469 (500-1½) | 700-2 569 (600-2) |
| GREENWOOD ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 18L | 529-¾ 400 (400-¾) | | | |
| S-LOC 18L | 700-¾ 571 (600-¾) | | 700-1 571 (600-1) | 700-1¼ 571 (600-1¼ ) |
| CIRCLING | 800-1¼ 669 (700-1¼) | | 800-2 669 (700-2) | 800-2¼ 669 (700-2¼) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| CH 97411 | 177° | TDZE | 129 |
| W18A | | Apt Elev | 131 |

# RNAV (GPS) RWY 18L

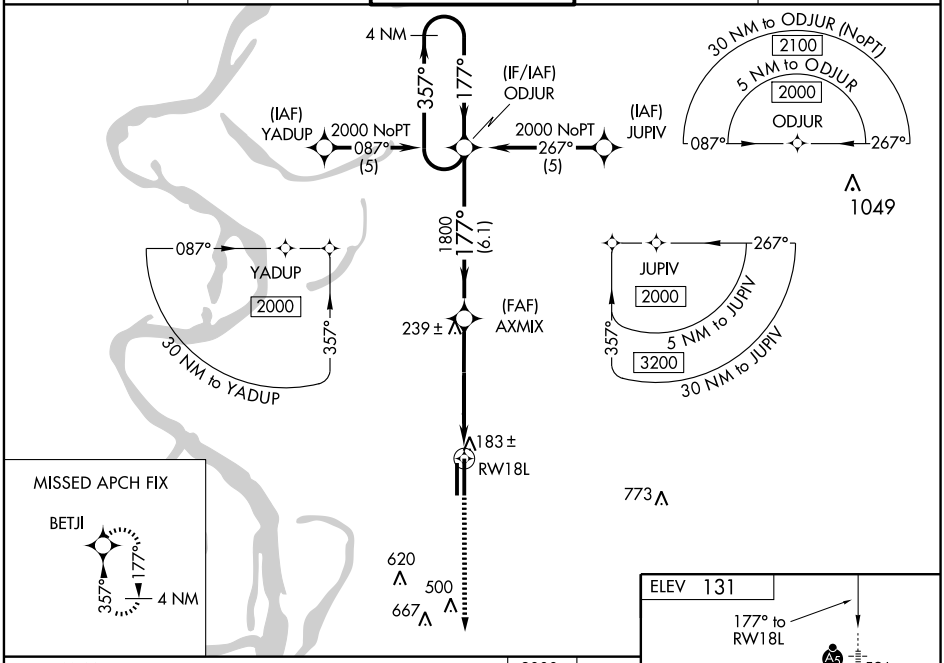
GREENVILLE/MID DELTA RGNL (GLH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Inoperative table does not apply to LNAV Cat D. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 548, increase all MDA 120 feet, increase LNAV/VNAV Cats A, B, and C visibility ½ mile, Cat D visibility ¼ mile, increase LNAV Cat C visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting. For inoperative MALSR, increase LNAV/VNAV visibility all Cats to 1 mile. When using Greenwood altimeter setting, for inoperative MALSR increase LPV visibility all Cats to 1 mile.

MALSR

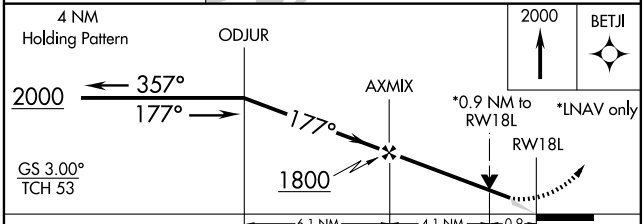
MISSED APPROACH: Climb to 2000 direct BETJI and hold.

| ASOS | MEMPHIS CENTER | GREENVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |

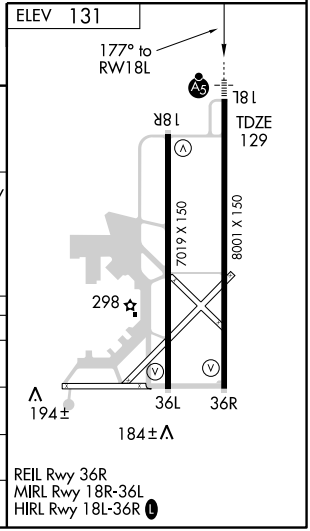









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 329-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 439-½ 310 (400-½) | | | 439-¾ 310 (400-¾) |
| LNAV MDA | 460-½ 331 (400-½) | | | 460-1 331 (400-1) |
| CIRCLING | 600-1 469 (500-1) | | 600-1½ 469 (500-1½) | 700-2 569 (600-2) |




REIL Rwy 36R
MIRL Rwy 18R-36L
HIRL Rwy 18L-36R L

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 70411 W18B | APP CRS 177° | Rwy Idg 7019 TDZE 128 Apt Elev 131 |
|---|---|---|

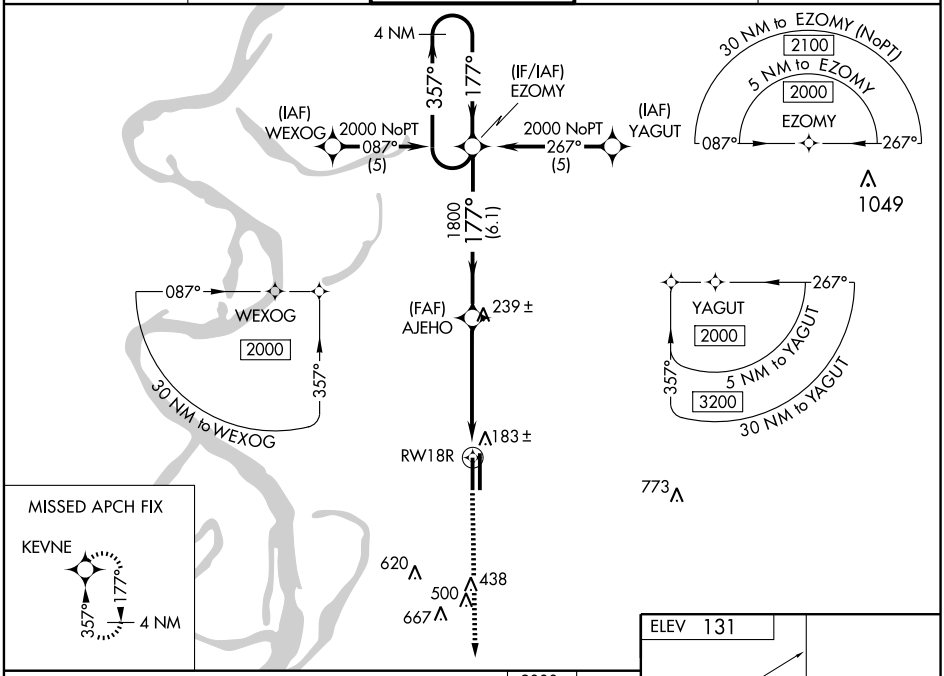
# RNAV (GPS) RWY 18R

GREENVILLE/MID DELTA RGNL (GLH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 487, increase LNAV/VNAV DA to 555, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C and D visibility ¼ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

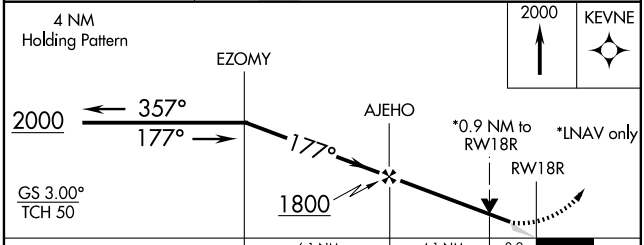
MISSED APPROACH: Climb to 2000 direct KEVNE and hold.

| ASOS | MEMPHIS CENTER | GREENVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |

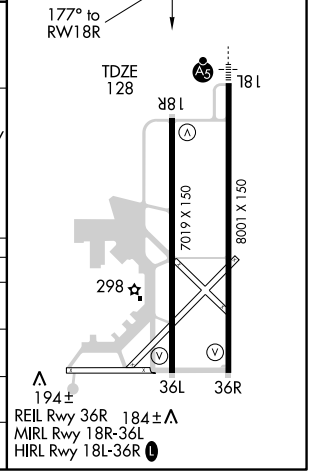



MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 378-1 250 (300-1) | | | |
| LNAV/VNAV DA | 446-1 318 (400-1) | | | |
| LNAV MDA | 480-1 352 (400-1) | | | 480-1¼ 352 (400-1¼) |
| CIRCLING | 600-1 469 (500-1) | | 600-1½ 469 (500-1½) | 700-2 569 (600-2) |




SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 7019 |
|---|---|---|---|
| CH 77611 | 357° | TDZE | 130 |
| W36A | | Apt Elev | 131 |

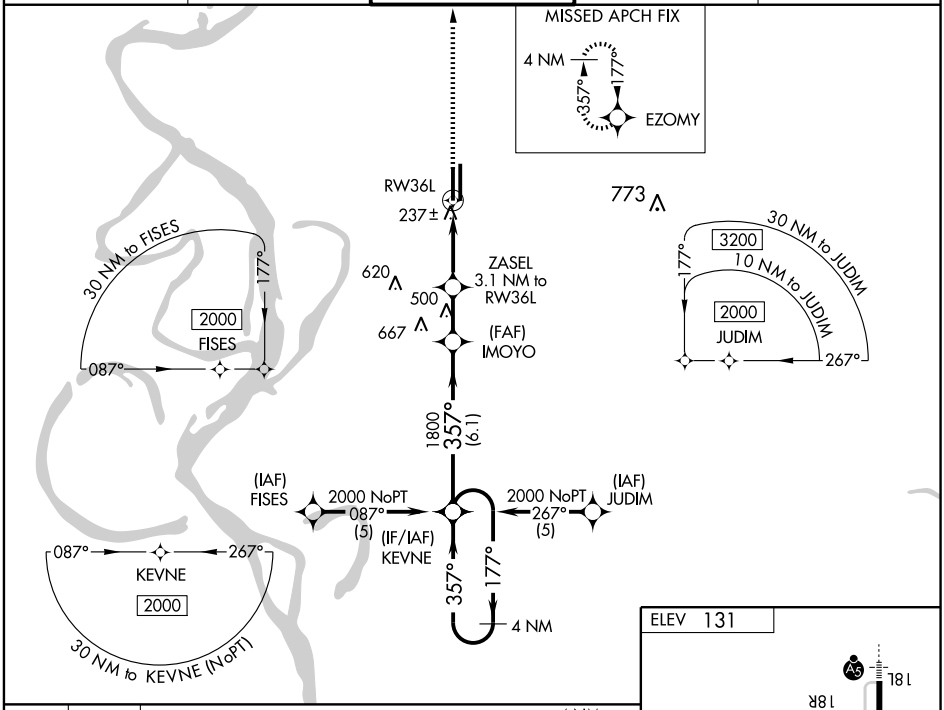
# RNAV (GPS) RWY 36L

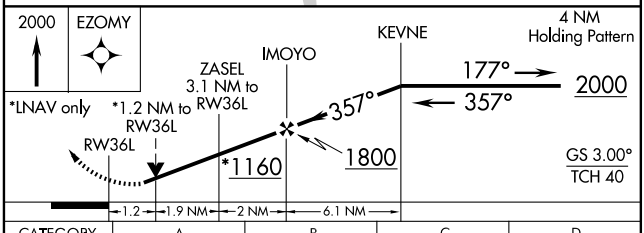
GREENVILLE/MID DELTA RGNL (GLH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 576, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C visibility ¼ mile, LNAV Cat D visibility ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

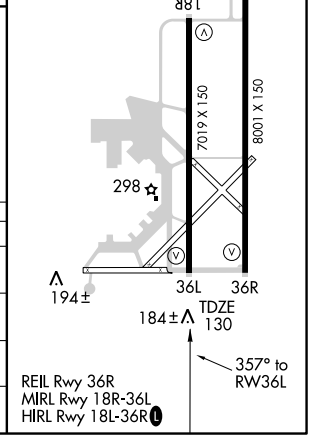
MISSED APPROACH: Climb to 2000 direct EZOMY and hold.

| ASOS | MEMPHIS CENTER | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 467-1¼ 337 (400-1¼) | | | |
| LNAV/VNAV DA | 512-1¼ 382 (400-1¼) | | | |
| LNAV MDA | 540-1 410 (500-1) | | 540-1¼ 410 (500-1¼) | |
| CIRCLING | 600-1 469 (500-1) | | 600-1½ 469 (500-1½) | 700-2 569 (600-2) |




SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| CH 81911 | 357° | TDZE | 129 |
| W36B | | Apt Elev | 131 |

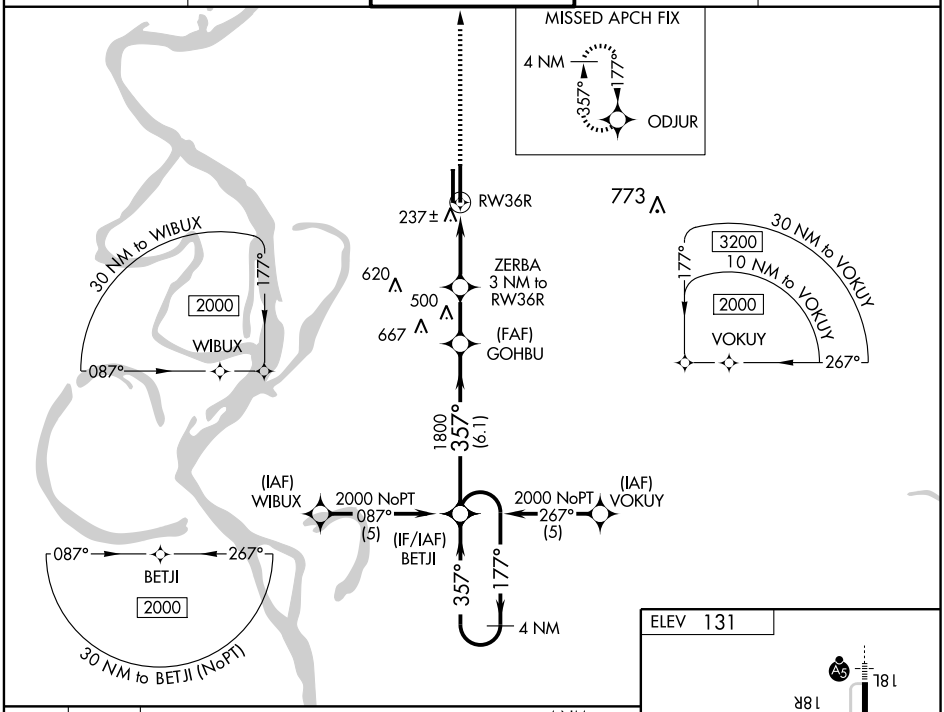
# RNAV (GPS) RWY 36R

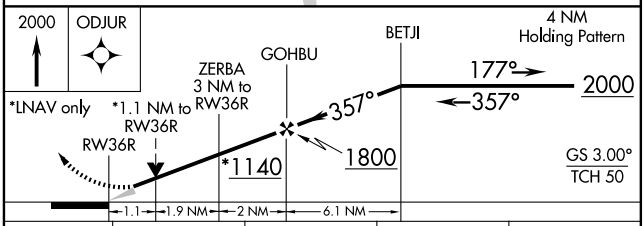
GREENVILLE/MID DELTA RGNL (GLH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood altimeter setting and increase LPV DA to 488, increase LNAV/VNAV DA to 621, increase all MDA 120 feet, increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV visibility Cat C ¼ mile, Cat D ½ mile, and increase Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA when using Greenwood altimeter setting.

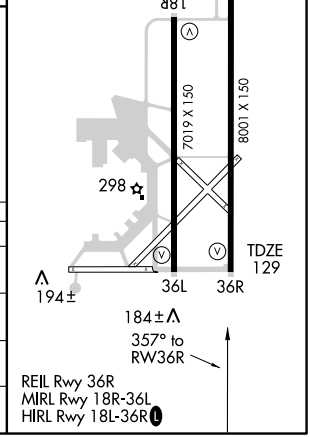
MISSED APPROACH: Climb to 2000 direct ODJUR and hold.

| ASOS | MEMPHIS CENTER | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 379-1 250 (300-1) | | | |
| LNAV/VNAV DA | 512-1¼ 383 (400-1¼) | | | |
| LNAV MDA | 540-1 411 (500-1) | | 540-1¼ 411 (500-1¼) | |
| CIRCLING | 600-1 469 (500-1) | | 600-1½ 469 (500-1½) | 700-2 569 (600-2) |




SC-4, 14 JAN 2010 to 11 FEB 2010

| VOR/DME GLH 110.2 Chan 39 | APP CRS 175° | Rwy Idg 8001 TDZE 129 Apt Elev 131 |
|---|---|---|

# VOR/DME RWY 18L

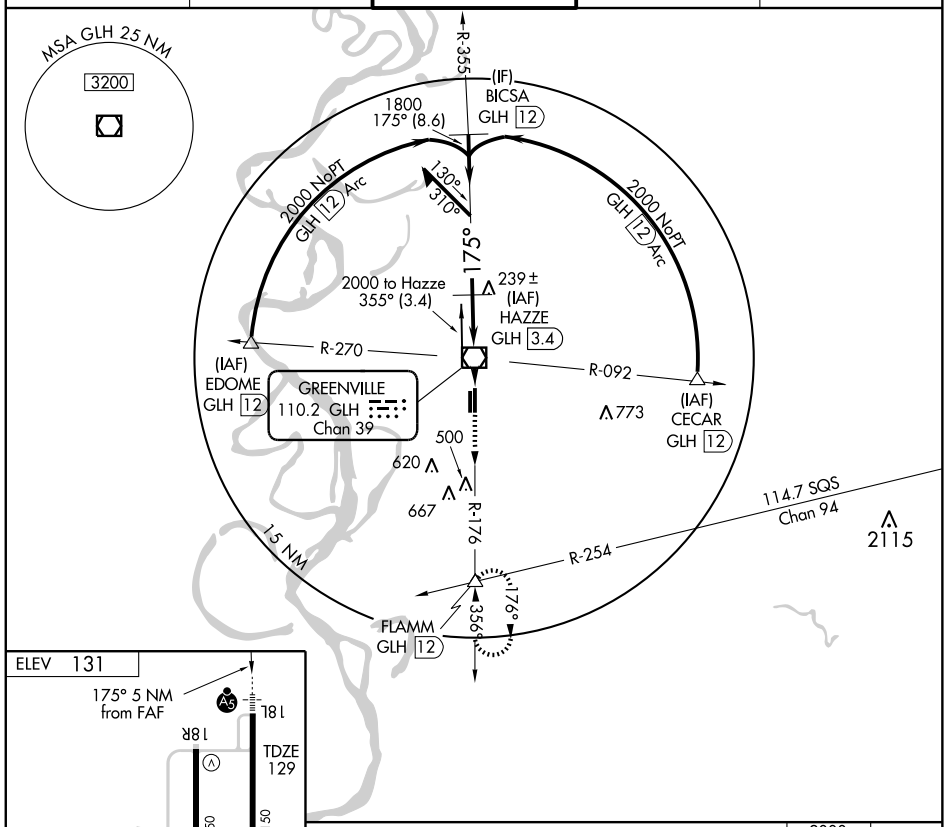
GREENVILLE/MID DELTA RGNL (GLH)

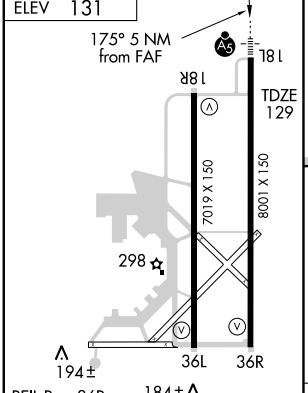
If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

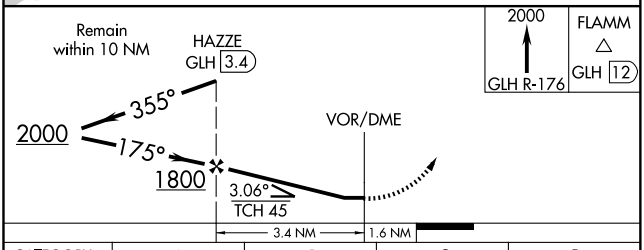
MALSR

MISSED APPROACH: Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

| ASOS | MEMPHIS CENTER | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18L | 500-1½ 371 (400-1½) | | | |
| CIRCLING | 600-2 469 (500-2) | | | 700-2 569 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VOR/DME GLH | APP CRS | Rwy Idg 7019 |
|---|---|---|
| 110.2 | 183° | TDZE 128 |
| Chan 39 | | Apt Elev 131 |

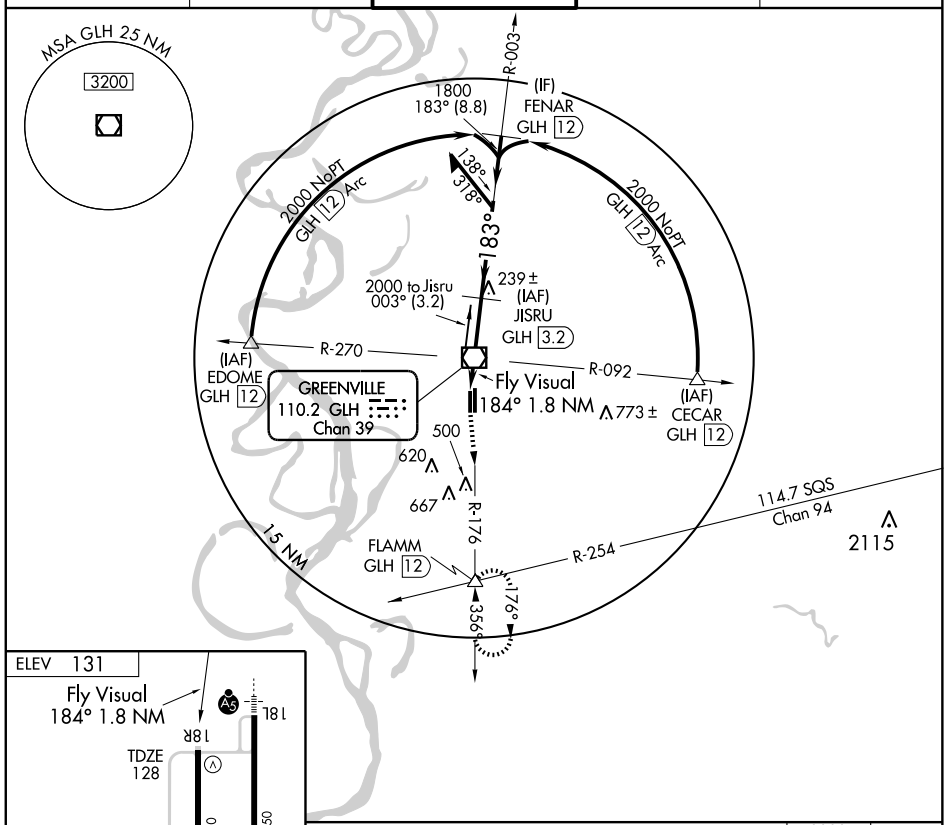
# VOR/DME RWY 18R

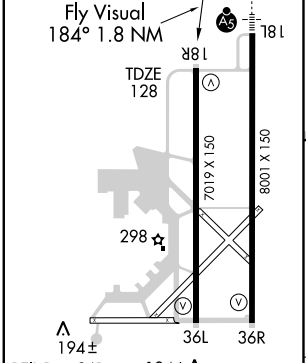
GREENVILLE/MID DELTA RGNL (GLH)

▼ If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climb to 2000 via GLH VOR/DME R-176 to FLAMM Int/GLH 12 DME and hold.

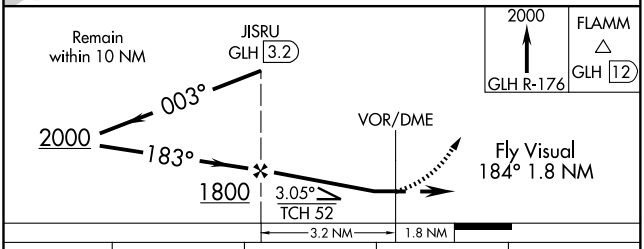
| ASOS | MEMPHIS CENTER | GREENVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.525 | 135.875 269.35 | 119.0 (CTAF) L 256.9 | 121.8 256.9 | 122.95 |




REIL Rwy 36R
MIRL Rwy 18R-36L
HIRL Rwy 18L-36R L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18R | 500-2 372 (400-2) | | | |
| CIRCLING | 600-2 469 (500-2) | | | 700-2 569 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-GWO | APP CRS | Rwy Idg | 6503 |
|---|---|---|---|
| 111.3 | 179° | TDZE | 145 |
| | | Apt Elev | 162 |

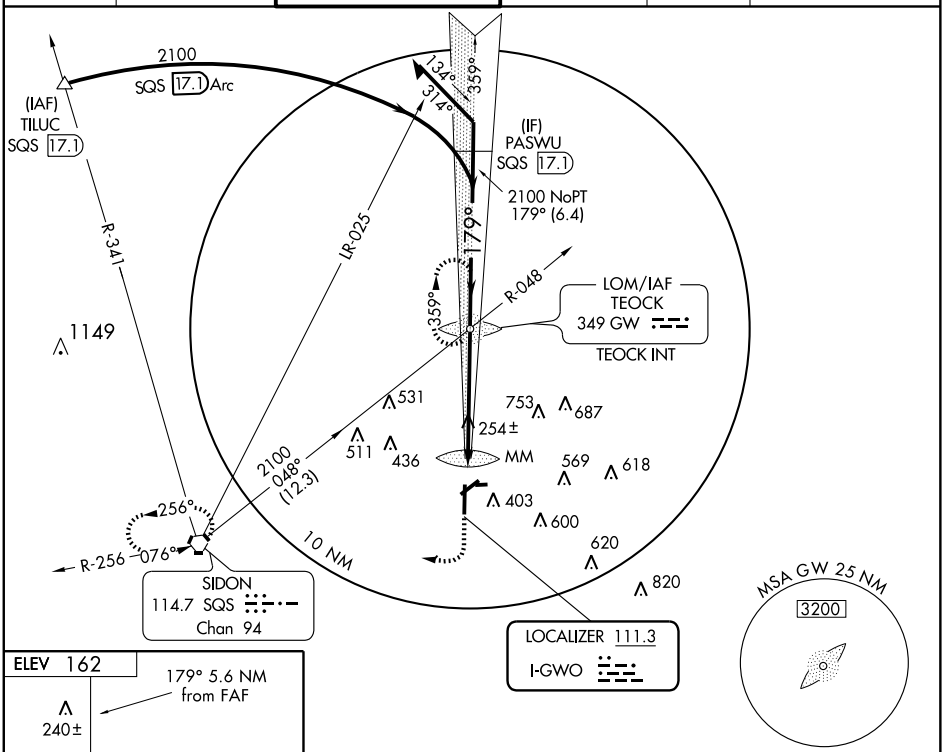
# ILS or LOC RWY 18
GREENWOOD-LEFLORE (GWO)

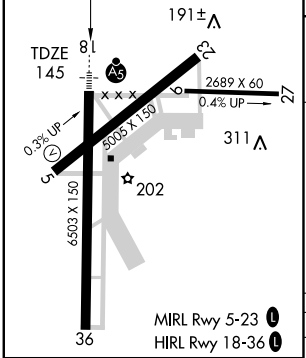
For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile.

MALSR

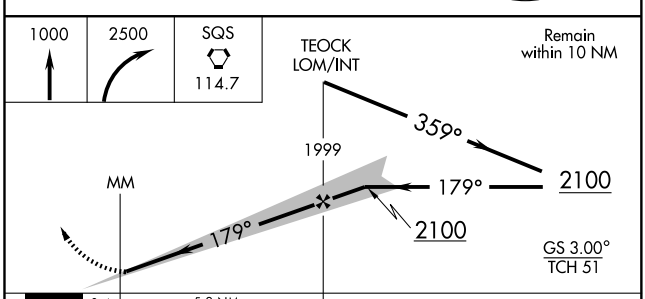
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct SQS VORTAC and hold.

| ASOS | MEMPHIS CENTER | GREENWOOD TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.975 | 132.5 259.1 | 118.35 (CTAF) L 367.6 | 125.55 373.4 | 125.55 | 122.95 |




| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 345-½ 200 (200-½) | | | |
| S-LOC 18 | 520-¾ 375 (400-¾) | | | |
| CIRCLING | 760-1 598 (600-1) | | 780-1¾ 618 (700-1¾) | 780-2 618 (700-2) |

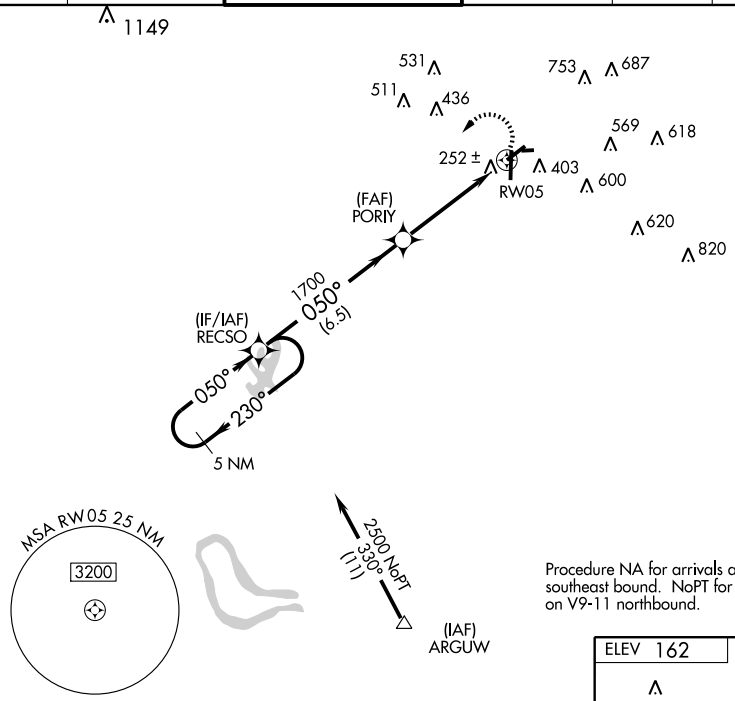
| APP CRS | Rwy Idg | 5005 |
|---|---|---|
| 050° | TDZE | 149 |
| | Apt Elev | 162 |

# RNAV (GPS) RWY 5
## GREENWOOD-LEFLORE (GWO)

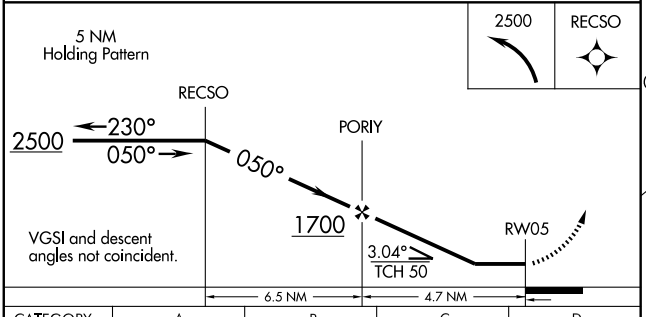
DME/DME RNP-0.3 NA.

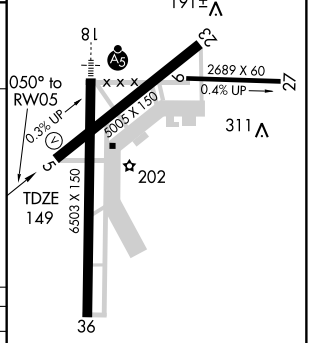
MISSED APPROACH: Left turn to 2500 direct RECSO and hold.

| ASOS | MEMPHIS CENTER | GREENWOOD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.975 | 132.5 259.1 | 118.35 (CTAF) L 367.6 | 125.55 373.4 | 125.55 | 122.95 |




Procedure NA for arrivals at ARGUW via V555 southeast bound. NoPT for arrival at RECSO on V9-11 northbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 431 (500-1) | | 580-1¼ 431 (500-1¼) | 580-1½ 431 (500-1½) |
| CIRCLING | 760-1 598 (600-1) | | 780-1¾ 618 (700-1¾) | 780-2 618 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 50199 W18A | APP CRS 179° | Rwy Idg 6503<br>TDZE 145<br>Apt Elev 162 |
|---|---|---|

# RNAV (GPS) RWY 18

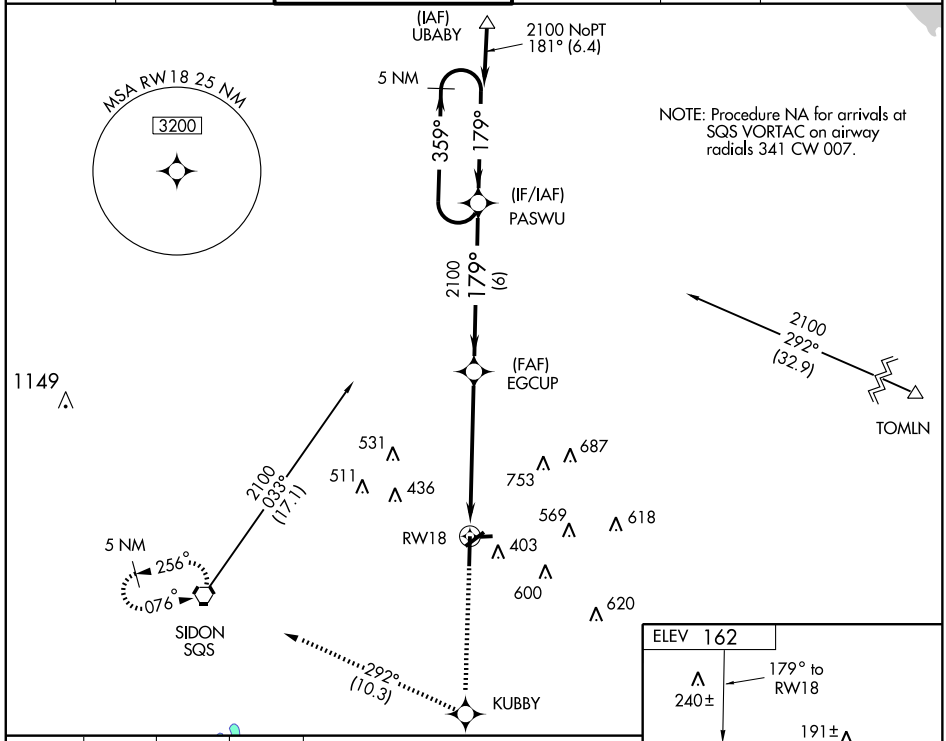
GREENWOOD-LEFLORE (GWO)

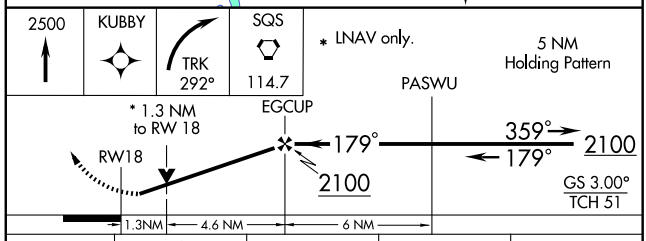
DME/DME RNP-0.3 NA. BARO-VNAV NA below -15°C (5°F). For inoperative MALSR, increase LPV visibility to 1 all Cats, and LNAV visibility Cats A and B to 1.

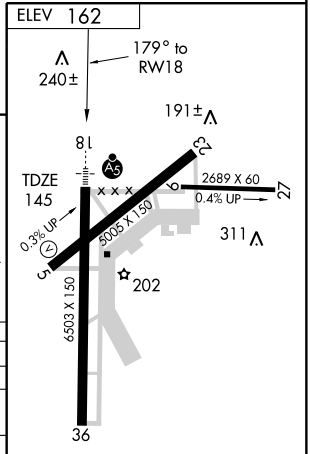
MALSR

MISSED APPROACH: Climb to 2500 direct KUBBY and right turn via 292° track to SQS VORTAC and hold.

| ASOS | MEMPHIS CENTER | GREENWOOD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.975 | 132.5 259.1 | 118.35 (CTAF) L 367.6 | 125.55 373.4 | 125.55 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 450-¾ 305 (300-¾) | | | |
| LNAV/VNAV DA | 515-¾ 370 (400-¾) | | | |
| LNAV MDA | 600-¾ 455 (500-¾) | | | 600-1 455 (500-1) |
| CIRCLING | 760-1¼ 598 (600-1¼) | | 780-1¾ 618 (700-1¾) | 780-2 618 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6503 |
|---|---|---|
| 359° | TDZE | 145 |
| | Apt Elev | 162 |

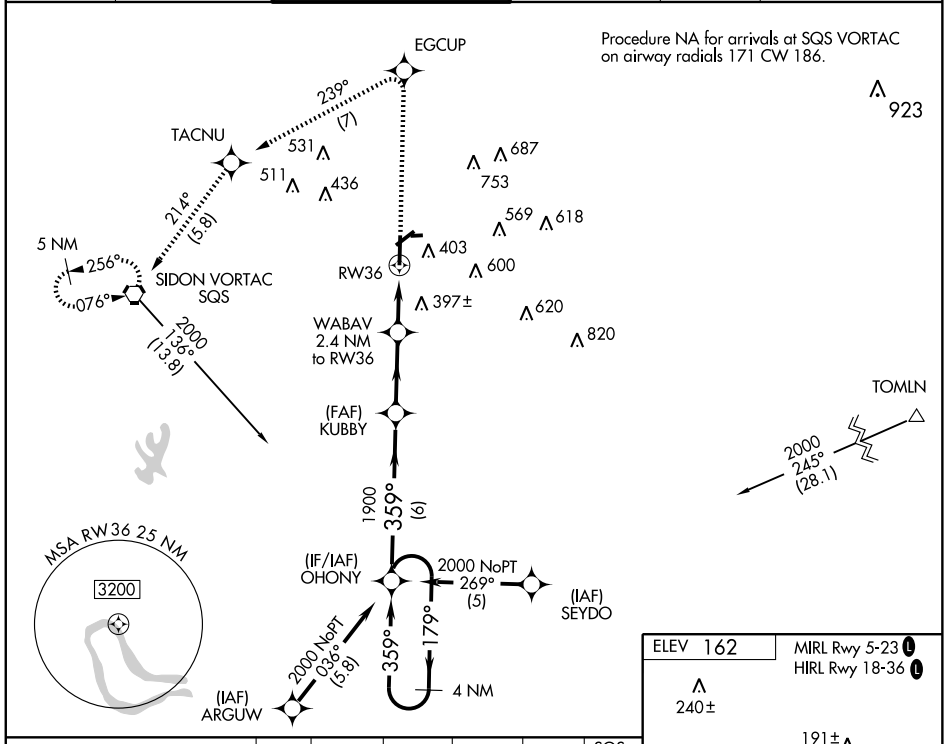
# RNAV (GPS) RWY 36

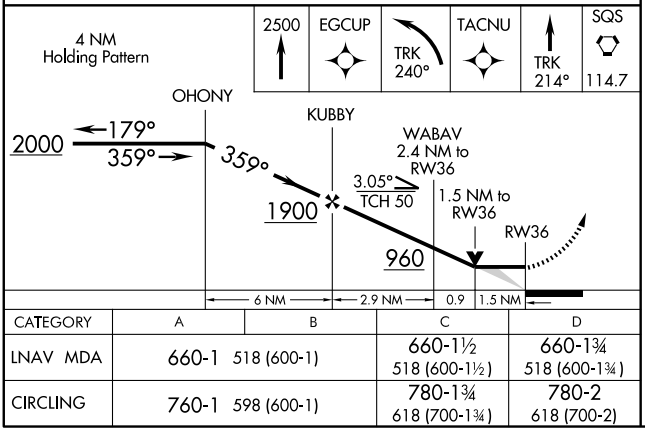
GREENWOOD-LEFLORE (GWO)

DME/DME RNP-0.3 NA.

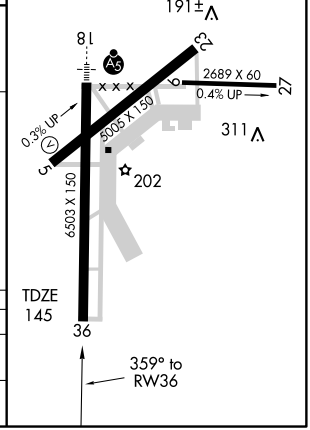
MISSED APPROACH: Climb to 2500 direct EGCUP and left turn via 240° track to TACNU and via 214° track to SQS VORTAC and hold.

| ASOS | MEMPHIS CENTER | GREENWOOD TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.975 | 132.5 259.1 | 118.35 (CTAF) L 367.6 | 125.55 373.4 | 125.55 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 518 (600-1) | | 660-1½ 518 (600-1½) | 660-1¾ 518 (600-1¾) |
| CIRCLING | 760-1 598 (600-1) | | 780-1¾ 618 (700-1¾) | 780-2 618 (700-2) |




SC-4, 14 JAN 2010 to 11 FEB 2010

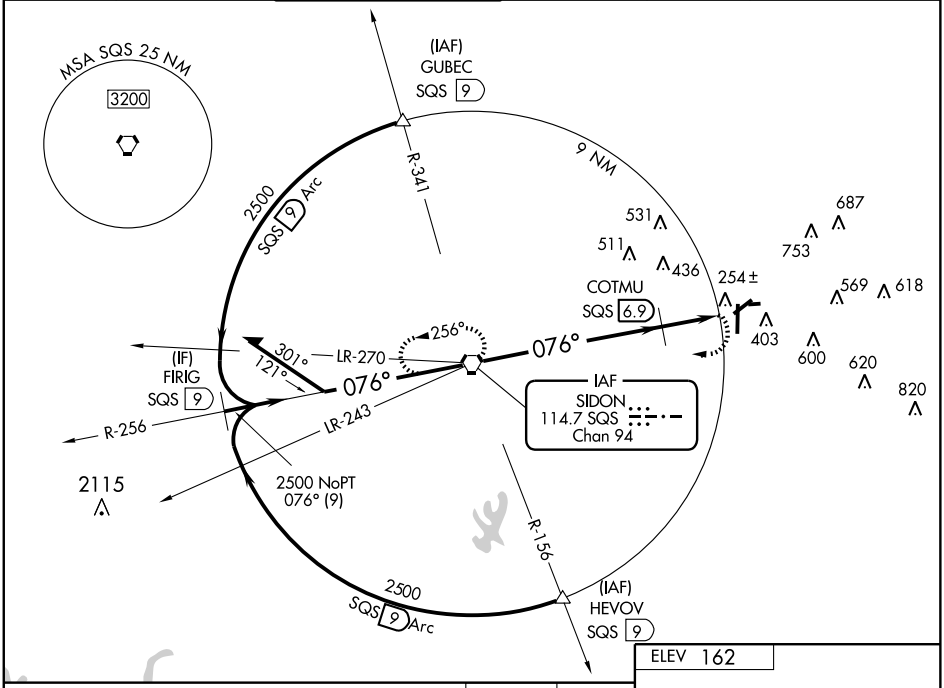
| VORTAC SQS 114.7 Chan 94 | APP CRS 076° | Rwy Idg 5005 TDZE 149 Apt Elev 162 |
|---|---|---|

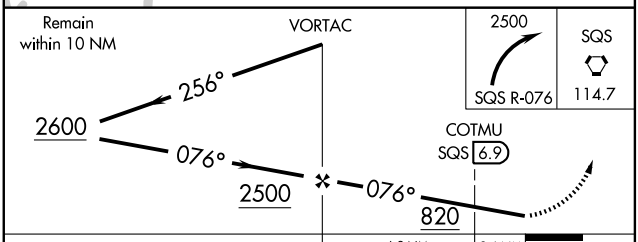
# VOR RWY 5

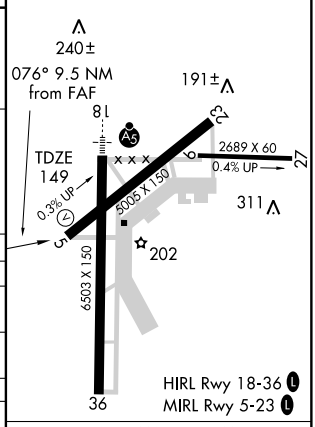
GREENWOOD-LEFLORE (GWO)

MISSED APPROACH: Climbing right turn to 2500 via SQS R-076 to SQS VORTAC and hold.

| ASOS 119.975 | MEMPHIS CENTER 132.5 259.1 | GREENWOOD TOWER* 118.35 (CTAF) L 367.6 | GND CON 125.55 373.4 | CLNC DEL 125.55 | UNICOM 122.95 |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 820-1 | 671 (700-1) | 820-2 671 (700-2) | 820-2 ¼ 671 (700-2¼) |
| CIRCLING | 820-1 | 658 (700-1) | 820-2 658 (700-2) | 820-2 ¼ 658 (700-2¼) |
| COTMU FIX MINIMUMS | | | | |
| S-5 | 600-1 | 451 (500-1) | 600-1¼ 451 (500-1¼) | 600-1½ 451 (500-1½) |
| CIRCLING | 760-1 | 598 (600-1) | 780-1¾ 618 (700-1¾) | 780-2 618 (700-2) |

FAF to MAP 9.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 9:30 | 6:20 | 4:45 | 3:48 | 3:10 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-GNF | APP CRS | Rwy Idg 7000 |
|---|---|---|
| 110.9 | 131° | TDZE 208 |
| Chan 46 | | Apt Elev 208 |

# ILS or LOC RWY 13

GRENADA MUNI (GNF)

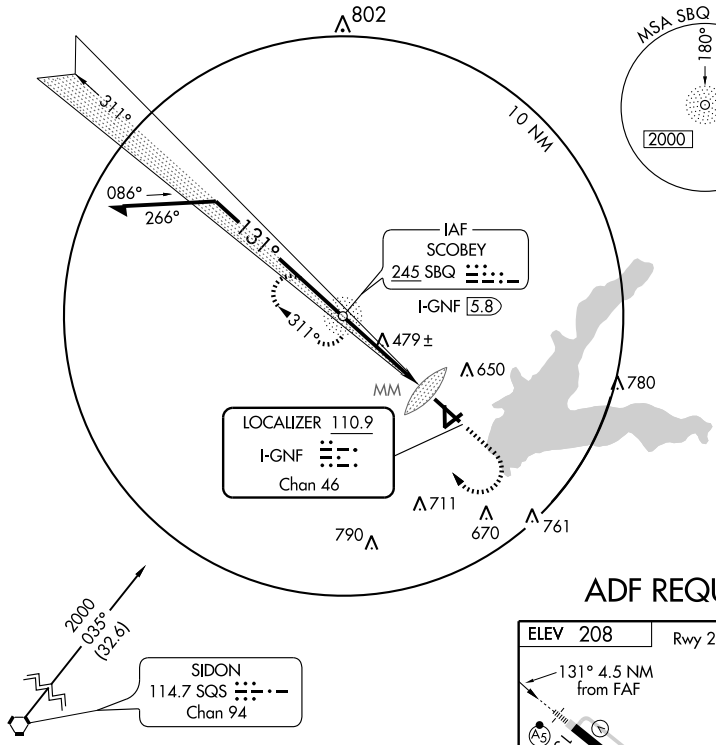
If local altimeter setting not received, use Greenwood-LeFlore altimeter setting and increase all DAs/MDAs 80 feet. VDP NA when using Greenwood-LeFlore altimeter setting. Autopilot coupled approach not authorized.

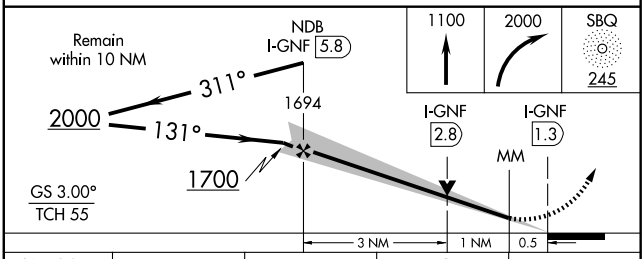
NA

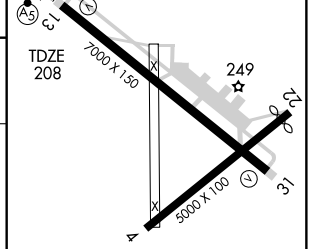
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct SBQ NDB and hold.

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 128.5 381.4 | 121.72 | 122.8 (CTAF) |




MIRL Rwy 13-31

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-13 | 408-½ 200 (200-½) | | | |
| S-LOC-13 | 740-½ 532 (600-½) | | 740-1 532 (600-1) | 740-1¼ 532 (600-1¼) |
| CIRCLING | 1000-1 792 (800-1) | 1000-1¼ 792 (800-1¼) | 1000-2¼ 792 (800-2¼) | 1000-2½ 792 (800-2½) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

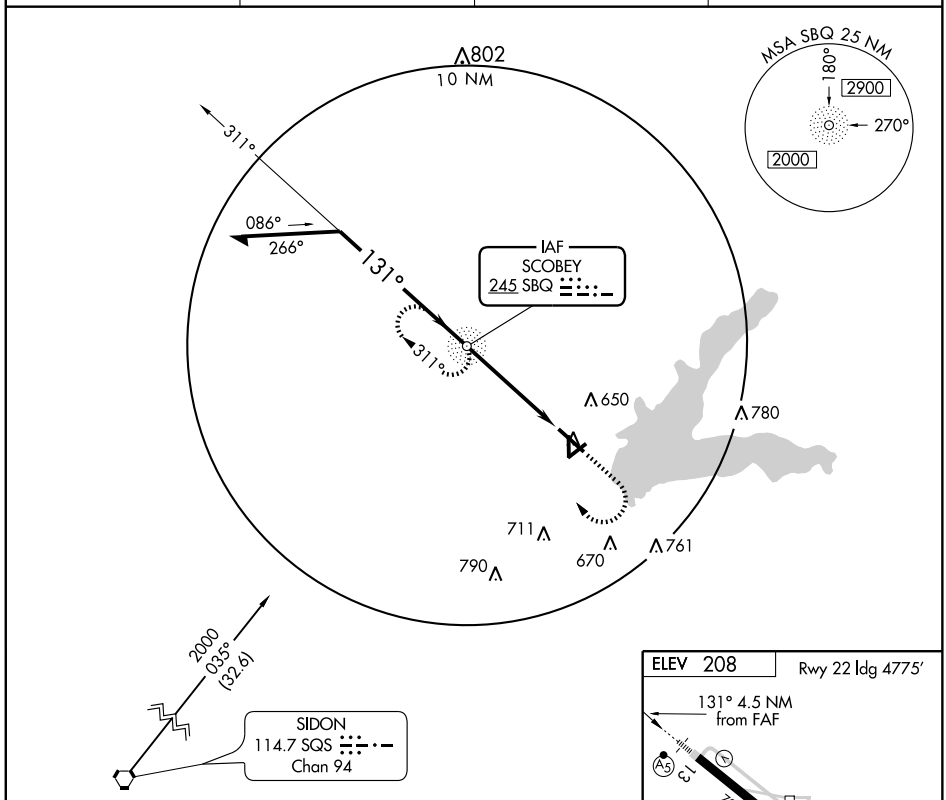
SC-4, 14 JAN 2010 to 11 FEB 2010

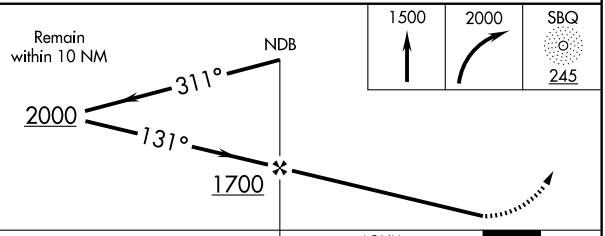
| NDB SBQ 245 | APP CRS 131° | Rwy Idg 7000<br>TDZE 208<br>Apt Elev 208 |
|---|---|---|

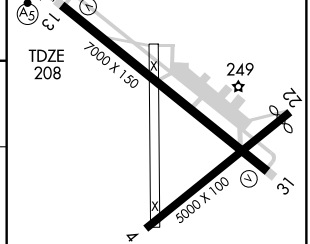
# NDB RWY 13
## GRENADA MUNI (GNF)

| | | |
|---|---|---|
| When local altimeter setting not received, use Greenwood altimeter setting. | MALSR | MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct SBQ NDB and hold. |

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 128.5 381.4 | 121.72 | 122.8 (CTAF) |




MIRL Rwy 13-31

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1020-1<br>812 (900-1) | 1020-1¼<br>812 (900-1¼) | 1020-2½<br>812 (900-2½) | NA |
| CIRCLING | 1080-1<br>872 (900-1) | 1080-1¼<br>872 (900-1¼) | 1080-2½<br>872 (900-2½) | NA |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 051° | TDZE | 196 |
| | Apt Elev | 208 |

# RNAV (GPS) RWY 4

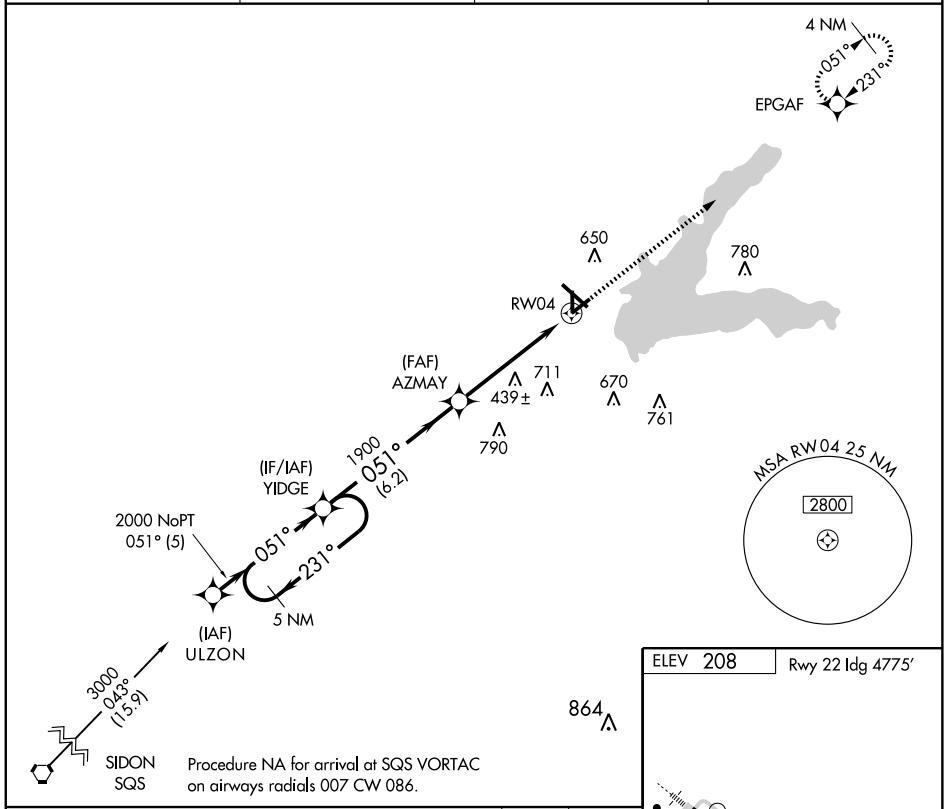
GRENADA MUNI (GNF)

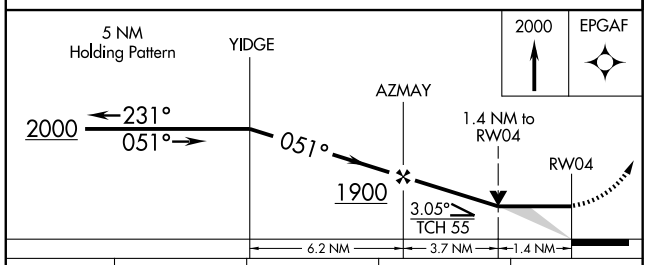
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase MDAs 80 feet. VDP NA with Greenwood altimeter setting.

NA

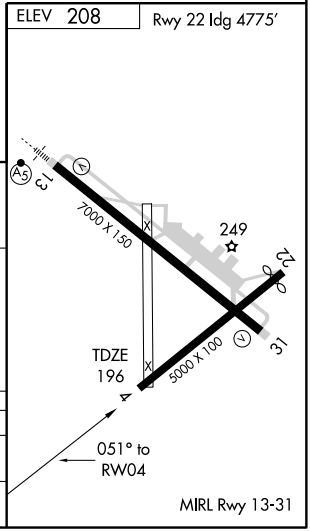
MISSED APPROACH: Climb to 2000 direct EPGAF and hold.

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 128.5 381.4 | 121.72 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 504 (500-1) | | 700-1½ 504 (500-1½) | |
| CIRCLING | 1000-1 792 (800-1) | 1000-1¼ 792 (800-1¼) | 1000-2¼ 792 (800-2¼) | 1000-2½ 792 (800-2½) |




SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 97328 W13A | APP CRS 131° | Rwy Idg 7000<br>TDZE 208<br>Apt Elev 208 |
|---|---|---|

# RNAV (GPS) RWY 13

GRENADA MUNI (GNF)

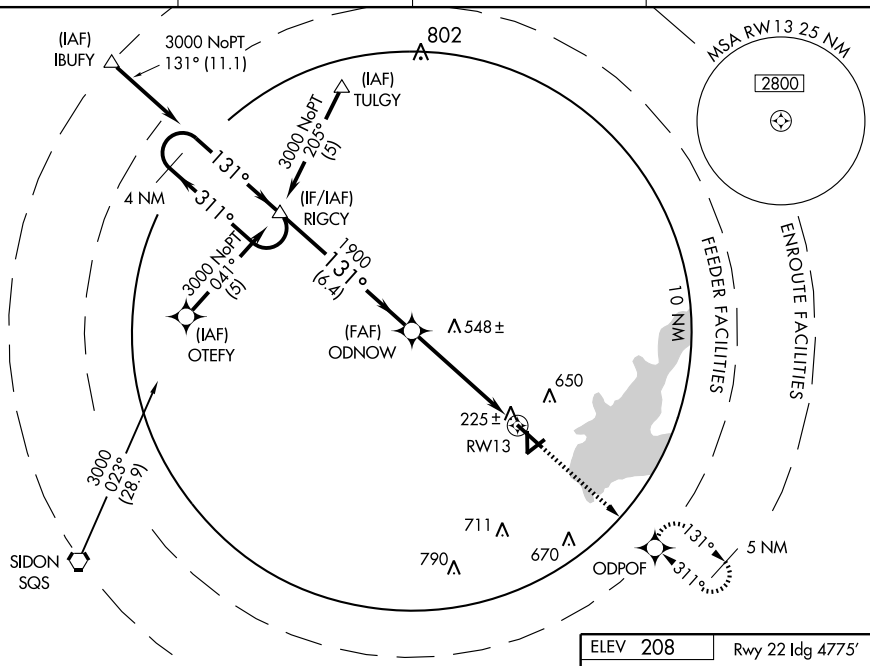
DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to ¾ all Cats. If local altimeter setting not received, use Greenwood altimeter setting and increase all DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

NA

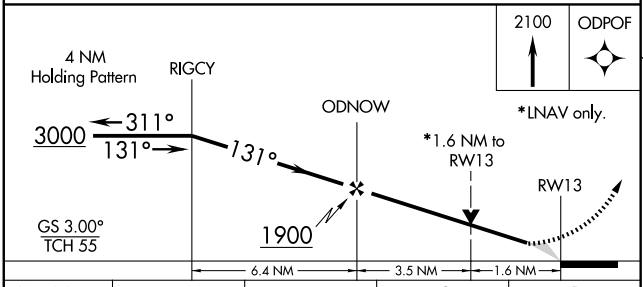
MALSR

MISSED APPROACH: Climb to 2100 direct ODPOF and hold.

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 128.5 381.4 | 121.72 | 122.8 (CTAF) |

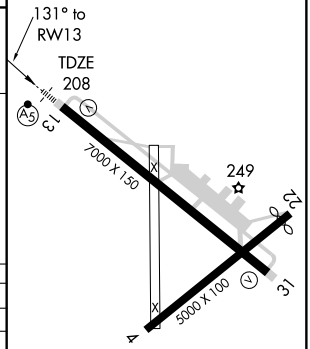



Procedure NA for arrivals at SQS VORTAC via V9 southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 458-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 769-1½ 561 (600-1½) | | | |
| LNAV MDA | 780-½ 572 (600-½) | | 780-1 572 (600-1) | 780-1¼ 572 (600-1¼) |
| CIRCLING | 1000-2 792 (800-2) | | 1000-2¼ 792 (800-2¼) | 1000-2½ 792 (800-2½) |

ELEV 208 Rwy 22 Idg 4775′




MIRL Rwy 13-31

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4775 |
|---|---|---|
| 231° | TDZE | 201 |
| | Apt Elev | 208 |

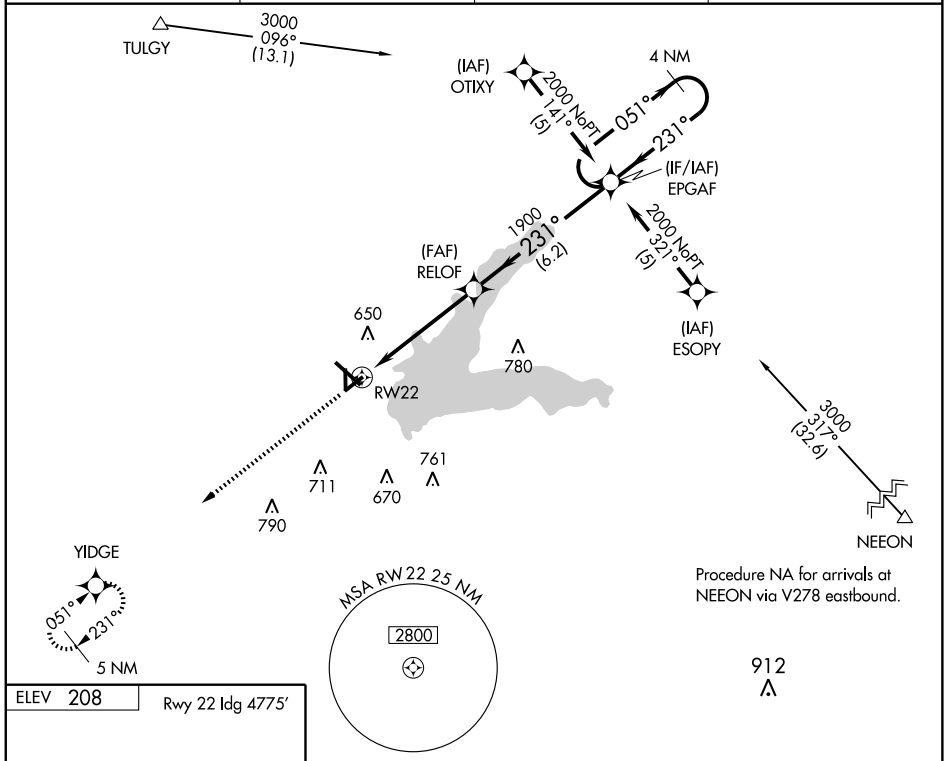
# RNAV (GPS) RWY 22

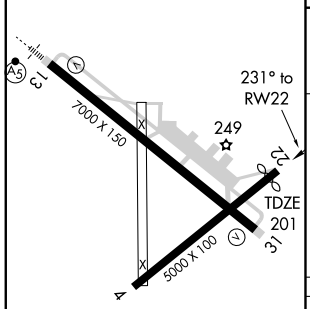
GRENADA MUNI (GNF)

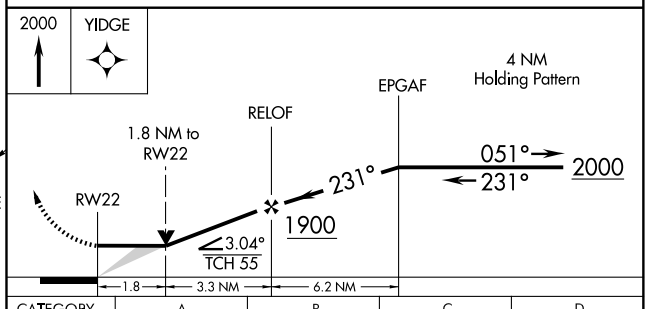
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting and increase all MDAs 80 feet. VDP NA with Greenwood altimeter setting.

MISSED APPROACH: Climb to 2000 direct YIDGE and hold.

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 128.5 381.4 | 121.72 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 639 (700-1) | | 840-1¾ 639 (700-1¾) | 840-2 639 (700-2) |
| CIRCLING | 1000-1 792 (800-1) | 1000-1¼ 792 (800-1¼) | 1000-2¼ 792 (800-2¼) | 1000-2½ 792 (800-2½) |

MIRL Rwy 13-31

SC-4, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 31

GRENADA MUNI (GNF)

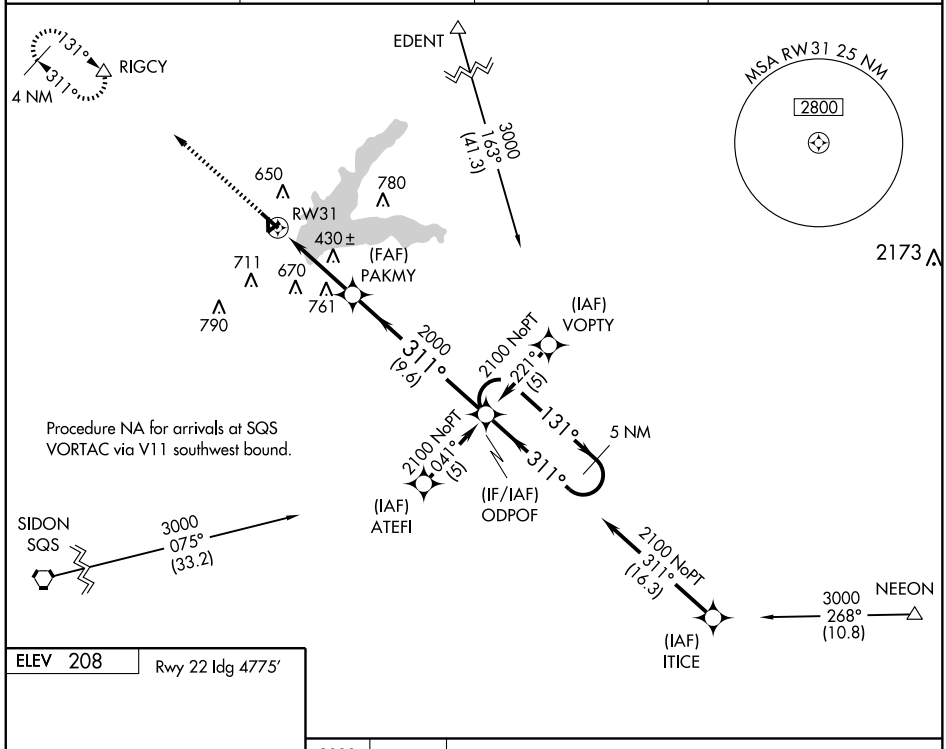
| WAAS CH 40029 W31A | APP CRS 311° | Rwy Idg 7000 TDZE 202 Apt Elev 208 |
|---|---|---|

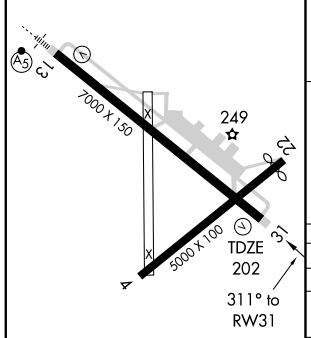
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Greenwood altimeter setting increase DAs 64 feet/MDAs 80 feet. BARO-VNAV and VDP NA when using Greenwood altimeter setting.

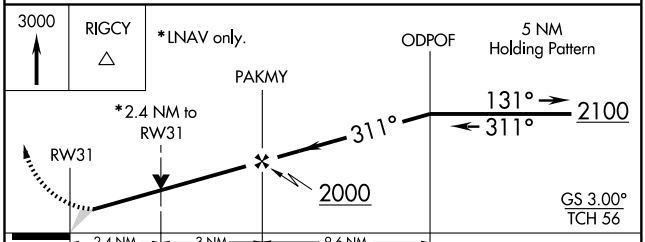
NA

MISSED APPROACH: Climb to 3000 direct RIGCY and hold.

| AWOS-3 | MEMPHIS CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.025 | 128.5 381.4 | 121.72 | 122.8 (CTAF) |



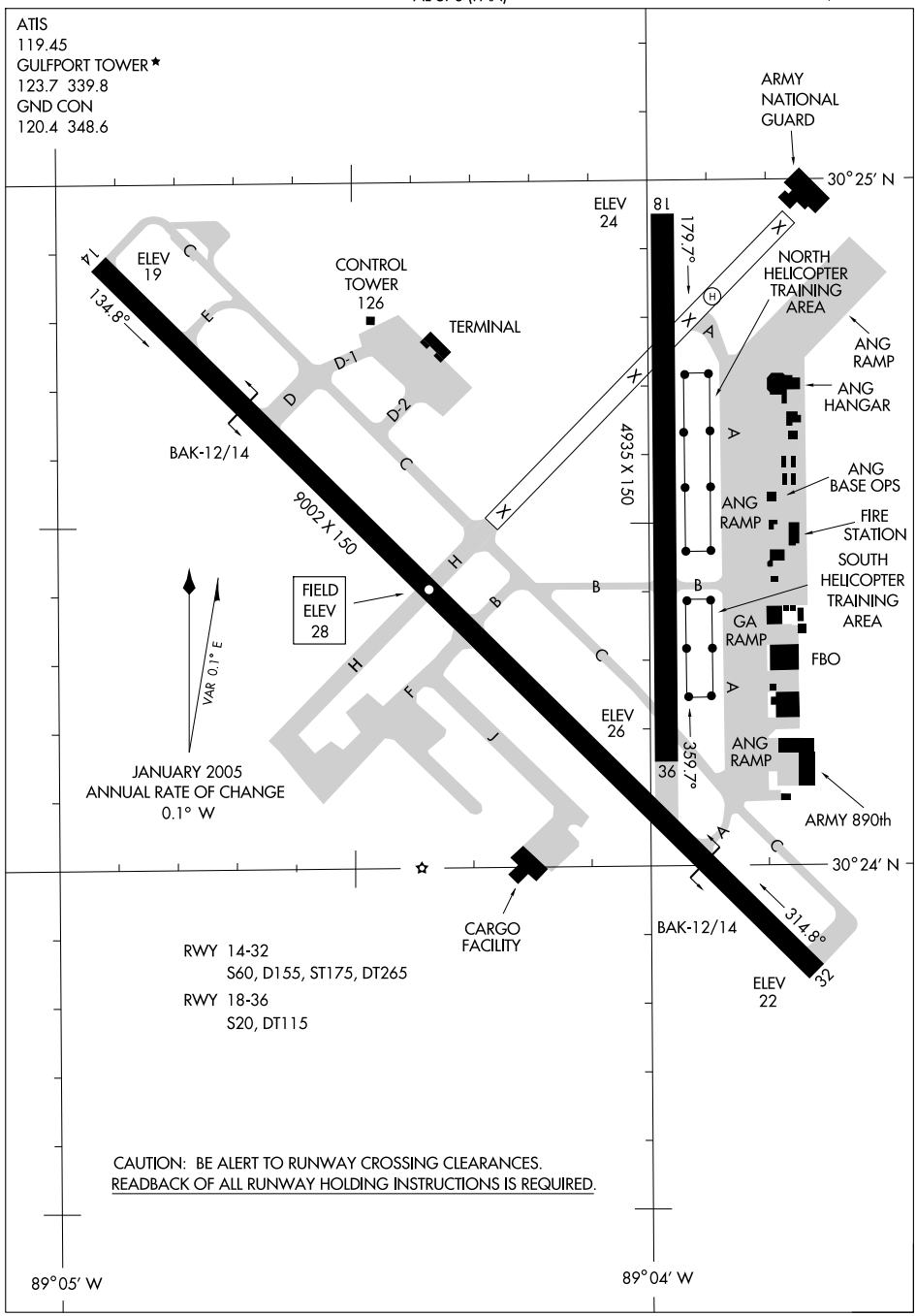

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 452-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 698-1¾ 496 (500-1¾) | | | |
| LNAV MDA | 1020-1 818 (900-1) | 1020-1¼ 818 (900-1¼) | 1020-2½ 818 (900-2½) | 1020-2¾ 818 (900-2¾) |
| CIRCLING | 1020-1¾ 812 (900-1¾) | | 1020-2½ 812 (900-2½) | 1020-2¾ 812 (900-2¾) |

SC-4, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)
GULFPORT, MISSISSIPPI




SC-4, 14 JAN 2010 to 11 FEB 2010

# HI-ILS or LOC/DME RWY 14

| LOC I-GPT | APCH CRS | Rwy ldg | 9002 |
|---|---|---|---|
| 110.9 | 133° | TDZE | 27 |
| | | Arpt Elev | 28 |

JAL-576 [USAF] — GULFPORT-BILOXI INTL (KGPT)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.

MALSR

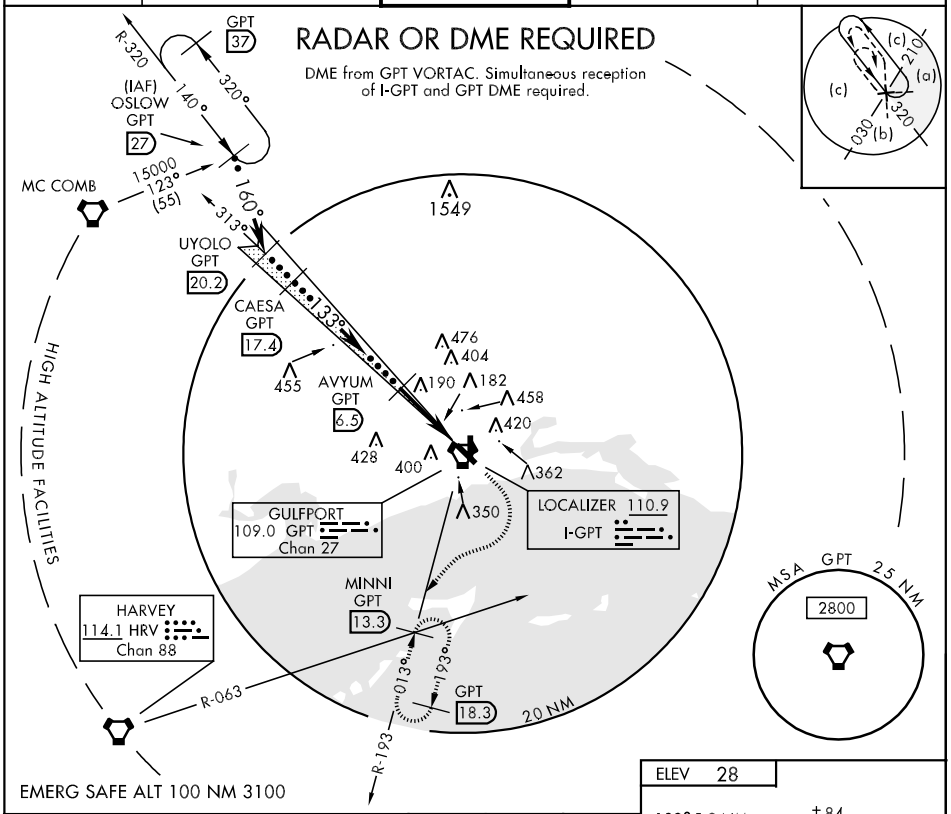
MISSED APPROACH: Climb to 500, then climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

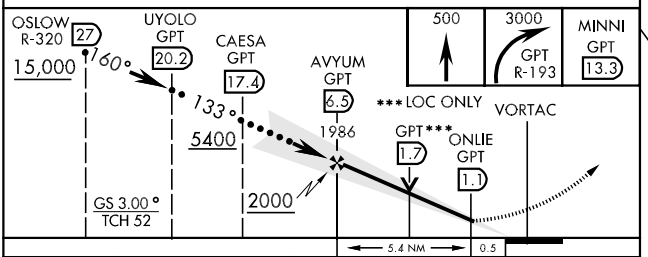
| ATIS ★ | GULFPORT APP CON | GULFPORT TOWER★ | GND CON | ASR |
|---|---|---|---|---|
| 119.45 | 130°-309° 124.6 354.1<br>310°-129° 127.5 254.25 | 123.7 CTAF Ⓛ 339.8 | 120.4 348.6 | |

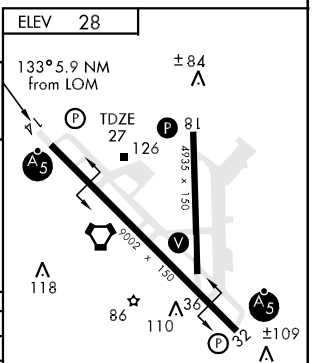
## RADAR OR DME REQUIRED

DME from GPT VORTAC. Simultaneous reception of I-GPT and GPT DME required.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 14 * | 227/24 | 200 | (200-½) |
| S-LOC 14 ** | 440/40 413 | (500-¾) | 440/50 413 (500-1) |
| CIRCLING | 660-1¾<br>632 (700-1¾) | 660-2<br>632 (700-2) | 820-2¾<br>792 (800-2¾) |

# HI-ILS or LOC/DME RWY 32

| LOC I-UXI | APCH CRS | Rwy ldg | 9002 |
|---|---|---|---|
| 108.3 | 313° | TDZE | 28 |
| | | Arpt Elev | 28 |

JAL-576 [USAF]

GULFPORT-BILOXI INTL (KGPT)

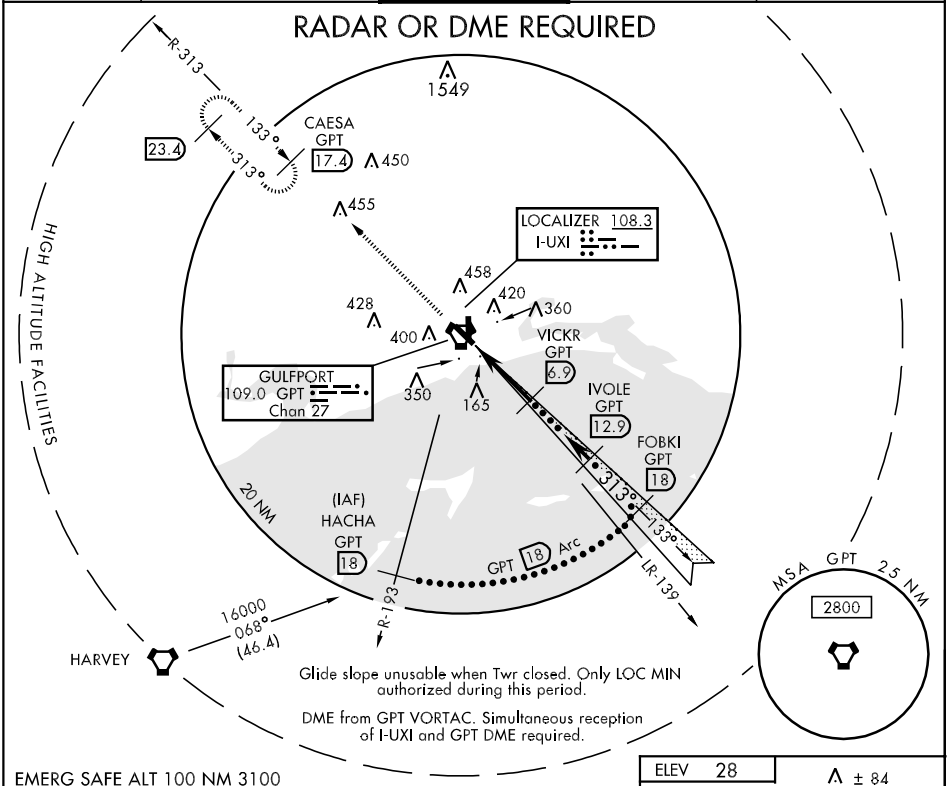
▼ * When ALS inop, increase CAT C RVR vis to 40 and CAT DE RVR to 60.

MALSR

MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA 17.4 DME and hold.

| ATIS ★ | GULFPORT APP CON | GULFPORT TOWER★ | GND CON | ASR |
|---|---|---|---|---|
| 119.45 | 130°-309° 124.6 354.1<br>310°-129° 127.5 254.25 | 123.7 CTAF Ⓛ 339.8 | 120.4 348.6 | |

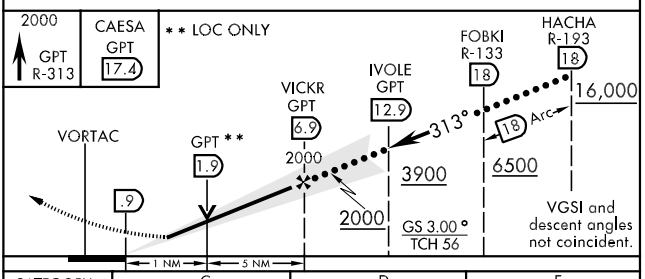
## RADAR OR DME REQUIRED

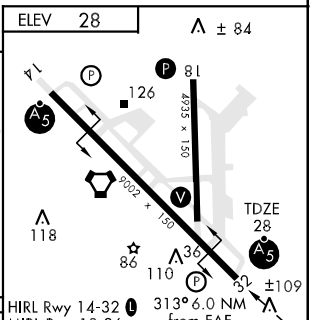



Glide slope unusable when Twr closed. Only LOC MIN authorized during this period.

DME from GPT VORTAC. Simultaneous reception of I-UXI and GPT DME required.

EMERG SAFE ALT 100 NM 3100




HIRL Rwy 14-32 Ⓛ
MIRL Rwy 18-36
REIL Rwy 14, 18, 32, and 36 Ⓛ

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 32 | 228/40 | 200 | (200-¾) |
| S-LOC 32 * | 380/40 | 352 | (400-¾) |
| CIRCLING | 660-1¾<br>632 (700-1¾) | 660-2<br>632 (700-2) | 820-2¾<br>792 (800-2¾) |

FAF to MAP 6.0 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 3:00 | 2:34 | 2:15 | 2:00 | 1:48 |

# HI-TACAN RWY 14

| VORTAC GPT | APCH CRS | Rwy ldg 9002 |
|---|---|---|
| 109.0 | 140° | TDZE 27 |
| Chan 27 | | Arpt Elev 28 |

JAL-576 [USAF]

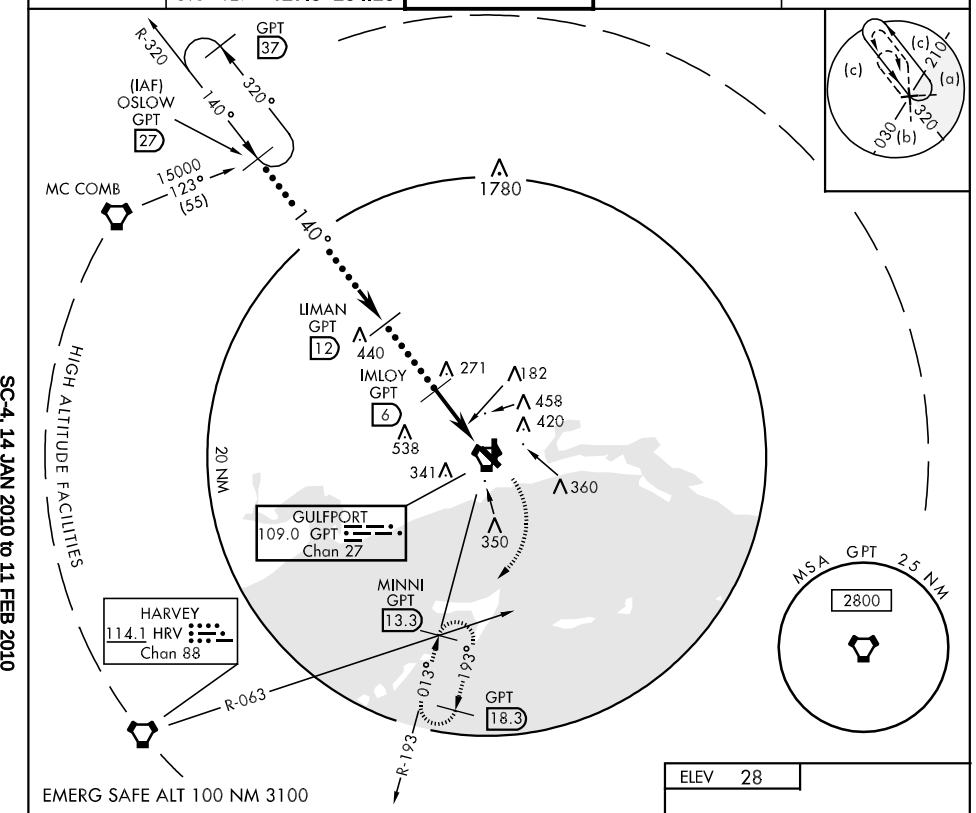
GULFPORT-BILOXI INTL (KGPT)

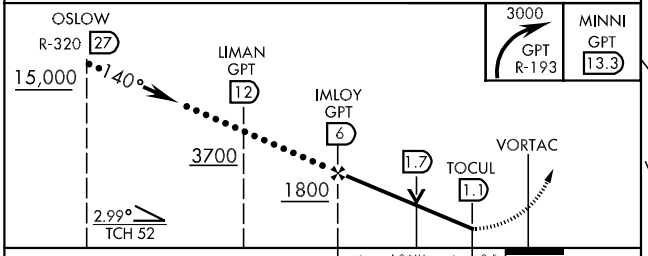
▼ * When ALS inop, increase vis CAT CD to 1¼ miles, CAT E to 1½ miles.

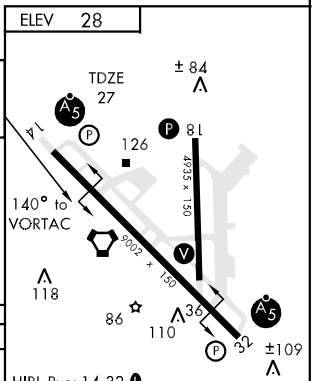
MALSR

MISSED APPROACH: Climbing right turn to 3000 via GPT R-193 to MINNI INT/GPT 13.3 DME and hold.

| ATIS ★ | GULFPORT APP CON | GULFPORT TOWER★ | GND CON | ASR |
|---|---|---|---|---|
| 119.45 | 130°-309° 124.6 354.1<br>310°-129° 127.5 254.25 | 123.7 CTAF L 339.8 | 120.4 348.6 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-14 * | 440/40<br>413 (500-¾) | 440/50 413 (500-1) | |
| CIRCLING | 660-1¾<br>632 (700-1¾) | 660-2<br>632 (700-2) | 820-2¾<br>792 (800-2¾) |

# HI-TACAN RWY 32

| VORTAC GPT | APCH CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 109.0 | 307° | TDZE | 28 |
| Chan 27 | | Arpt Elev | 28 |

JAL-576 [USAF]

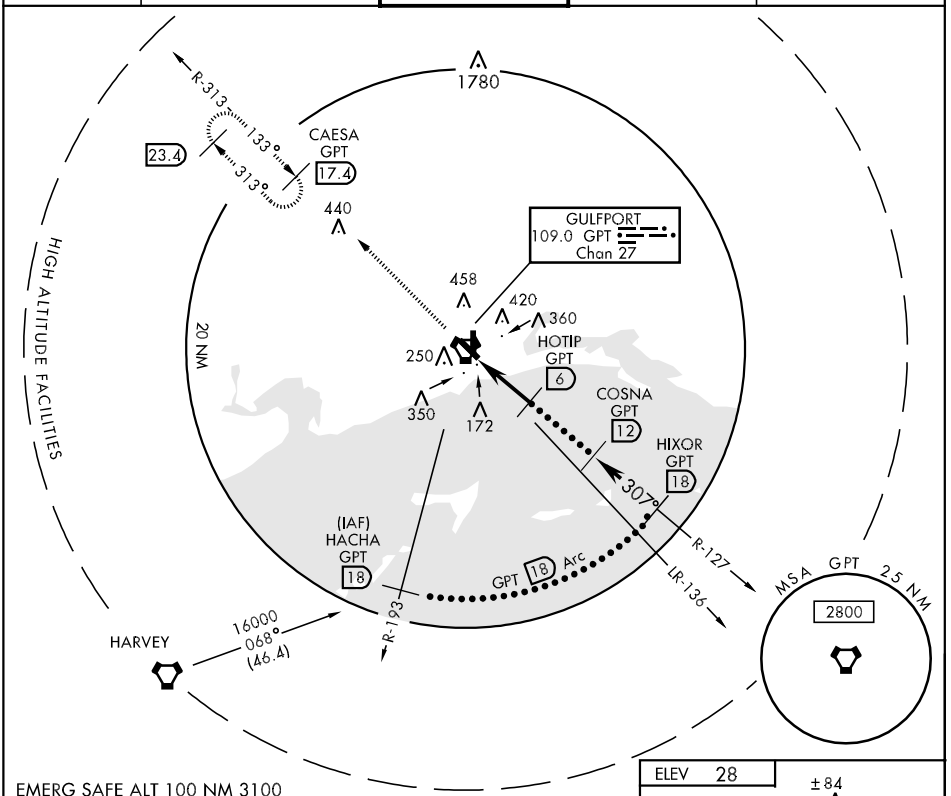
GULFPORT-BILOXI INTL (KGPT)

▼ * When ALS inop, increase CAT CD RVR to 60 and CAT E vis to 1½ miles.

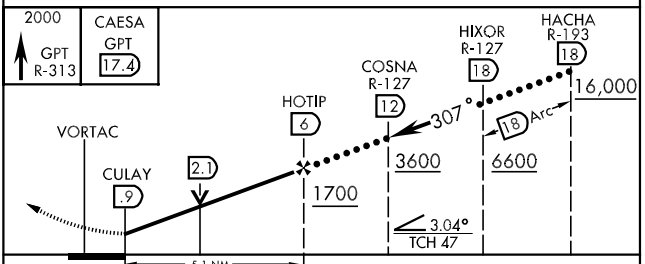
MALSR A5

MISSED APPROACH: Climb to 2000 via GPT R-313 to CAESA INT 17.4 DME and hold.

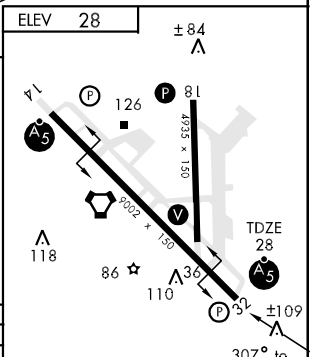
| ATIS ★ | GULFPORT APP CON | GULFPORT TOWER★ | GND CON | ASR |
|---|---|---|---|---|
| 119.45 | 130°-309° 124.6 354.1<br>310°-129° 127.5 254.25 | 123.7 CTAF Ⓛ 339.8 | 120.4 348.6 | |




EMERG SAFE ALT 100 NM 3100




| CATEGORY | C | D | E |
|---|---|---|---|
| S-32 * | 440/40<br>412 (500-¾) | 440/50<br>412 | (500-¾) |
| CIRCLING | 660-1¾<br>632 (700-1¾) | 660-2<br>632 (700-2) | 820-2¾<br>792 (800-2¾) |




HIRL Rwy 14-32 Ⓛ
MIRL Rwy 18-36
REIL Rwy 14, 18, 32, and 36Ⓛ

| LOC I-UXI | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 108.3 | 313° | TDZE | 28 |
| | | Apt Elev | 28 |

# ILS or LOC/DME RWY 32

GULFPORT-BILOXI INTL (GPT)

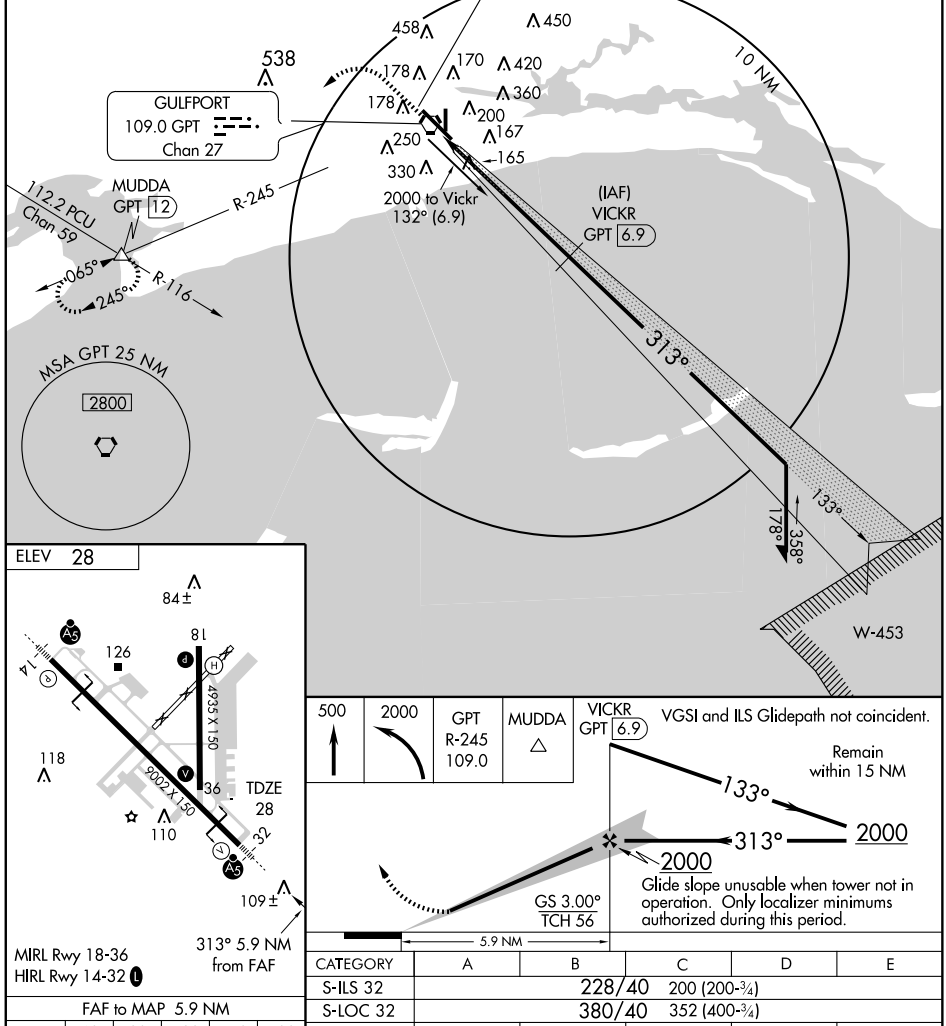
ASR Inoperative table does not apply to MALSR S-ILS 32. For inoperative MALSR increase S-LOC 32 Cat A, B, C visibility to RVR 5000, and Cat E to 6000. DME from GPT VOR/DME. Simultaneous reception of I-UXI and GPT DME required.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 via GPT R-245 to MUDDA Int/GPT 12 DME and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |

RADAR OR DME REQUIRED







MIRL Rwy 18-36
HIRL Rwy 14-32 L

313° 5.9 NM from FAF

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32 | 228/40 200 (200-¾) | | | | |
| S-LOC 32 | 380/40 352 (400-¾) | | | | |
| CIRCLING | 500-1 472 (500-1) | 660-1 632 (700-1) | 660-1¾ 632 (700-1¾) | 660-2 632 (700-2) | 820-2¾ 792 (800-2¾) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-GPT | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 110.9 | 133° | TDZE | 27 |
| | | Apt Elev | 28 |

# ILS or LOC RWY 14

GULFPORT-BILOXI INTL (GPT)

For inoperative MALSR increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1½ mile. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

| ATIS | GULFPORT APP CON * | GULFPORT TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |

Procedure NA for arrivals at CAESA via V522 westbound.

1549

MSA GP 25 NM 2800

(IAF) CAESA GPT 17.4

MINDO GPT 14.1

313° 2000 NoPT (10.9) 133° 088° 268° 2000 182° (8.9)

10 NM

GULFPORT 109.0 GPT Chan 27

ALTERNATE MISSED APCH FIX BAYOU GP 134° 314°

LOM/IAF BAYOU 360 GP GPT 6.5

458 450 178 170 420 360 200 167 250 330 165

2000 to Bayou 314° (6.5)

112.2 PCU Chan 59 R-116 2000 033° (11.4) R-245

MUDDA GPT 12

065° 245°

LOCALIZER 110.9 I-GPT

ELEV 28

133° 5.9 NM from FAF

TDZE 27

84± 81 126 74 118 110 109±

4935 X 150 9002 X 150 36 32

MIRL Rwy 18-36

HIRL Rwy 14-32 L

Remain within 15 NM

LOM

313° 2000 133° 1989 133° 2000

GS 3.00° TCH 52

5.9 NM

| 500 | 2000 | GPT R-245 109.0 | MUDDA △ |
|---|---|---|---|

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 14 | * 227/24 | 200 (200-½) | | | |
| S-LOC 14 | 440/24 | 413 (500-½) | 440/40 | 413 (500-¾) | 440/50 413 (500-1) |
| CIRCLING | 500-1 472 (500-1) | 660-1 632 (700-1) | 660-1¾ 632 (700-1¾) | 660-2 632 (700-2) | 820-2¾ 792 (800-2¾) |

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 97301 W14A | APP CRS 133° | Rwy Idg 9002 TDZE 27 Apt Elev 28 |
|---|---|---|

# RNAV (GPS) RWY 14

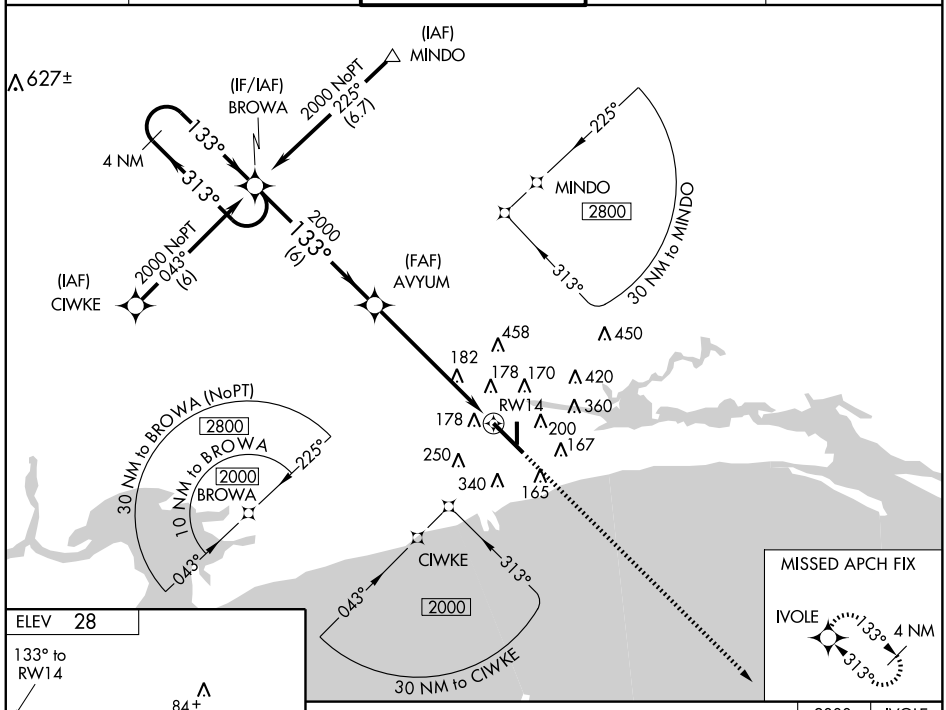
GULFPORT-BILOXI INTL (GPT)

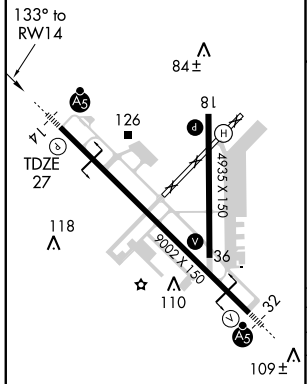
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to RVR 6000 and increase circling Cat C and D visibility ¼ mile.
ASR For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. For inoperative MALSR when using Pascagoula altimeter setting, increase LPV visibility all Cats to RVR 5000.
VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

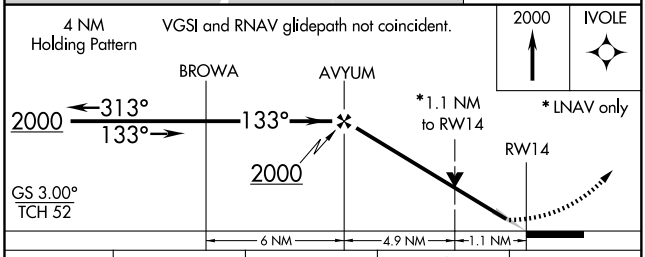
MALSR

MISSED APPROACH: Climb to 2000 direct IVOLE and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 227/24 200 (200-½) | | | |
| LNAV/VNAV DA | 464/50 437 (500-1) | | | |
| LNAV MDA | 440/24 413 (500-½) | | 440/40 413 (500-¾) | 440/50 413 (500-1) |
| CIRCLING | 500-1 472 (500-1) | 560-1 532 (600-1) | 640-1¾ 612 (700-1¾) | 660-2 632 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 69512 W18A | APP CRS 178° | Rwy Idg 4935 TDZE 27 Apt Elev 28 |
|---|---|---|

# RNAV (GPS) RWY 18

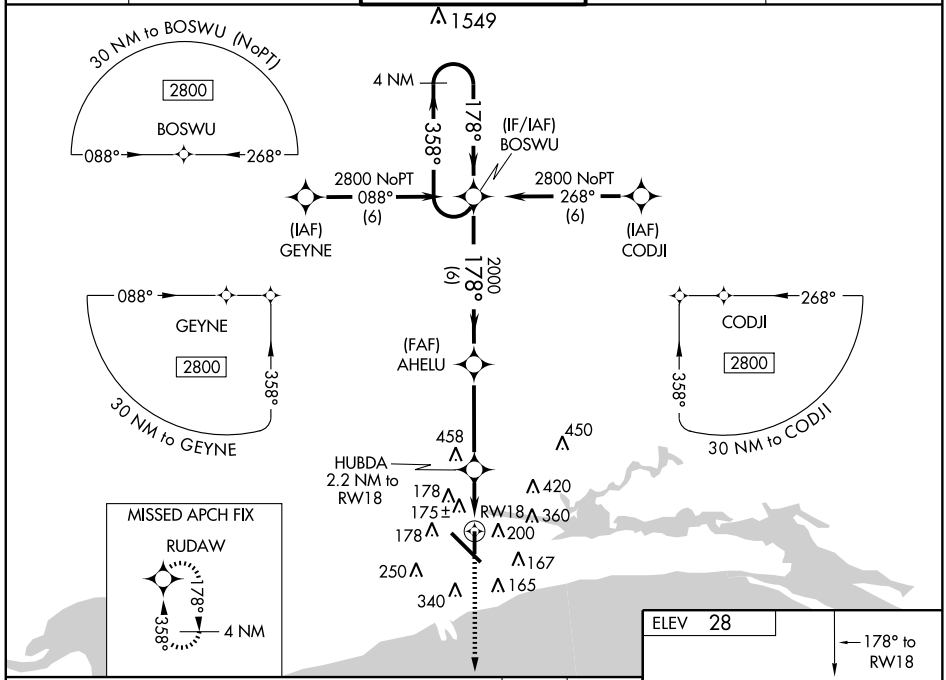
GULFPORT-BILOXI INTL (GPT)

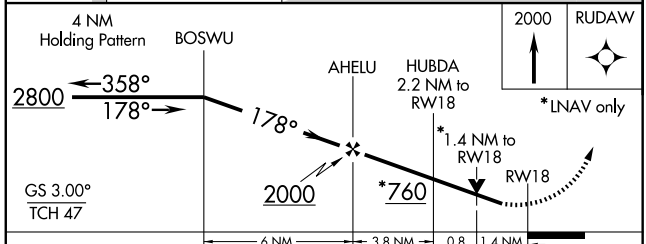
ASR

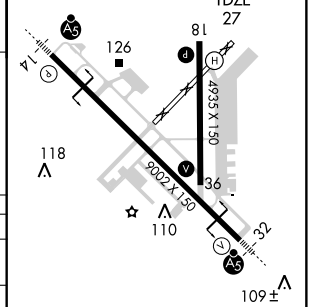
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and circling MDA 80 feet and increase LPV and LNAV/VNAV all Cats and circling Cat C and D visibility ¼ mile. LNAV minimums NA when using Pascagoula altimeter setting. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH: Climb to 2000 direct RUDAW and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 306-1 279 (300-1) | | | |
| LNAV/VNAV DA | 464-1½ 437 (500-1½) | | | |
| LNAV MDA | 500-1 473 (500-1) | | 500-1¼ 473 (500-1¼) | 500-1½ 473 (500-1½) |
| CIRCLING | 500-1 472 (500-1) | 560-1 532 (600-1) | 640-1¾ 612 (700-1¾) | 660-2 632 (700-2) |

MIRL Rwy 18-36
HIRL Rwy 14-32 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 56207 W32A | APP CRS 313° | Rwy Idg 9002 TDZE 28 Apt Elev 28 |
|---|---|---|

# RNAV (GPS) RWY 32

GULFPORT-BILOXI INTL (GPT)

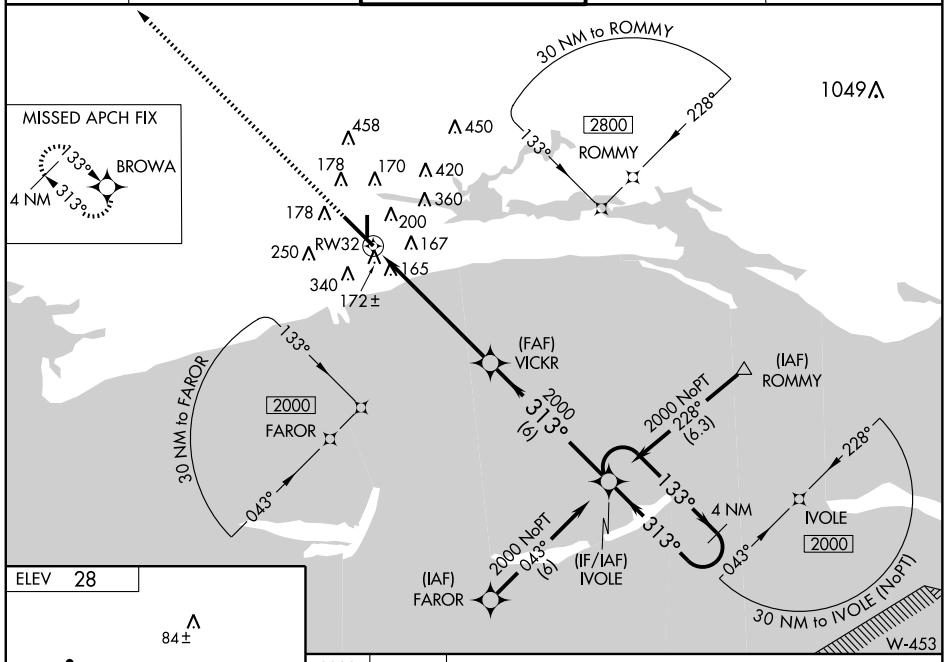
ASR

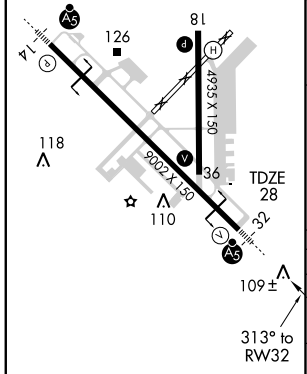
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats to 1½ mile, LNAV visibility Cat C to RVR 5000, Cat D to RVR 6000, increase circling visibility Cat C to 2 and Cat D to 2¼ mile. Inoperative table does not apply to LPV all Cats. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000. For inoperative MALSR when using Pascagoula altimeter setting, increase LNAV Cat A and B visibility to RVR 5000. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MALSR

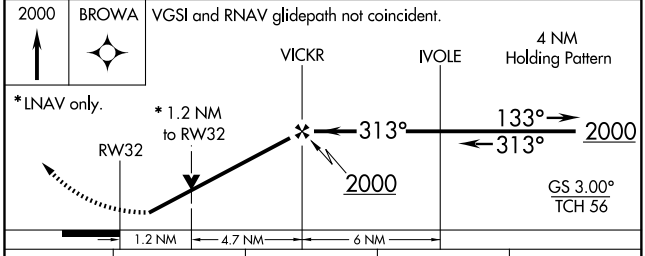
MISSED APPROACH: Climb to 2000 direct BROWA and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |




MIRL Rwy 18-36
HIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 228/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 525/60 497 (500-1¼) | | | |
| LNAV MDA | 460/40 432 (500-¾) | | | 460/50 432 (500-1) |
| CIRCLING | 500-1 472 (500-1) | 560-1 532 (600-1) | 640-1¾ 612 (700-1¾) | 660-2 632 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 42812 W36A | APP CRS 358° | Rwy Idg 4935 TDZE 28 Apt Elev 28 |
|---|---|---|

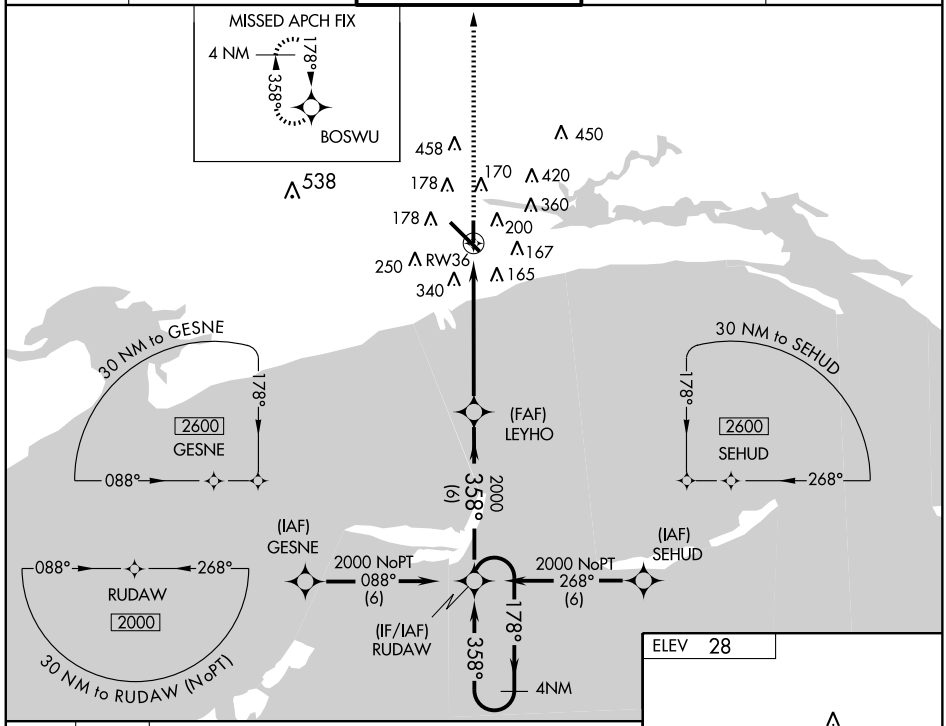
# RNAV (GPS) RWY 36

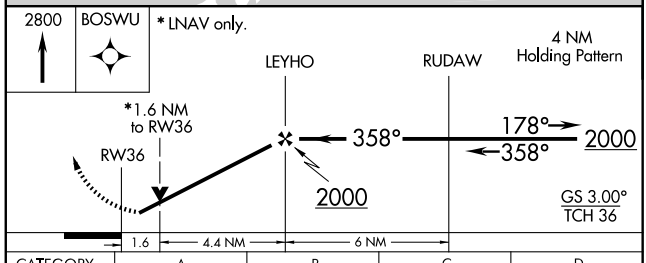
GULFPORT-BILOXI INTL (GPT)

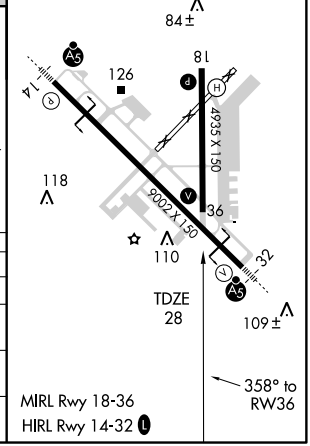
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pascagoula altimeter setting and increase all DA 67 feet and all MDA 80 feet and ASR increase LPV and LNAV/VNAV all Cats, LNAV and circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA when using Pascagoula altimeter setting.

MISSED APPROACH: Climb to 2800 direct BOSWU and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 328-1 300 (300-1) | | | |
| LNAV/VNAV DA | 660-2¼ 632 (700-2¼) | | | |
| LNAV MDA | 580-1 552 (600-1) | | 580-1½ 552 (600-1½) | 580-1¾ 552 (600-1¾) |
| CIRCLING | 580-1 552 (600-1) | | 640-1¾ 612 (700-1¾) | 660-2 632 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC GPT | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 109.0 | 140° | TDZE | 27 |
| Chan 27 | | Apt Elev | 28 |

# VOR/DME or TACAN RWY 14

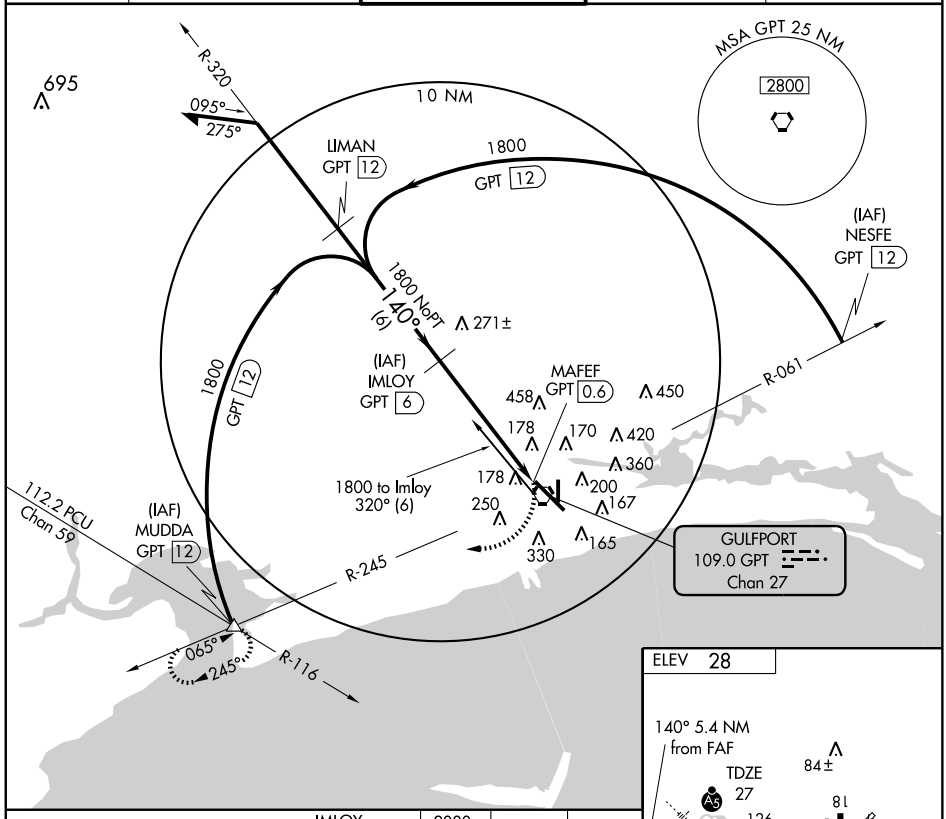
GULFPORT-BILOXI INTL (GPT)

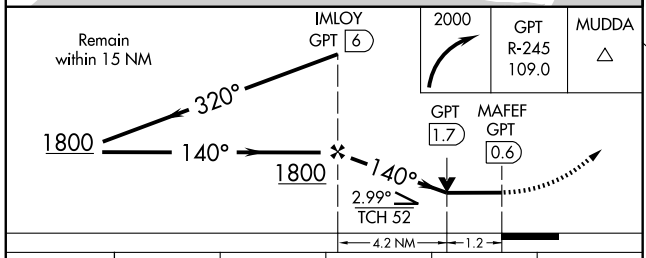
ASR — For inoperative MALSR increase S-14 Cat D visibility to RVR 6000 and Cat E visibility to 1½ mile.

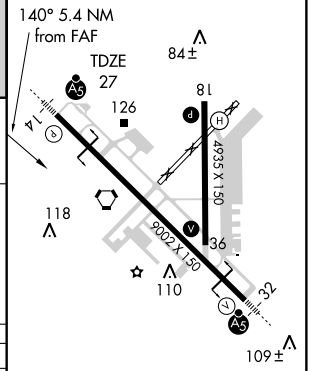
MALSR

MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14 | 440/24 | 413 (500-½) | 440/40 413 (500-¾) | 440/50 | 413 (500-1) |
| CIRCLING | 500-1 472 (500-1) | 660-1 632 (700-1) | 660-1¾ 632 (700-1¾) | 660-2 632 (700-2) | 820-2¾ 792 (800-2¾) |

MIRL Rwy 18-36
HIRL Rwy 14-32 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC GPT | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 109.0 | 307° | TDZE | 28 |
| Chan 27 | | Apt Elev | 28 |

# VOR/DME or TACAN RWY 32

GULFPORT-BILOXI INTL (GPT)

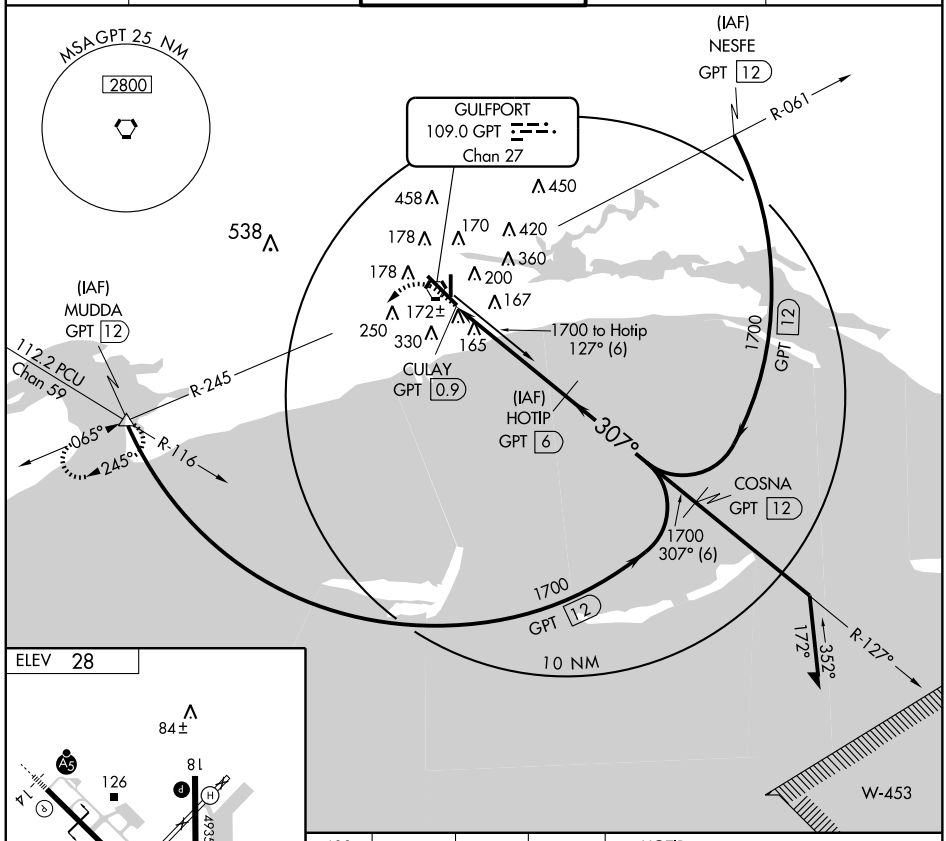
ASR

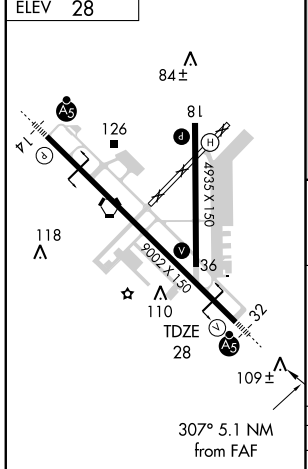
For inoperative MALSR increase S-32 Cats A, B visibility to RVR 5000, Cat D to RVR 6000 and Cat E to 1½ miles.

MALSR

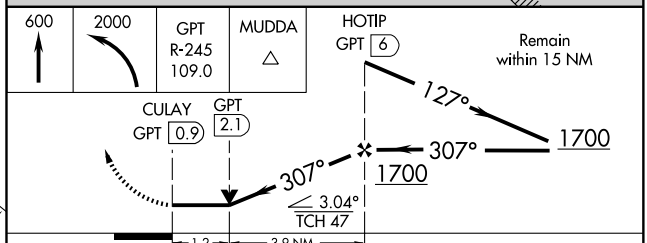
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via GPT R-245 to MUDDA Int/GPT 12 DME and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |




MIRL Rwy 18-36
HIRL Rwy 14-32 L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32 | 440/40 | 412 (500-¾) | | 440/50 | 412 (500-1) |
| CIRCLING | 500-1<br>472 (500-1) | 660-1<br>632 (700-1) | 660-1¾<br>632 (700-1¾) | 660-2<br>632 (700-2) | 820-2¾<br>792 (800-2¾) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC GPT 109.0 Chan 27 | APP CRS 136° | Rwy Idg 9002 TDZE 27 Apt Elev 28 |
|---|---|---|

# VOR RWY 14

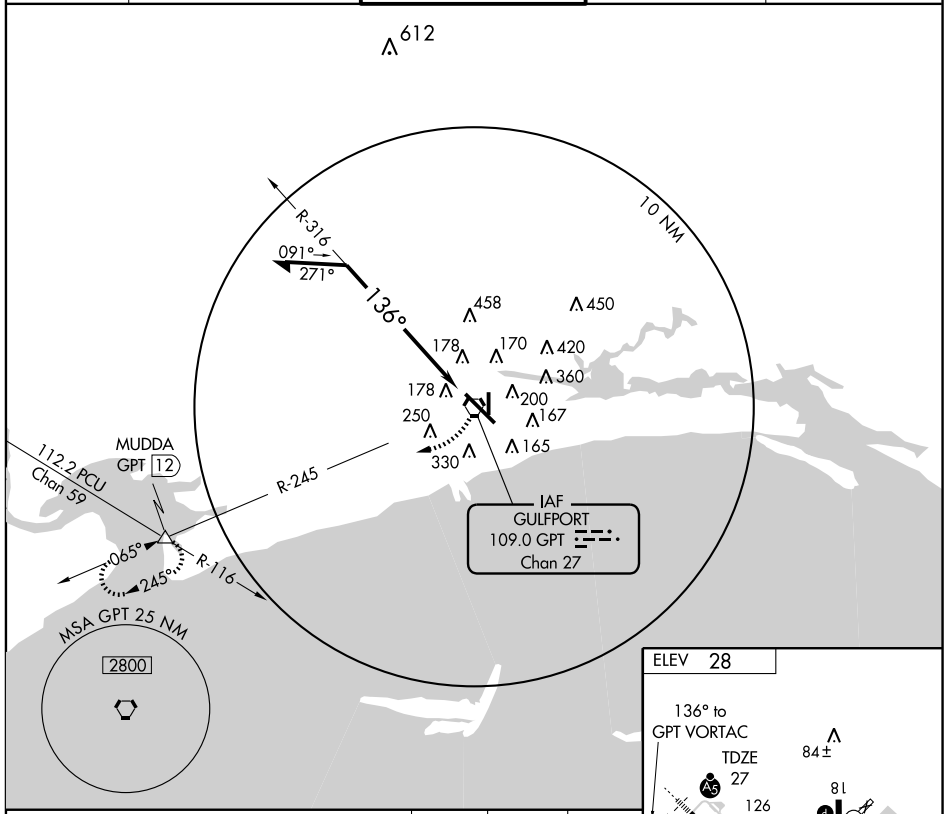
## GULFPORT-BILOXI INTL (GPT)

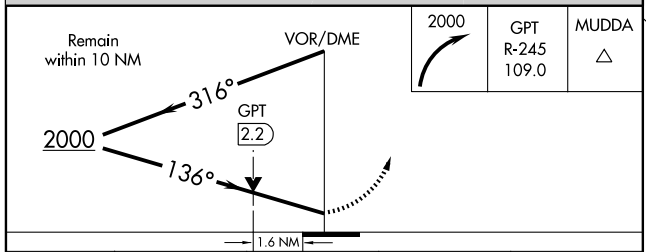
ASR

MALSR

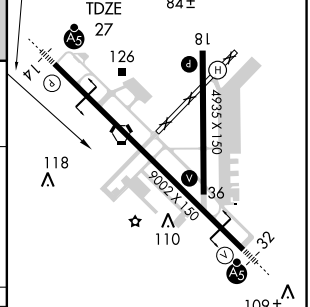
MISSED APPROACH: Climbing right turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) Ⓛ 339.8 | 120.4 348.6 | 122.95 |




| 2000 | GPT R-245 109.0 | MUDDA △ |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 580/24 553 (600-½) | | 580/50 553 (600-1) | 580/60 553 (600-1¼) |
| CIRCLING | 580-1 552 (600-1) | 660-1 632 (700-1) | 660-1¾ 632 (700-1¾) | 660-2 632 (700-2) |

MIRL Rwy 18-36
HIRL Rwy 14-32 Ⓛ

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC GPT | APP CRS | Rwy Idg | 9002 |
|---|---|---|---|
| 109.0 | 308° | TDZE | 28 |
| Chan 27 | | Apt Elev | 28 |

# VOR RWY 32

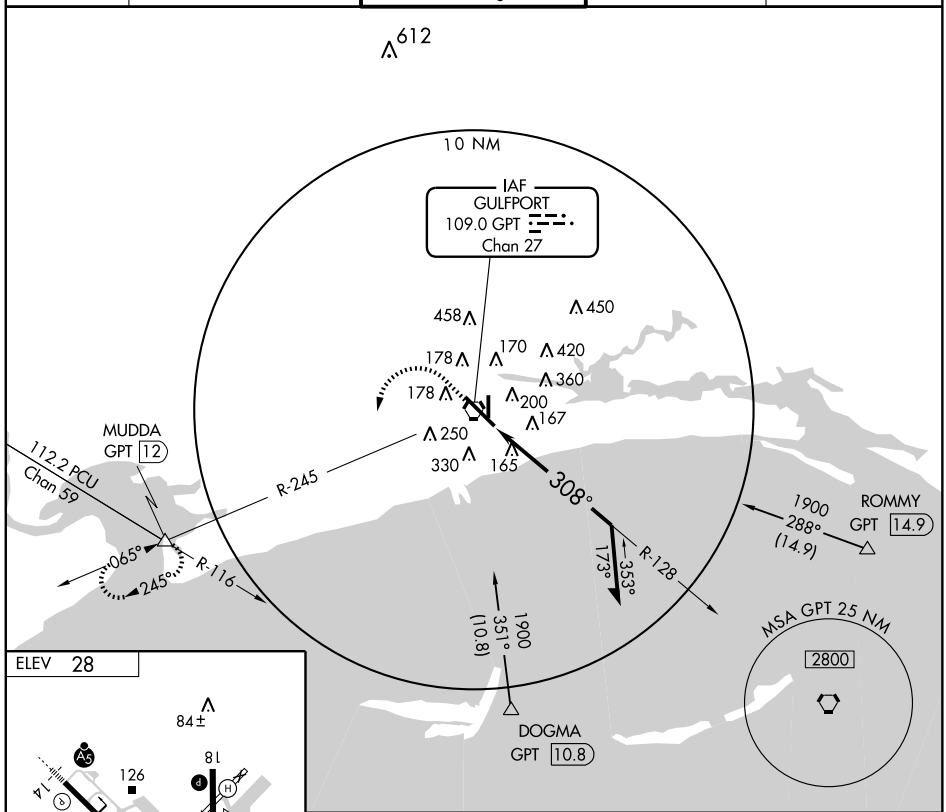
## GULFPORT-BILOXI INTL (GPT)

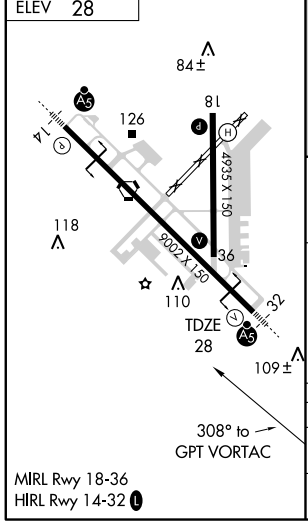
ASR — For inoperative MALSR increase S-32 Cats A and B visibility to RVR 5000.

MALSR

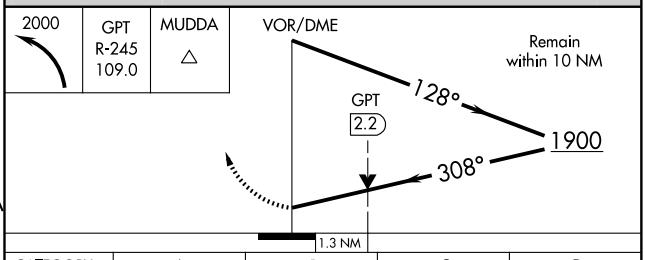
MISSED APPROACH: Climbing left turn to 2000 via GPT R-245 to MUDDA Int/12 DME and hold.

| ATIS | GULFPORT APP CON ★ | GULFPORT TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.45 | 124.6 254.25 | 123.7 (CTAF) L 339.8 | 120.4 348.6 | 122.95 |




MIRL Rwy 18-36
HIRL Rwy 14-32 L



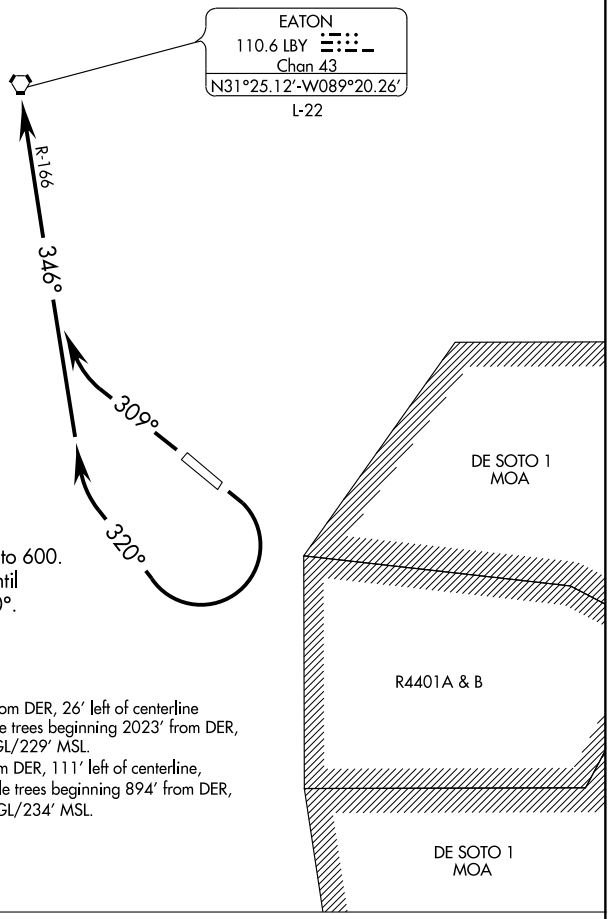

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 480/40 452 (500-¾) | | | 480/50 452 (500-1) |
| CIRCLING | 500-1 472 (500-1) | 660-1 632 (700-1) | 660-1¾ 632 (700-1¾) | 660-2 632 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

# EATON ONE DEPARTURE

HATTIESBURG BOBBY L. CHAIN MUNI (HBG)
HATTIESBURG, MISSISSIPPI

ASOS 135.425
HOUSTON CENTER
126.8 327.8
CTAF 122.8




TAKEOFF MINIMUMS:
Rwy 13, ATC climb of 300' per NM to 600.
Rwy 13, Do not exceed 230 knots until established on heading 320°.
Rwy 31, Standard.

TAKE-OFF OBSTACLES:
Rwy 13: Numerous trees beginning 1184' from DER, 26' left of centerline up to 111' AGL/251' MSL. Multiple trees beginning 2023' from DER, 49' right of centerline, up to 89' AGL/229' MSL.
Rwy 31: Numerous trees beginning 189' from DER, 111' left of centerline, up to 103' AGL/253' MSL. Multiple trees beginning 894' from DER, 69' right of centerline, up to 84' AGL/234' MSL.

Note: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13: Climbing right turn heading 320° and LBY VORTAC R-166 to LBY VORTAC. Thence . . . .

TAKE-OFF RUNWAY 31: Climb heading 309° and LBY VORTAC R-166 to LBY VORTAC. Thence . . . .

. . . . Maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

| APP CRS | Rwy Idg | 5098 |
|---|---|---|
| 129° | TDZE | 151 |
| | Apt Elev | 151 |

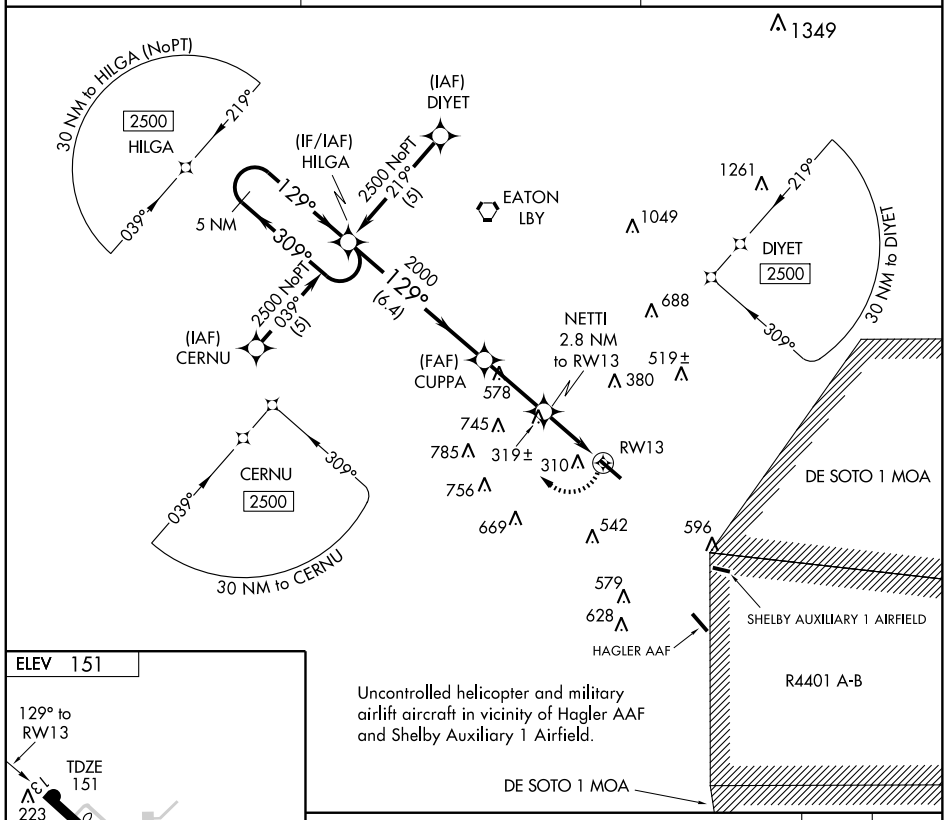
# RNAV (GPS) Y RWY 13

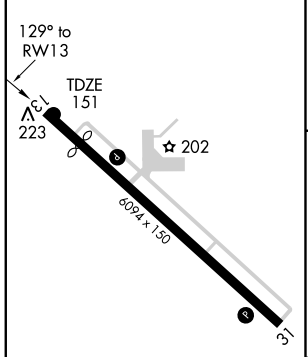
## HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

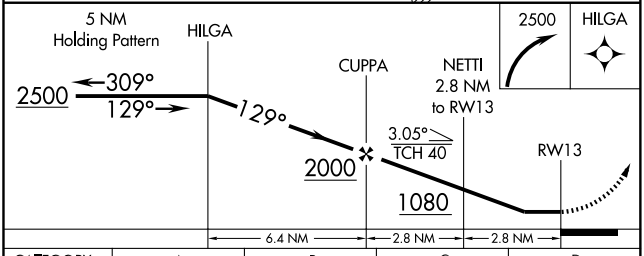
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2500 direct HILGA and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 135.425 | 126.8 327.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 429 (500-1) | | 580-1¼ 429 (500-1¼) | 580-1½ 429 (500-1½) |
| CIRCLING | 680-1 529 (600-1) | 700-1 549 (600-1) | 720-1½ 569 (600-1½) | 720-2 569 (600-2) |

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5098 |
|---|---|---|---|
| CH 86403 | 129° | TDZE | 151 |
| W13A | | Apt Elev | 151 |

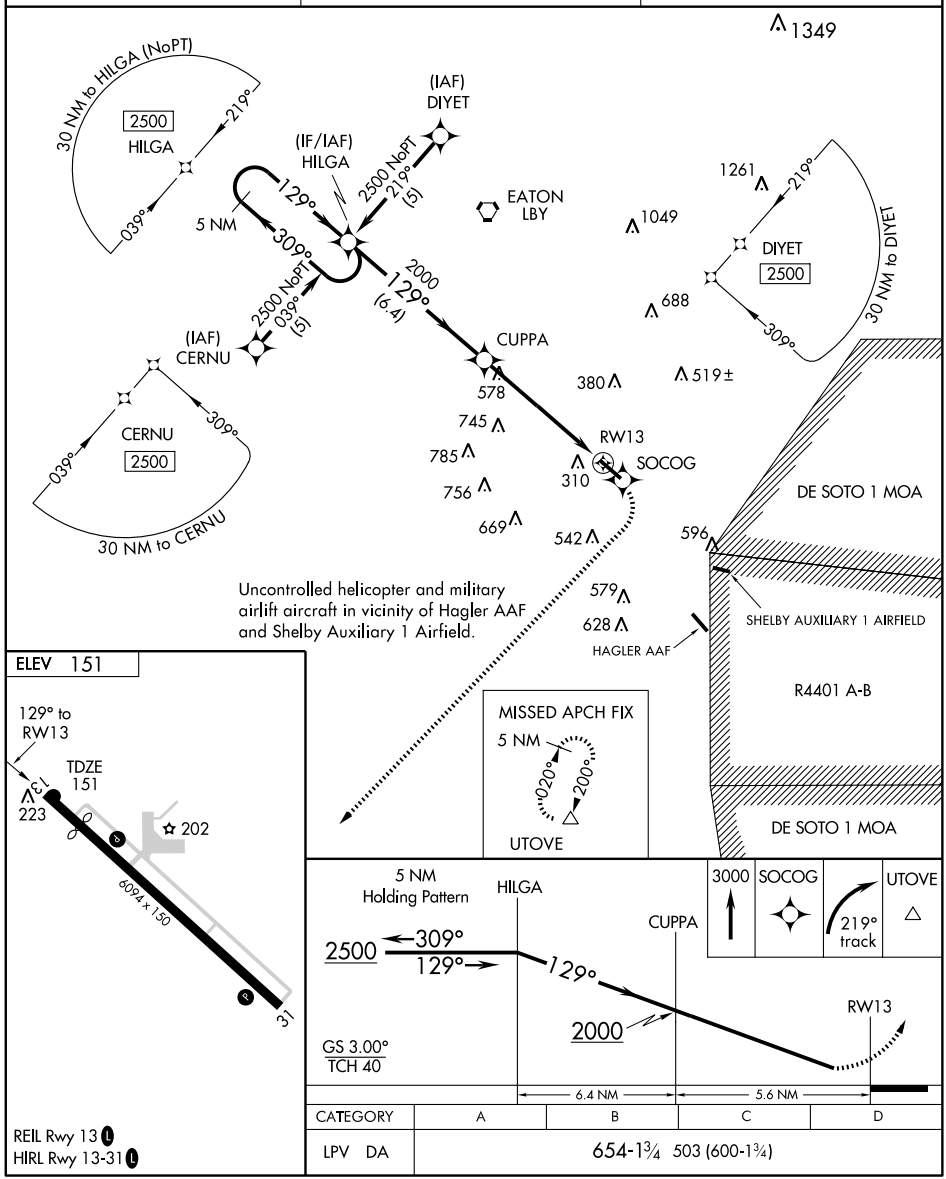
# RNAV (GPS) Z RWY 13

## HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase DA to 705 feet.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct SOCOG and right turn via 219° track to UTOVE and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 135.425 | 126.8 327.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 654-1¾ 503 (600-1¾) | | | |

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC LBY | APP CRS | Rwy Idg | 5098 |
|---|---|---|---|
| 110.6 | 151° | TDZE | 151 |
| Chan 43 | | Apt Elev | 151 |

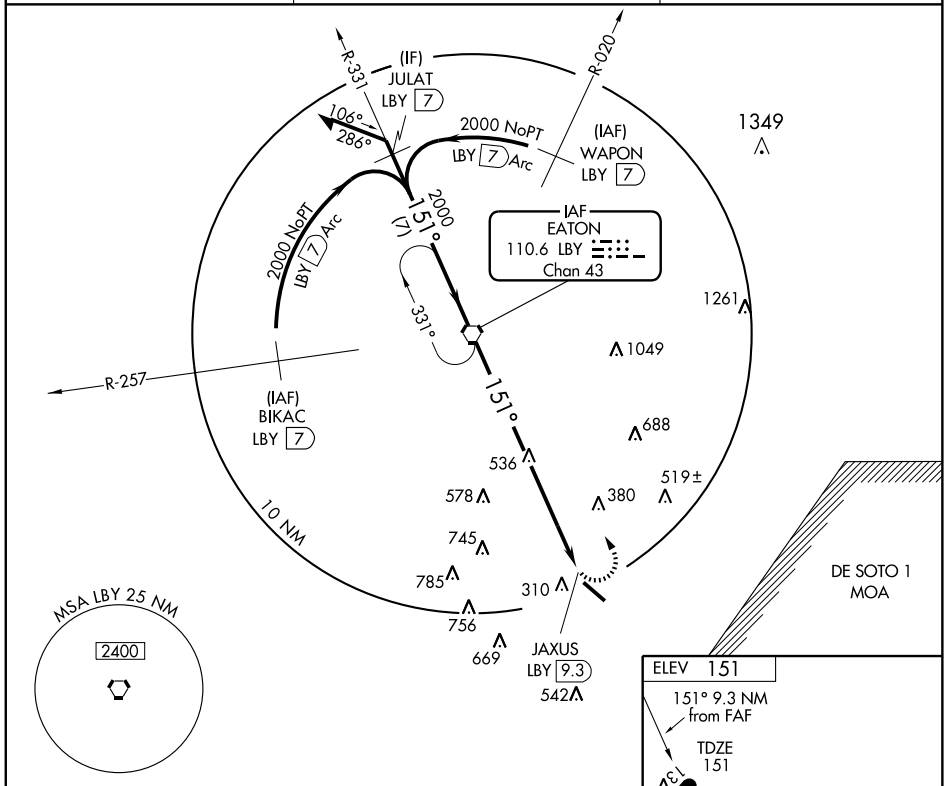
# VOR RWY 13

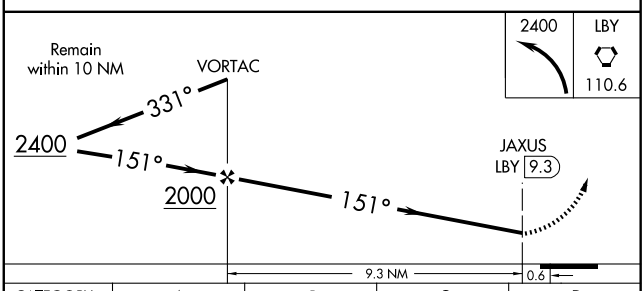
## HATTIESBURG BOBBY L. CHAIN MUNI (HBG)

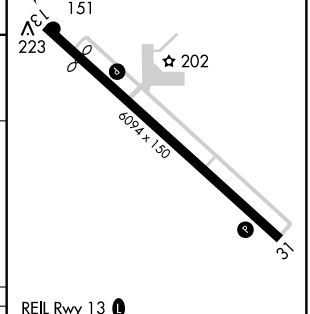
When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2400 direct LBY VORTAC and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 135.425 | 126.8 327.8 | 122.8 (CTAF) L |




REIL Rwy 13 L
HIRL Rwy 13-31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 2000-1¼<br>1849 (1900-1¼) | 2000-1½<br>1849 (1900-1½) | 2000-3<br>1849 (1900-3) | |
| CIRCLING | 2000-1¼<br>1849 (1900-1¼) | 2000-1½<br>1849 (1900-1½) | 2000-3<br>1849 (1900-3) | |

FAF to MAP 9.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 9:18 | 6:12 | 4:39 | 3:43 | 3:06 |

SC-4, 14 JAN 2010 to 11 FEB 2010

HATTIESBURG/LAUREL, MISSISSIPPI

AL-6134 (FAA)

# ILS RWY 18

HATTIESBURG-LAUREL RGNL (PIB)

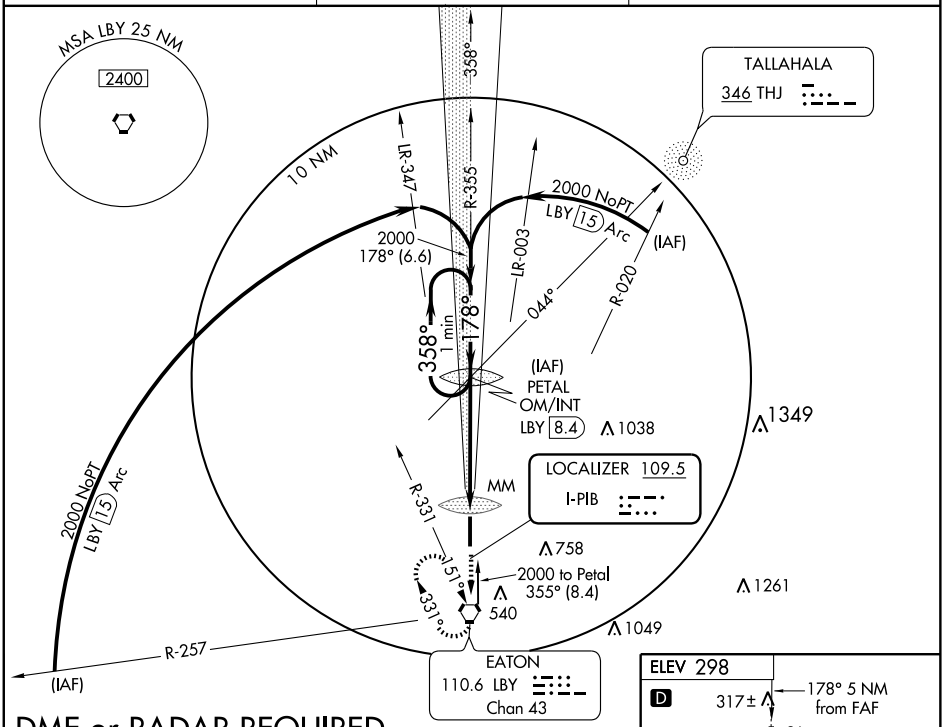
| LOC I-PIB | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| 109.5 | 178° | TDZE | 298 |
| | | Apt Elev | 298 |

If local altimeter not received use McComb altimeter setting and increase all DHs and MDAs 280 feet.

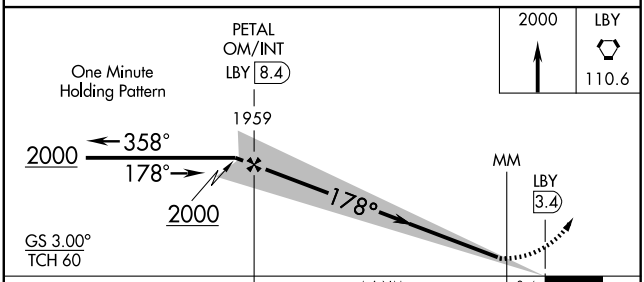
MALSR

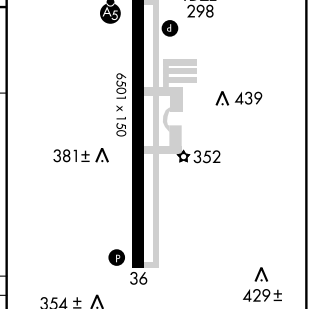
MISSED APPROACH: Climb to 2000 direct LBY Vortac and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 128.325 | 126.8 327.8 | 123.0 (CTAF) L |




## DME or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 498-½ 200 (200-½) | | | |
| S-LOC 18 | 720-½ 422 (500-½) | | 720-¾ 422 (500-¾) | |
| CIRCLING | 760-1 462 (500-1) | | 760-1½ 462 (500-1½) | 860-2 562 (600-2) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SC-4, 14 JAN 2010 to 11 FEB 2010

HATTIESBURG/LAUREL, MISSISSIPPI

| WAAS | APP CRS | Rwy Idg | 6501 |
|---|---|---|---|
| CH 49201 | 178° | TDZE | 298 |
| W18A | | Apt Elev | 298 |

AL-6134 (FAA)

# RNAV (GPS) RWY 18

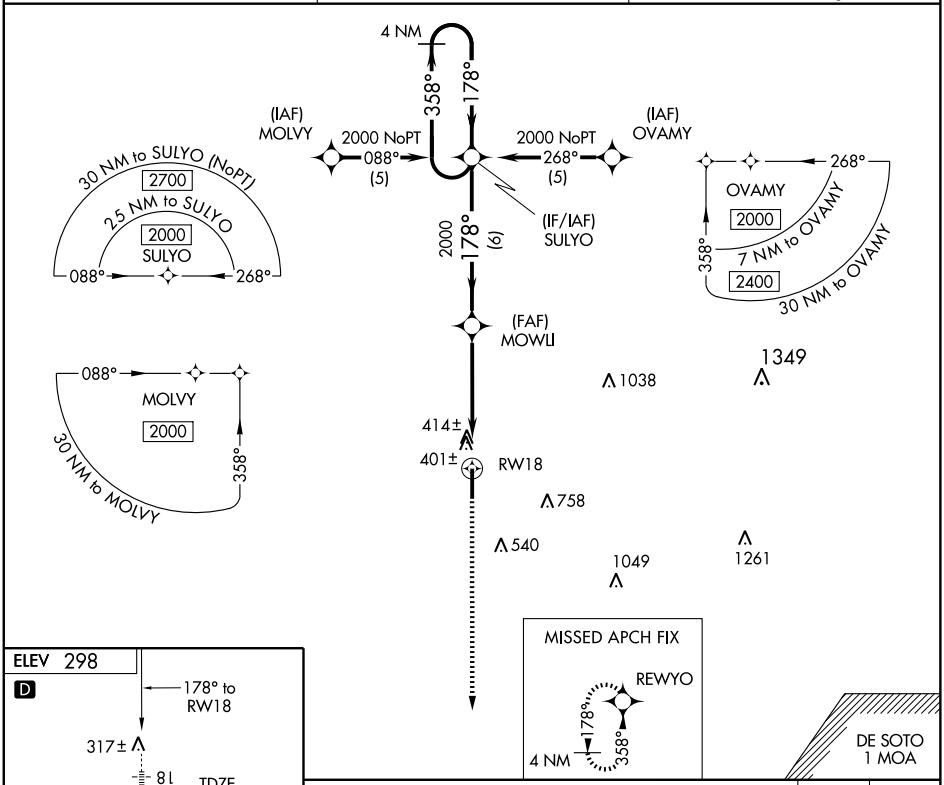
HATTIESBURG-LAUREL RGNL (PIB)

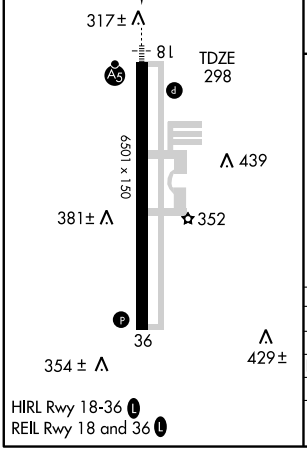
DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. For inoperative MALSR, increase LPV and LNAV/VNAV all Cats and LNAV Cat D visibilities to 1¼. Inoperative table does not apply to LNAV Cats A/B/C.

MALSR

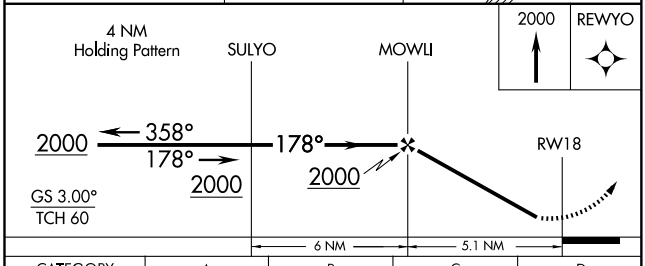
MISSED APPROACH: Climb to 2000 direct REWYO and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 128.325 | 126.8 327.8 | 123.0 (CTAF) L |




HIRL Rwy 18-36 L
REIL Rwy 18 and 36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 640-1 342 (400-1) | | | |
| LNAV/VNAV DA | 691-1 393 (400-1) | | | |
| LNAV MDA | 680-1 382 (400-1) | | | |
| CIRCLING | 740-1¼ 442 (500-1¼) | 760-1¼ 462 (500-1¼) | 760-1½ 462 (500-1½) | 860-2 562 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 93901 W36A | APP CRS 358° | Rwy Idg 6501 TDZE 296 Apt Elev 298 |
|---|---|---|

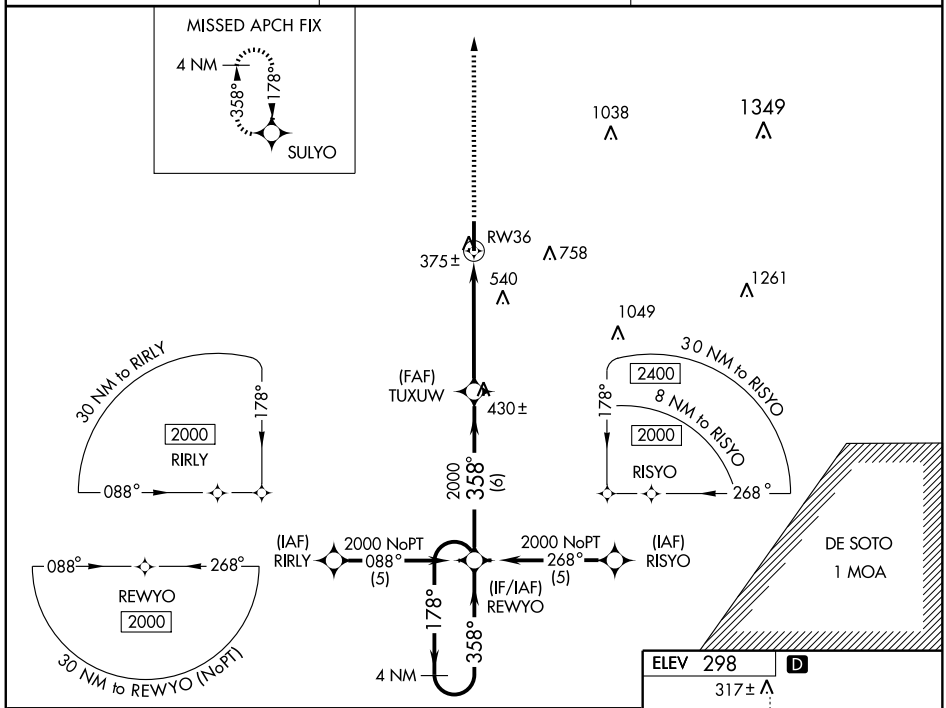
# RNAV (GPS) RWY 36

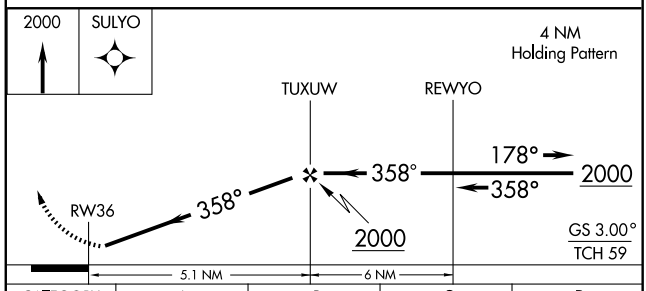
HATTIESBURG-LAUREL RGNL (PIB)

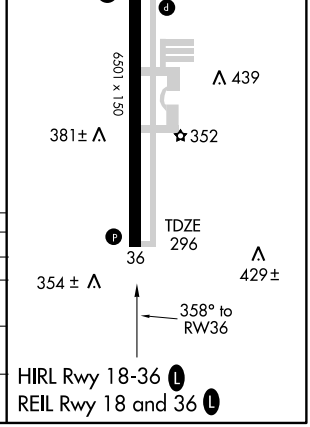
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct SULYO and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 128.325 | 126.8 327.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 569-1 273 (300-1) | | | |
| LNAV/VNAV DA | 625-1 329 (400-1) | | | |
| LNAV MDA | 680-1 384 (400-1) | | | 680-1¼ 384 (400-1¼) |
| CIRCLING | 740-1 442 (500-1) | 760-1 462 (500-1) | 760-1½ 462 (500-1½) | 860-2 562 (600-2) |

HIRL Rwy 18-36 L
REIL Rwy 18 and 36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

HATTIESBURG/LAUREL, MISSISSIPPI

| VORTAC LBY | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.6 | 356° | TDZE | N/A |
| Chan 43 | | Apt Elev | 298 |

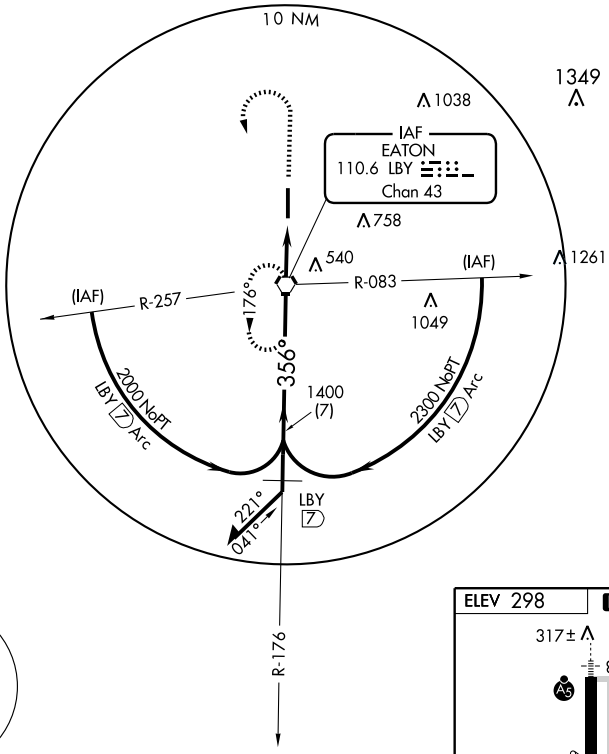
AL-6134 (FAA)

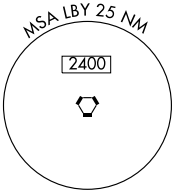
# VOR-A

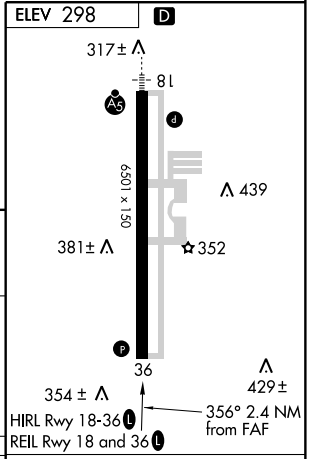
HATTIESBURG-LAUREL RGNL (PIB)

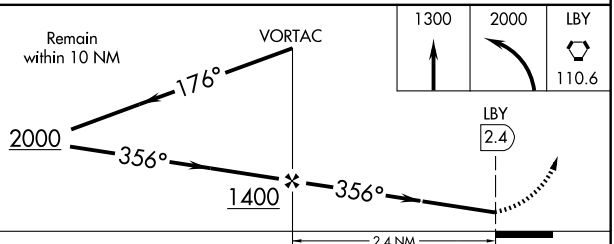
MISSED APPROACH: Climb to 1300 then climbing left turn to 2000 direct LBY VORTAC and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 128.325 | 126.8 327.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 740-1<br>442 (500-1) | 760-1<br>462 (500-1) | 760-1½<br>462 (500-1½) | 860-2<br>562 (600-2) |

FAF to MAP 2.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:24 | 1:36 | 1:12 | 0:58 | 0:48 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC HLI | APP CRS | Rwy Idg | 3201 |
|---|---|---|---|
| 112.4 | 152° | TDZE | 553 |
| Chan 71 | | Apt Elev | 553 |

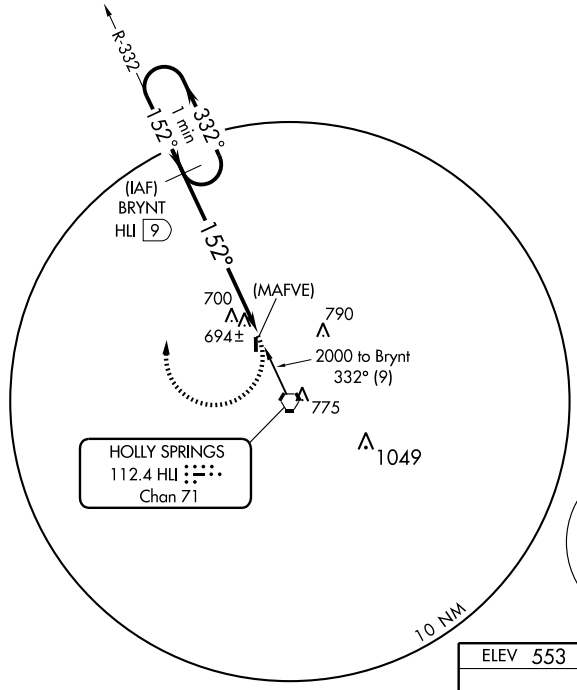
# VOR/DME or GPS RWY 18

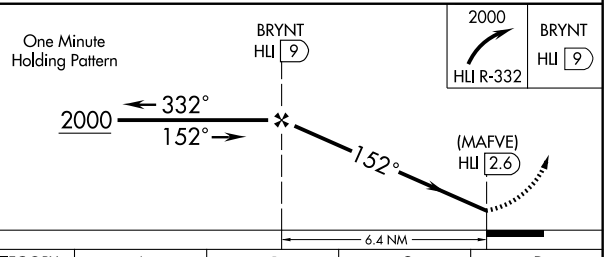
## HOLLY SPRINGS-MARSHALL COUNTY (M41)

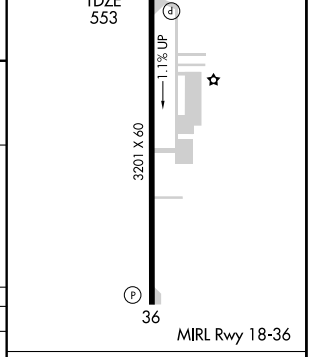
Use Memphis altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 2000 via HLI R-332 to BRYNT HLI 9 DME and hold.

| MEMPHIS APP CON | UNICOM |
|---|---|
| 125.8 338.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1080-1 527 (600-1) | | 1080-1½ 527 (600-1½) | NA |
| CIRCLING | 1120-1 567 (600-1) | 1140-1 587 (600-1) | 1140-1½ 587 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

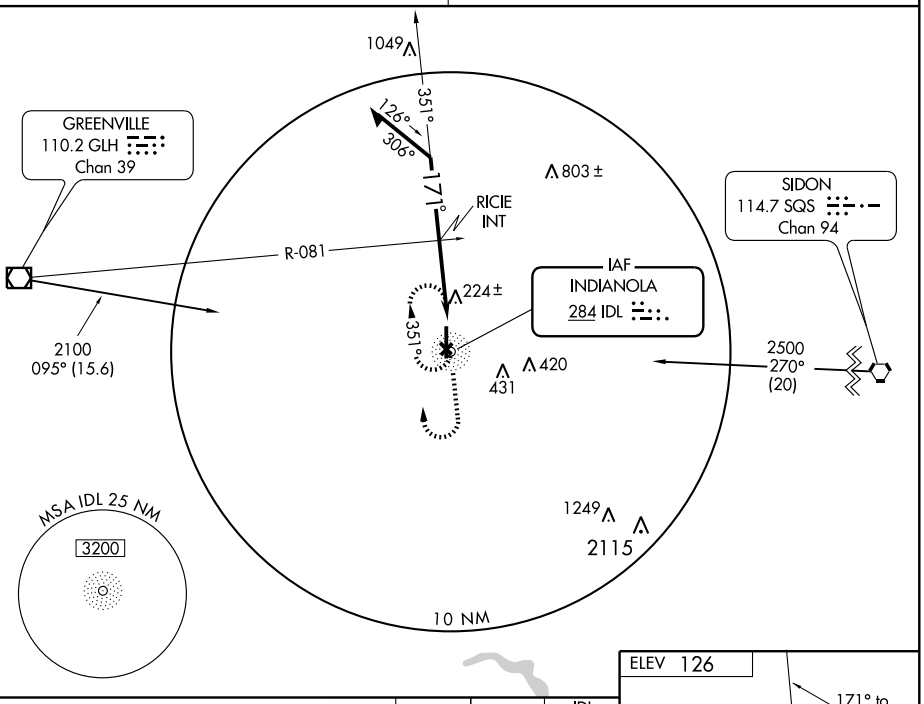
| NDB IDL | APP CRS | Rwy Idg | 7004 |
|---|---|---|---|
| 284 | 171° | TDZE | 126 |
| | | Apt Elev | 126 |

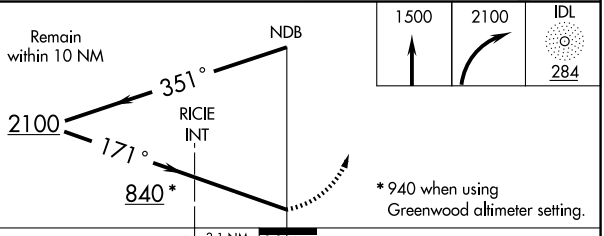
# NDB RWY 17
## INDIANOLA MUNI (IDL)

Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct IDL NDB and hold.

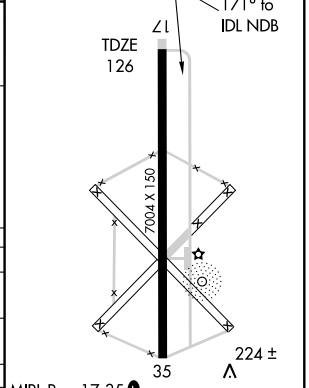
| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.875 269.35 | 122.8 (CTAF) L |




* 940 when using Greenwood altimeter setting.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 840-1 | 714 (800-1) | 840-2<br>714 (800-2) | 840-2¼<br>714 (800-2¼) |
| CIRCLING | 840-1 | 714 (800-1) | 840-2<br>714 (800-2) | 840-2¼<br>714 (800-2¼) |
| NDB/VOR MINIMUMS | | | | |
| S-17 | 580-1 | 454 (500-1) | 580-1¼<br>454 (500-1¼) | 580-1½<br>454 (500-1½) |
| CIRCLING | 580-1 | 454 (500-1) | 600-1½<br>474 (500-1½) | 780-2<br>654 (700-2) |




MIRL Rwy 17-35 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB IDL 284 | APP CRS 007° | Rwy Idg 7004<br>TDZE 121<br>Apt Elev 126 |
|---|---|---|

# NDB RWY 35

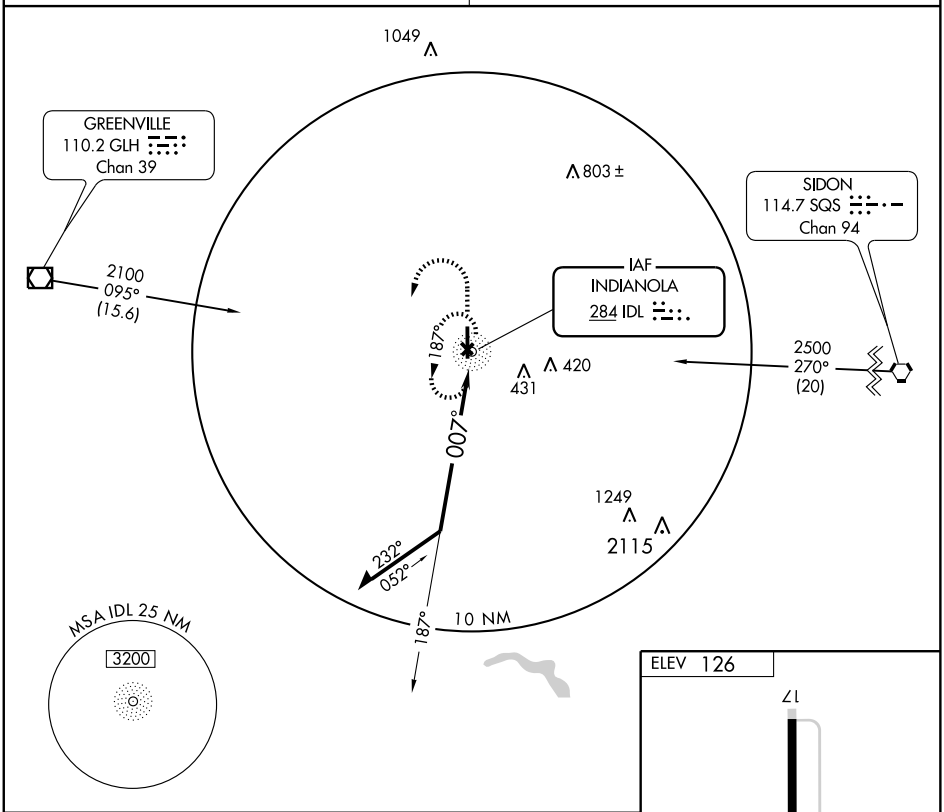
## INDIANOLA MUNI (IDL)

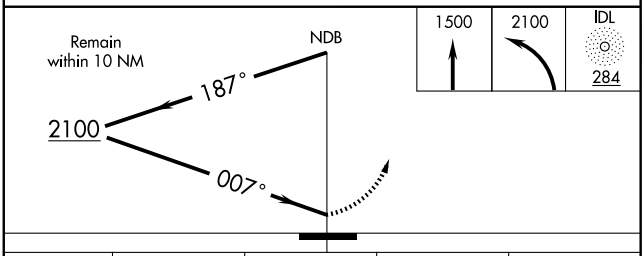
Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

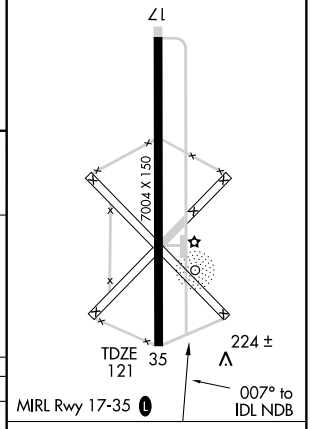
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 2100 direct IDL NDB and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.875 269.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 740-1 | 619 (700-1) | 740-1¾<br>619 (700-1¾) | 740-2<br>619 (700-2) |
| CIRCLING | 740-1 | 614 (700-1) | 740-1¾<br>614 (700-1¾) | 780-2<br>654 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 17

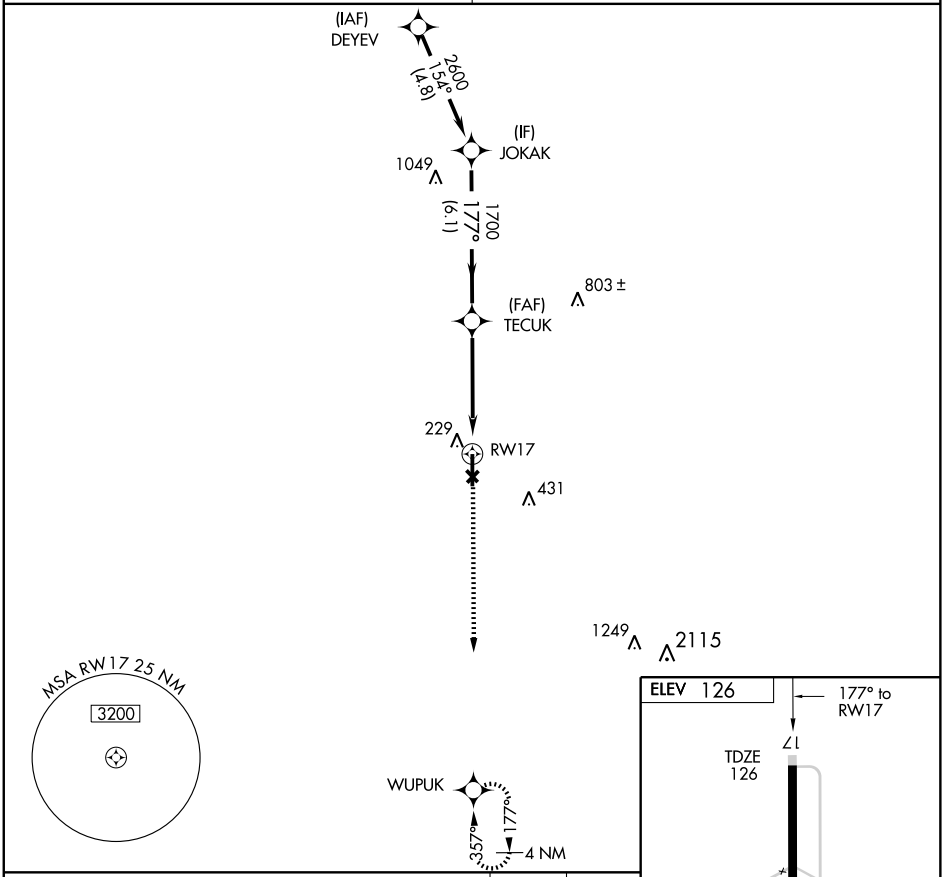
INDIANOLA MUNI (IDL)

| APP CRS | Rwy Idg | 7004 |
|---|---|---|
| 177° | TDZE | 126 |
| | Apt Elev | 126 |

▼ NA — DME/DME RNP-0.3 NA. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2500 direct WUPUK and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.875 269.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 394 (400-1) | | | 520-1¼ 394 (400-1¼) |
| CIRCLING | 580-1 454 (500-1) | | 600-1½ 474 (500-1½) | 780-2 654 (700-2) |

MIRL Rwy 17-35 L

| APP CRS | Rwy Idg | 7004 |
|---|---|---|
| 357° | TDZE | 121 |
| | Apt Elev | 126 |

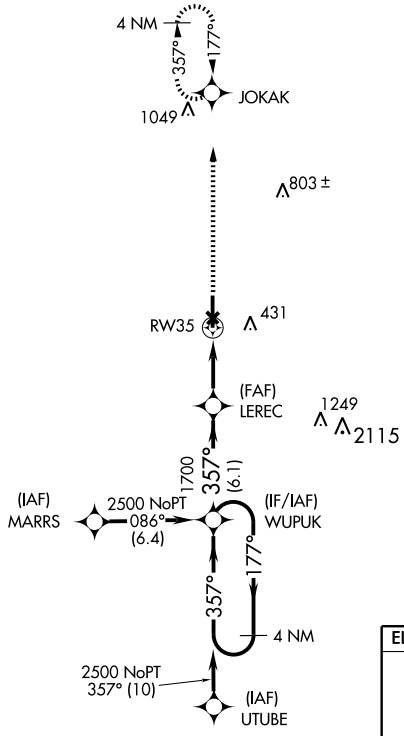
# RNAV (GPS) RWY 35

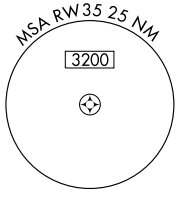
INDIANOLA MUNI (IDL)

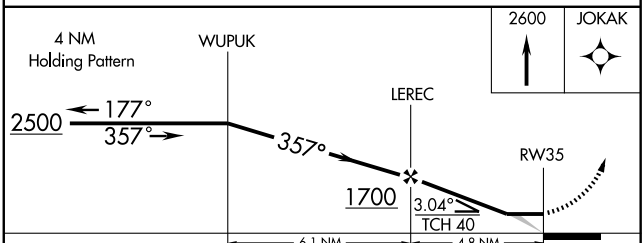
DME/DME RNP-0.3 NA. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2600 direct JOKAK and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.875 269.35 | 122.8 (CTAF) L |

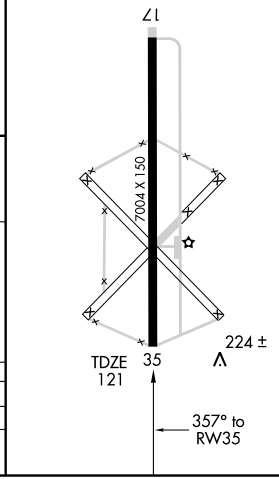



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 | 419 (500-1) | 540-1¼ | 419(500-1¼) |
| CIRCLING | 580-1 | 454 (500-1) | 600-1½ 474 (500-1½) | 780-2 654 (700-2) |

ELEV 126 MIRL Rwy 17-35 L




SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC SQS 114.7 Chan 94 | APP CRS 271° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 126 |
|---|---|---|

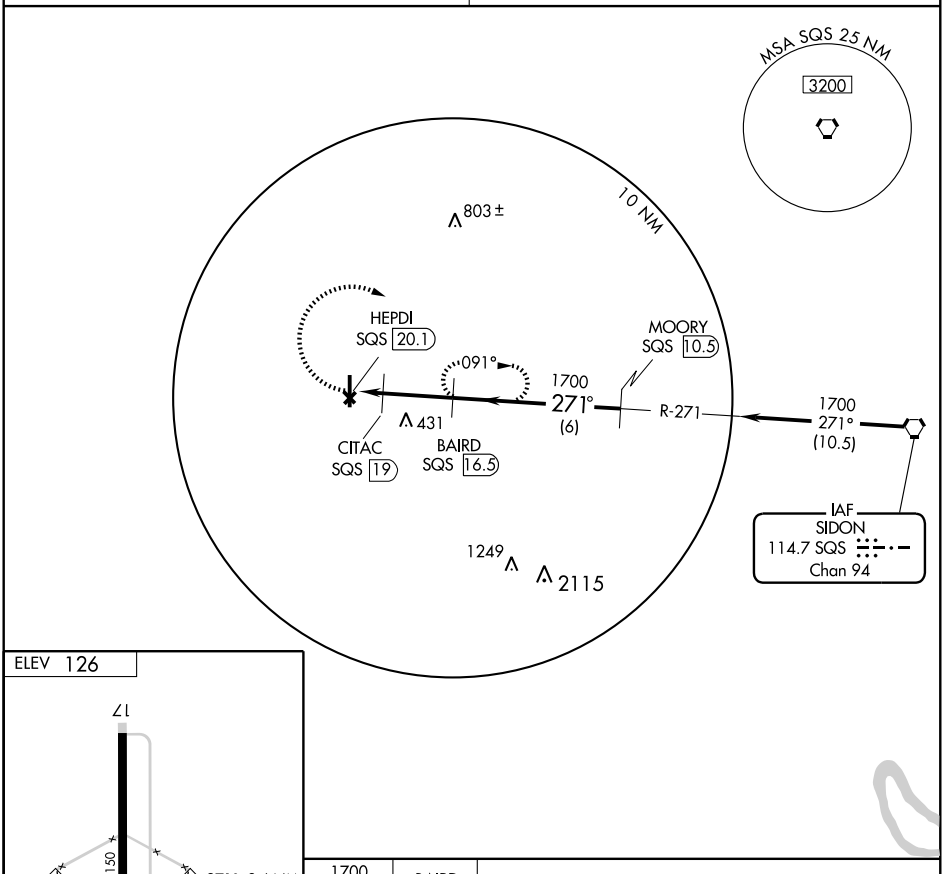
# VOR/DME-A

## INDIANOLA MUNI (IDL)

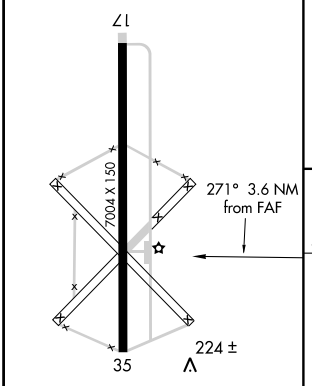
Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 100 feet.
NA

MISSED APPROACH: Climbing right turn to 1700 via SQS R-271 to BAIRD 16.5 DME and hold.

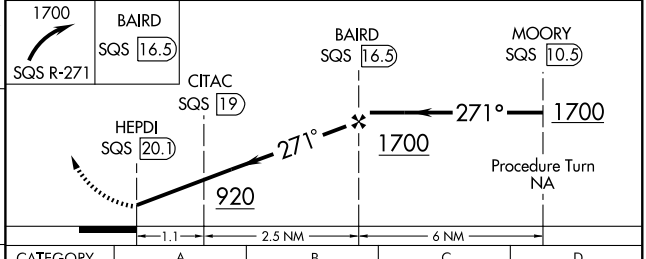
| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.875 269.35 | 122.8 (CTAF) L |




ELEV 126




MIRL Rwy 17-35 L




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 580-1<br>454 (500-1) | 580-1¼<br>454 (500-1¼) | 600-1½<br>474 (500-1½) | 780-2<br>654 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

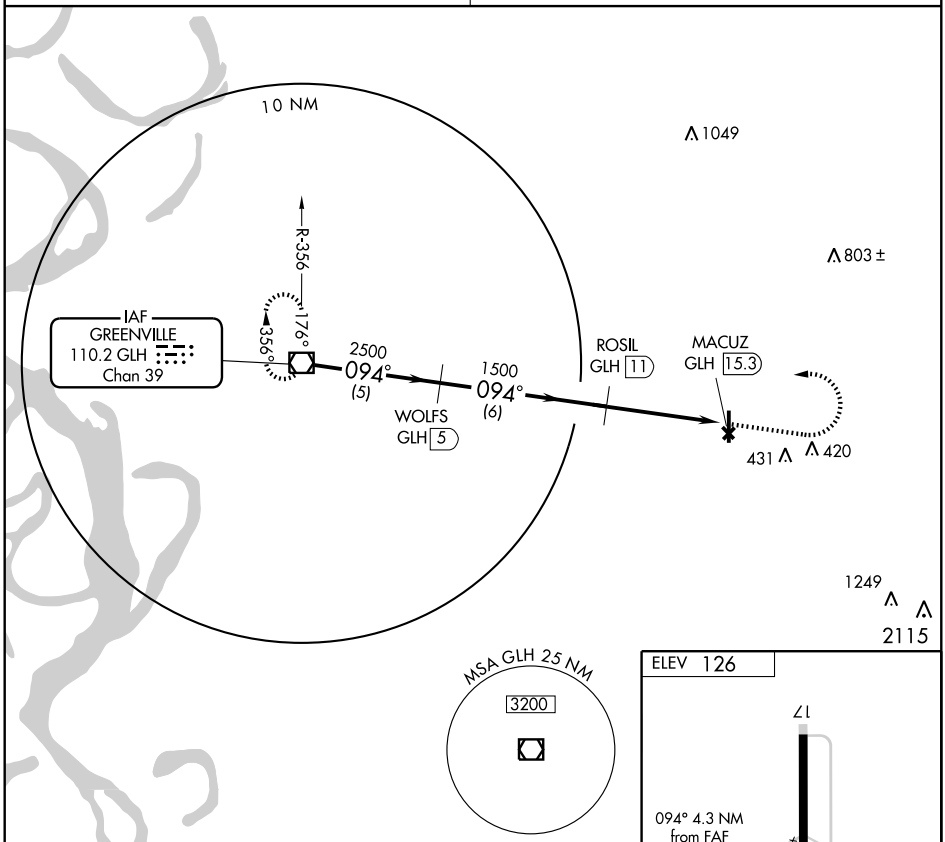
| VOR/DME GLH | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.2 | 094° | TDZE | N/A |
| Chan 39 | | Apt Elev | 126 |

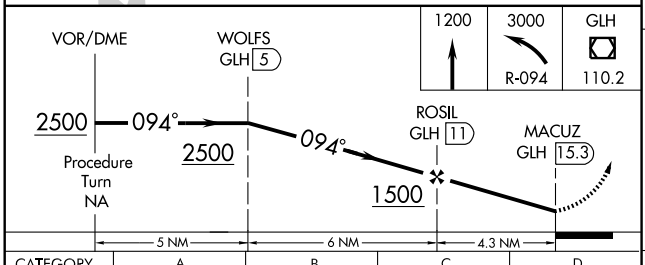
# VOR/DME-B
## INDIANOLA MUNI (IDL)

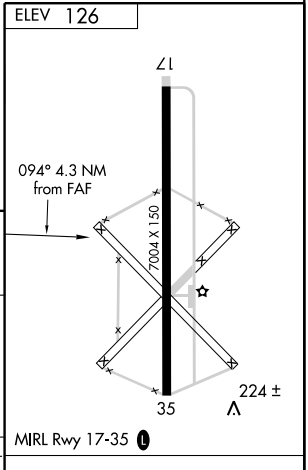
▼ Use Greenville altimeter setting; if not received, use Greenwood altimeter setting and increase all MDA's 100 feet.
▲ NA

MISSED APPROACH: Climb to1200 then climbing left turn to 3000 via R-094 to GLH VOR/DME and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.875 269.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 580-1 454 (500-1) | | 600-1½ 474 (500-1½) | 780-2 654 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

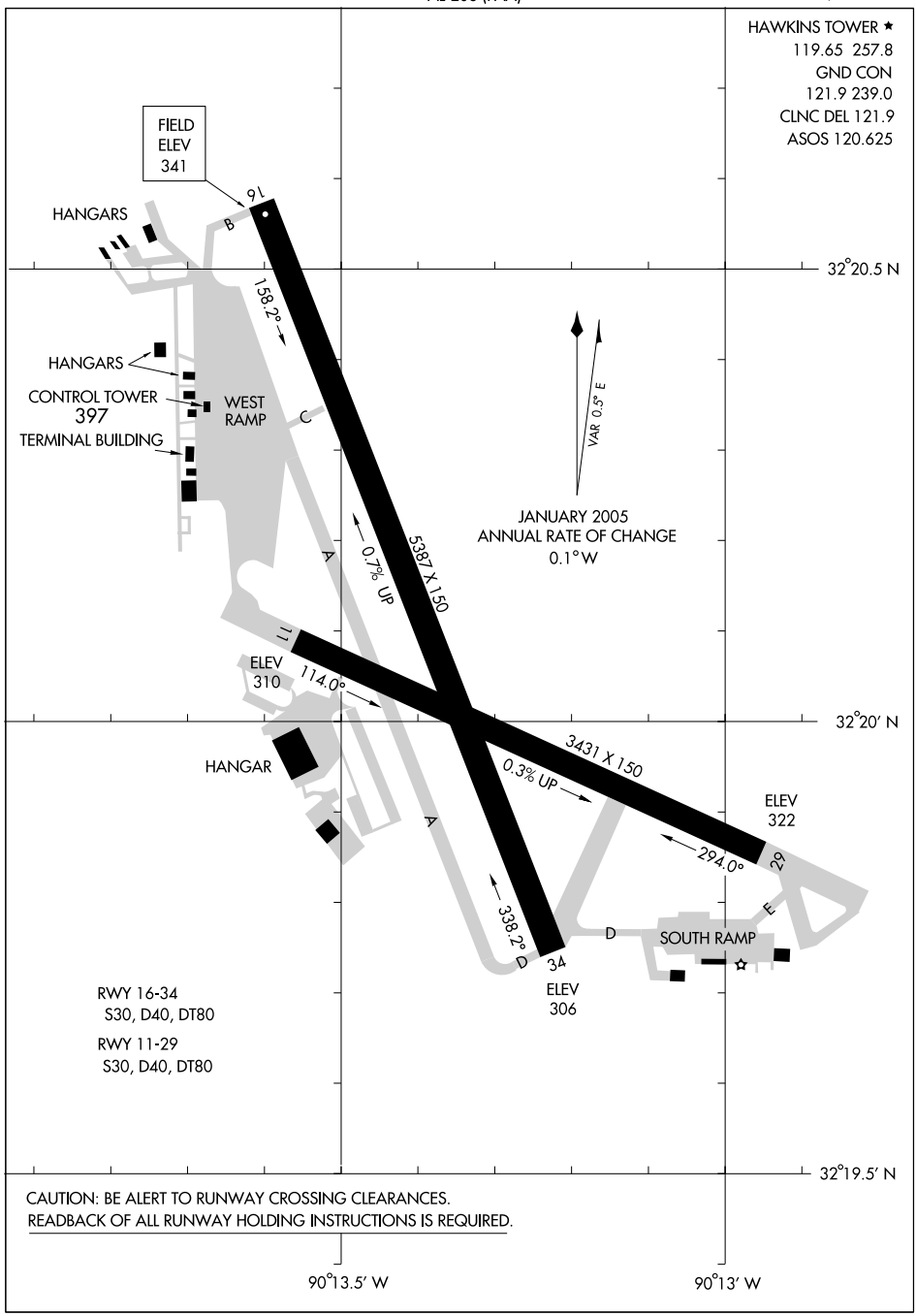
08101

# AIRPORT DIAGRAM

AL-206 (FAA)

## JACKSON/HAWKINS FIELD (HKS)

JACKSON, MISSISSIPPI




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-JHF | APP CRS | Rwy Idg | 5387 |
|---|---|---|---|
| 111.7 | 157° | TDZE | 341 |
| | | Apt Elev | 342 |

# ILS RWY 16

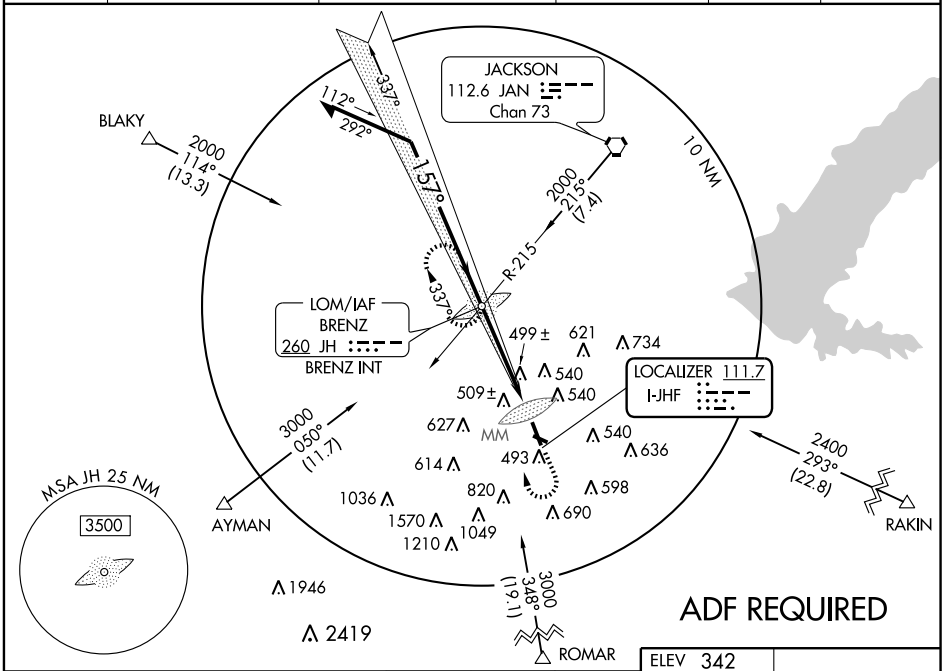
JACKSON/HAWKINS FIELD (HKS)

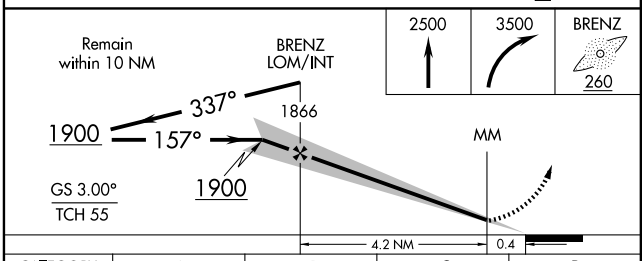
Obtain local altimeter setting on CTAF; if not received, use Jackson altimeter setting minimums. Glide Slope unusable when control tower not in operation, only localizer minimums authorized during this period.

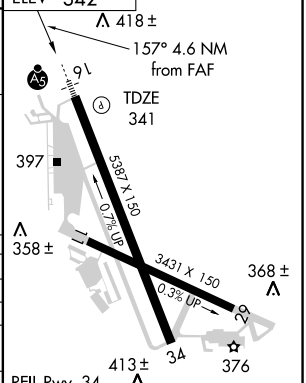
MALSR

MISSED APPROACH: Climb to 2500, then climbing right turn to 3500 direct BRENZ LOM/Int and hold.

| ASOS | JACKSON APP CON ★ | HAWKINS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.625 | 123.9 125.25 319.2 | 119.65 (CTAF) L 257.8 | 121.9 239.0 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16 | 541-½ 200 (200-½) | | | |
| S-LOC 16 | 760-½ 419 (500-½) | | 760-¾ 419 (500-¾) | |
| CIRCLING | 940-1 598 (600-1) | | 940-1½ 598 (600-1½) | 940-2 598 (600-2) |
| JACKSON ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 16 | 561-½ 220 (300-½) | | | |
| S-LOC 16 | 780-½ 439 (500-½) | | 780-¾ 439 (500-¾) | 780-1 439 (500-1) |
| CIRCLING | 960-1 618 (700-1) | | 960-1¾ 618 (700-1¾) | 960-2 618 (700-2) |

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5387 |
|---|---|---|
| 157° | TDZE | 341 |
| | Apt Elev | 341 |

# RNAV (GPS) RWY 16

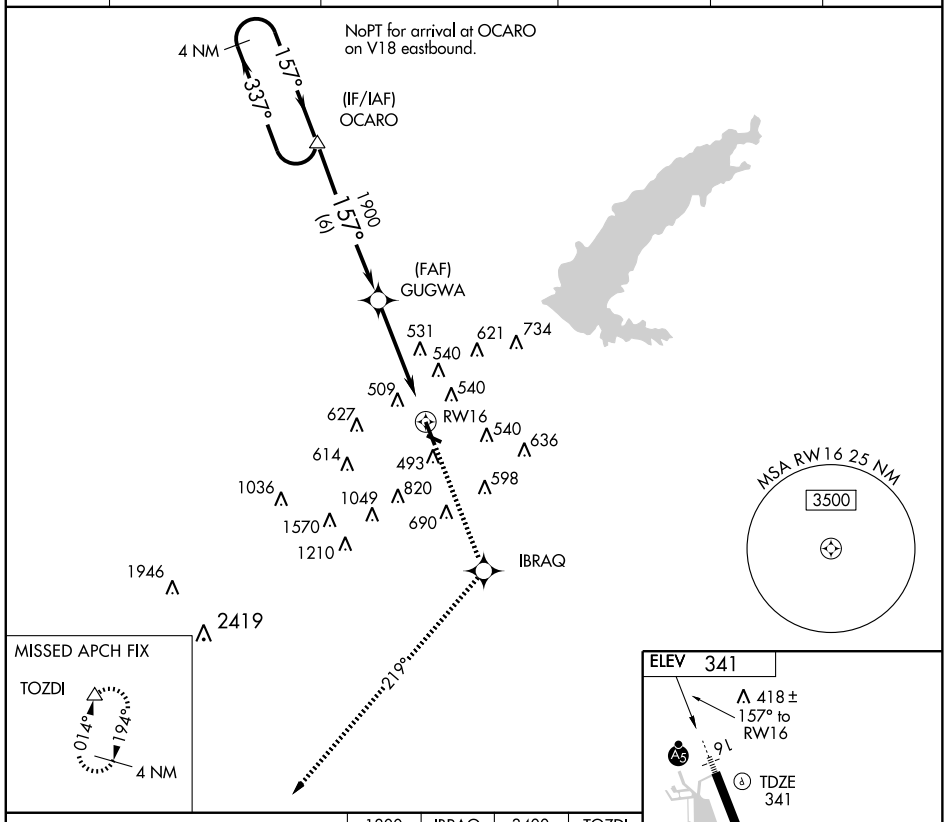
## JACKSON/ HAWKINS FIELD (HKS)

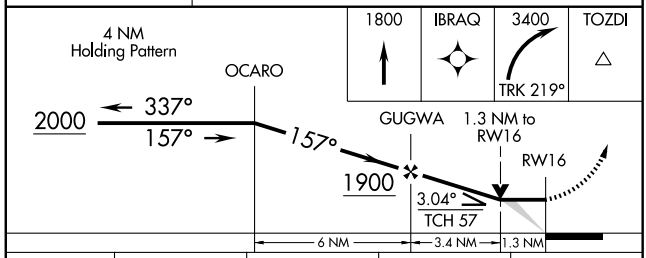
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDAs 20 feet. VDP NA when using Jackson-Evers Intl altimeter setting.

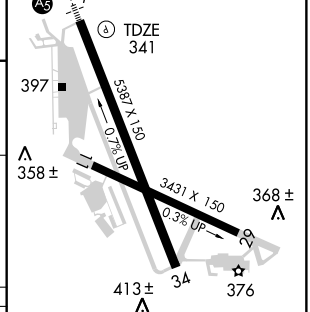
MALSR

MISSED APPROACH: Climb to 1800 direct IBRAQ then climbing right turn to 3400 via 219° track to TOZDI and hold.

| ASOS | JACKSON APP CON ★ | HAWKINS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.625 | 123.9 125.25 319.2 | 119.65 (CTAF) L 257.8 | 121.9 239.0 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-½ | 459 (500-½) | 800-¾ 459 (500-¾) | 800-1 459 (500-1) |
| CIRCLING | 840-1 | 498 (500-1) | 840-1½ 498 (500-1½) | 900-2 558 (600-2) |

REIL Rwy 34
HIRL Rwy 16-34 L
MIRL Rwy 11-29

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5387 |
|---|---|---|
| 337° | TDZE | 322 |
| | Apt Elev | 342 |

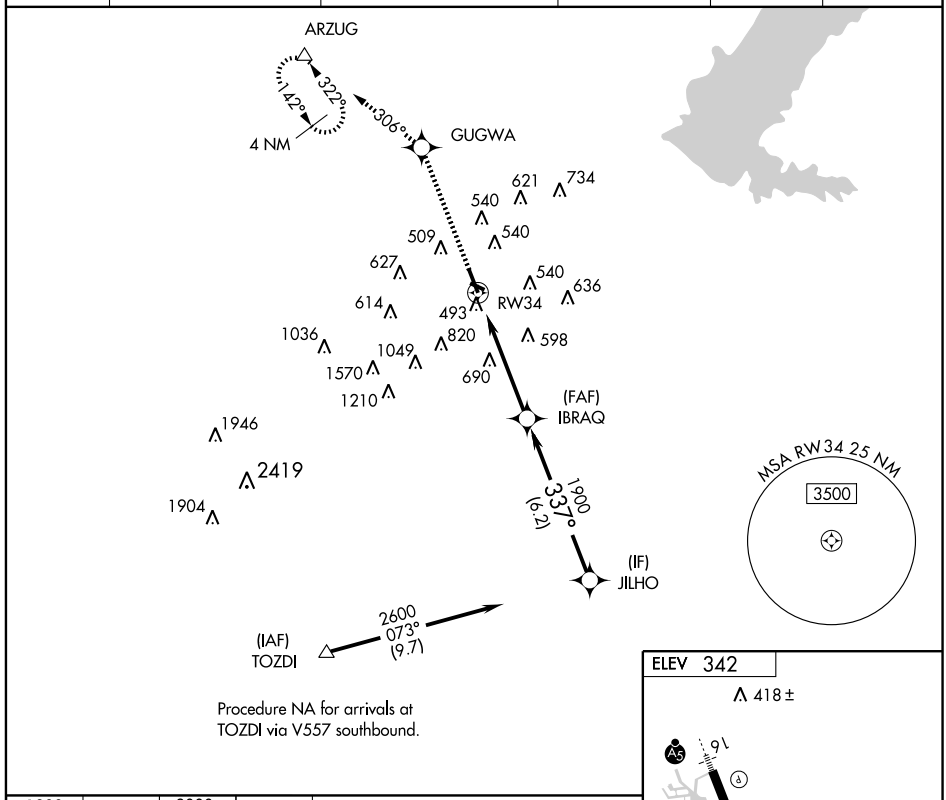
# RNAV (GPS) RWY 34

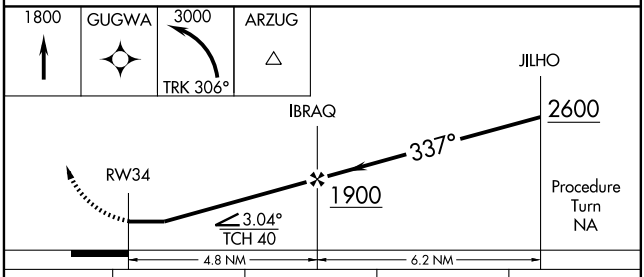
JACKSON/HAWKINS FIELD (HKS)

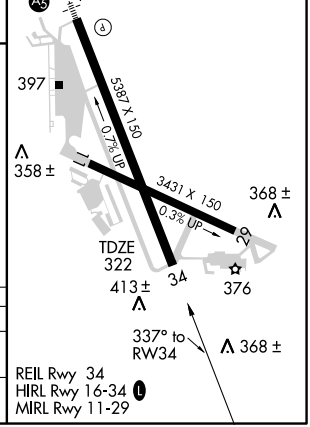
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Jackson-Evers Intl altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1800 direct GUGWA then climbing left turn to 3000 via 306° track to ARZUG and hold.

| ASOS | JACKSON APP CON ★ | HAWKINS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 120.625 | 123.9 125.25 319.2 | 119.65 (CTAF) L 257.8 | 121.9 239.0 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 618 (600-1) | | 940-1¾ 618 (600-1¾) | 940-2 618 (600-2) |
| CIRCLING | 940-1 598 (600-1) | | 940-1¾ 598 (600-1¾) | 940-2 598 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

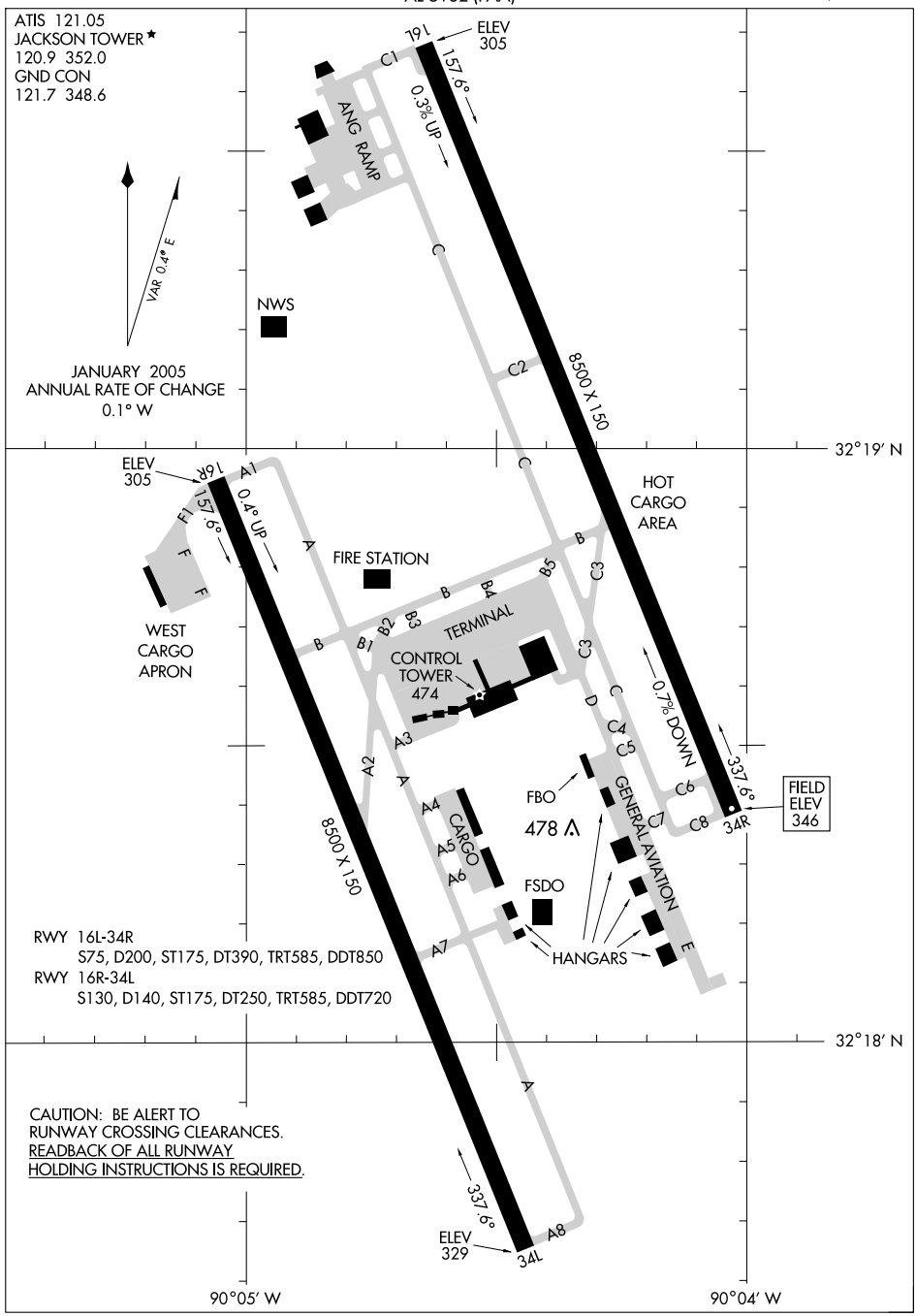
08157

# AIRPORT DIAGRAM

AL-5132 (FAA)

## JACKSON-EVERS INTL (JAN)

JACKSON, MISSISSIPPI




SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-FRL | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 109.3 | 338° | TDZE | 329 |
| | | Apt Elev | 346 |

# ILS or LOC RWY 34L
## JACKSON-EVERS INTL (JAN)

ASR

When control tower closed inoperative table applies.
For inoperative MALSR, increase S-ILS 34L Cat E visibility to RVR 4000 and S-LOC 34L Cat E visibility to 1½.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 via JAN R-129 to RAKIN Int/JAN 22.1 DME and hold.

| ATIS | JACKSON APP CON★ | JACKSON TOWER★ | GND CON | 120.7 L * | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | | 122.95 |

DME REQUIRED

Cat E circling NA SW of Rwy 16R-34L. Cat E procedure turn NA-RADAR required.

(IAF) HENSI JAN 25

(IAF) BARAC JAN 25

R-266 R-049 R-200 R-129 R-017

JACKSON 112.6 JAN Chan 73

2100 to Dabey 154° (18)

15 NM

JAN 25 3000 Arc

2400 NoPT JAN 25 Arc

LOCALIZER 109.3 I-FRL

638 636 422 496± 597 530 928 641 1570 590± 551 511

MM

BUNDA OM

129° 309°

RAKIN JAN 22.1

(IAF) DABEY JAN 18 /RADAR

LR-159 338° LR-149

MSA JAN 25 NM 3500

1946 2419

1800 to Dabey (7)

GABEY JAN 25

2000 NoPT JAN 25 Arc

113° 293°

116.7 MCB Chan 114

FAVIN JAN 25

158°

SC-4, 14 JAN 2010 to 11 FEB 2010

ELEV 346

REIL Rwy 16R L *
REIL Rwy 34R L
HIRL Rwys 16L-34R and 16R-34L L

395± 386± 379 478 494 457± 427±

8500 X 150

0.3% UP 0.7% DOWN

TWR 474

TDZE 329

16L 16R 34L 34R

338° 4.4 NM from FAF

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

1200

3000 JAN R-129

RAKIN JAN 22.1

DABEY JAN 18 /RADAR

Remain within 10 NM

158° 338° 2100

JAN 13.6 MM

1800

GS 3.00° TCH 58

0.4 4 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 34L | 529/18 200 (200-½) | | | | |
| S-LOC 34L | 780/24 451 (500-½) | | 780/40 451 (500-¾) | 780/50 451 (500-1) | |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 960-2¼ 614 (700-2¼) |

| LOC I-JAN | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 110.5 | 158° | TDZE | 312 |
| | | Apt Elev | 346 |

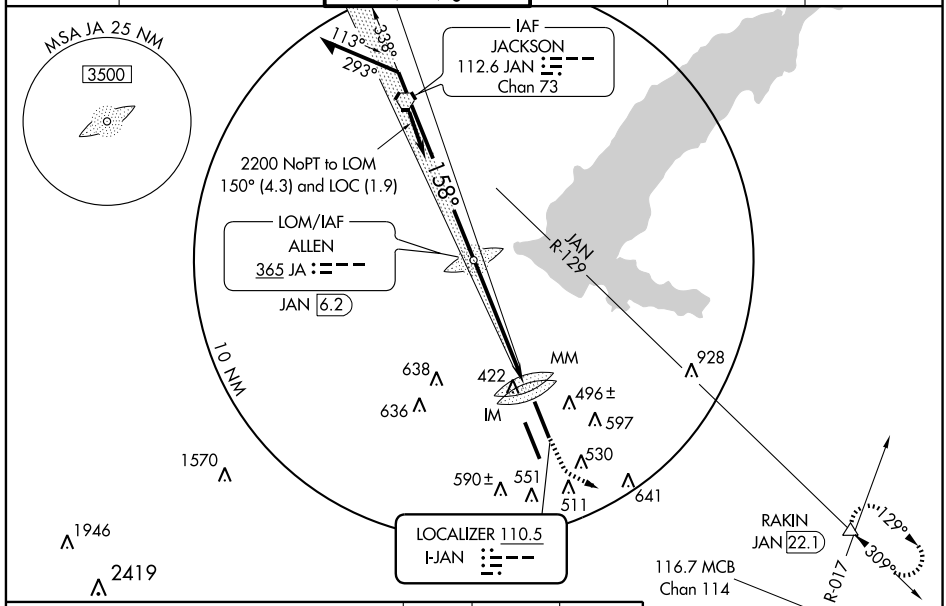
# ILS RWY 16L
## JACKSON-EVERS INTL (JAN)

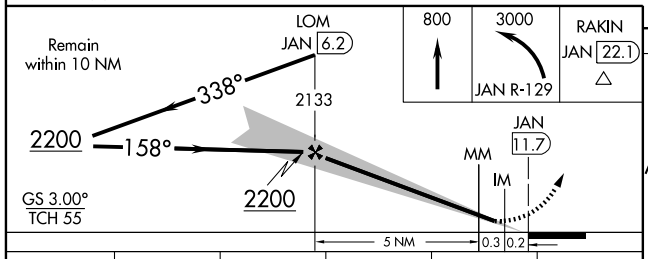
V A ASR — Cat E circling not authorized SW of Rwy 16R-34L. Cat E procedure turn not authorized - RADAR required. Cat E S-ILS 16L DH increased 50 feet and visibility increased to RVR 4000 for inoperative MM. When control tower closed inoperative table does not apply. For inoperative ALSF-2, increase S-ILS 16L Cat E visibility to RVR 4000.

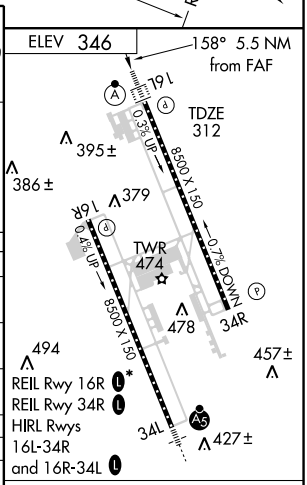
ALSF-2

MISSED APPROACH: Climb to 800, then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | 120.7 L* | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 16L | 512/18 200 (200-½) | | | | 512/24 200 (200-½) |
| S-LOC 16L | 720/24 408 (400-½) | | | 720/40 408 (400-¾) | |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 960-2¼ 614 (700-2¼) |
| CONTROL TOWER CLOSED | | | | | |
| S-ILS 16L | 512-¾ 200 (200-¾) | | | | |
| S-LOC 16L | 720-1 408 (400-1) | | 720-1¼ 408 (400-1¼) | | 720-1½ 408 (400-1½) |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 960-2¼ 614 (700-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-JAN | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 110.5 | 158° | TDZE | 312 |
| | | Apt Elev | 346 |

# ILS RWY 16L (CAT II)

## JACKSON-EVERS INTL (JAN)

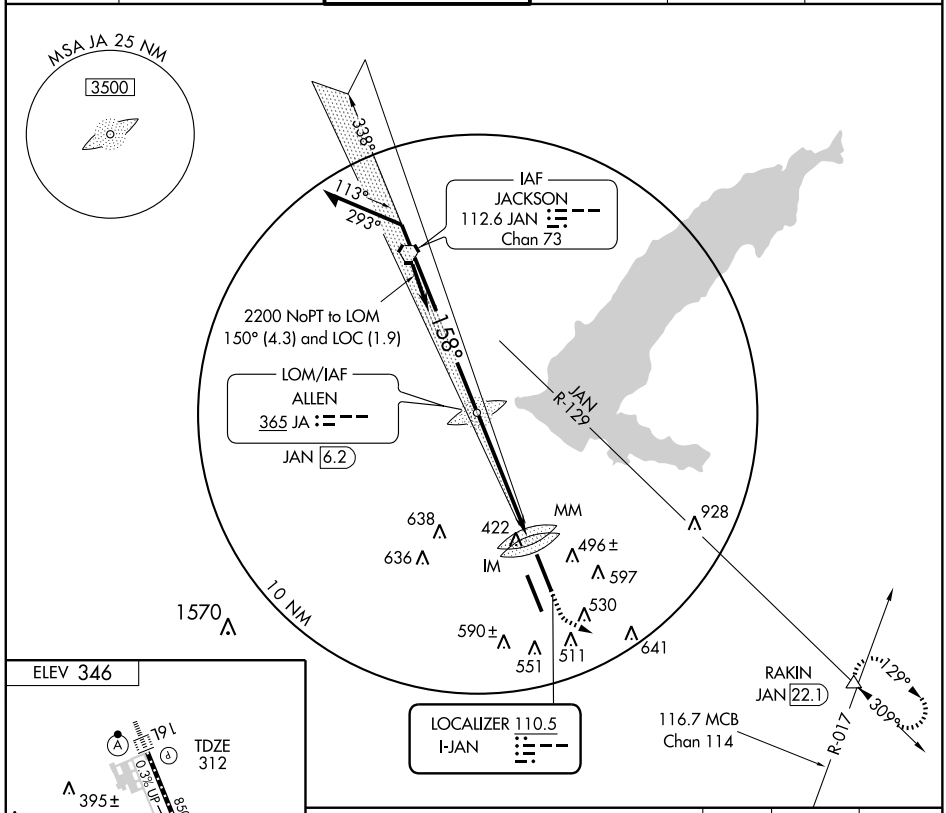
When Control Tower closed Cat II not authorized.

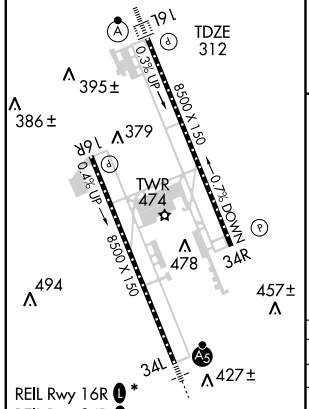
ASR

ALSF-2

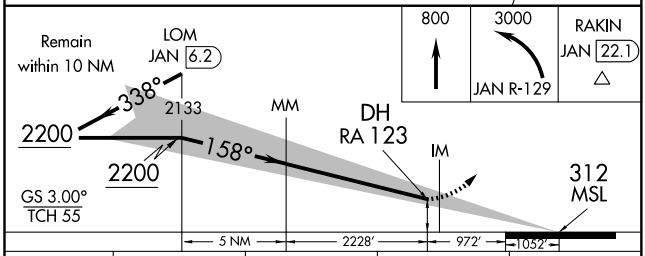
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | 120.7 ★ | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | | 122.95 |




REIL Rwy 16R L *
REIL Rwy 34R L
HIRL Rwys
16L-34R and 16R-34L L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | RA 123/12 100 DA 412 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-JAN | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 110.5 | 158° | TDZE | 312 |
| | | Apt Elev | 346 |

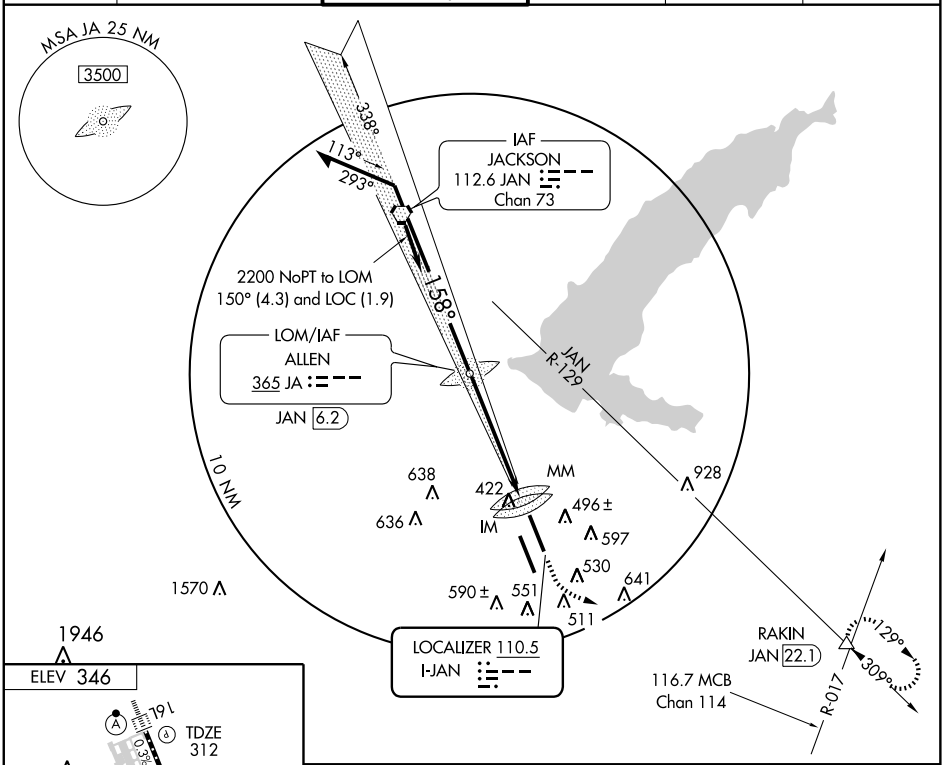
# ILS RWY 16L (CAT III)
## JACKSON-EVERS INTL (JAN)

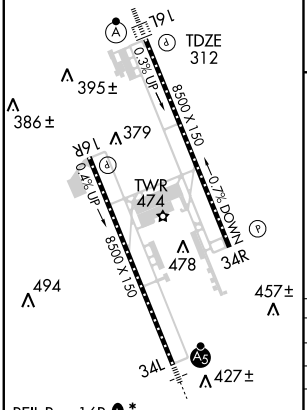
ASR When Control Tower closed Cat IIIA and Cat IIIB not authorized.

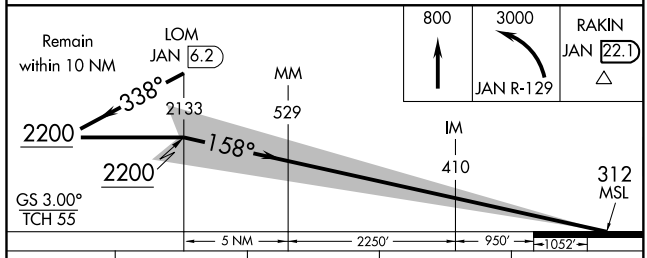
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 via JAN R-129 to RAKIN Int/22.1 DME and hold.

| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | 120.7 L * | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | CAT IIIA RVR 07 | | | |
| S-ILS 16L | CAT IIIB RVR 06 | | | |
| S-ILS 16L | CAT IIIC NA | | | |

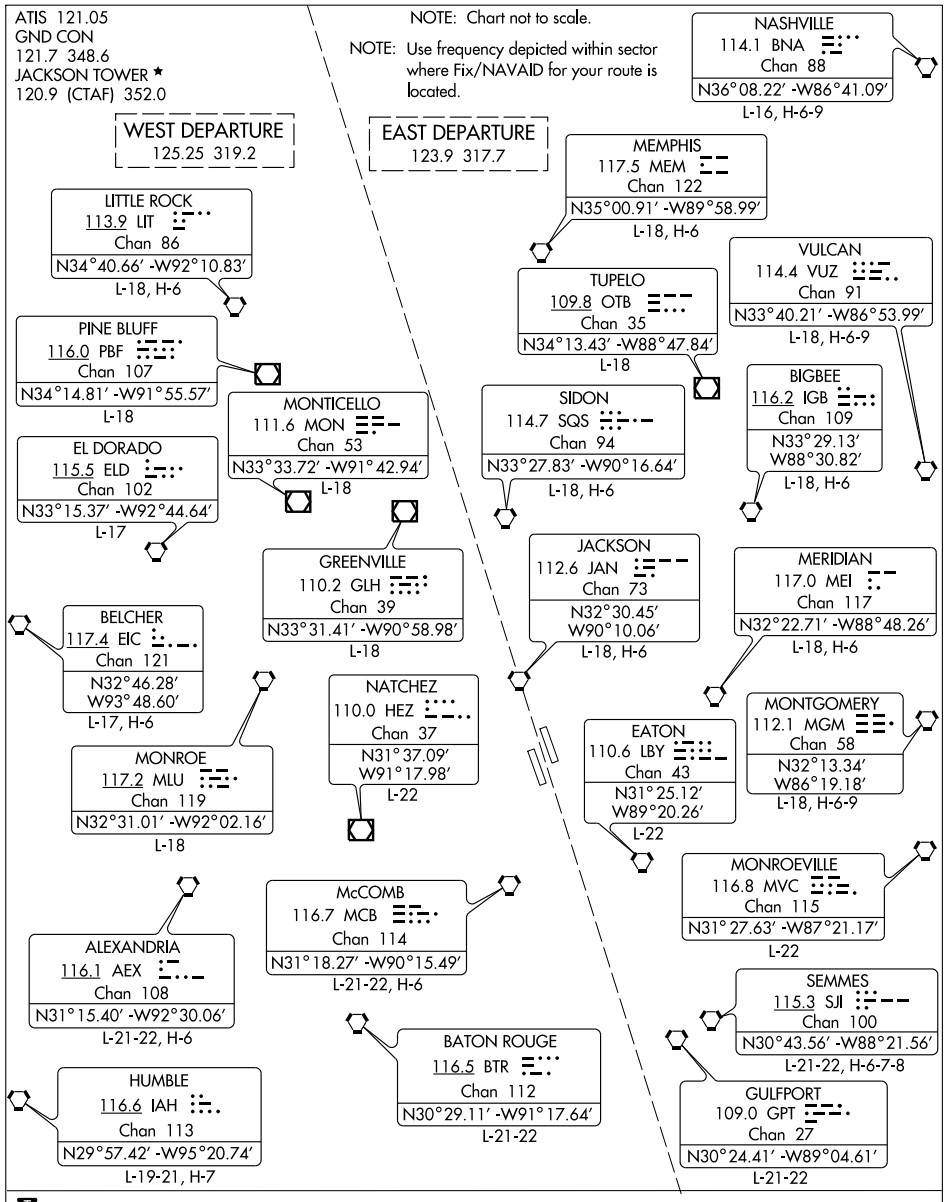
## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-4, 14 JAN 2010 to 11 FEB 2010

# JACKSON FOUR DEPARTURE

SL-5132 (FAA)

JACKSON-EVERS INTL (JAN)
JACKSON, MISSISSIPPI




## DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb on runway heading or as assigned for vectors to join filed route. Maintain 5000′ or altitude assigned by ATC. Expect clearance to requested altitude/flight level ten minutes after departure.

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 72911 | 158° | TDZE | 312 |
| W16A | | Apt Elev | 346 |

# RNAV (GPS) RWY 16L

## JACKSON-EVERS INTL (JAN)

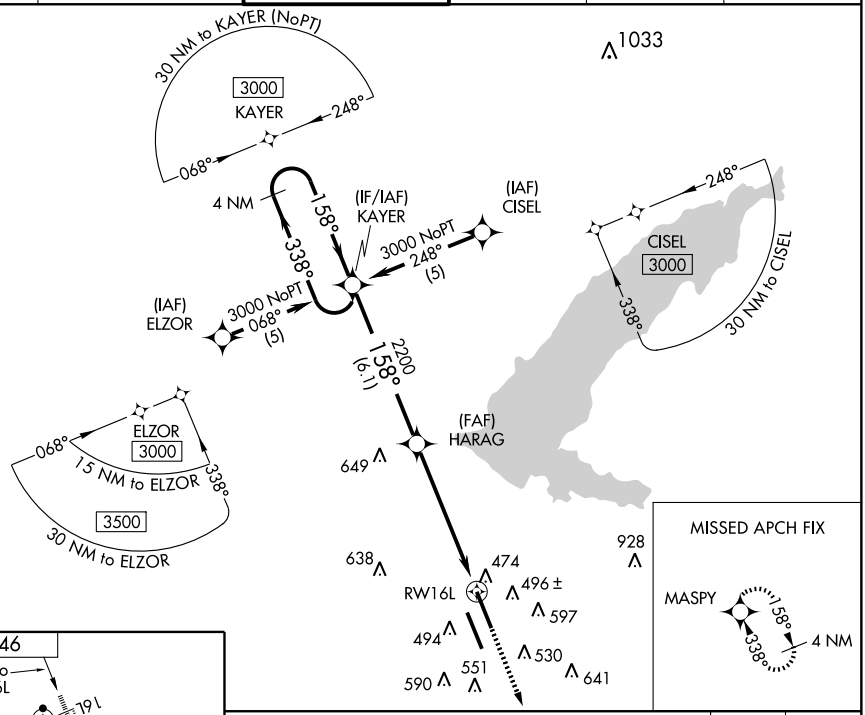
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

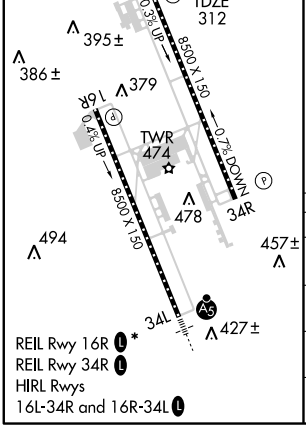
ASR

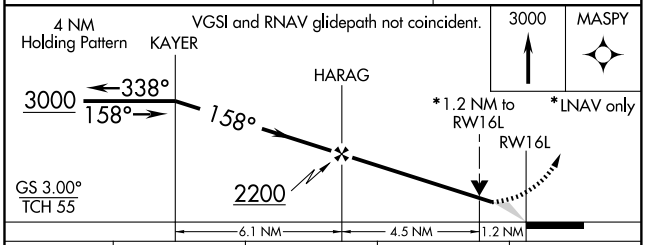
ALSF-2

MISSED APPROACH: Climb to 3000 direct MASPY and hold.

| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | 120.7 L * | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 512/24 200 (200-½) | | | |
| LNAV/VNAV DA | 724/50 412 (400-1) | | | |
| LNAV MDA | 760/24 448 (500-½) | | 760/40 448 (500-¾) | 760/50 448 (500-1) |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 49211 | 158° | TDZE | 319 |
| W16B | | Apt Elev | 346 |

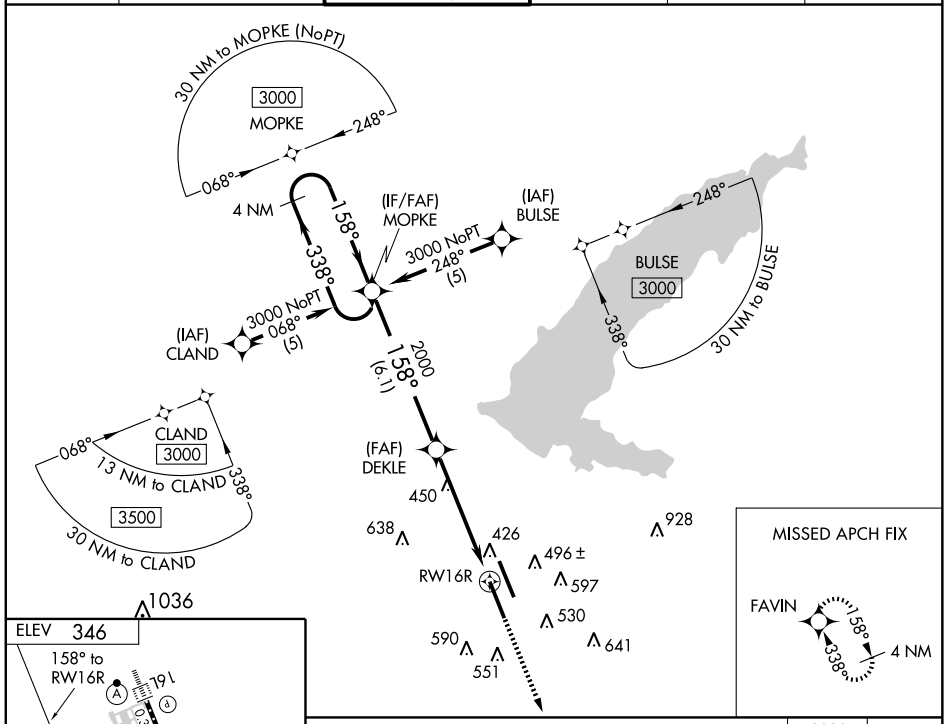
# RNAV (GPS) RWY 16R

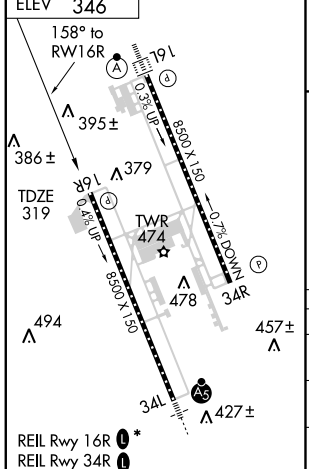
## JACKSON-EVERS INTL (JAN)

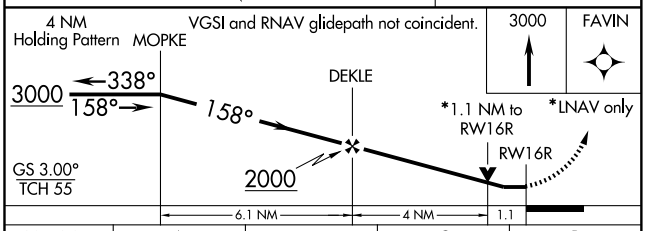
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct FAVIN and hold.

| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | 120.7 L * | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 656-1¼ 337 (400-1¼) | | | |
| LNAV/VNAV DA | 758-1½ 439 (500-1½) | | | |
| LNAV MDA | 720-1 401 (400-1) | | 720-1¼ 401 (400-1¼) | |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 61301 W34A | APP CRS 338° | Rwy Idg 8500<br>TDZE 329<br>Apt Elev 346 |
|---|---|---|

# RNAV (GPS) RWY 34L

JACKSON-EVERS INTL (JAN)

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Hawkins Field altimeter setting. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet.

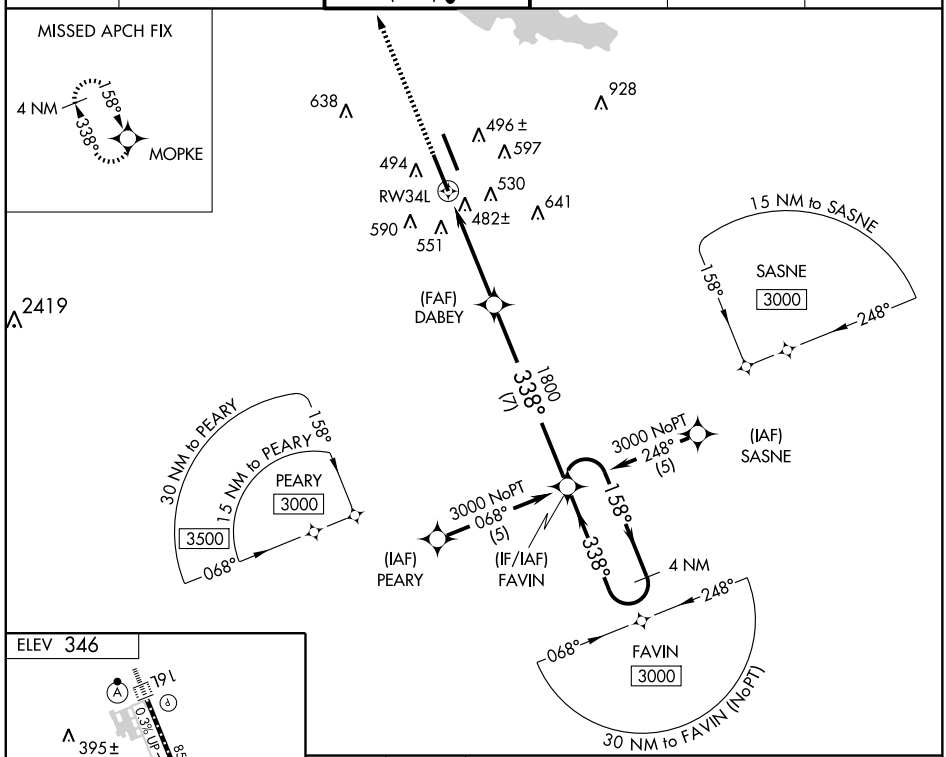
MALSR

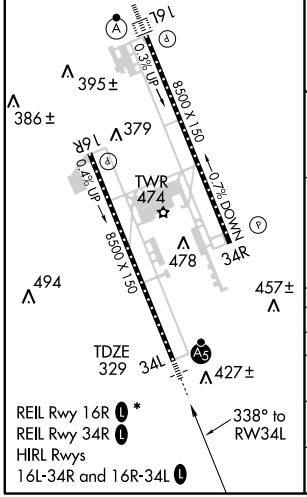
MISSED APPROACH: Climb to 3000 direct MOPKE and hold.

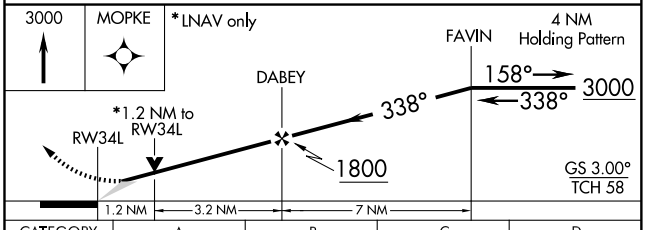
| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | 120.7 ★ | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) 352.0 | 121.7 348.6 | | 122.95 |

MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 529/24 200 (200-½) | | | |
| LNAV/VNAV DA | 875-1½ 546 (600-1½) | | | |
| LNAV MDA | 780/24 451 (500-½) | | 780/40 451 (500-¾) | 780/50 451 (500-1) |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg 8500 |
|---|---|---|
| CH 45811 | 338° | TDZE 346 |
| W34B | | Apt Elev 346 |

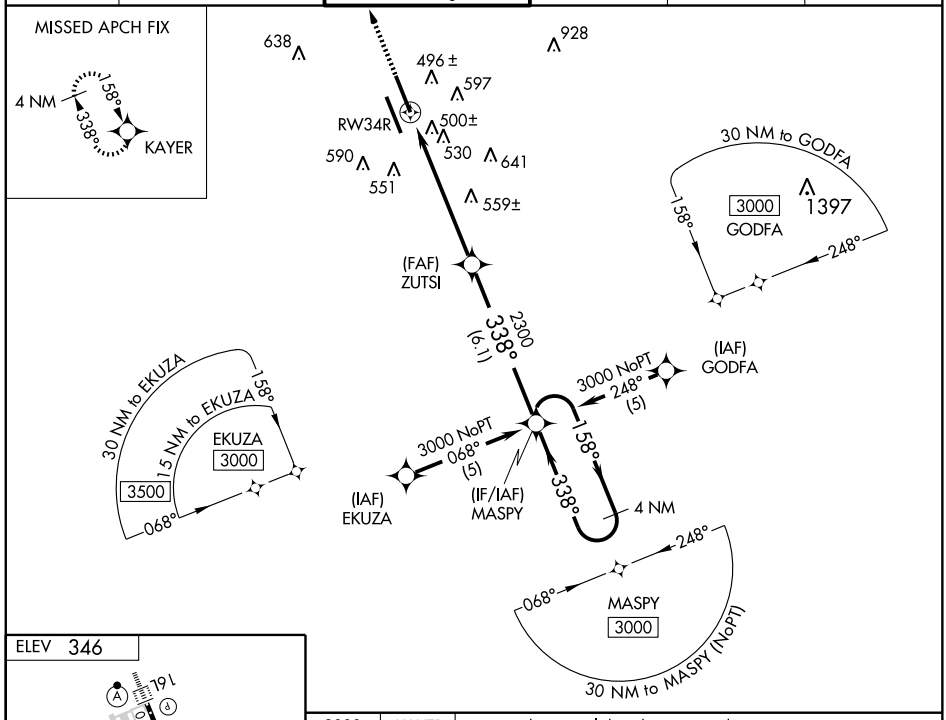
# RNAV (GPS) RWY 34R

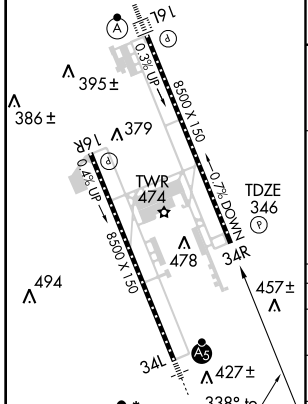
## JACKSON-EVERS INTL (JAN)

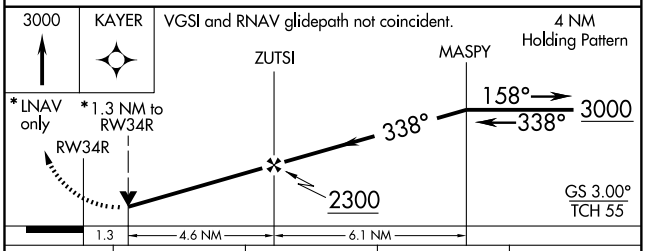
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Hawkins Field altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to 1½ mile. VDP and ASR Baro-VNAV NA when using Hawkins Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct KAYER and hold.

| ATIS | JACKSON APP CON ★ | JACKSON TOWER ★ | GND CON | 120.7 L * | UNICOM |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 738/60 392 (400-1¼) | | | |
| LNAV/VNAV DA | 846-1¾ 500 (500-1¾) | | | |
| LNAV MDA | 820/50 474 (500-1) | | 820/60 474 (500-1¼) | 820-1½ 474 (500-1½) |
| CIRCLING | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 16L

| VORTAC JAN 112.6 Chan 73 | APCH CRS 152° | Rwy ldg 8500 TDZE 311 Arpt Elev 346 |
|---|---|---|

AL-5132 [USAF]

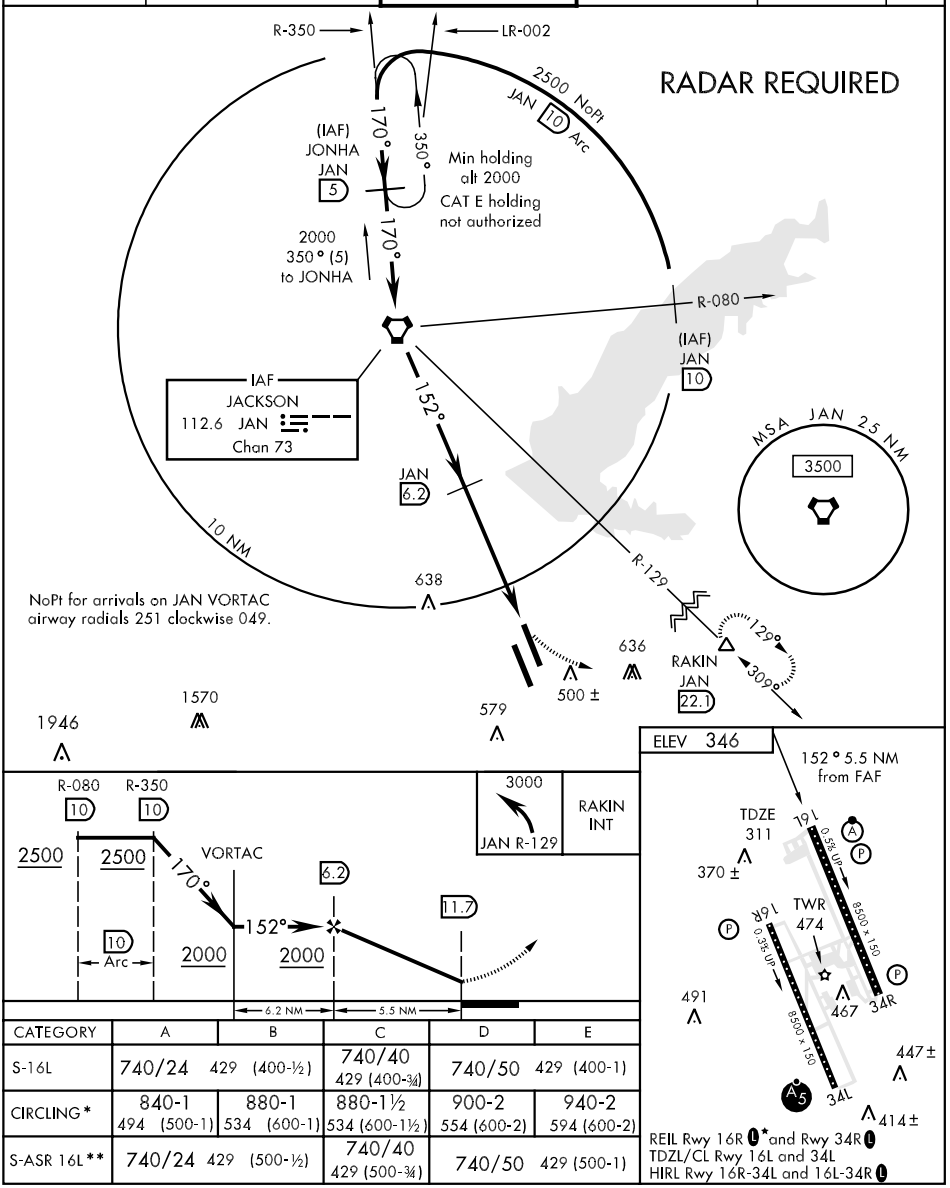
JACKSON-EVERS INTL (JAN)

* CAT E circling not authorized SW of Rwy 16R-34L.
** When ALS inop, increase CAT E vis to 1½ miles.

ALSF-2

MISSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

| ATIS | JACKSON APP CON | JACKSON TOWER | GND CON | | ASR |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | 120.7 L* | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-16L | 740/24 429 (400-½) | | 740/40 429 (400-¾) | 740/50 429 (400-1) | |
| CIRCLING* | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 940-2 594 (600-2) |
| S-ASR 16L** | 740/24 429 (500-½) | | 740/40 429 (500-¾) | 740/50 429 (500-1) | |

REIL Rwy 16R L* and Rwy 34R L
TDZL/CL Rwy 16L and 34L
HIRL Rwy 16R-34L and 16L-34R L

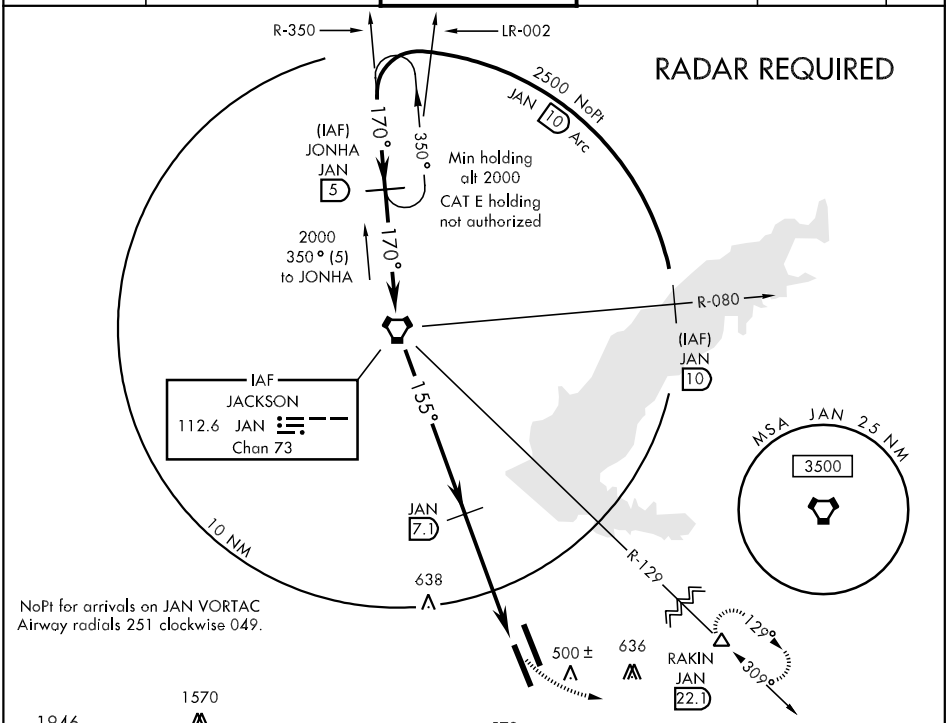
# TACAN RWY 16R

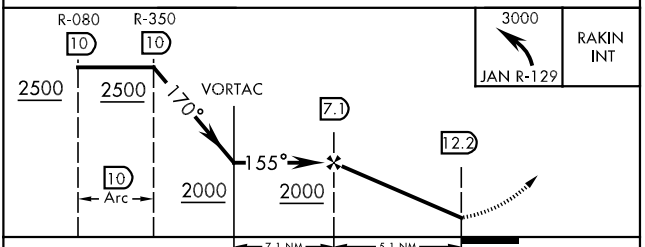
| VORTAC JAN 112.6 Chan 73 | APCH CRS 155° | Rwy ldg 8500 TDZE 319 Arpt Elev 346 | AL-5132 [USAF] | JACKSON-EVERS INTL (JAN) |
|---|---|---|---|---|

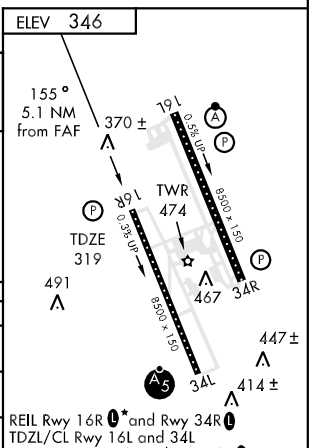
* CAT E circling not authorized SW of Rwy 16R-34L.

MISSED APPROACH: Climbing left turn to 3000 via JAN R-129 to RAKIN INT and hold.

| ATIS | JACKSON APP CON | JACKSON TOWER | GND CON | | ASR |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | 120.7 L * | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-16R | 760-1 441 (500-1) | | 760-1¼ 441 (500-1¼) | 760-1½ 441 (500-1½) | |
| CIRCLING * | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 940-2 594 (600-2) |
| S-ASR 16R | 740-1 421 (500-1) | | 740-1¼ 421 (500-1¼) | 740-1½ 421 (500-1½) | |



SC-4, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 34L

| VORTAC JAN 112.6 Chan 73 | APCH CRS 335° | Rwy ldg 8500 TDZE 329 Arpt Elev 346 |
|---|---|---|

AL-5132 [USAF] JACKSON-EVERS INTL (JAN)

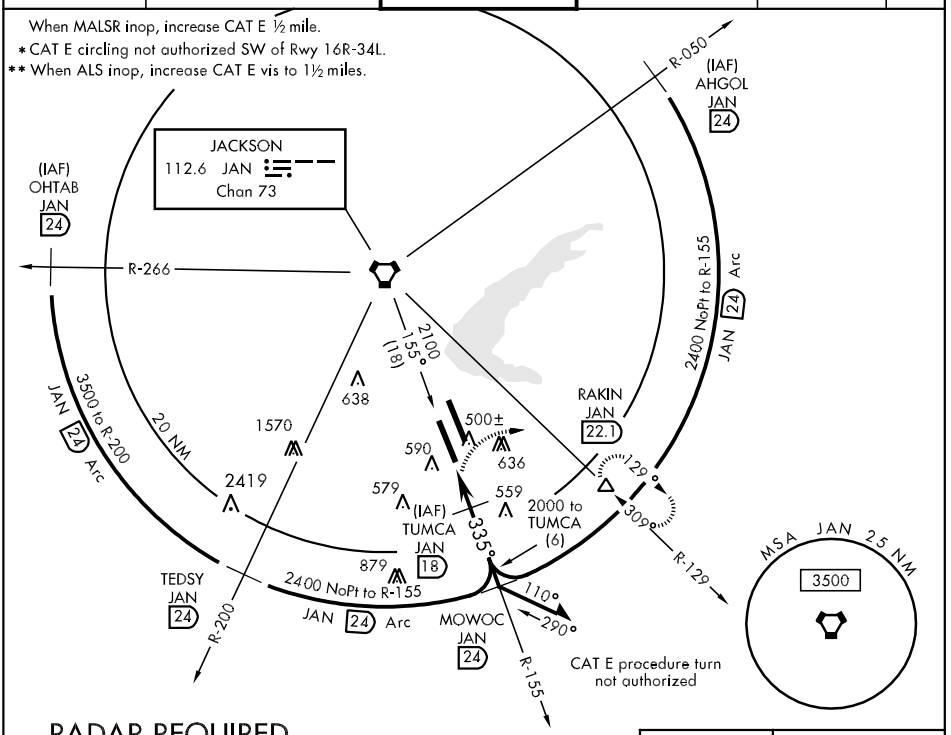
When local altimeter setting not received, use Hawkins Field altimeter setting and increase all MDA 20 feet and increase S-34L CATS D and E visibility ¼ mile.

MALSR

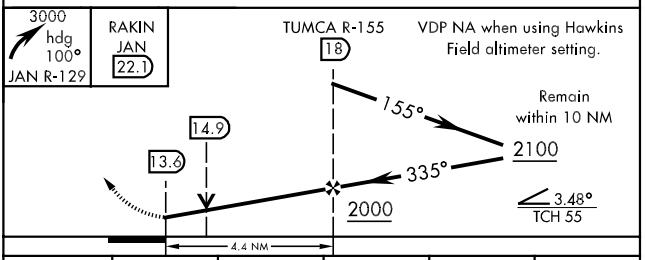
MISSED APPROACH: Climbing right turn to 3000 via heading 100° and via JAN VORTAC R-129 to RAKIN INT/22.1 DME and hold.

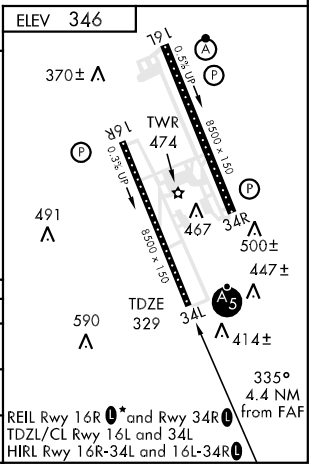
| ATIS | JACKSON APP CON | JACKSON TOWER | GND CON | | ASR |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) L 352.0 | 121.7 348.6 | 120.7 L* | |

When MALSR inop, increase CAT E ½ mile.
* CAT E circling not authorized SW of Rwy 16R-34L.
** When ALS inop, increase CAT E vis to 1½ miles.




## RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-34L | 840/24 511 (500-½) | | 840/50 511 (500-1) | | 840/60 511 (500-1¼) |
| CIRCLING* | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 960-2¼ 614 (700-2¼) |
| S-ASR 34L** | 800-½ 472 (500-½) | | 800-¾ 472 (500-¾) | 800-1 472 (500-1) | 800-1¼ 472 (500-1¼) |

# TACAN RWY 34R

| VORTAC JAN 112.6 Chan 73 | APCH CRS 332° | Rwy ldg 8500 TDZE 346 Arpt Elev 346 |
|---|---|---|

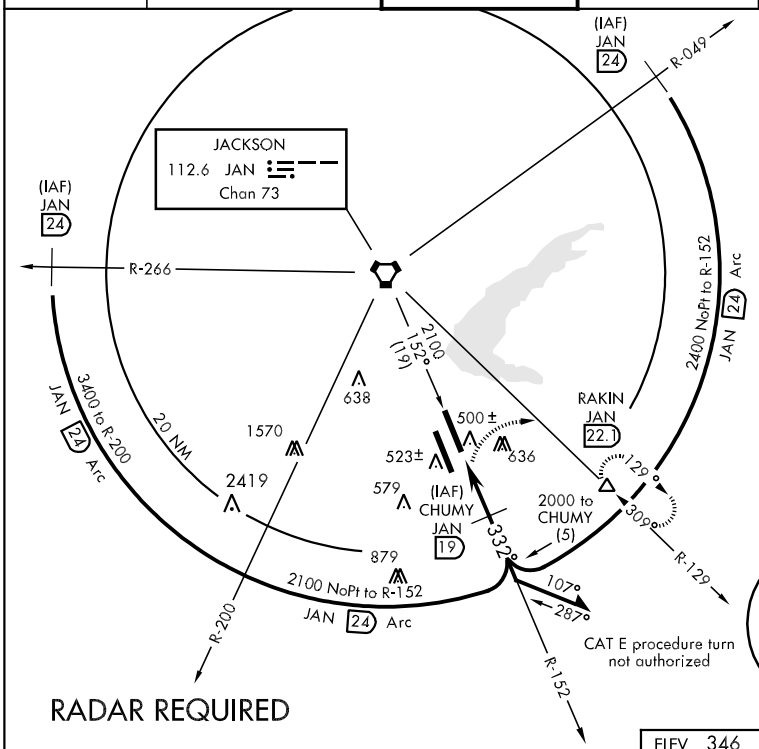
AL-5132 [USAF]

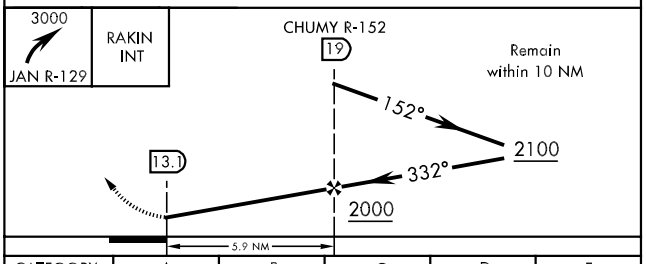
JACKSON-EVERS INTL (JAN)

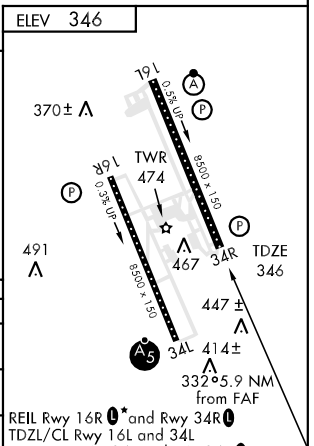
* CAT E circling not authorized SW of Rwy 16R-34L.

MISSED APPROACH: Climbing right turn to 3000 via JAN R-129 to RAKIN INT and hold.

| ATIS | JACKSON APP CON | JACKSON TOWER | GND CON | | ASR |
|---|---|---|---|---|---|
| 121.05 | 123.9 317.7 | 120.9 (CTAF) 352.0 | 121.7 348.6 | 120.7 * | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-34R | 820/50 474 (500-1) | | 820/60 474 (500-1¼) | 820-1½ 474 (500-1½) | 820-1¾ 474 (500-1¾) |
| CIRCLING * | 840-1 494 (500-1) | 880-1 534 (600-1) | 880-1½ 534 (600-1½) | 900-2 554 (600-2) | 940-2 594 (600-2) |
| S-ASR 34R | 820/50 474 (500-1) | | 820/60 474 (500-1¼) | 820-1½ 474 (500-1½) | 820-1¾ 474 (500-1¾) |



SC-4, 14 JAN 2010 to 11 FEB 2010

KOSCIUSKO, MISSISSIPPI

AL-5671 (FAA)

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 137° | TDZE | 480 |
| | Apt Elev | 480 |

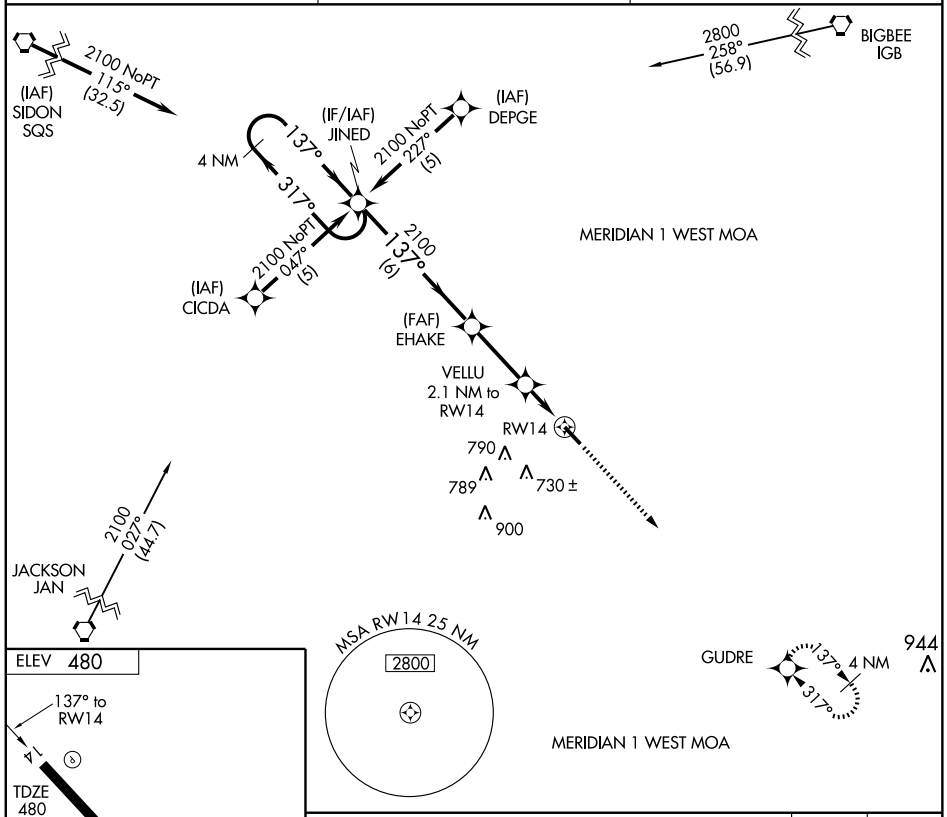
# RNAV (GPS) RWY 14

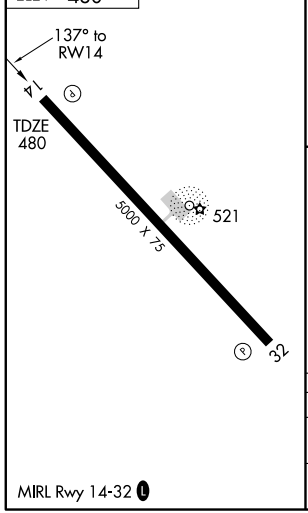
## KOSCIUSKO-ATTALA COUNTY (OSX)

DME/DME RNP-0.3 NA. Procedure not authorized at night. Use Philadelphia altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 80 feet.

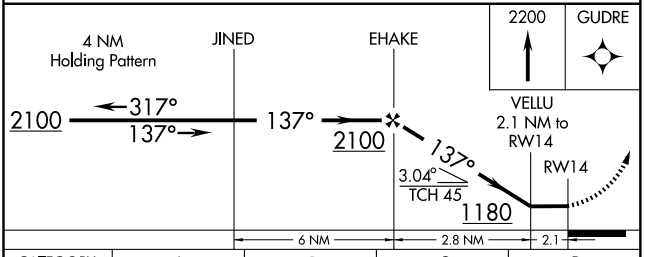
MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

| PHILADELPHIA AWOS-3 | MEMPHIS CENTER | CTAF |
|---|---|---|
| 118.725 | 132.75 263.0 | 122.9 L |




MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-1 | 520 (600-1) | 1000-1½ 520 (600-1½) | NA |
| CIRCLING | 1020-1 | 540 (600-1) | 1020-1½ 540 (600-1½) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

KOSCIUSKO, MISSISSIPPI

AL-5671 (FAA)

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 317° | TDZE | 480 |
| | Apt Elev | 480 |

# RNAV (GPS) RWY 32

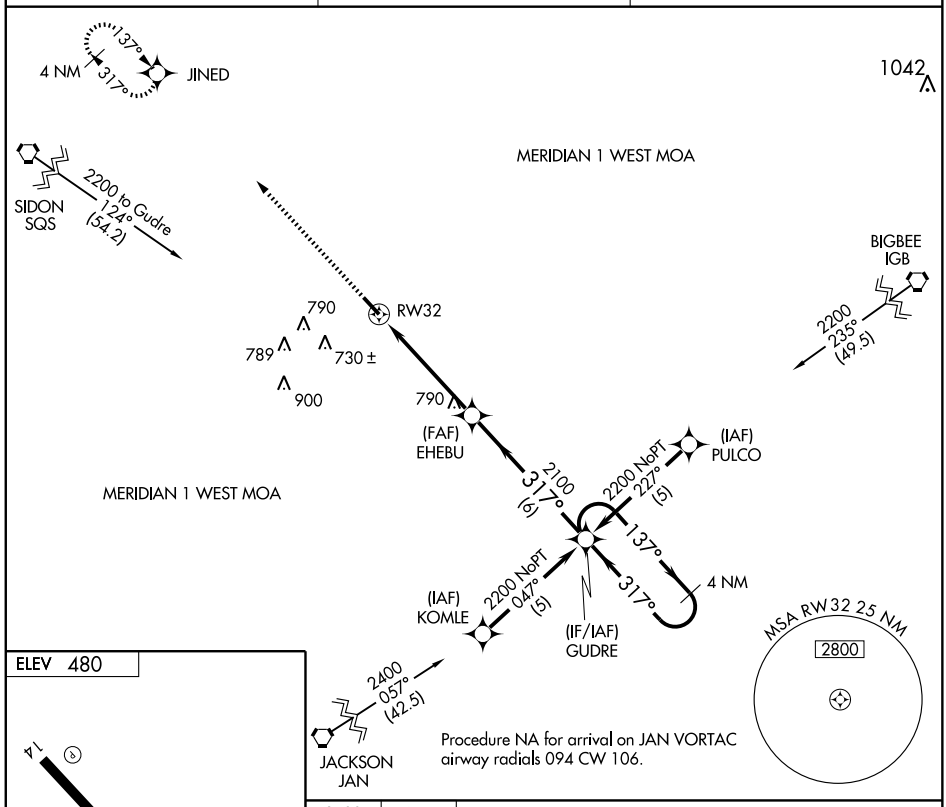
## KOSCIUSKO-ATTALA COUNTY (OSX)

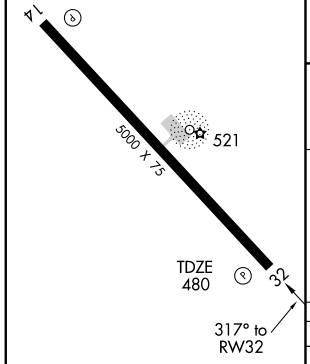
DME/DME RNP-0.3 NA. Procedure not authorized at night. Use Philadelphia altimeter setting; if not received, use Greenwood altimeter setting and increase all MDAs 80 feet.

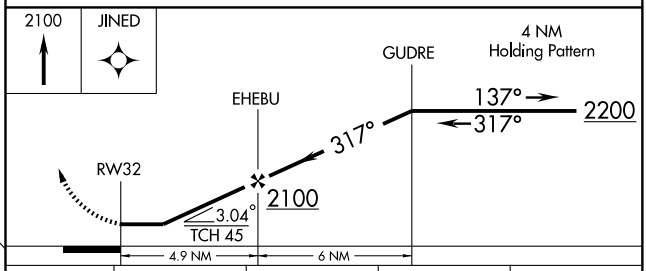
NA

MISSED APPROACH: Climb to 2100 direct JINED and hold.

| PHILADELPHIA AWOS-3 | MEMPHIS CENTER | CTAF |
|---|---|---|
| 118.725 | 132.75 263.0 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 480 (500-1) | | 960-1¼ 480 (500-1¼) | NA |
| CIRCLING | 1020-1 540 (600-1) | | 1020-1½ 540 (600-1½) | NA |

MIRL Rwy 14-32 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB THJ | APP CRS | Rwy Idg | 5513 |
|---|---|---|---|
| 346 | 135° | TDZE | 238 |
| | | Apt Elev | 238 |

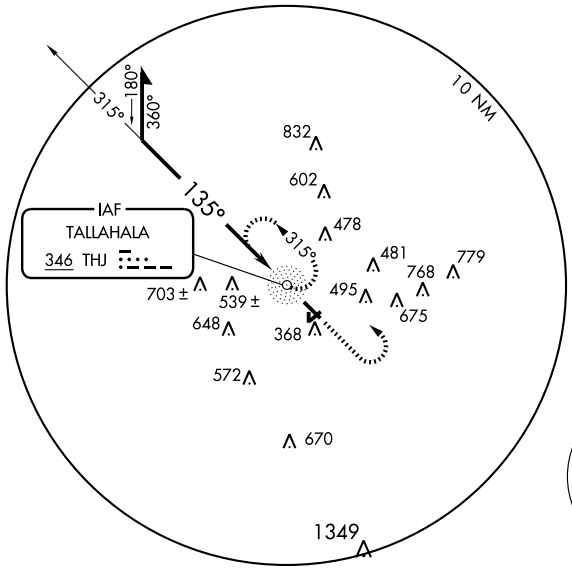
# NDB RWY 13

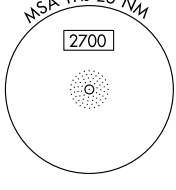
LAUREL/HESLER-NOBLE FIELD (LUL)

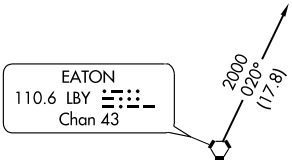
NA

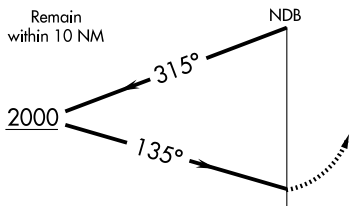
MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct THJ NDB and hold.

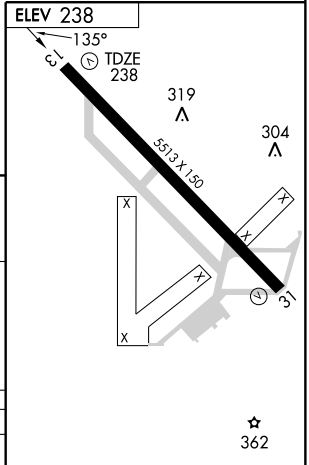
| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.8 327.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 900-1 | 662 (700-1) | 900-1¾ 662 (700-1¾) | 900-2 662 (700-2) |
| CIRCLING | 900-1 | 662 (700-1) | 900-1¾ 662 (700-1¾) | 900-2 662 (700-2) |

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5513 |
|---|---|---|---|
| CH 45704 | 135° | TDZE | 238 |
| W13A | | Apt Elev | 238 |

# RNAV (GPS) RWY 13

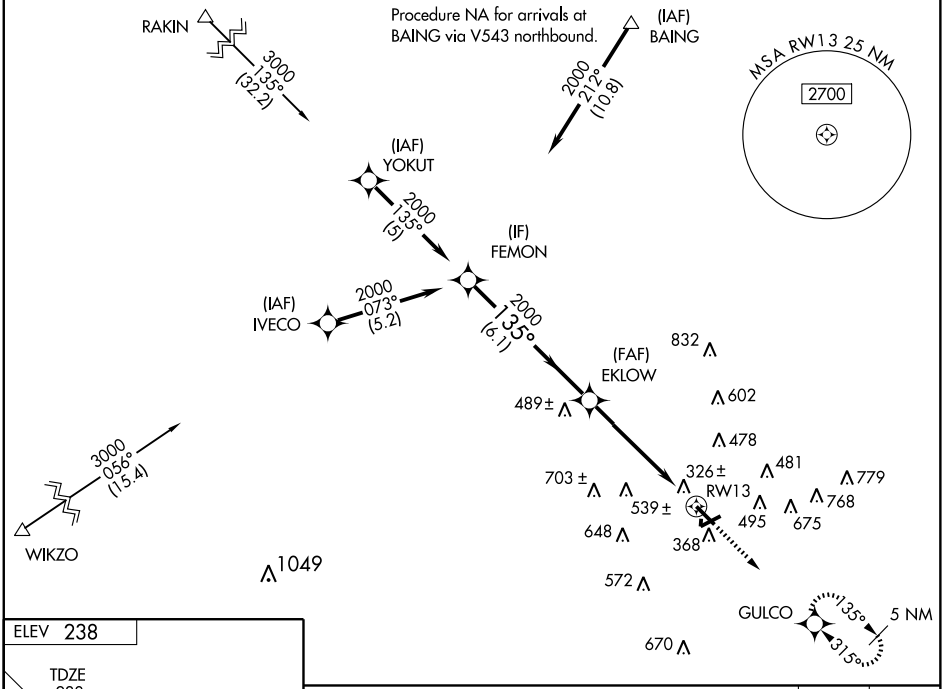
LAUREL/HESLER-NOBEL FIELD (LUL)

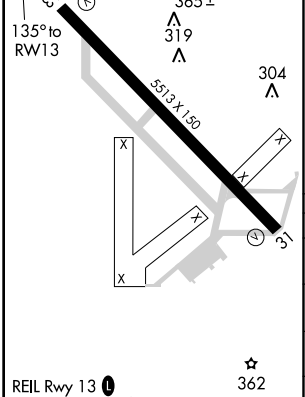
▼ ⚠ NA

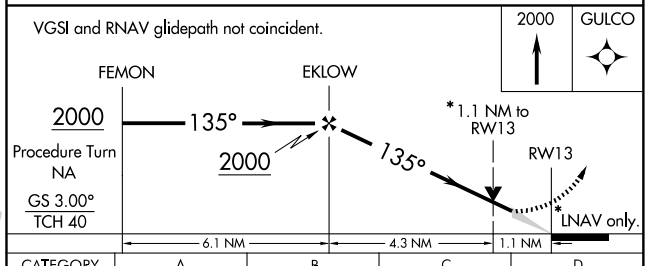
If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct GULCO and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.8 327.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 581-1¼ 343 (400-1¼) | | | |
| LNAV/ VNAV DA | 623-1½ 385 (400-1½) | | | |
| LNAV MDA | 620-1 382 (400-1) | | | 620-1¼ 382 (400-1¼) |
| CIRCLING | 680-1 442 (500-1) | 700-1 462 (500-1) | 700-1½ 462 (500-1½) | 800-2 562 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5513 |
|---|---|---|---|
| CH 86404 | 315° | TDZE | 238 |
| W31A | | Apt Elev | 238 |

# RNAV (GPS) RWY 31

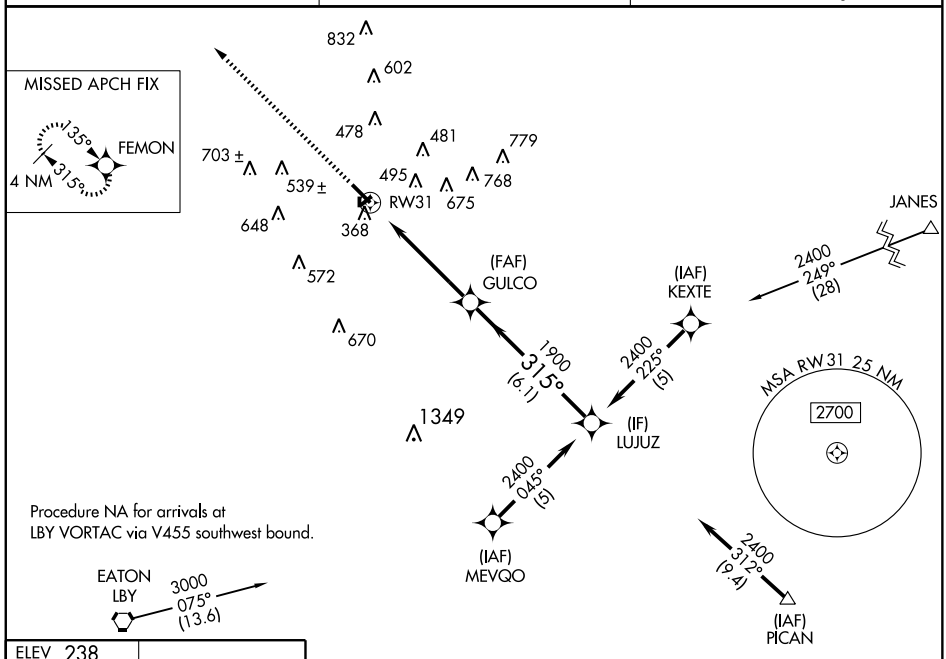
LAUREL/HESLER-NOBEL FIELD (LUL)

▼ ⚠ NA

If local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV NA when using Hattiesburg-Laurel Rgnl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Hattiesburg-Laurel Rgnl altimeter setting.

MISSED APPROACH: Climb to 3000 direct FEMON and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.8 327.8 | 123.05 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 581-1¼ 343 (400-1¼) | | | |
| LNAV/ VNAV DA | 638-1½ 400 (400-1½) | | | |
| LNAV MDA | 620-1 382 (400-1) | | | 620-1¼ 382 (400-1¼) |
| CIRCLING | 680-1 442 (500-1) | 700-1 462 (500-1) | 700-1½ 462 (500-1½) | 800-2 562 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC LBY 110.6 Chan 43 | APP CRS 024° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 238 |
|---|---|---|

# VOR/DME-A

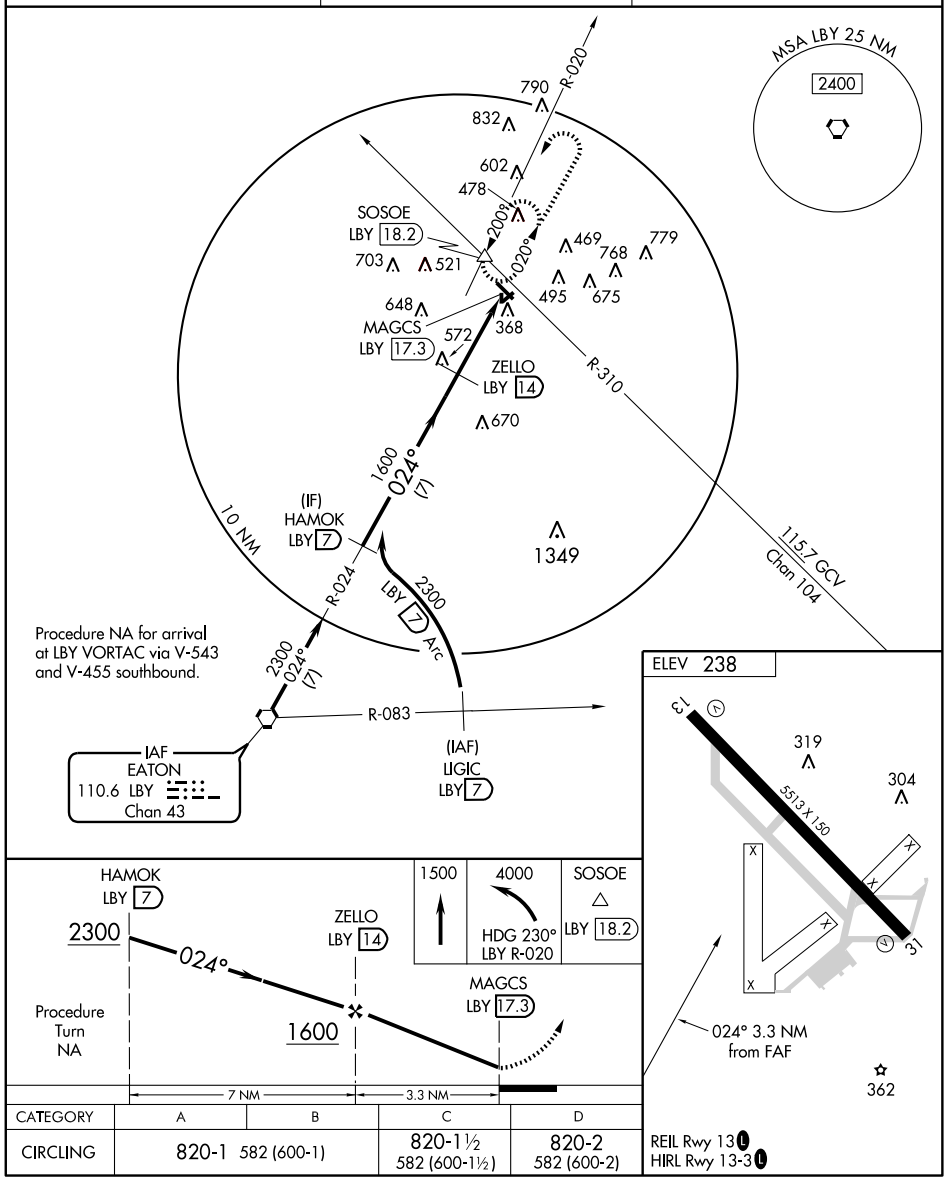
LAUREL/HESLER-NOBLE FIELD (LUL)

When local altimeter setting not received, use Hattiesburg-Laurel Rgnl altimeter setting and increase all MDA 60 feet and Cat C visibility to 1¾ mile.

NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via heading 230° and LBY R-020 to SOSOE Int/LBY 18.2 DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.275 | 126.8 327.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 820-1 582 (600-1) | | 820-1½ 582 (600-1½) | 820-2 582 (600-2) |

REIL Rwy 13 L
HIRL Rwy 13-31 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC SQS 114.7 Chan 94 | APP CRS 145° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 340 |
|---|---|---|

# VOR/DME or GPS-A

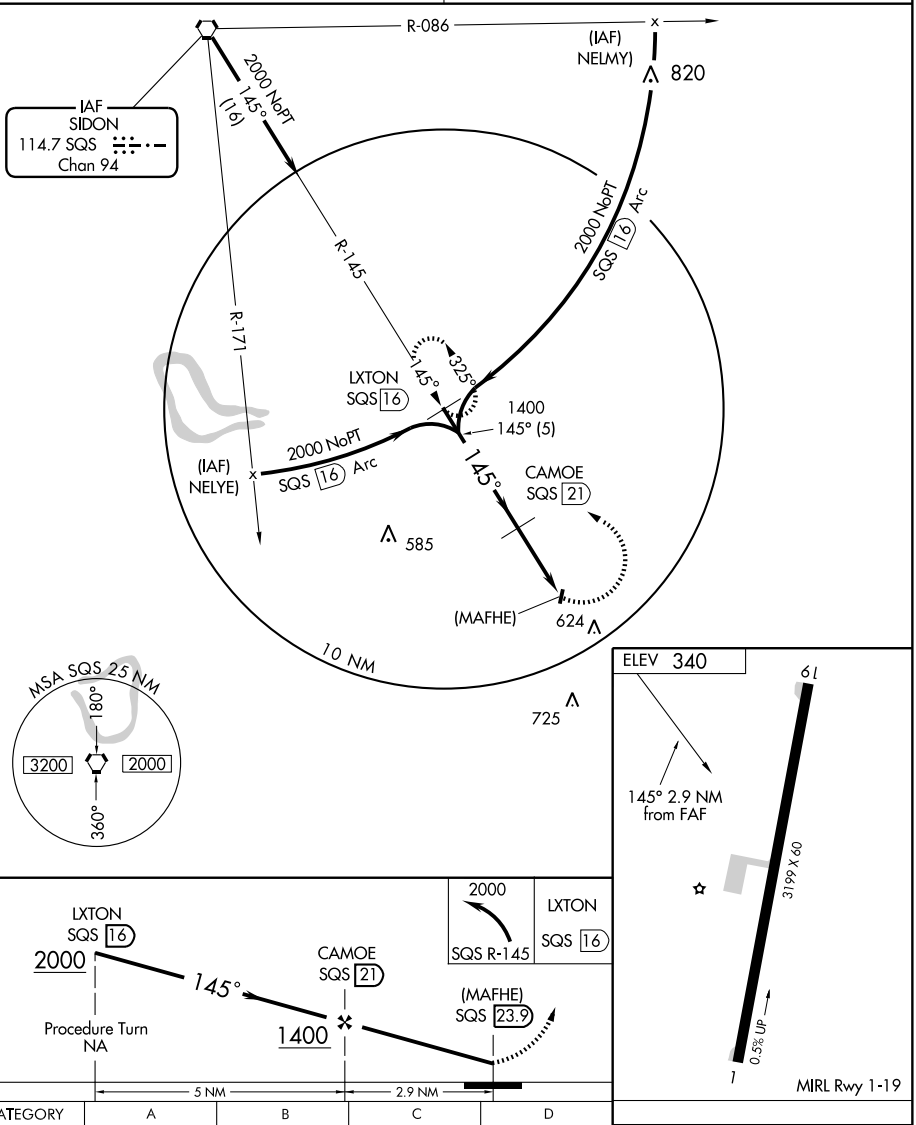
LEXINGTON/ C.A. MOORE (19M)

Use Greenwood FSS altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 2000 via SQS R-145 to LXTON 16 DME and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 132.5 259.1 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 880-1<br>540 (600-1) | 880-1¼<br>540 (600-1¼) | 1020-2<br>680 (700-2) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4519 |
|---|---|---|
| 170° | TDZE | 575 |
| | Apt Elev | 575 |

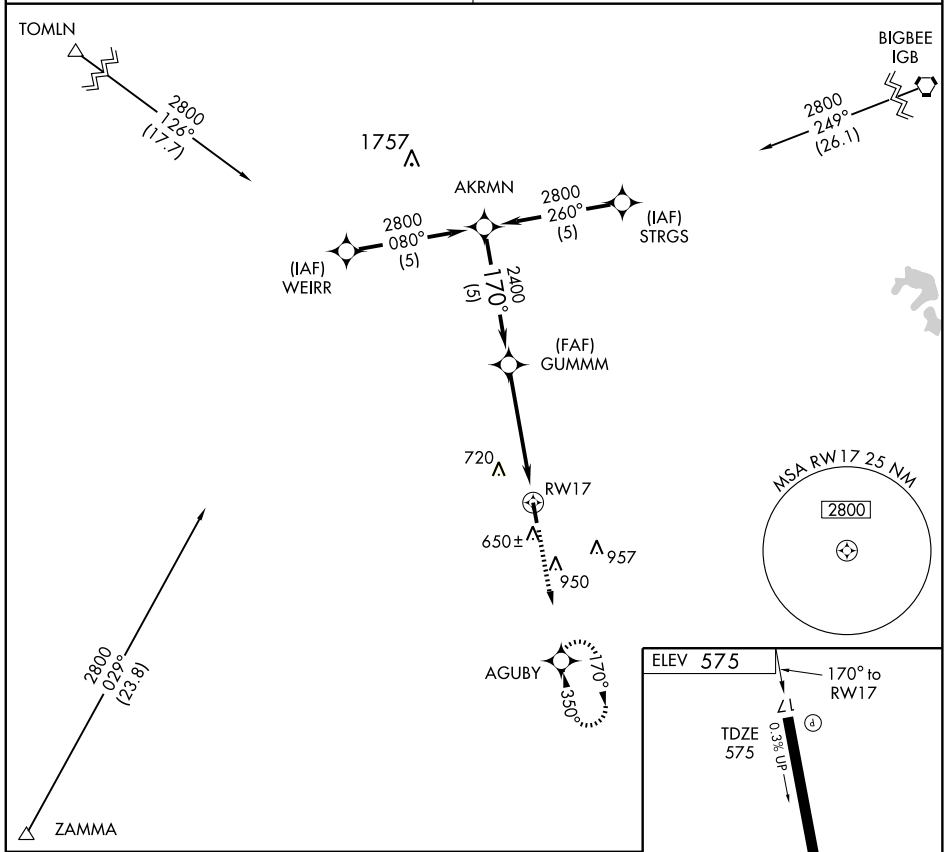
# GPS RWY 17
## LOUISVILLE-WINSTON COUNTY (LMS)

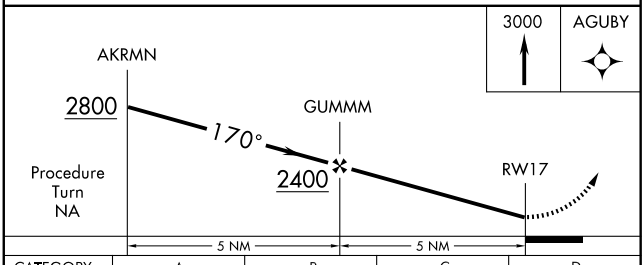
NA

Use Columbus AFB altimeter setting.

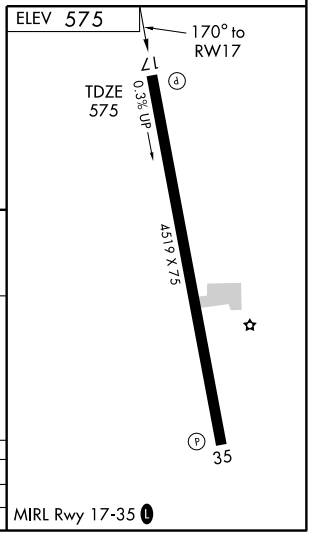
MISSED APPROACH: Climb to 3000 direct AGUBY WP and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 132.75 263.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1140-1 | 565 (600-1) | NA | |
| CIRCLING | 1180-1 | 605 (700-1) | NA | |




SC-4, 14 JAN 2010 to 11 FEB 2010

MADISON, MISSISSIPPI

AL-5164 (FAA)

| APP CRS | Rwy Idg | 4444 |
|---|---|---|
| 174° | TDZE | 326 |
| | Apt Elev | 326 |

# GPS RWY 17

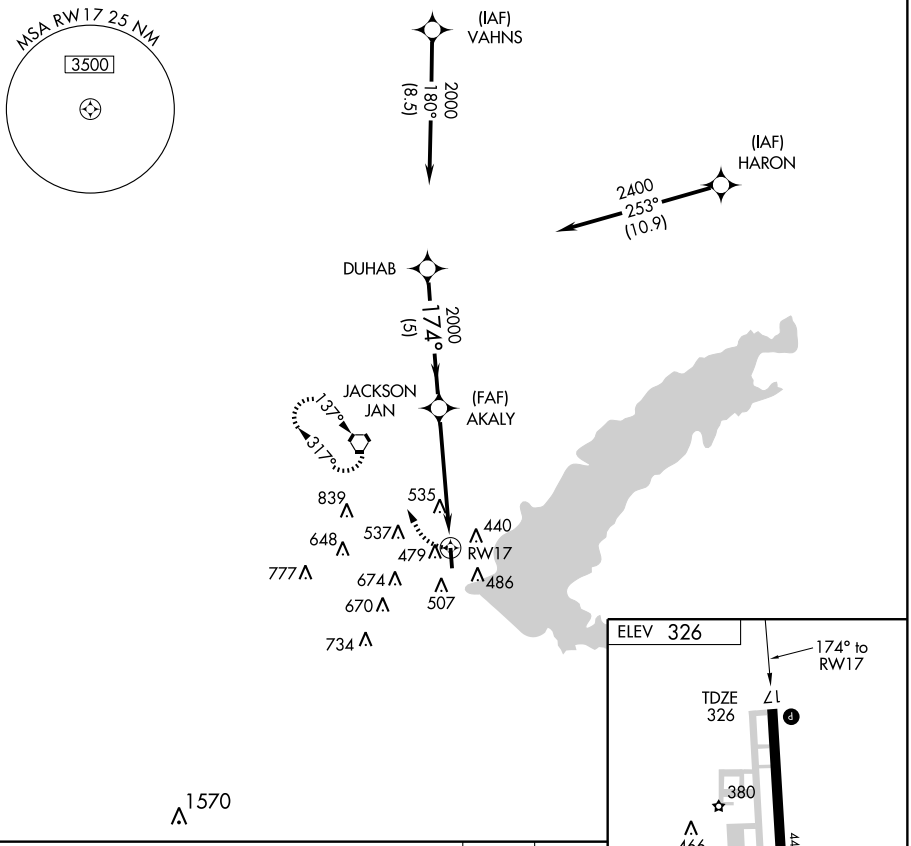
MADISON/ BRUCE CAMPBELL FIELD (MBO)

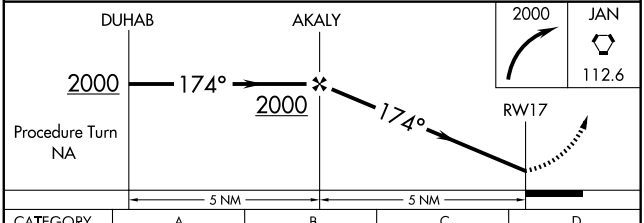
NA

Use Jackson altimeter setting.

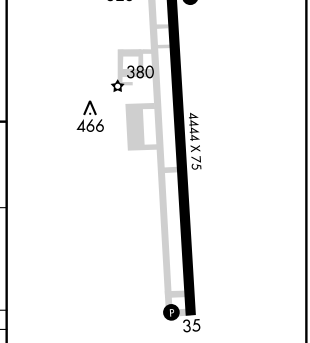
MISSED APPROACH: Climbing right turn to 2000 direct JAN VORTAC and hold.

| AWOS-3 | JACKSON APP CON * | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.125 | 123.9 317.7 | 125.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 860-1 534 (600-1) | | NA | |
| CIRCLING | 860-1 534 (600-1) | 920-1 594 (600-1) | NA | |




MIRL Rwy 17-35 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC JAN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.6 | 317° | TDZE | N/A |
| Chan 73 | | Apt Elev | 326 |

# VOR/DME or GPS-B

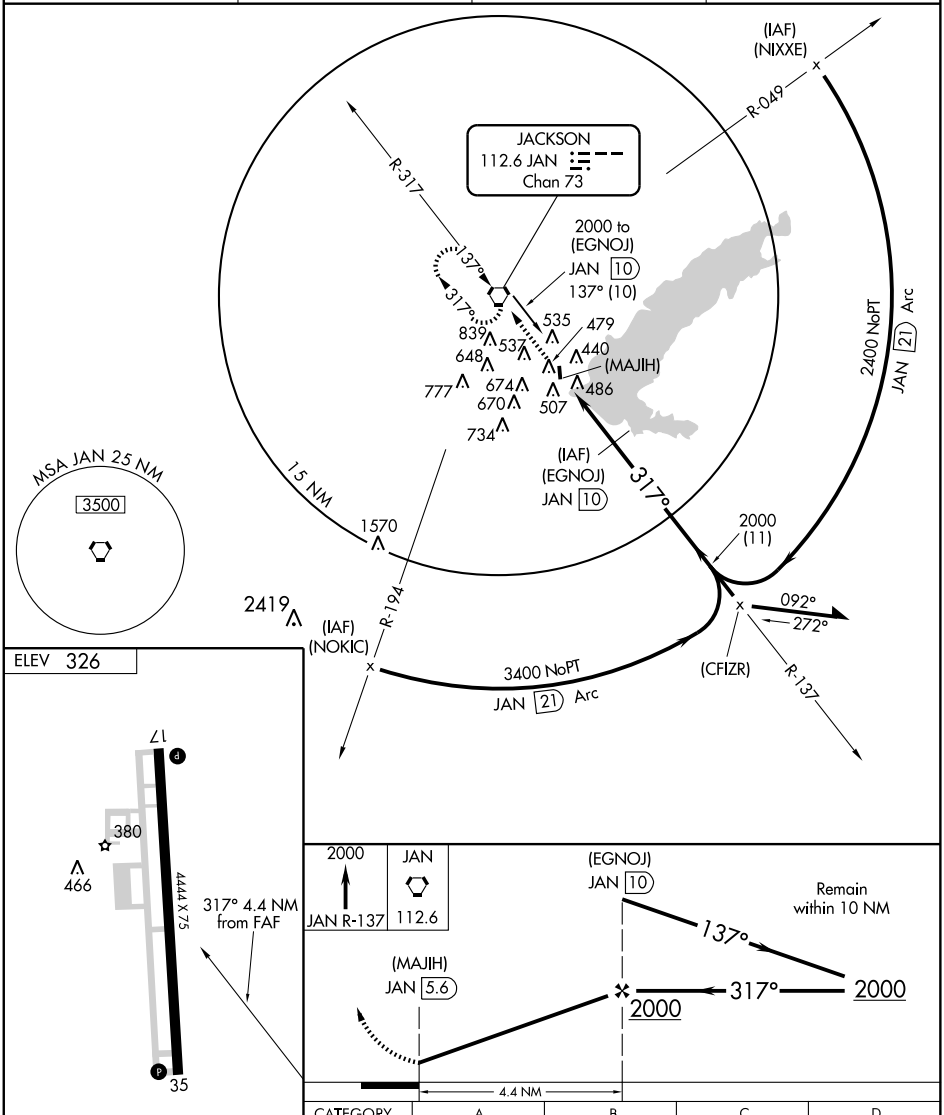
MADISON/ BRUCE CAMPBELL FIELD (MBO)

Use Jackson altimeter setting.

NA

MISSED APPROACH: Climb to 2000 via JAN R-137 to JAN VORTAC and hold.

| AWOS-3 | JACKSON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.125 | 123.9 317.7 | 125.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 840-1<br>514 (600-1) | 860-1<br>534 (600-1) | 860-1½<br>534 (600-1½) | 1000-2¼<br>674 (700-2¼) |

MIRL Rwy 17-35 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC JAN | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.6 | 137° | TDZE | N/A |
| Chan 73 | | Apt Elev | 326 |

# VOR or GPS-A

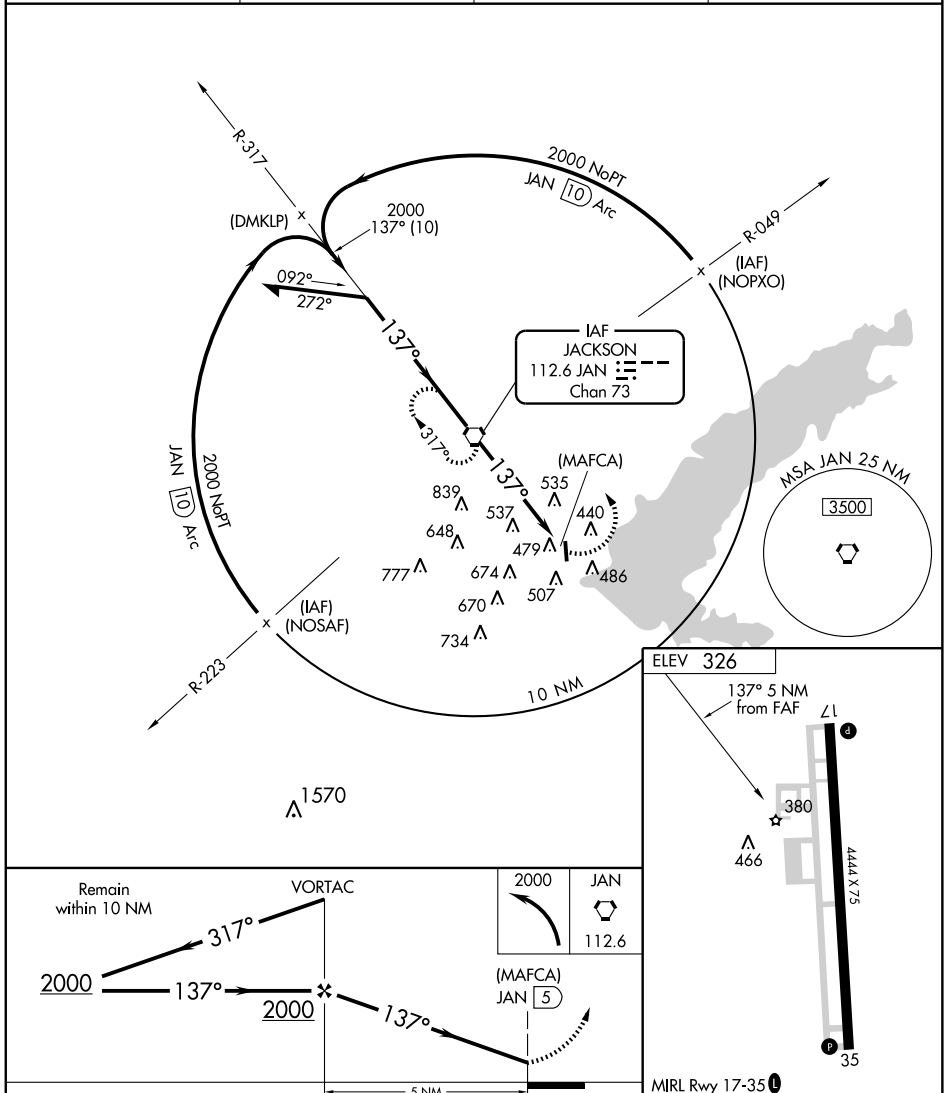
MADISON/ BRUCE CAMPBELL FIELD (MBO)

NA

Use Jackson altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct JAN VORTAC and hold.

| AWOS-3 | JACKSON APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.125 | 123.9 317.7 | 125.9 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 840-1<br>514 (600-1) | 860-1<br>534 (600-1) | 860-1½<br>534 (600-1½) | 1000-2¼<br>674 (700-2¼) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3348 |
|---|---|---|
| 016° | TDZE | 162 |
| | Apt Elev | 162 |

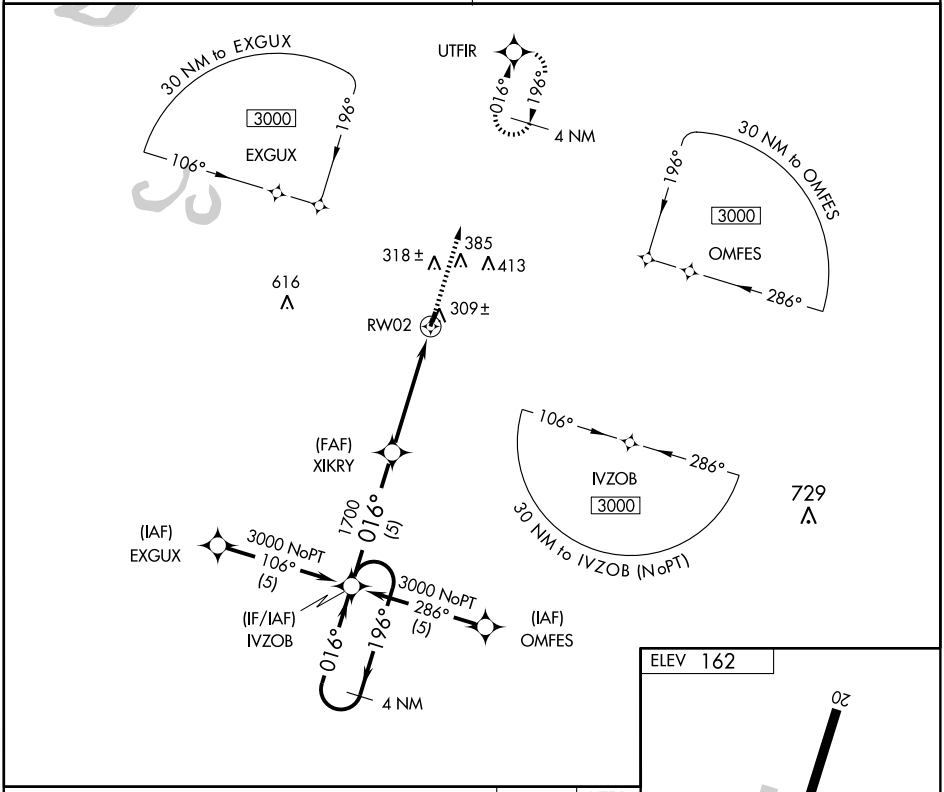
# RNAV (GPS) RWY 2

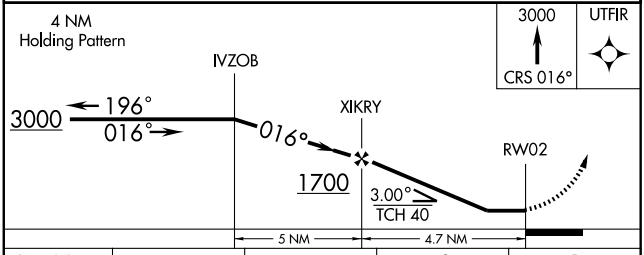
MARKS/SELFS (MMS)

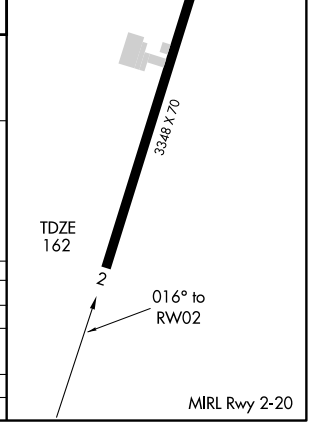
Use Clarksdale altimeter setting, when not received procedure NA.
NA DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 3000 via course 016° to UTFIR WP and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 135.3 335.8 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 600-1 438 (500-1) | | NA | |
| CIRCLING | 660-1 498 (500-1) | | NA | |

SC-4, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 20

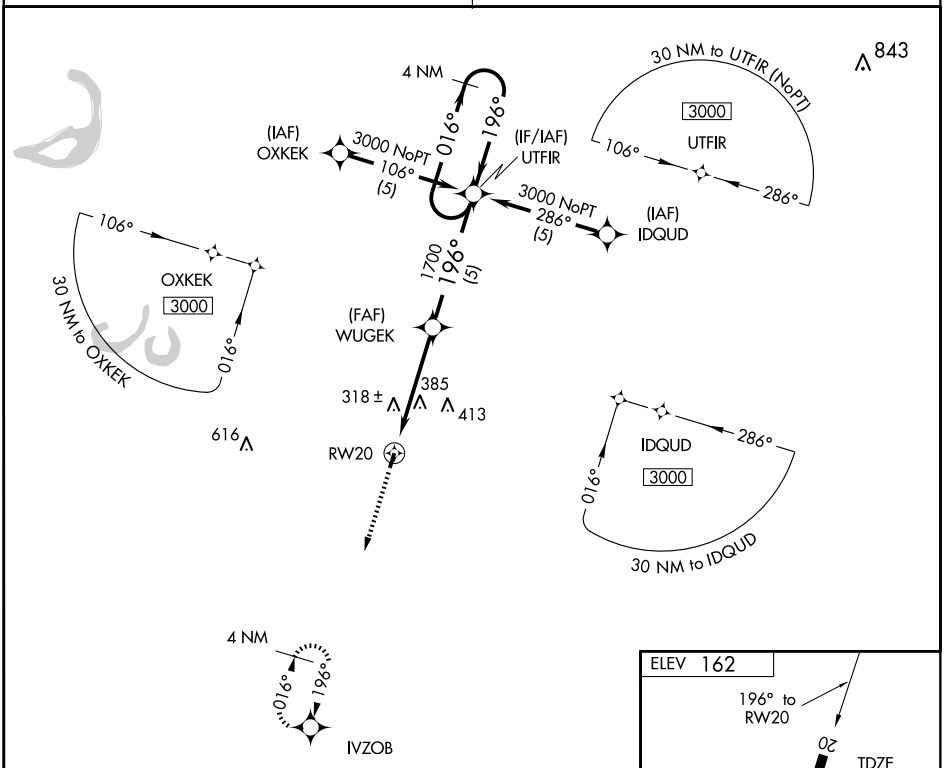
MARKS/SELFS (MMS)

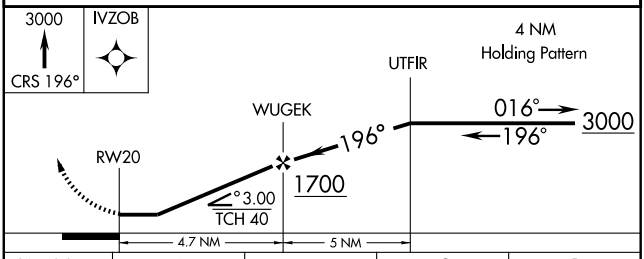
| APP CRS | Rwy Idg | 3348 |
|---|---|---|
| 196° | TDZE | 162 |
| | Apt Elev | 162 |

Use Clarksdale altimeter setting, when not received procedure NA.
NA
DME/DME RNP-0.3 not authorized.

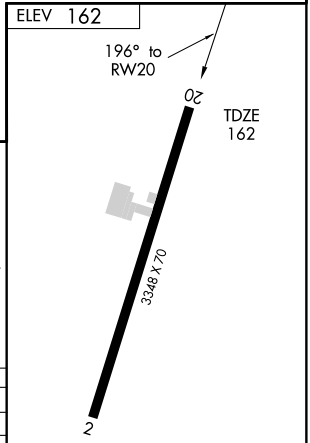
MISSED APPROACH: Climb to 3000 via course 196° to IVZOB WP and hold.

| MEMPHIS CENTER | CTAF |
|---|---|
| 135.3 335.8 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 720-1 558 (600-1) | | NA | |
| CIRCLING | 720-1 558 (600-1) | | NA | |




MIRL Rwy 2-20

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-MCB | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 109.1 | 156° | TDZE | 413 |
| | | Apt Elev | 413 |

# ILS or LOC RWY 15

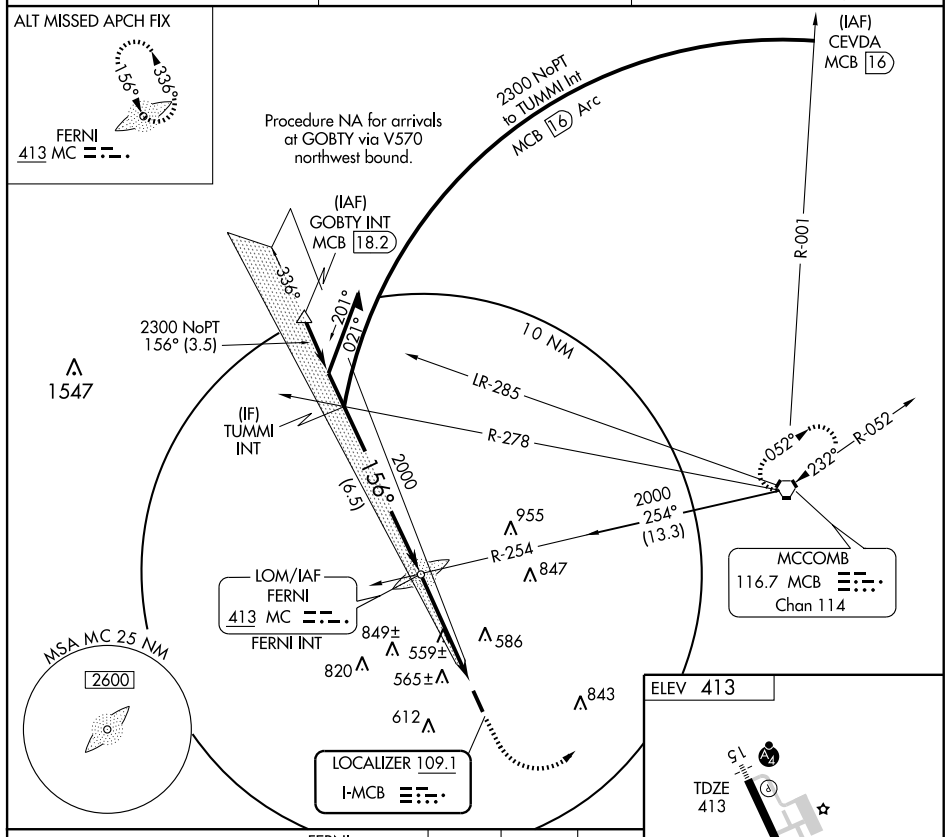
MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

Inoperative table does not apply to S-LOC-15 Cat C. When local altimeter setting not received, use Natchez altimeter setting and increase all DA 135 feet, and all MDA 140 feet and increase S-ILS 15 all Cats visibility ½ mile, S-LOC 15 Cat C visibility ¼ mile, and Cat D visibility ½ mile, and circling Cats C and D visibility ¼ mile.

MALSF

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MCB VORTAC and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.8 327.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | 613-¾ 200 (200-¾) | | | |
| S-LOC 15 | 820-¾ 407 (500-¾) | | 820-1¼ 407 (500-1¼) | |
| CIRCLING | 880-1 467 (500-1) | | 880-1½ 467 (500-1½) | 980-2 567 (600-2) |

MIRL Rwy 15-33 L

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 153° | TDZE | 413 |
| | Apt Elev | 413 |

# RNAV (GPS) RWY 15

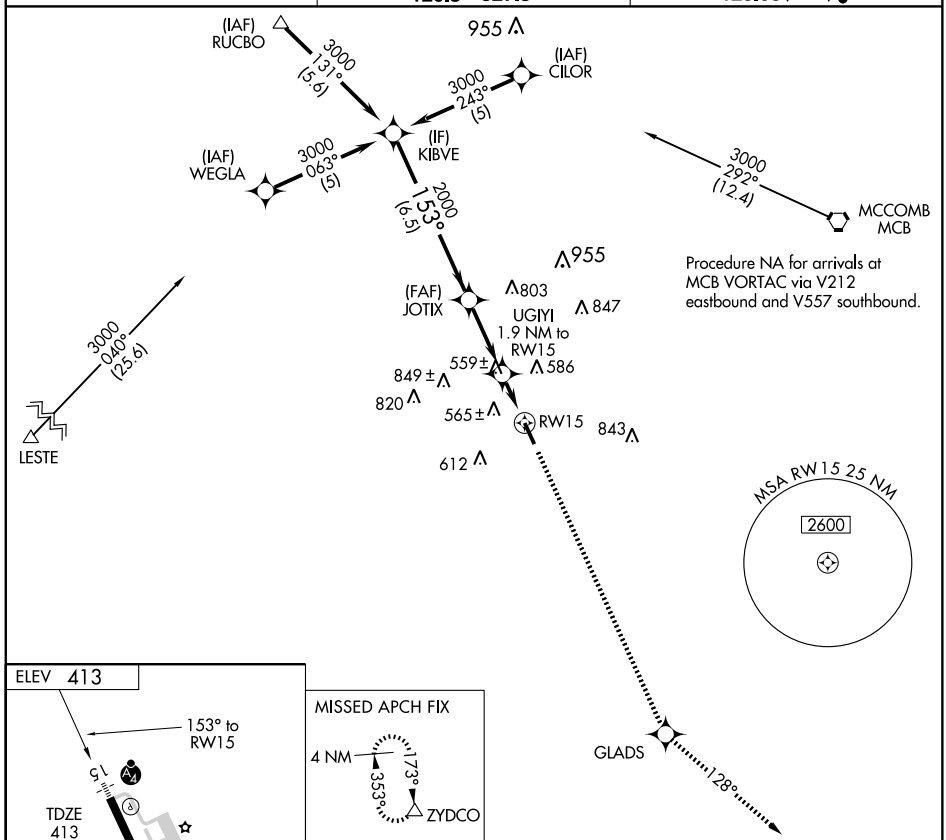
## MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

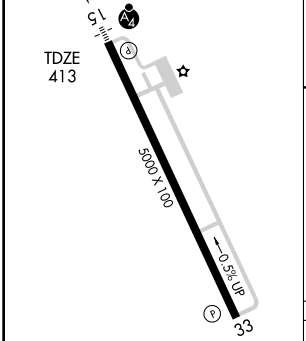
Inoperative table does not apply. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all MDA 140 feet and LNAV visibility Cat C ¼ mile, Cat D ½ mile, Circling Cat C and D ¼ mile.

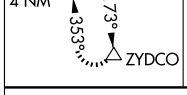
MALSF

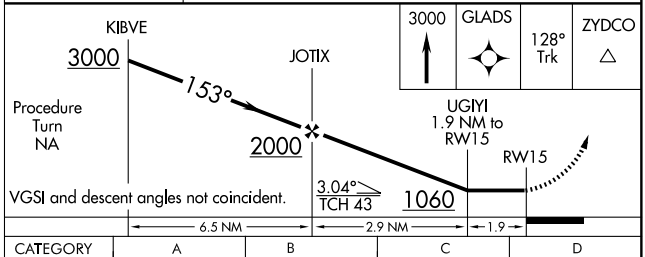
MISSED APPROACH: Climb to 3000 direct GLADS and via 128° track to ZYDCO and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.8 327.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 | 407 (500-1) | 820-1¼ | 407 (500-1¼) |
| CIRCLING | 920-1 | 507 (600-1) | 920-1½ 507 (600-1½) | 980-2 567 (600-2) |

MIRL Rwy 15-33 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 77808 | 333° | TDZE | 407 |
| W33A | | Apt Elev | 413 |

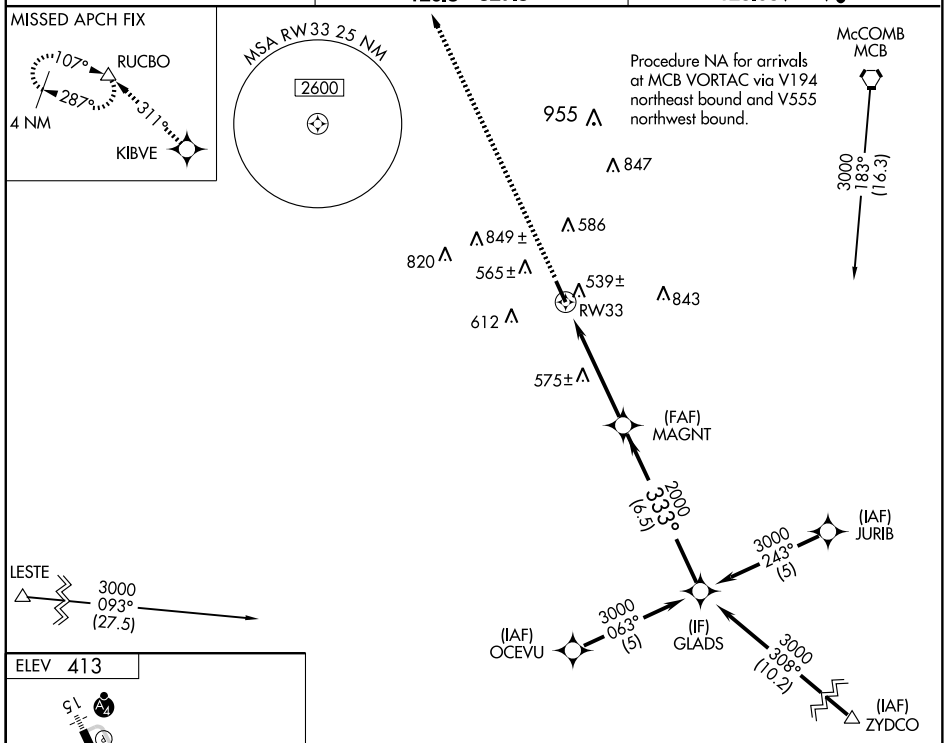
# RNAV (GPS) RWY 33

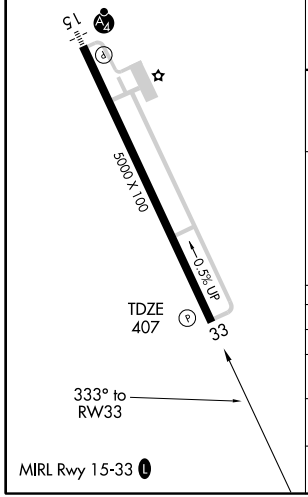
## MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

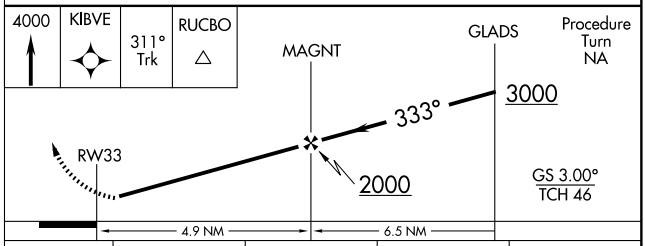
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Natchez altimeter setting and increase all DA/MDA 140 feet and visibility LPV ½ mile all Cats, LNAV/VNAV ½ mile all Cats, LNAV Cat C and D ¼ mile, Circling Cat C and D ¼ mile. Baro-VNAV NA when using Natchez altimeter setting.

MISSED APPROACH: Climb to 4000 direct KIBVE and via 311° track to RUCBO and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.8 327.8 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 765-1¼ | 358 (400-1¼) | |
| LNAV/VNAV DA | | 809-1½ | 402 (400-1½) | |
| LNAV MDA | 840-1 433 (500-1) | | 840-1¼ 433 (500-1¼) | 840-1½ 433 (500-1½) |
| CIRCLING | 920-1 507 (600-1) | | 920-1½ 507 (600-1½) | 980-2 567 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC MCB | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.7 | 233° | TDZE | N/A |
| Chan 114 | | Apt Elev | 413 |

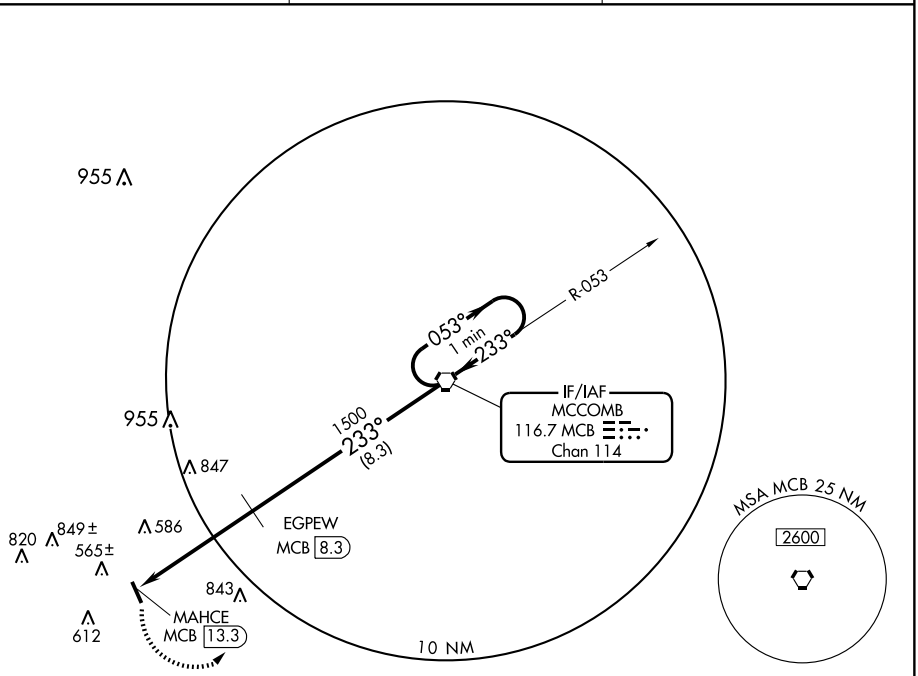
# VOR/DME-A

## MCCOMB-PIKE COUNTY-JOHN E. LEWIS FIELD (MCB)

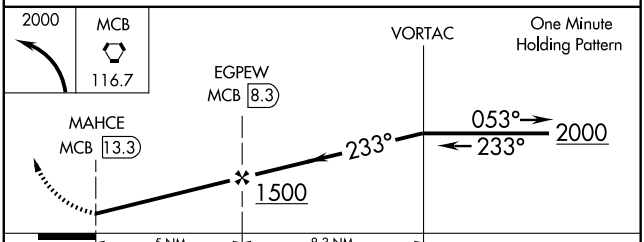
When local altimeter setting not received, use Natchez altimeter setting and increase MDA 140 feet and Cat C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold

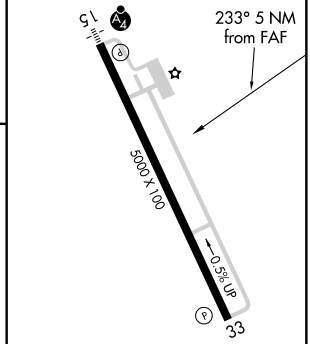
| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.025 | 126.8 327.8 | 123.05 (CTAF) L |




NoPT for arrival on MCB VORTAC airway radials 345 CW 145.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 920-1 | 507 (600-1) | 920-1½ 507 (600-1½) | 980-2 567 (600-2) |




MIRL Rwy 15-33 L

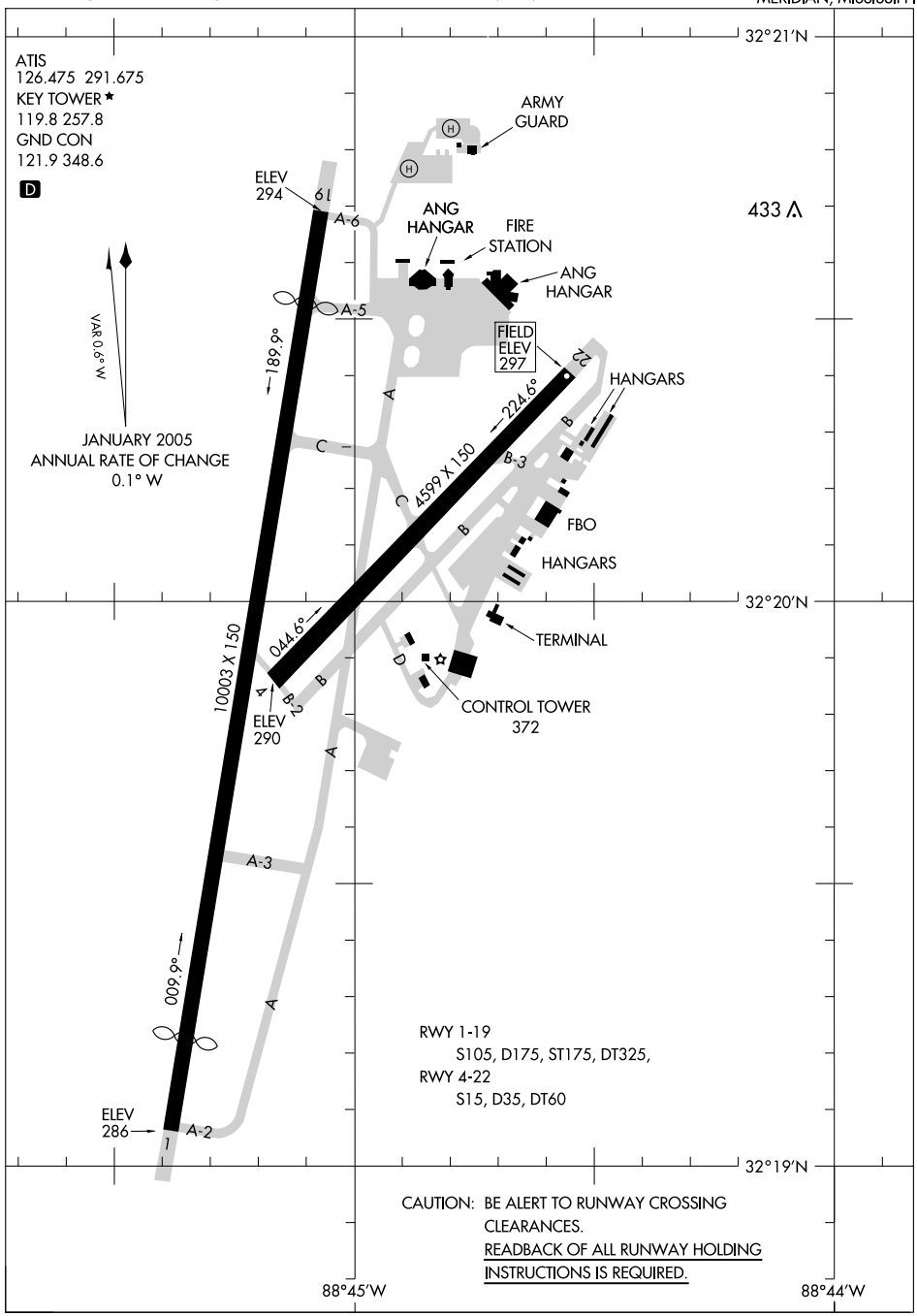
09071

# AIRPORT DIAGRAM

AL-254 (FAA)

## MERIDIAN/ KEY FIELD (MEI)

MERIDIAN, MISSISSIPPI




SC-4, 14 JAN 2010 to 11 FEB 2010

# HI-TACAN or VOR/DME-B

| VORTAC MEI 117.0 Chan 117 | APCH CRS 320° | Rwy ldg N/A TDZE N/A Arpt Elev 297 |
|---|---|---|

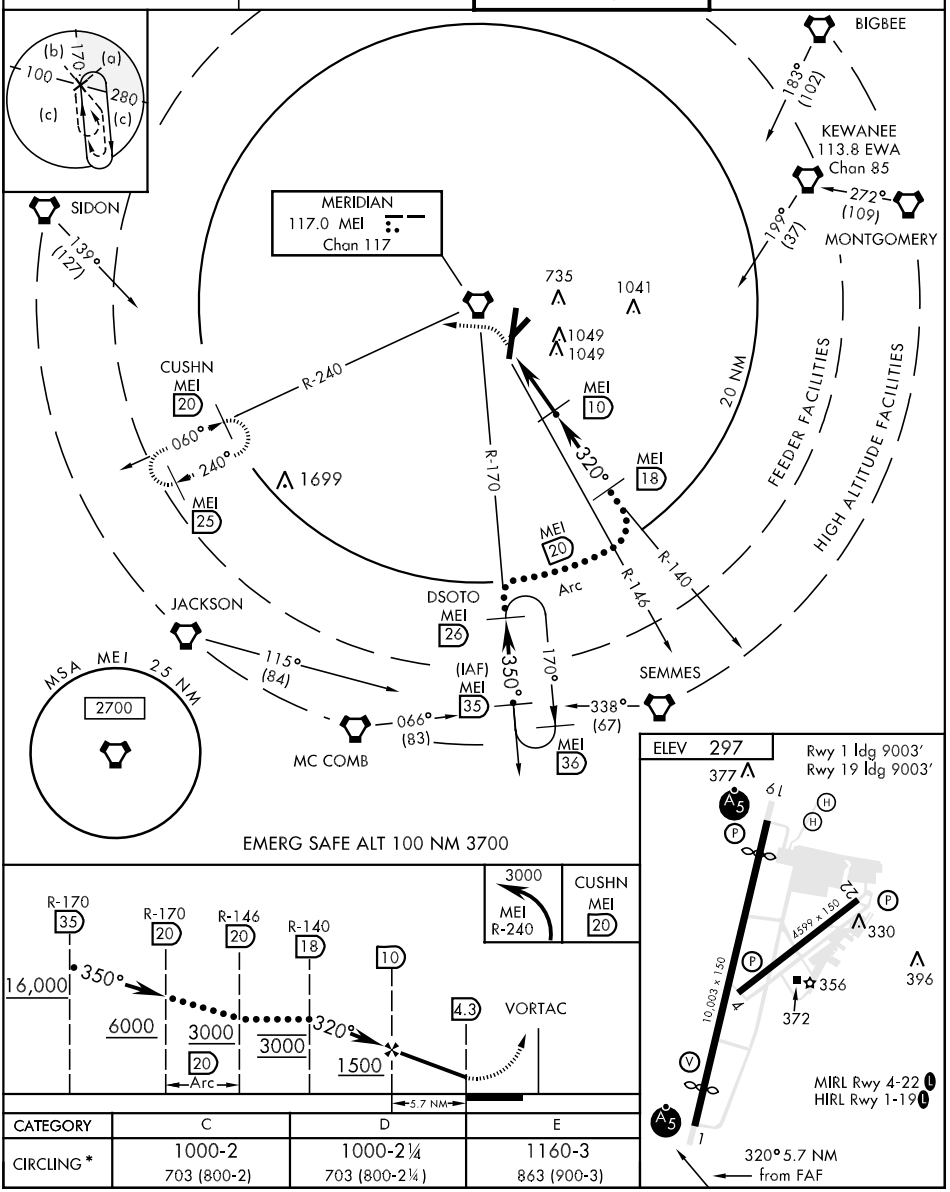
JAL-254 [USAF]

MERIDIAN/KEY FIELD (KMEI)

* Circling not authorized E of Rwy 1-19.

MISSED APPROACH: Climbing left turn to 3000 via MEI R-240 to CUSHN 20 DME and hold.

| ATIS | MERIDIAN APP CON | KEY TOWER ★ | GND CON |
|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 |




| CATEGORY | C | D | E |
|---|---|---|---|
| CIRCLING * | 1000-2<br>703 (800-2) | 1000-2¼<br>703 (800-2¼) | 1160-3<br>863 (900-3) |



HI-TACAN or VOR/DME-B

| LOC I-MEI | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| 110.1 | 008° | TDZE | 289 |
| | | Apt Elev | 297 |

# ILS or LOC RWY 1

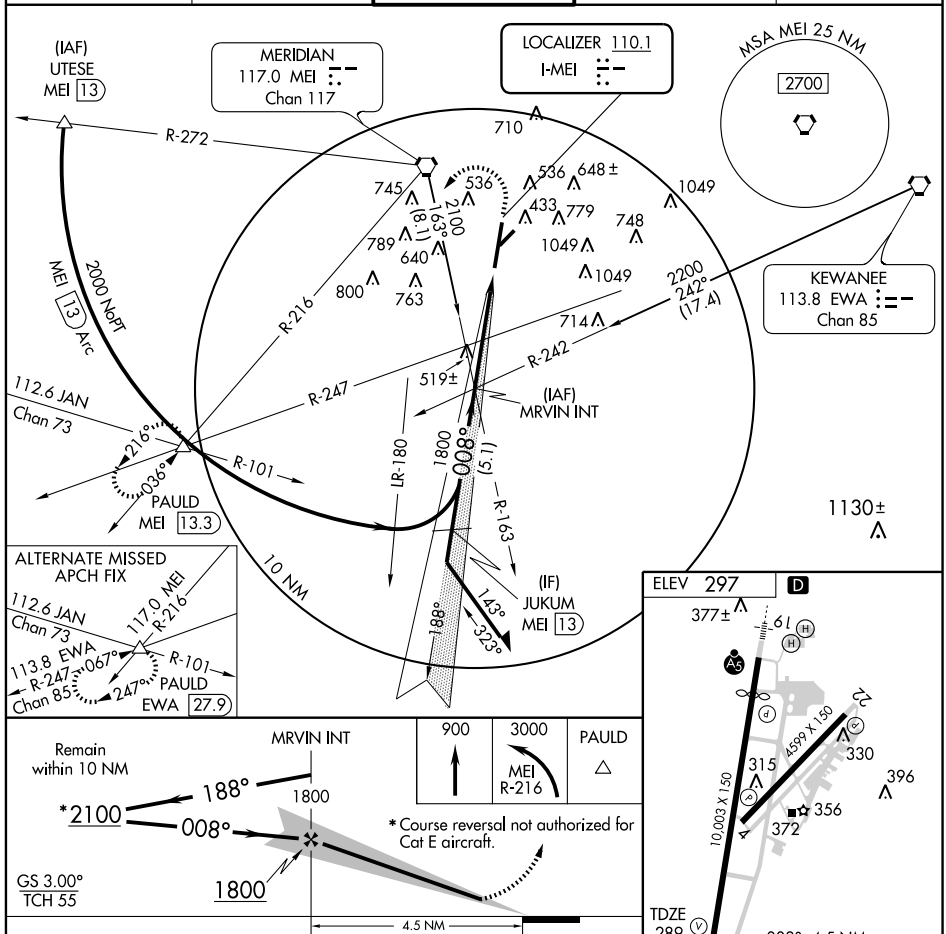
MERIDIAN/KEY FIELD (MEI)

▼ When local altimeter setting not received use Hattiesburg-Laurel Rgnl altimeter setting and increase all DA/MDA 140 feet, S-ILS 1 all Cats visibility to RVR 4000, S-LOC 1 Cat C visibility to RVR 6000, Cat D and E visibility ½ mile, and circling Cats C and D visibility ½ mile. For inoperative MALSR, increase S-ILS 1 Cat E visibility to RVR 4000 and S-LOC 1 Cat E visibility to 1¾. For inoperative MALSR, when using Hattiesburg-Laurel Rgnl altimeter setting, increase S-ILS 1 all Cats visibility to RVR 6000, and S-LOC 1 Cat E visibility to 2¼. Circling NA southeast of Rwys 1 and 4.
▲ **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 via MEI R-216 to PAULD Int and hold.

| ATIS | MERIDIAN APP CON ★ | KEY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 1 | **489/24 200 (200-½) | | | | 489/24 200 (200-½) |
| S-LOC 1 | 780/24 491 (500-½) | | 780/40 491 (500-¾) | 780/50 491 (500-1) | 780/60 491 (500-1¼) |
| CIRCLING | 860-1 563 (600-1) | 880-1 583 (600-1) | 880-1½ 583 (600-1½) | 940-2 643 (700-2) | 1160-3 863 (900-3) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-IKQ | APP CRS | Rwy Idg 9003 |
|---|---|---|
| 111.35 | 188° | TDZE 293 |
| Chan 50 (Y) | | Apt Elev 297 |

# ILS or LOC RWY 19

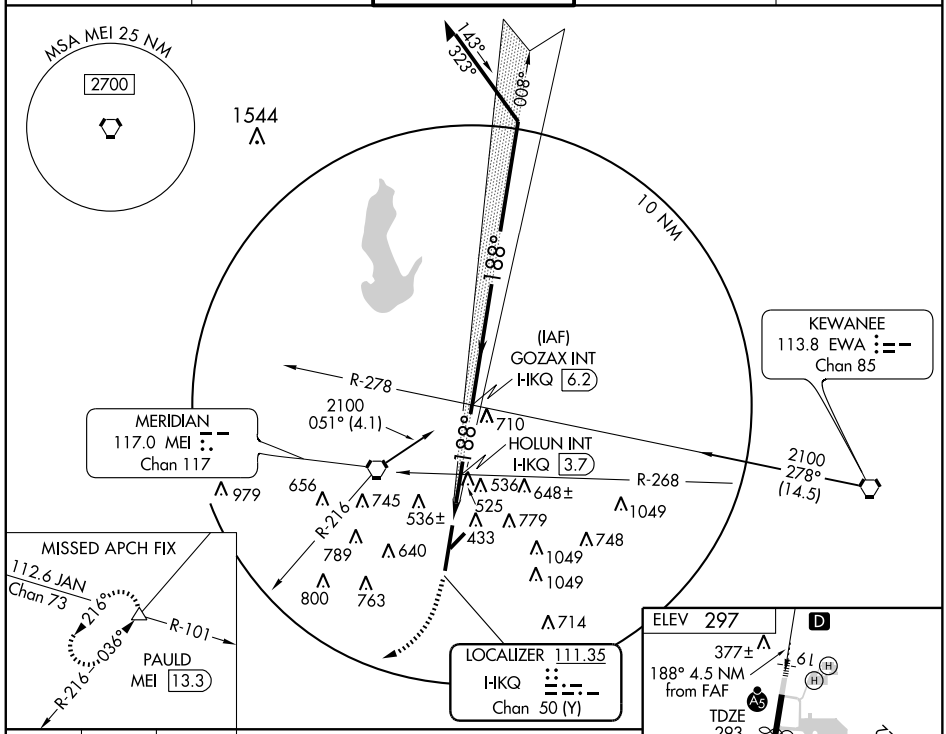
MERIDIAN/KEY FIELD (MEI)

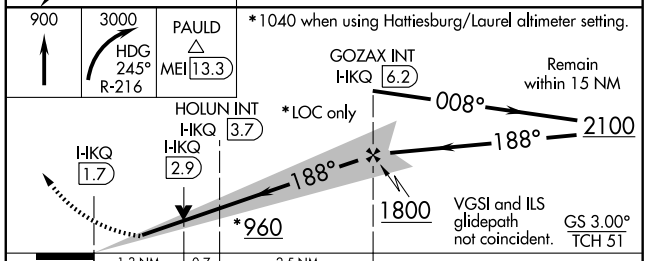
DME required. Visibility reduction by helicopters NA. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting. Circling NA SE of runways 1 and 4.

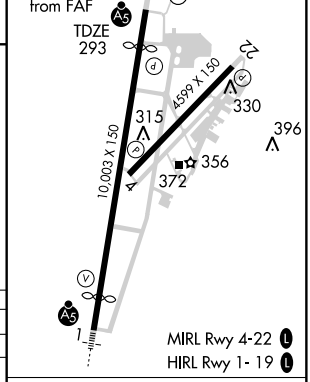
ASR

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 via heading 245° and MEI VORTAC R-216 to PAULD/MEI 13.3 DME and hold.

| ATIS | MERIDIAN APP CON* | KEY TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 19 | 599-1 306 (400-1) | | | | |
| S-LOC 19 | 760-1 467 (500-1) | | 760-1¼ 467 (500-1¼) | 760-1½ 467 (500-1½) | 760-1¾ 467 (500-1¾) |
| CIRCLING | 860-1 563 (600-1) | 880-1 583 (600-1) | 880-1½ 583 (600-1½) | 940-2 643 (700-2) | 1120-3 823 (900-3) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 86500 W01A | APP CRS 008° | Rwy Idg 9003<br>TDZE 289<br>Apt Elev 297 |
|---|---|---|

# RNAV (GPS) RWY 1

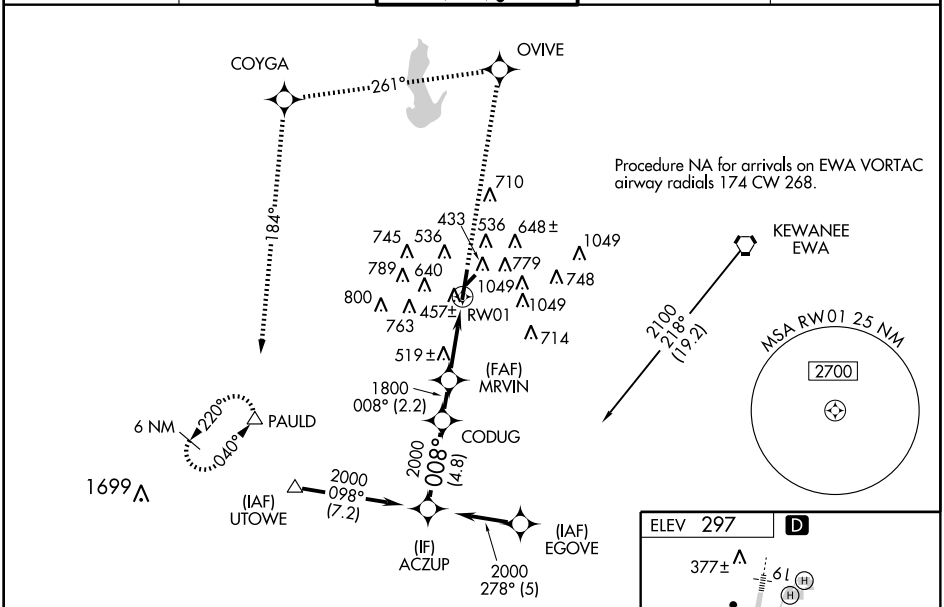
MERIDIAN/KEY FIELD (MEI)

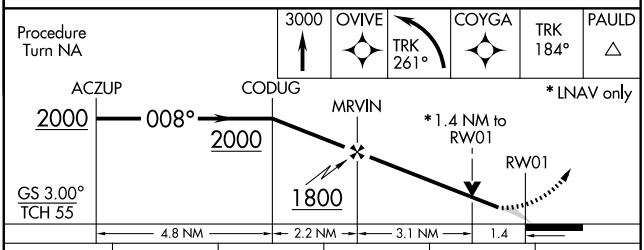
When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA/MDA 140 feet, LPV all Cats visibility to RVR 4000, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C, D and E visibility ½ mile, and circling Cats C and D visibility ½ mile. For inoperative MALSR increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to 2¼, and LNAV Cat E visibility to 1¾. For inoperative MALSR when using Hattiesburg/Laurel Rgnl altimeter setting increase LPV all Cats visibility to RVR 6000, LNAV/VNAV all Cats visibility to 2¾, and LNAV Cat E visibility to 2¼. VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Hattiesburg/Laurel Rgnl altimeter setting. Circling NA southeast of Rwys 1 and 4. DME/DME RNP-0.3 NA.

MALSR

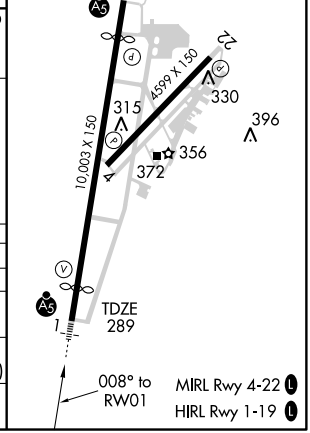
MISSED APPROACH: Climb to 3000 direct OVIVE then left turn via 261° track to COYGA and 184° track to PAULD and hold.

| ATIS | MERIDIAN APP CON ★ | KEY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 489/24 200 (200-½) | | | | |
| LNAV/VNAV DA | 909-1 3/4 620 (700-1¾) | | | | |
| LNAV MDA | 780/24 491 (500-½) | | 780/40 491 (500-¾) | 780/50 491 (500-1) | 780/60 491 (500-1¼) |
| CIRCLING | 860-1 563 (600-1) | 880-1 583 (600-1) | 880-1½ 583 (600-1½) | 940-2 643 (700-2) | 1160-3 863 (900-3) |




SC-4, 14 JAN 2010 to 11 FEB 2010

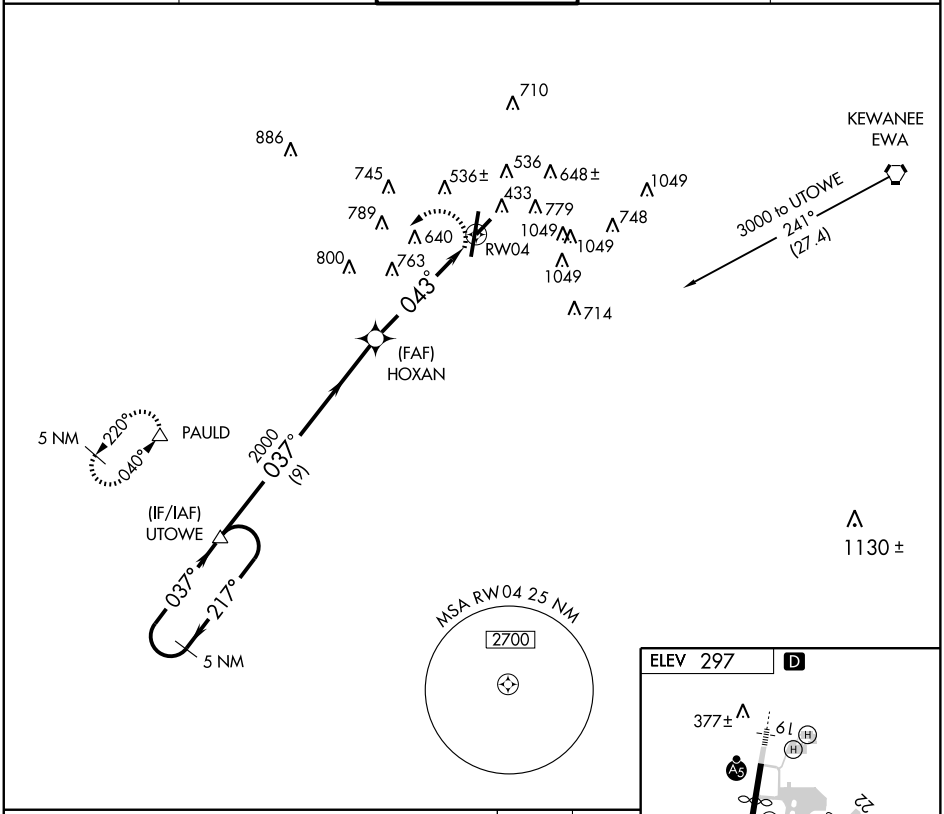
| APP CRS | Rwy Idg | 4599 |
|---|---|---|
| 043° | TDZE | 295 |
| | Apt Elev | 297 |

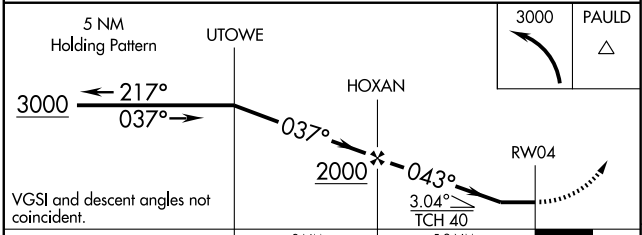
# RNAV (GPS) RWY 4
## MERIDIAN/KEY FIELD (MEI)

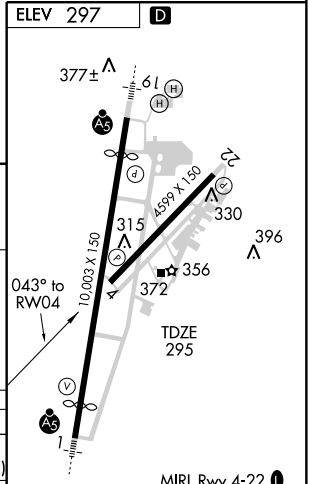
DME/DME RNP-0.3 NA. Circling NA southeast of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/circling Rwy 4 and circling Rwy 22 NA at night.

MISSED APPROACH: Climbing left turn to 3000 direct PAULD and hold.

| ATIS | MERIDIAN APP CON ★ | KEY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 920-1 | 625 (700-1) | 920-1¾ 625 (700-1¾) | 920-2 625 (700-2) | 920-2¼ 625 (700-2¼) |
| CIRCLING | 920-1 | 623 (700-1) | 920-1¾ 623 (700-1¾) | 940-2 643 (700-2) | 1120-3 823 (900-3) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 9003 |
|---|---|---|---|
| CH 61003 | 188° | TDZE | 293 |
| W19A | | Apt Elev | 297 |

# RNAV (GPS) RWY 19

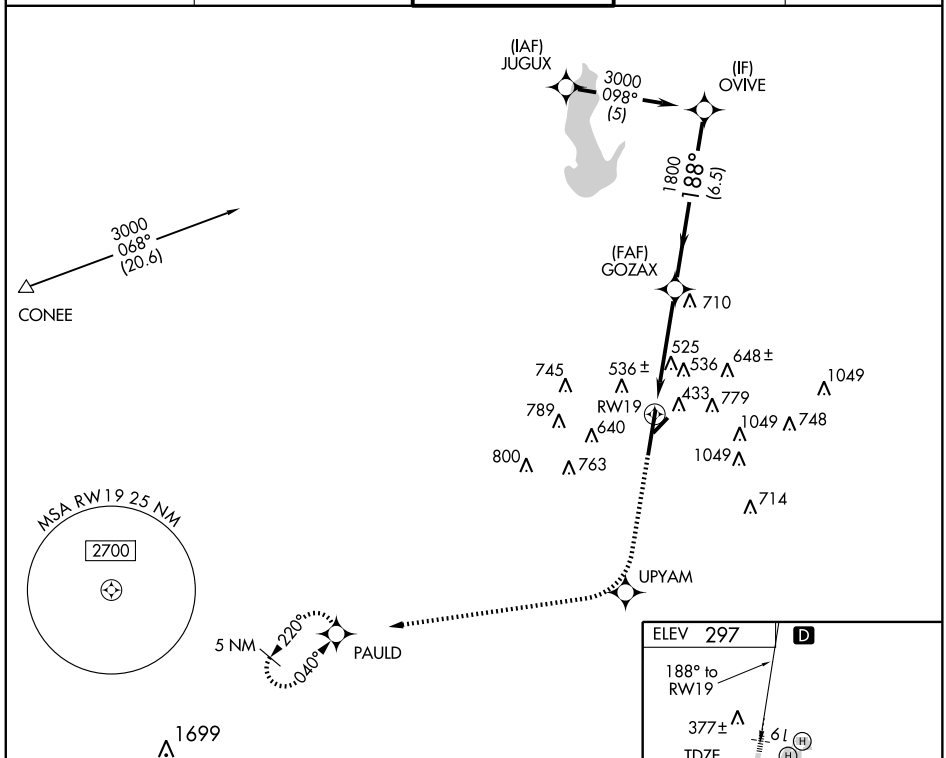
MERIDIAN/KEY FIELD (MEI)

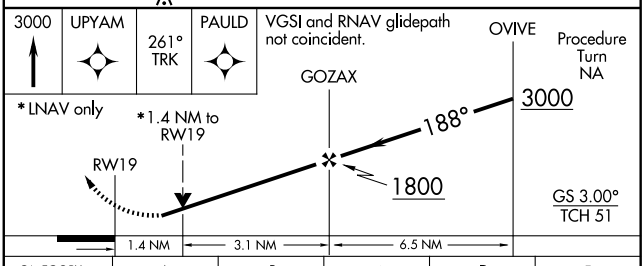
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA SE of runways 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all DAs/MDAs 140 feet. VDP NA when using Hattiesburg/Laurel altimeter setting.

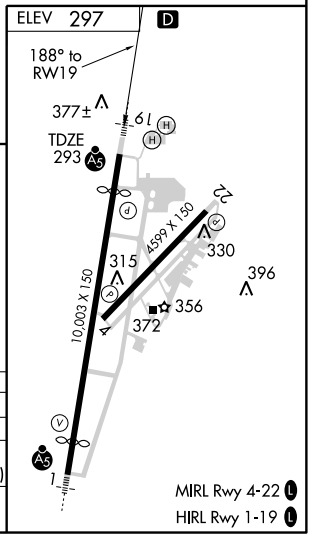
ASR

MISSED APPROACH: Climb to 3000 direct UPYAM and via 261° track to PAULD and hold.

| ATIS | MERIDIAN APP CON★ | KEY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 635-1¼ 342 (400-1¼) | | | | |
| LNAV MDA | 780- 1 487 (500-1) | | 780-1¼ 487 (500-1¼) | 780-1½ 487 (500-1½) | 780-1¾ 487 (500-1¾) |
| CIRCLING | 860-1¼ 563 (600-1¼) | 880-1¼ 583 (600-1¼) | 880-1½ 583 (600-1½) | 940-2 643 (700-2) | 1120-3 823 (900-3) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4599 |
|---|---|---|
| 223° | TDZE | 297 |
| | Apt Elev | 297 |

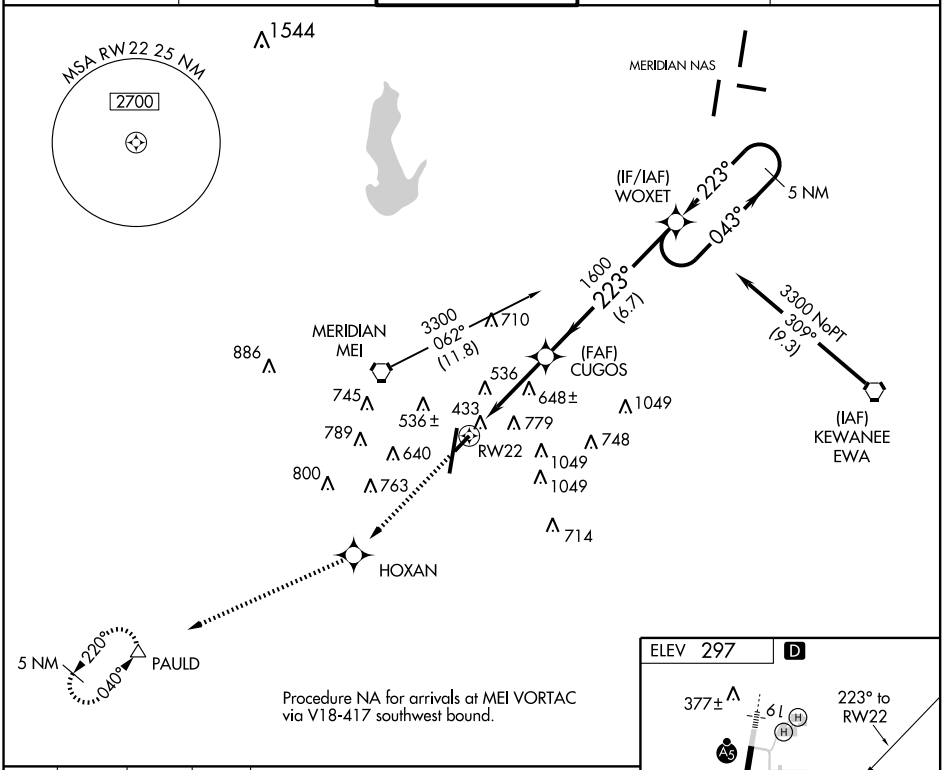
# RNAV (GPS) RWY 22

MERIDIAN/KEY FIELD (MEI)

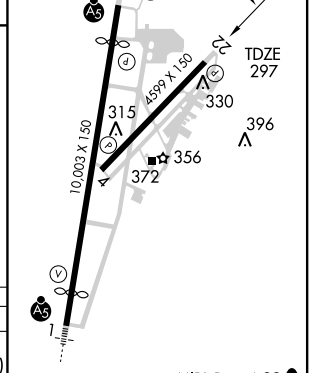
DME/DME RNP-0.3 NA. Circling NA southeast of runways 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. When VGSI inoperative, straight-in/circling runway 22 NA at night.

MISSED APPROACH: Climb to 3000 direct HOXAN and via 245 track to PAULD and hold.

| ATIS | MERIDIAN APP CON ★ | KEY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |

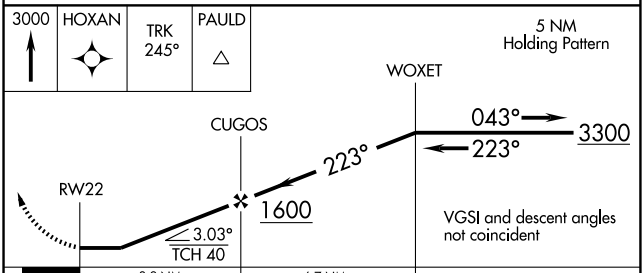



Procedure NA for arrivals at MEI VORTAC via V18-417 southwest bound.




MIRL Rwy 4-22 L

HIRL Rwy 1-19 L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 940-1 | 643 (700-1) | 940-1¾ 643 (700-1¾) | 940-2 643 (700-2) | 940-2¼ 643 (700-2¼) |
| CIRCLING | 940-1 | 643 (700-1) | 940-1¾ 643 (700-1¾) | 940-2 643 (700-2) | 1120-3 823 (900-3) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC MEI 117.0 Chan 117 | APP CRS 130° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 297 |
|---|---|---|

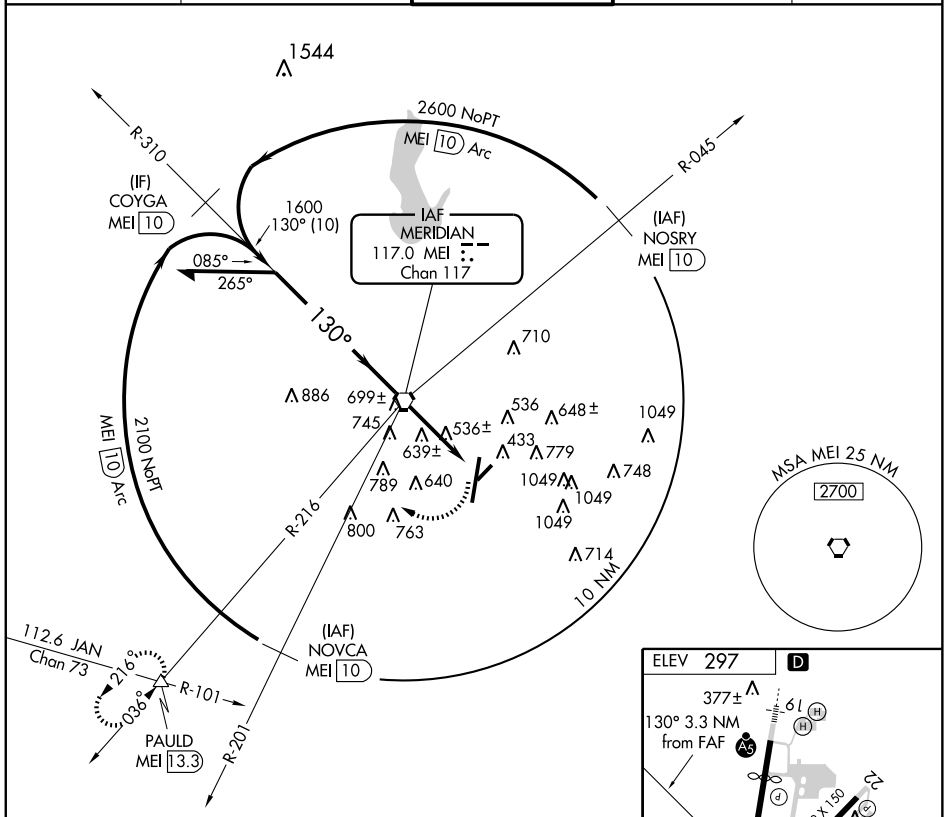
# VOR-A

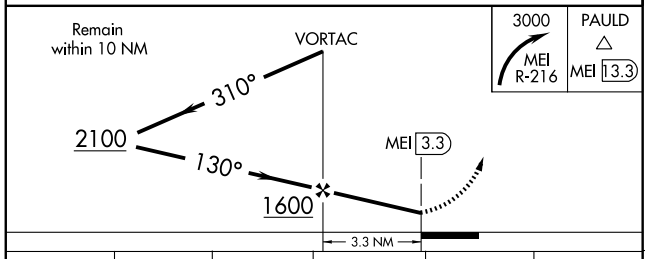
MERIDIAN/KEY FIELD (MEI)

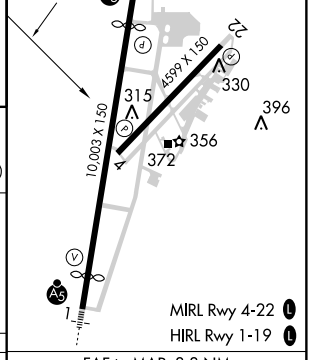
Circling not authorized southeast of Rwys 1 and 4. If local altimeter setting not received, use Hattiesburg/Laurel altimeter setting and increase all MDAs 140 feet. Procedure turn NA for Cat E. DME Required

MISSED APPROACH: Climbing right turn to 3000 via MEI R-216 to PAULD/MEI 13.3 DME and hold.

| ATIS | MERIDIAN APP CON ★ | KEY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 126.475 291.675 | 120.5 269.6 | 119.8 (CTAF) L 257.8 | 121.9 348.6 | 122.95 |



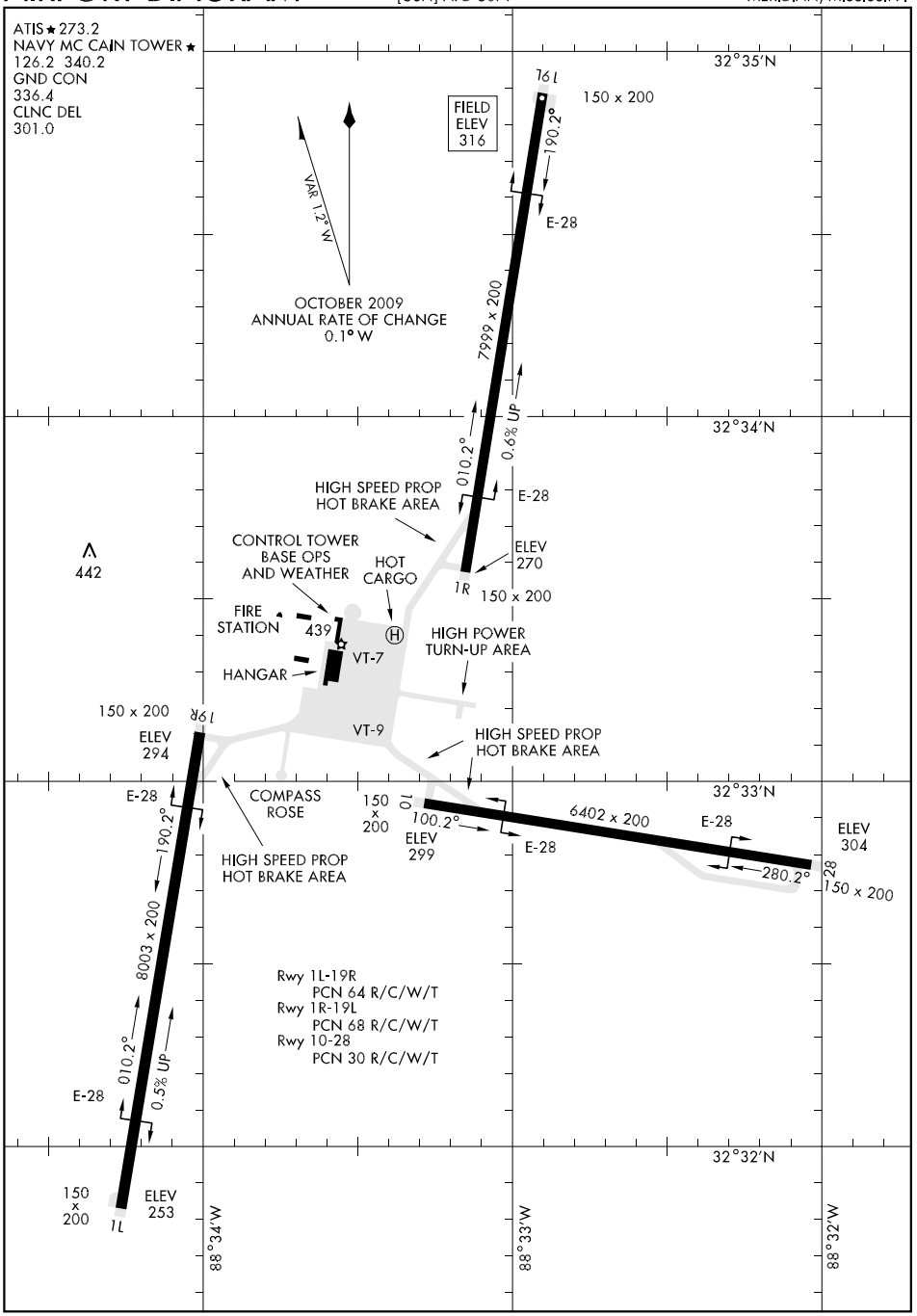




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING | 900-1 | 603 (700-1) | 900-1¾<br>603 (700-1¾) | 940-2<br>643 (700-2) | 1120-3<br>823 (900-3) |

| FAF to MAP 3.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |

SC-4, 14 JAN 2010 to 11 FEB 2010




SC-4, 14 JAN 2010 to 11 FEB 2010

# HI-ILS OR LOC/DME RWY 19L

| LOC I-NMM | APCH CRS | Rwy ldg 7999 / TDZE 316 / Arpt Elev 316 |
|---|---|---|
| 109.7 | 188° | |

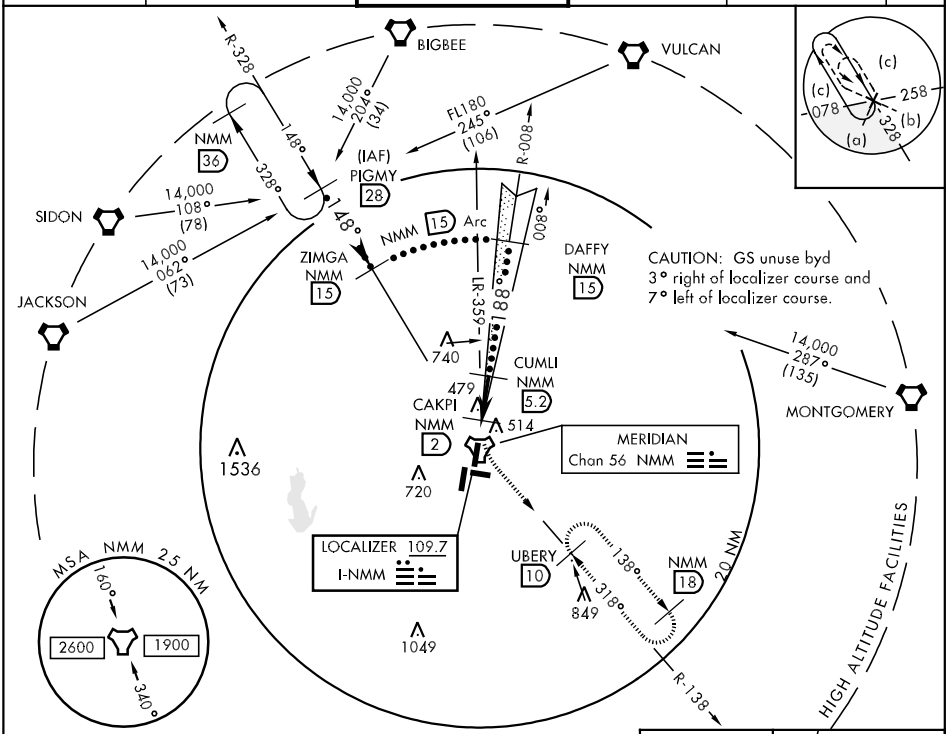
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ *When ALS inop, increase CAT CDE vis to ¾ mile.
**When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.

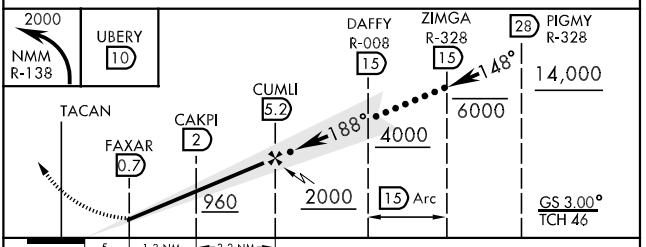
SSALR A3

MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

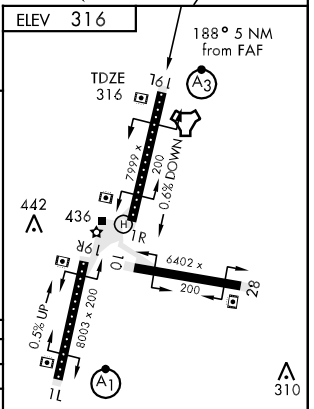
| ATIS * | MERIDIAN APP CON | NAVY MC CAIN TOWER * | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 273.2 | 120.95 276.4 | 126.2 340.2 | 336.4 | 301.0 | |




EMERG SAFE ALT 100 NM 3500




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 19L * | 516- ½ | 200 | (200-½) |
| S-LOC 19L** | 700- ¾ | 384 | (400-¾) |
| CIRCLING | 820-1½ 504 (600-1½) | 880-2 564 (600-2) | 1060-2¾ 744 (800-2¾) |




HIRL Rwy 1R-19L, 1L-19R
HIRL Rwy 10-28

# HI-TACAN RWY 1L

| TACAN NMM Chan 56 | APCH CRS 022° | Rwy Idg 8003 / TDZE 253 / Arpt Elev 316 |
|---|---|---|

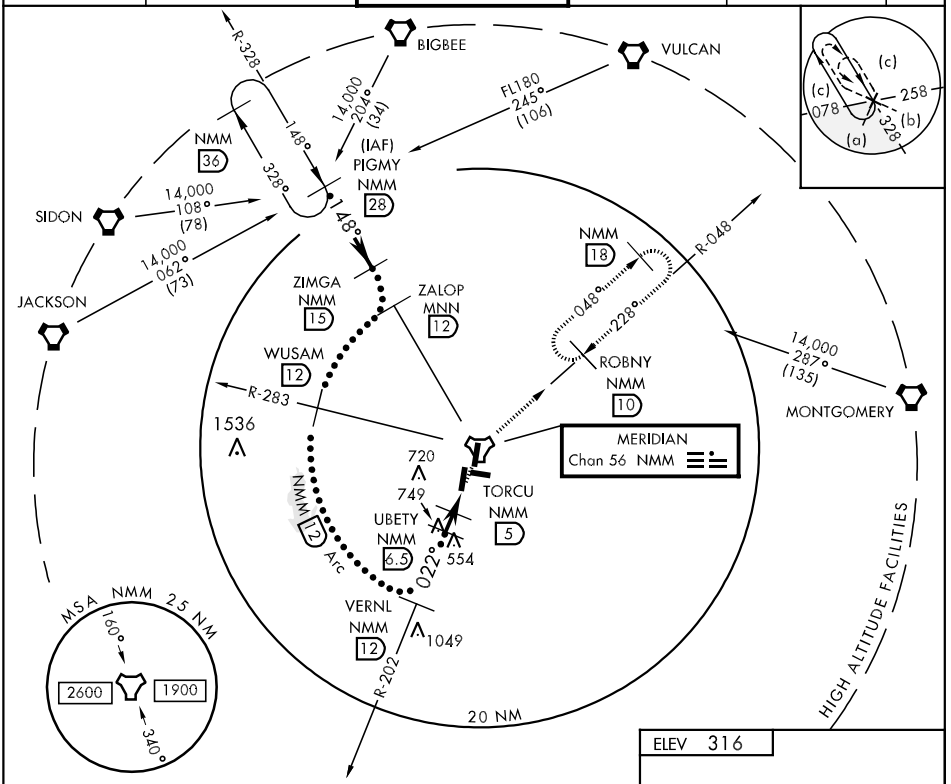
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

* When ALS inop, increase CAT C vis to 1½ miles, CAT DE to 1¾ miles.

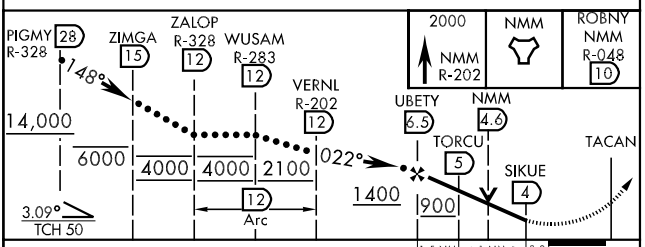
ALSF-1

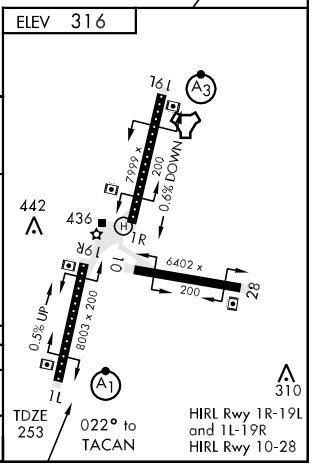
MISSED APPROACH: Climb to 2000 via NMM R-202 to NMM TACAN then via R-048 to ROBNY and hold.

| ATIS * | MERIDIAN APP CON | NAVY MC CAIN TOWER * | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 273.2 | 120.95 276.4 | 126.2 340.2 | 336.4 | 301.0 | |




EMERG SAFE ALT 100 NM 3500




| CATEGORY | C | D | E |
|---|---|---|---|
| S- 1L * | 780-1 527 (500-1) | 780-1¼ 527 (500-1¼) | |
| CIRCLING | 820-1½ 504 (600-1½) | 880-2 564 (600-2) | 1060-2¾ 744 (800-2¾) |

# HI-TACAN RWY 19L

| TACAN NMM Chan 56 | APCH CRS 178° | Rwy ldg 7999 TDZE 316 Arpt Elev 316 |
|---|---|---|

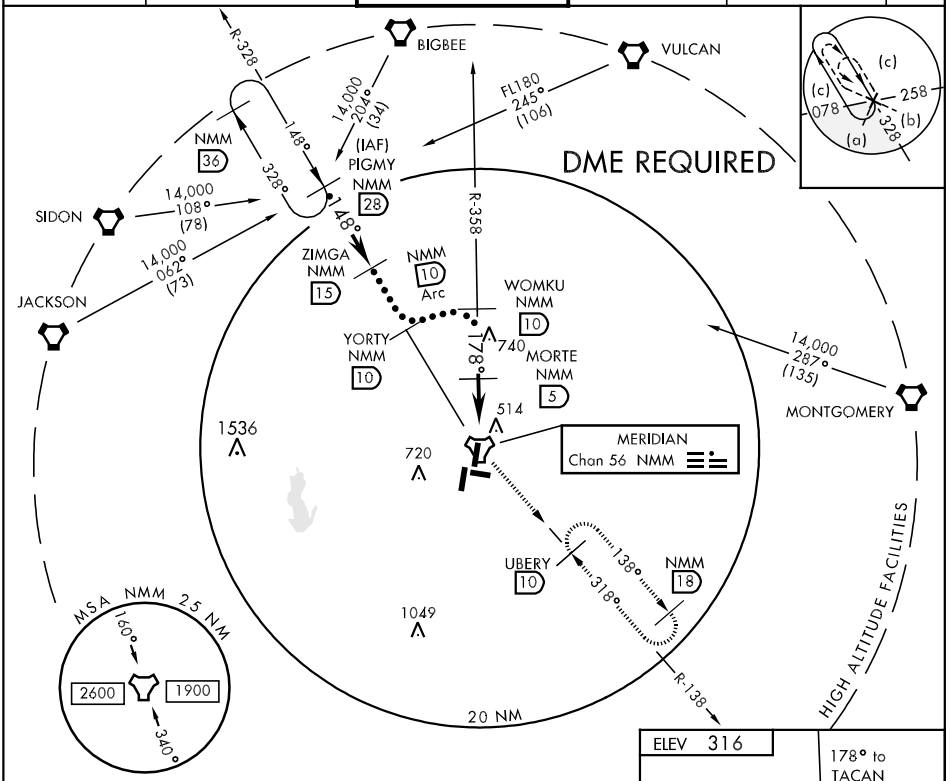
JAL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

▼ * When ALS inop, increase CAT C vis to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles.

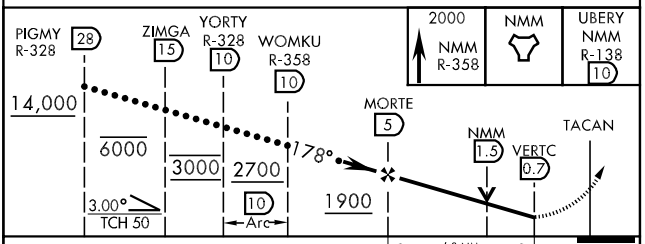
SSALR A3

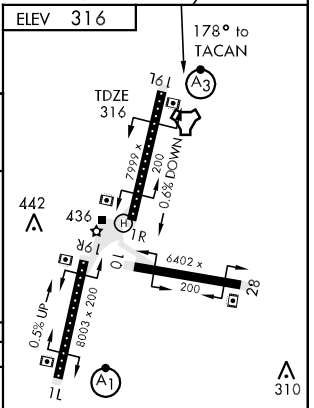
MISSED APPROACH: Climb to 2000 via NMM R-358 to TACAN then via R-138 to UBERY and hold.

| ATIS ★ | MERIDIAN APP CON | NAVY MC CAIN TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 273.2 | 120.95 276.4 | 126.2 340.2 | 336.4 | 301.0 | |




EMERG SAFE ALT 100 NM 3500




| CATEGORY | C | D | E |
|---|---|---|---|
| S- 19L * | 780-¾ 464 (500-¾) | 780-1 464 (500-1) | 780-1¼ 464 (500-1¼) |
| CIRCLING | 820-1½ 504 (600-1½) | 880-2 564 (600-2) | 1060-2¾ 744 (800-2¾) |

HIRL Rwy 1R-19L, 1L-19R
HIRL Rwy 10-28

# ILS or LOC/DME RWY 19L

| LOC I-NMM | APCH CRS | Rwy ldg | 7999 |
|---|---|---|---|
| 109.7 | 188° | TDZE | 316 |
| | | Arpt Elev | 316 |

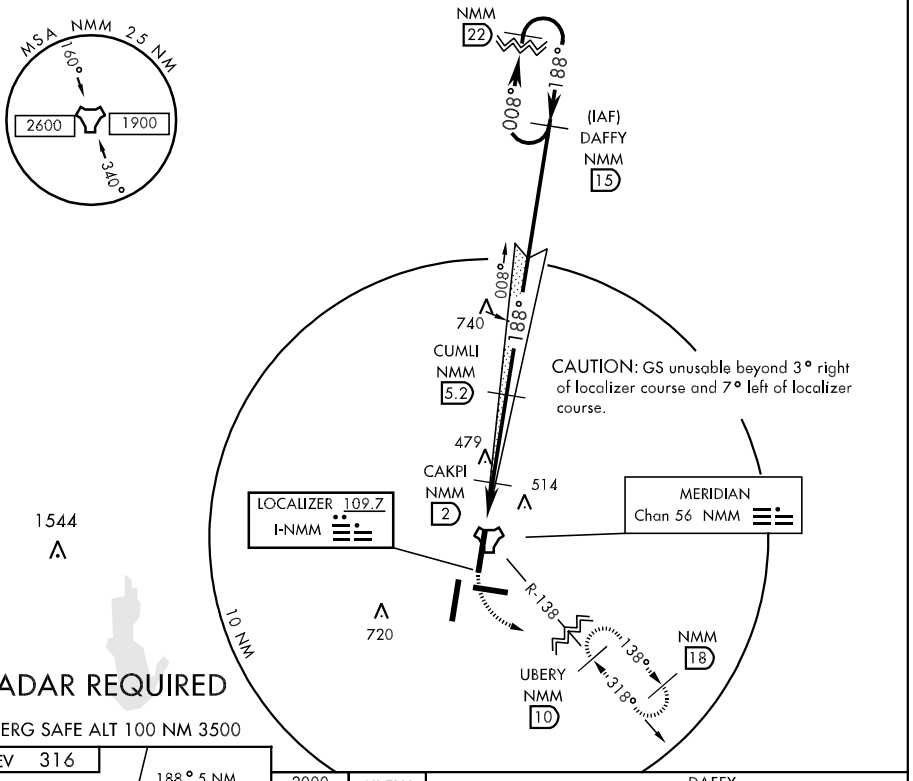
AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

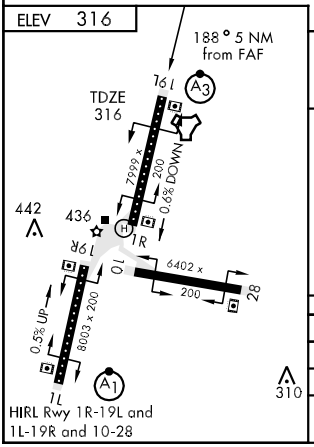
* When ALS inop, increase All CAT vis to ¾ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ miles.

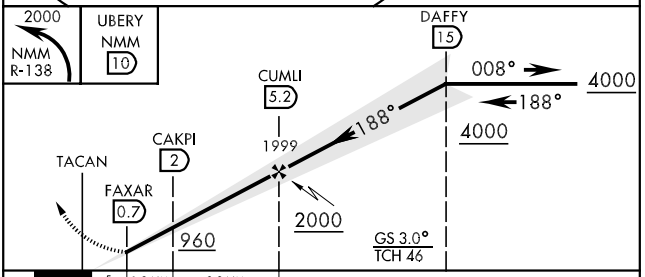
SSALR A3

MISSED APPROACH: Climbing left turn to 2000 via NMM R-138 to UBERY and hold.

| ATIS ★ | MERIDIAN APP CON | NAVY MC CAIN TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 273.2 | 120.95 276.4 | 126.2 340.2 | 336.4 | 301.0 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19L * | 516-½ | 200 (200-½) | | |
| S-LOC 19L ** | 700-½ 384 (400-½) | | 700-¾ 384 (400-¾) | |
| CIRCLING | 820-1 504 (600-1) | | 820-1 1/2 504 (600-1 ½) | 880-2 564 (600-2) |

# RNAV (GPS) RWY 1L

| APCH CRS | Rwy ldg | 8003 |
|---|---|---|
| 008° | TDZE | 253 |
| | Arpt Elev | 316 |

AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

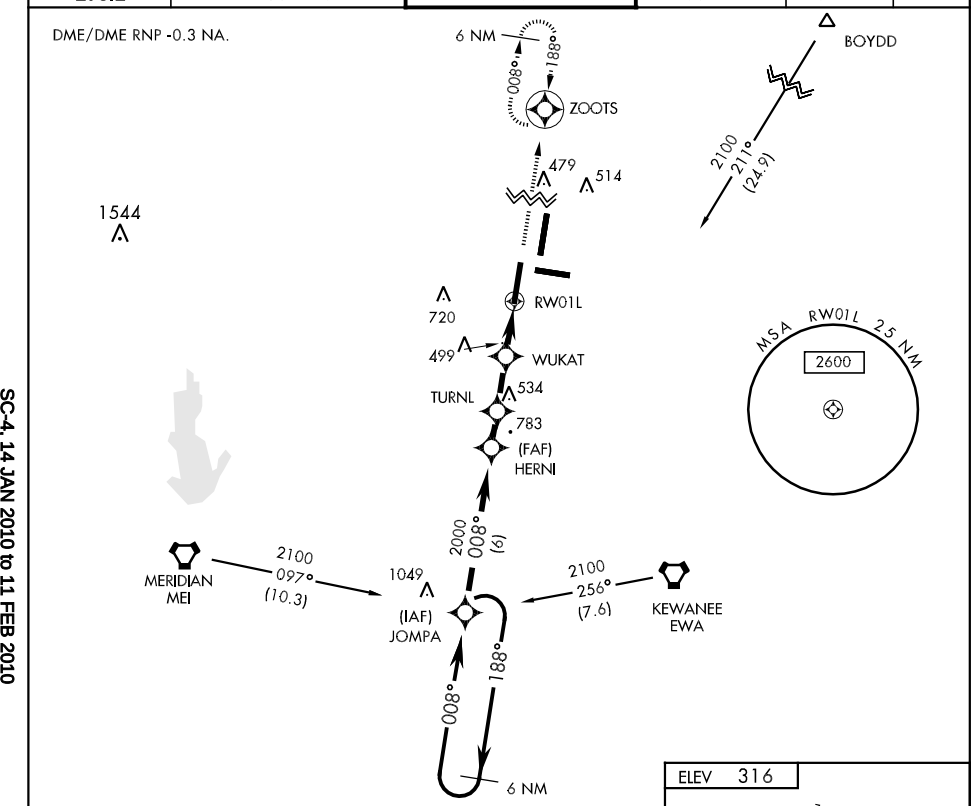
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1½ miles, CAT E to 1¾ miles.

SSALR (A3)

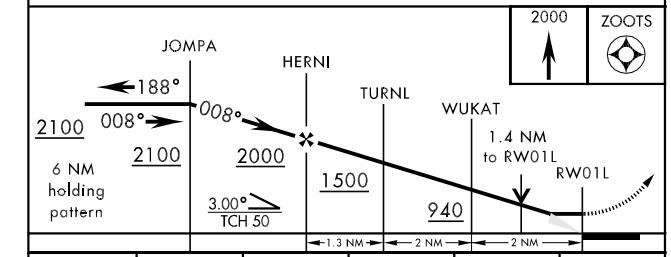
MISSED APPROACH: Climb to 2000 direct ZOOTS and hold.

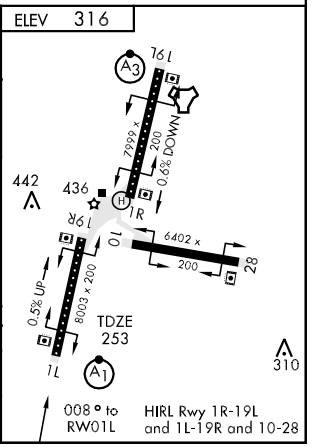
| ATIS ★ | MERIDIAN APP CON | NAVY MC CAIN TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 273.2 | 120.95 276.4 | 126.2 340.2 | 336.4 | 301.0 | |

DME/DME RNP -0.3 NA.




EMERG SAFE ALT 100 NM 3500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 760-½ 507 (500-½) | | 760-1 507 (500-1) | | 760-1¼ 507 (500-1¼) |
| CIRCLING | 820-1 504 (600-1) | | 820-1½ 504 (600-1½) | 880-2 564 (600-2) | 1060-2¾ 744 (800-2¾) |



SC-4, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 19L

| APCH CRS | Rwy ldg | 7999 |
|---|---|---|
| 188° | TDZE | 316 |
| | Arpt Elev | 316 |

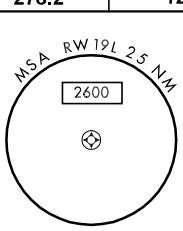
AL-5079 [USN] MERIDIAN NAS (MC CAIN FIELD) (KNMM)

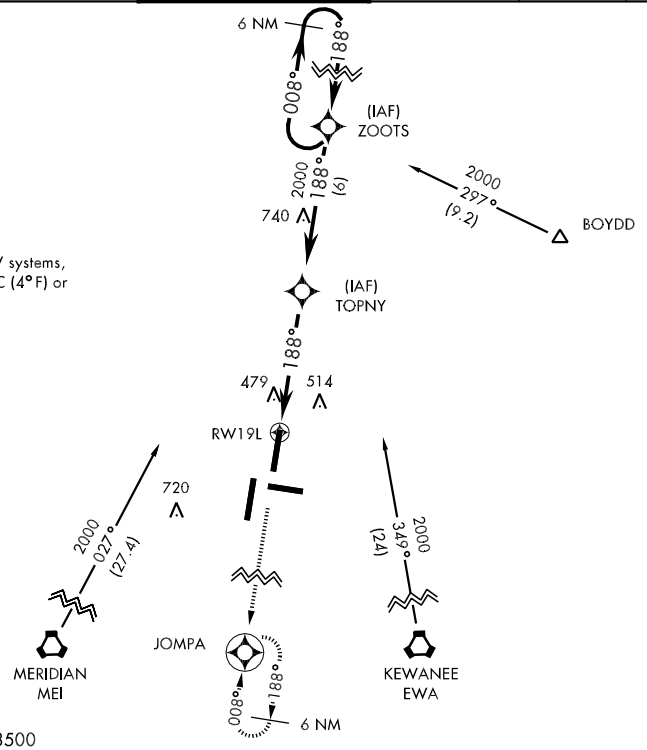
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT DE to 1½ miles.
** When ALS inop, increase All CAT vis to 1¾ miles.

SSALR (A3)

MISSED APPROACH: Climb to 2100 direct JOMPA and hold.

| ATIS ★ | MERIDIAN APP CON | NAVY MC CAIN TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 273.2 | 120.95 276.4 | 126.2 340.2 | 336.4 | 301.0 | |



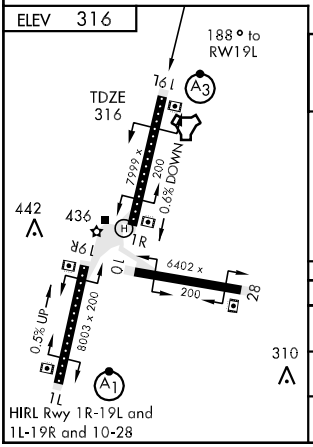



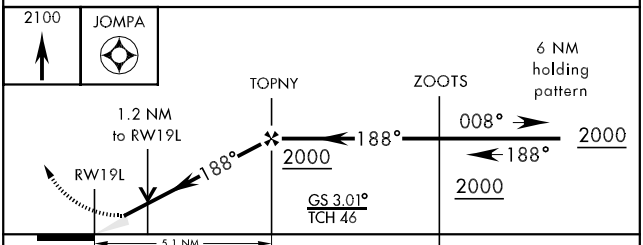

For uncompensated BaroVNAV systems, LNAV/VNAV NA below -15° C (4° F) or above 41°C (107°F).

DME/DME RNP -0.3 NA.

1544

EMERG SAFE ALT 100 NM 3500




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 760-½ 444 (500-½) | | 760-¾ 444 (500-¾) | 760-1 444 (500-1) | |
| LNAV/VNAV DA** | 820-1¼ 504 (600-1¼) | | | | |
| CIRCLING | 820-1 504 (600-1) | | 820-1½ 504 (600-1½) | 880-2 564 (600-2) | 1060-2¾ 744 (800-2¾) |



SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-HEZ | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 111.35 | 133° | TDZE | 266 |
| | | Apt Elev | 272 |

NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

# ILS or LOC RWY 13

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting: increase all DAs to 599 feet and all visibilities to 1¼ miles; increase all MDAs 140 feet and S-LOC 13 Cat C visibility to 1½ miles, Cat D to 2 miles and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting.

NA

MALSR

MISSED APPROACH: Climb to 2000 then left turn direct HEZ VOR/DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) L |

ALTERNATE MISSED APCH FIX
ADF Required.
359° - 179°
NATCHEZ-ADAMS CO
388 HAH

LR-323
313°
1900 to Zutki Int 133° (6.2)
1900 NoPT HEZ 11.4 Arc
LR-302
(IF) CASDU HEZ 11.4
088°
268°
(IAF) ZUTKI INT HEZ 5.2
133°
078°
NATCHEZ-ADAMS CO 388 HAH
R-044
(IAF) NIFSO HEZ 11.4
1900 NoPT HEZ 11.4 Arc
1900 to Zutki Int 312° (5.2)
419±
852
NATCHEZ 110.0 HEZ Chan 37
133°
313°
10 NM
486
440±
451
500
R-248
LOCALIZER 111.35 I-HEZ
728
R-133
MSA HEZ 25 NM
2300
(IAF) NIFTE HEZ 11.4
1207
840

ADF or DME REQUIRED

ELEV 272
133° 4.9 NM from FAF
338±
339±
TDZE 266
6500 X 150
5000 X 150
353
18
36
31
HIRL Rwy 13-31
MIRL Rwy 18-36 L
325±

Remain within 10 NM
ZUTKI INT HEZ 5.2
313°
1900
CASDU HEZ 11.4
1900
133°
133°
HEZ 0.4
GS 3.00°
TCH 54
1900
6.2 NM
4.9 NM

| 2000 | HEZ 110.0 |
|---|---|

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | | 466-½ | 200 (200-½) | |
| S-LOC 13 | 680-½ | 414 (500-½) | 680-¾ | 414 (500-¾) |
| CIRCLING | 740-1 | 468 (500-1) | 780-1½ 508 (600-1½) | 840-2 568 (600-2) |

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| CH 50505 | 133° | TDZE | 266 |
| W13A | | Apt Elev | 272 |

# RNAV (GPS) RWY 13

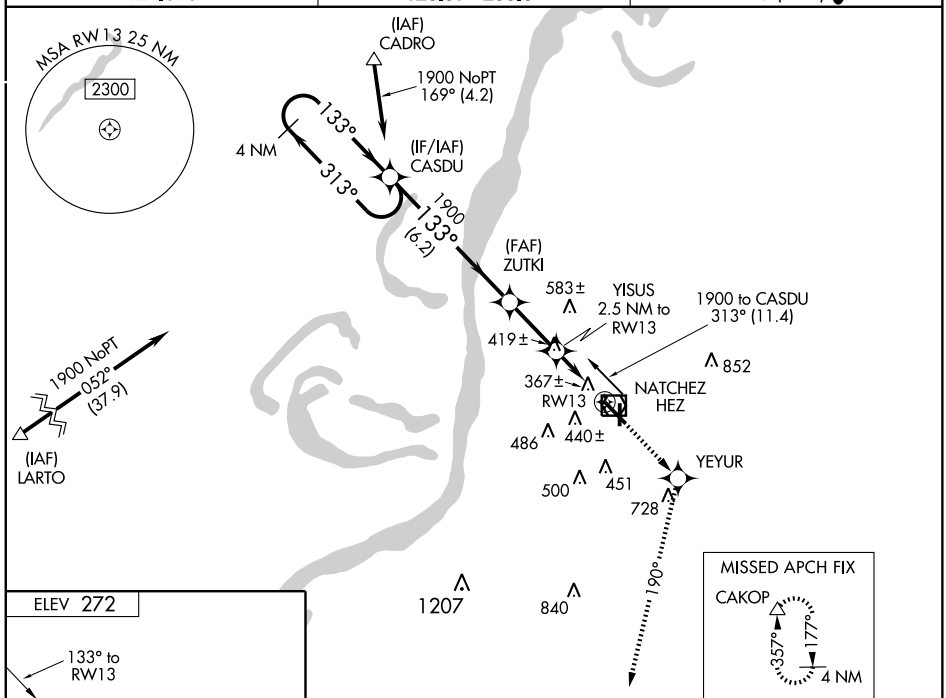
NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

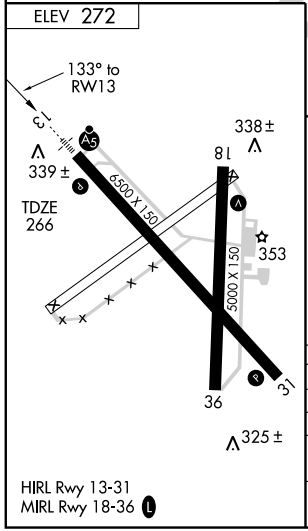
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. BARO VNAV and VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. When local altimeter setting not received, use Vicksburg Rgnl altimeter setting: increase all LPV DAs to 655 and all visibilities to 1¼ miles; all LNAV/VNAVs DA to 785 and all visibilities to 1¾ miles; all MDAs 140 feet and LNAV Cat C visibility to 1½ miles, Cat D to 2 miles and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility ¼ mile.

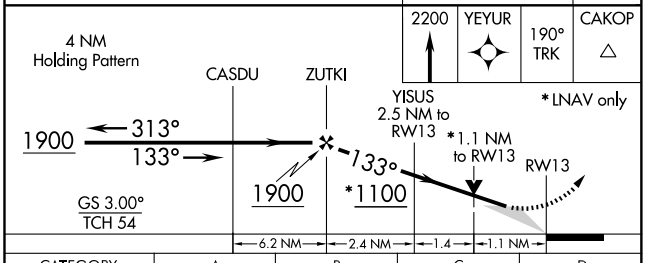
MALSR

MISSED APPROACH: Climb to 2200 direct YEYUR and via 190° track to CAKOP and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 522-½ | 256 (300-½) | |
| LNAV/VNAV DA | | 652-¾ | 386 (400-¾) | |
| LNAV MDA | 680-½ 414 (500-½) | | 680-¾ 414 (500-¾) | 680-1 414 (500-1) |
| CIRCLING | 740-1 468 (500-1) | | 780-1½ 508 (600-1½) | 840-2 568 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 178° | TDZE | 272 |
| | Apt Elev | 272 |

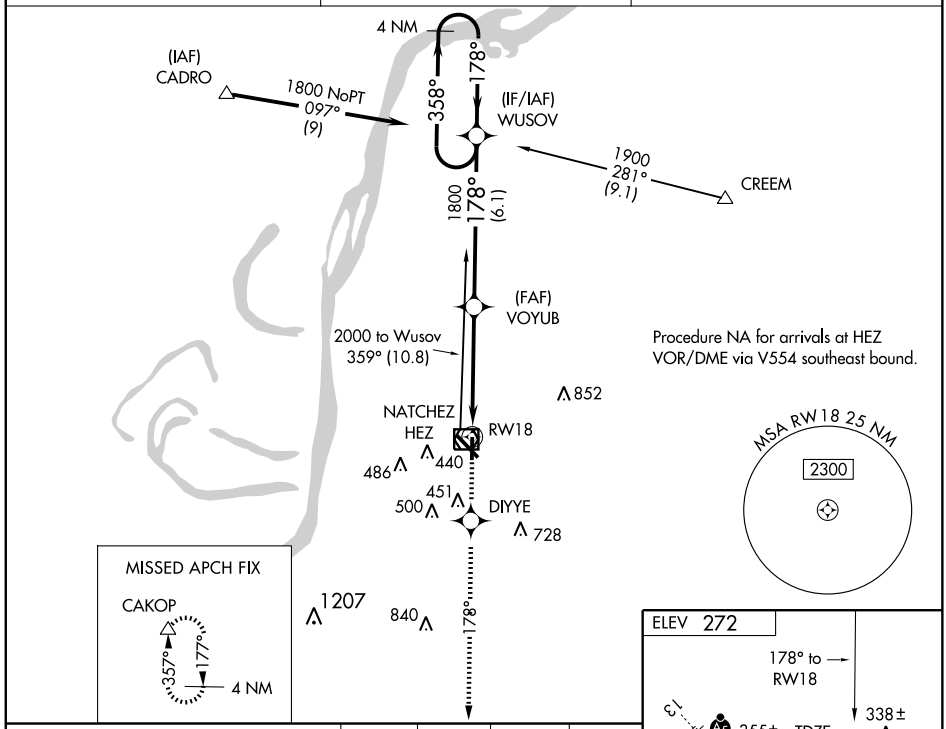
# RNAV (GPS) RWY 18

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase visibility Cats C and D ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 direct DIYYE and via 178° track to CAKOP and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 348 (400-1) | | | 620-1¼ 348 (400-1¼) |
| CIRCLING | 740-1 468 (500-1) | | 780-1½ 508 (600-1½) | 840-2 568 (600-2) |

HIRL Rwy 13-31
MIRL Rwy 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6500 |
|---|---|---|
| 313° | TDZE | 272 |
| | Apt Elev | 272 |

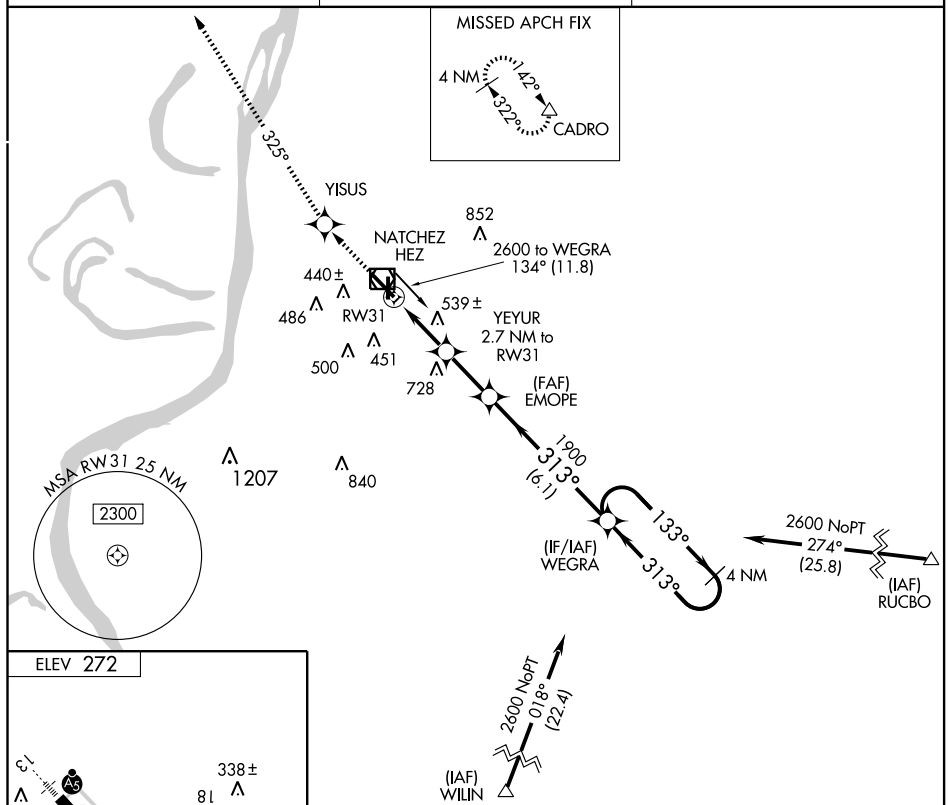
# RNAV (GPS) RWY 31

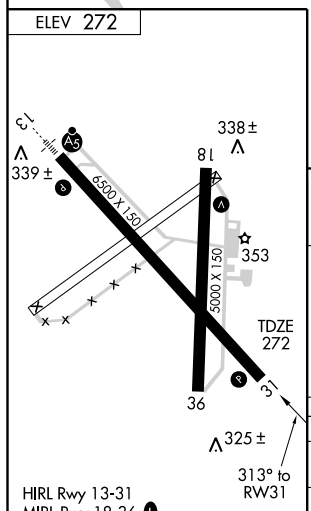
NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

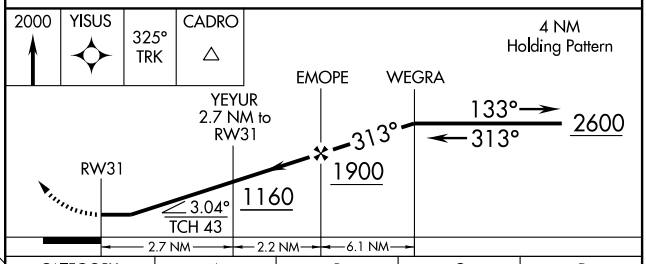
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When VGSI inoperative, straight-in minimums NA at night. When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet and visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 2000 direct YISUS and via 325° track to CADRO and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 528 (600-1) | | 800-1½ 528 (600-1½) | 800-1¾ 528 (600-1¾) |
| CIRCLING | 800-1 528 (600-1) | | 800-1½ 528 (600-1½) | 840-2 568 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 005° | TDZE | 272 |
| | Apt Elev | 272 |

# RNAV (GPS) RWY 36

NATCHEZ/ HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and visibility Cat C ¼ mile and Cat D ½ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 2000 direct AYINU and via 316° track to CADRO and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) |

MISSED APCH FIX

4 NM 142° 322° CADRO

316° (6.1) AYINU 852

NATCHEZ HEZ 440 486

1900 to Cakop 177° (12)

(MAP) AYEYI 451 500 728 466

500

519± (FAF) BOKPE 840 1207

1900 353° (6.4)

(IF/IAF) CAKOP

177° 357°

1900 NoPT 309° (11.4)

(IAF) SETTA

4 NM

1900 NoPT 069° (27.4)

(IAF) JOHON

1900 NoPT 357° (17.6)

(IAF) WILIN

MSA AYEYI 25 NM 2300

ELEV 272

13 339± 338± 81 6500 X 150 5000 X 150 353 TDZE 272 36 31 325±

005° 4.5 NM to AYEYI

HIRL Rwy 13-31

MIRL Rwy 18-36 (L)

| 2000 | AYINU | 316° TRK | CADRO |
|---|---|---|---|

4 NM Holding Pattern

CAKOP BOKPE AYEYI RW36

1900 ←177° 357°→ 1900 353° 1900 005°

3.04° TCH 40

6.4 NM 4.5 NM 0.5

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 508 (600-1) | | 780-1½ 508 (600-1½) | |
| CIRCLING | 780-1 508 (600-1) | | 780-1½ 508 (600-1½) | 840-2 568 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

NATCHEZ, MISSISSIPPI

| VOR/DME HEZ | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 110.0 | 124° | TDZE | 266 |
| Chan 37 | | Apt Elev | 272 |

AL-967 (FAA)
NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

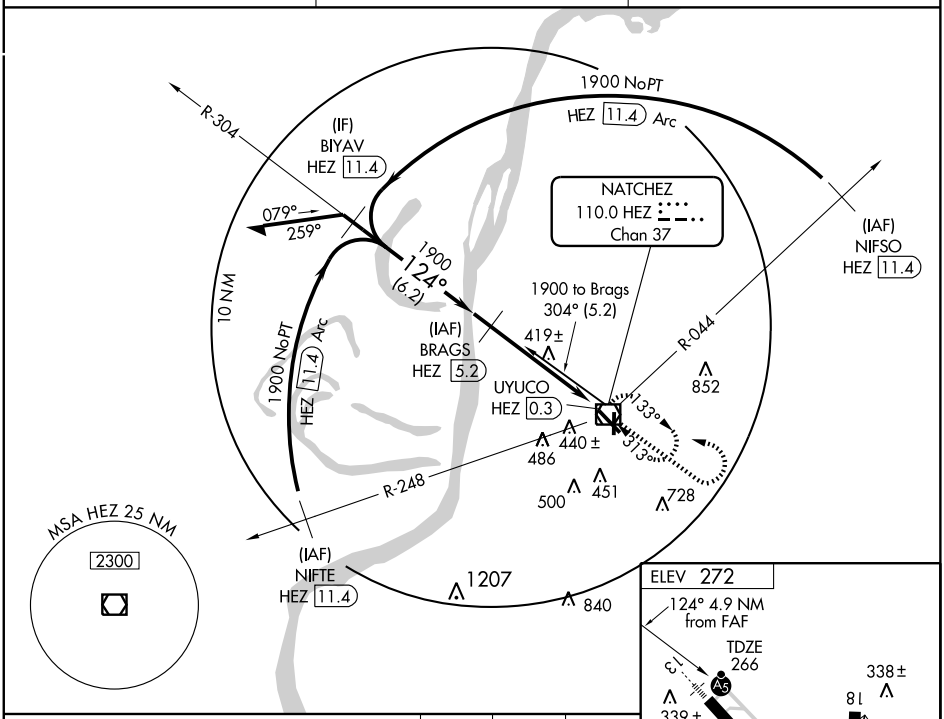
# VOR/DME RWY 13

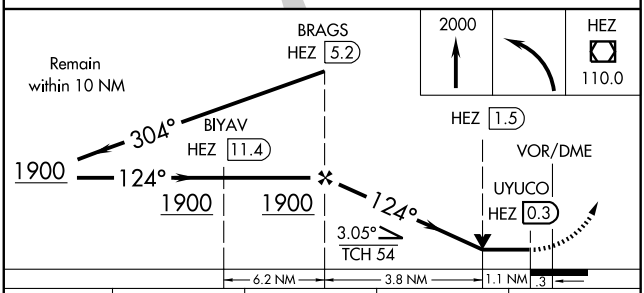
If local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet, and increase S-13 Cats A and B visibility to 1 mile, Cat C to 1½ miles, Cat D to 1¾ miles, and circling Cat C visibility to 1¾ miles, Cat D to 2¼ miles. Visibility reduction by helicopters NA. VDP NA when using Vicksburg Tallulah Rgnl altimeter setting. Inoperative table does not apply when using Vicksburg Tallulah Rgnl altimeter setting. For inoperative MALSR, increase S-13 Cats A and B visibility to 1 mile.

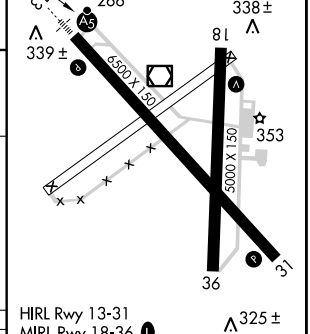
MALSR

MISSED APPROACH: Climb to 2000 then left turn direct HEZ VOR/DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 680-¾ 414 (500-¾) | | | |
| CIRCLING | 740-1 468 (500-1) | | 780-1½ 508 (600-1½) | 840-2 568 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

| VOR/DME HEZ | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 110.0 | 197° | TDZE | 272 |
| Chan 37 | | Apt Elev | 272 |

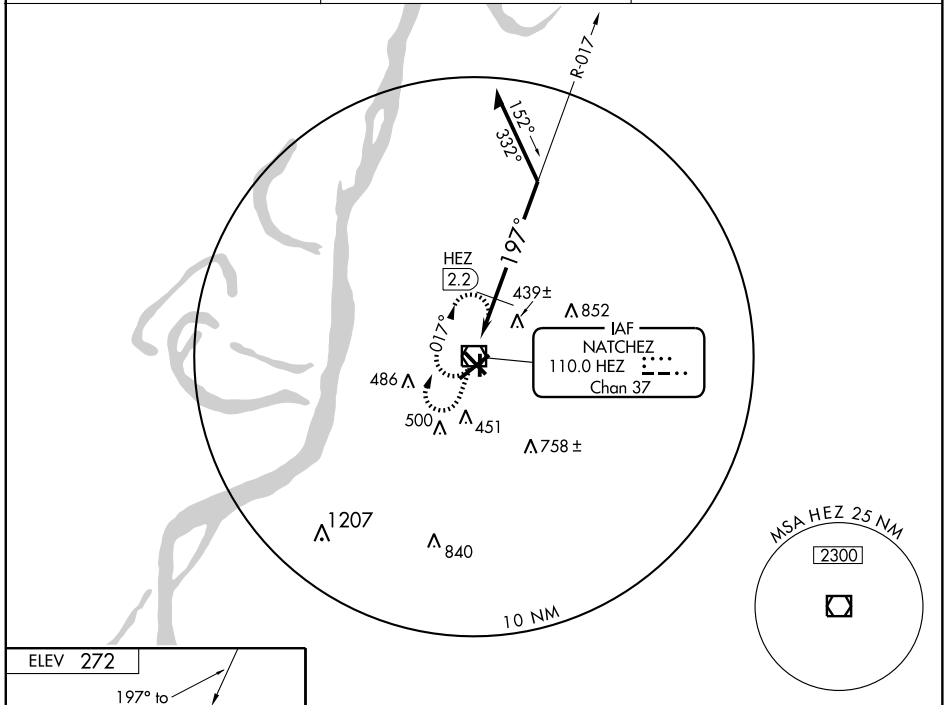
# VOR RWY 18

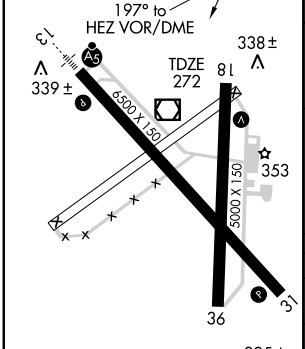
NATCHEZ/
HARDY-ANDERS FIELD NATCHEZ-ADAMS COUNTY (HEZ)

NA Inoperative table does not apply.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 in HEZ VOR/DME holding pattern.

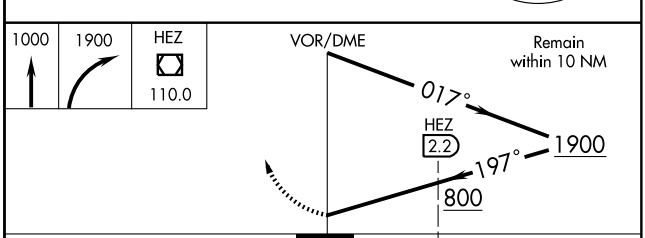
| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.675 | 120.97 299.6 | 122.8 (CTAF) L |




HIRL Rwy 13-31
MIRL Rwy 18-36 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 800-1 528 (600-1) | | 800-1½ 528 (600-1½) | 800-1¾ 528 (600-1¾) |
| CIRCLING | 800-1 528 (600-1) | | 800-1½ 528 (600-1½) | 840-2 568 (600-2) |
| DME MINIMUMS | | | | |
| S-18 | 700-1 428 (500-1) | | 700-1¼ 428 (500-1¼) | 700-1½ 428 (500-1½) |
| CIRCLING | 720-1 448 (500-1) | 740-1 468 (500-1) | 780-1½ 508 (600-1½) | 840-2 568 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

NEW ALBANY, MISSISSIPPI AL-10266 (FAA)

| APP CRS | Rwy Idg | 3903 |
|---|---|---|
| 177° | TDZE | 413 |
| | Apt Elev | 413 |

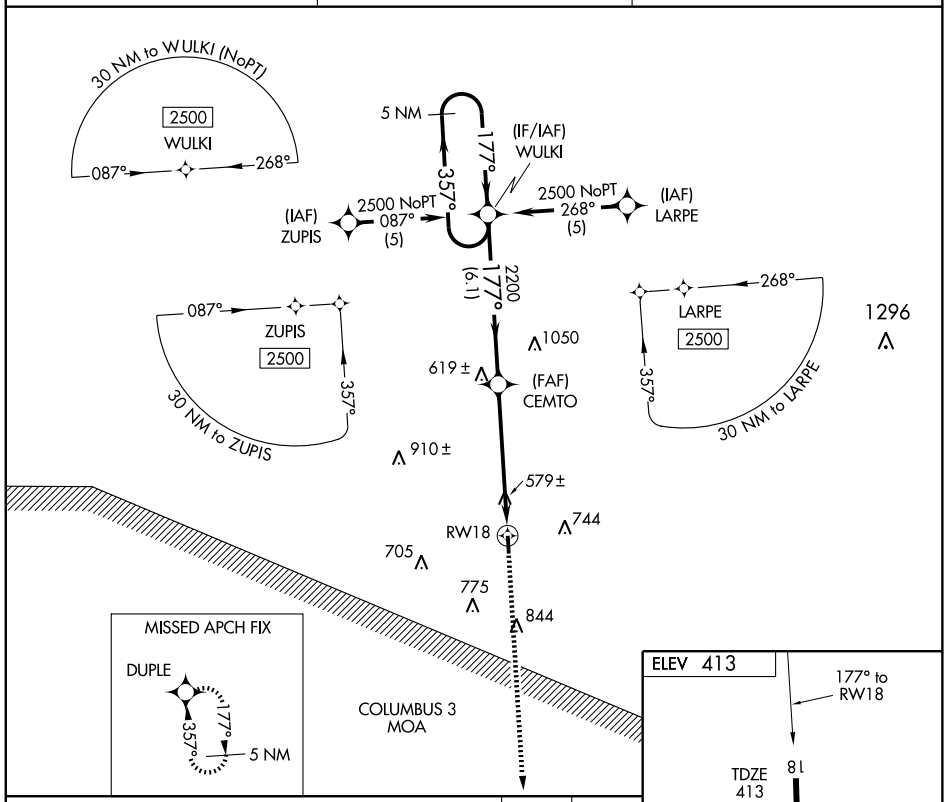
# RNAV (GPS) RWY 18

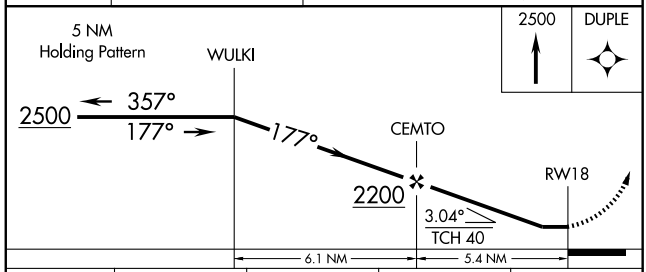
## NEW ALBANY-UNION CO (M72)

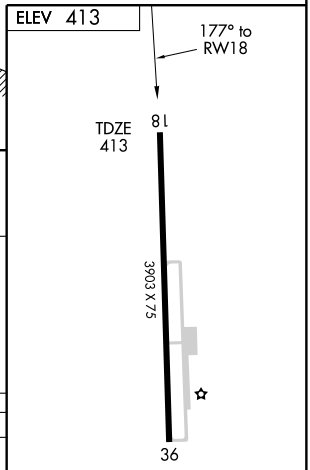
T
NA Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct DUPLE and hold.

| TUPELO ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.525 | 135.9 273.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 900-1 | 487 (500-1) | 900-1¼ 487 (500-1¼) | NA |
| CIRCLING | 940-1 | 527 (600-1) | 940-1½ 527 (600-1½) | NA |

MIRL Rwy 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

NEW ALBANY, MISSISSIPPI

AL-10266 (FAA)

| APP CRS | Rwy Idg | 3903 |
|---|---|---|
| 357° | TDZE | 413 |
| | Apt Elev | 413 |

# RNAV (GPS) RWY 36

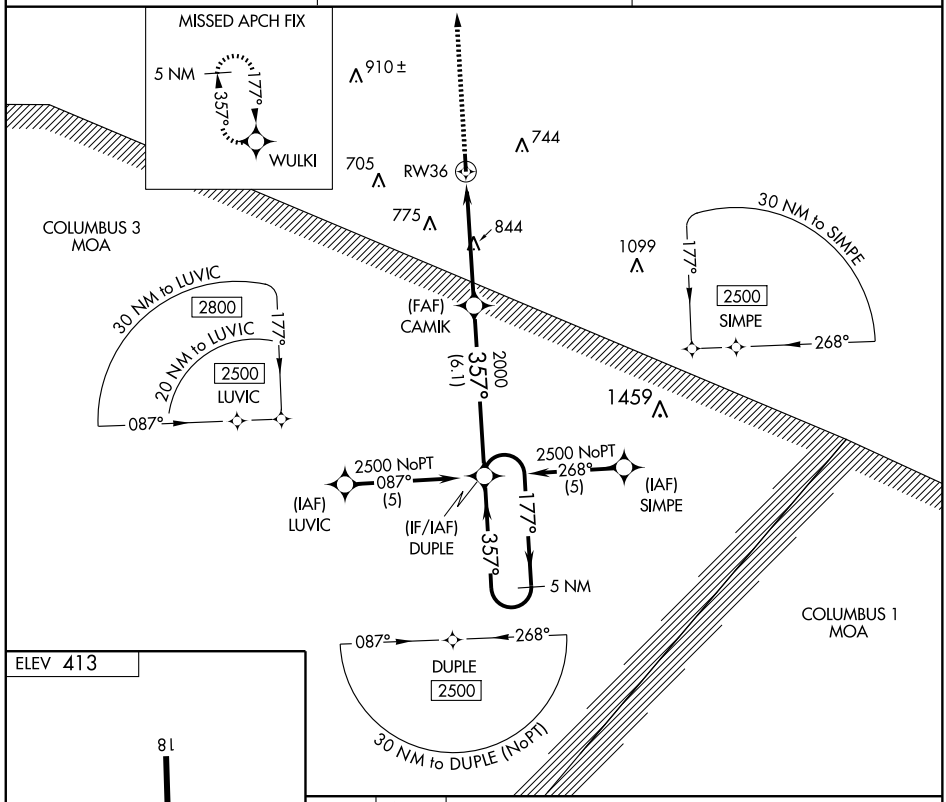
## NEW ALBANY-UNION CO (M72)

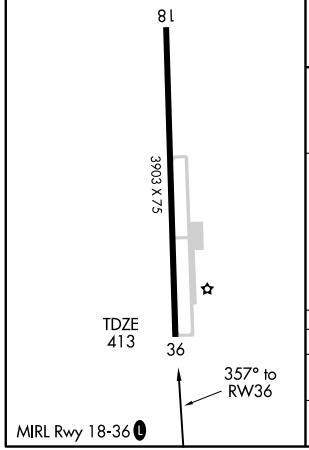
T
NA

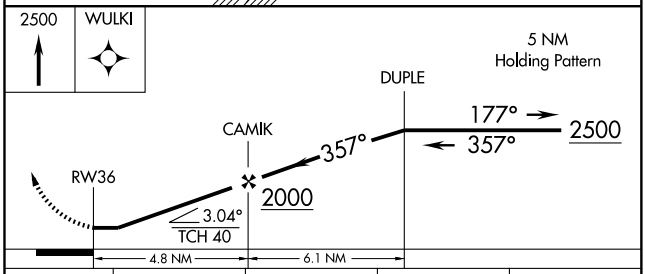
Use Tupelo altimeter setting, if not received, use Oxford altimeter setting and increase all MDAs 20 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct WULKI and hold.

| TUPELO ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 133.525 | 135.9 273.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1<br>807 (900-1) | 1220-1¼<br>807 (900-1¼) | 1220-2¼<br>807 (900-2¼) | NA |
| CIRCLING | 1220-1<br>807 (900-1) | 1220-1¼<br>807 (900-1¼) | 1220-2¼<br>807 (900-2¼) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

OKOLONA, MISSISSIPPI

AL-6780 (FAA)

09351

# RNAV (GPS) RWY 18

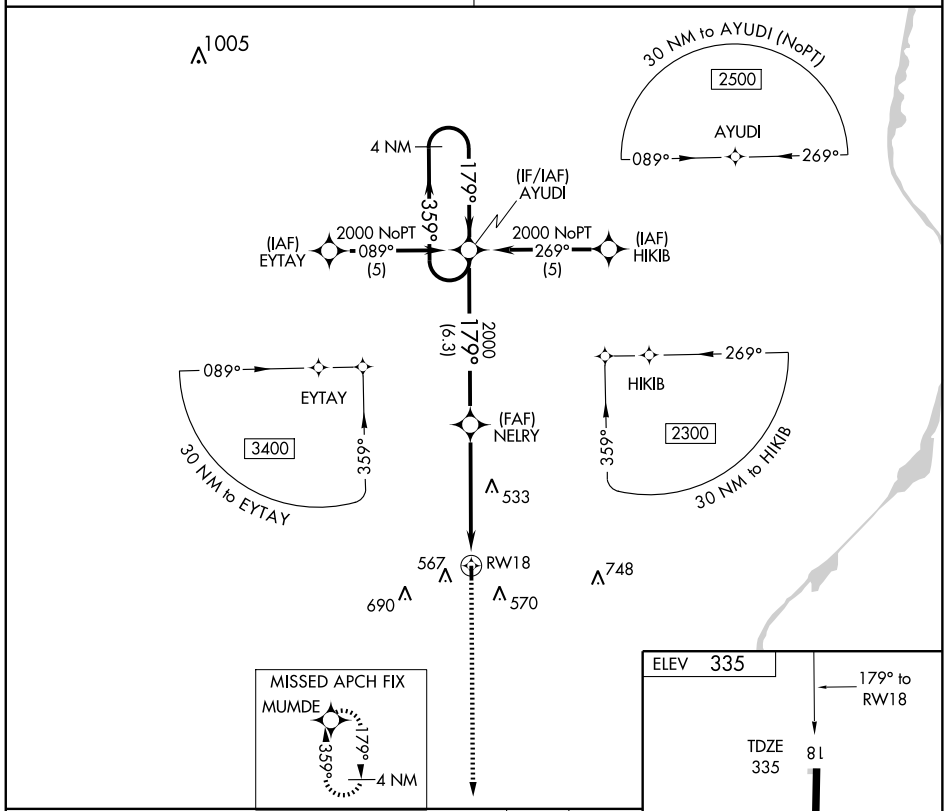
## OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

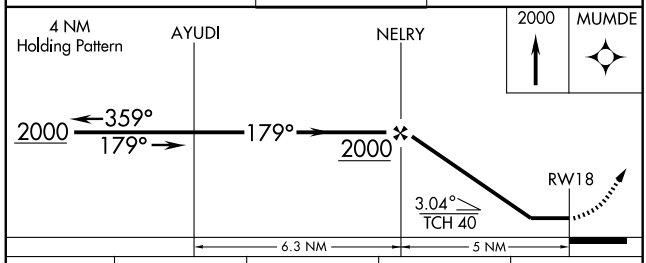
| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 179° | TDZE | 335 |
| | Apt Elev | 335 |

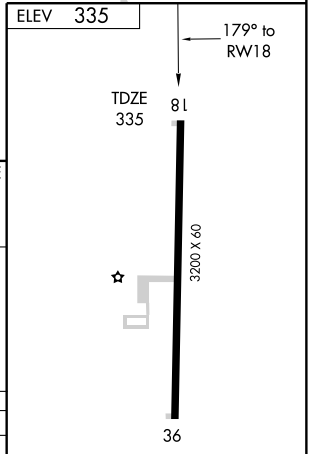
DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and all Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct MUMDE and hold.

| COLUMBUS APP CON * | CTAF |
|---|---|
| 126.075 229.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 485 (500-1) | | 820-1¼ 485 (500-1¼) | NA |
| CIRCLING | 920-1 585 (600-1) | | 920-1½ 585 (600-1½) | NA |

MIRL Rwy 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 36

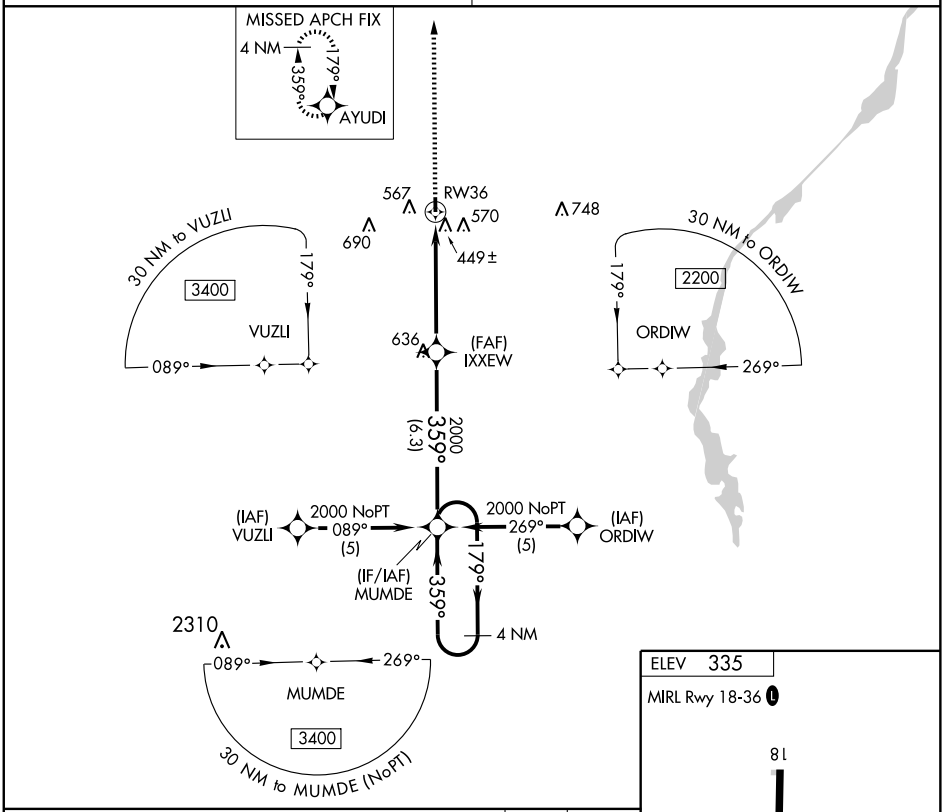
## OKOLONA MUNI-RICHARD STOVALL FIELD (5A4)

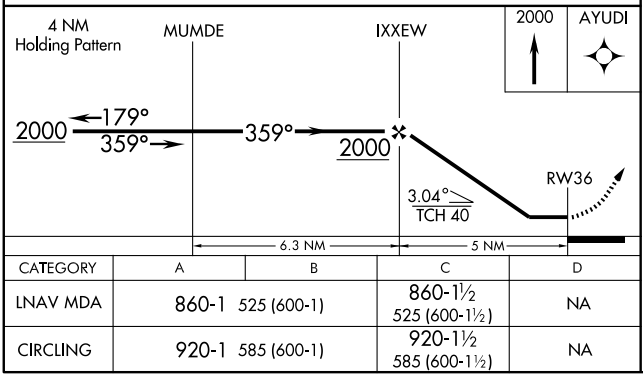
| APP CRS | Rwy Idg | 3200 |
|---|---|---|
| 359° | TDZE | 335 |
| | Apt Elev | 335 |

DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA.
Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ mile.

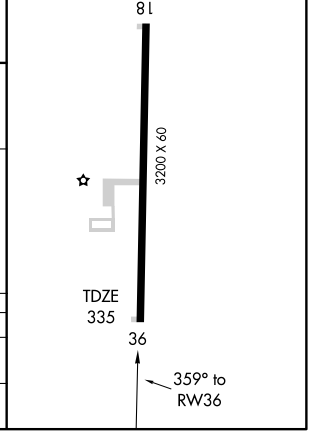
MISSED APPROACH: Climb to 2000 direct AYUDI and hold.

| COLUMBUS APP CON * | CTAF |
|---|---|
| 126.075 229.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 525 (600-1) | | 860-1½ 525 (600-1½) | NA |
| CIRCLING | 920-1 585 (600-1) | | 920-1½ 585 (600-1½) | NA |




SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-OLV | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 109.3 | 179° | TDZE | 402 |
| Chan 30 | | Apt Elev | 402 |

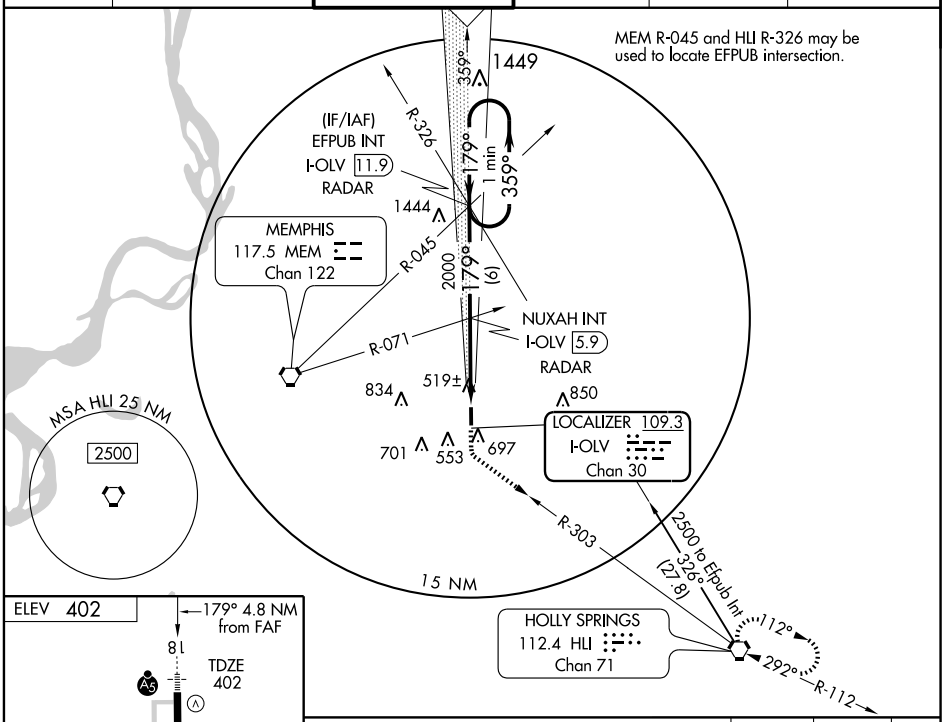
# ILS or LOC RWY 18
## OLIVE BRANCH (OLV)

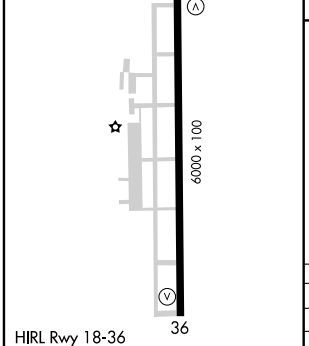
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet, and circling Cats C and D visibility ¼ mile. For inoperative MALSR, increase S-LOC 18 Cats A, B, C visibility to 1 mile. When using Memphis Intl altimeter setting; for inoperative MALSR, increase S-ILS 18, all Cats and S-LOC 18 Cats A and B visibility ¼ mile. Inoperative table does not apply to S-ILS 18. Visibility reduction by helicopters NA.

MALSR

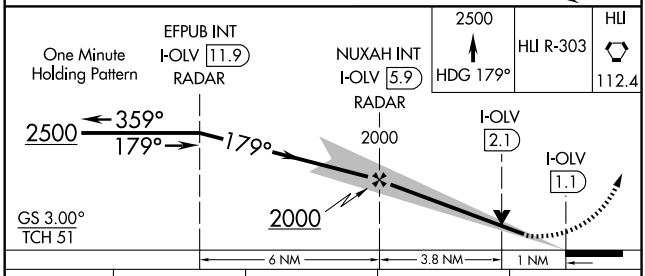
MISSED APPROACH: Climb to 2500 via heading 179° and HLI R-303 to HLI VORTAC and hold.

| ATIS | MEMPHIS APP CON | OLIVE BRANCH TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.925 | 121.0 125.8 338.3 | 125.275 (CTAF) L | 121.2 | 121.2 | 122.7 |




| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 652-¾ 250 (300-¾) | | | |
| S-LOC 18 | 780-¾ 378 (400-¾) | | | |
| CIRCLING | 1060-1 658 (700-1) | | 1060-1¾ 658 (700-1¾) | 1060-2 658 (700-2 ) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 61199 W18A | APP CRS 179° | Rwy Idg 6000 TDZE 402 Apt Elev 402 |
|---|---|---|

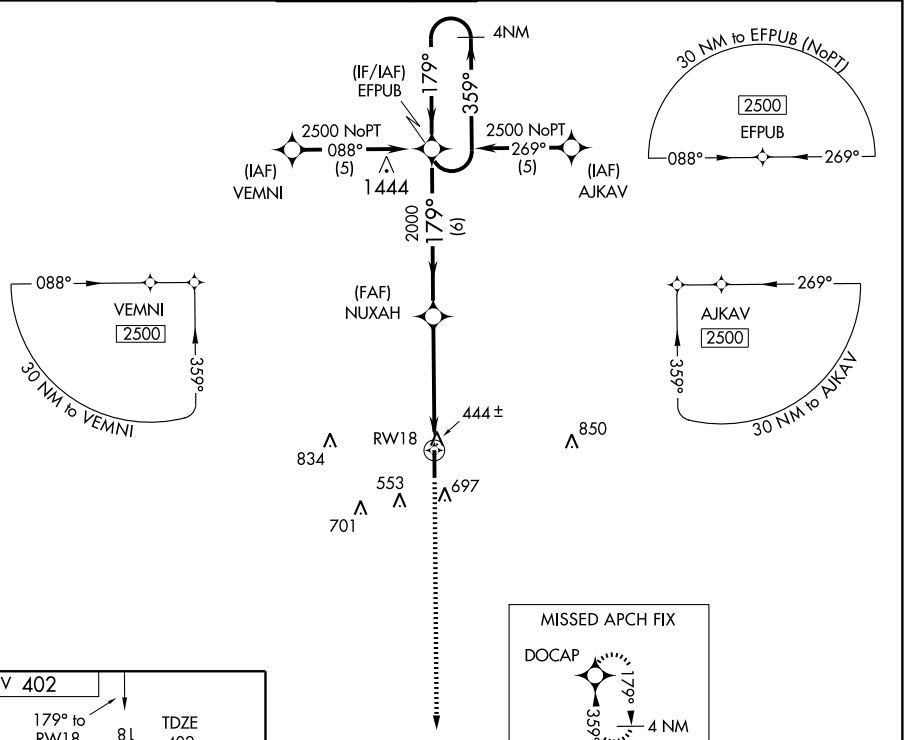
# RNAV (GPS) RWY 18
## OLIVE BRANCH (OLV)

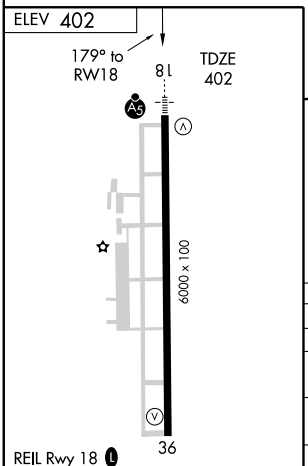
If local altimeter setting not received, use Memphis Intl altimeter setting and increase all DAs/MDAs 40 feet. BARO-VNAV and VDP NA when using Memphis Intl altimeter setting. BARO-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA.

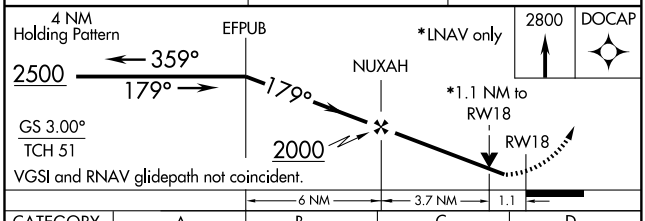
MALSR

MISSED APPROACH: Climb to 2800 direct DOCAP and hold.

| ATIS | MEMPHIS APP CON | OLIVE BRANCH TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.925 | 121.0 125.8 338.3 | 125.275 (CTAF) L | 121.2 | 121.2 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 652-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 702-1 300 (300-1) | | | |
| LNAV MDA | 780-1 378 (400-1) | | | 780-1¼ 378 (400-1¼) |
| CIRCLING | 1060-1 658 (700-1) | | 1060-1¾ 658 (700-1¾) | 1060-2 658 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

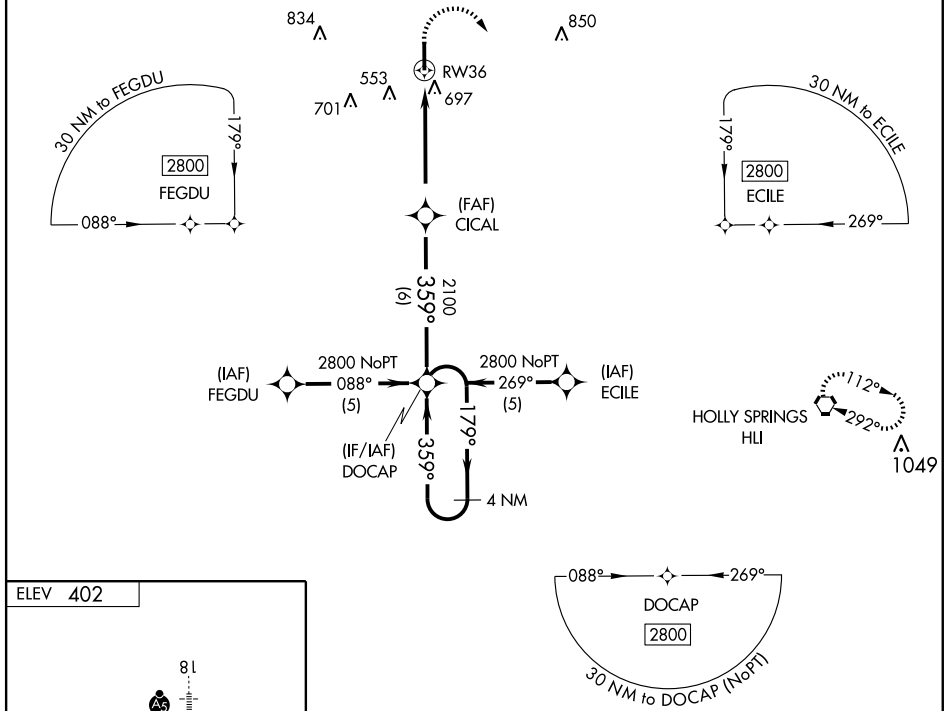
| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 359° | TDZE | 401 |
| | Apt Elev | 402 |

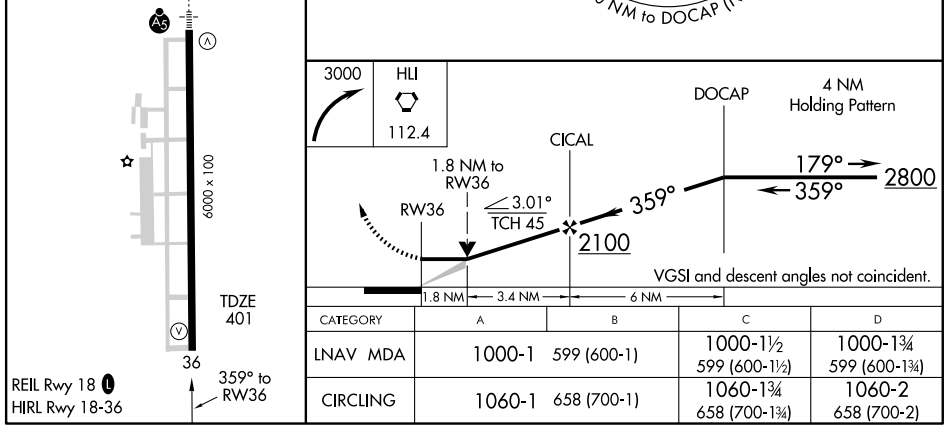
# RNAV (GPS) RWY 36
OLIVE BRANCH (OLV)

If local altimeter setting not received, use Memphis Intl altimeter setting and increase all MDAs 40 feet.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
VDP NA with Memphis Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 direct HLI VORTAC and hold.

| ATIS | MEMPHIS APP CON | OLIVE BRANCH TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.925 | 121.0 125.8 338.3 | 125.275 (CTAF) L | 121.2 | 121.2 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-1 | 599 (600-1) | 1000-1½ 599 (600-1½) | 1000-1¾ 599 (600-1¾) |
| CIRCLING | 1060-1 | 658 (700-1) | 1060-1¾ 658 (700-1¾) | 1060-2 658 (700-2) |

| LOC I-UVD | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| 111.7 | 090° | TDZE | 418 |
| | | Apt Elev | 452 |

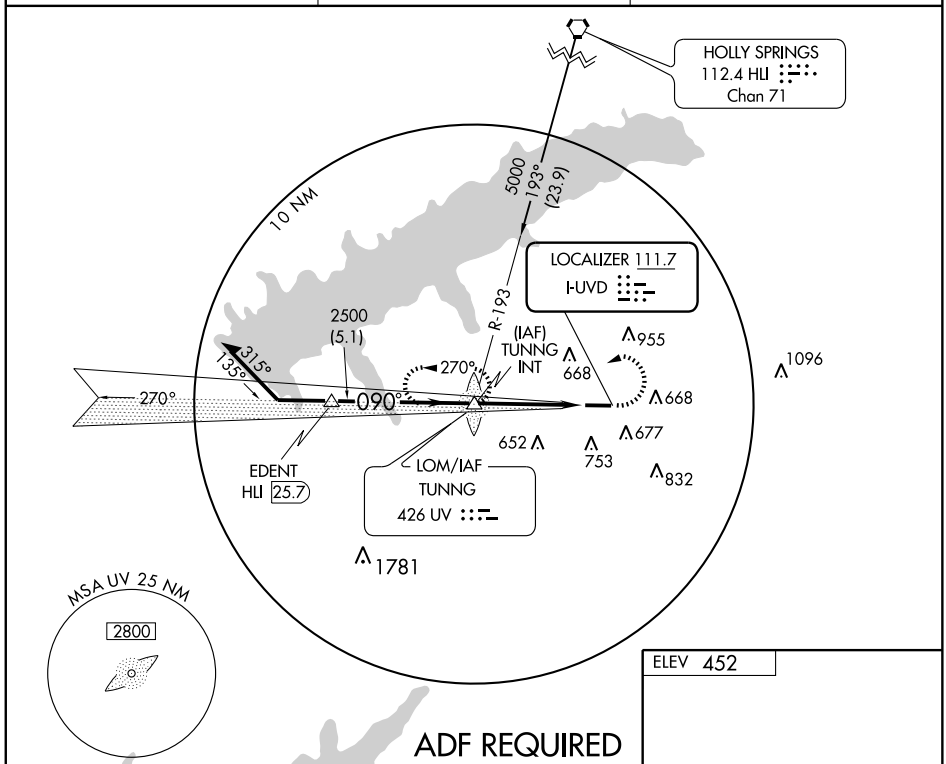
# LOC RWY 9

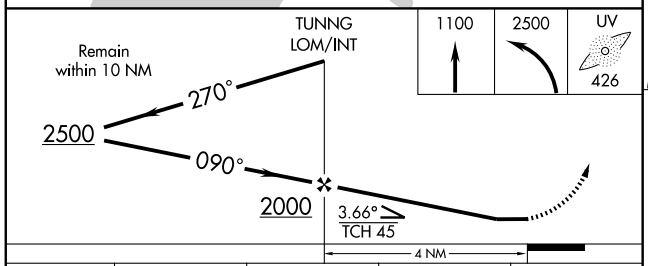
OXFORD/ UNIVERSITY-OXFORD (UOX)

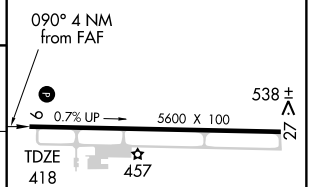
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 direct TUNNG LOM/Int and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 132.725 | 128.5 381.4 | 123.0 (CTAF) L |




MIRL Rwy 9-27 L
REIL Rwy 27

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 840-1 422 (400-1) | | 840-1¼ 422 (400-1¼) | |
| CIRCLING | 980-1 528 (600-1) | | 1060-1¾ 608 (700-1¾) | 1060-2 608 (700-2) |

FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| CH 77800 | 090° | TDZE | 418 |
| W09A | | Apt Elev | 452 |

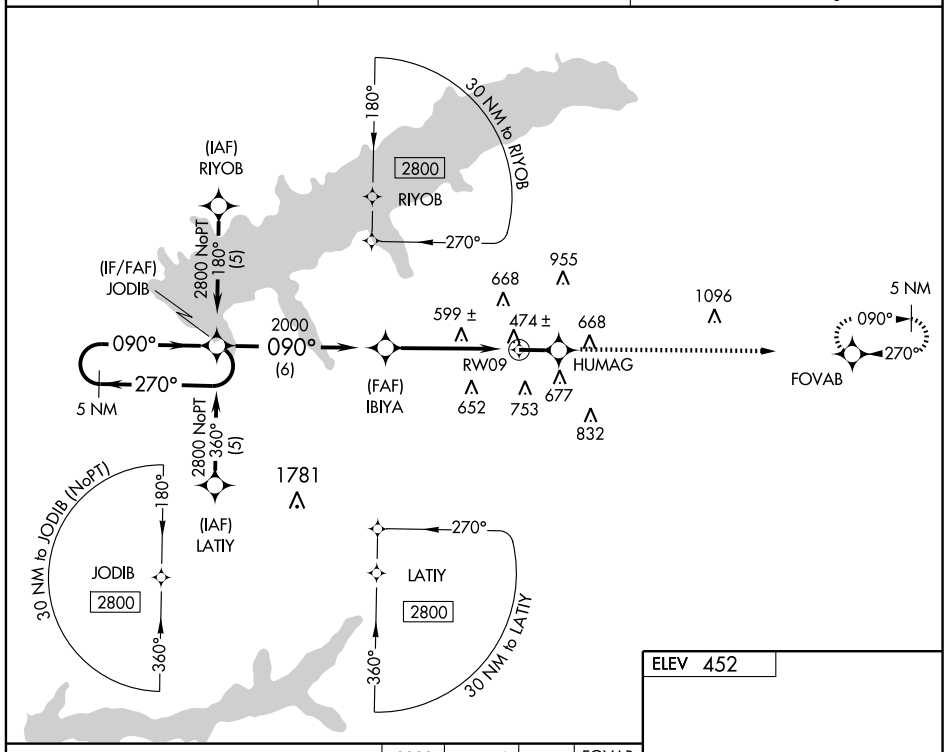
# RNAV (GPS) RWY 9

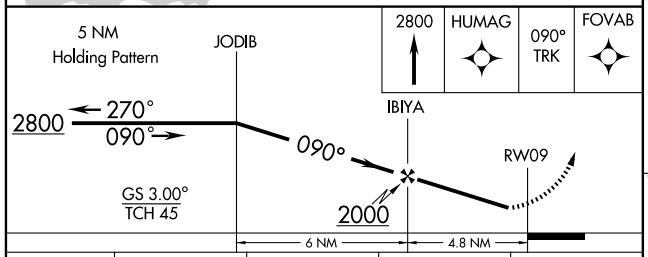
## OXFORD/ UNIVERSITY-OXFORD (UOX)

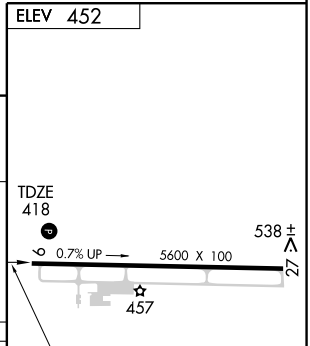
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Olive Branch altimeter setting and increase all DAs/MDAs 100 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct HUMAG and via 090° track to FOVAB and hold, continue climb-in-hold to 2800.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 132.725 | 128.5 381.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 668-1 250 (300-1) | | |
| LNAV/ VNAV DA | | 876-1¾ 458 (500-1¾) | | |
| LNAV MDA | 920-1 502 (500-1) | | 920-1½ 502 (500-1½) | |
| CIRCLING | 980-1 528 (600-1) | | 1060-1¾ 608 (700-1¾) | 1060-2 608 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 27

## OXFORD/ UNIVERSITY-OXFORD (UOX)

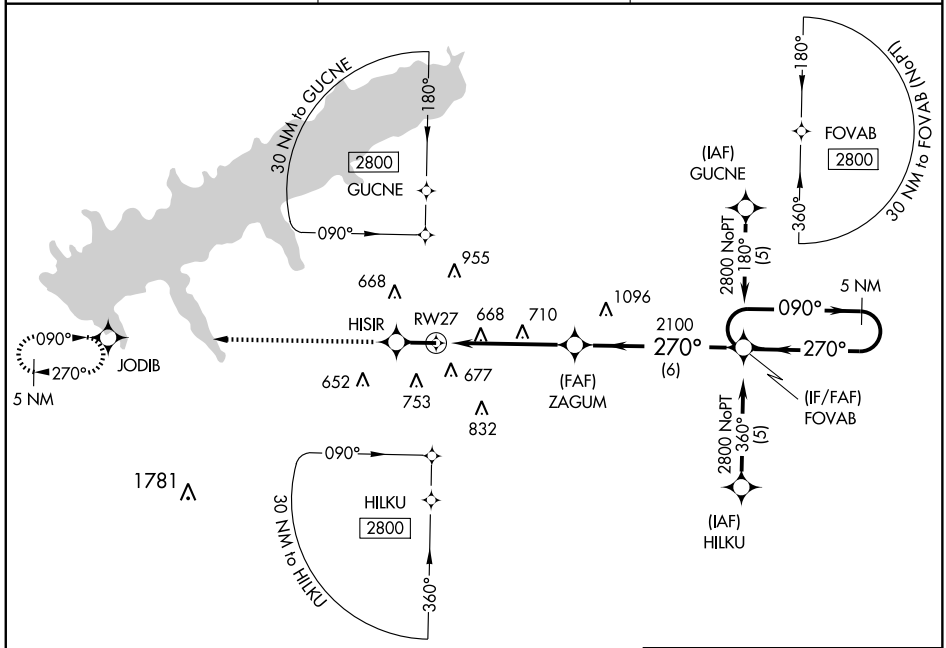
| APP CRS | Rwy Idg | 5600 |
|---|---|---|
| 270° | TDZE | 452 |
| | Apt Elev | 452 |

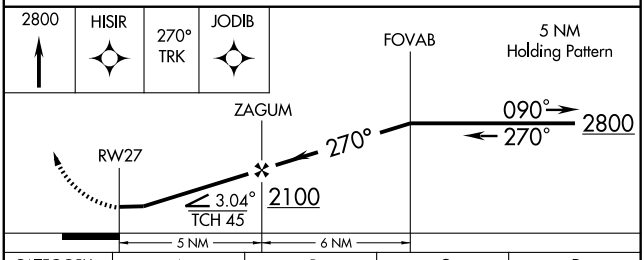
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Olive Branch altimeter setting and increase all MDAs 100 feet.

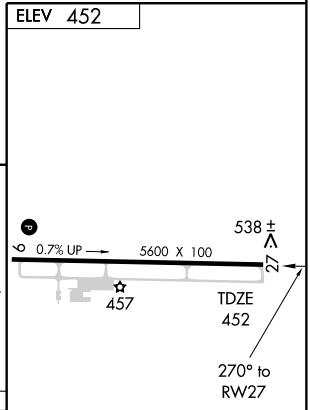
NA

MISSED APPROACH: Climb to 2800 direct HISIR and via 270° track to JODIB and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 132.725 | 128.5 381.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 508 (600-1) | | 960-1½ 508 (600-1½) | |
| CIRCLING | 980-1 528 (600-1) | | 1060-1¾ 608 (700-1¾) | 1060-2 608 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC HLI | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.4 | 182° | TDZE | N/A |
| Chan 71 | | Apt Elev | 452 |

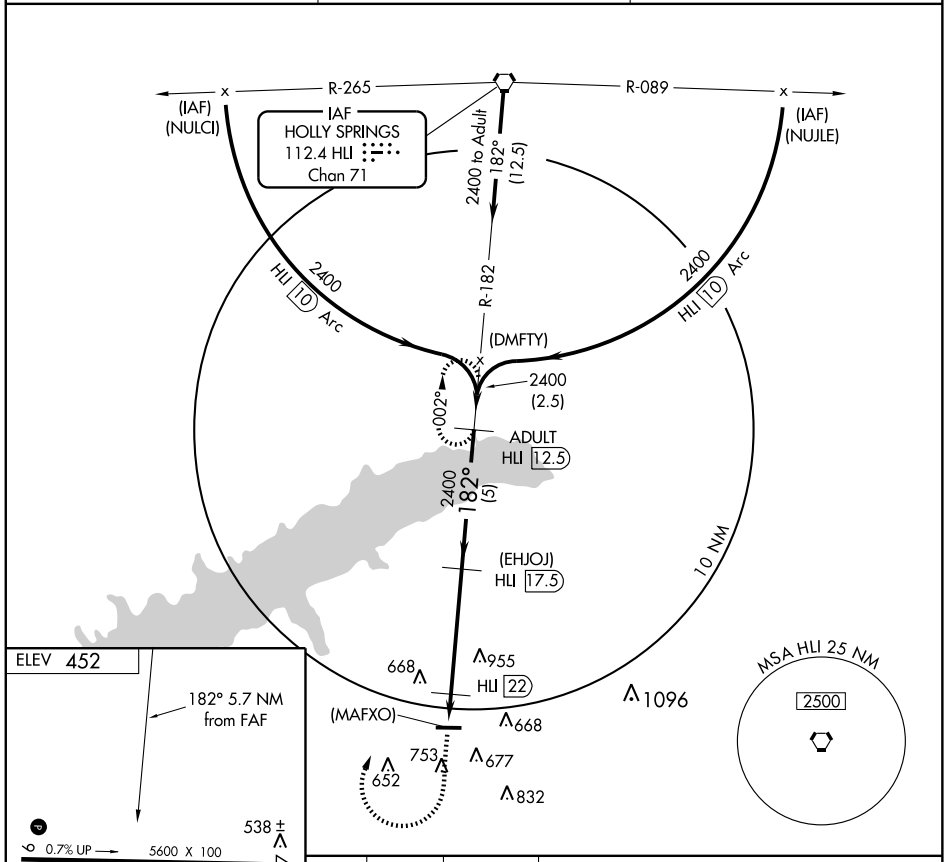
# VOR/DME or GPS-A

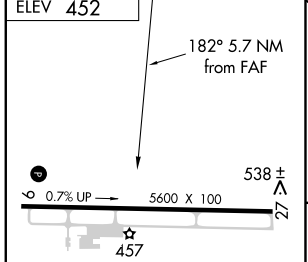
OXFORD/ UNIVERSITY-OXFORD (UOX)

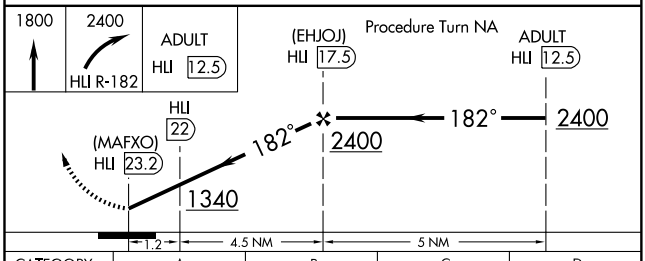
NA

MISSED APPROACH: Climb to 1800 then climbing right turn to 2400 via HLI R-182 to ADULT 12.5 DME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 132.725 | 128.5 381.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1240-1<br>788 (800-1) | 1240-1¼<br>788 (800-1¼) | 1240-2¼<br>788 (800-2¼) | 1240-2½<br>788 (800-2½) |

MIRL Rwy 9-27 L
REIL Rwy 27

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC I-PQL | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 110.1 | 165° | TDZE | 17 |
| | | Apt Elev | 17 |

# ILS or LOC RWY 17

PASCAGOULA/TRENT LOTT INTL (PQL)

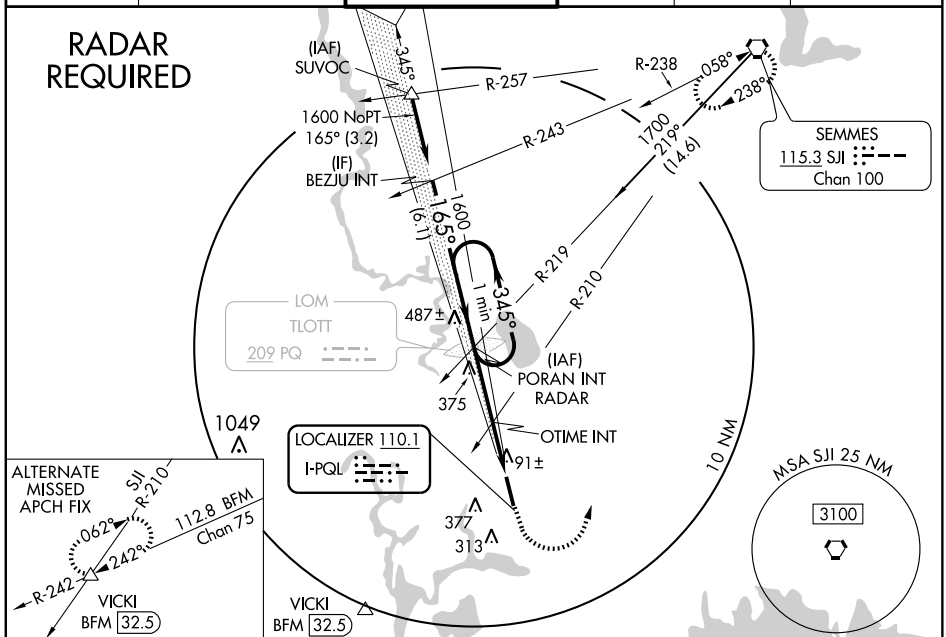
If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase DA to 292 and all MDAs 80 feet.

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJI VORTAC and hold.

| ATIS | MOBILE APP CON * | TRENT LOTT TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.175 | 121.0 307.1 | 118.575 (CTAF) L | 121.725 | 121.725 | 122.8 |

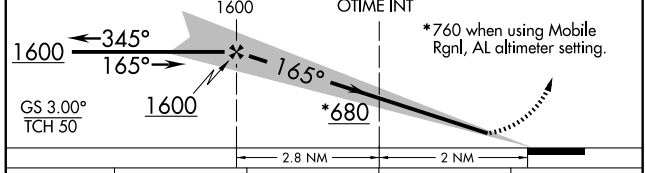
RADAR REQUIRED



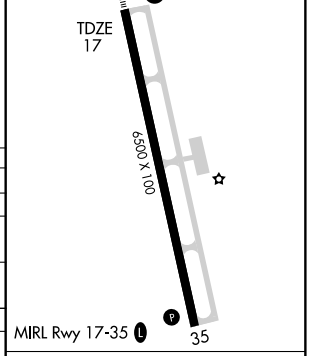

One Minute Holding Pattern

VGSI and ILS glidepath not coincident.

| 900 | 2000 | SJI |
|---|---|---|
| | | 115.3 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 217-½ 200 (200-½) | | | |
| S-LOC 17 | 680-½ 663 (700-½) | | 680-1¼ 663 (700-1¼) | 680-1½ 663 (700-1½) |
| CIRCLING | 680-1 663 (700-1) | | 680-1¾ 663 (700-1¾) | 680-2 663 (700-2) |
| OTIME FIX MINIMUMS | | | | |
| S-LOC 17 | 360-½ 343 (400-½) | | | 360-¾ 343 (400-¾) |
| CIRCLING | 480-1 463 (500-1) | 680-1 663 (700-1) | 680-1¾ 663 (700-1¾) | 680-2 663 (700-2) |




FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 58204 W17A | APP CRS 165° | Rwy Idg 6500<br>TDZE 17<br>Apt Elev 17 |
|---|---|---|

# RNAV (GPS) RWY 17

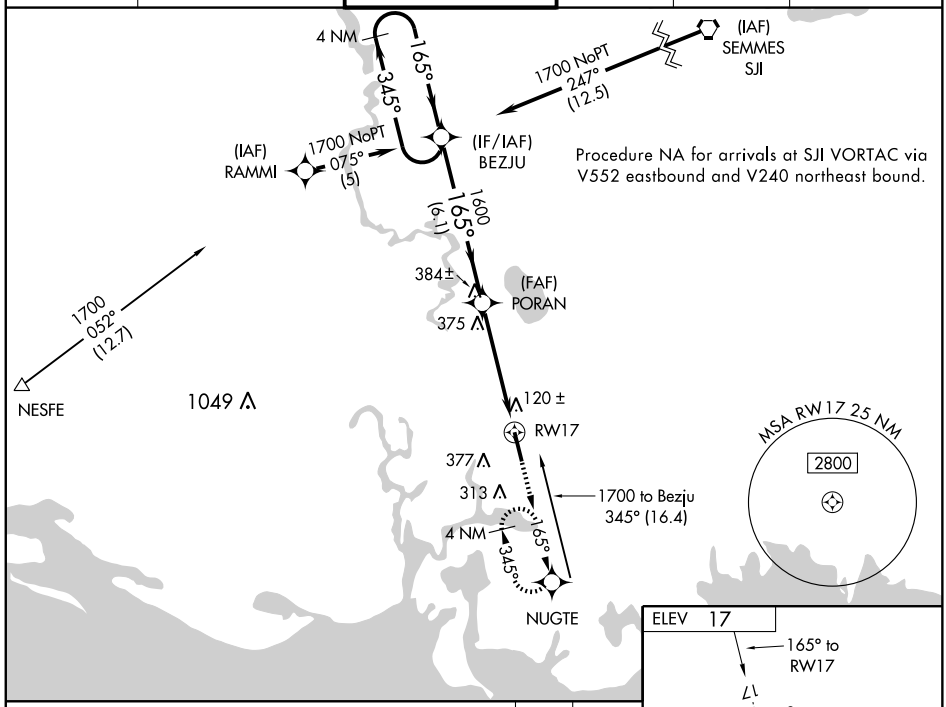
PASCAGOULA/TRENT LOTT INTL (PQL)

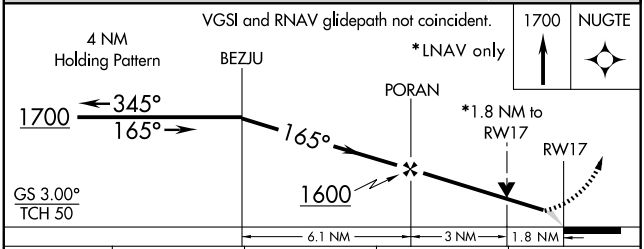
BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 292, LNAV/VNAV DA to 511, and all MDAs 80 feet. VDP NA when using Mobile Rgnl, AL altimeter setting.

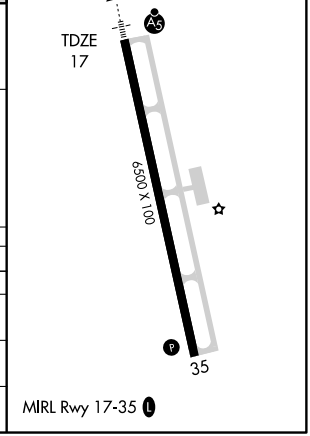
MALSR

MISSED APPROACH: Climb to 1700 direct NUGTE and hold.

| ATIS | MOBILE APP CON ★ | TRENT LOTT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.175 | 121.0 307.1 | 118.575 (CTAF) L | 121.725 | 121.725 | 122.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 217-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 436-1 419 (500-1) | | | |
| LNAV MDA | 640-½ 623 (700-½) | | 640-1¼ 623 (700-1¼) | 640-1½ 623 (700-1½) |
| CIRCLING | 640-1 623 (700-1) | 680-1 663 (700-1) | 680-1¾ 663 (700-1¾) | 680-2 663 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| CH 72904 | 345° | TDZE | 17 |
| W35A | | Apt Elev | 17 |

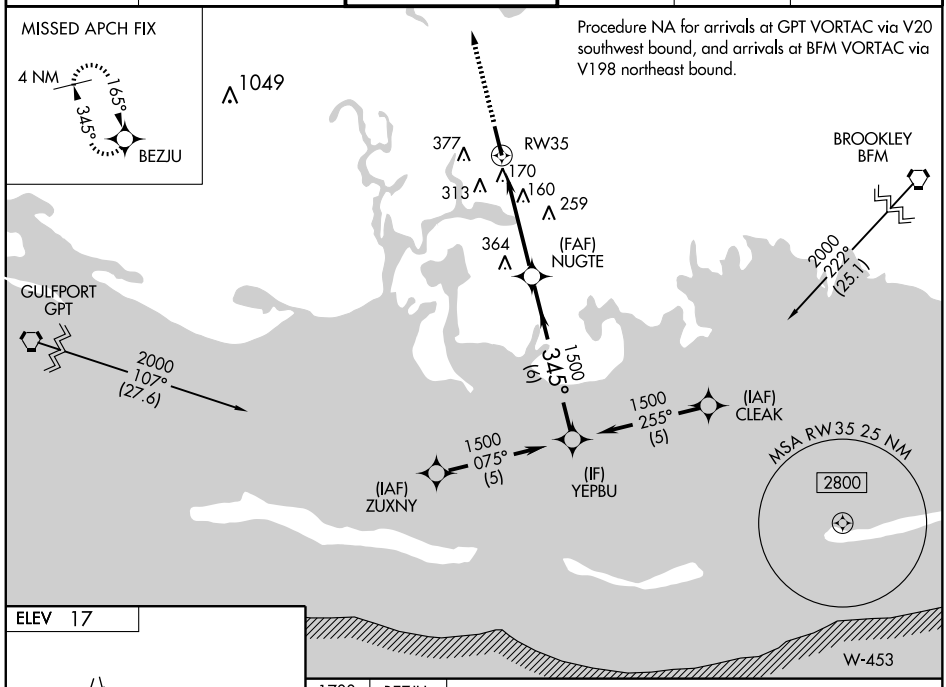
# RNAV (GPS) RWY 35

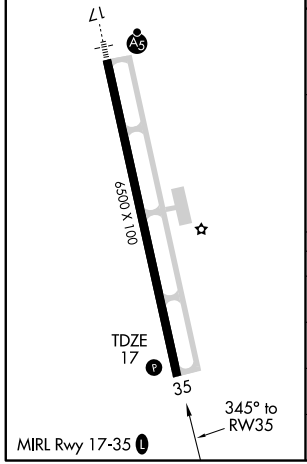
PASCAGOULA/TRENT LOTT INTL (PQL)

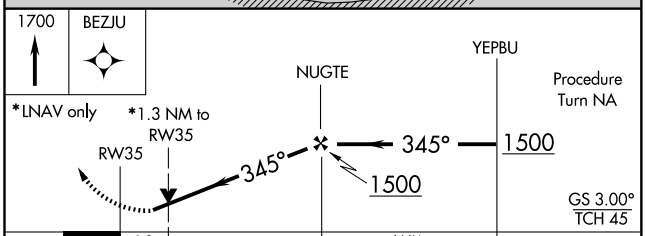
BARO-VNAV NA when using Mobile Rgnl, AL altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase LPV DA to 398, LNAV/VNAV DA to 673, and all MDAs 80 feet. VDP NA when using Mobile Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 direct BEZJU and hold.

| ATIS | MOBILE APP CON ★ | TRENT LOTT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.175 | 121.0 307.1 | 118.575 (CTAF) L | 121.725 | 121.725 | 122.8 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 323-1 306 (400-1) | | | |
| LNAV/ VNAV DA | 598-2 581 (600-2) | | | |
| LNAV MDA | 480-1 463 (500-1) | | 480-1¼ 463 (500-1¼) | 480-1½ 463 (500-1½) |
| CIRCLING | 480-1 463 (500-1) | 680-1 663 (700-1) | 680-1¾ 663 (700-1¾) | 680-2 663 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC SJI | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.3 | 204° | TDZE | N/A |
| Chan 100 | | Apt Elev | 17 |

# VOR-A

PASCAGOULA/ TRENT LOTT INTL (PQL)

If local altimeter setting not received, use Mobile Rgnl, AL altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct SJI VORTAC and hold.

| ATIS | MOBILE APP CON ★ | TRENT LOTT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 135.175 | 121.0 307.1 | 118.575 (CTAF) L | 121.725 | 121.725 | 122.8 |

Procedure NA for arrival on SJI VORTAC airway radials 219 CW 257.

IAF SEMMES 115.3 SJI Chan 100

058° 238° R-238 R-204 2000 204° (6)

(IF) PASCA INT SJI 6

R-271 112.8 BFM Chan 75

1700 204° (6.2)

R-256 112.8 BFM Chan 75

375 159± ALECA INT SJI 12.2

MSA SJI 25 NM 3100

1049

MAGIW SJI 17.4

377 313

10 NM

ELEV 17

204° 5.2 NM from FAF

6500 X 100

35

MIRL Rwy 17-35 L

1000 2000 SJI 115.3

PASCA INT SJI 6

ALECA INT SJI 12.2

MAGIW SJI 17.4

204° 2000 1700

Procedure Turn NA

0.5 5.2 NM 6.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 700-1 | 683 (700-1) | 700-2 683 (700-2) | 700-2¼ 683 (700-2¼) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB MPE | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 219 | 180° | TDZE | 454 |
| | | Apt Elev | 458 |

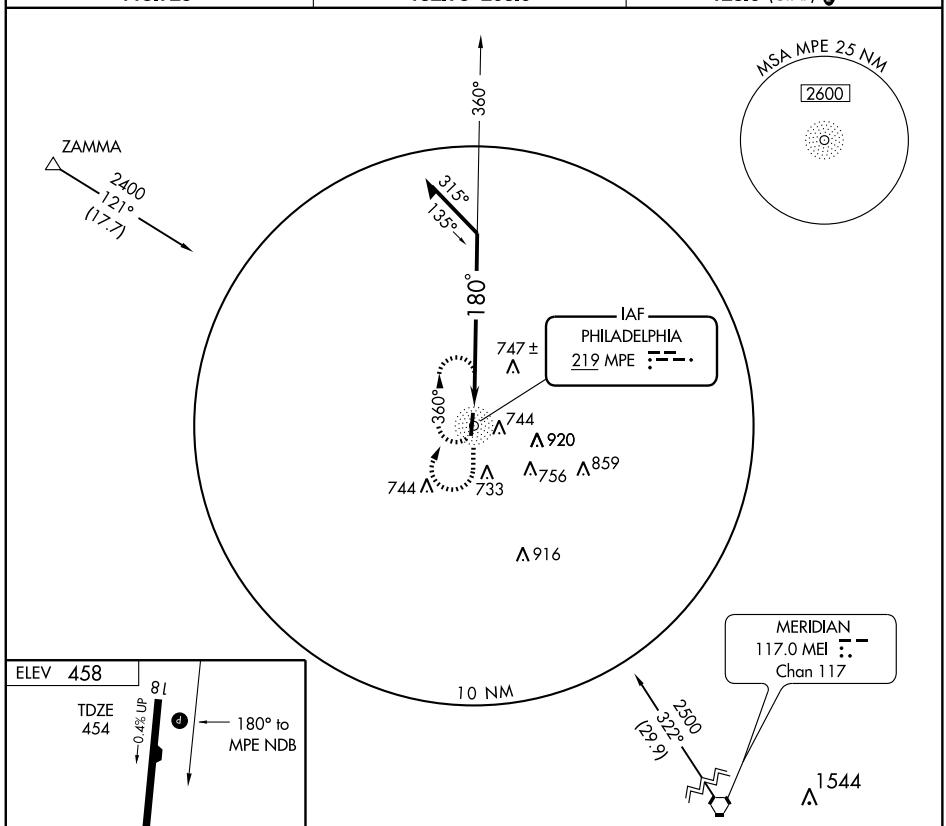
# NDB RWY 18

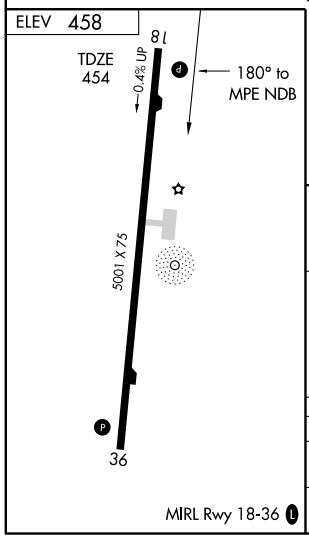
## PHILADELPHIA MUNI (MPE)

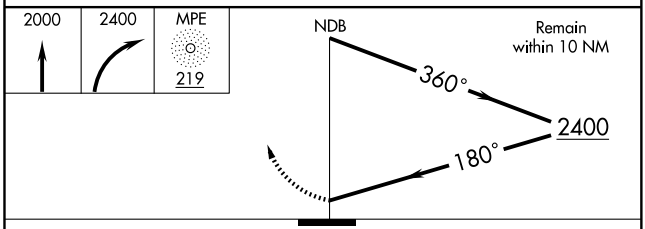
When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-18 and circling Cat B visibility ¼ mile, Cat C visibility ½ mile. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct MPE NDB and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.725 | 132.75 263.0 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1100-1 | 646 (700-1) | 1100-1¾ 646 (700-1¾) | NA |
| CIRCLING | 1100-1 | 642 (700-1) | 1100-1¾ 642 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB MPE | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 219 | 015° | TDZE | 458 |
| | | Apt Elev | 458 |

# NDB RWY 36

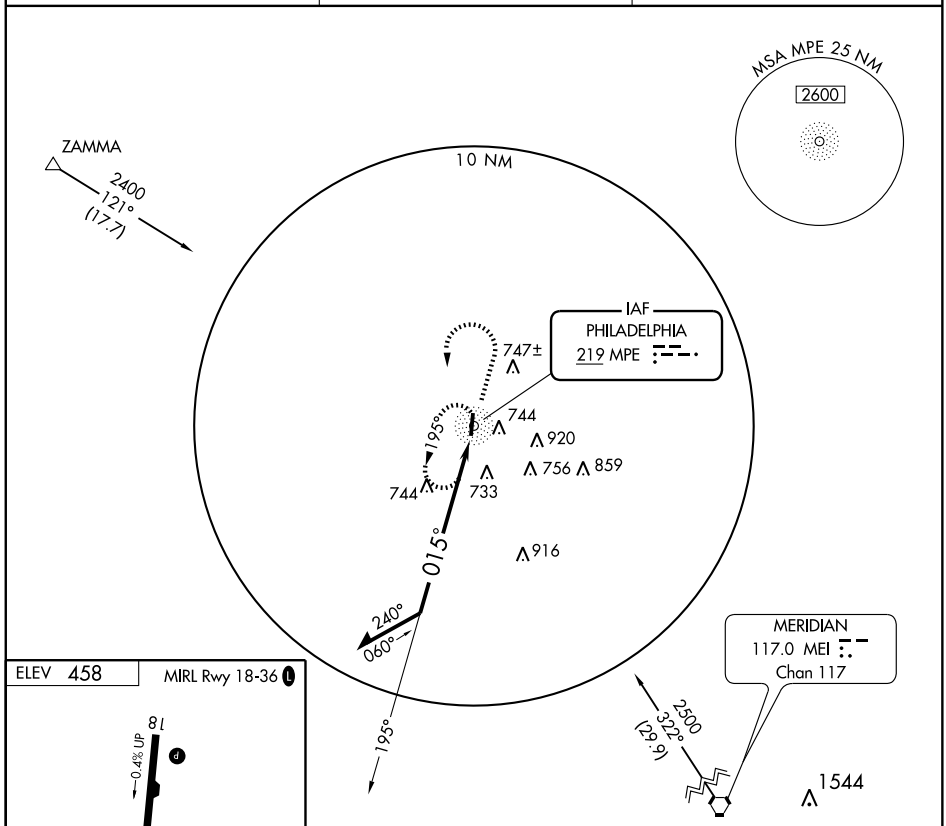
## PHILADELPHIA MUNI (MPE)

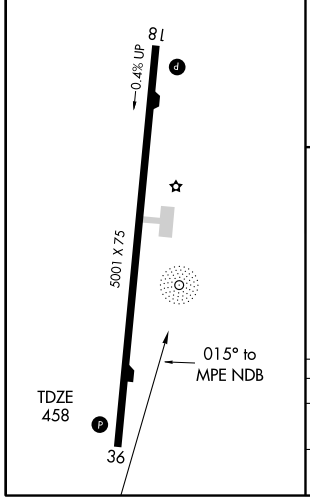
When local altimeter setting not received, use Key Field altimeter setting and increase all MDA 160 feet, and S-36 and circling Cat B visibility ¼ mile, Cat C visibility ½ mile. Visibility reduction by helicopters NA. When VGSI inoperative, procedure NA at night.

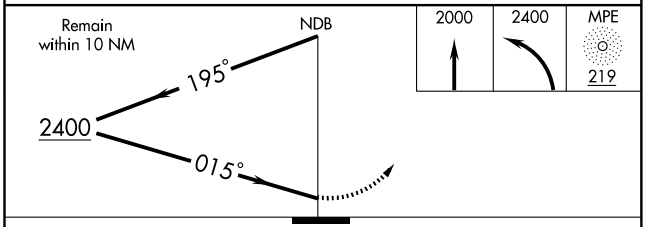
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2400 direct MPE NDB and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.725 | 132.75 263.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1140-1 | 682 (700-1) | 1140-2 682 (700-2) | NA |
| CIRCLING | 1140-1 | 682 (700-1) | 1140-2 682 (700-2) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 78115 | 185° | Rwy Idg | 5001 |
| W18A | | TDZE | 454 |
| | | Apt Elev | 458 |

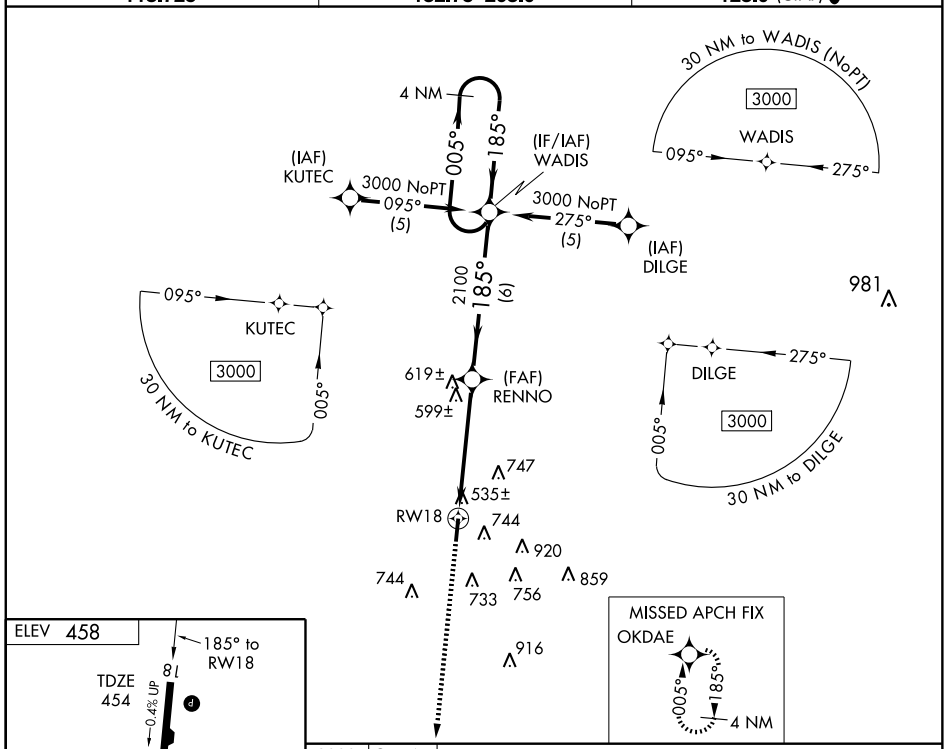
# RNAV (GPS) RWY 18

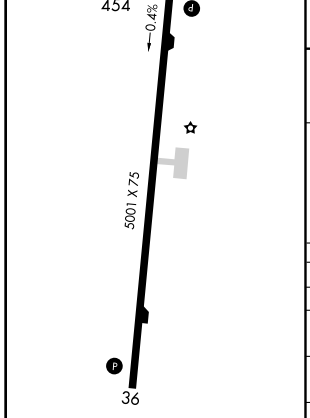
PHILADELPHIA MUNI (MPE)

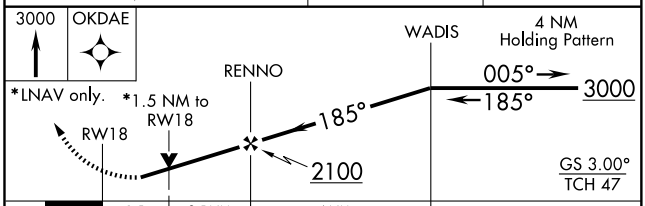
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile, increase LNAV/VNAV all Cats, LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct OKDAE and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.725 | 132.75 263.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 774-1¼ 320 (400-1¼) | | | |
| LNAV/VNAV DA | 850-1½ 396 (400-1½) | | | |
| LNAV MDA | 960-1 506 (600-1) | | 960-1½ 506 (600-1½) | |
| CIRCLING | 1060-1 602 (700-1) | | 1060-1¾ 602 (700-1¾) | 1060-2 602 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 48915 | 005° | TDZE | 458 |
| W36A | | Apt Elev | 458 |

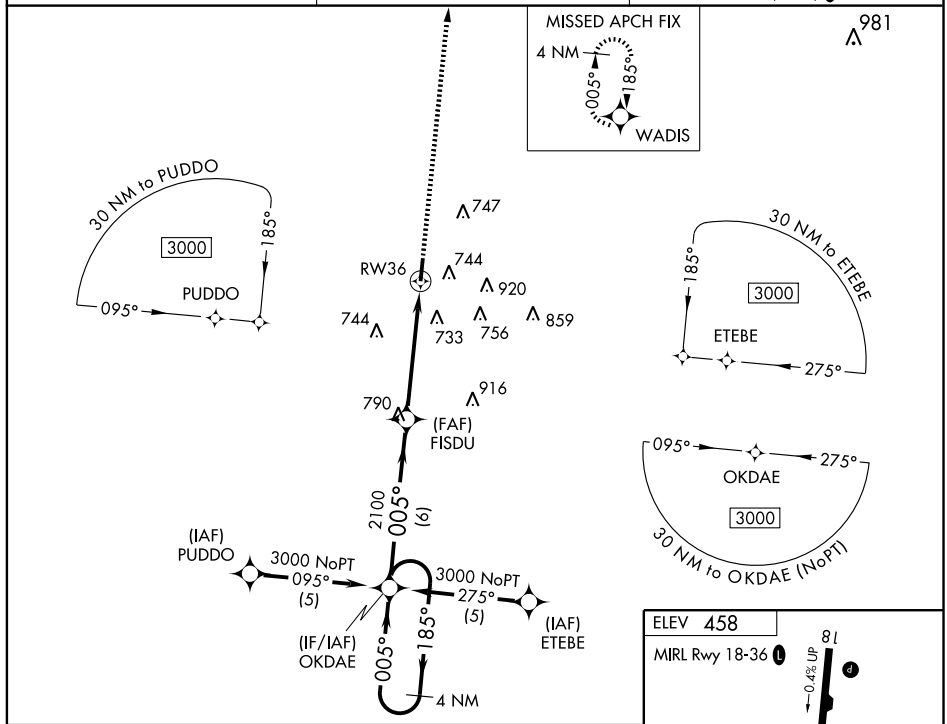
# RNAV (GPS) RWY 36

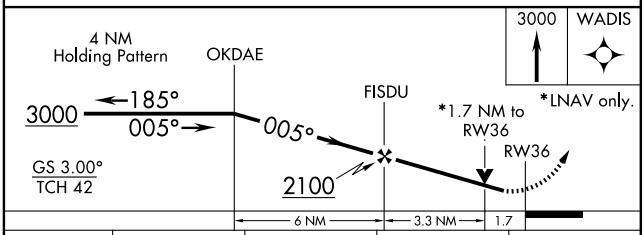
## PHILADELPHIA MUNI (MPE)

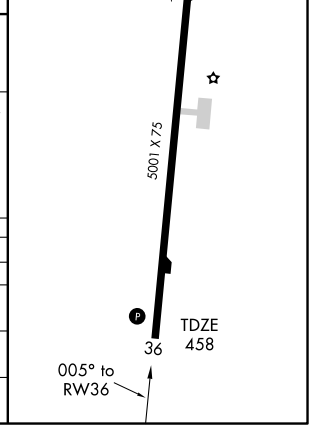
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Key Field altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV, LNAV/VNAV all Cats, LNAV Cats C and D visibility ½ mile, increase Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Key Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct WADIS and hold.

| ASOS | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.725 | 132.75 263.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 838-1¼ 380 (400-1¼) | | |
| LNAV/ VNAV DA | | 1107-2¼ 649 (700-2¼) | | |
| LNAV MDA | 1040-1 582 (600-1) | | 1040-1½ 582 (600-1½) | 1040-1¾ 582 (600-1¾) |
| CIRCLING | 1060-1 602 (700-1) | | 1060-1¾ 602 (700-1¾) | 1060-2 602 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg 5000 |
|---|---|---|
| CH 99310 | 179° | TDZE 55 |
| W18A | | Apt Elev 55 |

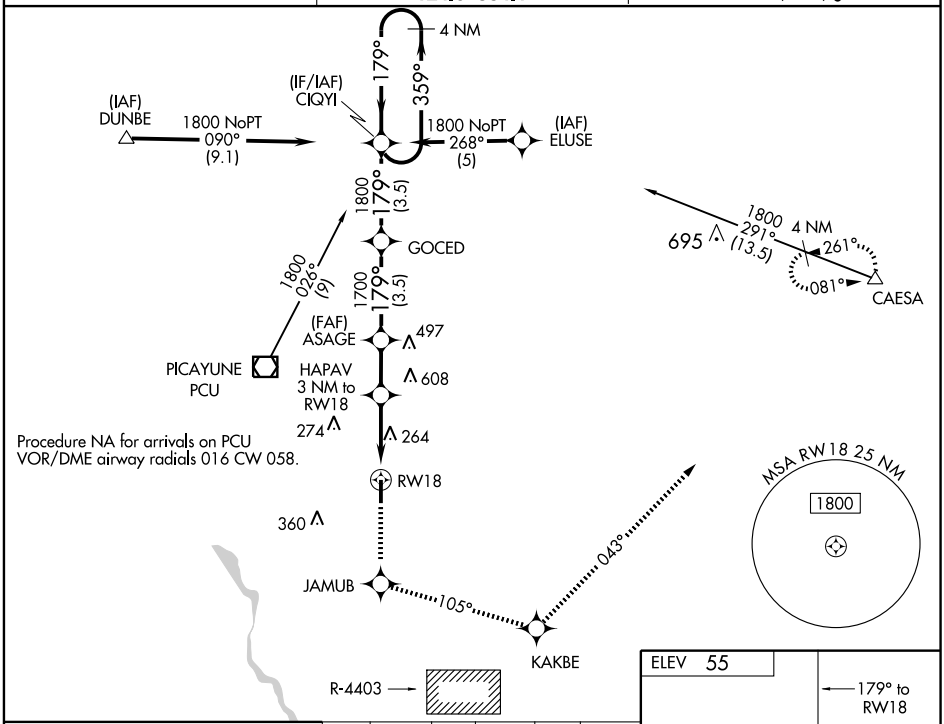
# RNAV (GPS) RWY 18

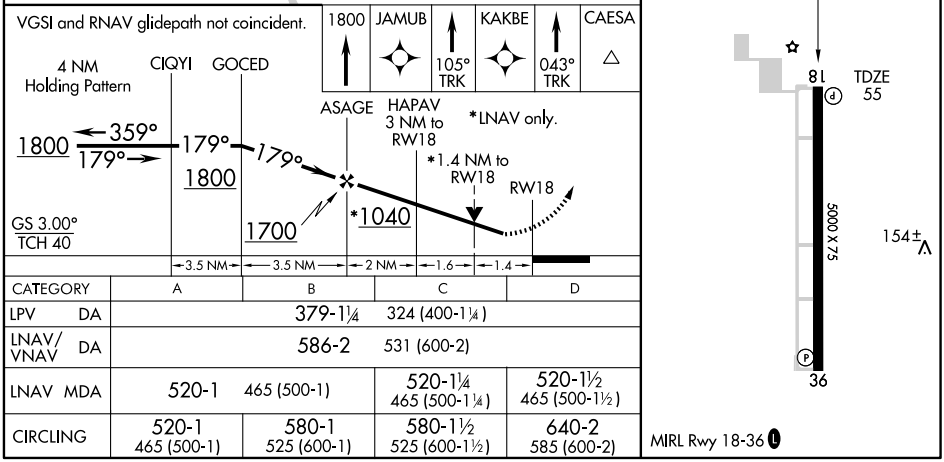
PICAYUNE MUNI (MJD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet and visibility LNAV Cat C ¼ mile. VDP and Baro-VNAV NA when using Stennis Intl altimeter setting.

MISSED APPROACH: Climb to 1800 direct JAMUB and via 105° track to KAKBE and via 043° track to CAESA and hold.

| AWOS-3 | GULFPORT APP CON | UNICOM |
|---|---|---|
| 119.075 | 124.6 354.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 379-1¼ | 324 (400-1¼) | | |
| LNAV/VNAV DA | 586-2 | 531 (600-2) | | |
| LNAV MDA | 520-1 | 465 (500-1) | 520-1¼ 465 (500-1¼) | 520-1½ 465 (500-1½) |
| CIRCLING | 520-1 465 (500-1) | 580-1 525 (600-1) | 580-1½ 525 (600-1½) | 640-2 585 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| CH 42909 | 359° | TDZE | 54 |
| W36A | | Apt Elev | 55 |

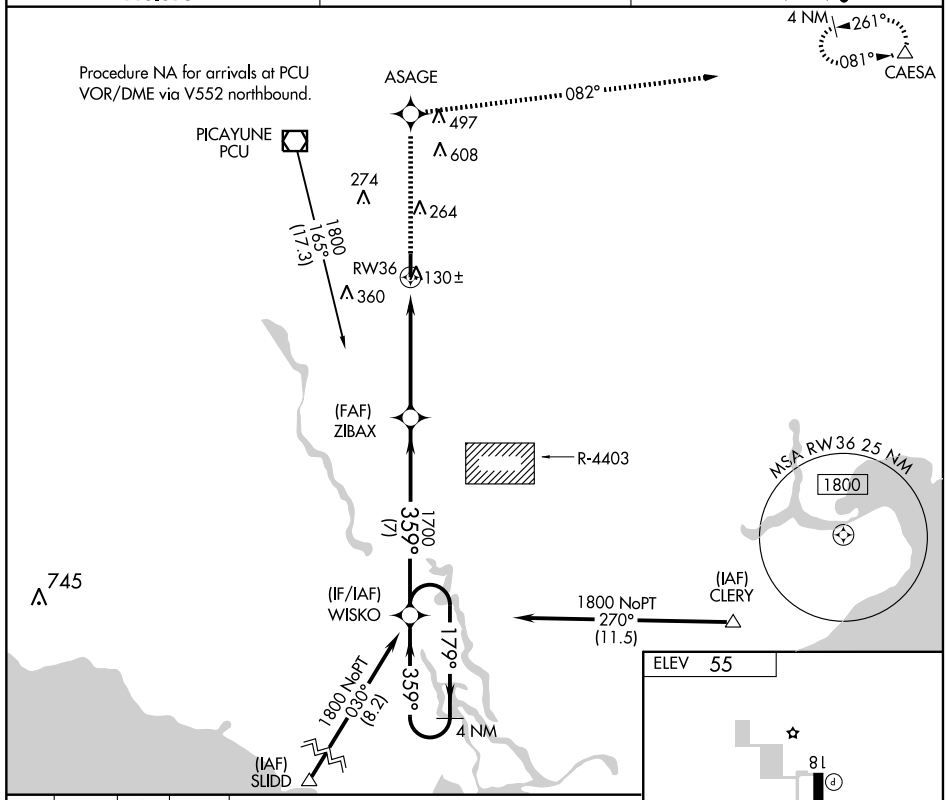
# RNAV (GPS) RWY 36

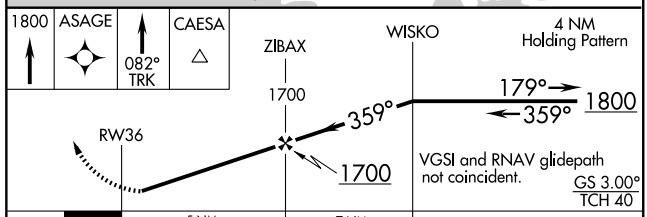
PICAYUNE MUNI (MJD)

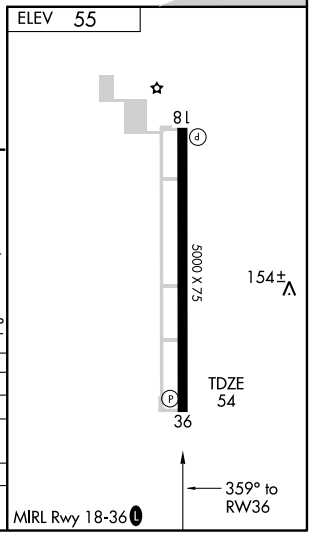
Baro-VNAV NA when using Stennis Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Stennis Intl altimeter setting and increase all DA/MDA 40 feet. Increase LNAV/VNAV visibility ¼ mile all Cats and LNAV Cat D ¼ mile.

MISSED APPROACH: Climb to 1800 direct ASAGE and via 082° track to CAESA and hold.

| AWOS-3 | GULFPORT APP CON | UNICOM |
|---|---|---|
| 119.075 | 124.6 354.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 304-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 400-1¼ | 346 (400-1¼) | |
| LNAV MDA | | 380-1 | 326 (400-1) | |
| CIRCLING | 460-1<br>405 (500-1) | 580-1<br>525 (600-1) | 580-1½<br>525 (600-1½) | 640-2<br>585 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VOR/DME PCU | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 112.2 | 132° | TDZE | N/A |
| Chan 59 | | Apt Elev | 56 |

# VOR-A

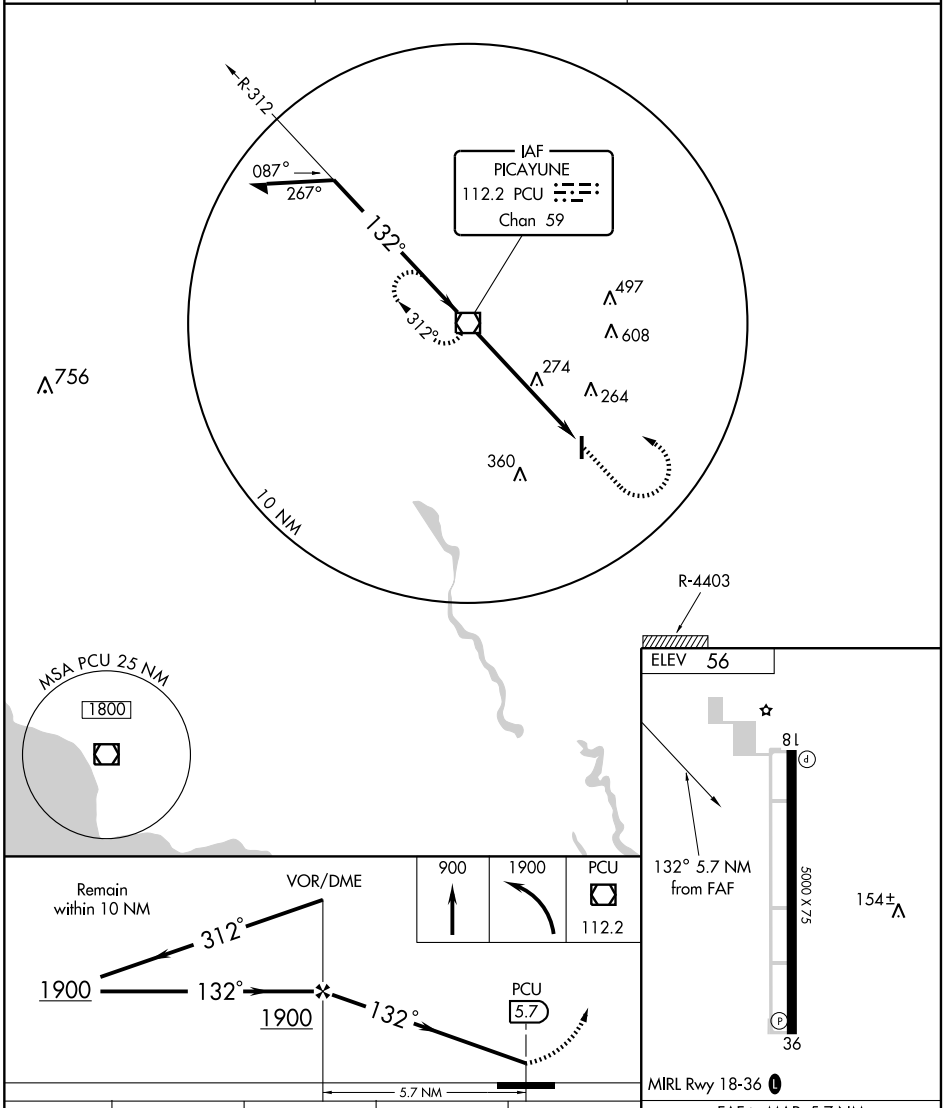
## PICAYUNE MUNI (MJD)

NA

Use Stennis Intl altimeter setting.

MISSED APPROACH: Climb to 900 then climbing left turn to 1900 direct PCU VOR/DME and hold.

| AWOS-3 | GULFPORT APP CON | UNICOM |
|---|---|---|
| 119.075 | 124.6 354.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 540-1<br>484 (500-1) | 600-1<br>544 (600-1) | 600-1½<br>544 (600-1½) | 620-2<br>564 (600-2) |

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 3197 |
|---|---|---|---|
| CH 90408 | 123° | TDZE | 455 |
| W12A | | Apt Elev | 455 |

# RNAV (GPS) RWY 12

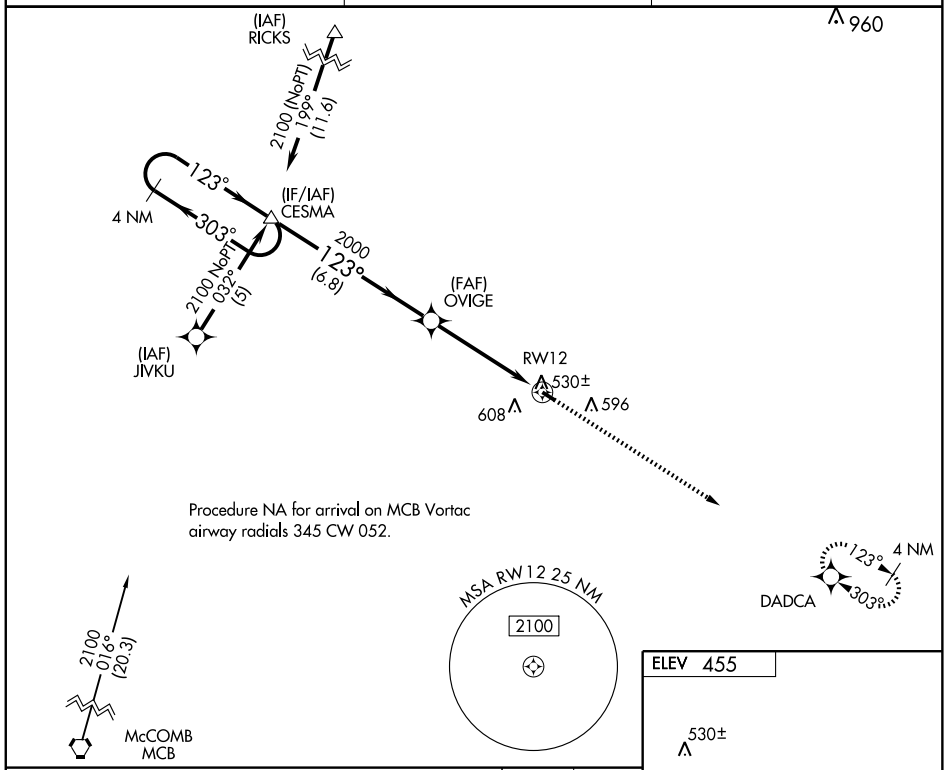
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

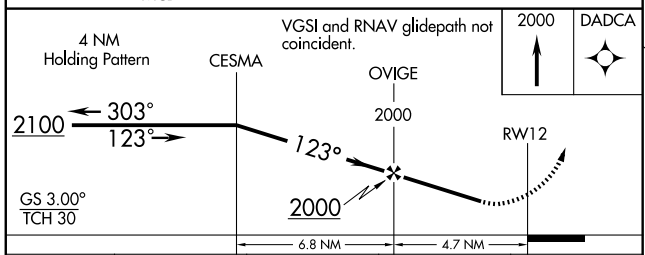
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting.

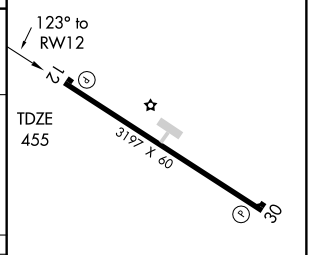
NA

MISSED APPROACH: Climb to 2000 direct DADCA and hold.

| HATTIESBURG-LAUREL REGIONAL AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 128.325 | 126.8 327.8 | 122.8 (CTAF) 121.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 824-1¼ 369 (400-1¼) | | | NA |
| LNAV MDA | 880-1 425 (500-1) | | 880-1¼ 425 (500-1¼) | NA |
| CIRCLING | 1020-1 565 (600-1) | | 1020-1½ 565 (600-1½) | NA |

MIRL Rwy 12-30 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 61208 W30A | APP CRS 303° | Rwy Idg 3197<br>TDZE 455<br>Apt Elev 455 |
|---|---|---|

# RNAV (GPS) RWY 30

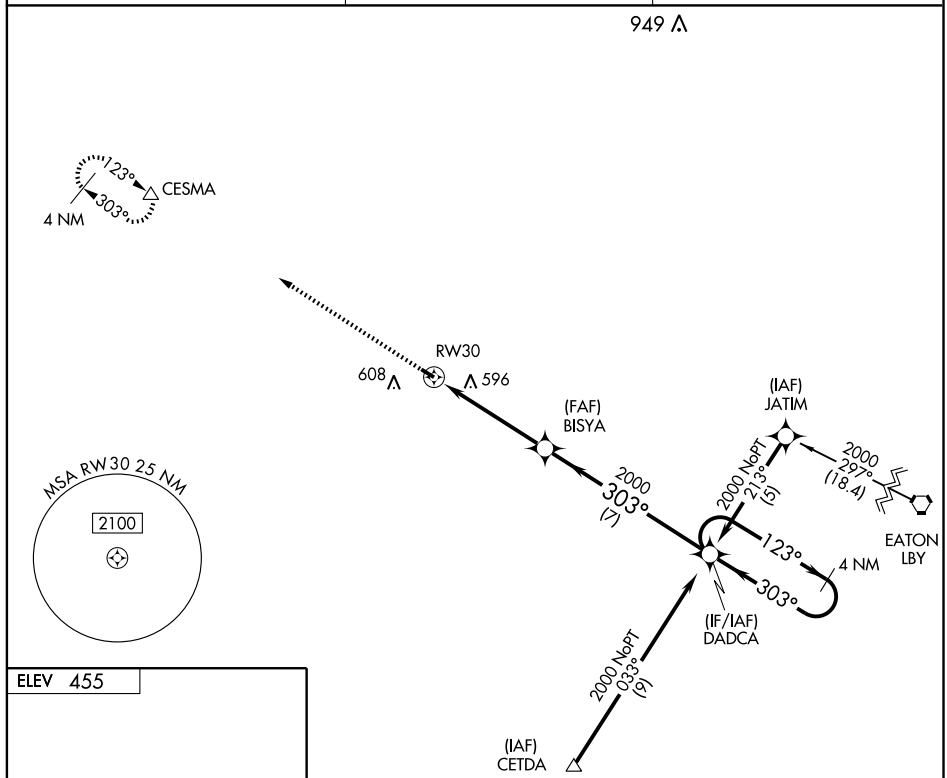
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

Use Hattiesburg-Laurel Rgnl altimeter setting; when not received, use McComb altimeter setting. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

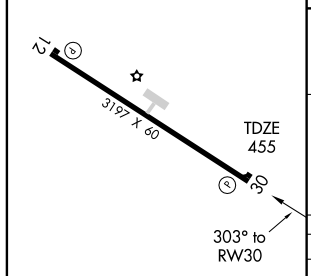
NA

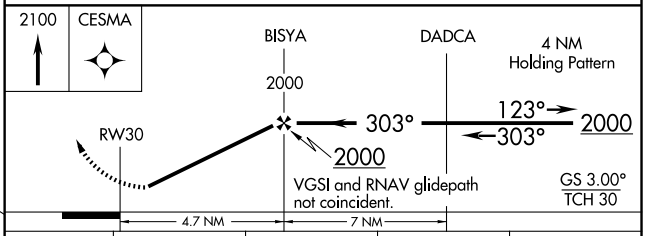
MISSED APPROACH: Climb to 2100 direct CESMA and hold.

| HATTIESBURG-LAUREL REGIONAL AWOS-3 128.325 | HOUSTON CENTER 126.8 327.8 | UNICOM 122.8 (CTAF) 121.9 L |
|---|---|---|




ELEV 455




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 866-1½ 411 (500-1½) | | | NA |
| LNAV MDA | 940-1 485 (500-1) | | 940-1¼ 485 (500-1¼) | NA |
| CIRCLING | 1020-1 565 (600-1) | | 1020-1½ 565 (600-1½) | NA |

MIRL Rwy 12-30 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB RYB 375 | APP CRS 131° | Rwy Idg 5501<br>TDZE 243<br>Apt Elev 246 |
|---|---|---|

# NDB RWY 12

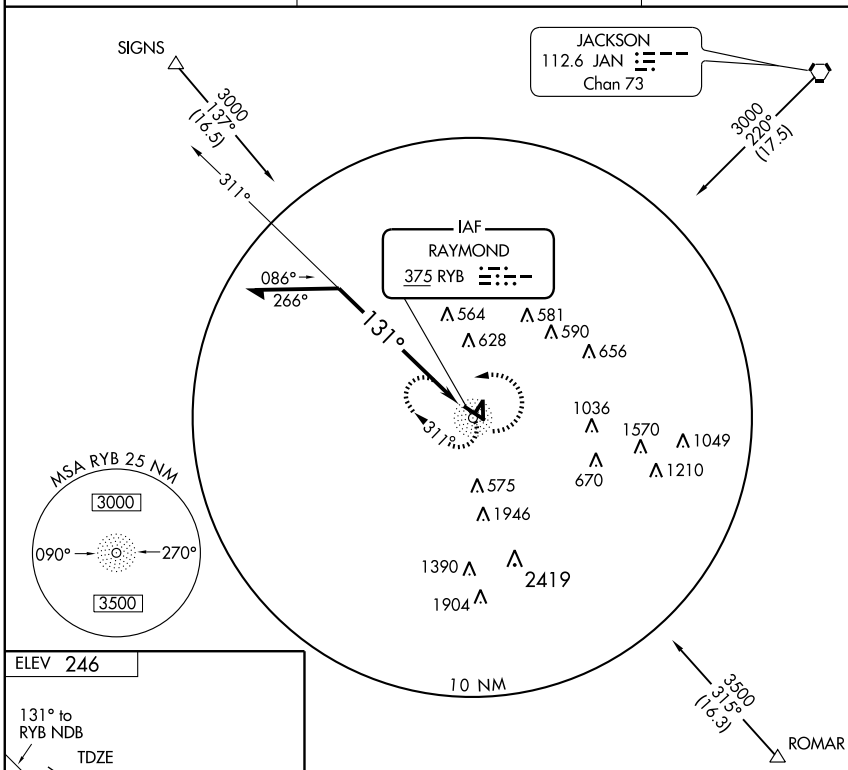
RAYMOND/ JOHN BELL WILLIAMS (M16)

Use Jackson altimeter setting.

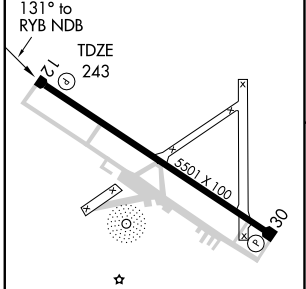
NA

MISSED APPROACH: Climbing left turn to 3000 via 311° bearing from RYB NDB then direct RYB NDB and hold.

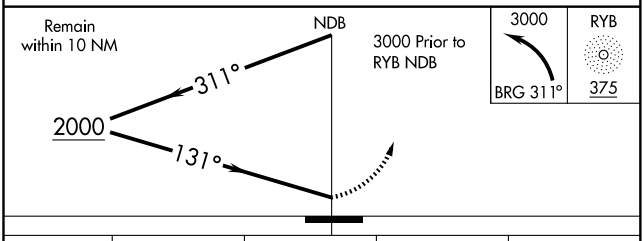
| AWOS-3 | JACKSON APP CON * | UNICOM |
|---|---|---|
| 118.675 | 125.25 319.2 | 122.8 (CTAF) L |




ELEV 246




CAUTION: Numerous towers north, east and south of airport.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 940-1 | 697 (700-1) | 940-2<br>697 (700-2) | 940-2¼<br>697 (700-2¼) |
| CIRCLING | 940-1 | 694 (700-1) | 940-2<br>694 (700-2) | 1060-2¾<br>814 (900-2¾) |

MIRL Rwy 12-30 L

| WAAS CH 50205 W12A | APP CRS 120° | Rwy Idg 5501 TDZE 244 Apt Elev 247 |
|---|---|---|

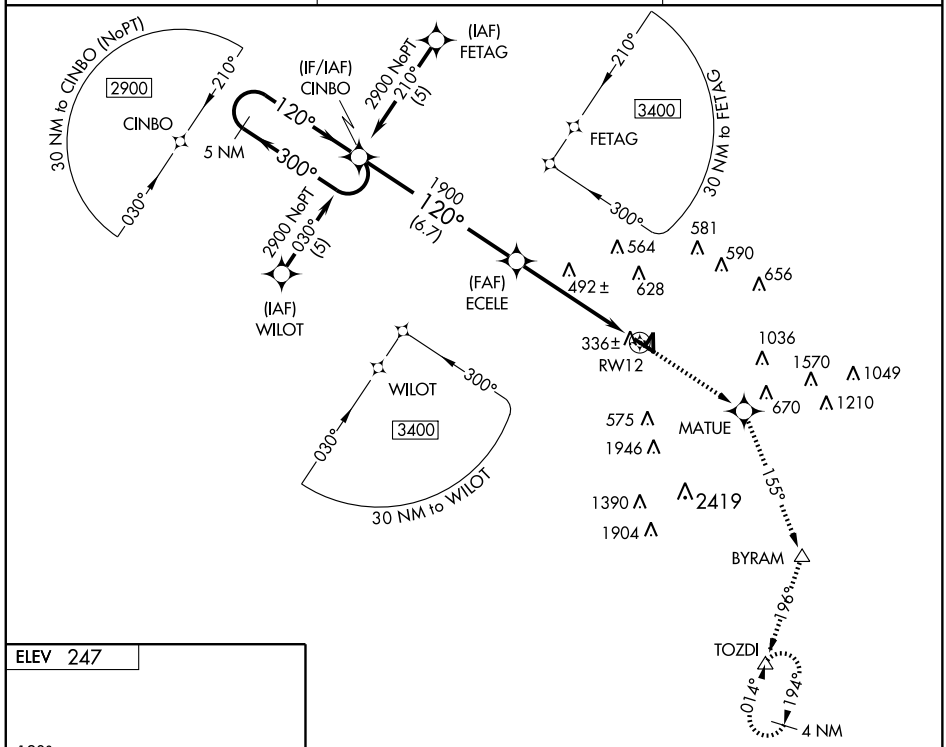
# RNAV (GPS) RWY 12

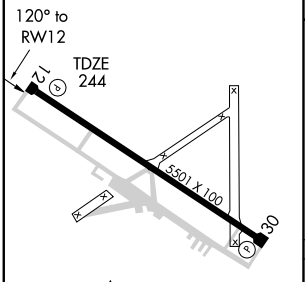
RAYMOND/JOHN BELL WILLIAMS (M16)

Circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all DAs/MDAs 40 feet. Visibility reduction by helicopters NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). BARO-VNAV NA when using Hawkins altimeter setting. VDP NA when using Hawkins altimeter setting. DME/DME RNP-0.3 NA.

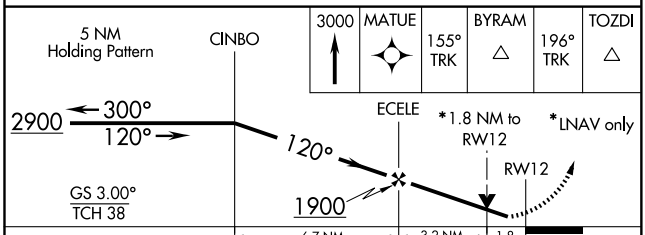
MISSED APPROACH: Climb to 3000 direct MATUE and via 155° track to BYRAM and via 196° track to TOZDI and hold.

| AWOS-3 | JACKSON APP CON ★ | UNICOM |
|---|---|---|
| 118.675 | 125.25 319.2 | 122.8 (CTAF) L |




MIRL Rwy 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 516-1 | 272 (300-1) | | |
| LNAV/VNAV DA | 770-2 | 526 (600-2) | | |
| LNAV MDA | 840-1 | 596 (600-1) | 840-1½ 596 (600-1½) | 840-1¾ 596 (600-1¾) |
| CIRCLING | 840-1 | 593 (600-1) | 840-1½ 593 (600-1½) | 1060-2¾ 813 (900-2¾) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5501 |
|---|---|---|
| 301° | TDZE | 247 |
| | Apt Elev | 247 |

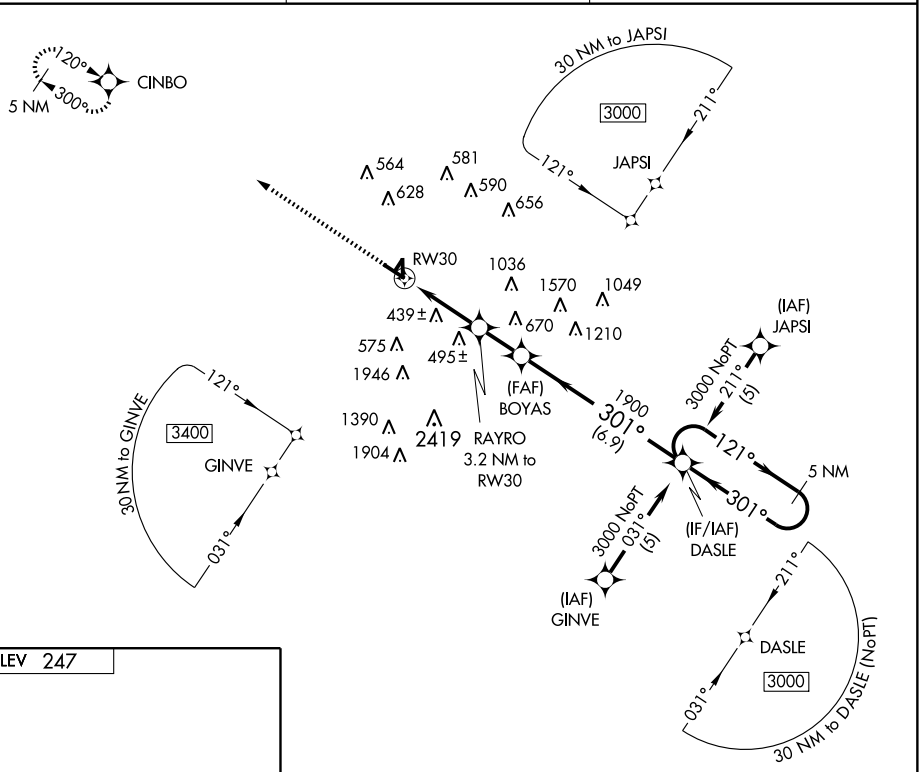
# RNAV (GPS) RWY 30

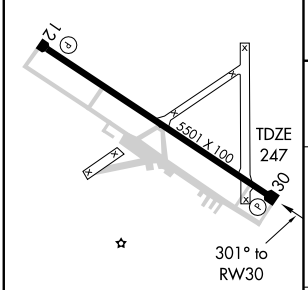
RAYMOND/JOHN BELL WILLIAMS (M16)

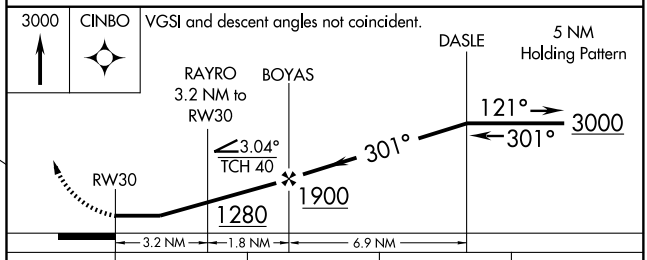
Straight in and circling to Rwy 30 NA at night. If local altimeter setting not received, use Hawkins altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct CINBO and hold.

| AWOS-3 | JACKSON APP CON★ | UNICOM |
|---|---|---|
| 118.675 | 125.25 319.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 | 453 (500-1) | 700-1¼ 453 (500-1¼) | 700-1½ 453 (500-1½) |
| CIRCLING | 800-1 | 553 (600-1) | 800-1½ 553 (600-1½) | 1060-2¾ 813 (900-2¾) |

MIRL Rwy 12-30 L

SC-4, 14 JAN 2010 to 11 FEB 2010

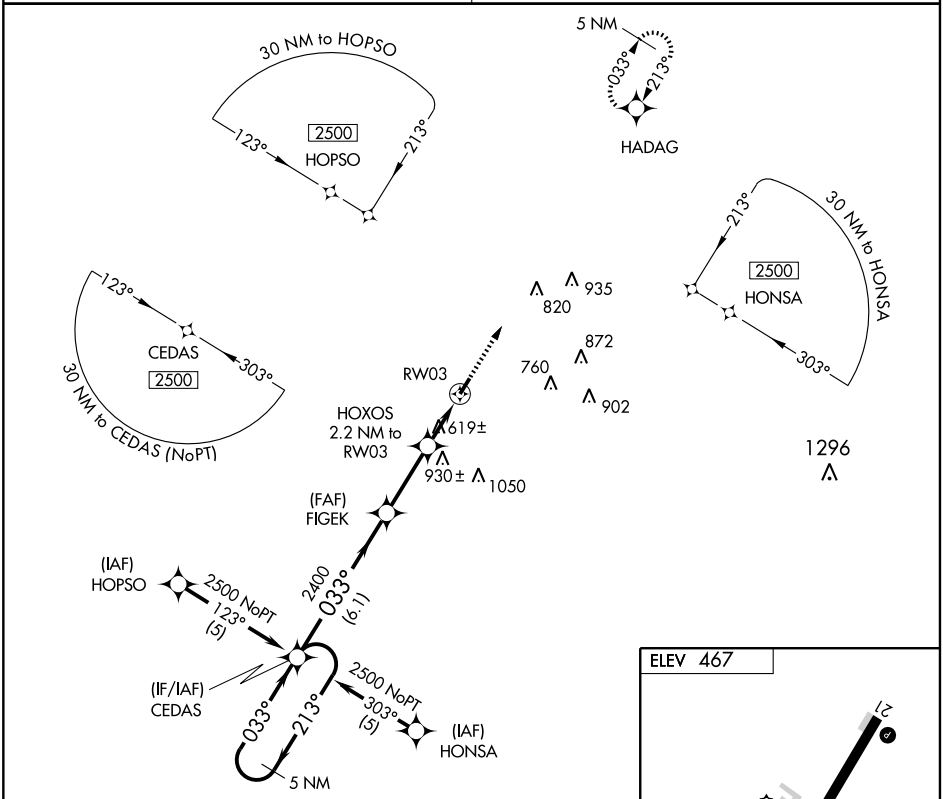
| APP CRS | Rwy Idg | 4400 |
|---|---|---|
| 033° | TDZE | 458 |
| | Apt Elev | 467 |

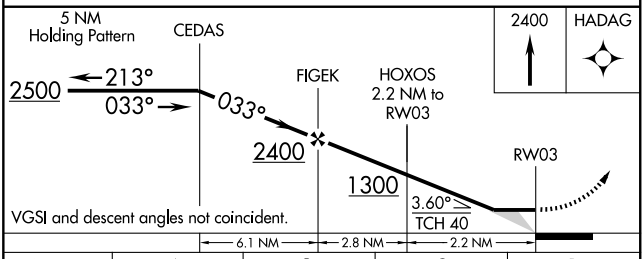
# RNAV (GPS) RWY 3
RIPLEY (25M)

DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received procedure NA.

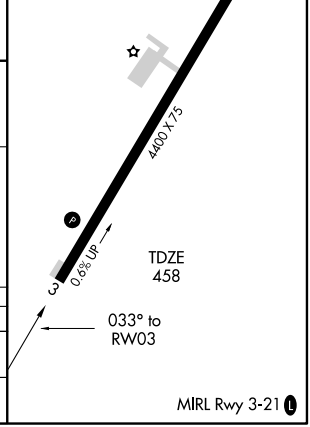
MISSED APPROACH: Climb to 2400 direct HADAG and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.9 260.6 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1 | 482 (500-1) | 940-1¼ 482 (500-1¼) | NA |
| CIRCLING | 1060-1 | 593 (600-1) | 1080-1¾ 613 (700-1¾) | NA |




SC-4, 14 JAN 2010 to 11 FEB 2010

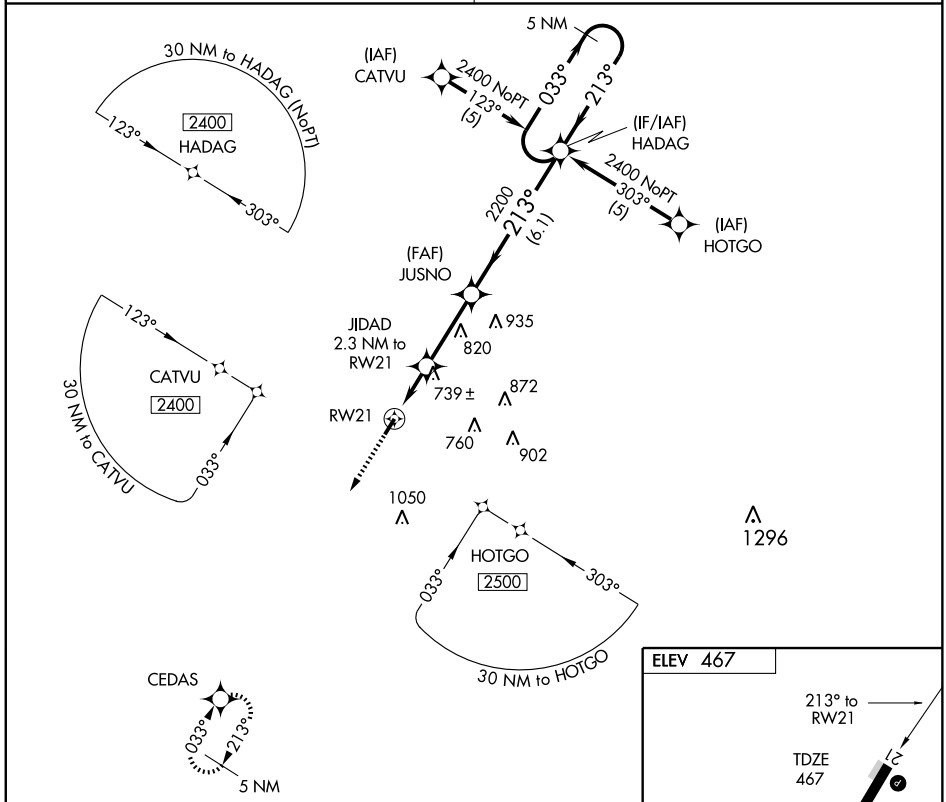
| APP CRS | Rwy Idg | 4400 |
|---|---|---|
| 213° | TDZE | 467 |
| | Apt Elev | 467 |

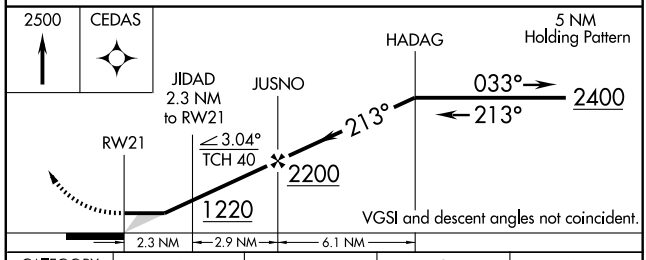
# RNAV (GPS) RWY 21
RIPLEY (25M)

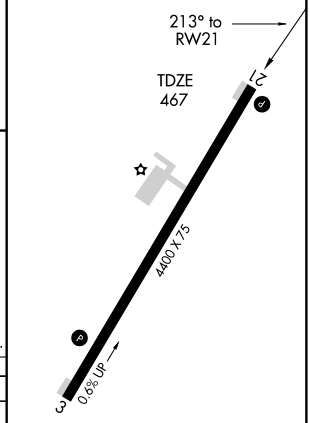
DME/DME RNP-0.3 NA. Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2500 direct CEDAS and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.9 260.6 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 | 593 (600-1) | 1060-1½<br>593 (600-1½) | NA |
| CIRCLING | 1060-1 | 593 (600-1) | 1080-1¾<br>613 (700-1¾) | NA |

MIRL Rwy 3-21

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC HLI 112.4 Chan 71 | APP CRS 094° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 467 |
|---|---|---|

# VOR/DME-A

RIPLEY (25M)

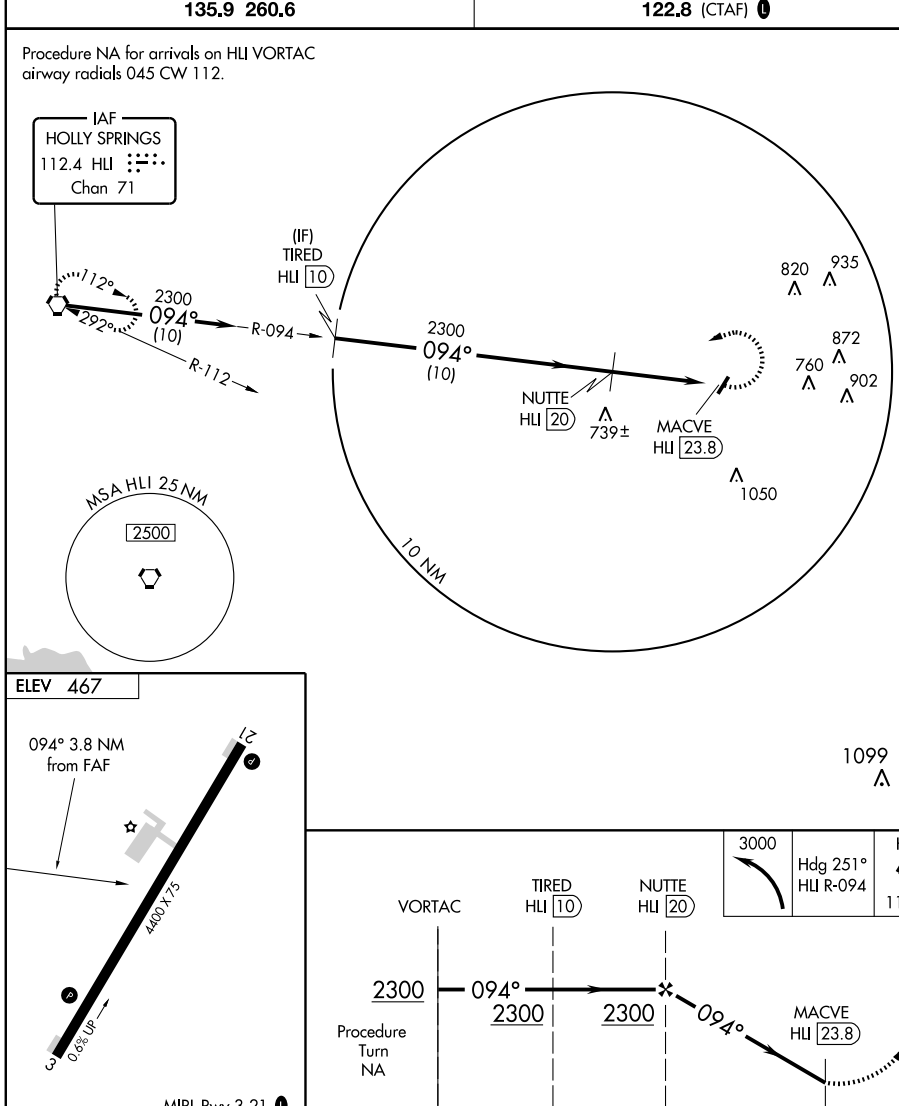
Use Corinth altimeter setting, if not received, use Tupelo altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climbing left turn to 3000 via heading 251° and HLI VORTAC R-094 to HLI VORTAC and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 135.9 260.6 | 122.8 (CTAF) L |

Procedure NA for arrivals on HLI VORTAC airway radials 045 CW 112.










| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1<br>593 (600-1) | 1060-1¼<br>593 (600-1¼) | 1080-1¾<br>613 (700-1¾) | 1100-2<br>633 (700-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC IGB 116.2 Chan 109 | APP CRS 269° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 250 |
|---|---|---|

# VOR or GPS-B

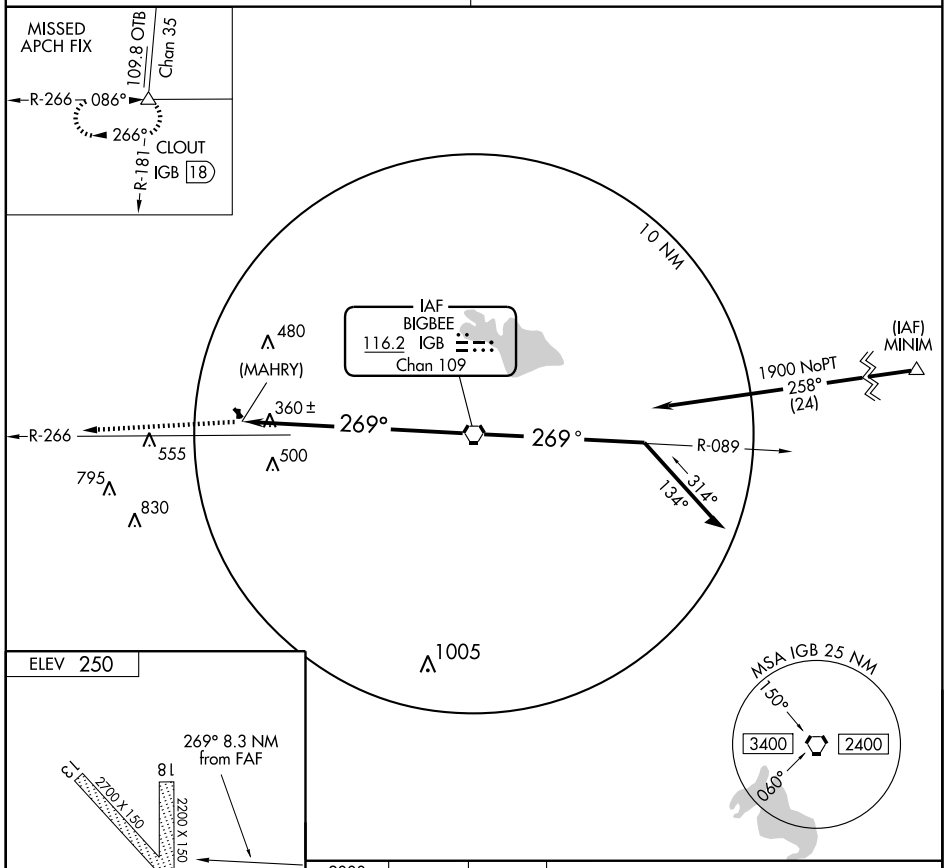
STARKVILLE/ OKTIBBEHA (M51)

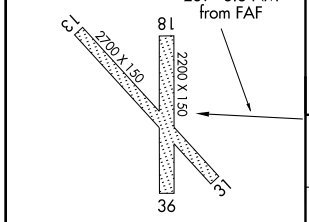
Use Columbus altimeter setting.
NA Procedure not authorized at night.

MISSED APPROACH: Climb to 2000 via IGB R-266 to CLOUT Int and hold.

COLUMBUS APP CON ★ 135.6 323.275

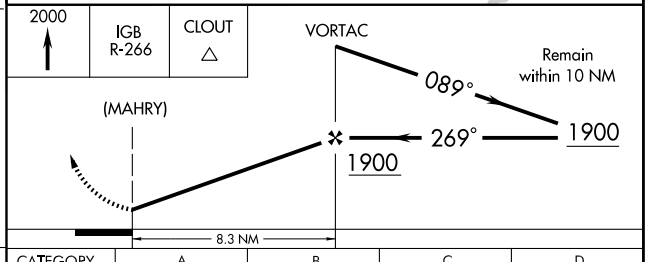
UNICOM 122.8 (CTAF)










| FAF to MAP 8.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:18 | 5:32 | 4:09 | 3:19 | 2:46 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 780-1 530 (600-1) | | NA | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-STF | APP CRS | Rwy Idg | 5550 |
|---|---|---|---|
| 109.9 | 360° | TDZE | 326 |
| Chan 36 | | Apt Elev | 333 |

# LOC/DME RWY 36

STARKVILLE/ GEORGE M. BRYAN (STF)

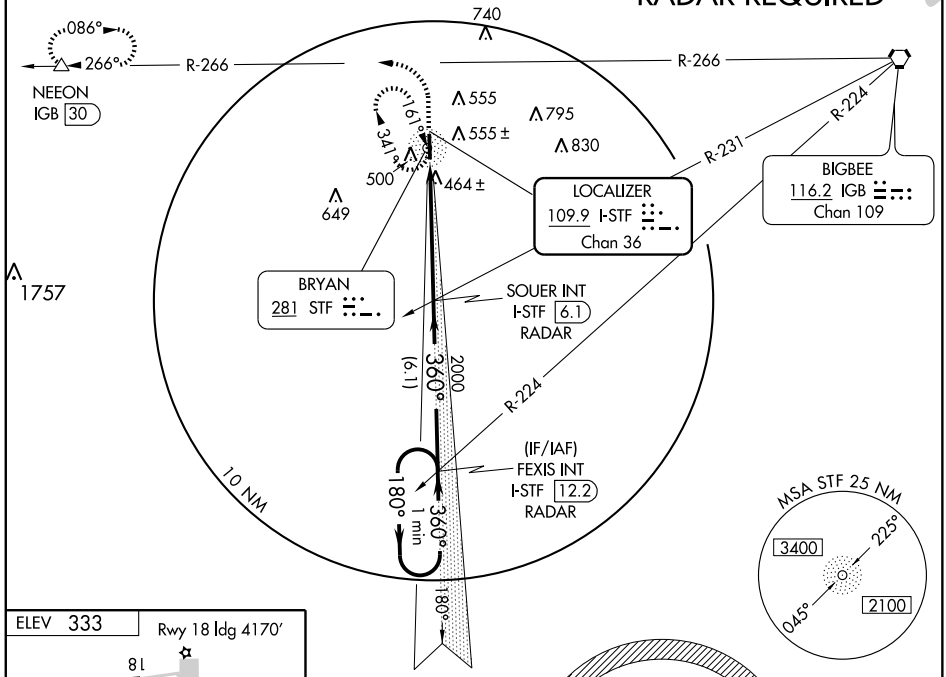
If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet. DME required. Visibility reduction by helicopters NA.

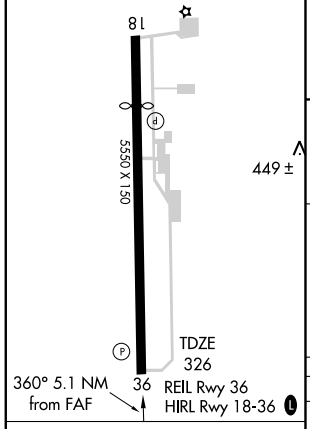
NA

MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 via heading 300° and IGB R-266 to NEEON/IGB 30 DME and hold.

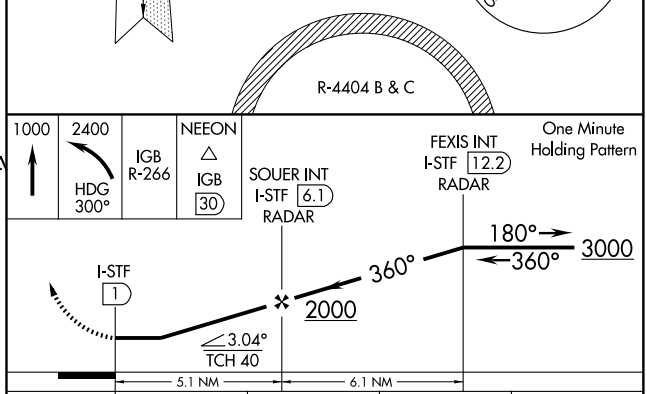
| AWOS-3 | COLUMBUS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 135.6 323.275 | 126.25 | 122.7 (CTAF) L |

## RADAR REQUIRED




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 720-1 394 (400-1) | | | 720-1¼ 394 (400-1¼) |
| CIRCLING | 920-1 587 (600-1) | | 920-1½ 587 (600-1½) | 920-2 587 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| NDB STF 281 | APP CRS 161° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 332 |
|---|---|---|

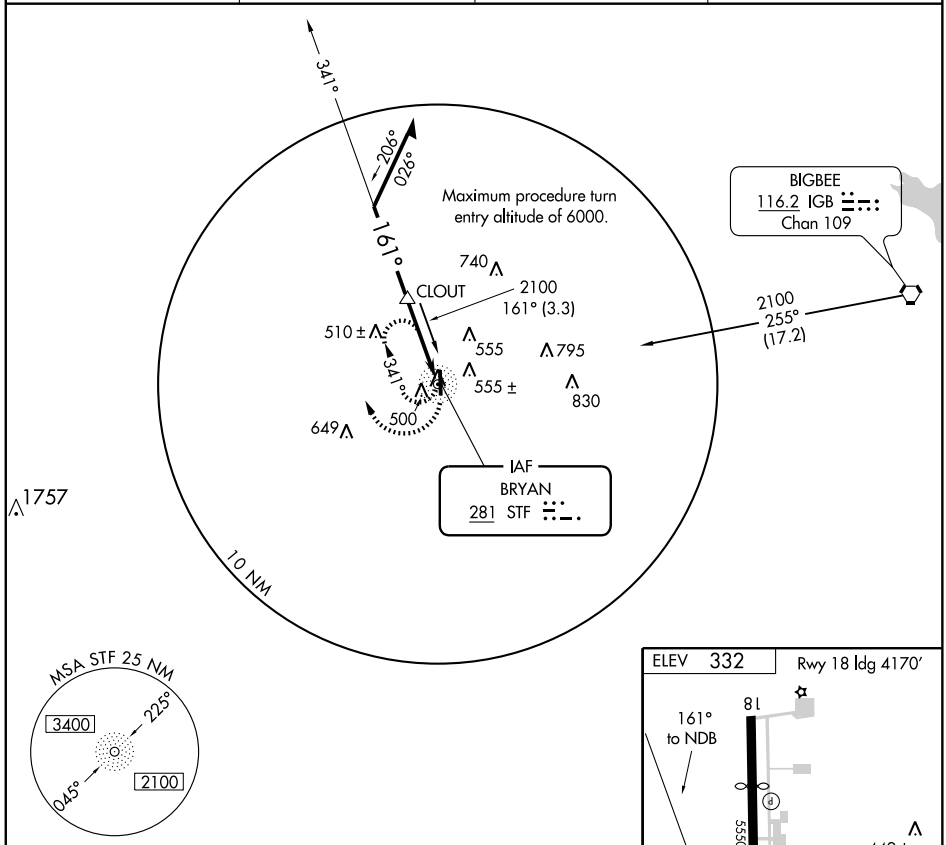
# NDB-C

STARKVILLE/GEORGE M. BRYAN (STF)

▼ NA — If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all MDAs 40 feet.

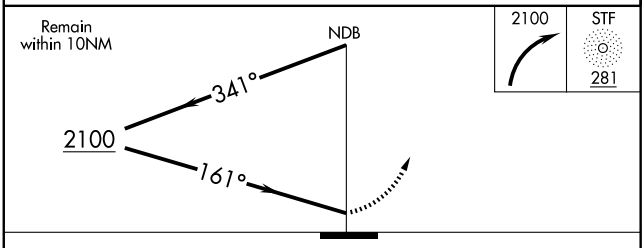
MISSED APPROACH: Climbing right turn to 2100 in STF NDB holding pattern.

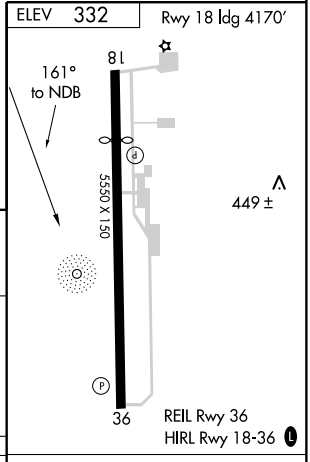
| AWOS-3 | COLUMBUS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 135.6 323.275 | 126.25 | 122.7 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 920-1 | 588 (600-1) | 920-1½<br>588 (600-1½) | 920-2<br>588 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4170 |
|---|---|---|
| 180° | TDZE | 332 |
| | Apt Elev | 332 |

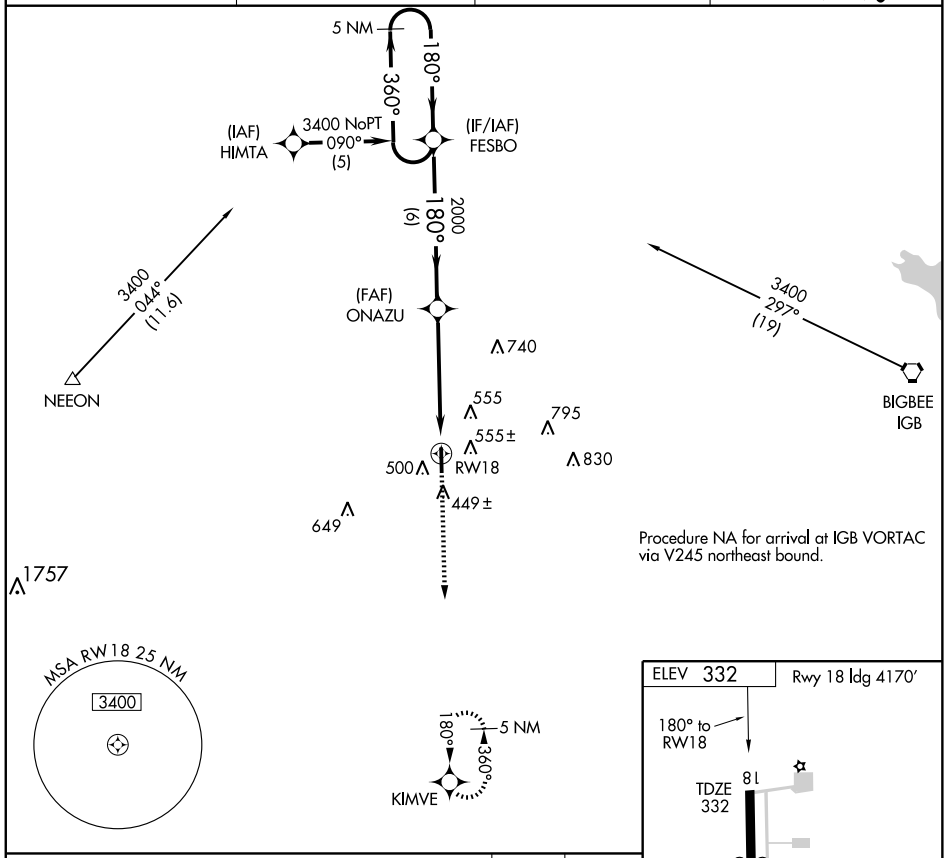
# RNAV (GPS) RWY 18

STARKVILLE/GEORGE M. BRYAN (STF)

VDP NA with Columbus AFB altimeter setting. DME/DME RNP-0.3 NA.
If local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 2800 direct KIMVE and hold.

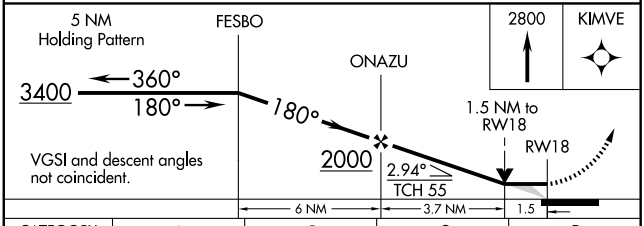
| AWOS-3 | COLUMBUS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 135.6 323.275 | 126.25 | 122.7 (CTAF) L |



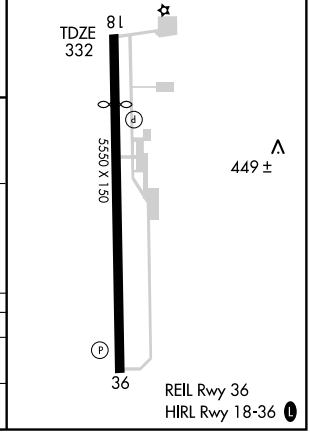







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 | 488 (500-1) | 820-1¼ 488 (500-1¼) | 820-1½ 488 (500-1½) |
| CIRCLING | 860-1 | 528 (600-1) | 860-1½ 528 (600-1½) | 900-2 568 (600-2) |




SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 53604 W36A | APP CRS 360° | Rwy Idg 5550<br>TDZE 326<br>Apt Elev 333 |
|---|---|---|

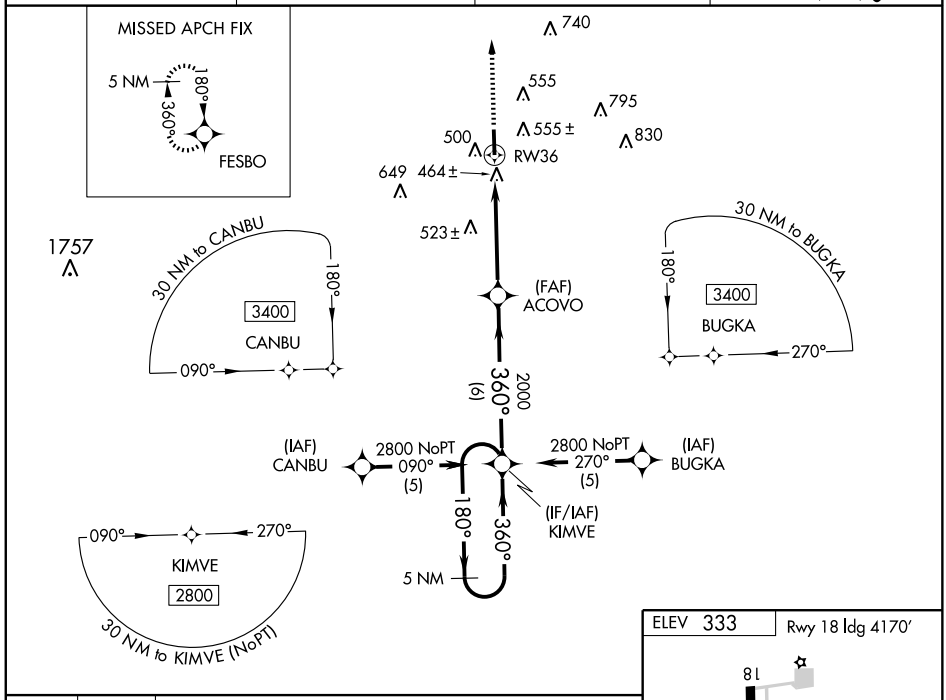
# RNAV (GPS) RWY 36

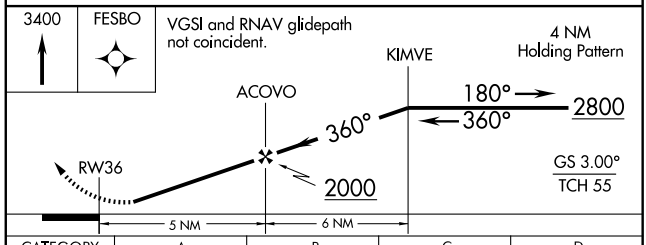
STARKVILLE/GEORGE M. BRYAN (STF)

Baro-VNAV NA when using Golden Triangle Rgnl altimeter setting. If local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase all DAs/MDAs 40 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Golden Triangle Rgnl altimeter setting.

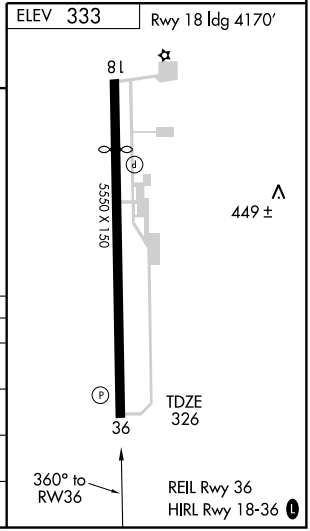
MISSED APPROACH: Climb to 3400 direct FESBO and hold, continue climb and hold to 3400.

| AWOS-3 | COLUMBUS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 135.6 323.275 | 126.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 743-1½ 417 (500-1½) | | | |
| LNAV VNAV / DA | 771-1½ 445 (500-1½) | | | |
| LNAV MDA | 820-1 494 (500-1) | | 820-1¼ 494 (500-1¼) | 820-1½ 494 (500-1½) |
| CIRCLING | 920-1 587 (600-1) | | 920-1½ 587 (600-1½) | 920-2 587 (600-2) |



| VORTAC IGB 116.2 Chan 109 | APP CRS 076° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 332 |
|---|---|---|

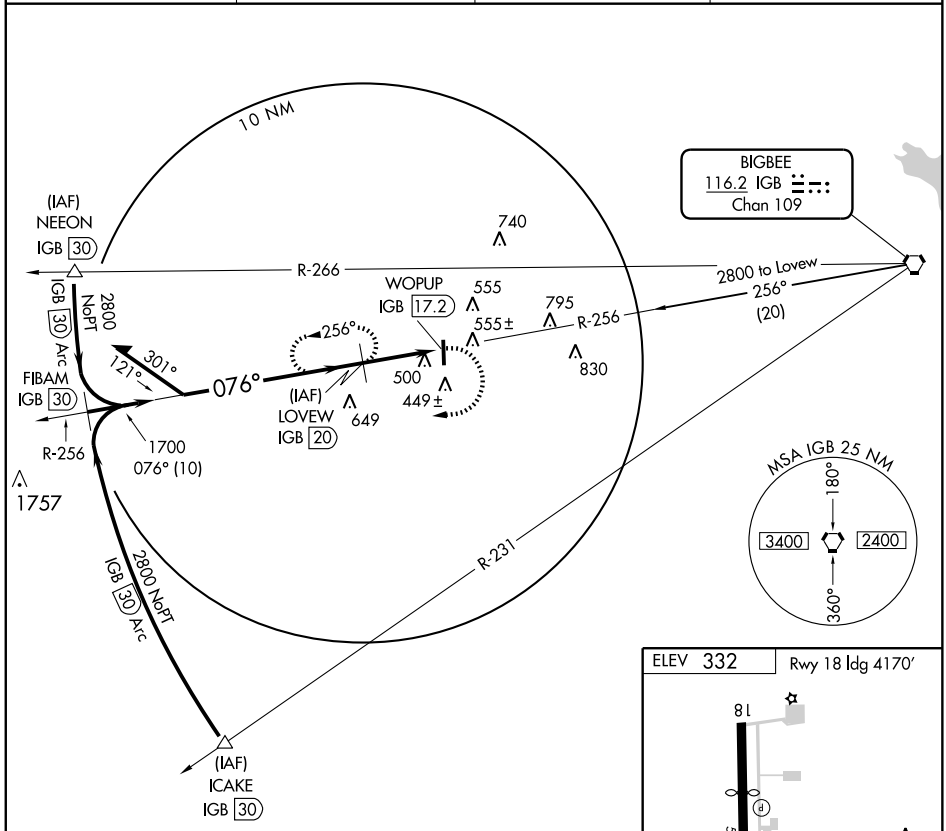
# VOR/DME-A

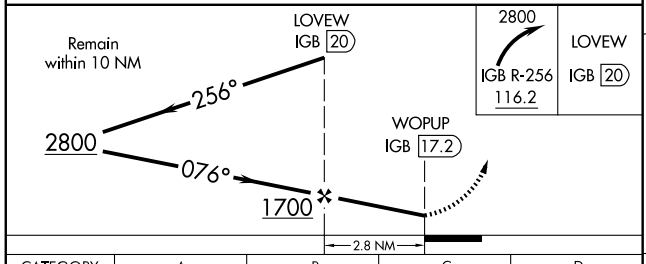
STARKVILLE/ GEORGE M. BRYAN (STF)

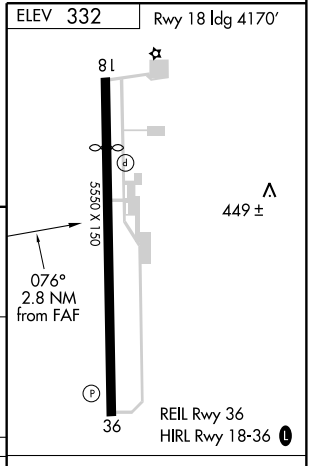
If local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2800 via IGB R-256 to LOVEW / IGB 20 DME and hold.

| AWOS-3 | COLUMBUS APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.975 | 135.6 323.275 | 126.25 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 860-1 528 (600-1) | | 860-1½ 528 (600-1½) | 900-2 568 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-UTA | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 110.95 | 347° | TDZE | 194 |
| Chan 46(Y) | | Apt Elev | 194 |

# ILS or LOC RWY 35

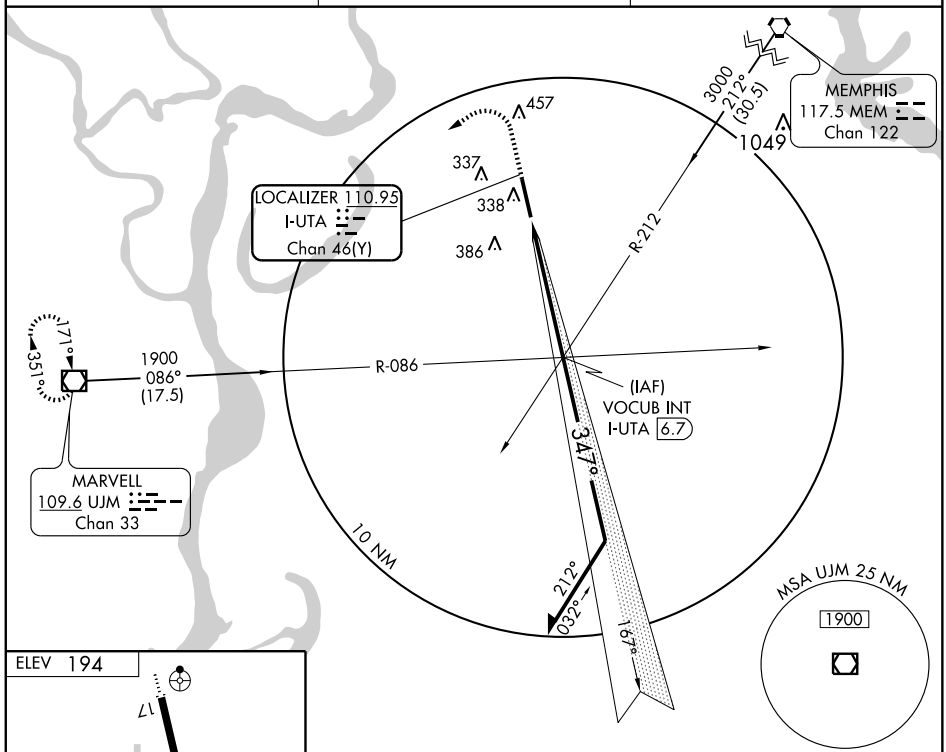
## TUNICA MUNI (UTA)

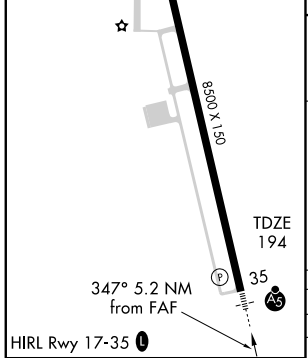
If local altimeter setting not received, use Memphis altimeter setting and increase all DH/MDAs 100 feet.
VDP NA with Memphis altimeter setting.

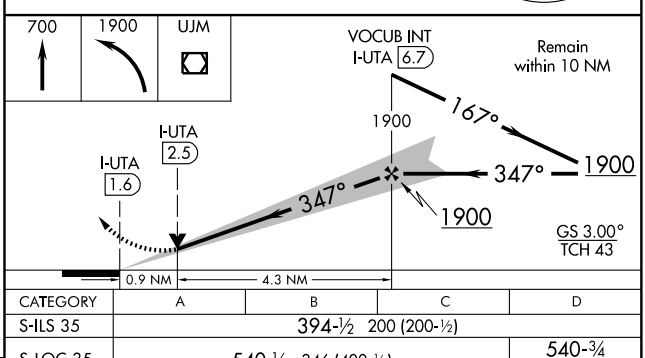
MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

| AWOS-3 | MEMPHIS APP CON | UNICOM |
|---|---|---|
| 118.075 | 119.1 291.6 | 123.0 (CTAF) L |




| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 394-½ 200 (200-½) | | | |
| S-LOC 35 | 540-½ 346 (400-½) | | | 540-¾ 346 (400-¾) |
| CIRCLING | 680-1 486 (500-1) | | 680-1½ 486 (500-1½) | 760-2 566 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 56212 | 167° | TDZE | 194 |
| W17A | | Apt Elev | 194 |

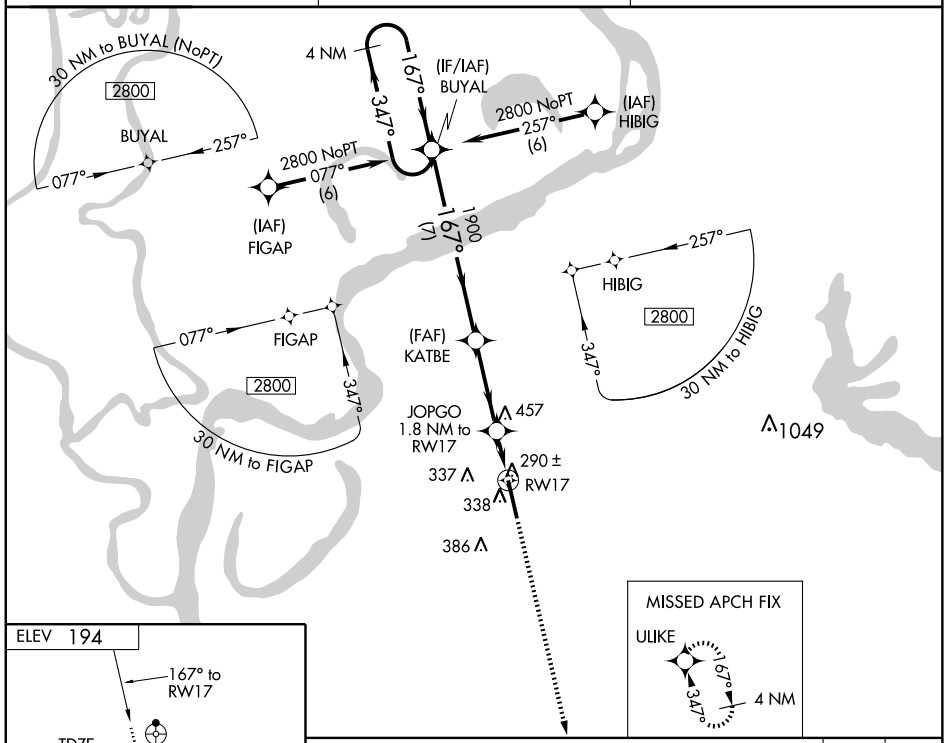
# RNAV (GPS) RWY 17
## TUNICA MUNI (UTA)

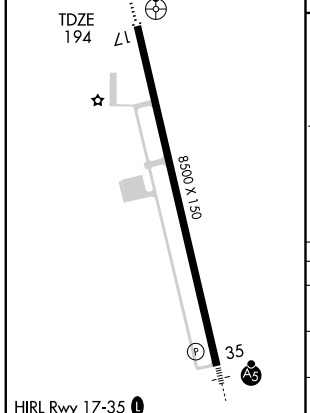
DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Memphis Intl altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LNAV Cat C and D and Circling Cat C visibility ¼ mile.
VDP NA when using Memphis Intl altimeter setting.

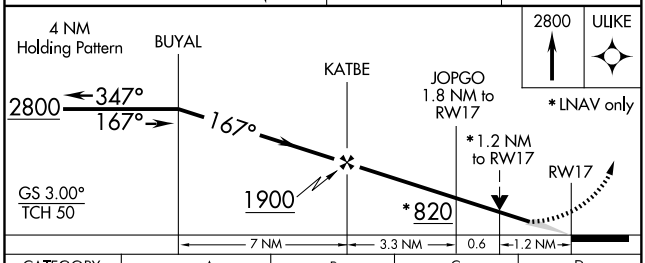
ODALS

MISSED APPROACH: Climb to 2800 direct ULIKE and hold.

| AWOS-3 | MEMPHIS APP CON | UNICOM |
|---|---|---|
| 118.075 | 119.1 291.6 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 394-1 200 (200-1) | | | |
| LNAV MDA | 640-1 446 (500-1) | | 640-1¼ 446 (500-1¼) | 640-1½ 446 (500-1½) |
| CIRCLING | 680-1 486 (500-1) | | 700-1½ 506 (600-1½) | 760-2 566 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 60912 | 347° | TDZE | 194 |
| W35A | | Apt Elev | 194 |

# RNAV (GPS) RWY 35

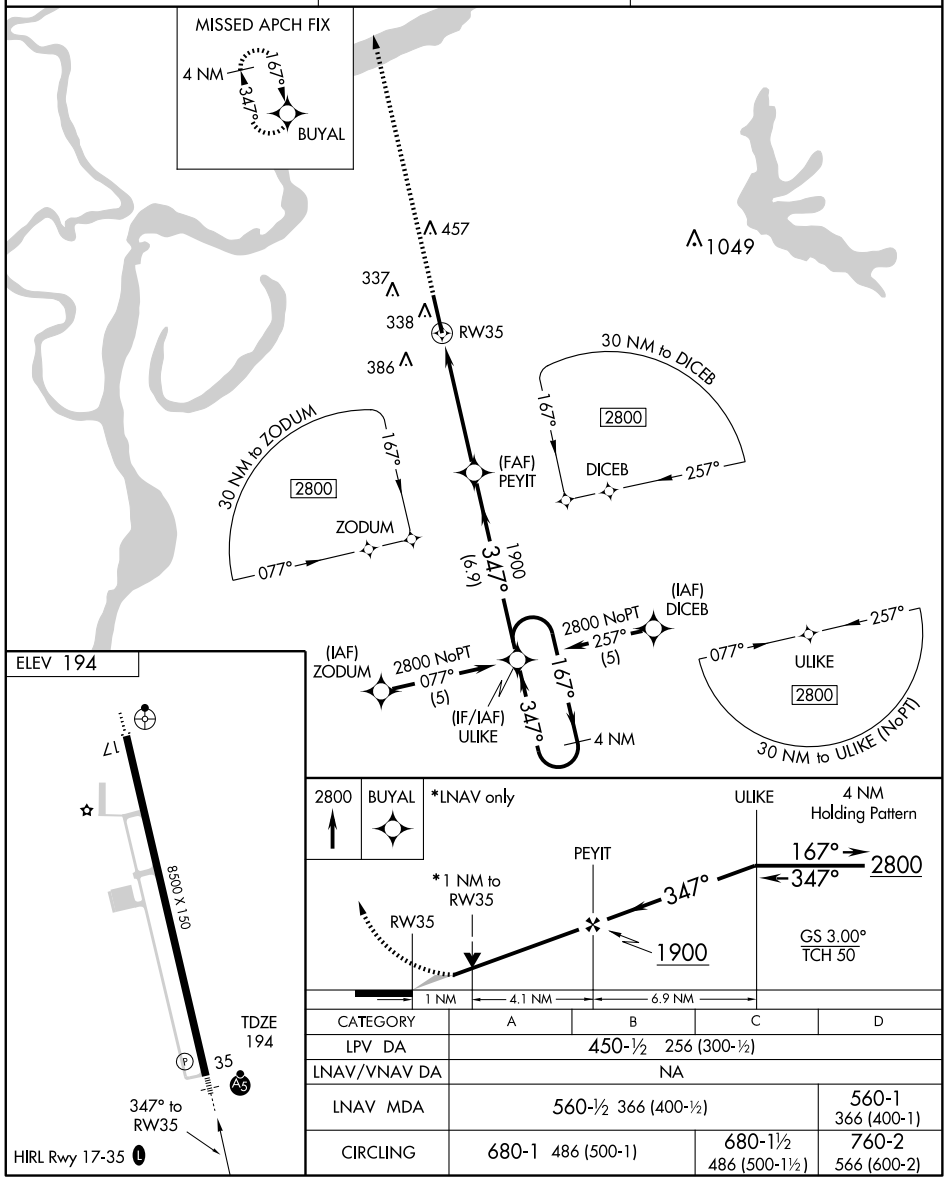
TUNICA MUNI (UTA)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Memphis altimeter setting and increase all DA/MDAs 100 feet. VDP NA when using Memphis altimeter setting.
For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 2800 direct BUYAL and hold.

| AWOS-3 | MEMPHIS APP CON | UNICOM |
|---|---|---|
| 118.075 | 119.1 291.6 | 123.0 (CTAF) L |



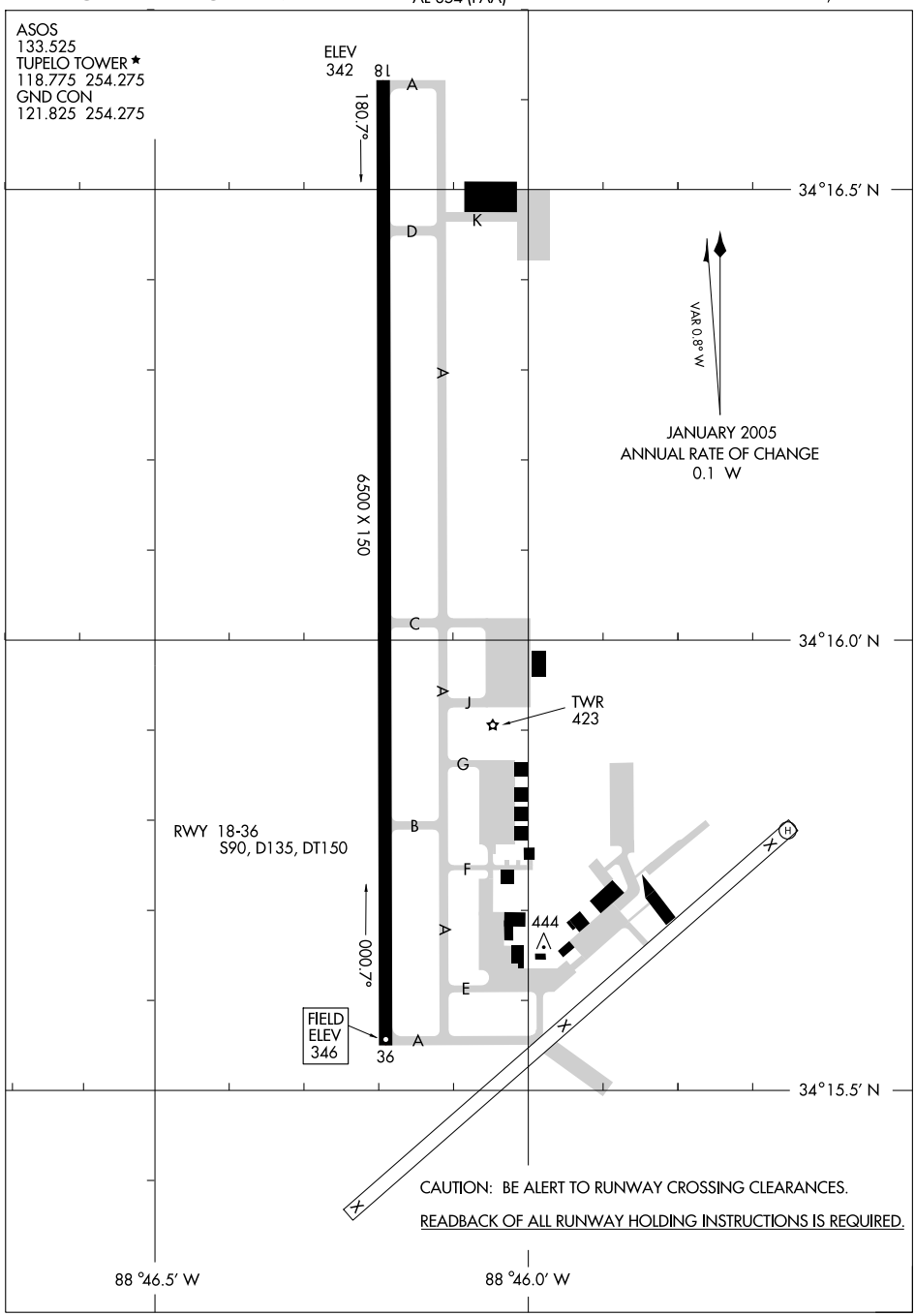

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 450-½ 256 (300-½) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 560-½ 366 (400-½) | | | 560-1 366 (400-1) |
| CIRCLING | 680-1 486 (500-1) | | 680-1½ 486 (500-1½) | 760-2 566 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-854 (FAA)

TUPELO RGNL (TUP)
TUPELO, MISSISSIPPI




SC-4, 14 JAN 2010 to 11 FEB 2010

# COPTER VOR 061°

| VOR/DME OTB | APCH CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.8 | 061° | TDZE | N/A |
| Chan 35 | | Arpt Elev | 346 |

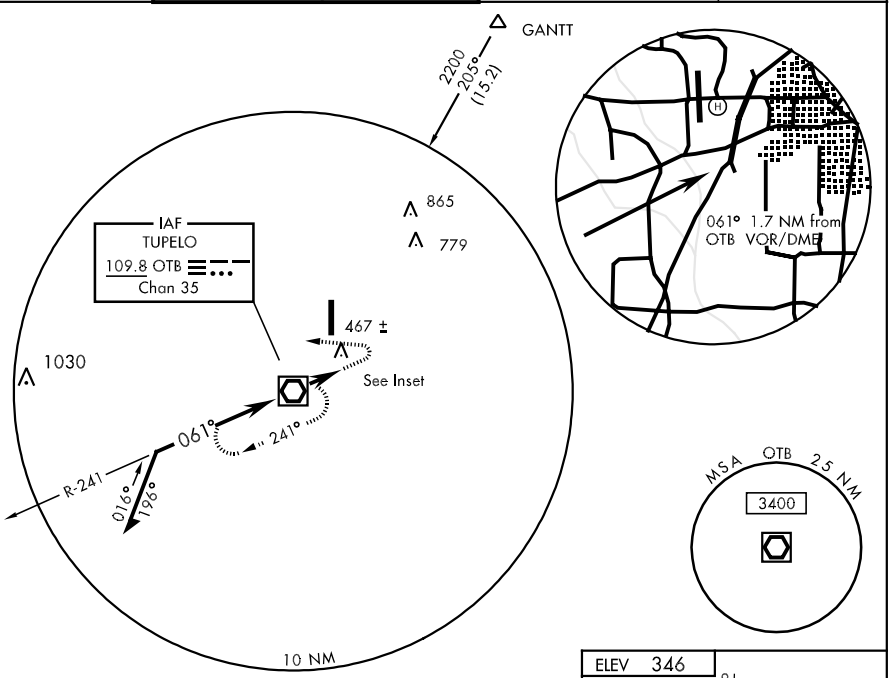
AL-854 [USA]

TUPELO REGIONAL (KTUP)

NA

MISSED APPROACH: Climbing left turn to 2200 direct to OTB VOR/DME and hold.

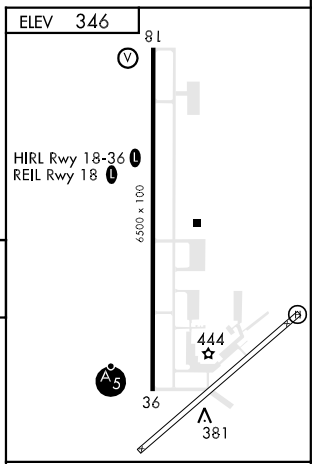
| MEMPHIS CENTER | TUPELO TOWER ★ | GND CON | ASOS |
|---|---|---|---|
| 128.5 279.55 | 118.775 (CTAF) L 254.275 | 121.825 254.275 | 133.525 |

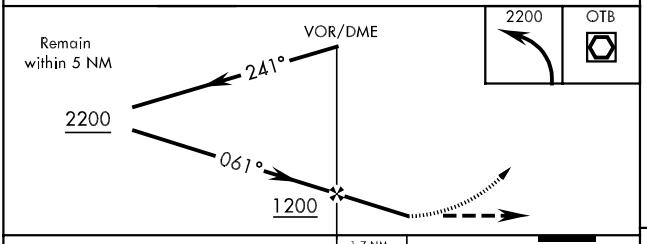



## RADAR REQUIRED

## COPTER ONLY

From MAP proceed visually Northeast along NATCHEZ TRACE PARKWAY to airport




FAF to MAP 1.7 NM

| CATEGORY | COPTER | Knots | 45 | 60 | 75 | 90 | 105 |
|---|---|---|---|---|---|---|---|
| H-061° | 740-1 370 (400-1) | Min:Sec | 2:16 | 1:42 | 1:22 | 1:08 | :59 |

| LOC I-TUP | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 108.5 | 359° | TDZE | 346 |
| Chan 22 | | Apt Elev | 346 |

# ILS or LOC RWY 36

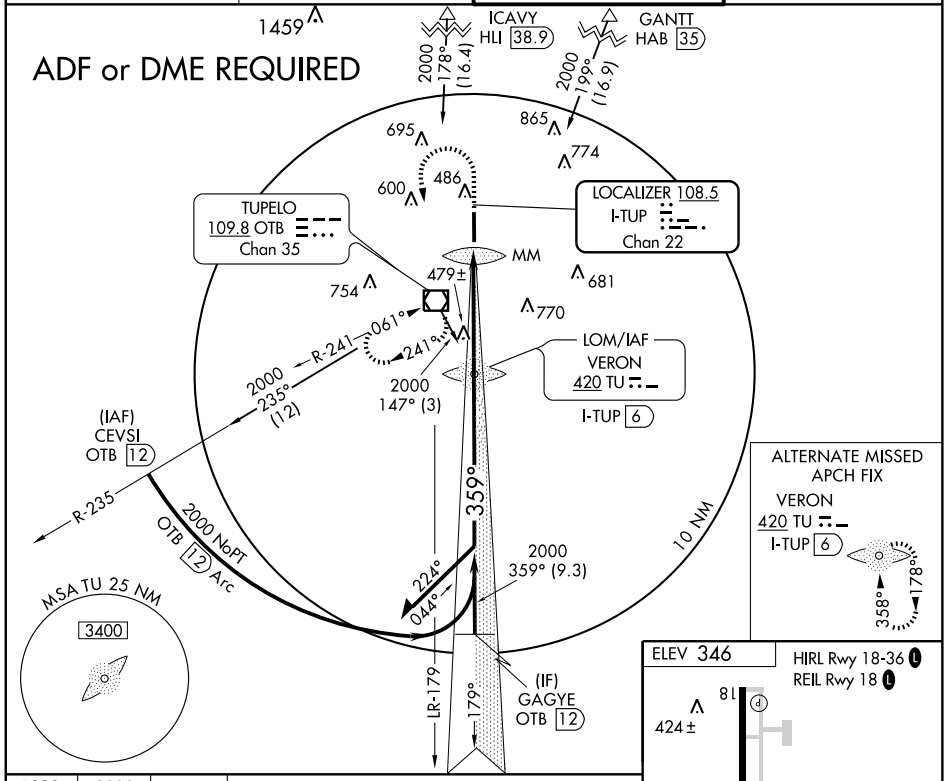
TUPELO RGNL (TUP)

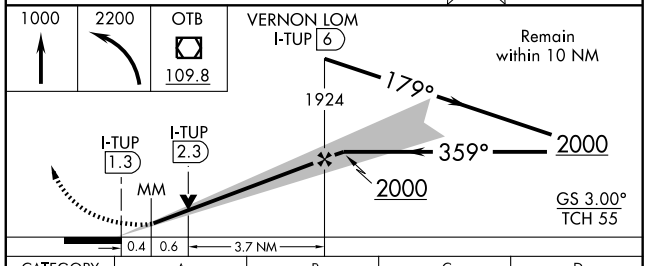
ADF or RADAR REQUIRED. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet, and increase S-LOC 36 Cats. C and D visibility ½ mile and Circling Cat. D ¼ mile. For inoperative MALSR when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats. visibility ½ mile.

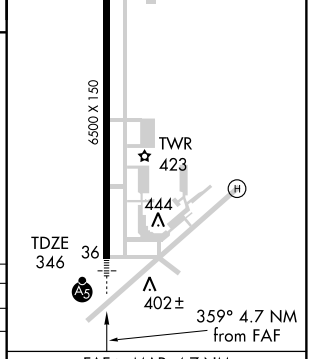
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct OTB VOR/DME and hold.

| ASOS | MEMPHIS CENTER | TUPELO TOWER * | GND CON |
|---|---|---|---|
| 133.525 | 128.5 279.55 | 118.775 (CTAF) L 254.275 | 121.825 254.275 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 546-½ 200 (200-½) | | | |
| S-LOC 36 | 740-½ 394 (400-½) | | | 740-¾ 394 (400-¾) |
| CIRCLING | 800-1 454 (500-1) | | 800-1½ 454 (500-1½) | 900-2 554 (600-2) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

SC-4, 14 JAN 2010 to 11 FEB 2010

| LOM TU | APP CRS | Rwy Idg | 6500 |
|---|---|---|---|
| 420 | 358° | TDZE | 346 |
| | | Apt Elev | 346 |

# NDB RWY 36

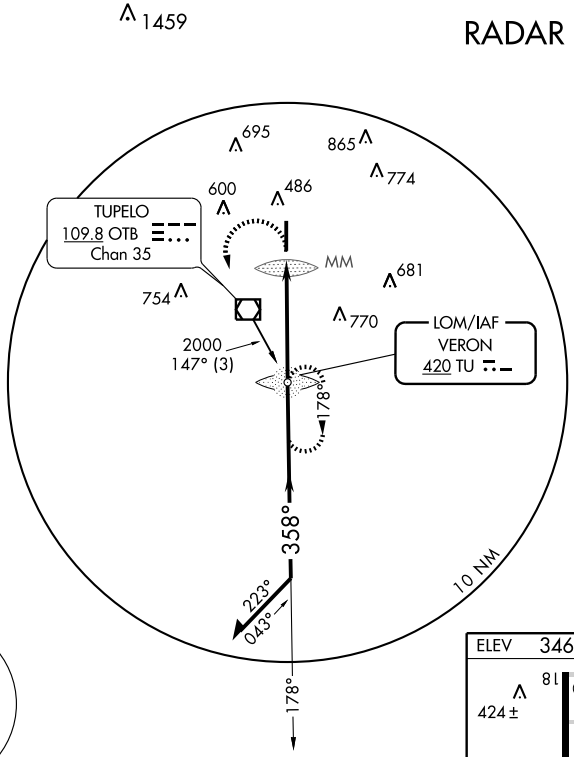
TUPELO RGNL (TUP)

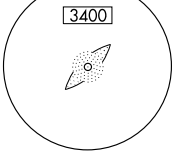
MALSR

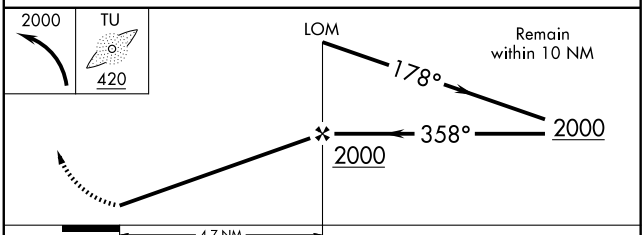
MISSED APPROACH: Climbing left turn to 2000 direct TU LOM and hold.

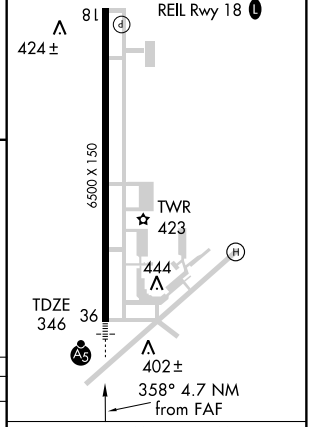
| ASOS | MEMPHIS CENTER | TUPELO TOWER ★ | GND CON |
|---|---|---|---|
| 133.525 | 128.5 279.55 | 118.775 (CTAF) L 254.275 | 121.825 254.275 |

RADAR REQUIRED




FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S- 36 | 780-¾ 434 (500-¾) | | | 780-1¼ 434 (500-1¼) |
| CIRCLING | 800-1 454 (500-1) | | 800-1½ 454 (500-1½) | 900-2 554 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 77712 W18A | APP CRS 179° | Rwy Idg 6500 TDZE 344 Apt Elev 346 |
|---|---|---|

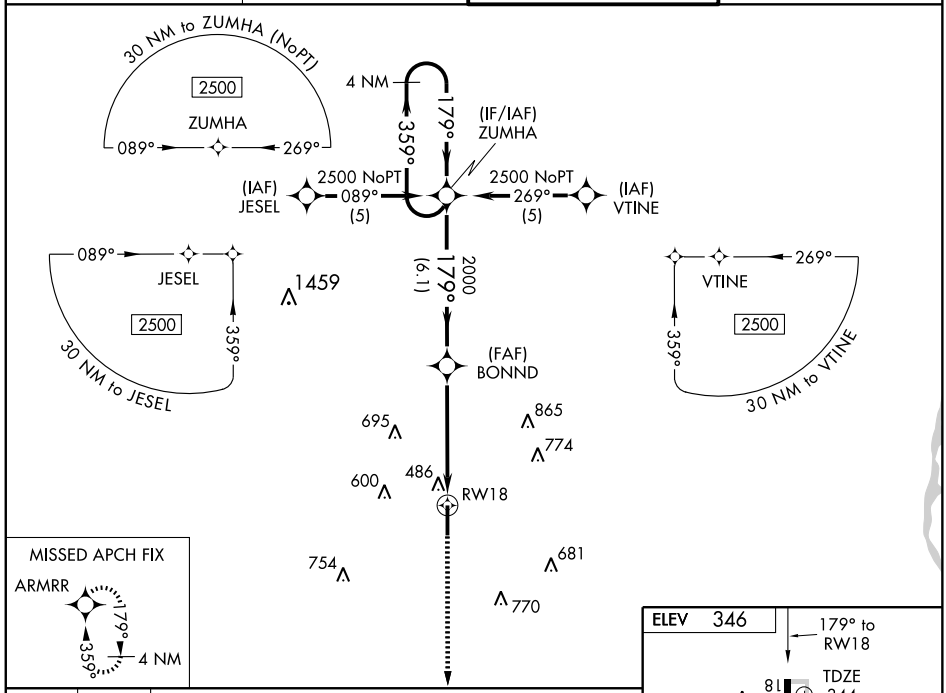
# RNAV (GPS) RWY 18

TUPELO RGNL (TUP)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LPV all Cats. visibility ½ mile, LNAV/VNAV all Cats. ¼ mile, LNAV Cat. C ½ mile, Cat. D ¼ mile and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro VNAV and VDP NA when using Columbus AFB altimeter setting.

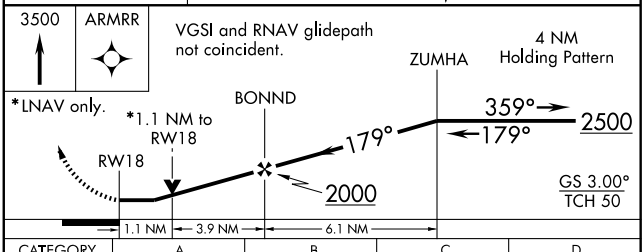
MISSED APPROACH: Climb to 3500 direct ARMRR and hold, continue climb-in-hold to 3500.

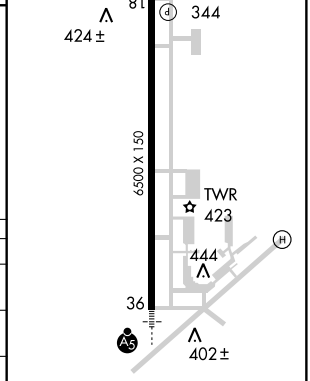
| ASOS | MEMPHIS CENTER | TUPELO TOWER* | GND CON |
|---|---|---|---|
| 133.525 | 128.5 279.55 | 118.775 (CTAF) L 254.275 | 121.825 254.275 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 634-1 290 (300-1) | | | |
| LNAV/VNAV DA | 757-1½ 413 (500-1½) | | | |
| LNAV MDA | 740-1 396 (400-1) | | | 740-1¼ 396 (400-1¼) |
| CIRCLING | 800-1 454 (500-1) | | 800-1½ 454 (500-1½) | 900-2 554 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 93712 W36A | APP CRS 359° | Rwy Idg 6500 TDZE 346 Apt Elev 346 |
|---|---|---|

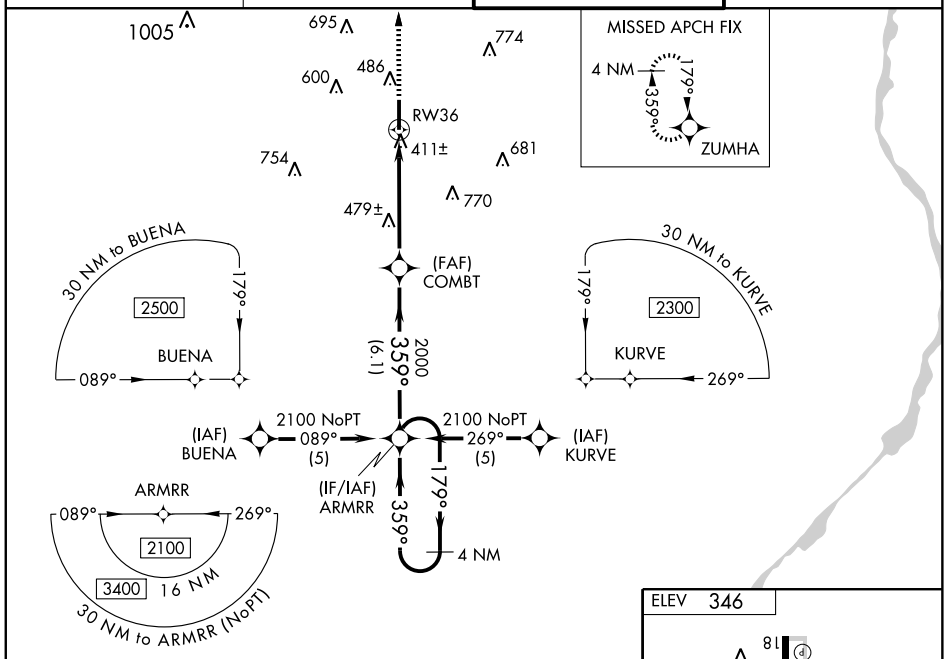
# RNAV (GPS) RWY 36
TUPELO RGNL (TUP)

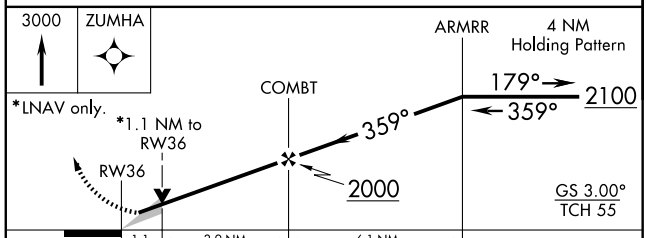
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA/MDA 120 feet. Increase LNAV/VNAV all Cats. visibility ¼ mile, LNAV Cat. C ½ mile, Cat. D ¼ mile and Circling Cat. D ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV and VDP NA when using Columbus AFB altimeter setting. For inoperative MALSR when using Columbus AFB altimeter setting, increase LPV all Cats. visibility ½ mile, and LNAV Cat. D visibility ¼ mile.

MALSR

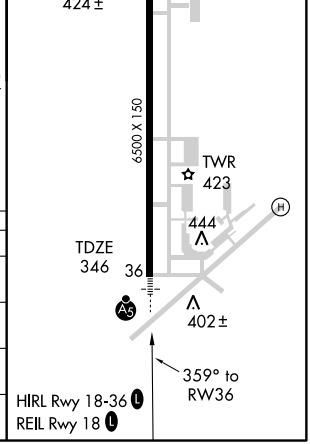
MISSED APPROACH: Climb to 3000 direct ZUMHA and hold.

| ASOS | MEMPHIS CENTER | TUPELO TOWER * | GND CON |
|---|---|---|---|
| 133.525 | 128.5 279.55 | 118.775 (CTAF) L 254.275 | 121.825 254.275 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 546-½ 200 (200-½) | | | |
| LNAV/ VNAV DA | 692-¾ 346 (400-¾) | | | |
| LNAV MDA | 740-½ 394 (400-½) | | | 740-1 394 (400-1) |
| CIRCLING | 800-1 454 (500-1) | | 800-1½ 454 (500-1½) | 900-2 554 (600-2) |




SC-4, 14 JAN 2010 to 11 FEB 2010

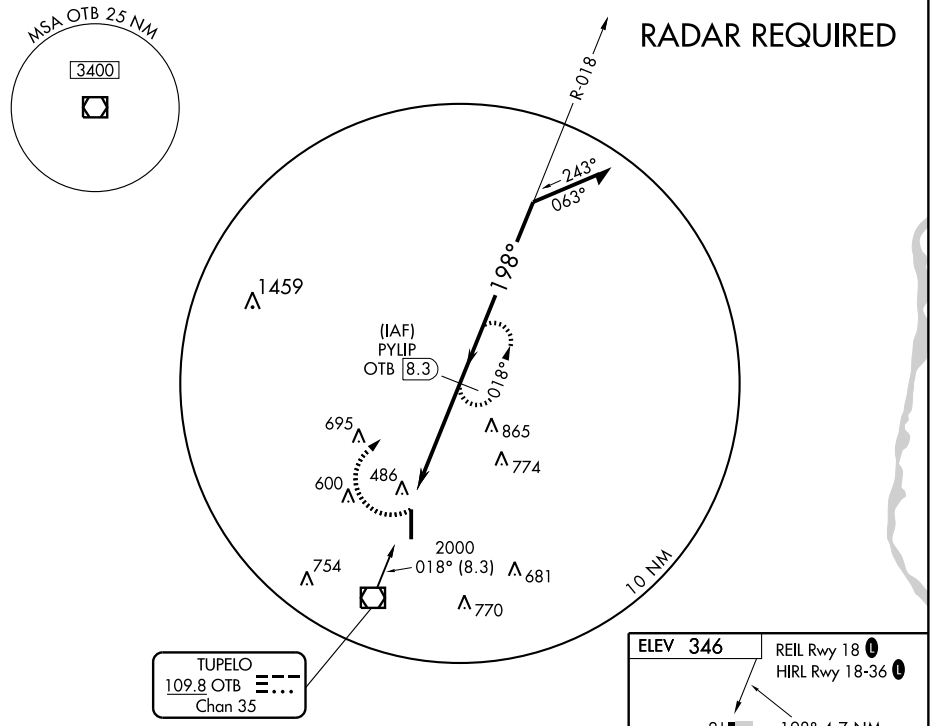
| VOR/DME OTB 109.8 Chan 35 | APP CRS 198° | Rwy Idg 6500 TDZE 345 Apt Elev 346 |
|---|---|---|

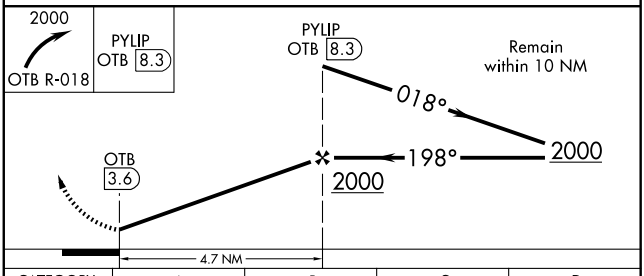
# VOR/DME RWY 18

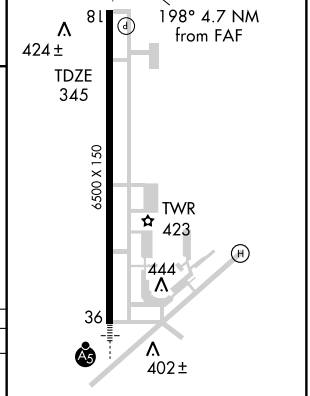
TUPELO RGNL (TUP)

MISSED APPROACH: Climbing right turn to 2000 via OTB R-018 to PYLIP 8.3 DME and hold.

| ASOS | MEMPLEX CENTER | TUPELO TOWER ★ | GND CON |
|---|---|---|---|
| 133.525 | 128.5 279.55 | 118.775 (CTAF) L 254.275 | 121.825 254.275 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 740-1 395 (400-1) | | | 740-1¼ 395 (400-1¼) |
| CIRCLING | 800-1 454 (500-1) | | 800-1½ 454 (500-1½) | 900-2 554 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

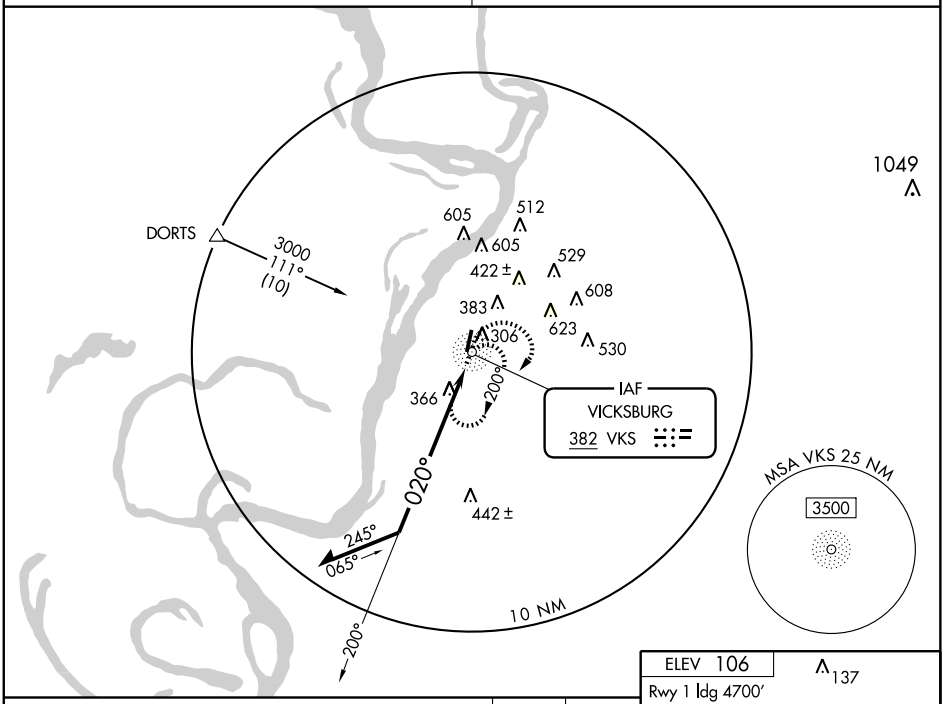
| NDB VKS | APP CRS | Rwy Idg | 4700 |
|---|---|---|---|
| 382 | 020° | TDZE | 103 |
| | | Apt Elev | 106 |

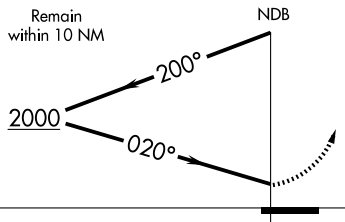
# NDB RWY 1
## VICKSBURG MUNI (VKS)

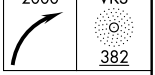
Obtain local altimeter setting on CTAF; when not received, use Vicksburg Tallulah Regional altimeter setting.

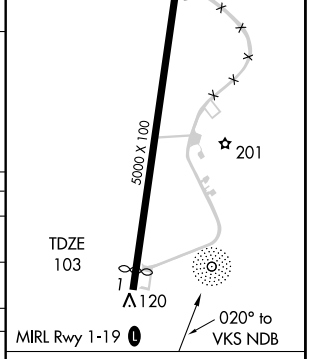
MISSED APPROACH: Climbing right turn to 2000 in VKS NDB holding pattern.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 132.5 259.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 800-1 | 697 (700-1) | 800-2<br>697 (700-2) | 800-2¼<br>697 (700-2¼) |
| CIRCLING | 800-1 | 694 (700-1) | 800-2<br>694 (700-2) | 1060-3<br>954 (1000-3) |
| VICKSBURG TALLULAH REGIONAL ALTIMETER SETTING MINIMUMS | | | | |
| S-1 | 820-1 | 717 (800-1) | 820-2<br>717 (800-2) | 820-2¼<br>717 (800-2¼) |
| CIRCLING | 820-1 | 714 (800-1) | 820-2<br>714 (800-2) | 1100-3<br>994 (1000-3) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4700 |
|---|---|---|
| 005° | TDZE | 103 |
| | Apt Elev | 106 |

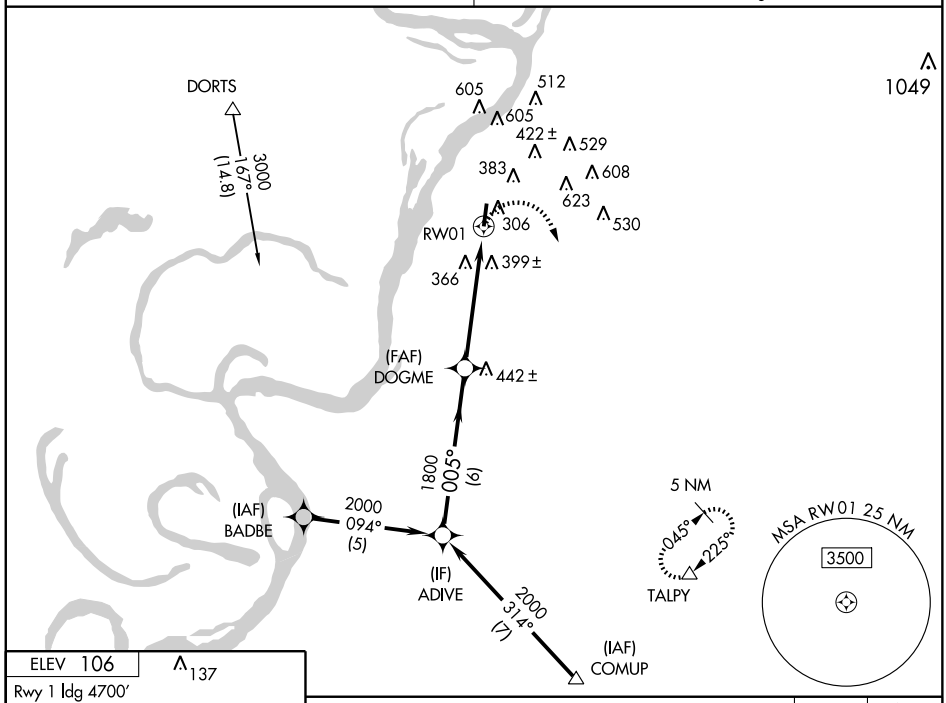
# RNAV (GPS) RWY 1
## VICKSBURG MUNI (VKS)

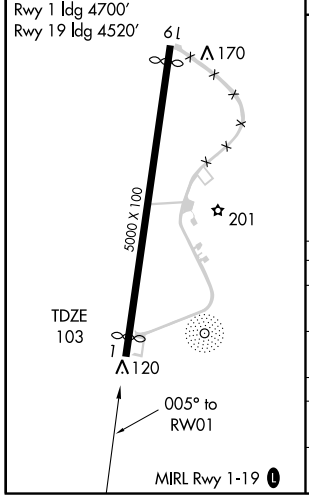
DME/DME RNP-0.3 NA. VDP NA when using Vicksburg Tallulah Regional altimeter setting. Obtain local altimeter setting on CTAF; when not received, use Vicksburg Tallulah Regional altimeter setting.

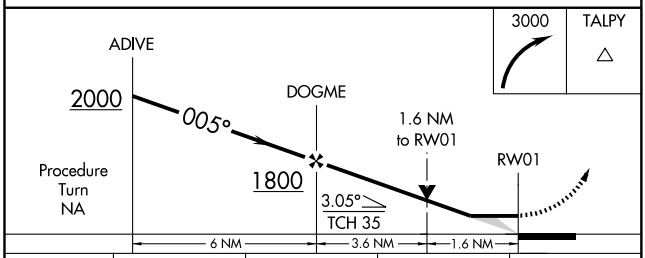
NA

MISSED APPROACH: Climbing right turn to 3000 direct TALPY and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 132.5 259.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 | 557 (600-1) | 660-1½<br>557 (600-1½) | 660-1¾<br>557 (600-1¾) |
| CIRCLING | 700-1 | 594 (600-1) | 700-1½<br>594 (600-1½) | 1060-3<br>954 (1000-3) |
| VICKSBURG TALLULAH REGIONAL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 680-1 | 577 (600-1) | 680-1½<br>577 (600-1½) | 680-1¾<br>577 (600-1¾) |
| CIRCLING | 740-1 | 634 (700-1) | 740-1¾<br>634 (700-1¾) | 1100-3<br>994 (1000-3) |

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3458 |
|---|---|---|
| 180° | TDZE | 205 |
| | Apt Elev | 205 |

# RNAV (GPS) RWY 18

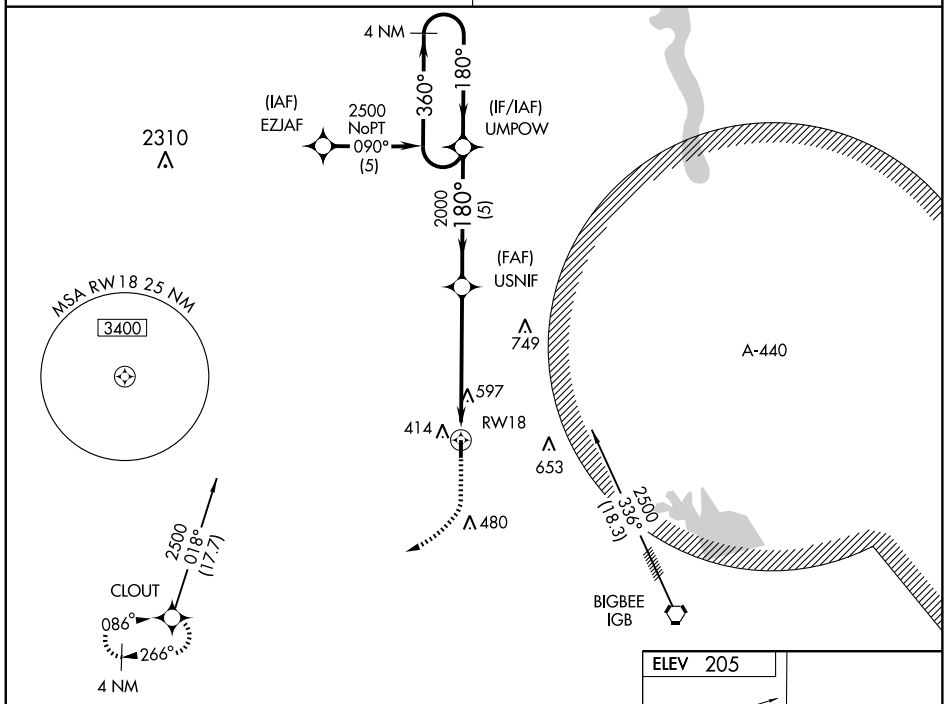
WEST POINT/MCCHAREN FIELD (M83)

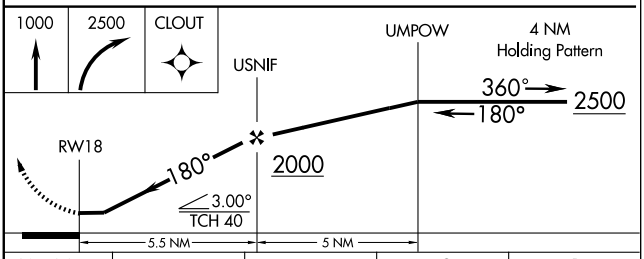
Use Columbus AFB altimeter setting.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

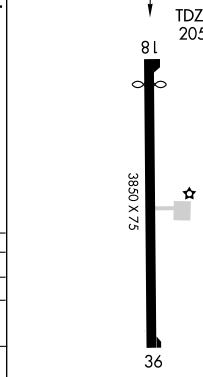
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON★
**135.6 323.275**

CTAF
**122.9** (L)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 980-1<br>*775 (800-1)* | 980-1¼<br>*775 (800-1¼)* | 980-2½<br>*775 (800-2½)* | NA |
| CIRCLING | 980-1<br>*775 (800-1)* | 1020-1¼<br>*815 (900-1¼)* | 1020-2½<br>*815 (900-2½)* | NA |

MIRL Rwy 18-36 (L)

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3850 |
|---|---|---|
| 360° | TDZE | 203 |
| | Apt Elev | 205 |

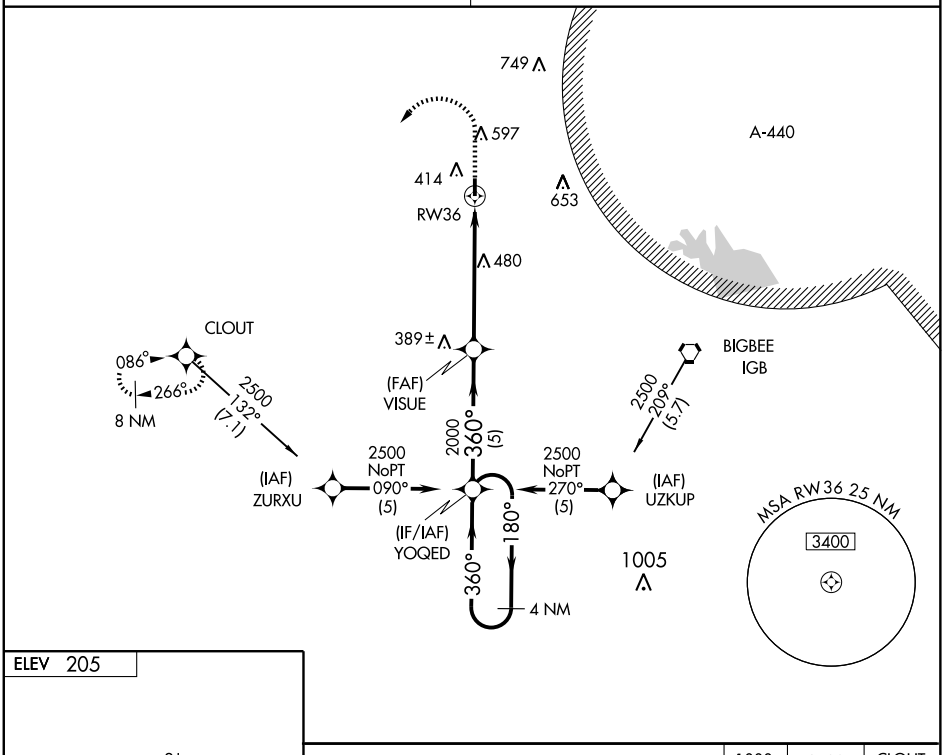
# RNAV (GPS) RWY 36

WEST POINT/MCCHAREN FIELD (M83)

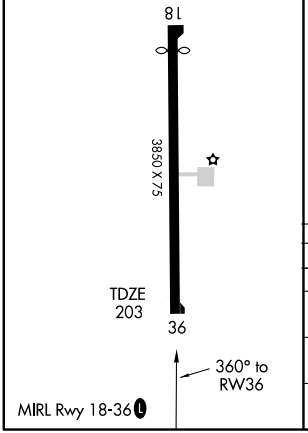
Use Columbus AFB altimeter setting.
NA DME/DME RNP-0.3 NA.

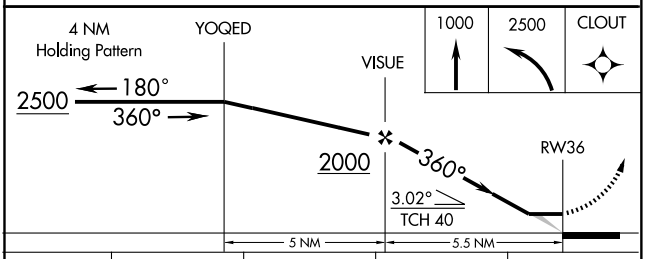
MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct CLOUT and hold.

| COLUMBUS APP CON ★ | CTAF |
|---|---|
| 135.6 323.275 | 122.9 L |




ELEV 205




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/ VNAV DA | NA | | | |
| LNAV MDA | 760-1 557 (600-1) | | 760-1½ 557 (600-1½) | NA |
| CIRCLING | 920-1 715 (800-1) | 1020-1¼ 815 (900-1¼) | 1020-2½ 815 (900-2½) | NA |

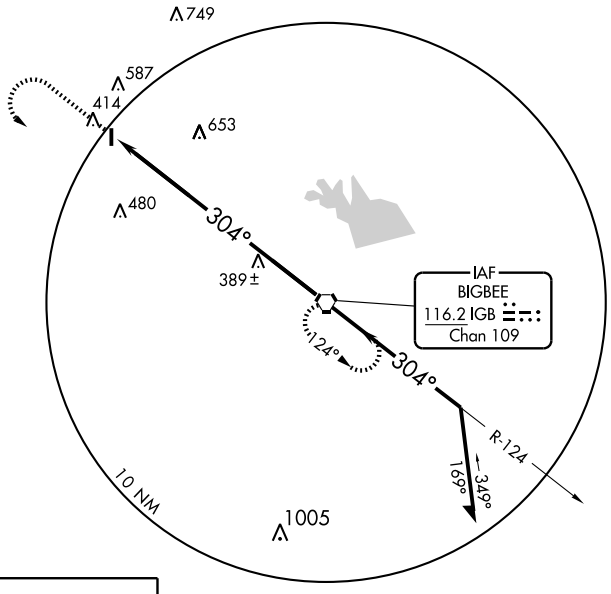
SC-4, 14 JAN 2010 to 11 FEB 2010

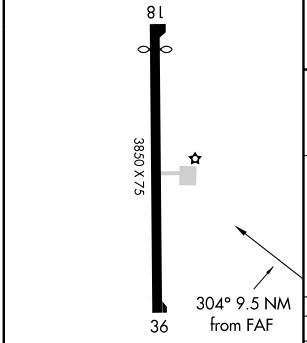
| VORTAC IGB 116.2 Chan 109 | APP CRS 304° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 205 |
|---|---|---|

# VOR-A

WEST POINT/MCCHAREN FIELD (M83)

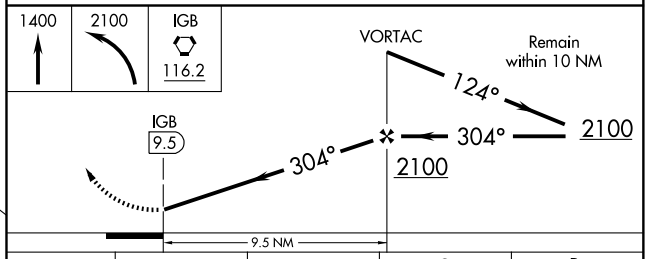
| | |
|---|---|
| ▼ NA<br>Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting. | MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct IGB VORTAC and hold. |
| COLUMBUS APP CON ★<br>135.6 323.275 | CTAF<br>122.9 L |




MIRL Rwy 18-36 L

| FAF to MAP 9.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:30 | 6:20 | 4:45 | 3:48 | 3:10 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1<br>795 (800-1) | 1000-1¼<br>795 (800-1¼) | 1000-2¼<br>795 (800-2¼) | NA |
| GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1040-1<br>835 (900-1) | 1040-1¼<br>835 (900-1¼) | 1040-2½<br>835 (900-2½) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

| VORTAC IGB 116.2 Chan 109 | APP CRS 124° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 205 |
|---|---|---|

# VOR/DME-B

WEST POINT/MCCHAREN FIELD (M83)

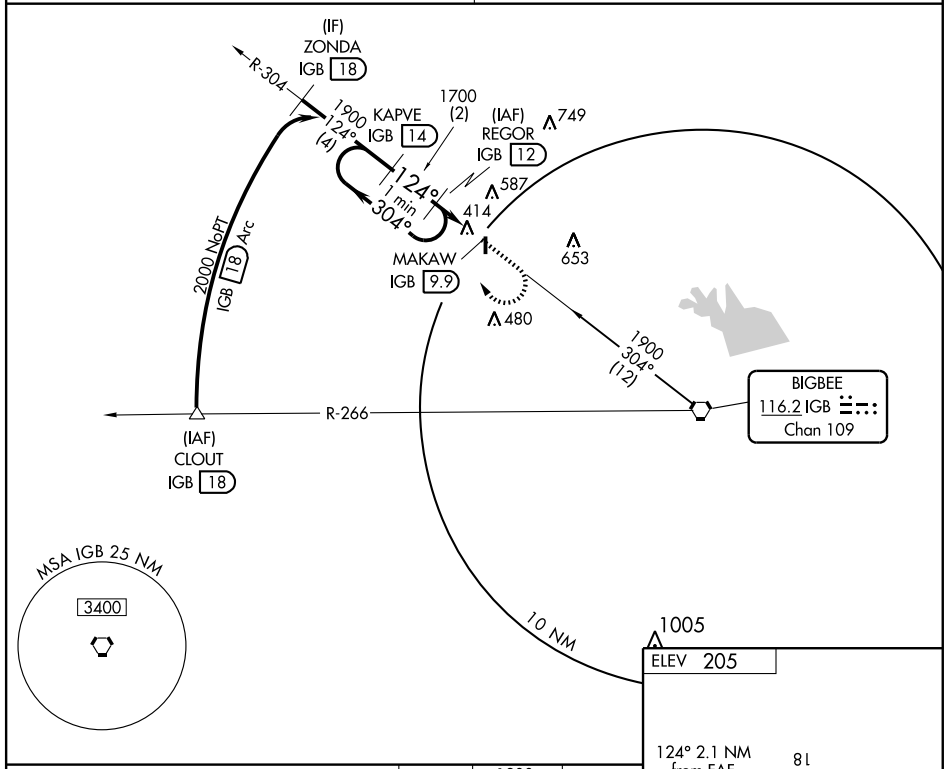
Obtain local altimeter setting on CTAF; when not received, use Golden Triangle Rgnl altimeter setting.

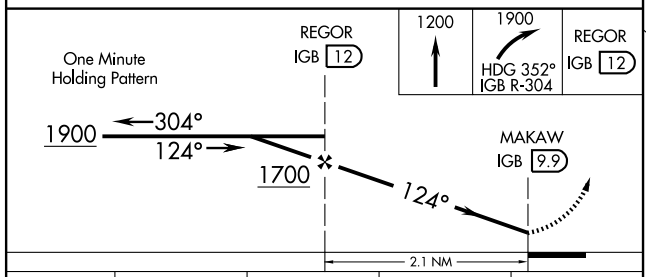
NA

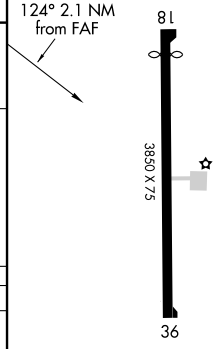
MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR IGB 12 DME and hold.

COLUMBUS APP CON ★
135.6 323.275

CTAF
122.9 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 880-1<br>675 (700-1) | 900-1<br>695 (700-1) | 900-2<br>695 (700-2) | NA |
| GOLDEN TRIANGLE RGNL ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 920-1 715 (800-1) | | 920-2<br>715 (800-2) | NA |

MIRL Rwy 18-36 L

SC-4, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 030° | TDZE | 360 |
| | Apt Elev | 364 |

# RNAV (GPS) RWY 3

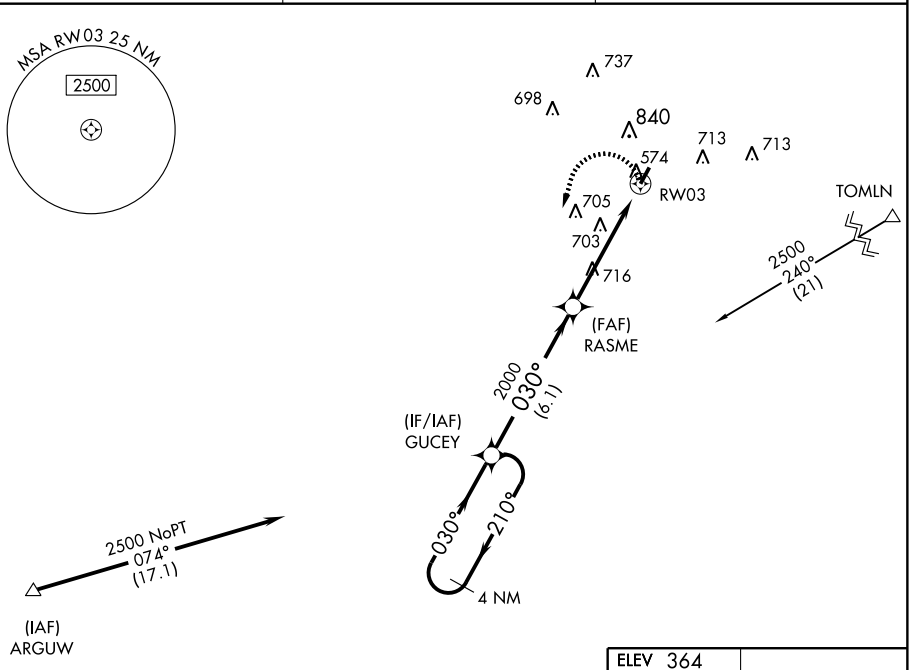
WINONA-MONTGOMERY COUNTY (5A6)

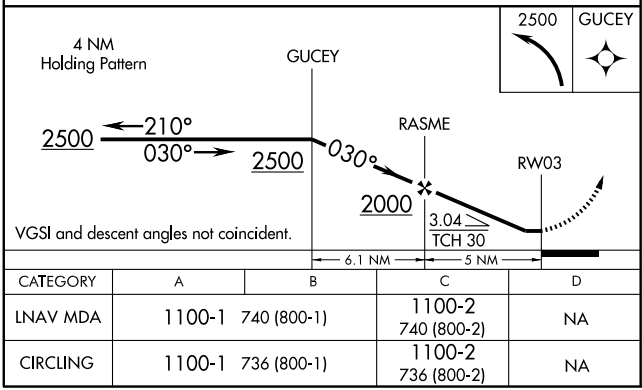
Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Circling NA NW of Rwy 3-21.

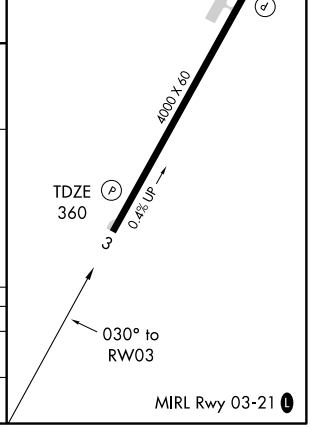
NA

MISSED APPROACH: Climbing left turn to 2500 direct GUCEY and hold.

| GRENADA AWOS | MEMPHIS CENTER | CTAF |
|---|---|---|
| 118.025 | 128.5 279.55 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1 740 (800-1) | | 1100-2 740 (800-2) | NA |
| CIRCLING | 1100-1 736 (800-1) | | 1100-2 736 (800-2) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

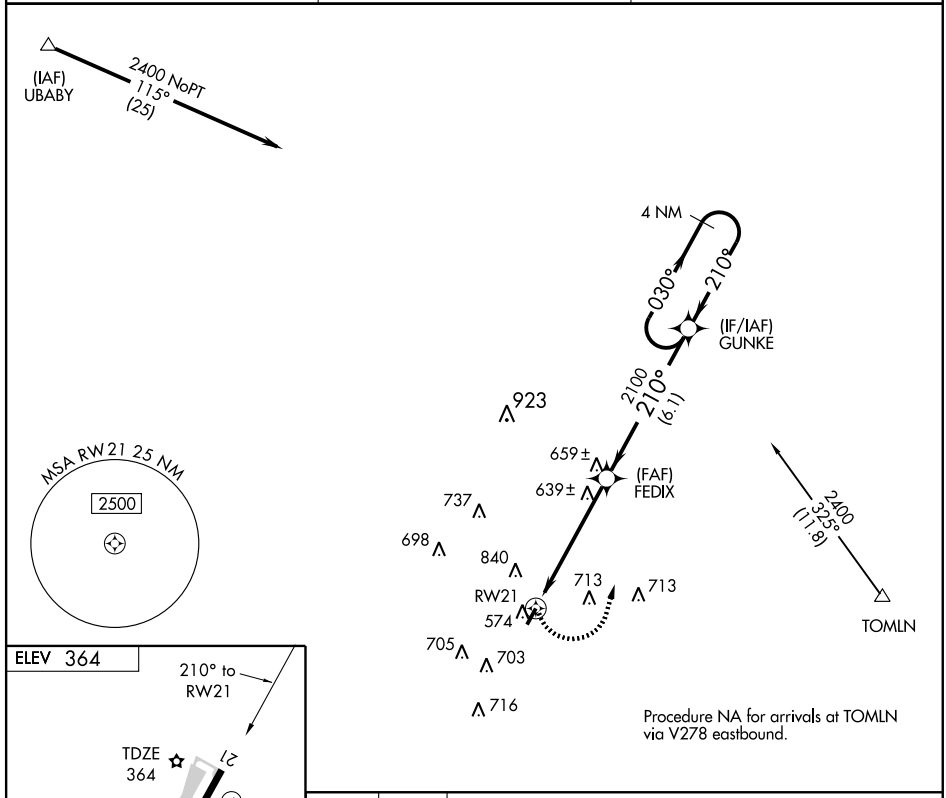
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 210° | TDZE | 364 |
| | Apt Elev | 364 |

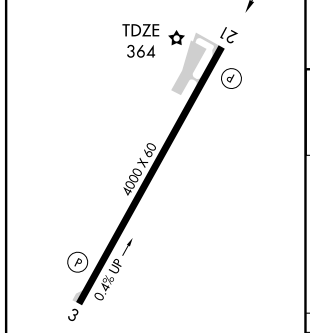
# RNAV (GPS) RWY 21
## WINONA-MONTGOMERY COUNTY (5A6)

Use Grenada altimeter setting, when not received use Greenwood altimeter setting. Visibility reduction by helicopters NA. Procedure NA at night. Circling NA NW of Rwy 3-21.

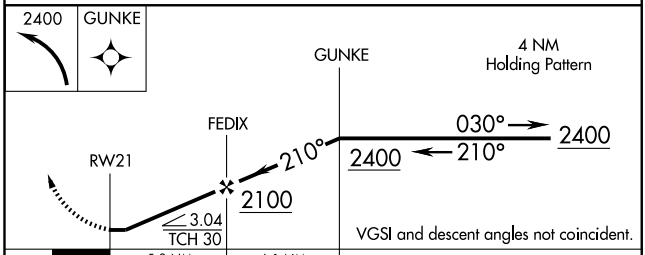
MISSED APPROACH: Climbing left turn to 2400 direct GUNKE and hold.

| GRENADA AWOS | MEMPHIS CENTER | CTAF |
|---|---|---|
| 118.025 | 128.5 279.55 | 122.9 L |




MIRL Rwy 03-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1 | 616 (700-1) | 980-1¾ 616 (700-1¾) | NA |
| CIRCLING | 980-1 | 616 (700-1) | 980-1¾ 616 (700-1¾) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

YAZOO CITY, MISSISSIPPI

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 172° | TDZE | 104 |
| | Apt Elev | 104 |

AL-6977 (FAA)

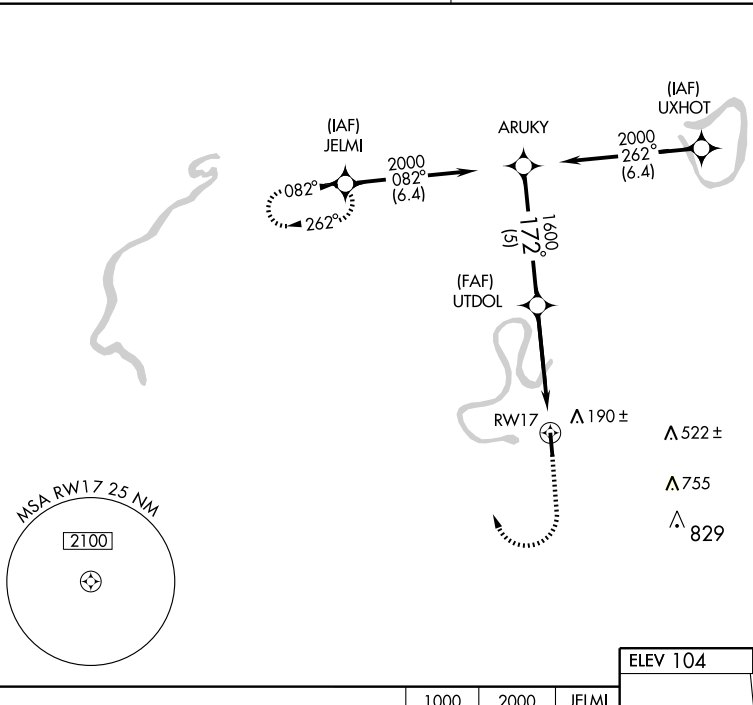
# GPS RWY 17

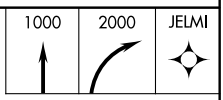
YAZOO COUNTY (87I)

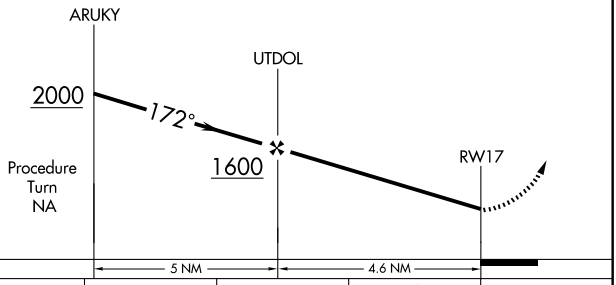
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing right turn to 2000 direct JELMI WP and hold.

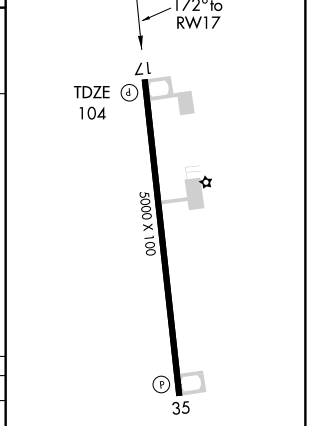
| MEMPHIS CENTER | UNICOM |
|---|---|
| 132.5 259.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 600-1 496 (500-1) | | 600-1¼ 496 (500-1¼) | NA |
| CIRCLING | 640-1 536 (600-1) | | 640-1½ 536 (600-1½) | NA |




MIRL Rwy 17-35 L

SC-4, 14 JAN 2010 to 11 FEB 2010

YAZOO CITY, MISSISSIPPI

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 352° | TDZE | 104 |
| | Apt Elev | 104 |

AL-6977 (FAA)

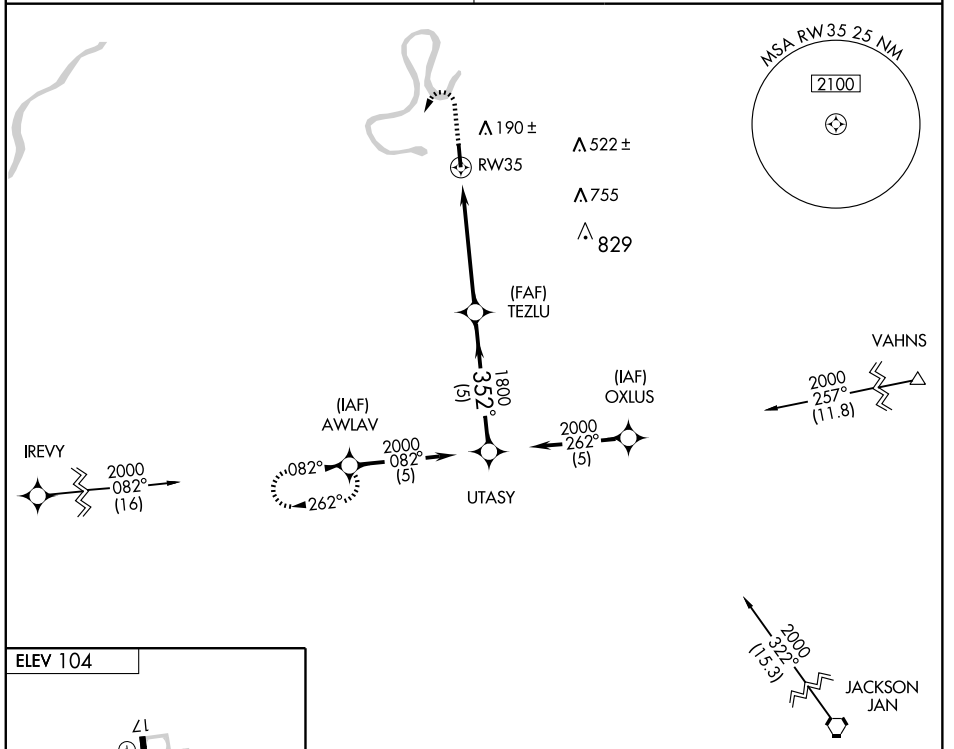
# GPS RWY 35

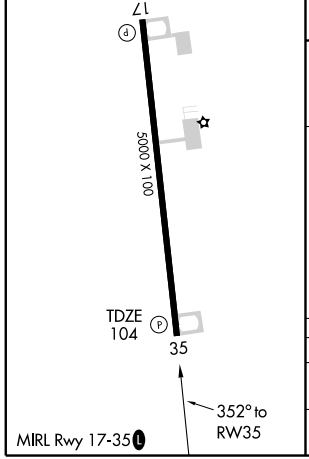
YAZOO COUNTY (87I)

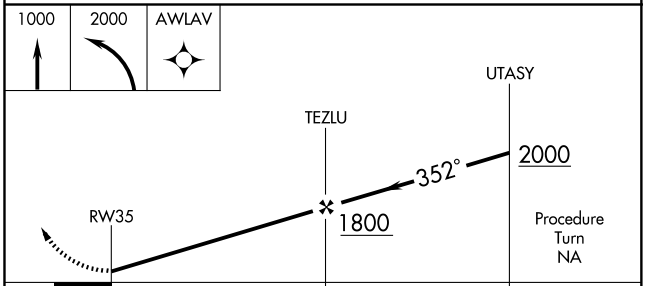
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct AWLAV WP and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 132.5 259.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 780-1 676 (700-1) | | 780-2 676 (700-2) | NA |
| CIRCLING | 780-1 676 (700-1) | | 780-2 676 (700-2) | NA |

SC-4, 14 JAN 2010 to 11 FEB 2010

YAZOO CITY, MISSISSIPPI

| VORTAC JAN | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 112.6 | 141° | TDZE | 104 |
| Chan 73 | | Apt Elev | 104 |

AL-6977 (FAA)

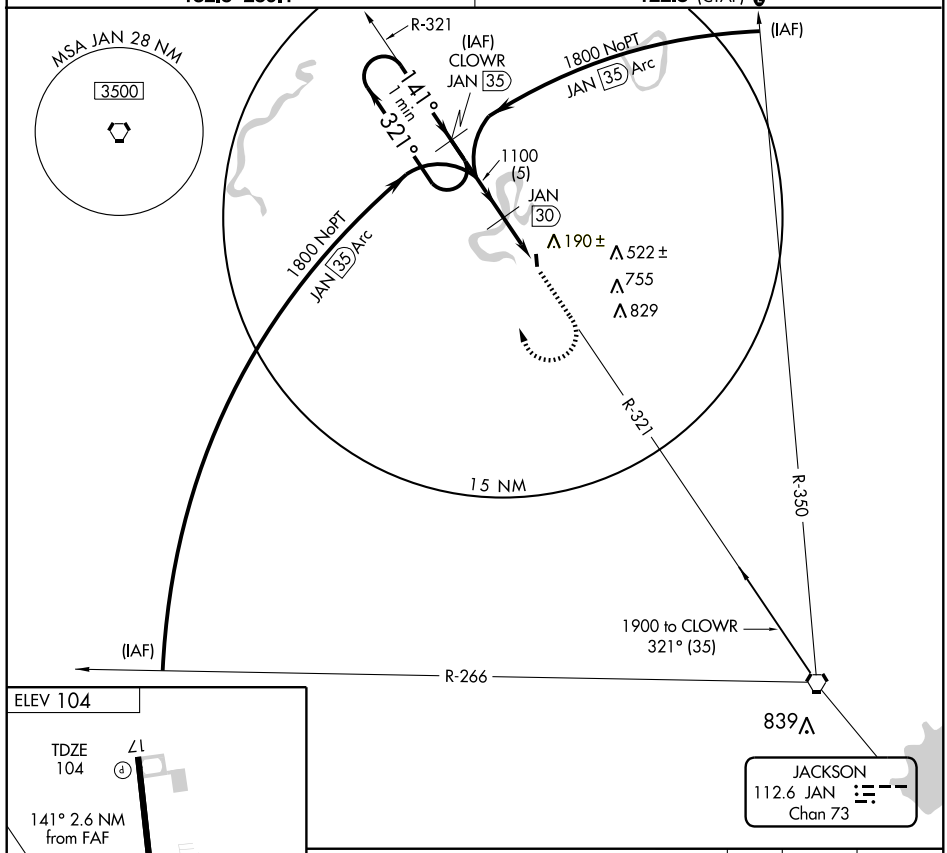
# VOR/DME RWY 17

YAZOO COUNTY (87I)

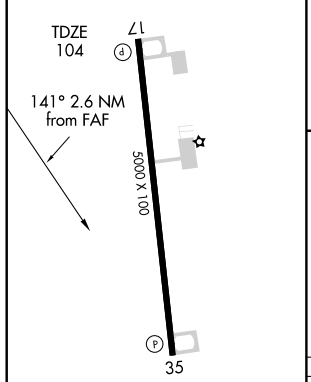
NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 via JAN R-321 to CLOWR 35 DME and hold.

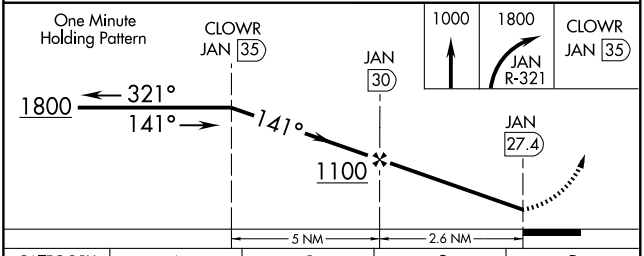
| MEMPHIS CENTER | UNICOM |
|---|---|
| 132.5 259.1 | 122.8 (CTAF) L |




ELEV 104




MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 700-1<br>596 (600-1) | 700-1¼<br>596 (600-1¼) | 700-1½<br>596 (600-1½) | 700-2<br>596 (600-2) |
| CIRCLING | 700-1<br>596 (600-1) | 700-1¼<br>596 (600-1¼) | 700-1½<br>596 (600-1½) | 700-2<br>596 (600-2) |

SC-4, 14 JAN 2010 to 11 FEB 2010

YAZOO CITY, MISSISSIPPI

| VORTAC JAN | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 112.6 | 321° | TDZE | 104 |
| Chan 73 | | Apt Elev | 104 |

AL-6977 (FAA)

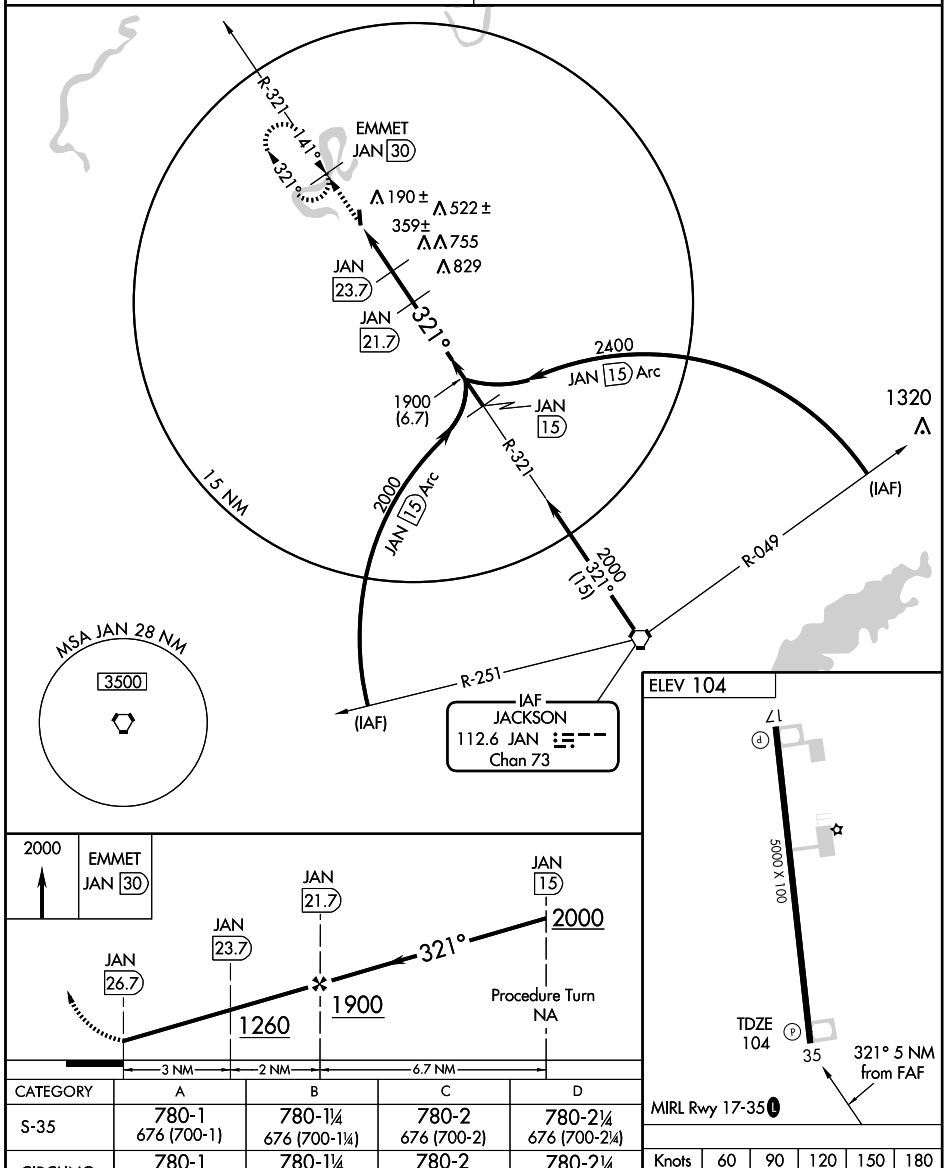
# VOR/DME RWY 35

YAZOO COUNTY (87I)

NA Use Jackson altimeter setting.

MISSED APPROACH: Climb to 2000 direct EMMET 30 DME and hold.

| MEMPHIS CENTER | UNICOM |
|---|---|
| 132.5 259.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 780-1<br>676 (700-1) | 780-1¼<br>676 (700-1¼) | 780-2<br>676 (700-2) | 780-2¼<br>676 (700-2¼) |
| CIRCLING | 780-1<br>676 (700-1) | 780-1¼<br>676 (700-1¼) | 780-2<br>676 (700-2) | 780-2¼<br>676 (700-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-4, 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

**ADA, OK**

ADA MUNI ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**ALTUS, OK**

ALTUS/QUARTZ
MOUNTAIN RGNL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR-A**
**VOR-B**[1]
NA when local weather not available.
[1]NA when KLTS ATCT closed.

**ARDMORE, OK**

ARDMORE MUNI ..... **ILS or LOC Rwy 31**[13]
**VOR-B**[2]
[1]ILS,Category B, 700-2; Category C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.
[2]Category D, 800-2½.
[3]NA when control tower closed.

**BARTLESVILLE, OK**

BARTLESVILLE MUNI ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR Rwy 17**
**VOR/DME Rwy 35**
NA when local weather not available.
Category D, 800-2¼.

**BATESVILLE, AR**

BATESVILLE RGNL ..... **RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**BLYTHEVILLE, AR**

ARKANSAS INTL ..... **ILS Rwy 18**
**VOR Rwy 18**
**VOR Rwy 36**
NA when using Blytheville Muni altimeter setting.

BLYTHEVILLE MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**CLAREMORE, OK**

CLAREMORE RGNL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**CLINTON, OK**

CLINTON-SHERMAN ..... **ILS Rwy or LOC 17R**[1]
**VOR Rwy 35L**[2]
NA when control tower closed.
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¾.
[2]Category E, 800-2¾.

CLINTON RGNL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR/DME-A**
NA when local weather not available.

**CUSHING, OK**

CUSHING MUNI ..... **NDB Rwy 36**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**DEQUEEN, AR**

J. LYNN HELMS
SEVIER COUNTY ..... **RNAV (GPS) Rwy 8**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**EL DORADO, AR**

SOUTH ARKANSAS RGNL AT GOODWIN FIELD ..... **VOR Rwy 22**

NA when control zone not in effect.

**EL RENO, OK**

EL RENO RGNL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR/DME Rwy 35**

NA when local weather not available.

**ENID, OK**

ENID
WOODRING RGNL ..... **ILS or LOC Rwy 35[1]**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR Rwy 17**
**VOR Rwy 35**

NA when local weather not available.
[1]NA when control tower closed.

**FAYETTEVILLE, AR**

DRAKE FIELD ..... **LDA/DME Rwy 34[1 3 4]**
**LOC Rwy 16[2 3]**
**RNAV (GPS) Rwy 16[2 4]**
**RNAV (GPS) Rwy 34[4 5]**
**VOR-A[2 4]**
**VOR/DME-B[2]**

[1]LDA/GS,Category A,B, 800-2; Category C, 800-2½. LDA, Category C, 800-2½.
[2]Category C, 800-2¼; Category D, 1100-3.
[3]NA when control tower closed.
[4]NA when local weather not available.
[5]Categories A, B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

**FAYETTEVILLE/SPRINGDALE/ ROGERS, AR**

NORTHWEST ARKANSAS RGNL .... **ILS or LOC/DME Rwy 16**
**ILS or LOC/DME Rwy 34**
**RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**

NA when local weather not available.

**FLIPPIN, AR**

MARION COUNTY RGNL ..... **RNAV (GPS) Rwy 4[1]**
**RNAV (GPS) Rwy 22**
**VOR-A**

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.

NAME ALTERNATE MINIMUMS

**FORT SMITH, AR**

FORT SMITH RGNL ..... **ILS or LOC Rwy 7[1]**
**ILS or LOC Rwy 25[1]**
**NDB Rwy 25[2]**
**RADAR-1[3]**
**RNAV (GPS) Rwy 1[2 4]**
**VOR/DME or TACAN Rwy 7[3]**
**VOR or TACAN Rwy 25[3]**

NA when control tower closed.
[1]ILS, Categories A,B,C, 700-2; Category D, 700-2¼; Category E, 800-2½. LOC, Category D, 800-2¼; Category E, 800-2½.
[2]Category D, 800-2¼.
[3]Category D, 800-2¼; Category E, 800-2½.
[4]NA when local weather not available.

**GUTHRIE, OK**

GUTHRIE-EDMOND RGNL ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**

NA when local weather not available.

**HARRISON, AR**

BOONE COUNTY ..... **RNAV (GPS) Rwy 36**

NA when local weather not available.

**HOBART, OK**

HOBART RGNL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR Rwy 35**

NA when local weather not available.

**HOT SPRINGS, AR**

MEMORIAL FIELD ..... **VOR Rwy 5[1]**
**ZAPLE VOR Rwy 5**

NA when local weather not available.
[1]Categories A,B, 1100-2; Categories C,D, 1100-3.

**JONESBORO, AR**

JONESBORO MUNI ..... **ILS or LOC Rwy 23**
**RNAV (GPS) Rwy 23**
**RNAV (GPS) Rwy 31**
**VOR Rwy 23**

NA when local weather not available.

**LAWTON, OK**

LAWTON-FORT SILL RGNL ..... **ILS or LOC Rwy 35**
**VOR Rwy 35**

NA when control tower closed.

NAME ALTERNATE MINIMUMS

## LITTLE ROCK, AR

ADAMS FIELD ..... **ILS or LOC Rwy 4L[1]**
**ILS or LOC Rwy 4R[2]**
**ILS or LOC Rwy 22R[14]**
**ILS or LOC Rwy 22L[14]**
**RADAR-1[3]**
**RNAV (GPS) Rwy 4L[34]**
**RNAV (GPS) Rwy 4R[34]**
**RNAV (GPS) Rwy 22L[34]**
**RNAV (GPS) Rwy 22R[34]**
**VOR-A[3]**

[1]ILS, Category C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[2]ILS, Categories A,B,C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.
[3]Category D, 1000-3.
[4]NA when local weather not available.

## MC ALESTER, OK

MC ALESTER RGNL ..... **RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**

NA when local weather not available.

## MONTICELLO, AR

MONTICELLO MUNI/
ELLIS FIELD ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
**VOR-A**

NA when local weather not available.

## MOUNTAIN HOME, AR

OZARK RGNL ..... **ILS or LOC/DME Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR-A**

NA when local weather not available.

## MUSKOGEE, OK

DAVIS FIELD ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 13[1]**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 31[1]**

NA when local weather not available.
[1]Category E, 1000-3.

## NEWPORT, AR

NEWPORT MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## NORMAN, OK

UNIVERSITY OF OKLAHOMA
WESTHEIMER ..... **ILS or LOC Rwy 17[1]**
**NDB Rwy 3[23]**
**NDB Rwy 35[23]**
**RNAV (GPS) Rwy 3[2]**
**RNAV (GPS) Rwy 17[2]**

[1]NA when control tower closed.
[2]NA when local weather not available.
[3]Category D, 800-2¼.

## OKLAHOMA CITY, OK

CLARENCE E.
PAGE MUNI ..... **RNAV (GPS) Rwy 17R**
**RNAV (GPS) Rwy 35L**
**VOR-B**

NA when local weather not available.

WILEY POST ..... **ILS Rwy 17L[1]**
**RNAV (GPS) Rwy 17L[2]**

[1]NA when control tower closed.
[2]NA when local weather not available.

WILLROGERS WORLD .. **ILS or LOC Rwy 17L[1]**
**ILS or LOC Rwy 17R[1]**
**ILS Rwy 35R[1]**
**ILS or LOC/DME Rwy 35L[1]**
**RADAR-1[1]**
**VOR Rwy 17L[2]**

[1]Category E, 1000-3.
[2]Categories A,B, 1100-2; Categories C,D,E, 1100-3.

## OKMULGEE, OK

OKMULGEE RGNL ..... **RNAV (GPS) Rwy 18**

NA when local weather not available.

## PONCA CITY, OK

PONCA CITY RGNL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**

NA when local weather not available.

## ROGERS, AR

ROGERS MUNI-
CARTER FIELD ..... **RNAV (GPS) Rwy 20[1]**
**VOR Rwy 2[2]**

[1]NA when local weather not available.
[2]Category C, 800-2¼; Category D, 800-2½.

## RUSSELLVILLE, AR

RUSSELLVILLE RGNL ..... **RNAV (GPS) Rwy 7**
**Category D, 900-2¾.**

NAME ALTERNATE MINIMUMS

**SEARCY, AR**

SEARCY MUNI ..... **RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
NA when local weather not available.

**SEMINOLE, OK**

SEMINOLE MUNI ..... **RNAV (GPS) Rwy 16**
NA when local weather not available.

**SILOAM SPRINGS, AR**

SMITH FIELD ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
**VOR-A**
NA when local weather not available.

**STILLWATER, OK**

STILLWATER RGNL ..... **ILS or LOC Rwy 17[1]**
**NDB Rwy 17[2]**
**RNAV (GPS) Rwy 17[2]**
**RNAV (GPS) Rwy 35[2]**
**VOR Rwy 17[2]**
**VOR/DME Rwy 35[2]**
[1]NA when control tower closed.
[2]NA when local weather not available.

**STUTTGART, AR**

STUTTGART MUNI ..... **RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 27**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**TAHLEQUAH, OK**

TAHLEQUAH MUNI ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**TEXARKANA, AR**

TEXARKANA RGNL/
WEBB FIELD ..... **ILS or LOC Rwy 22[1][2]**
**LOC BC Rwy 4[1]**
**RNAV (GPS Rwy 4**
**RNAV (GPS Rwy 13**
**RNAV (GPS) Rwy 22**
**RNAV (GPS) Rwy 31**
**VOR Rwy 13**
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS,Category D, 700-2.

**TULSA, OK**

RICHARD LLOYD
JONES,JR. ..... **ILS or LOC Rwy 1L[1]**
**RNAV (GPS) Rwy 1L**
**VOR/DME-A**
NA when local weather not available.
[1]ILS, 700-2. ILS,LOC, NA when control tower closed.

TULSA INTL ..... **ILS or LOC Rwy 18L[1]**
**ILS or LOC Rwy 18R[2]**
**ILS or LOC Rwy 36R[3]**
**RNAV (GPS) Rwy 18L[4]**
**RNAV (GPS) Rwy 18R[4]**
**RNAV (GPS) Rwy 26[4]**
**RNAV (GPS) Rwy 36R[4]**
**VOR or TACAN Rwy 26[4]**
[1]ILS, Category D, 700-2; Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]ILS, Category D, 700-2.
[3]ILS, Categories A, B, C, D, 700-2. LOC, Category E, NA.
[4]Category E, 800-2¼.

**WOODWARD, OK**

WEST WOODWARD ..... **RNAV (GPS) Rwy 17[1][2]**
**RNAV (GPS) Rwy 35[1][2]**
**VOR/DME-A[2]**
[1]NA when local weather not available.
[2]Category D, 800-2¼.

## ALTUS AFB (KLTS), OK (Amdt 2, 09267 USAF) ELEV 1382

**RADAR**[1] - Ctc APP CON **(E)** 125.1 257.725

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR[2] | 17R[3,4] | | AB | **1740**/24 | 361 | (400-½) |
| | | | CDE | **1740**/40 | 361 | (400-¾) |
| | 17L[3,4] | | AB | **1740**/24 | 358 | (400-½) |
| | | | CDE | **1740**/40 | 358 | (400-¾) |
| | 35R[4] | | AB | **1740**/24 | 378 | (400-½) |
| | | | CDE | **1740**/40 | 378 | (400-¾) |
| | 35L[5] | | AB | **1760**/24 | 407 | (400-½) |
| | | | CD | **1760**/40 | 407 | (400-¾) |
| | | | E | **1760**/50 | 407 | (400-1) |
| CIR[6] | All Rwy | | A | **1780**-1 | 398 | (400-1) |
| | | | B | **1840**-1 | 458 | (500-1) |
| | | | C | **1840**-1½ | 458 | (500-1½) |
| | | | D | **1940**-2 | 558 | (600-2) |
| | | | E | **1980**-2 | 598 | (600-2) |

[1]Opr 1600-0600Z++ wkd,clsd wkend and hol. [2]No-NOTAM preventive maint sked: ASR 1100-1315++ Mon-Fri. [3]Stepdown fix 2 NM fr rwy thld. [4]When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles. [5]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles. [6]Circling not authorized W of Rwy 17R-35L.

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## FAYETTEVILLE, AR Orig-A, APR 21, 1997 (FAA) ELEV 1251

### DRAKE FIELD

**RADAR-** 121.0 244.57

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 16 | | A | **2060**-1 | 809 | (900-1) | B | **2060**-1¼ | 809 | (900-1¼) |
| | | | C | **2060**-2¼ | 809 | (900-2¼) | D | **2060**-2½ | 809 | (900-2½) |
| CIRCLING | | | A | **2060**-1 | 809 | (900-1) | B | **2060**-1¼ | 809 | (900-1¼) |
| | | | C | **2060**-2¼ | 809 | (900-2¼) | D | **2300**-3 | 1049 | (1100-3) |

Circling NA East of runway 16-34.
Inoperative table does not apply.

## FORT SMITH, AR Amdt 8B, AUG 28, 2008 (FAA) ELEV 469

### FORT SMITH RGNL

**RADAR** - 120.9 343.75 ▽ ⚠

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 25 | | AB | **1040**/24 | 594 | (600-½) | C | **1040**/50 | 594 | (600-1) |
| | | | D | **1040**/60 | 594 | (600-1¼) | E | **1040**-1½ | 594 | (600-1½) |
| | 1 | | AB | **1140**-1 | 692 | (700-1) | C | **1140**-2 | 692 | (700-2) |
| | | | D | **1140**-2¼ | 692 | (700-2¼) | E | **1140**-2½ | 692 | (700-2½) |
| | 7 | | AB | **1200**-½ | 731 | (800-½) | C | **1200**-1½ | 731 | (800-1½) |
| | | | D | **1200**-1¾ | 731 | (800-1¾) | E | **1200**-2 | 731 | (800-2) |
| CIRCLING | | | AB | **1200**-1 | 731 | (800-1) | C | **1200**-2 | 731 | (800-2) |
| | | | D | **1200**-2¼ | 731 | (800-2¼) | E | **1200**-2½ | 731 | (800-2½) |

When control tower closed ASR not authorized. Circling to Rwy 1 NA at night.
Circling Cat E NA when R-2401B active.

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## HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA) ELEV 1187

**RADAR - (E)** 120.55 322.4 ⚠ NA

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 35 | 3.0°/48/918 | AB | **1388**/24 | 200 | (200-½) |
| | | | CDE | **1388**/40 | 200 | (200-¾) |
| | 17 | 3.0°/42/809 | ABCDE | **1388**-¾ | 200 | (200-¾) |
| ASR | 35 | | ABC | **1540**/40 | 352 | (400-¾) |
| | | | DE | **1540**/50 | 352 | (400-1) |
| | 17 | | AB | **1660**-1 | 472 | (500-1) |
| | | | C | **1660**-1¼ | 472 | (500-1¼) |
| | | | D | **1660**-1½ | 472 | (600-1½) |
| | | | E | **1660**-1¾ | 472 | (500-1¾) |
| CIR[1] | 17-35 | | AB | **1680**-1 | 492 | (500-1) |
| | | | C | **1680**-1½ | 492 | (500-1½) |
| | | | D | **1740**-2 | 552 | (600-2) |
| | | | E | **1780**-2 | 592 | (600-2) |

[1]Cat E cir not auth W of Rwy 17-35.

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## LAWTON, OK AMDT.4A, JAN 10, 2000 (FAA) ELEV 1110

### LAWTON-FORT SILL RGNL

**RADAR 1** - 120.55 322.4

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 35 | | ABC | **1560**-¾ | 471 | (500-¾) | D | **1560**-1 | 471 | (500-1) |
| CIRCLING | | | AB | **1600**-1 | 490 | (500-1) | C | **1620-**1½ | 510 | (600-1½) |
| | | | D | **1680**-2 | 570 | (600-2) | | | | |

## LAWTON, OK

Amdt. 1B, JUN 25, 2002 (FAA) ELEV **1110**

### LAWTON-FORT SILL RGNL

**RADAR 2** - 120.55 322.4

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 17 | | AB | **1620**-1 | 510 | (600-1) | CD | **1620**-1½ | 510 | (600-1½) |
| CIRCLING | | | AB | **1620**-1 | 510 | (600-1) | C | **1620**-1½ | 510 | (600-1½) |
| | | | D | **1680**-2 | 570 | (600-2) | | | | |

## LITTLE ROCK, AR

Amdt 17, JUL 2, 2009 (FAA) ELEV **262**

### ADAMS FIELD

**RADAR-1** - 135.4 291.775 353.6 ▽ A

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 4R | | ABC | **720**/40 | 460 | (500-¾) | D | **720**/50 | 460 | (500-1) |
| | 4L | | AB | **780**/40 | 522 | (500-¾) | C | **780**/50 | 522 | (600-1) |
| | | | D | **780**/60 | 522 | (600-1¼) | | | | |
| | 18 | | AB | **720**-1 | 462 | (500-1) | C | **720**-1¼ | 462 | (500-1¼) |
| | | | D | **720**-1½ | 462 | (700-1½) | | | | |
| | 22R | | AB | **740**/24 | 478 | (500-½) | C | **740**/40 | 478 | (500-¾) |
| | | | D | **740**/50 | 478 | (500-1) | | | | |
| | 22L | | AB | **740**/40 | 480 | (500-¾) | C | **740**/60 | 480 | (500-1¼) |
| | | | D | **740**-1½ | 480 | (500-1½) | | | | |
| | 36 | | AB | **780**-1 | 523 | (600-1) | C | **780**-1½ | 523 | (600-1½) |
| | | | D | **780**-1¾ | 523 | (600-1¾) | | | | |
| CIRCLING | | | AB | **780**-1 | 518 | (600-1) | C | **880**-1¾ | 618 | (700-1¾) |
| | | | D | **1180**-3 | 918 | (1000-3) | | | | |

For inoperative MALSR increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

## OKLAHOMA CITY, OK

Amdt. 2, FEB 9, 1989 (FAA) ELEV **1299**

### WILEY POST

**RADAR** - 124.6 266.8 ▽

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 35R | | AB | **1840**-1 | 541 | (600-1) | C | **1840**-1½ | 541 | (600-1½) |
| | | | D | **1840**-1¾ | 541 | (600-1¾) | | | | |
| CIRCLING | | | AB | **1840**-1 | 541 | (600-1) | C | **1840**-1½ | 541 | (600-1½) |
| | | | D | **1880**-2 | 581 | (600-2) | | | | |

## OKLAHOMA CITY, OK Amdt. 20A, OCT 30, 2002 (FAA) ELEV 1295

### WILL ROGERS WORLD

**RADAR** - 124.6 266.8 ⚠

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 35R | | ABC | **1680**/40 | 386 | (400-¾) | DE | **1680**/50 | 386 | (400-1) |
| | 17L | | ABCDE | **1680**/60 | 394 | (400-1¼) | | | | |
| | 17R | | ABC | **1680**-¾ | 398 | (400-¾) | DE | **1680**-1 | 398 | (400-1) |
| | 35L | | ABCDE | **1680**-1¼ | 403 | (400-1¼) | | | | |
| CIRCLING | | | AB | **1760**-1¼ | 465 | (500-1¼) | C | **1760**-1½ | 465 | (500-1½) |
| | | | D | **1860**-2 | 565 | (600-2) | E | **2240**-3 | 945 | (1000-3) |

Category D,E S-17R visibility increased ¼ mile for inoperative MALSR.
Category D,E S-35R visibility increased to RVR 6000 for inoperative ALSF.

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## TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF) ELEV 1291

**RADAR** - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 ▽

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR | 35[1] | | A | **1940**/24 | 649 | (700-½) |
| | | | B | **1940**/40 | 649 | (700-¾) |
| | | | C | **1940**/60 | 649 | (700-1¼) |
| | | | D | **1940**-1½ | 649 | (700-1½) |
| | | | E | **1940**-1¾ | 649 | (700-1¾) |
| | 17[2] | | A | **2000**/40 | 733 | (800-¾) |
| | | | B | **2000**/50 | 733 | (800-1) |
| | | | C | **2000**-1¾ | 733 | (800-1¾) |
| | | | D | **2000**-2 | 733 | (800-2) |
| | | | E | **2000**-2¼ | 733 | (800-2¼) |
| CIR[3] | 35 | | A | **1940**-1 | 649 | (700-1) |
| | | | B | **1940**-1¼ | 649 | (700-1¼) |
| | | | C | **1940**-1¾ | 649 | (700-1¾) |
| | | | D | **1980**-2¼ | 689 | (700-2¼) |
| | | | E | **2040**-2¾ | 749 | (800-2¾) |
| | 17 | | A | **2000**-1 | 709 | (800-1) |
| | | | B | **2000**-1¼ | 709 | (800-1¼) |
| | | | C | **2000**-2 | 709 | (800-2) |
| | | | D | **2000**-2¼ | 709 | (800-2¼) |
| | | | E | **2040**-2¾ | 749 | (800-2¾) |

[1]When ALS inop, increase Cat A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles. [2]When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, and CAT E vis to 2½ miles. [3]CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

## TULSA, OK
Amdt.17D, MAY 16, 2000 (FAA) ELEV **677**

## TULSA INTL

**RADAR** - 124.0 338.3

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 26 | | AB | **1060**-1 | 409 | (400-1) | CD | **1060**-1¼ | 409 | (400-1¼) |
| | | | E | **1060**-1½ | 409 | (400-1½) | | | | |
| | 18R | | AB | **1080**-1 | 413 | (500-1) | CD | **1080**-1¼ | 413 | (500-1¼) |
| | | | E | NA | | | | | | |
| | 18L | | AB | **1080**/24 | 439 | (500-½) | C | **1080**/40 | 439 | (500-¾) |
| | | | DE | **1080**/50 | 439 | (500-1) | | | | |
| | 8 | | AB | **1120**-1 | 449 | (500-1) | C | **1120**-1¼ | 449 | (500-1¼) |
| | | | DE | **1120**-1½ | 449 | (500-1½) | | | | |
| | 36R | | AB | **1140**/24 | 490 | (500-½) | C | **1140**/40 | 490 | (500-¾) |
| | | | DE | **1140**/50 | 490 | (500-1) | | | | |
| | 36L | | AB | **1180**-1 | 503 | (600-1) | CD | **1180**-1½ | 503 | (600-1½) |
| | | | E | NA | | | | | | |
| CIRCLING | | | AB | **1180**-1 | 503 | (600-1) | C | **1180**-1½ | 503 | (600-1½) |
| | | | D | **1300**-2 | 623 | (700-2) | E | **1300**-2¼ | 623 | (700-2¼) |

Category E circling not authorized south of runway 8-26.

INSTRUCTION APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME — TAKE-OFF MINIMUMS

## ADA, OK

ADA MUNI (ADH)
AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 13,** 300-1¼ or std. w/ min. climb of 307' per NM to 1300. **Rwy 17,** 300-1¼ or std. w/ min. climb of 326' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 1600 before proceeding on course.

NOTE: **Rwy 13,** bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL. Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160' MSL. **Rwy 17,** tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL. Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/1037' MSL. **Rwy 31,** trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on amom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. **Rwy 35,** trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261' right of centerline, up to 51' AGL/1050' MSL.

NAME — TAKE-OFF MINIMUMS

## ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)
ORIG 09267 (FAA)

NOTE: **Rwy 35,** terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

## ALTUS AFB (KLTS)

ALTUS, OK . . . . . .09295

TAKE-OFF OBSTACLES: 174° Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/1425' MSL, aircraft taxiing between 1038' and 2525' from DER, 717' left of centerline, 65' AGL/1425' MSL.

## ALVA, OK

ALVA RGNL

DEPARTURE PROCEDURE: **Rwys 8, 35**, climb on runway heading to 2000 before turning.

## ARDMORE, OK

ARDMORE DOWNTOWN EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 or std. with a min. climb of 300' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 17**, climb on runway heading to 1500 prior to turning. **Rwy 35**, climb on runway heading to 1400 prior to turning.

**ARDMORE, OK (CON'T)**

ARDMORE MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1 or std. with a min. climb of 240' per NM to 900. **Rwy 35,** 500-1 or std. with a min. climb of 440' per NM to 900.

**ARKADELPHIA, AR**

DEXTER B. FLORENCE MEMORIAL FIELD

NOTES: **Rwy 4,** multiple towers, trees, and railroad beginning 20' from departure end of runway, 282' left of centerline, up to 85' AGL/320' MSL. Multiple trees 79' from departure end of runway, 500' right of centerline, up to 54' AGL/184' MSL. **Rwy 22,** railroad 274' from departure end of runway, 434' right of centerline, 23' AGL/212' MSL.

**ASH FLAT, AR**

SHARP COUNTY RGNL

NOTE: **Rwy 4,** numerous trees beginning 1151' from departure end of runway, 576' right of centerline, up to 100' AGL/839' MSL. **Rwy 22,** numerous trees beginning 548' from departure end of runway, 83' left of centerline, up to 100' AGL/759' MSL.

**BARTLESVILLE, OK**

BARTLESVILLE MUNI (BVO)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy17,** 200-1 or std. w/ a min climb of 257' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway. **Rwy 35,** 400-2¾ or std. w/ a min. climb of 300' per NM to 1200, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway.

NOTE: **Rwy 17,** multiple trees beginning 916' from departure end of runway, 169' right of centerline, up to 100' AGL/869' MSL. **Rwy 35,** tree 2216' from departure end of runway, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and powerline pylons beginning 1.1 NM from departure end of runway, 180' right of centerline, up to 100' AGL/1059' MSL.

**BATESVILLE, AR**

BATESVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 300-1¾ or std. with a min. climb of 215' per NM to 800. **Rwy 25,** std. with a min. climb of 230' per NM to 1500, or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 25,** for climb in visual conditions: cross Batesville Rgnl Airport at or above 1300.

NOTE: **Rwy 7,** tree 1.3 NM from departure end of runway, 844' right of centerline, 100' AGL/679' MSL.

**BENTON, AR**

SALINE COUNTY RGNL (SUZ)

ORIG 07354 (FAA)

NOTE: **Rwy 2,** road plus vehicles beginning 185' from departure end of runway, 331' left of centerline, 10' AGL/394' MSL. Multiple trees beginning 357' from departure end of runway, 354' left of centerline, up to 75' AGL/474' MSL. Multiple trees beginning 69' from departure end of runway, 147' right of centerline, up to 35' AGL/454' MSL. **Rwy 20,** multiple trees 1221' from departure end of runway, 15' left of centerline, up to 59' AGL/438' MSL. Multiple trees and pole beginning 1315' from departure end of runway, 10' right of centerline, up to 69' AGL/448' MSL.

**BENTONVILLE, AR**

BENTONVILLE MUNI/LOUISE M. THADEN FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 300-2¼ or std. with a min. climb of 270' per NM to 1700.

NOTE: **Rwy 36,** tower 1.92NM from departure end of runway, 1607' left of centerline, 345' AGL/1595' MSL. Multiple t-line towers 2048' from departure end of runway, 81' AGL/1356' MSL.

**BLYTHEVILLE, AR**

ARKANSAS INTL (BYH)

ORIG 08101 (FAA)

NOTE: **Rwy 36,** tree 3301' from departure end of runway, 1188' left of centerline, 88' AGL/337' MSL.

BLYTHEVILLE MUNI (HKA)

ORIG 08157 (FAA)

NOTE: **Rwy 18,** tree 487' from departure end of runway, 345' left of centerline, 100' AGL/364' MSL. Tree 1780' from departure end of runway, 748' right of centerline, 100' AGL/364' MSL. **Rwy 36,** tree 2393' from departure end of runway, 825' right of centerline, 100' AGL/359' MSL.

**BOISE CITY, OK**

BOISE CITY (17K)

ORIG 09295 (FAA)

NOTE: **Rwy 22,** hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL. Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/4192' MSL.

**BRISTOW, OK**

JONES MEMORIAL

NOTE: **Rwy 17,** cross departure end of runway at or above 31'AGL/882'MSL. T-L towers 6532' from departure end of runway, 686' right of centerline, 70' AGL/960' MSL.

## CARLISLE, AR

CARLISLE MUNI (4M3)
ORIG 08157 (FAA)
NOTE: **Rwy 9,** trees 2966' from departure end of runway, 1135' right of centerline, 100' AGL/339' MSL. Building 82' from departure end of runway, 331' left of centerline, 20' AGL/264' MSL. Building 781' from departure end of runway, 565' right of centerline, 30' AGL/269' MSL. **Rwy 18,** trees 306' from departure end of runway, across centerline, up to 100' AGL/344' MSL. Road 674' from departure end of runway, across centerline, 17' AGL/262' MSL. **Rwy 27,** trees 2668' from departure end of runway, 516' right of centerline, 100' AGL/344' MSL. **Rwy 36,** road 396' from departure end of runway, across centerline, 15' AGL/259' MSL.

## CHANDLER, OK

CHANDLER RGNL
NOTE: **Rwy 35,** tree 1000' from departure end of runway, on centerline, 67' AGL/1029' MSL.

## CLAREMORE, OK

CLAREMORE RGNL (GCM)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 300' per NM to 1100.
NOTE: **Rwy 17,** terrain 207' from DER, 385' left of centerline, 749' MSL. Ground 451' from DER, 505' left of centerline, 753' MSL. Terrain 208' from DER, 106' right of centerline, 739' MSL. **Rwy 35,** tree 6601' from DER, 1918' left of centerline, 100' AGL/949' MSL. Tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL. Tree 1103' from DER, 510' right of centerline, 27' AGL/729' MSL. Tree 1571' from DER, 558' right of centerline, 42' AGL/739' MSL. Tree 1149' from DER, 479' left of centerline, 38' AGL/727' MSL. Tree 1510' from DER, 242' right of centerline, 46' AGL/735' MSL.

## CLARKSVILLE, AR

CLARKSVILLE MUNI
TAKE-OFF MINIMUMS: **Rwy 9**, 400-2
DEPARTURE PROCEDURE: **Rwys 9, 27**, climb on runway heading to 3500 prior to turning northbound.

## CLINTON, AR

HOLLEY MOUNTAIN AIRPARK (2A2)
ORIG 08325 (FAA)
NOTE: **Rwy 5,** numerous trees left and right of centerline, beginning 2' from departure end of runway, up to 100' AGL/1399' MSL. **Rwy 23,** numerous trees left and right of centerline, beginning 38' from departure end of runway, up to 100' AGL/1359' MSL.

## CLINTON, OK

CLINTON RGNL
TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-obstacles. **Rwy 35,** 300-1 or std. w/ min. climb of 408' per NM to 2000.
NOTE: **Rwy 35,** tower 4403' from departure end of runway, 1625' left of centerline, 230' AGL/1780' MSL.

## CLINTON, OK (CON'T)

CLINTON-SHERMAN (CSM)
ORIG 08325 (FAA)
NOTE: **Rwy 17L,** tree 655' from departure end of runway, 317' left of centerline, 23' AGL/1932' MSL. **Rwy 17R,** tree 1275' from departure end of runway, 620' right of centerline, 35' AGL/1954' MSL. **Rwy 35R,** control tower 2797' from departure end of runway, 188' right of centerline, 66' AGL/1985' MSL. Tower 2981' from departure end of runway, 289' right of centerline, 76' AGL/1995' MSL.

## CONWAY, AR

DENNIS F. CANTRELL FIELD (CWS)
AMDT 1 08157 (FAA)
TAKE-OFF MINIMUMS: **Rwys 8,26,** NA at night. **Rwy 26,** 200-1 or std. w/ min. climb of 346' per NM to 600. **Rwy 36,** 400-2½ or std. w/ min. a minimum climb of 289' per NM to 900.
DEPARTURE PROCEDURE: **Rwy 36,** climb heading 358° to 900 before proceeding on course.
NOTE: **Rwy 8,** trees, tower, poles and a building beginning 355' from departure end of runway, 10' right of centerline, up to 100' AGL/399' MSL. Trees, buildings, poles, sign, and a vehicle on roadway beginning 65' from departure end of runway, 18' left of centerline, up to 100' AGL/399' MSL. **Rwy 18,** silo 2222' from departure end of runway, 64' right of centerline, 100' AGL/413' MSL. Trees beginning 2370' from departure end of runway, 888' right of centerline, up to 100' AGL/399' MSL. **Rwy 26,** antenna 2003' from departure end of runway, 932' right of centerline, 140' AGL/449' MSL. Tank 3636' from departure end of runway, 1178' left of centerline, 165' AGL/475' MSL. Terrain beginning 27' from departure end of runway, 83' right of centerline, up to 0' AGL/325' MSL. **Rwy 36,** tower 11088' from departure end of runway, 3152' right of centerline, 150' AGL/650' MSL. Tower 11231' from departure end of runway, 3894' right of centerline, 186' AGL/687'. Trees beginning 2016' from departure end of runway, 340' right of centerline, up to 100' AGL/ 409' MSL. Trees and towers beginning 4368' from departure end of runway, 964' left of centerline, up to 119' AGL/428' MSL.

## CUSHING, OK

CUSHING MUNI
TAKE-OFF MINIMUMS: **Rwys 2, 8, 11, 20, 26, 29,** NA. **Rwy 36,** 400-2 or std. with a min. climb of 210' per NM to 1400.
DEPARTURE PROCEDURES: **Rwy 36,** climb via heading 360° to 1400' before turning left.
NOTE: **Rwy 36,** tower 2.16 NM from departure end of runway, 5370' left of centerline, 250' AGL/1263' MSL.

## DE QUEEN, AR

J. LYNN HELMS SEVIER COUNTY
TAKE-OFF MINIMUMS: **Rwy 8**, 400-2 or std. with a min. climb of 310' per NM to 800.

## DECATUR, AR

CRYSTAL LAKE
TAKE-OFF MINIMUMS: **Rwy 13**, NA-obstacles.
NOTE: **Rwy 31,** railroad 208' from departure end of runway, on centerline, 23' AGL/1202' MSL, multiple trees beginning 228' from departure end of runway, left of centerline up to 1231' MSL.

**DUMAS, AR**

BILLY FREE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

**DUNCAN, OK**

HALLIBURTON FIELD

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2, or std. with a min. climb of 220' per NM to 1600.

**EL DORADO, AR**

SOUTH ARKANSAS RGNL AT GOODWIN FIELD

TAKE-OFF MINIMUMS: **Rwys 13,22,31,35,** 300-1.

DEPARTURE PROCEDURE: **Rwy 17**, climb runway heading to 600, then climb on course.

**EL RENO, OK**

EL RENO RGNL (RQO)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18, 36,** NA-Environmental. **Rwy 35,** 200-1 or std. w/ min. climb of 300' per NM to 1700.

NOTE: **Rwy 17,** vehicle on road 444' from departure end of runway, on centerline, 17' AGL/1436' MSL. **Rwy 35,** powerlines, 1800' from departure end of runway, on centerline, 80' AGL/1519' MSL.

**ELK CITY, OK**

ELK CITY RGNL BUSINESS

NOTE: **Rwy 35,** multiple trees beginning 43' from departure end of runway, 225' left of centerline, up to 100' AGL/2119' MSL. Multiple trees beginning 44' from departure end of runway, 22' right of centerline, up to 100' AGL/2119' MSL.

**ENID, OK**

ENID WOODRING RGNL (WDG)

AMDT 3A 09267 (FAA)

NOTE: **Rwy 13,** trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 872' from DER, 308' left of centerline, up to 100' AGL/1289' MSL. **Rwy 35,** fence 218' from DER, 491' right of centerline, 8' AGL/1175' MSL. Vehicle on road beginning 253' from DER, 388' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/1190' MSL.

**FAIRVIEW, OK**

FAIRVIEW MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 270' per NM to 1700.

**FAYETTEVILLE, AR**

DRAKE FIELD (FYV)

AMDT 5 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16,** std. w/ min. climb of 501' per NM to 1800 or 400-1¼ w/ min. climb of 360' per NM to 1900 or 1600-2½ for climb in visual conditions. **Rwy 34,** 300-1 or std. w/ min. climb of 648' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 164° to 2700 before turning right, climb heading 164° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2800 before proceeding on course. **Rwy 34,** climb heading 344° to 2700 before proceeding on course.

NOTE: **Rwy 16,** multiple trees, road, fence, light poles, terrain, buildings beginning 72' from departure end of runway, 21' left of centerline, 114' AGL/1623' MSL. Multiple trees beginning 825' from departure end of runway, 13' right of centerline, up to 105' AGL/1438' MSL. **Rwy 34,** multiple trees, road, fence, light poles, terrain beginning 1' from departure end of runway, 102' left of centerline, up to 85' AGL/1343' MSL. Multiple trees, road, fence, light poles, terrain beginning 570' from departure end of runway, 319' right of centerline, up to 59' AGL/1540' MSL.

**FAYETTEVILLE/SPRINGDALE/ROGERS, AR**

NORTHWEST ARKANSAS RGNL

TAKE-OFF MINIMUMS: **Rwy 34,** 500-2 ¾ or std. with a min. climb of 227' per NM to 1900.

NOTES: **Rwy 16,** trees 1985' from departure end of runway, 1020' right of centerline, up to 100' AGL/1321' MSL. **Rwy 34,** tower 1.99 NM from departure end of runway, 1.29 NM left of centerline, 309' AGL/1729' MSL.

**FLIPPIN, AR**

MARION COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, 300-1.

DEPARTURE PROCEDURE: **Rwy 4**, turn right, direct FLP VOR, then climb on course. **Rwy 22**, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.

**FORREST CITY, AR**

FORREST CITY MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 290' per NM to 900.

## FORT SMITH, AR

FORT SMITH RGNL

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 353' per NM to 800. **Rwy 7**, 300-1½ or std. with a min. climb of 261' per NM to 800. **Rwy 19,** 200-1¼ or std. w/ a min. climb of 226' per NM to 700, or alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway. **Rwy 25,** 300-1 or std. w/ a min. climb of 351' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 1,** climb heading 016° to 2400 before turning left. **Rwy 25**, climb heading 256° to 1100 before turning right.

NOTE: **Rwy 1,** terrain 56' from departure end of runway, 218' right of centerline, 0' AGL/449' MSL. Terrain 159' from departure end of runway, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from departure end of runway, 287' left of centerline, 36' AGL/485' MSL. Tree 1495' from departure end of runway, 364' left of centerline, 60' AGL/509' MSL. Towers beginning 4315' from departure end of runway, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from departure end of runway, 924' right of centerline, up to 100' AGL/679' MSL. **Rwy 7,** terrain 835' from departure end of runway, 678' left of centerline, 0' AGL/479' MSL. Trees beginning 3910' from departure end of runway, 1032' left of centerline, up to 57' AGL/556' MSL. Trees beginning 1.2 NM from departure end of runway, 1416' right of centerline, up to 100' AGL/699' MSL. Pole 1.2 NM from departure end of runway, 1572' right of centerline, 41' AGL/640' MSL.

**Rwy 19,** vehicle and road 200' from departure end of runway, 200' left of centerline, 15' AGL/462' MSL. Railroad, 639' from departure end of runway, 313' left of centerline, 20' AGL/449' MSL. Tank 704' from departure end of runway, 518' left of centerline, 31' AGL/480' MSL. Railroad 751' from departure end of runway, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from departure end of runway, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from departure end of runway, 97' right of centerline, 25' AGL/474' MSL. Pole 1949' from departure end of runway, 439' left of centerline, 42' AGL/501' MSL. Elevator 2106' from departure end of runway, 969' right of centerline, 86' AGL/536' MSL. **Rwy 25,** pole 1642' from departure end of runway, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from departure end of runway, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from departure end of runway, 1376' left of centerline, 125' AGL/623' MSL. Tank 5628' from departure end of runway, 208' left of centerline, 101' AGL/610' MSL.

## GOLDSBY, OK

DAVID JAY PERRY

NOTE: **Rwy 13,** trees beginning 751' from departure end of runway, 481' left of centerline, up to 50' AGL/1209' MSL. Tree 982' from departure end of runway, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from departure end of runway, 369' right of centerline, 1159' MSL. **Rwy 31,** tree 1624' from departure end of runway, 550' right of centerline, 50' AGL/1219' MSL. **Rwy 35,** tree 930' from departure end of runway, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from departure end of runway, 18' left of centerline, 15' AGL/1194' MSL.

## GROVE, OK

GROVE MUNI (GMJ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 200-1¼ or std. w/ min. climb of 271' per NM to 1100.

NOTE: **Rwy 18,** building 308' from departure end of runway, 321' left of centerline, 13' AGL/842' MSL. Multiple buildings beginning 11' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Windsock 118' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Light 165' from departure end of runway, 420' left of centerline, 24' AGL/863' MSL. Vehicle on road 598' from departure end of runway, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from departure end of runway, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from departure end of runway, 12' left of centerline, up to 100' AGL/1019' MSL. Trees and poles beginning 252' from departure end of runway, 13' right of centerline, up to 40' AGL/869' MSL. **Rwy 36,** rising terrain beginning 30' from departure end of runway, 277' left of centerline, up to 826' MSL. Pole 316' from departure end of runway, 521' left of centerline, 20' AGL/859' MSL. Trees beginning 151' from departure end of runway, 54' left of centerline, up to 100' AGL/939' MSL. Trees beginning 109' from departure end of runway, 49' right of centerline, up to 85' AGL/884' MSL.

## GUTHRIE, OK

GUTHRIE-EDMOND RGNL (GOK)

AMDT 1 09351 (FAA)

NOTE: **Rwy 16,** trees beginning 54' from DER, 286' right of centerline, up to 44' AGL/1087' MSL.

## GUYMON, OK

GUYMON MUNI

TAKE-OFF MINIMUMS: **Rwys 6, 24**, 600-2.

DEPARTURE PROCEDURE: **Rwys 18,36**, climb runway heading to 3700 before turning.

## HARRISON, AR

BOONE COUNTY

TAKE-OFF MINIMUMS: **Rwy 18**, 1400-3 or std. with a min. climb of 320' per NM to 3200.

DEPARTURE PROCEDURE: **Rwy 18**, climb via heading 182° to 2600 before turning.

## HELENA/WEST HELENA, AR

THOMPSON-ROBBINS

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2 or std. with a min. climb of 250' per NM to 700.

## HENRYETTA, OK

HENRYETTA MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 500-3 or std. with a min. climb of 270' per NM to 1500.

NOTE: **Rwy 36,** tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from DER, 6059' left of centerline, 330' AGL/1223' MSL.

## HOBART, OK

HOBART RGNL (HBR)
AMDT 1 08073 (FAA)

TAKE-OFF MINIMUMS: **Rwys 3, 12, 21, 30,** NA-Environmental.

NOTE: **Rwy 35,** Terrain beginning 107' from departure end of runway, 185' left of centerline, 0' AGL/1549' MSL. terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.

## HOPE, AR

HOPE MUNI (M18)
ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22,** NA-Rwy closed indefinitely.

NOTE: **Rwy 16,** tree 1395' from DER, 695' left of centerline, 70' AGL/409' MSL. Tree 1307' from DER, 842' right of centerline, 70' AGL/399' MSL. Tree 2217' from DER, on centerline, 70' AGL/399' MSL. **Rwy 34,** trees beginning 504' from DER, 113' right of centerline, up to 70' AGL/460' MSL. Trees beginning 1173' from DER, 59' left of centerline, up to 70' AGL/457' MSL. Bush 39' from DER, 162' left of centerline, 10' AGL/369' MSL. Fence 154' from DER, 474' right of centerline, 11' AGL/371' MSL. Fence 410' from DER, 90' right of centerline, 11' AGL/370' MSL. Terrain 43' from DER, 448' left of centerline, 365' MSL.

## HOT SPRINGS, AR

MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 31**, 1100-3 or std. with a min. climb of 700' per NM to 1700. **Rwy 5**, 1100-3 or std. with a min climb of 820' per NM to 1700. **Rwy 13**, 300-1 or std. with a min. climb of 220' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climbing right turn via HOT R-065, continue climb to 1700 before departing on course. **Rwys 13,23,31**, climb on runway heading to 1700 before departing on course.

## IDABEL, OK

MC CURTAIN COUNTY RGNL

NOTE: **Rwy 2,** trees 1.92 NM from departure end of runway, on centerline, 100' AGL/629' MSL.

## JONESBORO, AR

JONESBORO MUNI (JBR)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** NA-obstacles.

NOTE: **Rwy 5,** multiple trees beginning 872' from departure end of runway, 459' right of centerline, up to 55' AGL/304' MSL, trees 1226' from departure end of runway, 557' left of centerline, 64' AGL/315' MSL. **Rwy 13,** multiple trees and poles beginning 356' from departure end of runway, 188' right of centerline, up to 48' AGL/304' MSL. Trees and poles beginning 694' from departure end of runway, 81' left of centerline, 45' AGL/278' MSL. Railroad 600' from departure end of runway, 9' left of centerline, up to 19' AGL/275' MSL. **Rwy 23,** multiple trees beginning 2493' from departure end of runway, 282' right of centerline, up to 66' AGL/326' MSL.

## LITTLE ROCK, AR

ADAMS FIELD (LIT)
AMDT 8 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 300-1½ or std. w/ min. climb of 391' per NM to 600. **Rwy 22L,** 300-1¾ or std. w/ min. climb of 216' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 22R,** 300-2 or std. w/ min. climb of 329' per NM to 1100.

DEPARTURE PROCEDURE**: Rwy 22R,** climb heading 225° to 1100 before turning right. **Rwy 36,** climb heading 360° to 800 before turning left.

NOTE: **Rwy 4L,** tree 1784' from departure end of runway, 787' right of centerline, 100' AGL/339' MSL. **Rwy 4R,** tree 3337' from departure end of runway, 1050' right of centerline, 100' AGL/349' MSL. **Rwy 18,** trees beginning 1147' from departure end of runway, 153' left of centerline, up to 100' AGL/401' MSL. Vehicle/road 2037' from departure end of runway, 177' left of centerline, 17' AGL/313' MSL, railroad 1264' from departure end of runway, 18' left of centerline, 23' AGL/285' MSL. Trees beginning 1473' from departure end of runway, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633' from departure end of runway, 371' right of centerline, 88' AGL/399' MSL. Train 60' from departure end of runway, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from departure end of runway, 75' right of centerline, 87' AGL/402' MSL. Railroad crossing guard 489' from departure end of runway, 545' right of centerline, 26' AGL/282' MSL. Railroad 777' from departure end of runway, 537' right of centerline, 23' AGL/277' MSL. **Rwy 22L,** trees, beginning 782' from departure end of runway, 174' left of centerline, up to 100' AGL/419' MSL. Obstruction light poles, beginning 2130' from departure end of runway, 754' left of centerline, up to 100' AGL/364' MSL. Building 1310' from departure end of runway, 820' left of centerline, 25' AGL/300' MSL. Trees, beginning 4728' from departure end of runway, 1423' right of centerline, up to 100' AGL/499' MSL. Light 982' from departure end of runway, 503' right of centerline, 100' AGL/295' MSL. **Rwy 22R,** trees beginning 1236' from departure end of runway, 407' left of centerline, up to 100' AGL/512' MSL. Railroad 969' from departure end of runway, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from departure end of runway, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from departure end of runway, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from departure end of runway, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from departure end of runway, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from departure end of runway, 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from departure end of runway, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from departure end of runway, 479' right of centerline, 18' AGL/267' MSL. **Rwy 36,** trees beginning 449' from departure end of runway, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from departure end of runway, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from departure end of runway, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from departure end of runway, 408' right of centerline, up to 100' AGL/347' MSL. Pole 902' from departure end of runway, 25' right of centerline, 42' AGL/301' MSL.

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## LITTLE ROCK AFB (KLRF)

JACKSONVILLE, AR . . . . . 08045

DEPARTURE PROCEDURE: **Rwy 25:** Cross DER at least 13' AGL/299 MSL. 467' (80' AGL) trees, 6528' from departure end of rwy, 2248' left of centerline. TAKE-OFF OBSTACLES: Rwy 07: Multiple trees up to 80' AGL/367' MSL, 1045' from DER, 724' right of centerline. Multiple trees up to 80' AGL/370' MSL, 1433' from DER, 674' left of centerline. **Rwy 07** (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline. Multiple trees 80' AGL/384' MSL, 1882' from DER, 536' left of centerline. Multiple trees 80' AGL/367' MSL, 2960' from DER, 1174' right of centerline. **Rwy 25**: Multiple trees 80' AGL/364' MSL, 1006' from DER, 722' right of centerline. Multiple trees 80' AGL/400' MSL, 4200' from DER, 757' left of centerline. **Rwy 25** (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL, 1387' from DER, 840' right of centerline.

## MADILL, OK

MADILL MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 1000-3 or std. with a min. climb of 325' per NM to 3000.

DEPARTURE PROCEDURE: **Rwy 36**, climb runway heading to 2600 before turning southbound. **Rwy 18**, plan departure to avoid 2584' tower 6 NM south of airport or maintain climb of 325' per NM to 3000.

## MAGNOLIA, AR

MAGNOLIA MUNI

NOTE: **Rwy 18,** 100' AGL tree 1950' from departure end of runway, 350' left of centerline.

## MALVERN, AR

MALVERN MUNI

NOTE: **Rwy 4,** multiple trees beginning 456' from departure end of runway, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from departure end of runway, 1' right of centerline, up to 100' AGL/649' MSL. **Rwy 22,** multiple trees and powerlines beginning 241' from departure end of runway, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and powerlines beginning 241' from departure end of runway, 1' right of centerline, up to 75' AGL/ 604' MSL.

## MC ALESTER, OK

MC ALESTER RGNL (MLC)

ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2,** 300-1½ or std. w/ a min. climb of 318' per NM to 1100. **Rwy 20,** 300-2 or std. w/ a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

NOTE: **Rwy 2,** light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/828' MSL. Pole 104' from DER, 276' left of centerline, 31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. **Rwy 20,** multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast 9021' from DER, 2565' right of centerline, 266' AGL/985' MSL.

## MELBOURNE, AR

MELBOURNE MUNI-JOHN E MILLER FIELD

TAKE-OFF MINIMUMS: **Rwy 21,** 300-1¼ or std. with a min. climb of 211' per NM to 1000.

NOTE: **Rwy 21,** water tank 1.1 NM from departure end of runway, 49' left of centerline, 105' AGL/939' MSL.

## MENA, AR

MENA INTERMOUNTAIN MUNI

TAKE-OFF MINIMUMS: **Rwy 9,** std. with a min. climb of 284' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 17,** std. with a min. climb of 426' per NM to 3400, or 1300-2½ for climb in visual conditions. **Rwy 27,** std. with a min. climb of 408' per NM to 3500, or 1300-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 293' per NM to 3400, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 9, 17, 27, 35,** for climb in visual conditions: cross Mena Intermountain Municipal Airport at or above 2300.

NOTE: **Rwy 27,** trees 2.01 NM from departure end of runway, on centerline, 100' AGL/1759' MSL.

## MONTICELLO, AR

MONTICELLO MUNI/ELLIS FIELD (LLQ)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21,** 200-1¼ or std. w/ min. climb of 436' per NM to 600.

NOTE: **Rwy 3,** tree 278' from departure end of runway, 544' left of centerline, 100' AGL/349' MSL. Vehicle on road 625' from departure end of runway, 628' right of centerline, 15' AGL/264' MSL. **Rwy 21,** tree 3687' from departure end of runway, 819' left of centerline, 100' AGL/469' MSL. Vehicle on road 1000' from departure end of runway, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from departure end of runway, 607' right of centerline, up to 100' AGL/399' MSL. Powerline 5621' from departure end of runway, 994' right of centerline, 79' AGL/458' MSL. Powerline 4504' from departure end of runway, 1652' right of centerline, 79' AGL/388' MSL.

## MORRILTON, AR

MORRILTON MUNI (BDQ)

ORIG-A 08129 (FAA)

TAKE-OFF MINIMUMS: **Rwy 27,** Std. w/ min. climb of 211' per NM to 1600 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 27,** For climb in visual conditions cross Morrilton Municipal Airport at or above 1100 MSL before proceeding on course.

NOTE: **Rwy 9,** trees beginning 321' from departure end of runway, 511' right of centerline up to 100' AGL/419' MSL. Trees beginning 3378' from departure end of runway, 346' left of centerline, up to 100' AGL/449' MSL. **Rwy 27,** trees beginning 814' from departure end of runway, 317' left of centerline up to 100' AGL/399' MSL. Trees beginning 1552' from departure end of runway, 6' right of centerline up to 100' AGL/429' MSL.

PETIT JEAN PARK

TAKE-OFF MINIMUMS: **Rwy 21,** 400-2 or std. with a min. climb of 420'per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 3**, climb runway heading to 1300 before turning.

09351

## MOUNTAIN HOME, AR

OZARK RGNL

TAKE-OFF MINIMUMS: **Rwy 5,** 300-1 or std. with a min. climb of 270' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 5**, turn right. **Rwy 23,** turn left: **All aircraft** proceed direct via FLP VOR/DME then climb on course.

## MOUNTAIN VIEW, AR

MOUNTAIN VIEW WILCOX MEMORIAL FIELD

TAKE-OFF MINIMUMS: **Rwy 9**, 1000-3 or std. with a min. climb of 370' per NM to 2100. **Rwy 27**, 1800-3 or std. with a min. climb of 350' per NM to 3100.

DEPARTURE PROCEDURE: **Rwy 9**, climb via heading 092° to 2100 before turning. **Rwy 27**, climb via heading 272° to 3100 before turning.

## MULDROW AHP (KHMY)

LEXINGTON, OK . . . . . ORIG, 08213

TAKE-OFF OBSTACLES: **Rwy 17,** trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline. **Rwy 35,** trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of centerline.

## MUSKOGEE, OK

DAVIS FIELD (MKO)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-Environmental. **Rwy 22,** 200-1½ or std. w/ min. climb of 436' per NM to 900. **Rwy 31,** 300-1½ or std. w/ min.

DAVIS FIELD (MKO)(CONT'D)

climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: **Rwy 22,** tree 3637' from departure end of runway, 985' right of centerline, 100' AGL/809' MSL. **Rwy 31,** tree 7679' from departure end of runway, 851' left of centerline, 100' AGL/819' MSL.

## NEWPORT, AR

NEWPORT MUNI (M19)

ORIG 08269 (FAA)

NOTE: **Rwy 22,** building beginning 1947' from departure end of runway, 452' right of centerline, 60' AGL/299' MSL. **Rwy 36,** trees 2163' from departure end of runway, 939' left of centerline, up to 100' AGL/339' MSL.

## NORMAN, OK

UNIVERSITY OF OKLAHOMA WESTHEIMER

NOTE: **Rwy 3,** multiple elevators, tower, and cement hopper beginning 1452' from departure end of runway, 358' right of centerline, up to 56' AGL/1236' MSL. **Rwy 21,** terrain 167' from departure end of runway, 506' right of centerline, 1182' MSL. **Rwy 35,** multiple poles beginning 699' from departure end of runway 518' right of centerline, up to 37' AGL/1215' MSL.

## NORTH LITTLE ROCK, AR

NORTH LITTLE ROCK MUNI

NOTE: **Rwy 5,** 80' AGL tree 360' from departure end of runway, 500' right of centerline. **Rwy 35,** 45' AGL trees 650' from departure end of runway, 300' left of centerline; 85' AGL tree 700' from departure end of runway, 600' right of centerline.

## OKLAHOMA CITY, OK

CLARENCE E. PAGE MUNI

NOTE: **Rwy 17R,** multiple trees beginning 43' from departure end of runway, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from departure end of runway, 345' left of centerline, 37' AGL/1366' MSL. **Rwy 35L,** bush 90' from departure end of runway, 482' left of centerline, 8' AGL/1358' MSL.

SUNDANCE AIRPARK

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1.

WILL ROGERS WORLD

NOTE: **Rwy 35L,** post 47' from departure end of runway, 495' left of centerline, 14' AGL/1287' MSL. **Rwy 36,** obstruction light on lighted WSK 678' from departure end of runway, 153' left of centerline, 31' AGL/1295' MSL.

WILEY POST (PWA)

AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17L,** 200-1 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 127° to 2300 before turning left. **Rwys 35L,35R,** climb heading 352° to 1900 before turning right.

NOTE: **Rwy 13,** multiple trees 2032' from departure end of runway, 405' left of centerline, 50' AGL/1359' MSL. Multiple hangars 466' from departure end of runway, 465' left of centerline, 17' AGL/1316' MSL. Multiple hangars 1348' from departure end of runway, 604' right of centerline, 35' AGL/1334' MSL. **Rwy 17L,** multiple tanks 4592' to 6210' from departure end of runway, 1220' to 1385' left of centerline, up to 148' AGL/1478' MSL. Multiple trees 1292' to 1360' from departure end of runway, 645' to 727' right of centerline, up to 50' AGL/1345' MSL. **Rwy 17R,** windsock 326' from departure end of runway, 421' left of centerline, 20' AGL/1305' MSL. **Rwy 31,** road with vehicle 556' from departure end of runway, 319' left of centerline, 15' AGL/1289' MSL. **Rwy 35L,** multiple trees 706' from departure end of runway, 560' left of centerline, 50' AGL/1329' MSL. Spire 2442' from departure end of runway, 900' left of centerline, 86' AGL/1366' MSL.

## OKMULGEE, OK

OKMULGEE RGNL

DEPARTURE PROCEDURE: **Rwy 36,** climb heading 356° to 1600 before proceeding on course.

NOTE: **Rwy 18,** multiple trees beginning 1303' from departure end of runway, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from departure end of runway, 12' right of centerline, up to 100' AGL 779' MSL.

09351

## OSCEOLA, AR

OSCEOLA MUNI

TAKE-OFF MINIMUMS: **Rwy 1,** 300-1.

NOTE: **Rwy 1,** 180' AGL antenna 3003' from departure end of runway, 20' right of centerline.

## OZARK, AR

OZARK-FRANKLIN COUNTY

TAKE-OFF MINIMUMS: **Rwy 4**, 400-2 or std. with a min. climb of 492' per NM to 1400. **Rwy 22,** std. with a min. climb of 282' per NM to 1400, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course. **Rwy 22,** climbing right turn to 3000 via FSM R-064 to FSM VORTAC before proceeding on course, or for climb in visual condtions cross Ozark-Franklin County Airport southwest bound at or above 1600 then climb to 3000 via FSM R-064 to FSM VORTAC before proceeding on course.

NOTE: **Rwy 4,** trees beginning 1906' from departure end of runway, 100' left of centerline, up to 100' AGL/959' MSL. Trees beginning 3412' from departure end of runway, 6' right of centerline, up to 100' AGL/959' MSL. Tower 1.1 NM from departure end of runway, 470' left of centerline, 205' AGL/995' MSL. **Rwy 22,** rising terrain and trees beginning 1.6 NM from departure end of runway, 1017' right of centerline, up to 100' AGL/999' MSL. Rising terrain and trees beginning 2.7 NM from departure end of runway, on centerline, up to 100' AGL/1079' MSL.

## PARAGOULD, AR

KIRK FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. with a min. climb of 333' per NM to 600. **Rwys 8, 26,** NA-unsurveyed turf runways. **Rwy 22,** 200-1.

NOTE: **Rwy 4,** tank 5070' from departure end of runway, 883' right of centerline, 190' AGL/470' MSL. Road 1285' from departure end of runway, on centerline, 289' MSL. Sign 1506' from departure end of runway, 135' right of centerline, 50' AGL/331' MSL. **Rwy 22,** sign 311' from departure end of runway, 285' right of centerline, 30' AGL/325' MSL. Road 300' from departure end of runway, on centerline, 295' MSL.

## PONCA CITY, OK

PONCA CITY RGNL (PNC)

ORIG 07354 (FAA)

NOTE: **Rwy 17,** multiple buildings, poles, and antenna beginning 195' from departure end of runway, 303' right of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from departure end of runway, from 400' left of centerline, 70' AGL/1061' MSL. **Rwy 35,** antenna on building 10' from departure end of runway, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from departure end of runway, 350' right of centerline 50' AGL/1030' MSL.

## POTEAU, OK

ROBERT S. KERR

DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2500 before turning on course. **Rwy 36,** climb runway heading to 2800 before turning on course.

NOTE: **Rwy 36,** cross departure end of runway at or above 16' AGL/461' MSL.

## PRYOR, OK

MID-AMERICA INDUSTRIAL

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb to 1400 before turning on course.

## ROGERS, AR

ROGERS MUNI-CARTER FIELD

NOTES: **Rwy 20**, multiple towers and trees beginning 393' from departure end of runway, 209' right of centerline, up to 122' AGL/1462' MSL. Multiple towers and trees beginning 567' from departure end of runway, 81' left of centerline, up to 108' AGL/1469' MSL.

## RUSSELLVILLE, AR

RUSSELLVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 7,** 500-2 or std. with a min. climb of 490' per NM to 900. **Rwy 25,** 1800-3 or std. with a min. climb of 230' per NM to 2200.

NOTE: **Rwy 7,** building, 3192' from departure end of runway, 204' left of centerline, 50' AGL/520' MSL.

## SALLISAW, OK

SALLISAW MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 210' per NM to 1000. **Rwy 35,** 700-2 or std. with a min. climb of 470' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 1000 before turning. **Rwy 35,** climbing left turn to 1500 on heading 180° before proceeding on course.

## SAND SPRINGS, OK

WILLIAM R. POGUE MUNI (OWP)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 169° to 2500 before turning left. **Rwy 35,** climb heading 349° to 2500 before turning right.

NOTE: **Rwy 17,** trees beginning 75' from DER, 121' left and right of centerline, up to 100' AGL/940' MSL. Vehicles 83' from DER, 35' left and right of centerline, 15' AGL/905' MSL. **Rwy 35,** vehicles 83' from DER, 35' left of centerline, 15' AGL/905' MSL. Trees 1.24 NM from DER, 671' left of centerline, up to 100' AGL/1126' MSL.

## SEMINOLE, OK

SEMINOLE MUNI

NOTE: **Rwy 16,** powerline 419' from departure end of runway, 403' left of centerline, 46' AGL/1025' MSL.

## SILOAM SPRINGS, AR

SMITH FIELD

NOTE: **Rwy 18,** light pole 1320' from departure end of runway, 358' right of centerline, 31' AGL/1209' MSL. Trees 795' from departure end of runway, 354' left of centerline, up to 25' AGL/1197' MSL. Trees 1272' from departure end of runway, 340' right of centerline, up to 34' AGL/1212' MSL. **Rwy 36,** power pole 1185' from departure end of runway, 567' right of centerline, 31' AGL/1223' MSL. Trees 528' from departure end of runway, 424' left of centerline, up to 54' AGL/1241' MSL. Trees 532' from departure end of runway, 354' right of centerline, up to 39' AGL/1232' MSL.

09351

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09351

## SPRINGDALE, AR

SPRINGDALE MUNI

TAKE-OFF MINIMUMS: **Rwy 36**, 400-2 or std. with a min. climb of 260' per NM to 1900.

DEPARTURE PROCEDURE: **Rwys 18, 36,** climb runway heading to 1900 prior to turning on course or as directed by ATC.

NOTE: **Rwy 36,** 70' AGL/1422' MSL trees 4406' from departure end of runway, 522' right of centerline. 70' AGL/1409' MSL trees 2734' from departure end of runway, 325' right of centerline. 70' AGL/1403' MSL trees 2783' from departure end of runway, 42' right of centerline. 70' AGL/1418' MSL trees 3075' from departure end of runway, 329' right of centerline. 70' AGL/1389' MSL trees 1659' from departure end of runway, 326' right of centerline.

## STUTTGART, AR

STUTTGART MUNI

NOTE: **Rwy 18,** tree 108' from departure end of runway, 286' right of centerline, 9' AGL/227' MSL. **Rwy 27,** tree 188' from departure end of runway, 152' left of centerline, 7' AGL/227' MSL.

## TAHLEQUAH, OK

TAHLEQUAH MUNI (TQH)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1½ or std. w/ min. climb of 345' per NM to 1200.

NOTE: **Rwy 17,** trees beginning 80' from departure end of runway, 16' right of centerline, up to 60' AGL/911' MSL. Trees and poles beginning 139' from departure end of runway, 337' left of centerline, up to 34' AGL/855' MSL. Light 1042' from departure end of runway, 403' left of centerline, 29' AGL/878' MSL. **Rwy 35,** poles and trees beginning 23' from departure end of runway, 42' left of centerline, up to 56' AGL/1075' MSL. Poles and trees beginning 1334' from departure end of runway, 29' right of centerline, up to 40' AGL/1058' MSL. Building 4492' from departure end of runway, 889' left centerline, 24' AGL/1024' MSL.

## TEXARKANA, AR

TEXARKANA RGNL-WEBB FIELD (TXK)

AMDT 4 07354 (FAA)

NOTE: **Rwy 4,** multiple trees 881' from departure end of runway, 677' left of centerline, 60' AGL/419' MSL. Multiple trees 767' from departure end of runway, 621' right of centerline, 75' AGL/434' MSL. **Rwy 13,** multiple trees 21' from departure end of runway, 372' left of centerline, 75' AGL/424' MSL. Multiple trees 1819' from departure end of runway, 133' left of centerline, 99' AGL/438' MSL. Multiple trees beginning 237' from departure end of runway, 344' right of centerline, 98' AGL/457' MSL. **Rwy 22,** multiple trees beginning 122' from departure end of runway, 276' left of centerline, 47' AGL/406' MSL. Multiple trees beginning 132' from departure end of runway, 348' right of centerline, 71' AGL/400' MSL. **Rwy 31,** vehicle on road 346' from departure end of runway, on centerline, 15' AGL/391' MSL. Multiple trees 535' from deaprture end of runway, 124' left of centerline, 60' AGL/391' MSL. Mutliple trees beginning 454' from departure end of runway, 349' right of centerline, 70' AGL/429' MSL. Multiple trees 1962' from departure end of runway, 195' left of centerline, 60' AGL/429' MSL

## TINKER AFB (KTIK),

OKLAHOMA CITY, OK . . . . . 09043

DEPARTURE PROCEDURE: **Rwy 30,** climb on track 306° to 4000 prior to executing a right turn, left turns may be initiated at 1800. **Rwy 35,** intercept TIK R-354 climbing to 4000 prior to executing left turn.

TAKE-OFF OBSTACLES: **Rwy 30,** Trees 47' AGL/1267' MSL, 1778' from DER, 927' right of centerline. Monument 41' AGL/1264' MSL, 1473' from DER, 1337' right of centerline. Trees 28' AGL/1245' MSL, 2862' from DER, 1641' right of centerline.

## TULSA, OK

RICHARD LLOYD JONES JR (RVS)

AMDT 6 08297 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31,** 300-1¾ or std. w/ min. climb of 470' per NM to 1100.

DEPARTURE PROCEDURE: **Rwys 1L, 1R,** climb heading 007° to 1400 before proceeding on course. **Rwy 13,** climb heading 127° to 1400 before proceeding on course. **Rwys 19L, 19R,** climb heading 187° to 1400 before proceeding on course. **Rwy 31,** climb heading 307° to 1700 before proceeding on course.

NOTE: **Rwy 1L,** tree 1492' from departure end of runway, 627' right of centerline, 81' AGL/700' MSL **Rwy 1R,** railroad 163' from departure end of runway, 226' right of centerline, 23' AGL/669' MSL. Tree 250' from departure end of runway, 236' right of centerline, 45' AGL/669' MSL. Pole 582' from departure end of runway, 330' right of centerline, 49' AGL/673' MSL. Pole 992' from departure end of runway, 117' right of centerline, 40' AGL/664' MSL. Tree 1844' from departure end of runway, 74' left of centerline, 81' AGL/700' MSL. **Rwy 13,** building 717' from departure end of runway, 514' right of centerline, 25' AGL/641' MSL. Tree 1961' from departure end of runway, 92' left of centerline, 50' AGL/679' MSL. Tree 2021' from departure end of runway, 461' right of centerline, 76' AGL/695' MSL. Tree 2287' from departure end of runway, 102' right of centerline, 79' AGL/698' MSL. Tree 2438' from departure end of runway, 31' left of centerline, 80' AGL/699' MSL. Tree 2697' from departure end of runway, 323' right of centerline, 90' AGL/709' MSL. Trees beginning 2292' from departure end of runway, 655' right of centerline, up to 100' AGL/729' MSL. **Rwy 19L,** tree 791' from departure end of runway, 311' left of centerline, 46' AGL/665' MSL. Tree 1379' from departure end of runway, 457' left of centerline, 64' AGL/683' MSL. Trees beginning 3858' from departure end of runway, 620' left of centerline, up to 100' AGL/719' MSL. **Rwy 19R,** tree 2247' from departure end of runway, 1020' left of centerline, 56' AGL/685' MSL. Trees beginning 3296' from departure end of runway, 1323' left of centerline, up to 100' AGL/714' MSL. **Rwy 31,** hangar, 507' from departure end of runway, 344' right of centerline, 21' AGL/640' MSL. Trees beginning 1372' from departure end of runway, from 265' left of centerline to 248' right of centerline, up to 95' AGL/714' MSL. Tree 2161' from departure end of runway, 74' left of centerline, 102' AGL/721' MSL. Trees beginning 1965' from departure end of runway, 909' left of centerline, up to 100' AGL/739' MSL. Transmission line towers beginning 2732' from departure end of runway, 28' right of centerline, up to 107' AGL/773' MSL.

09351

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

**TULSA, OK (CON'T)**

TULSA INTL

TAKE-OFF MINIMUMS: **Rwy 18R**, 200-1 or std. with a min. climb of 210' per NM to 900.

DEPARTURE PROCEDURE: Comply with SID or as cleared.

**VANCE AFB (KEND)**

ENID, OK . . . . . .09323

TAKE-OFF OBSTACLES:

**Rwy 17C:** Barrier (when raised) 24' AGL/1321' MSL, 154' into overrun, on centerline.

**Rwy 17L:** Terrain, 1293' MSL, 239' from DER, 55' left of centerline. Terrain, 1295' MSL, abeam departure end of runway, 156' right of centerline. Wind sensor, 33' AGL/1325' MSL, 211' from DER, 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/1298' MSL, 204' from DER, 186' right of centerline. T-1 aircraft on taxiway, 14' AGL/1303' MSL, 383' from DER, 574' left of centerline. Trees, 70' AGL/1349' MSL, 2479' from DER, 1136' left of centerline. Trees, 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline.

**Rwy 17R:** Barrier (when raised), 24' AGL/1336' MSL, 152' into overrun, on centerline.

**Rwy 35C:** Barrier (when raised), 24' AGL/1301' MSL, 147' into overrun, on centerline.

**Rwy 35L:** Barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline.

**Rwy 35R:** Wind sensor, 33' AGL/1299' MSL, 1884' from DER, 577' left of centerline. Vehicle on road, 10' AGL/1284' MSL, 144' from DER, 292' left of centerline. T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.

**WAGONER, OK**

HEFNER-EASLEY (H68)

ORIG 08045 (FAA)

NOTE: **Rwy 36,** Multiple trees beginning 167' from departure end of runway, 544' right of centerline, up to 100' AGL/709' MSL.

**WATONGA, OK**

WATONGA RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 400-2 or std. with a min. climb of 315' per NM to 2000.

NOTE: **Rwy 17,** vehicle on road 165' from departure end of runway, 471' left of centerline, 15' AGL/1554' MSL. Elevator 5609' from departure end of runway, 614' left of centerline, 177' AGL/1694' MSL. **Rwy 35,** trees beginning 3318' from departure end of runway, 435' left of centerline, up to 100' AGL/1689' MSL. Vehicle on road 284' from departure end of runway, 471' right of centerline, 15' AGL/1584' MSL.

**WEATHERFORD, OK**

THOMAS P. STAFFORD

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 188° to 2500 before proceeding on course.

NOTE: **Rwy 17,** truck on road 682' from departure end of runway, crossing centerline, 17' AGL/1636' MSL, multiple trees beginning 2605' from departure end of runway, 652' right of centerline, up to 100' AGL/1699' MSL. **Rwy 35,** tree 1421' from departure end of runway, 413' right of centerline, 40' AGL/1649' MSL.

**WEST MEMPHIS, AR**

WEST MEMPHIS MUNI

TAKE-OFF MINIMUMS: **Rwy 17,** NOTE: 101' AGL trees 2155' from departure end of rwy, 196' right of centerline.

**WOODWARD, OK**

WEST WOODWARD

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 172° to 3100 before proceeding on course.

| WAAS | APP CRS | Rwy Idg | 6203 |
|---|---|---|---|
| CH 61012 | 174° | TDZE | 1016 |
| W17A | | Apt Elev | 1016 |

# RNAV (GPS) RWY 17

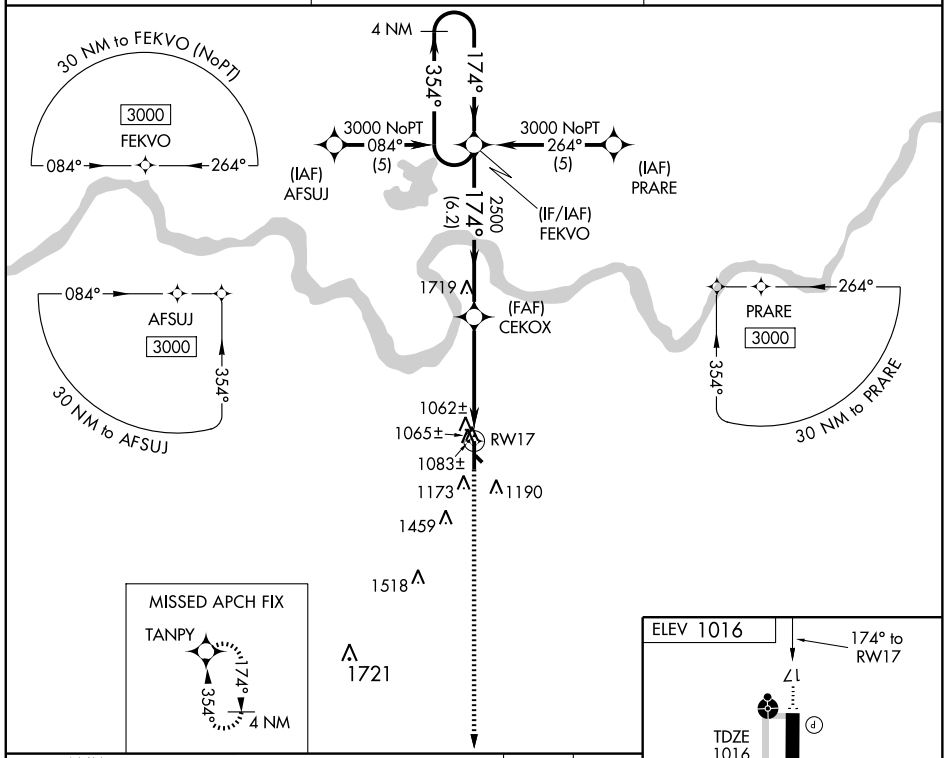
ADA MUNI (ADH)

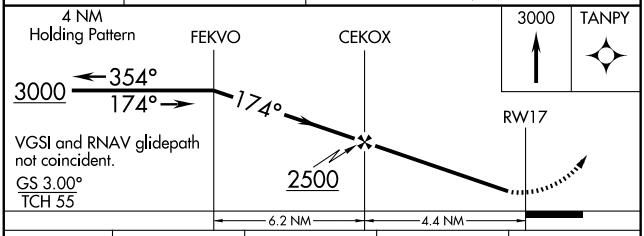
Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling to Rwy 31 NA at night. Baro-VNAV NA when using Seminole altimeter setting. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

ODALS

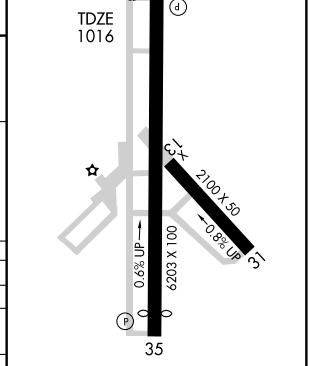
MISSED APPROACH: Climb to 3000 direct TANPY and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.725 | 128.1 327.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1304-1 | 288 (300-1) | | NA |
| LNAV/VNAV DA | 1335-1 | 319 (400-1) | | NA |
| LNAV MDA | 1380-1 | 364 (400-1) | | NA |
| CIRCLING | 1520-1 504 (600-1) | | 1520-1½ 504 (600-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

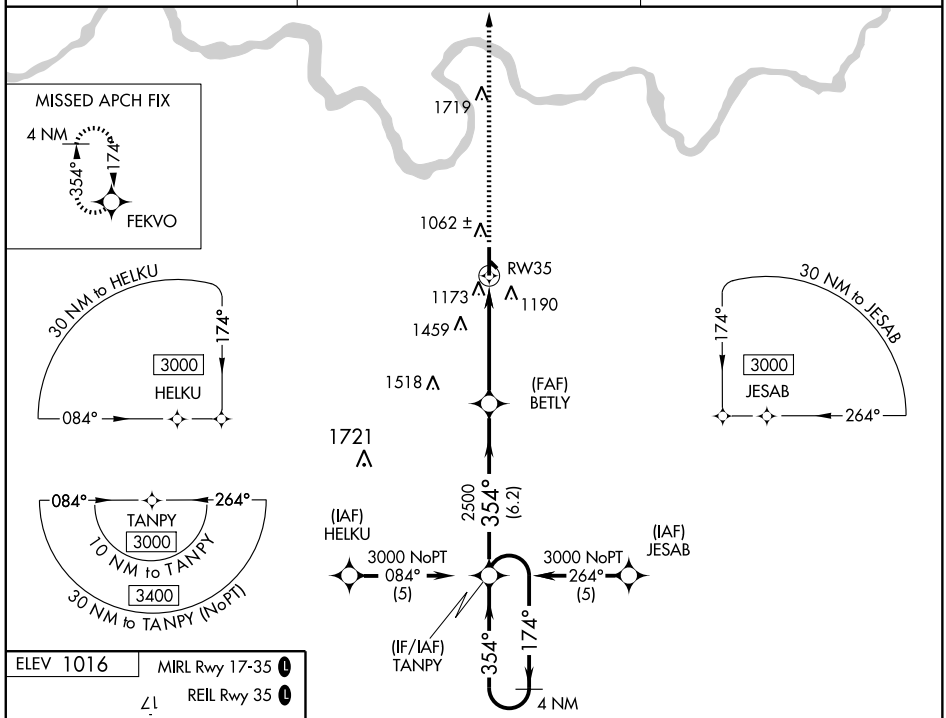
| WAAS CH 70412 W35A | APP CRS 354° | Rwy Idg 6103<br>TDZE 995<br>Apt Elev 1016 |
|---|---|---|

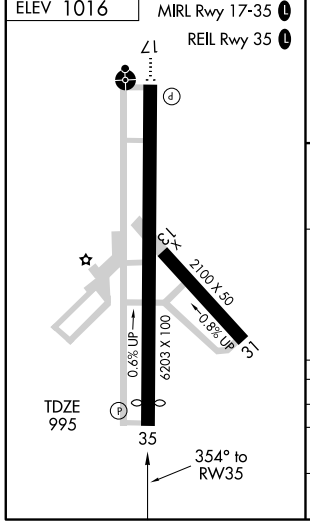
# RNAV (GPS) RWY 35
ADA MUNI (ADH)

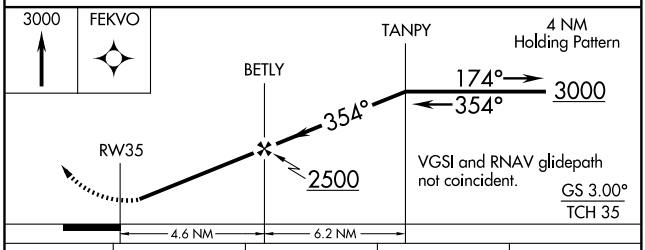
Circling to Rwy 31 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Seminole altimeter setting and increase all DA 66 feet and all MDA 80 feet, increase LPV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FEKVO and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.725 | 128.1 327.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1263-1 268 (300-1) | | | NA |
| LNAV MDA | 1600-1 605 (600-1) | | 1600-1¾ 605 (600-1¾) | NA |
| CIRCLING | 1600-1 584 (600-1) | | 1600-1¾ 584 (600-1¾) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME ADH | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.8 | 351° | TDZE | N/A |
| Chan 125 | | Apt Elev | 1016 |

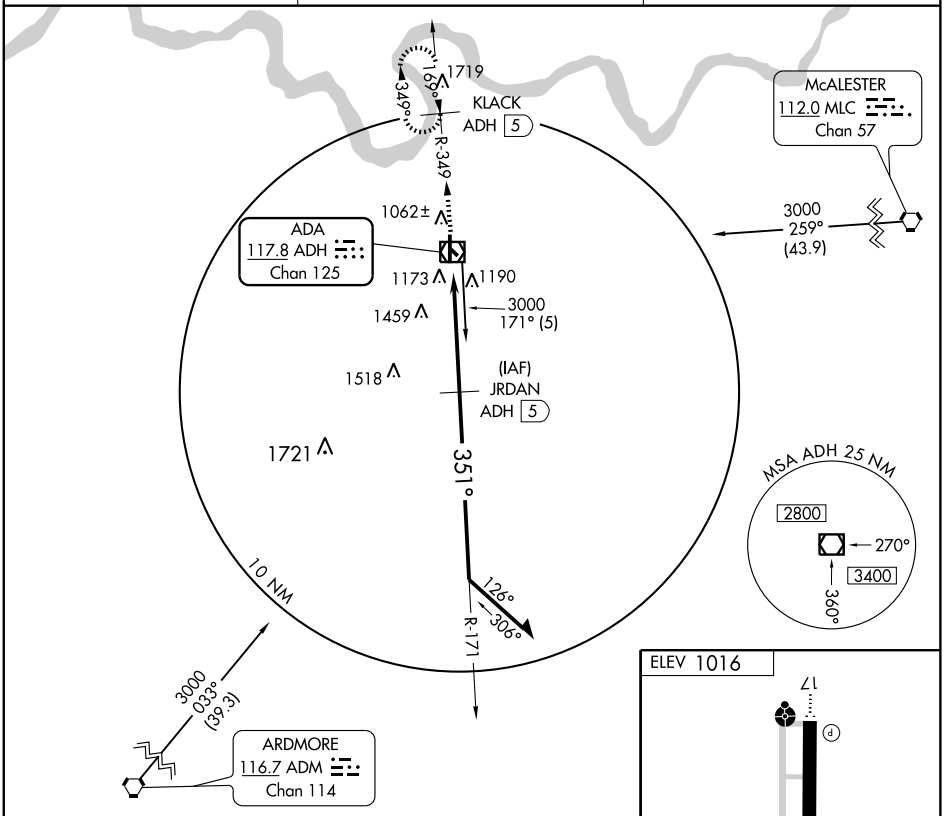
# VOR/DME-A
## ADA MUNI (ADH)

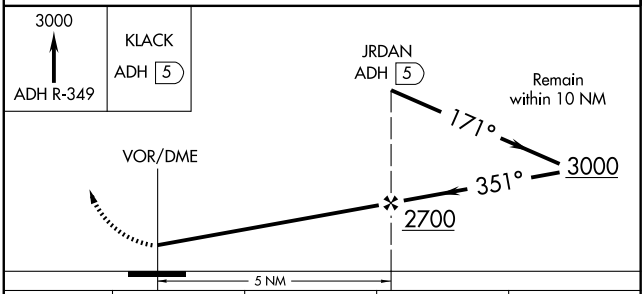
NA

Circling to Rwy 31 not authorized at night.

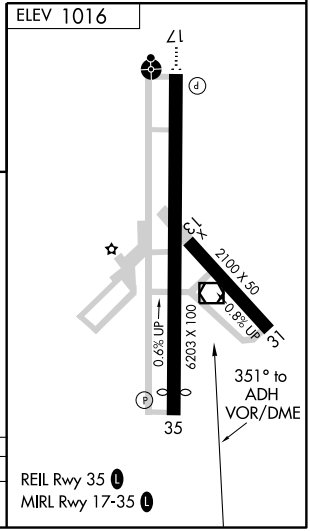
MISSED APPROACH: Climb to 3000 via ADH R-349 to KLACK/5 DME and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.725 | 128.1 327.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1560-1 | 544 (600-1) | 1560-1½ 544 (600-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME ADH | APP CRS | Rwy Idg | 6103 |
|---|---|---|---|
| 117.8 | 169° | TDZE | 1016 |
| Chan 125 | | Apt Elev | 1016 |

# VOR/DME RWY 17

ADA MUNI (ADH)

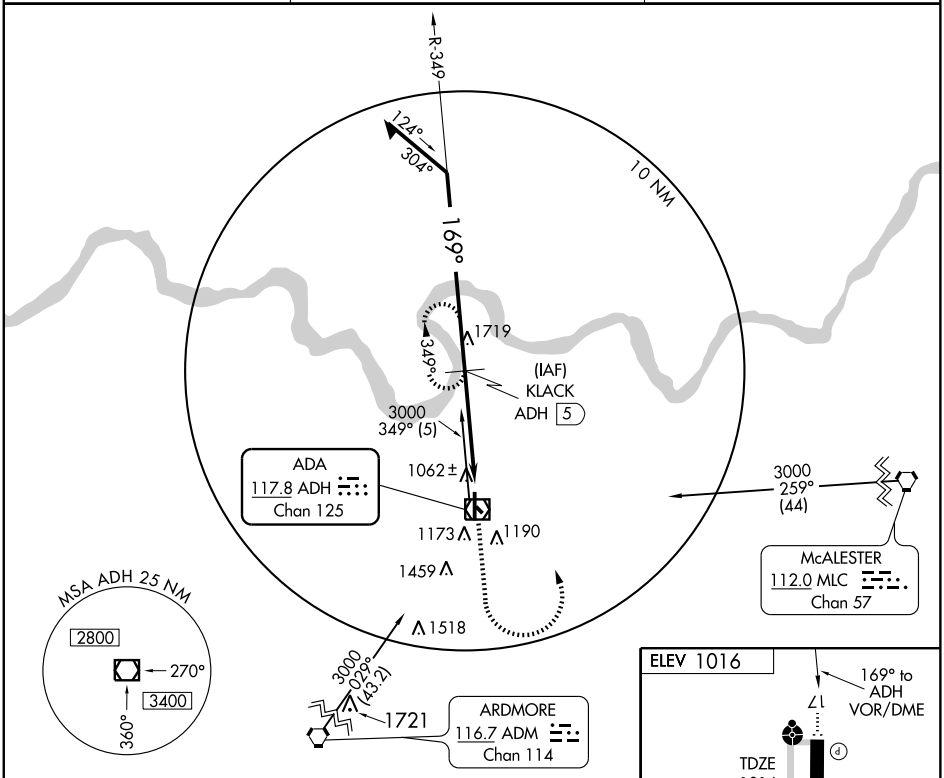
Circling to Rwy 31 not authorized at night.

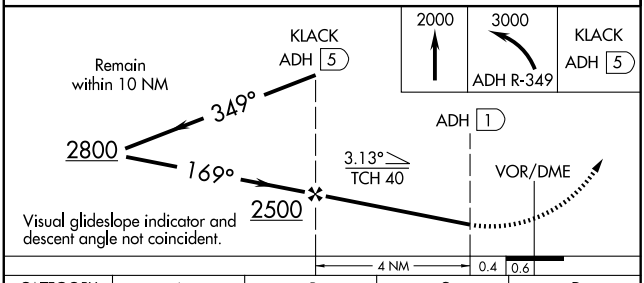
NA

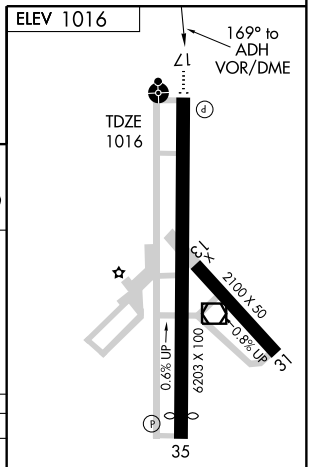
ODALS

MISSED APPROACH: Climb to 2000, then climbing left turn to 3000 via ADH R-349 to KLACK 5 DME and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.725 | 128.1 327.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1400-1 384 (400-1) | | | NA |
| CIRCLING | 1520-1 504 (600-1) | | 1520-1½ 504 (600-1½) | NA |

REIL Rwy 35 L

MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5501 |
|---|---|---|---|
| CH 86216 | 172° | TDZE | 1433 |
| W17A | | Apt Elev | 1433 |

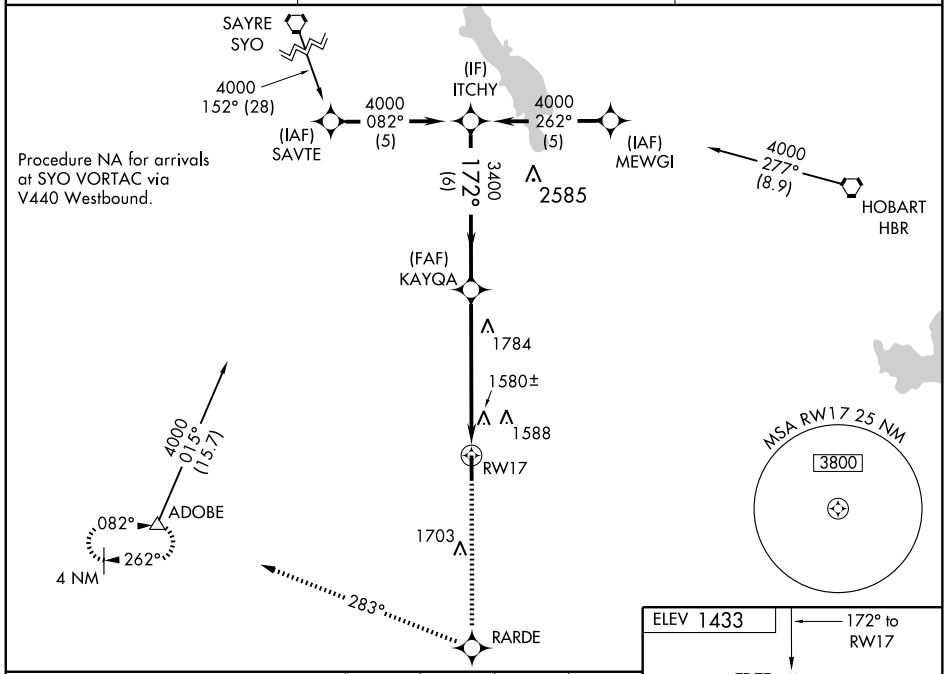
# RNAV (GPS) RWY 17

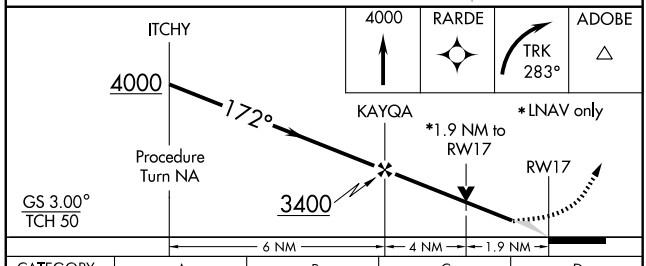
## ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

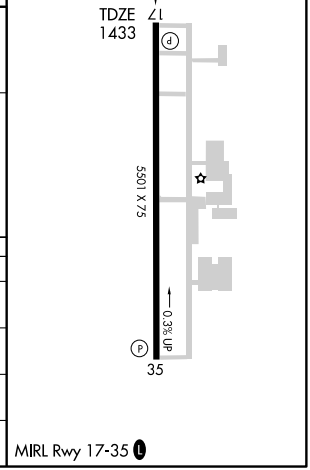
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat B and Circling Cat B visibility ¼ mile, increase LNAV Cat C and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

MISSED APPROACH: Climb to 4000 direct RARDE and right turn via track 283° to ADOBE and hold.

| AWOS-3 | ALTUS APP CON* | UNICOM |
|---|---|---|
| 118.825 | 125.1 259.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1713-1 280 (300-1) | | | NA |
| LNAV/VNAV DA | 1925-1¾ 492 (500-1¾) | | | NA |
| LNAV MDA | 2100-1 667 (700-1) | | 2100-1¾ 667 (700-1¾) | NA |
| CIRCLING | 2100-1 667 (700-1) | | 2100-1¾ 667 (700-1¾) | NA |

MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5501 |
|---|---|---|---|
| CH 93914 | 352° | TDZE | 1423 |
| W35A | | Apt Elev | 1433 |

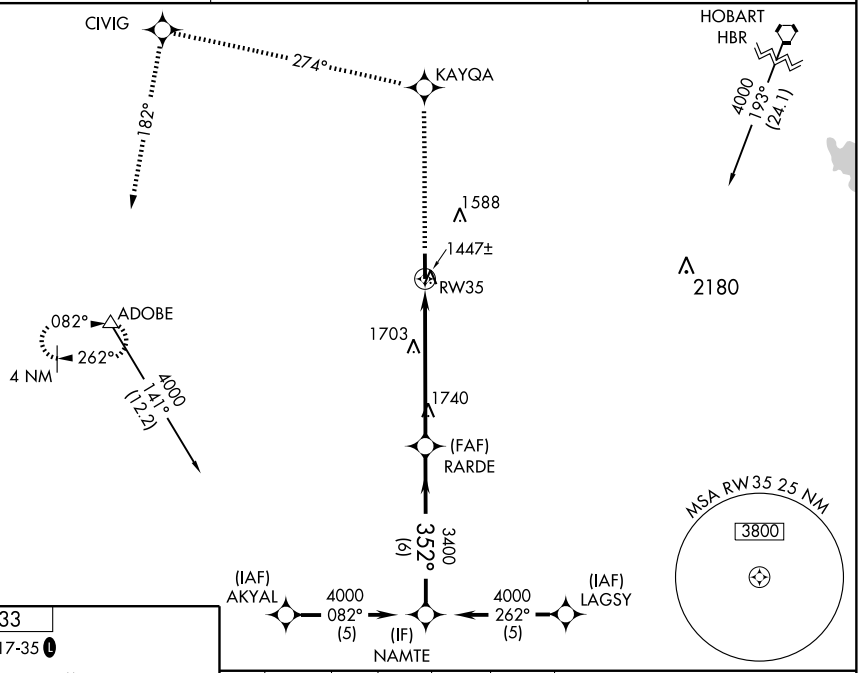
# RNAV (GPS) RWY 35

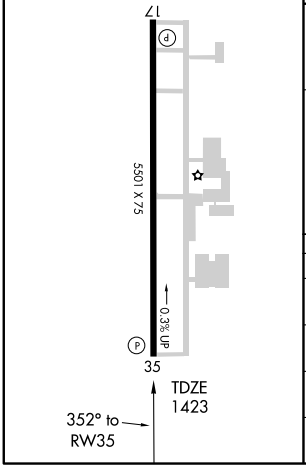
## ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

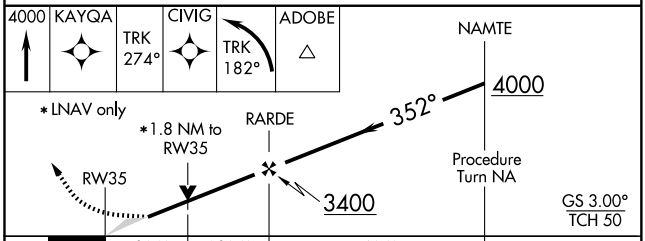
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.

MISSED APPROACH: Climb to 4000 direct KAYQA and via track 274° to CIVIG and left turn via track 182° to ADOBE and hold.

| AWOS-3 | ALTUS APP CON* | UNICOM |
|---|---|---|
| 118.825 | 125.1 259.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1673-1 | 250 (300-1) | | NA |
| LNAV/VNAV DA | 1717-1 | 294 (300-1) | | NA |
| LNAV MDA | 2040-1 | 617 (700-1) | 2040-1¾ 617 (700-1¾) | NA |
| CIRCLING | 2040-1 | 607 (700-1) | 2040-1¾ 607 (700-1¾) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC HBR 111.8 Chan 55 | APP CRS 224° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1433 |
|---|---|---|

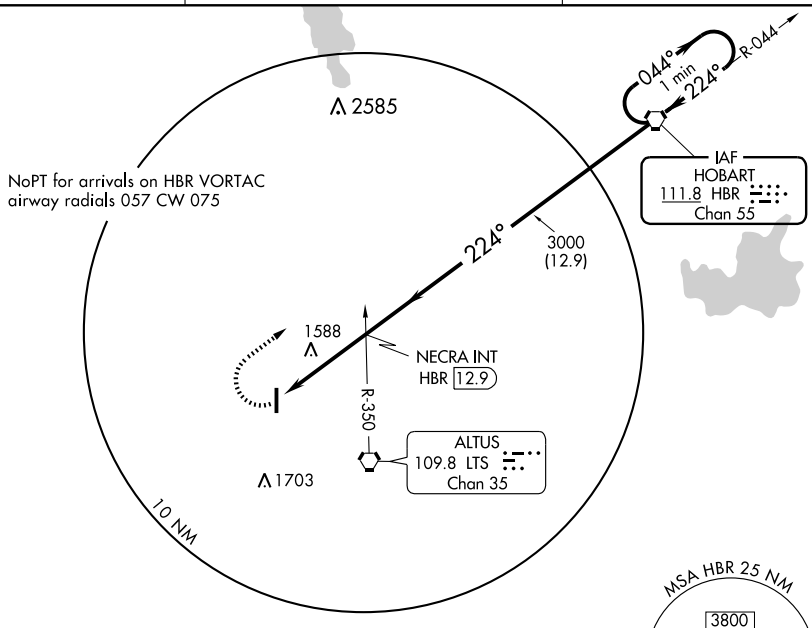
# VOR-A

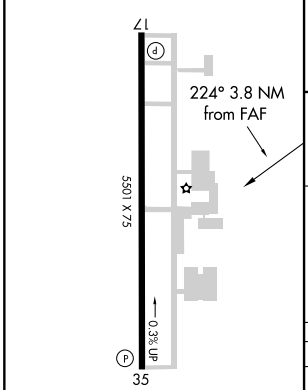
## ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

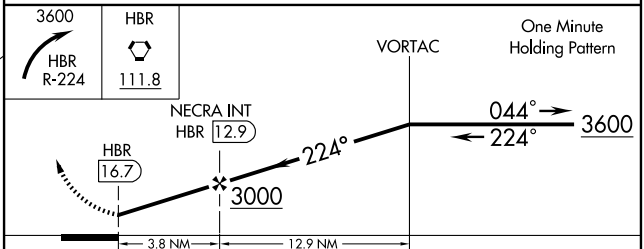
When local altimeter setting not received use Hobart altimeter setting.

MISSED APPROACH: Climbing right turn to 3600 via HBR R-224 to HBR VORTAC and hold.

| AWOS-3 | ALTUS APP CON★ | UNICOM |
|---|---|---|
| 118.825 | 125.1 259.3 | 122.8 (CTAF) L |




| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1940-1 | 507 (600-1) | 1940-1½<br>507 (600-1½) | NA |
| HOBART MUNI ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 2020-1 | 587 (600-1) | 2020-1½<br>587 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC LTS | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.8 | 119° | TDZE | N/A |
| Chan 35 | | Apt Elev | 1433 |

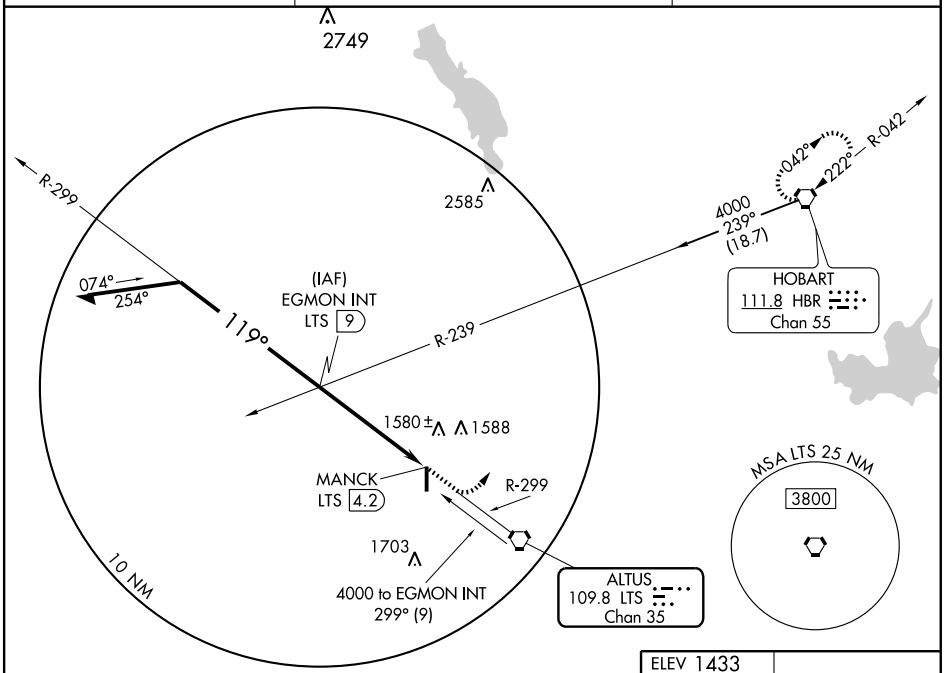
# VOR-B

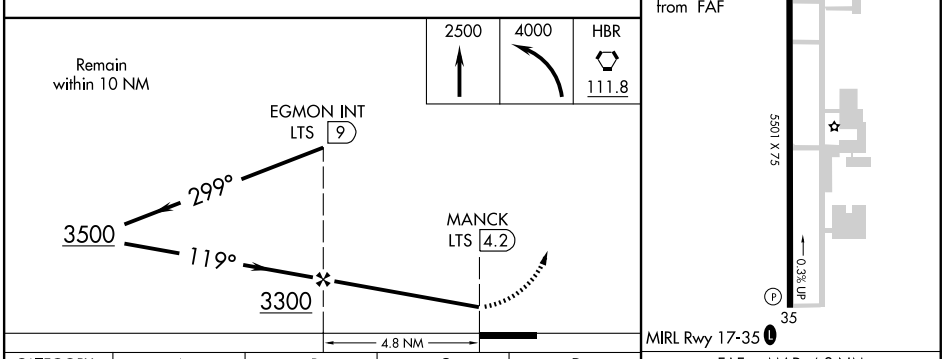
## ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

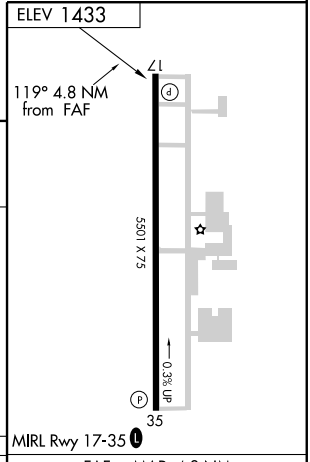
When local altimeter setting not received, use Hobart altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct HBR VORTAC and hold.

| AWOS-3 | ALTUS APP CON★ | UNICOM |
|---|---|---|
| 118.825 | 125.1 259.3 | 122.8 (CTAF) L |



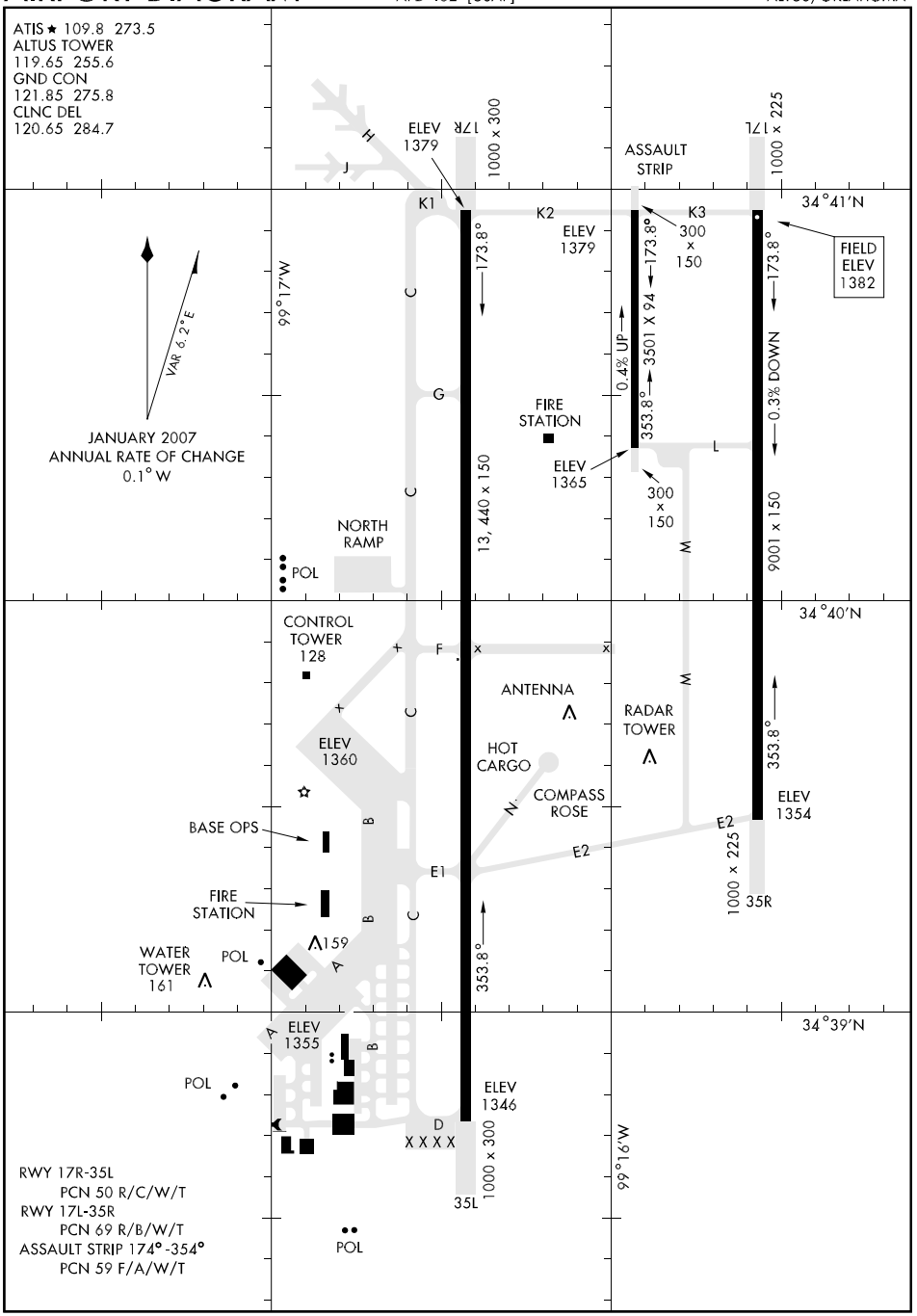




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1940-1 | 507 (600-1) | 1940-1½ 507 (600-1½) | NA |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SC-1, 14 JAN 2010 to 11 FEB 2010


ATIS ★ 109.8 273.5
ALTUS TOWER
119.65 255.6
GND CON
121.85 275.8
CLNC DEL
120.65 284.7
ELEV 1379
17R
1000 x 300
ASSAULT STRIP
17L
1000 x 225
34°41'N
K1
K2
K3
ELEV 1379
300 x 150
173.8°
FIELD ELEV 1382
99°17'W
VAR 6.2°E
JANUARY 2007
ANNUAL RATE OF CHANGE
0.1° W
FIRE STATION
0.4% UP
3501 X 94
353.8°
0.3% DOWN
ELEV 1365
300 x 150
NORTH RAMP
POL
13,440 x 150
9001 x 150
34°40'N
CONTROL TOWER 128
ANTENNA
RADAR TOWER
ELEV 1360
HOT CARGO
COMPASS ROSE
ELEV 1354
BASE OPS
E1
E2
1000 x 225
35R
FIRE STATION
WATER TOWER 161
POL
159
353.8°
34°39'N
ELEV 1355
POL
ELEV 1346
D
XXXX
1000 x 300
35L
99°16'W
RWY 17R-35L
PCN 50 R/C/W/T
RWY 17L-35R
PCN 69 R/B/W/T
ASSAULT STRIP 174°-354°
PCN 59 F/A/W/T
POL

# HI-VOR/DME RWY 35L

| VORTAC LTS | APCH CRS | Rwy ldg 13,440 |
|---|---|---|
| 109.8 | 357° | TDZE 1353 |
| Chan 35 | | Arpt Elev 1382 |

JAL-482 [USAF]

ALTUS AFB (KLTS)

▼ * When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ mile, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1 (A1)

MISSED APPROACH: Climb to 4000, fly heading 353° to HUSLA Then via LTS VORTAC R-348 to BLAIR and hold.

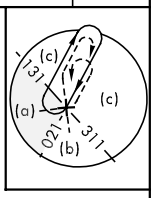
| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |

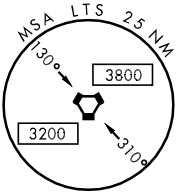
RADAR REQUIRED

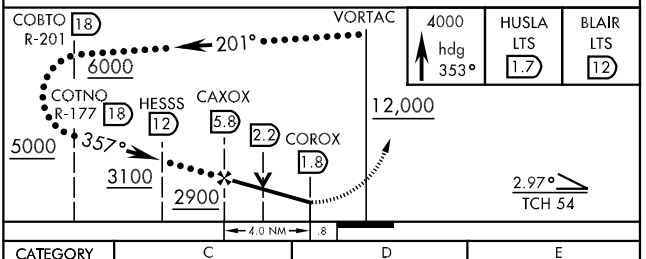
2043 R-348 2749 Max holding 230 KIAS LTS 17 2138 348° 168° BLAIR LTS 12 2585 R-021 1792 1674 HUSLA LTS 1.7 201° 021° Max holding 265 KIAS 1828 2043 2045 IAF ALTUS 109.8 LTS Chan 35 CAXOX LTS 5.8 201° 357° 1953 COBTO LTS 18 1664 HESSS LTS 12 COTNO LTS 18 20 NM R-201 R-177 1980

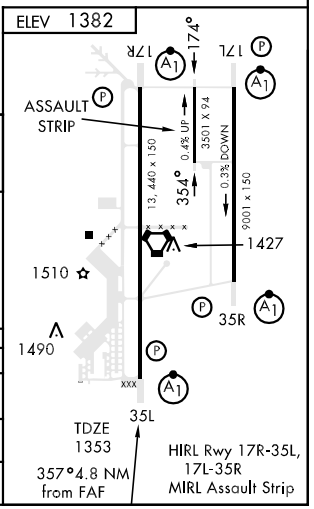
REMAIN WITHIN 23 DME of LTS VORTAC

EMERG SAFE ALT 100 NM 4900



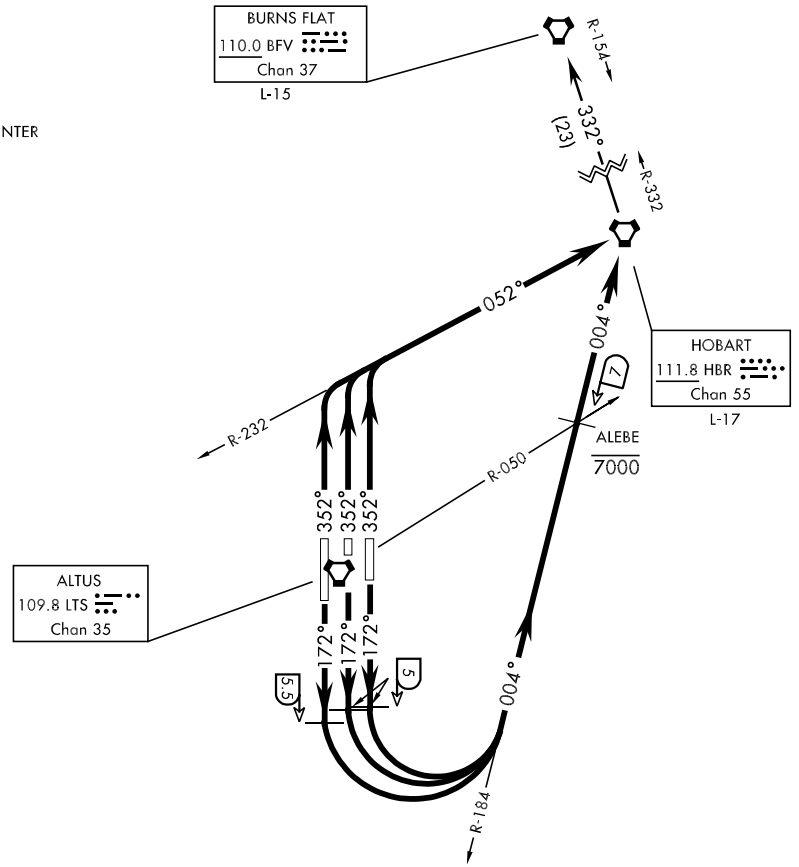




| CATEGORY | C | D | E |
|---|---|---|---|
| S-35L * | 1760/40 407 (400-¾) | | 1760/50 407 (400-1) |
| CIRCLING ** | 1840-1½ 458 (500-1½) | 1940-2 558 (600-2) | 1980-2 598 (600-2) |
| S-ASR 35L * | 1760/40 407 (400-¾) | | 1760/50 407 (400-1) |

# HOBART THREE DEPARTURE (HBR3•HBR) SHL-482 [USAF]

ALTUS, OKLAHOMA

ATIS ★ 109.8 273.5
CLNC DEL
120.65 284.7
GND CON
121.85 275.8
ALTUS TOWER
119.65 255.6
ALTUS DEP CON
125.1 290.9
FORT WORTH CENTER
133.5 350.35
ALTUS APP CON
125.1 257.725




SC-1, 14 JAN 2010 to 11 FEB 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L/174°Assault Strip: Climb on a track of 172°. At LTS VORTAC 5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5.5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

TAKE-OFF RWY 35L/35R/354°Assault Strip: Climb on a track of 352°to intercept HBR VORTAC R-232 to HBR. Then via Burns Flat transition or assigned route.

BURNS FLAT TRANSITION (HBR3•BFV): HBR VORTAC R-332/BFV VORTAC R-154 to BFV.

# ILS or LOC/DME RWY 17L

| LOC I-RUK 110.55 | APCH CRS 172° | Rwy ldg 9001 TDZE 1382 Arpt Elev 1382 | AL-482 [USAF] | ALTUS AFB (KLTS) |
|---|---|---|---|---|

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
*** Circling not authorized W of Rwy 17R-35L.

ALSF-1

MISSED APPROACH: Climb to 4000 via heading 176° to OGBIE. Then via LTS VORTAC R-169 to CIPNO and hold.

| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |

DME OR RADAR REQUIRED

LTS 17 R-355 2049 2585 355° 175° (IAF) JEPKI LTS 12 Max holding 230 KIAS WOTSI LTS 9 /RADAR 172° 352° 1792 HODGA LTS 5.8 /RADAR 1665 1580 1504 ZEXIX LTS 3 /RADAR ALTUS 109.8 LTS Chan 35 2110 LOCALIZER 110.55 I-RUK 1775 1720 OGBIE LTS 5 R-169 10 NM EMERG SAFE ALT 100 NM 4900 1664 CIPNO LTS 11 343° 169° Max holding 230 KIAS Max holding alt 7000 LTS 16

MSA LTS 25 NM 130° 3800 3200 310°

ELEV 1382 172° 4.8 NM from FAF 17R 174° 17L ASSAULT STRIP 0.4% UP 3501 X 94 0.3% DOWN TDZE 1382 13, 440 x 150 354° 9001 x 150 1427 1510 1490 35R HIRL Rwy 17R-35L, 17L-35R MIRL Assault Strip 35L

| FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

4000 hdg 176° | OGBIE LTS R-169 5 | CIPNO LTS R-169 11 | HODGA 5.8 /RADAR | WOTSI 9 /RADAR | JEPKI 12 R-355 4100 | VORTAC | ZEXIX 3 /RADAR 2900 | 172° 3500 | 2900 | 1980 | GS 3.00° TCH 47 | 0.5 | 1.3 NM | 2.8 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17L * | 1582/24 | | 200 | (200-½) | |
| S-LOC 17L** | 1740/24 | 358 (400-½) | 1740/40 | 358 | (400-¾) |
| CIRCLING *** | 1780-1 398 (400-1) | 1840-1 458 (500-1) | 1840-1½ 458 (500-1½) | 1940-2 558 (600-2) | 1980-2 598 (600-2) |
| S-ASR 17L ** | 1740/24 | 358 (400-½) | 1740/40 | 358 | (400-¾) |

# ILS or LOC/DME RWY 17R

| LOC I-ALT | APCH CRS | Rwy ldg 13,440 / TDZE 1379 / Arpt Elev 1382 |
|---|---|---|
| 111.3 | 172° | |

AL-482 [USAF]

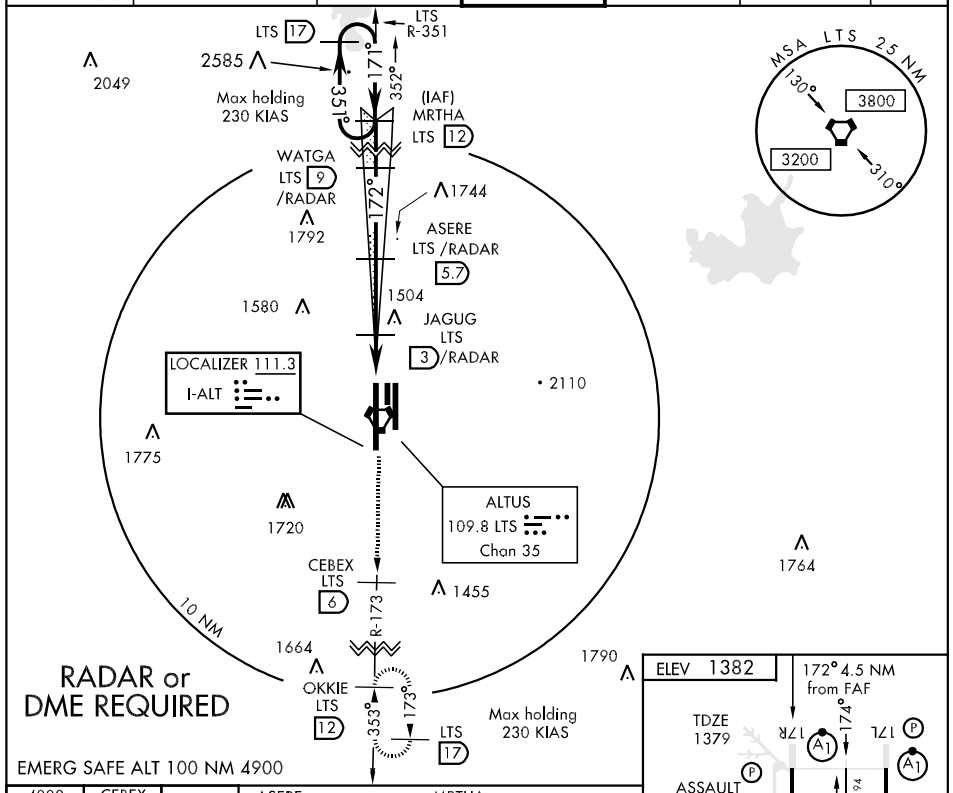
ALTUS AFB (KLTS)

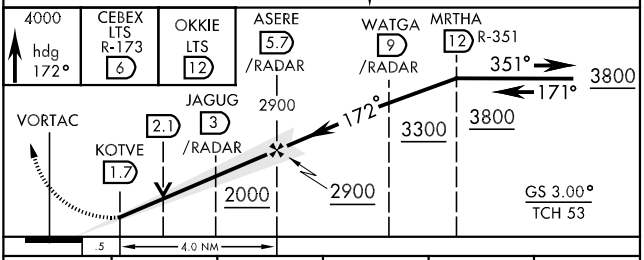
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
***Circling not authorized W of Rwy 17R-35L.

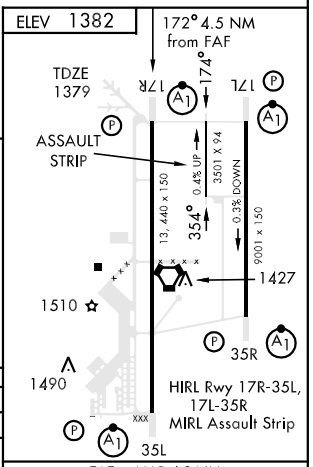
ALSF-1

MISSED APPROACH: Climb to 4000 on heading 172° to CEBEX. Then via LTS VORTAC R-173 to OKKIE and hold.

| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17R * | 1579/24 | | 200 | (200-½) | |
| S-LOC 17R** | 1740/24 | 361 (400-½) | 1740/40 | 361 | (400-¾) |
| CIRCLING*** | 1780-1 398 (400-1) | 1840-1 458 (500-1) | 1840-1½ 458 (500-1½) | 1940-2 558 (600-2) | 1980-2 598 (600-2) |
| S-ASR 17R** | 1740/24 | 361 (400-½) | 1740/40 | 361 | (400-¾) |

FAF to MAP 4.0 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

# ILS or LOC/DME RWY 35L

| LOC I-LTS | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 110.3 | 352° | 13,440 / 1353 / 1382 |

AL-482 [USAF]

ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ mile.

ALSF-1

MISSED APPROACH: Climb to 4000 on heading 352° to ASERE. Then via LTS VORTAC R-351 to MRTHA and hold.

| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |

2049
2585
LTS 17
351°
171°
MRTHA LTS 12
Max holding 230 KIAS

***Circling not authorized W of Rwy 17R-35L.

† When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

R-351
1724
1792
ASERE LTS 5.7
1580
1504
LOCALIZER 110.3
I-LTS
2110
1458
1775
1720
ALTUS
109.8 LTS
Chan 35
CEBEX LTS 6 /RADAR
10 NM
352°
172°
1664
1523
(IAF)
OKKIE LTS 12
173°
353°
Max holding 230 KIAS
LTS 17 Max holding alt 7000
1953
R-173
EMERG SAFE ALT 100 NM 4900

MSA LTS 25 NM
130°
3800
3200
310°

RADAR or DME REQUIRED

1764

OKKIE R-173 12
CEBEX 6 /RADAR
4000 hdg 352°
ASERE LTS 5.7
MRTHA LTS R-351 12
3100
173°
353°
3100
352°
3000
2.0
VORTAC
KEGVE
1.5
3000
GS 3.00°
TCH 55
4.5 NM
.5

ELEV 1382
17R
17L
174°
354°
ASSAULT STRIP
0.4% UP
3501 X 94
0.3% DOWN
13,440 x 150
9001 x 150
1427
1510
1490
35R
HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip
35L
TDZE 1353
352° 5.0 NM from FAF

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35L * | 1553/24 | | 200 | (200-½) | |
| S-LOC 35L ** | 1700/24 | 347 (400-½) | 1700/40 | 347 | (400-¾) |
| CIRCLING *** | 1780-1 398 (400-1) | 1840-1 458 (500-1) | 1840-1½ 458 (500-1½) | 1940-2 558 (600-2) | 1980-2 598 (600-2) |
| S-ASR 35L † | 1760/24 407 (400-½) | | 1760/40 407 (400-¾) | | 1760/50 407 (400-1) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

# ILS or LOC/DME RWY 35R

| LOC I-FNM | APCH CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 110.55 | 352° | TDZE | 1362 |
| | | Arpt Elev | 1382 |

AL-482 [USAF]

ALTUS AFB (KLTS)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 4100 on heading 349° to SOGPE. Then via LTS VORTAC R-355 to JEPKI and hold.

| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |

*** Circling not authorized W of Rwy 17R-35L.

† When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

RADAR OR DME REQUIRED

2049 | 2585 | 1792 | 1580 | 2110 | 1775 | 1574 | 1720 | 1487 | 1664

LTS 17 — Max holding 230 KIAS — 355° — 175°

JEPKI LTS 12

R-355 — SOGPE LTS 6

ALTUS 109.8 LTS Chan 35

LOCALIZER 110.55 I-FNM

HAXIV LTS /RADAR 5

352° — 172° — 10 NM

(IAF) CIPNO LTS 11

Max holding 230 KIAS
Max holding alt 7000

349° — 169° — R-169 — LTS 16

MSA LTS 25 NM
130° — 3800 — 3200 — 310°

EMERG SAFE ALT 100 NM 4900

ELEV 1382

17R — 17L — 174°

ASSAULT STRIP

13,440 x 150 — 0.4% UP — 354° — 3501 X 94 — 0.3% UP — 9001 x 150

1427 — TDZE 1362 — 1510 — 1490

35R — 35L

352° 4.9 NM from FAF

HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip

CIPNO R-169 (11) — HAXIV/RADAR (5) — 4100 hdg 349° — SOGPE LTS R-355 (6) — JEPKI LTS R-355 (11)

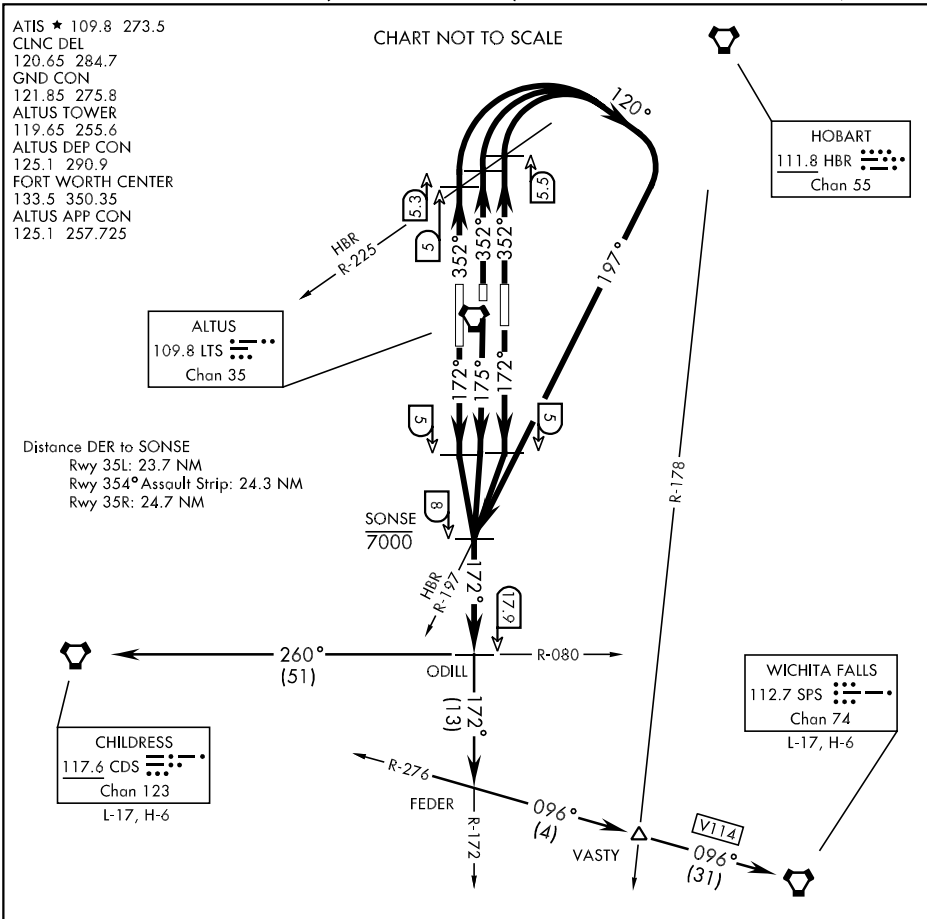
3100 — 352° — 2900 — VORTAC — GS 3.00° — TCH 53 — 2900

4.1 NM — 0.5

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35R * | | 1562/24 | 200 | (200-½) | |
| S-LOC 35R ** | 1700/24 | 338 (400-½) | 1700/40 | 338 | (400-¾) |
| CIRCLING *** | 1780-1 398 (400-1) | 1840-1 458 (500-1) | 1840-1½ 458 (500-1½) | 1940-2 558 (600-2) | 1980-2 598 (600-2) |
| S-ASR 35R † | 1740/24 | 378 (400-½) | 1740/40 | 378 | (400-¾) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17L: Climb on a track of 172 °. At LTS VORTAC 5 DME turn right direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 174° Assault Strip: Climb on a track of 175° to intercept LTS VORTAC R-172 to SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5 DME turn left direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 35L: Climb on a track of 352°. At LTS VORTAC 5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

TAKE-OFF RWY 354° Assault Strip: Climb on a track of 352°. At LTS VORTAC 5.3 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

TAKE-OFF RWY 35R: Climb on a track of 352°. At LTS VORTAC 5.5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

CHILDRESS TRANSITION (ODILL6 • CDS): CDS VORTAC R-080 to CDS.

WICHITA FALLS TRANSITION (ODILL6 • SPS): LTS R-172 to FEDER. Then via SPS VORTAC R-276 (V114) to SPS.



SC-1, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS)-A

| APCH CRS | Rwy ldg | N/A |
|---|---|---|
| 212° | TDZE | N/A |
| | Arpt Elev | 1382 |

AL-482 [USAF]

ALTUS AFB (KLTS)

Circling NA W of Rwy 17R-35L.
Circling procedure when RW35R/354°/35L in use.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climbing left turn to 4000 direct OLIRY and hold.

| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |

FOR USE BY
97 AMW ACFT ONLY

RADAR
REQUIRED

2585

(IAF)
JATTU

212°
032°
4NM

Max holding
230 KIAS

2700
212°
(6)

Max holding
alt 6000

(FAF)
BOBNE

Fly visual
to the airport

212°
2.3 NM

METGE

2180

OLIRY
110°
290°
4 NM

1790

Max holding
230 KIAS

MSA METGE 25 NM
3800

EMERG SAFE ALT 100 NM METGE 4800

4000
OLIRY

JATTU
032°
4000
212°

Fly visual to the airport
212° hdg 2.3 NM

BOBNE
212°
2700

METGE

2.3 NM
2.5 NM

ELEV 1382

17R
17L
174°

ASSAULT STRIP
0.4% UP
3501 X 94
0.3% UP
13,440 x 150
354°
9001 x 150

1427
1510 ☆
1490

35R
35L

HIRL Rwy
17R-35L,
17L-35R
MIRL Assault Strip

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING | NA | | | 1940-2¾ 558 (600-2¾) | 1980-2¾ 598 (600-2¾) |

# RNAV (GPS)-B

| APCH CRS | Rwy ldg | N/A |
|---|---|---|
| 290° | TDZE | N/A |
| | Arpt Elev | 1382 |

AL-482 [USAF]

ALTUS AFB (KLTS)

Circling NA W of Rwy 17R-35L.
Circling procedure when RW17R/17°/17L in use.
DME/DME RNP 0.3 NA.

MISSED APPROACH: Climbing right turn to 4000 direct JATTU and hold.

| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |

FOR USE BY
97 AMW ACFT ONLY

RADAR
REQUIRED

2585

Max holding
230 KIAS

JATTU 212° 032° 4NM

CAUTION:
Missed approach point lies .1 NM outside CAT D circling area.

2180

OGDOE (FAF) DOBKE

290° 2.4 NM

1408

Fly visual to the airport

2700
290° (6)

Max holding
230 KIAS
Max holding
alt 6000

110° 4 NM
290°

(IAF)
OLIRY

1790

MSA OGDOE 25 NM
3800

EMERG SAFE ALT 100 NM OGDOE 4800

4000 JATTU

Fly visual to the airport
290° hdg 2.4 NM

OLIRY 110° 3200
290°
DOBKE 290°
OGDOE 2700

2.4 NM 3 NM

ELEV 1382

17R 17L 174°

ASSAULT STRIP

3501 X 94
0.4% UP
0.3% UP

13,440 x 150
354°
9001 x 150

1427
1510
1490

35R
35L

HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING | NA | | | 1940-2¾ 558 (600-2¾) | 1980-2¾ 598 (600-2¾) |

# RNAV (GPS) RWY 17L

| APCH CRS | Rwy ldg | 9001 |
|---|---|---|
| 172° | TDZE | 1382 |
| | Arpt Elev | 1382 |

AL-482 [USAF]

ALTUS AFB (KLTS)

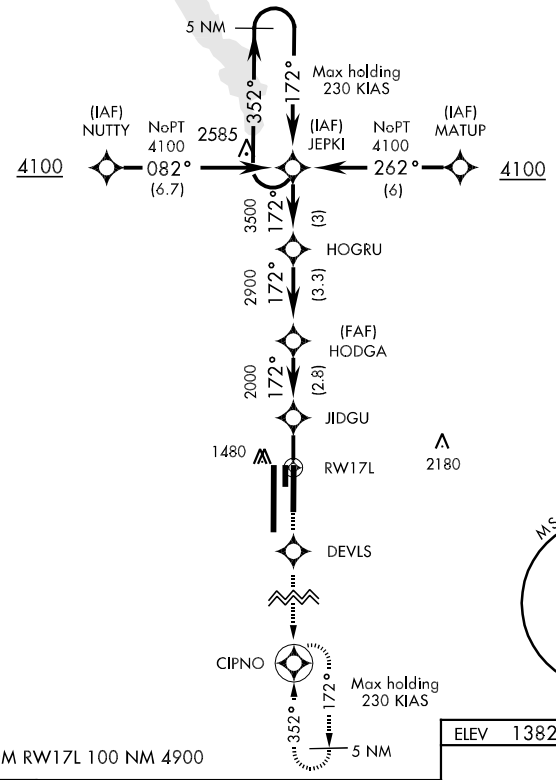
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

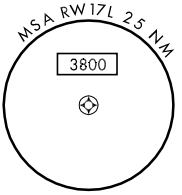
ALSF-1

MISSED APPROACH: Climb to 4000 direct DEVLS then via 172° track to CIPNO and hold.

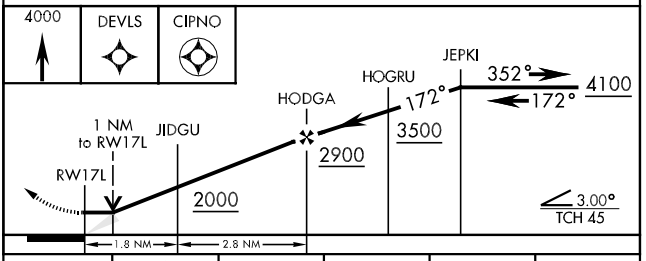
| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |

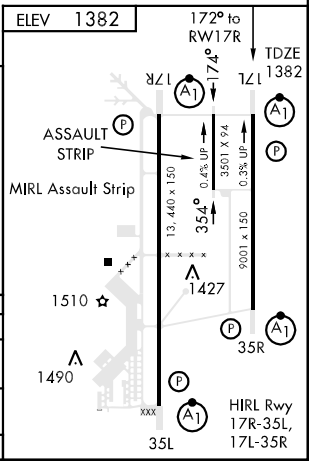
DME/DME RNP 0.3 NA.




EMERG SAFE ALT FROM RW17L 100 NM 4900




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1740/24 358 (400-½) | | 1740/40 358 (400-¾) | | |
| CIRCLING ** | 1780-1 398(400-1) | 1840-1 458(500-1) | 1840-1½ 458(500-1½) | 1940-2 558(600-2) | 1980-2 598 (600-2) |
| S-ASR 17L * | 1740/24 358 (400-½) | | 1740/40 358 (400-¾) | | |

# RNAV (GPS) RWY 17R

| APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|
| 172° | 13,440 | 1379 | 1382 |

AL-482 [USAF]

ALTUS AFB (KLTS)

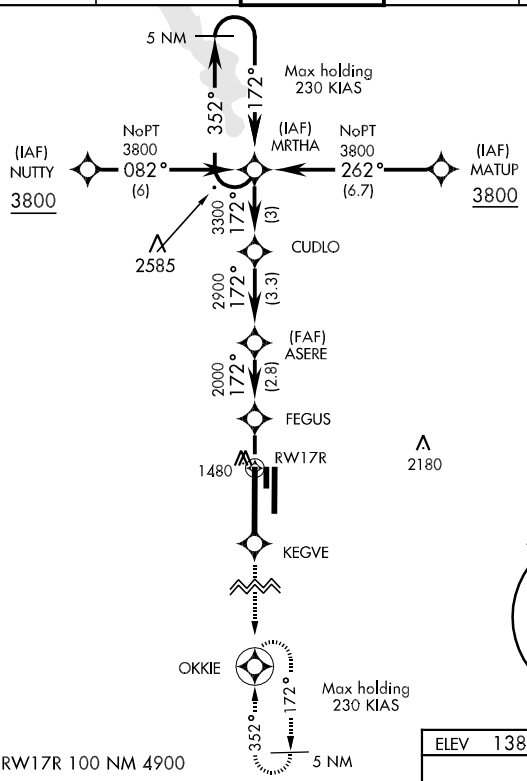
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

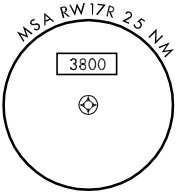
ALSF-1

MISSED APPROACH: Climb to 4000 direct KEGVE then via 172° track to OKKIE and hold.

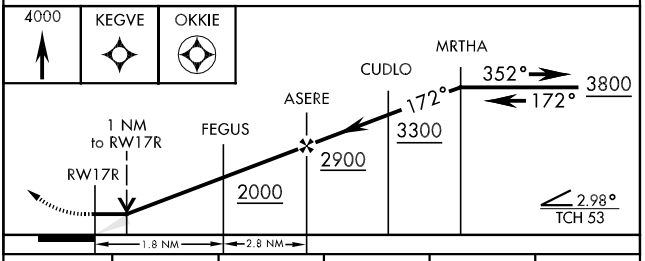
| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |

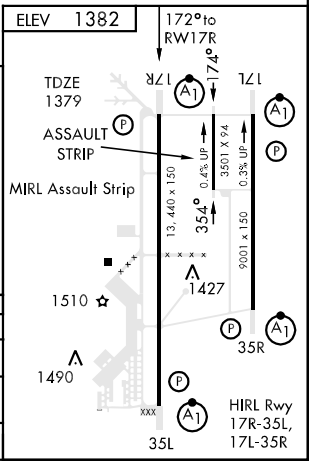
DME/DME RNP 0.3 NA.




EMERG SAFE ALT FROM RW17R 100 NM 4900




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1740/24 361 (400-½) | | 1740/40 361 (400-¾) | | |
| CIRCLING ** | 1780-1 398(400-1) | 1840-1 458(500-1) | 1840-1½ 458(500-1½) | 1940-2 558(600-2) | 1980-2 598 (600-2) |
| S-ASR 17R * | 1740/24 361 (400-½) | | 1740/40 361 (400-¾) | | |

# RNAV (GPS) RWY 35L

| APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|
| 352° | 13,440 | 1353 | 1382 |

AL-482 [USAF] — ALTUS AFB (KLTS)

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles. CAT DE vis to 1½ mile.
** Circling not authorized W of Rwy 17R-35L.

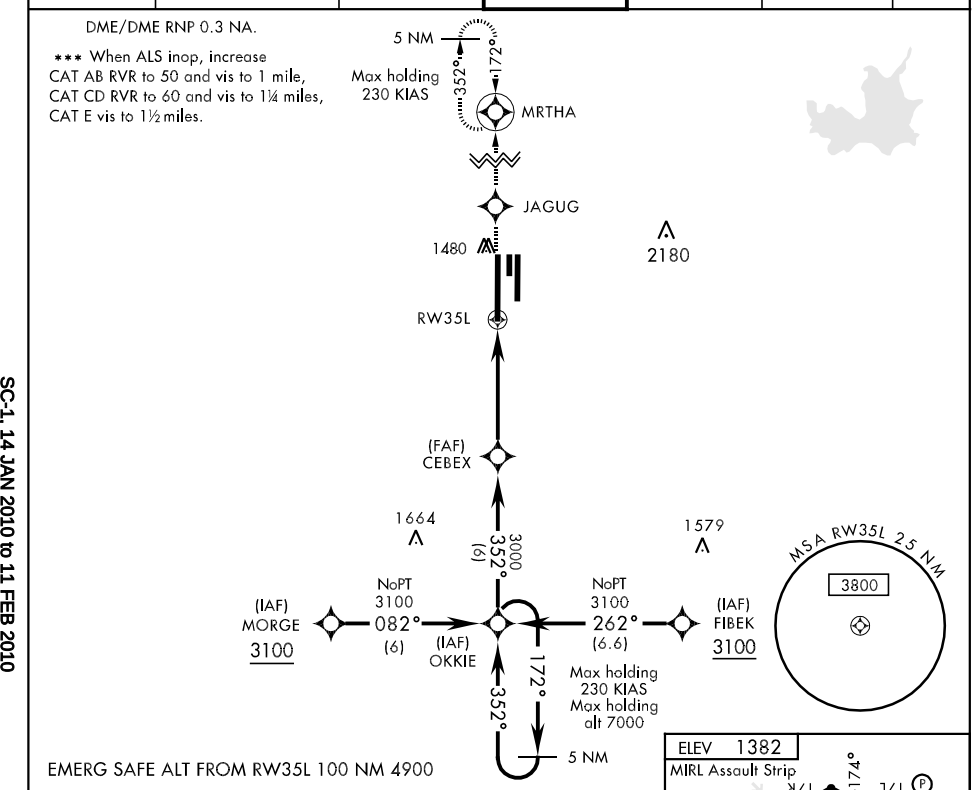
ALSF-1

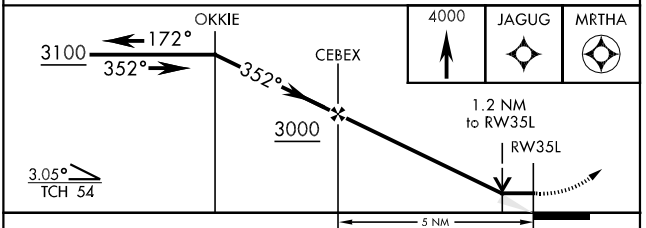
MISSED APPROACH: Climb to 4000 direct JAGUG then via 352° track to MRTHA and hold.

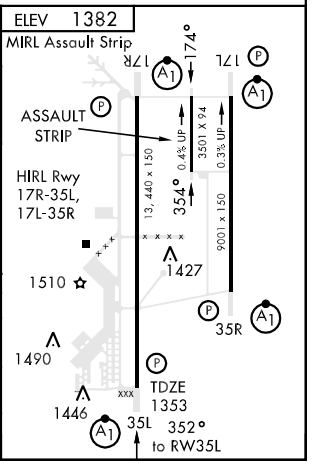
| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |

DME/DME RNP 0.3 NA.

*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1780/24 427 (400-½) | | 1780/40 427 (400-¾) | 1780/50 427 (400-1) | |
| CIRCLING ** | 1780-1 398(400-1) | 1840-1 458(500-1) | 1840-1½ 458(500-1½) | 1940-2 558(600-2) | 1980-2 598 (600-2) |
| S-ASR 35L*** | 1760/24 407 (400-½) | | 1760/40 407 (400-¾) | | 1760/50 407 (400-1) |

# RNAV (GPS) RWY 35R

| APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|
| 352° | 9001 | 1362 | 1382 |

AL-482 [USAF]

ALTUS AFB (KLTS)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles. CAT E vis to 1½ mile.
** Circling not authorized W of Rwy 17R-35L.

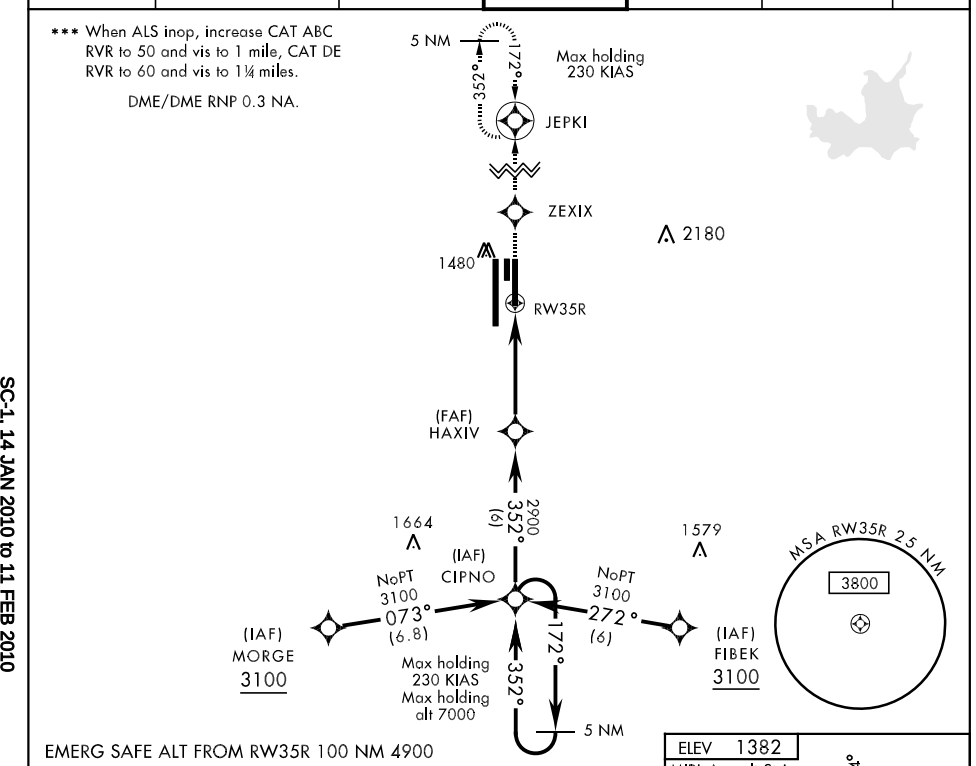
ALSF-1

MISSED APPROACH: Climb to 4000 direct ZEXIX then via 352° track to JEPKI and hold.

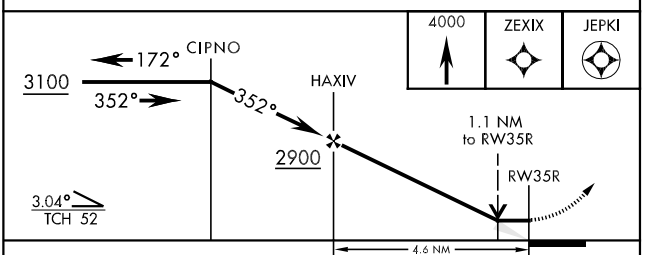
| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |

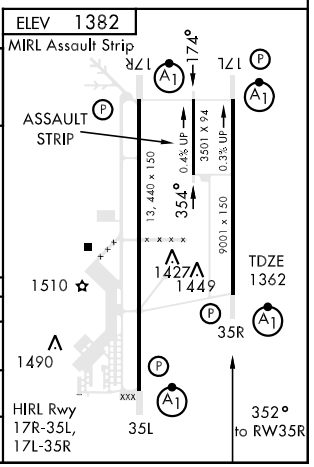
*** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

DME/DME RNP 0.3 NA.




EMERG SAFE ALT FROM RW35R 100 NM 4900




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1760/24 398 (400-½) | | 1760/40 398 (400-¾) | | 1760/50 398 (400-1) |
| CIRCLING ** | 1780-1 398(400-1) | 1840-1 458(500-1) | 1840-1½ 458(500-1½) | 1940-2 558(600-2) | 1980-2 598 (600-2) |
| S-ASR 35R*** | 1740/24 378 (400-½) | | 1740/40 378 (400-¾) | | |

# TACAN-C or VOR/DME-C

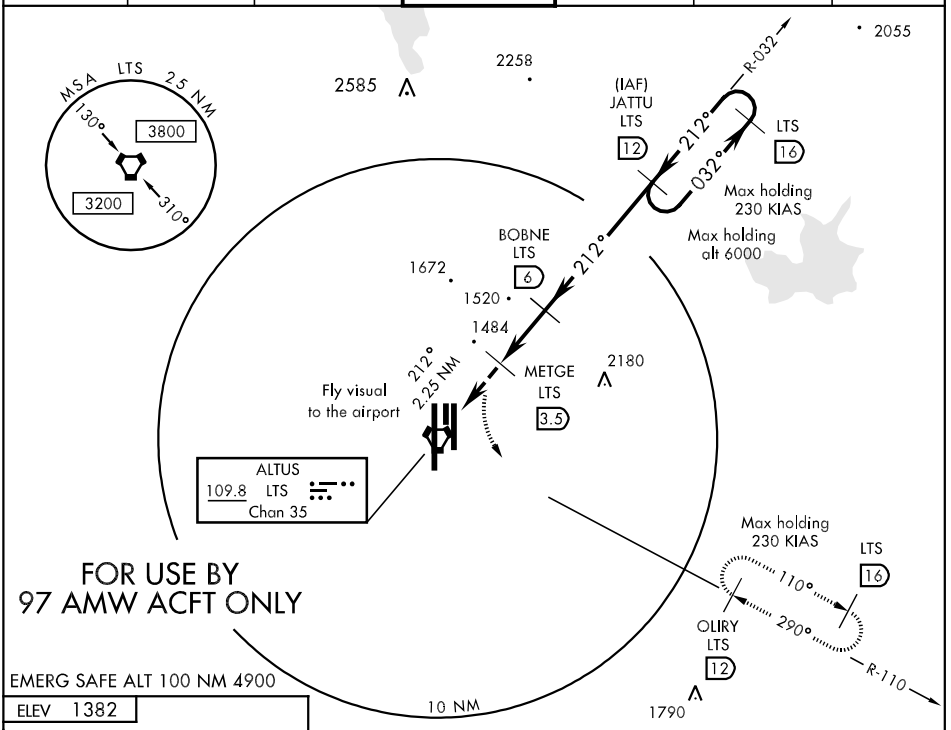
| VORTAC LTS | APCH CRS | Rwy ldg | N/A |
|---|---|---|---|
| 109.8 | 212° | TDZE | N/A |
| Chan 35 | | Arpt Elev | 1382 |

AL-482 [USAF] — ALTUS AFB (KLTS)

Circling not authorized W of Rwy 17R-35L.
Circling procedure when Rwy 35R/354°/35L in use.

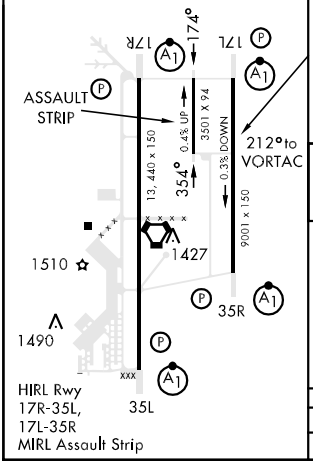
MISSED APPROACH: Climb to 2200 then climbing left turn to 4000 direct OLIRY and hold.

| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |

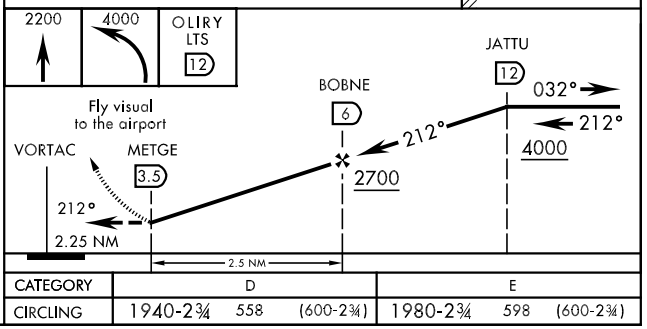



EMERG SAFE ALT 100 NM 4900

ELEV 1382




RADAR REQUIRED




| CATEGORY | D | | | E | | |
|---|---|---|---|---|---|---|
| CIRCLING | 1940-2¾ | 558 | (600-2¾) | 1980-2¾ | 598 | (600-2¾) |



TACAN-C or VOR/DME-C

SC-1, 14 JAN 2010 to 11 FEB 2010

# TACAN-D or VOR/DME-D

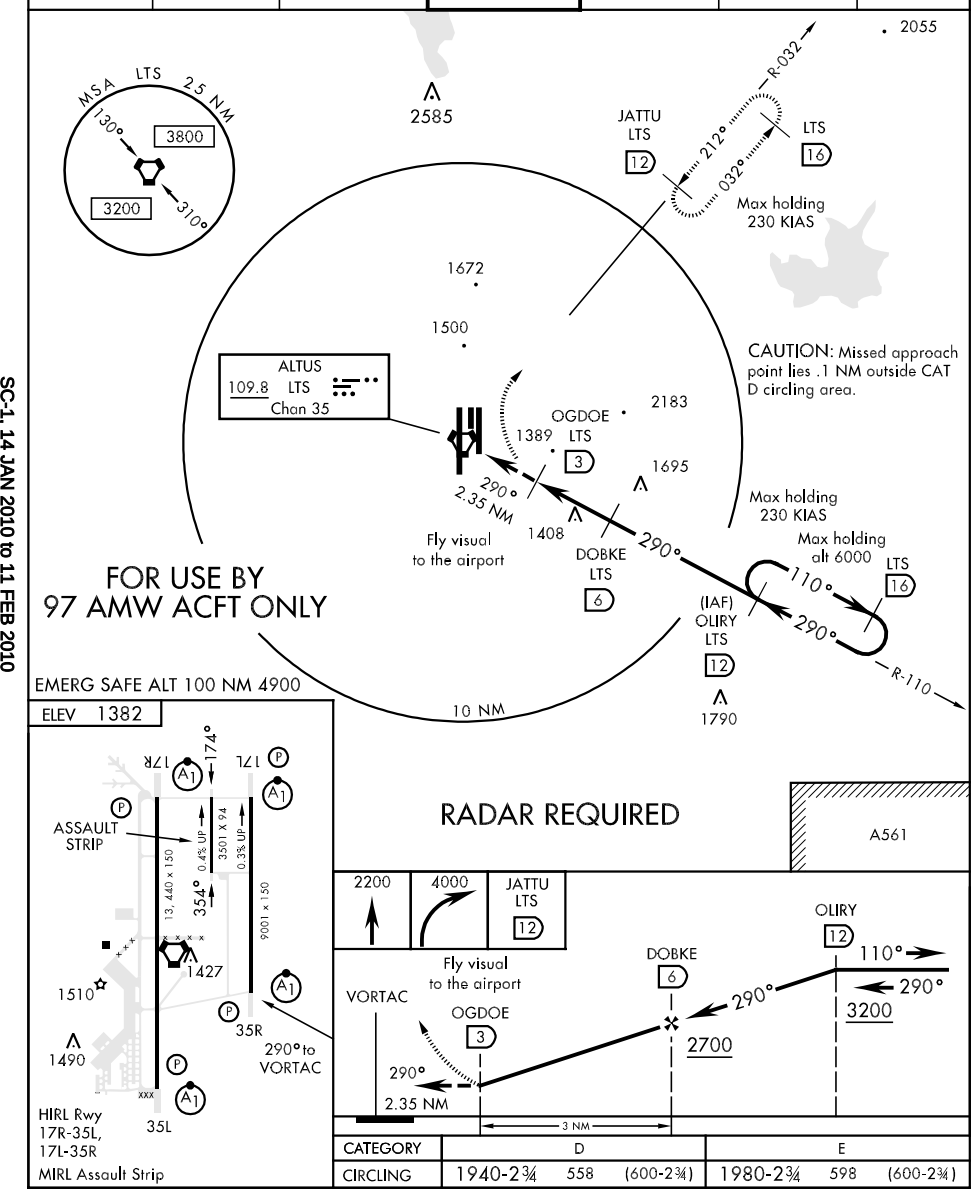
| VORTAC LTS | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 109.8 Chan 35 | 290° | N/A / N/A / 1382 |

AL-482 [USAF] — ALTUS AFB (KLTS)

Circling not authorized W of Rwy 17R-35L.
Circling procedure when Rwy 17R/174°/17L in use.

MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct JATTU and hold.

| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |




| CATEGORY | D | | | E | | |
|---|---|---|---|---|---|---|
| CIRCLING | 1940-2¾ | 558 | (600-2¾) | 1980-2¾ | 598 | (600-2¾) |

# TACAN or VOR/DME RWY 17L

| VORTAC LTS 109.8 Chan 35 | APCH CRS 191° | Rwy ldg 9001 TDZE 1382 Arpt Elev 1382 |
|---|---|---|

AL-482 [USAF]

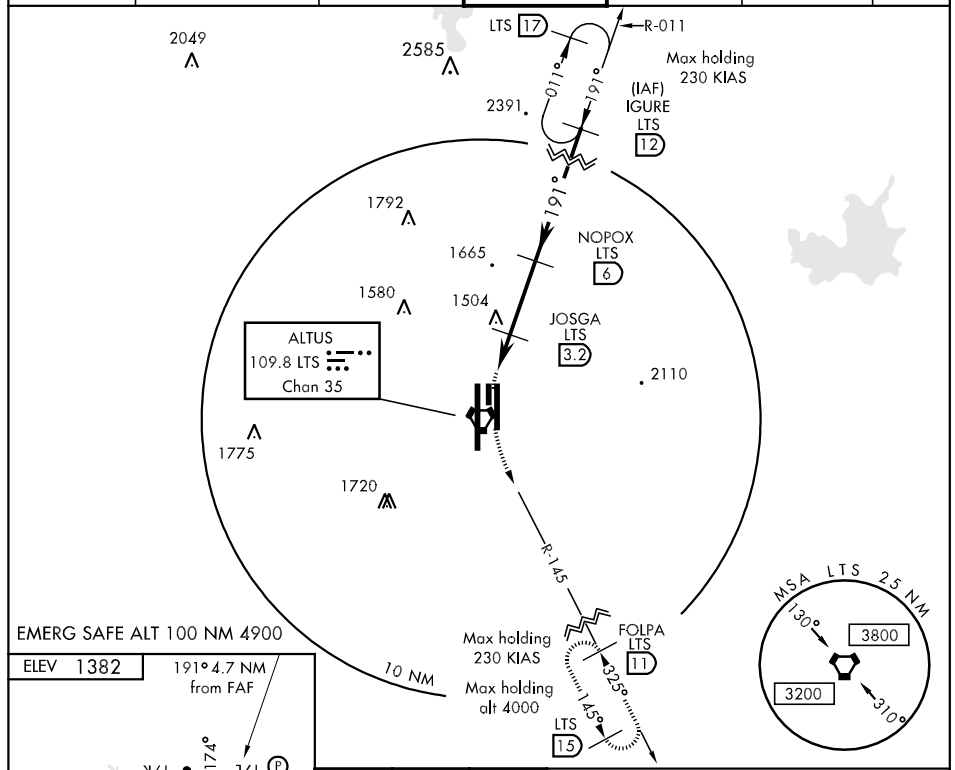
ALTUS AFB (KLTS)

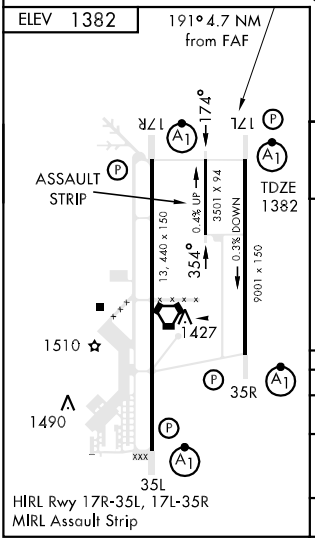
* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

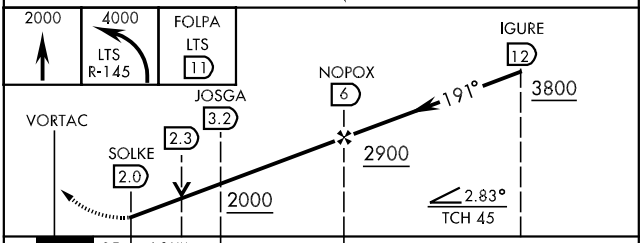
ALSF-1

MISSED APPROACH: Climb to 2000 then climbing left turn to 4000 via LTS VORTAC R-145 to FOLPA and hold.

| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17L * | 1760/24 378 (400-½) | | 1760/40 378 (400-¾) | | |
| CIRCLING ** | 1780-1 398 (400-1) | 1840-1 458 (500-1) | 1840-1½ 458 (500-1½) | 1940-2 558 (600-2) | 1980-2 598 (600-2) |
| S-ASR 17L * | 1740/24 358 (400-½) | | 1740/40 358 (400-¾) | | |

# TACAN or VOR/DME RWY 17R

| VORTAC LTS | APCH CRS | Rwy ldg 13,440 |
|---|---|---|
| 109.8 | 168° | TDZE 1379 |
| Chan 35 | | Arpt Elev 1382 |

AL-482 [USAF]

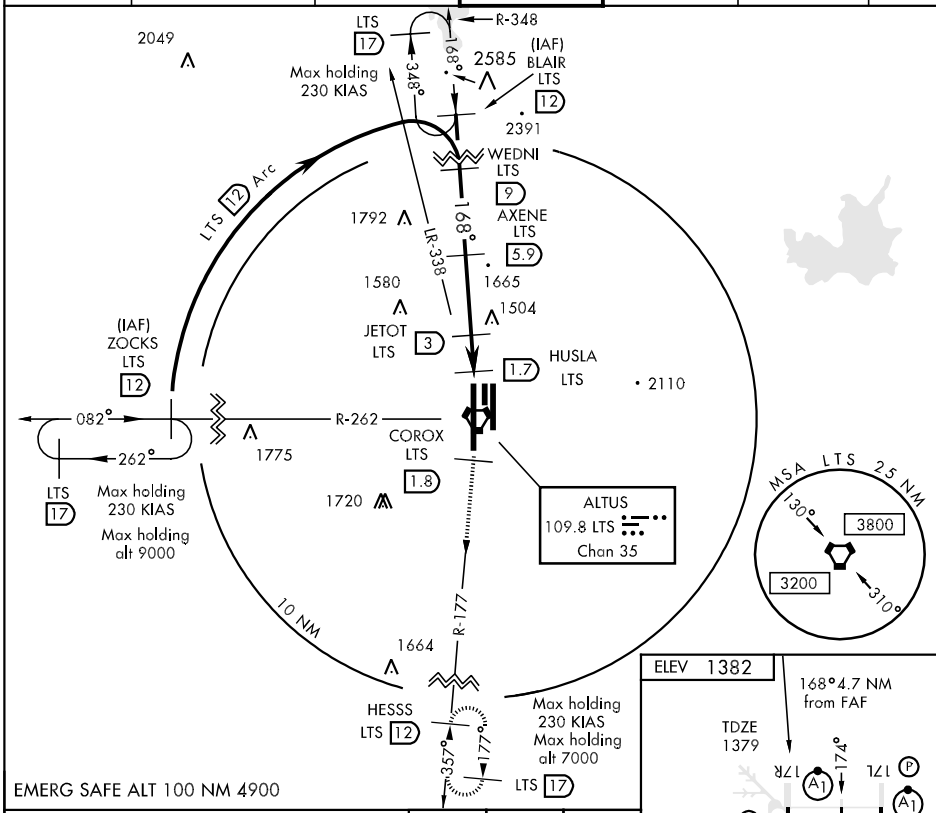
ALTUS AFB (KLTS)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1

MISSED APPROACH: Climb to 4000, fly heading 173° to COROX. Then via LTS VORTAC R-177 to HESSS and hold.

| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17R * | 1760/24 381 (400-½) | | 1760/40 381 (400-¾) | | |
| CIRCLING ** | 1780-1 398 (400-1) | 1840-1 458 (500-1) | 1840-1½ 458 (500-1½) | 1940-2 558 (600-2) | 1980-2 598 (600-2) |
| S-ASR 17R * | 1740/24 361 (400-½) | | 1740/40 361 (400-¾) | | |

# TACAN or VOR/DME RWY 35L

| VORTAC LTS | APCH CRS | Rwy ldg 13,440 |
|---|---|---|
| 109.8 | 357° | TDZE 1353 |
| Chan 35 | | Arpt Elev 1382 |

AL-482 [USAF]

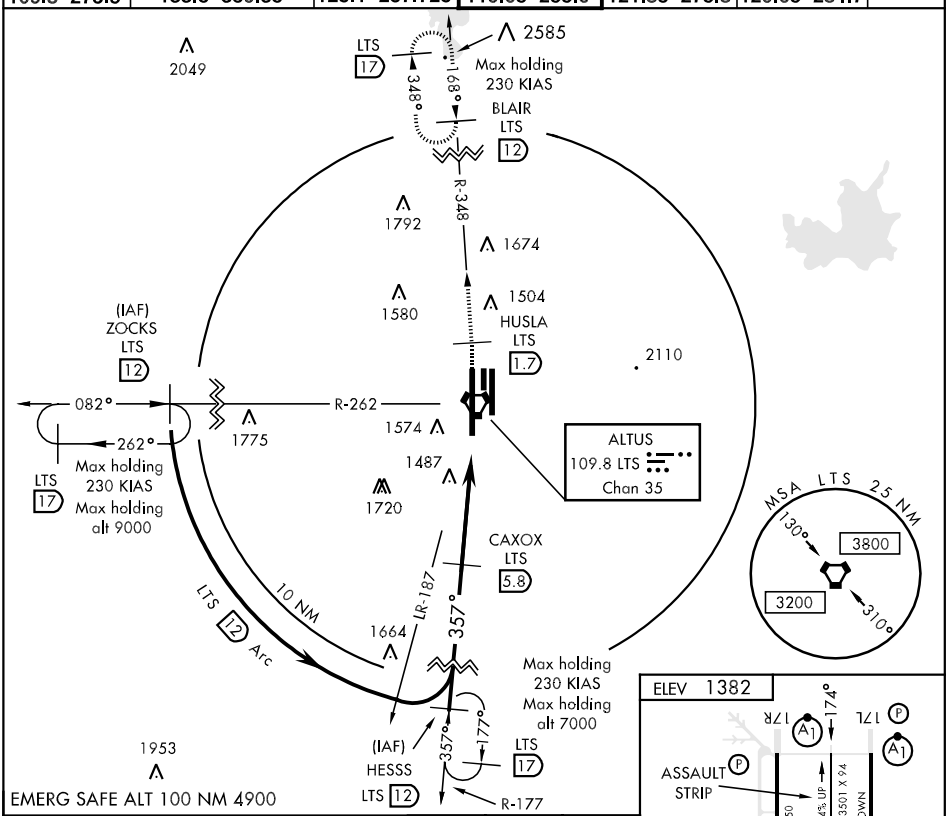
ALTUS AFB (KLTS)

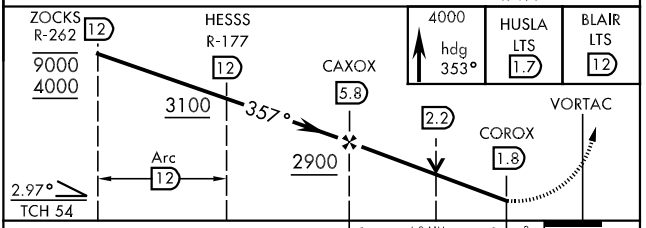
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

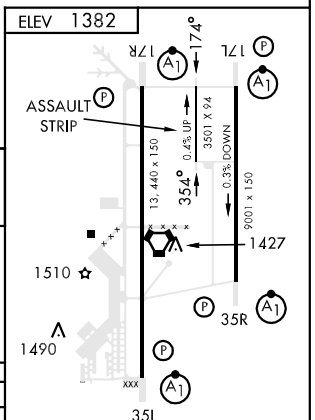
ALSF-1

MISSED APPROACH: Climb to 4000, fly heading 353° to HUSLA. Then via LTS VORTAC R-348 to BLAIR and hold.

| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35L * | 1760/24 407 (400-½) | | 1760/40 407 (400-¾) | | 1760/50 407 (400-1) |
| CIRCLING ** | 1780-1 398 (400-1) | 1840-1 458 (500-1) | 1840-1½ 458 (500-1½) | 1940-2 558 (600-2) | 1980-2 598 (600-2) |
| S-ASR 35L * | 1760/24 407 (400-½) | | 1760/40 407 (400-¾) | | 1760/50 407 (400-1) |

# TACAN or VOR/DME RWY 35R

| VORTAC LTS 109.8 Chan 35 | APCH CRS 325° | Rwy Idg 9001 TDZE 1362 Arpt Elev 1382 |
|---|---|---|

AL-482 [USAF]

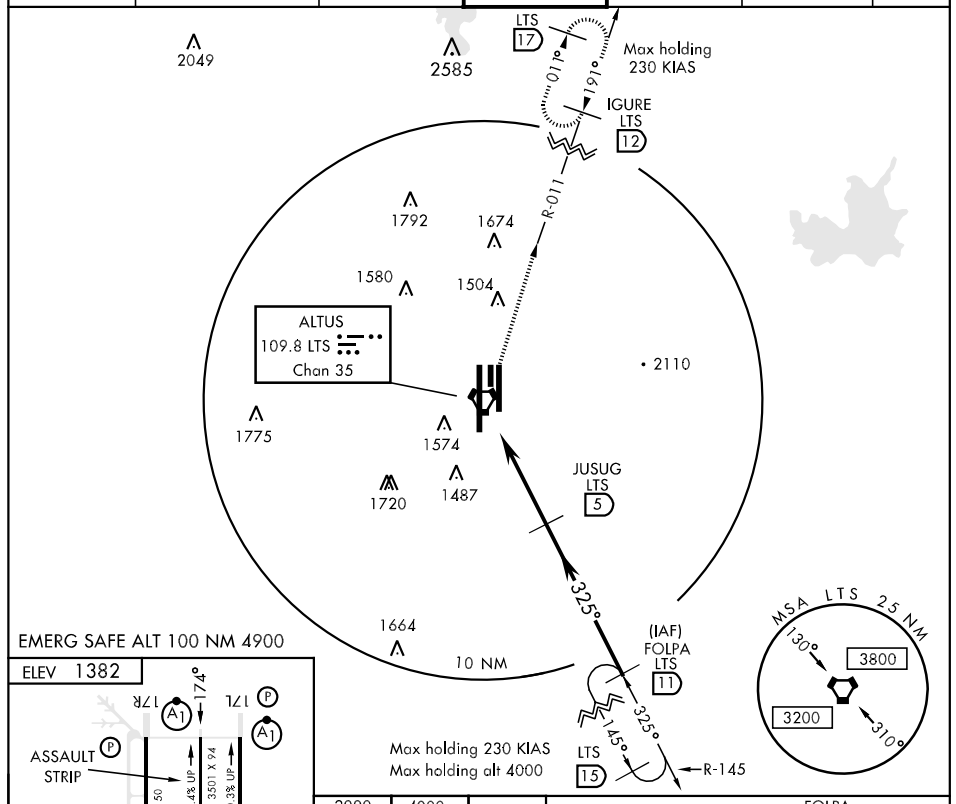
ALTUS AFB (KLTS)

* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized W of Rwy 17R-35L.

ALSF-1

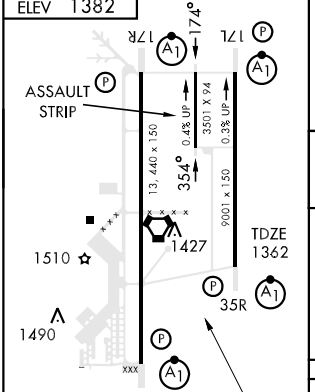
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 via LTS VORTAC R-011 to IGURE and hold.

| ATIS ★ | FORT WORTH CENTER | ALTUS APP CON | ALTUS TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|---|
| 109.8 273.5 | 133.5 350.35 | 125.1 257.725 | 119.65 255.6 | 121.85 275.8 | 120.65 284.7 | |

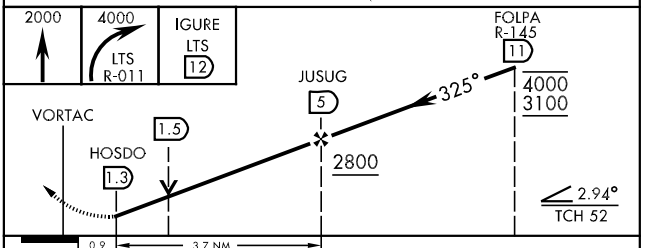



EMERG SAFE ALT 100 NM 4900

ELEV 1382




HIRL Rwy 17R-35L, 17L-35R
MIRL Assault Strip




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35R * | 1720/24 | 358 (400-½) | 1720/40 | 358 | (400-¾) |
| CIRCLING ** | 1780-1 398(400-1) | 1840-1 458(500-1) | 1840-1½ 458(500-1½) | 1940-2 558(600-2) | 1980-2 598 (600-2) |
| S-ASR 35R * | 1740/24 | 378 (400-½) | 1740/40 | 378 | (400-¾) |



34° 40'N-99° 16'W



TACAN or VOR/DME RWY 35R

| APP CRS | Rwy ldg | 4241 |
|---|---|---|
| 352° | TDZE | 1470 |
| | Apt Elev | 1474 |

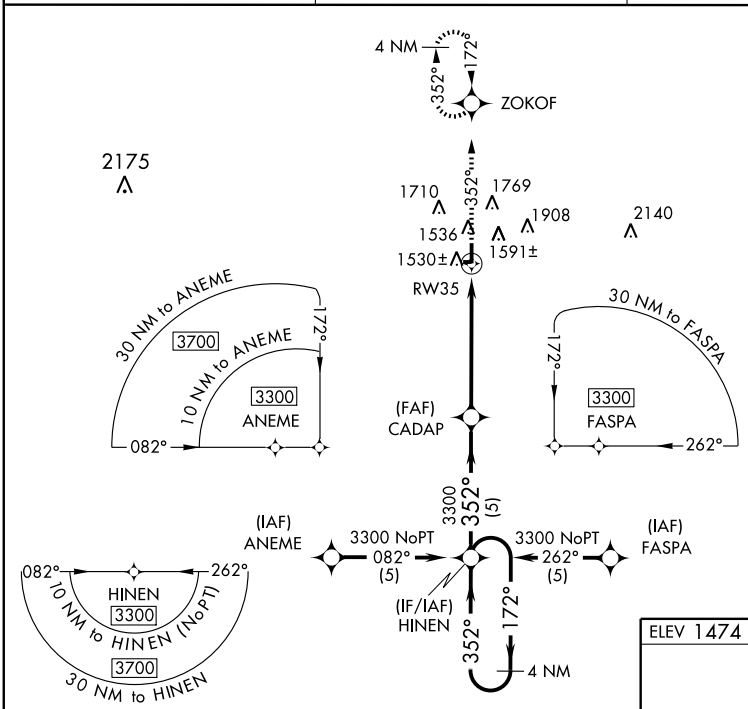
# RNAV (GPS) RWY 35

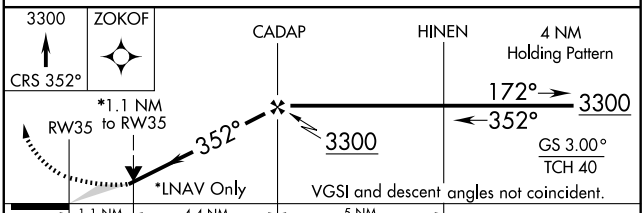
ALVA RGNL (AVK)

If local altimeter setting not received, use Enid altimeter setting and increase all MDAs 140 feet. When neither received, procedure NA. GPS or RNP-0.3 required. DME/DME RNP - 0.3 NA.
BARO-VNAV NA below -17°C (+2°F).
BARO-VNAV and VDP NA when using Enid altimeter setting.

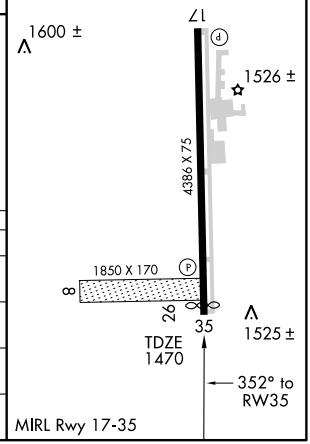
MISSED APPROACH: Climb to 3300 via 352° course to ZOKOF WP and hold.

| AWOS-3 | VANCE APP CON★ | UNICOM |
|---|---|---|
| 121.125 | 119.775 378.8 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1840-1¼ 370 (400-1¼) | | | NA |
| LNAV MDA | 1840-1 370 (400-1) | | | NA |
| CIRCLING | 1960-1¼ 486 (500-1¼) | 2120-1¼ 646 (700-1¼) | 2120-1¾ 646 (700-1¾) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

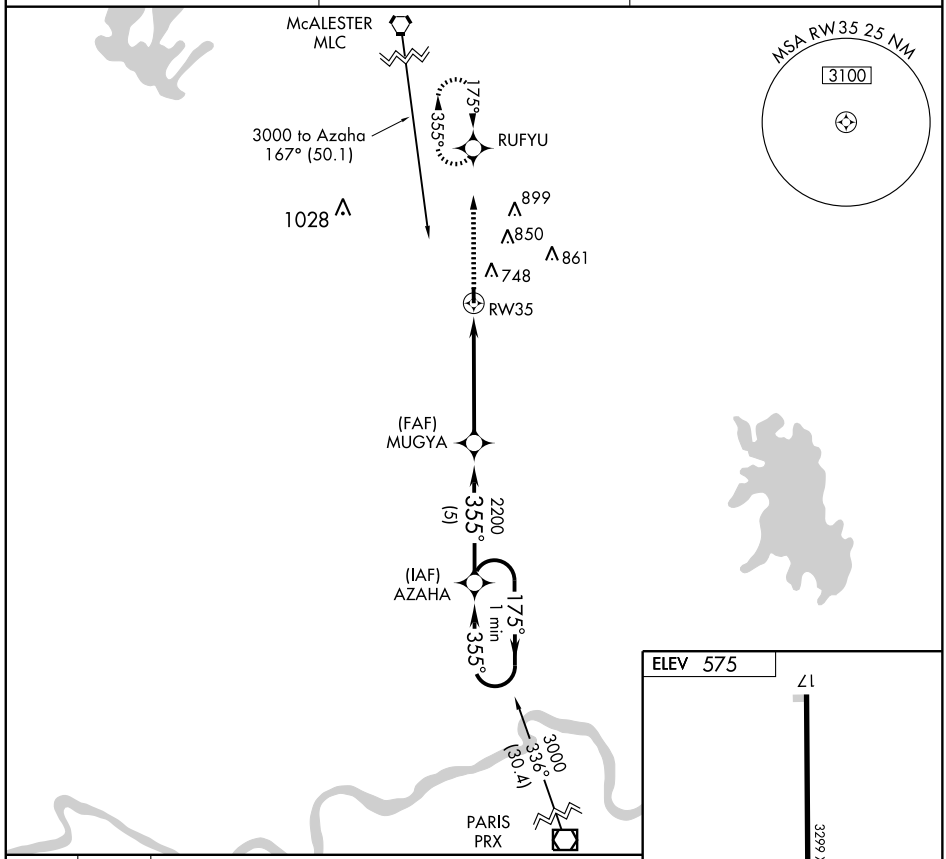
| APP CRS | Rwy Idg | 3299 |
|---|---|---|
| 355° | TDZE | 574 |
| | Apt Elev | 575 |

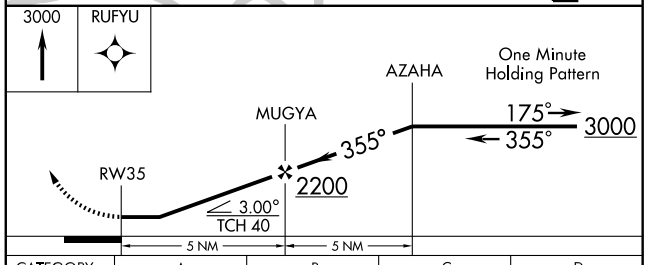
# GPS RWY 35
## ANTLERS MUNI (8ØF)

NA Use Paris/Cox Field altimeter setting.

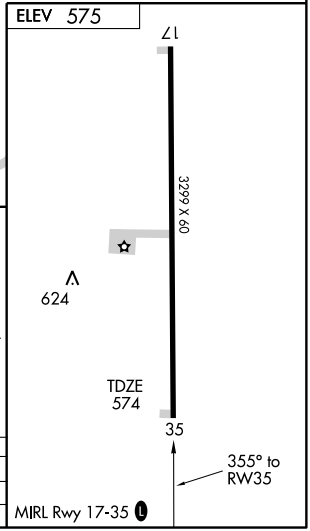
MISSED APPROACH: Climb to 3000 direct RUFYU WP and hold.

| Paris/Cox Field AWOS-3 | FORT WORTH CENTER | CTAF |
|---|---|---|
| 119.675 | 124.875 307.2 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1140-1 | 566 (600-1) | NA | |
| CIRCLING | 1200-1 | 625 (700-1) | NA | |




SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB AEE 391 | APP CRS 347° | Rwy Idg 3299<br>TDZE 574<br>Apt Elev 575 |
|---|---|---|

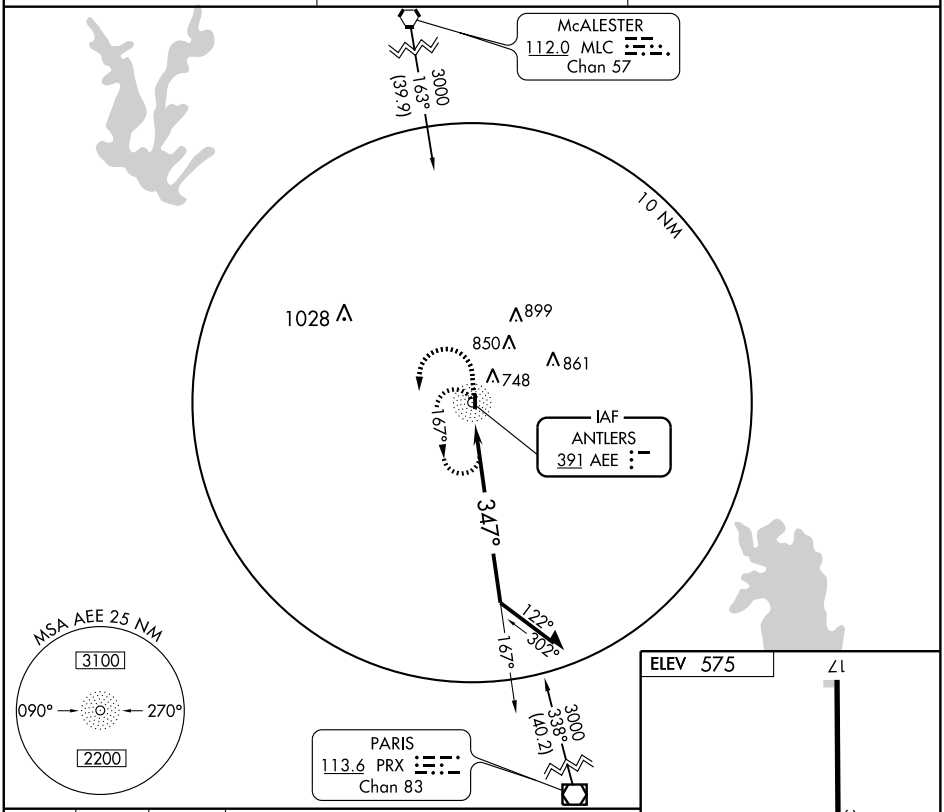
# NDB RWY 35

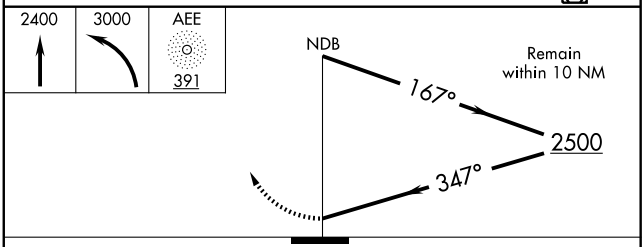
ANTLERS MUNI (8ØF)

NA Use Paris/Cox Field altimeter setting.

MISSED APPROACH: Climb to 2400 then climbing left turn to 3000 direct AEE NDB and hold.

| Paris/Cox Field AWOS-3 | FORT WORTH CENTER | CTAF |
|---|---|---|
| 119.675 | 124.875 307.2 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1320-1<br>746 (800-1) | 1320-1¼<br>746 (800-1¼) | NA | |
| CIRCLING | 1320-1<br>745 (800-1) | 1320-1¼<br>745 (800-1¼) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 172° | TDZE | 839 |
| | Apt Elev | 844 |

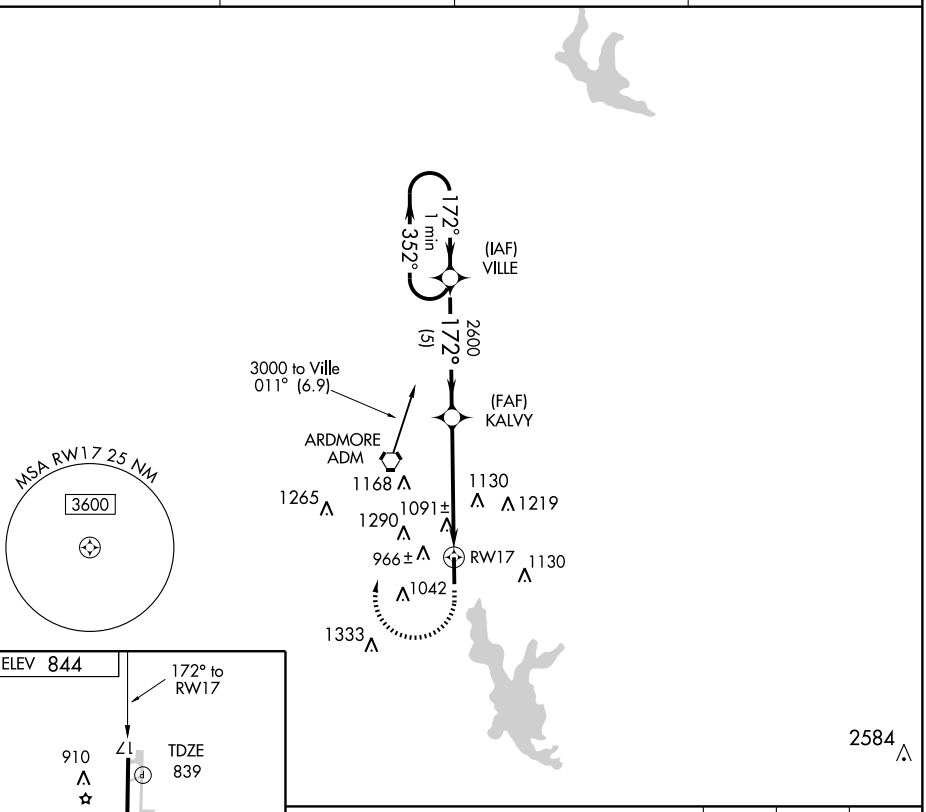
# GPS RWY 17

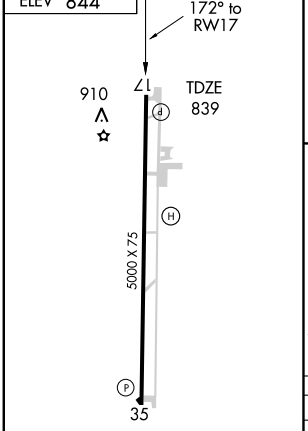
## ARDMORE DOWNTOWN EXECUTIVE (1F0)

NA

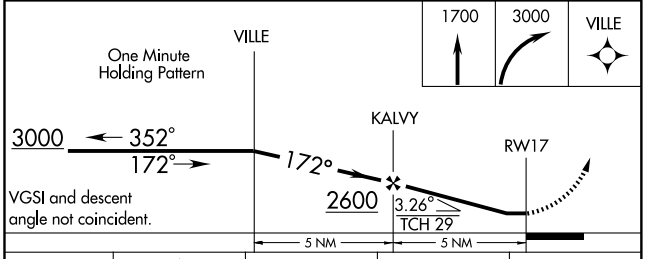
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct VILLE WP and hold.

| AWOS-3 | FORT WORTH CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.15 | 128.1 327.15 | 121.725 | 122.7 (CTAF) L |




MIRL Rwy 17-35 L
REIL Rwy 17 and 35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1360-1 | 521 (600-1) | 1360-1½ 521 (600-1½) | 1360-1¾ 521 (600-1¾) |
| CIRCLING | 1400-1 | 556 (600-1) | 1400-1½ 556 (600-1½) | 1640-2½ 796 (800-2½) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 352° | TDZE | 842 |
| | Apt Elev | 844 |

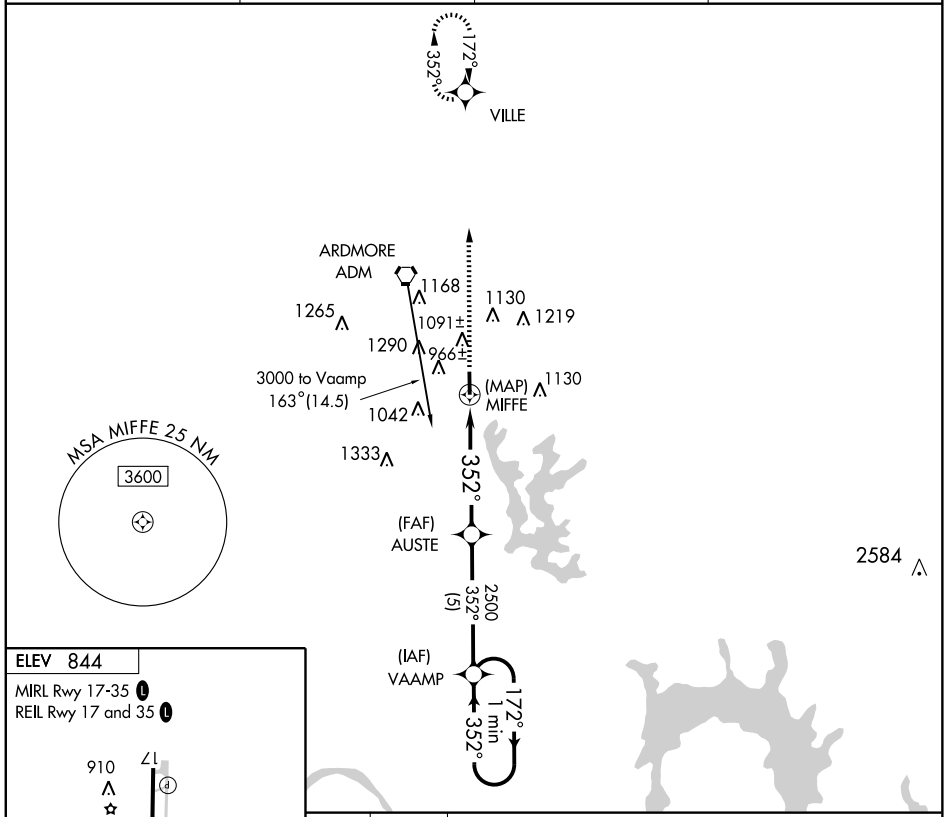
# GPS RWY 35

## ARDMORE DOWNTOWN EXECUTIVE (1F0)

NA

MISSED APPROACH: Climb to 3000 direct VILLE WP and hold.

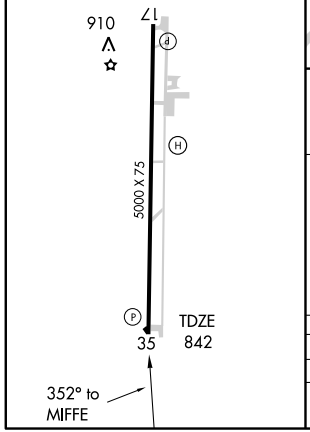
| AWOS-3 | FORT WORTH CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.15 | 128.1 327.15 | 121.725 | 122.7 (CTAF) L |

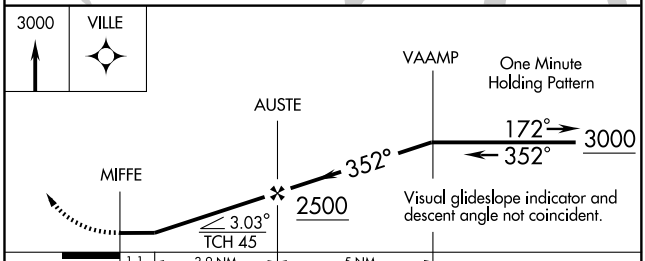



ELEV 844

MIRL Rwy 17-35 L

REIL Rwy 17 and 35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1260-1 | 418 (500-1) | 1260-1¼ | 418 (500-1¼) |
| CIRCLING | 1420-1 | 578 (600-1) | 1420-1½ 578 (600-1½) | 1600-2½ 758 (800-2½) |

SC-1. 14 JAN 2010 to 11 FEB 2010

| VORTAC ADM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.7 | 144° | TDZE | N/A |
| Chan 114 | | Apt Elev | 844 |

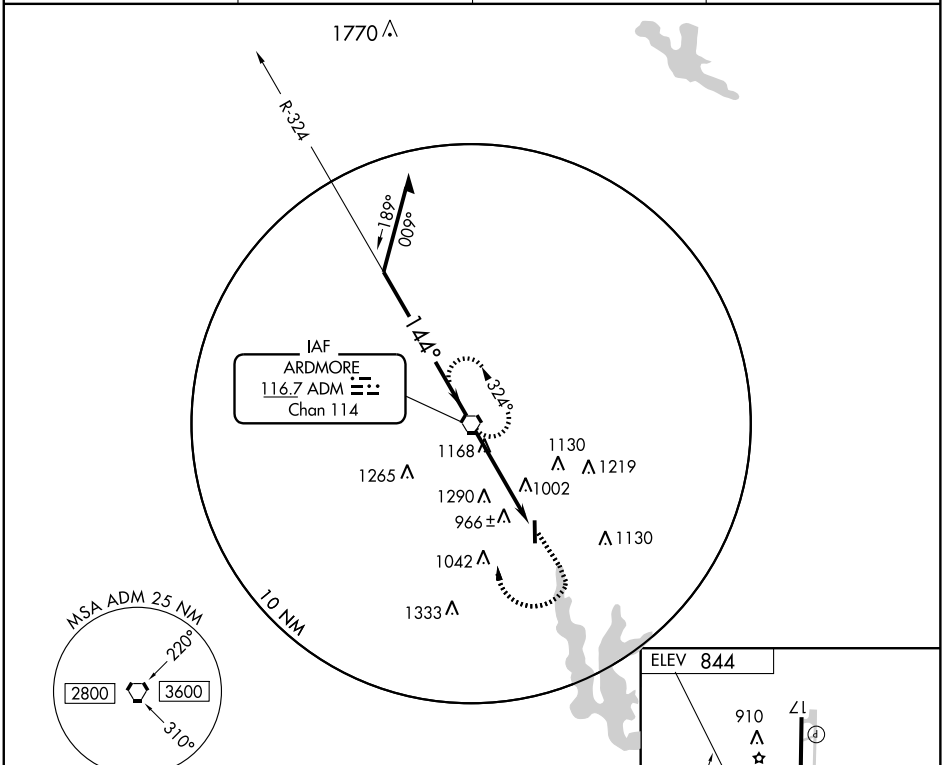
# VOR-A

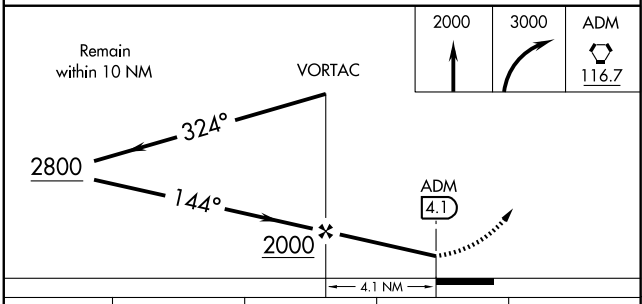
## ARDMORE DOWNTOWN EXECUTIVE (1FØ)

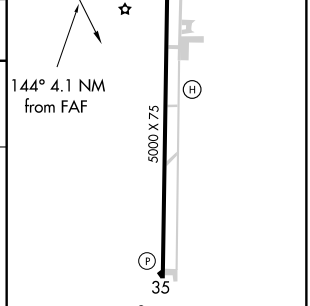
If local altimeter setting not received, use Henry Post AAF, NA FT. Sill altimeter setting and increase all MDAs 220 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

| AWOS-3 | FORT WORTH CENTER | GCO | UNICOM |
|---|---|---|---|
| 118.15 | 128.1 327.15 | 121.725 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1540-1 | 698 (700-1) | 1540-2 | 1600-2½ |
| | | | 698 (700-2) | 758 (800-2½) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

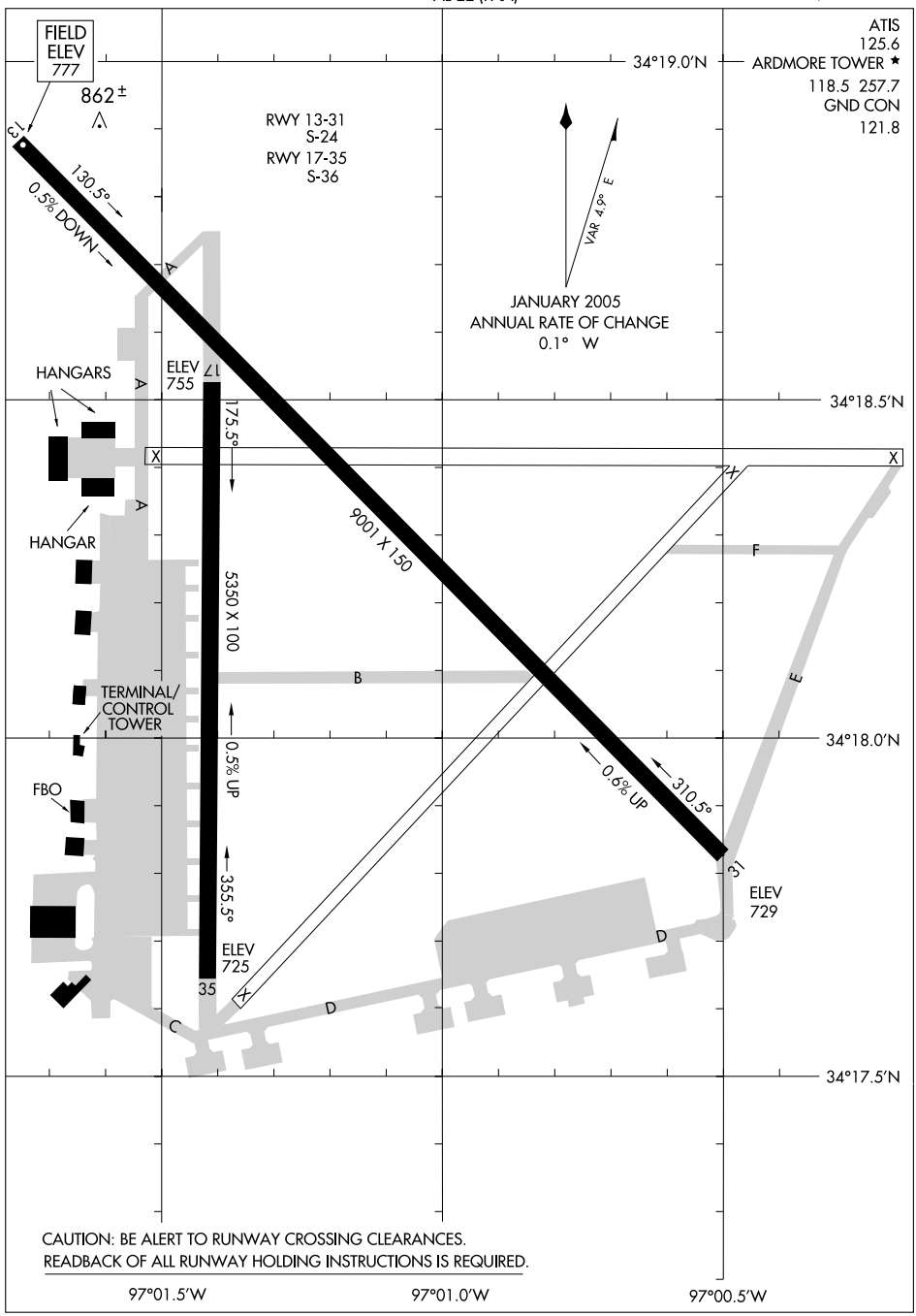
SC-1, 14 JAN 2010 to 11 FEB 2010

09351

# AIRPORT DIAGRAM

AL-22 (FAA)

ARDMORE MUNI (ADM)
ARDMORE, OKLAHOMA




SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-AIW | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| 108.9 | 309° | TDZE | 732 |
| | | Apt Elev | 762 |

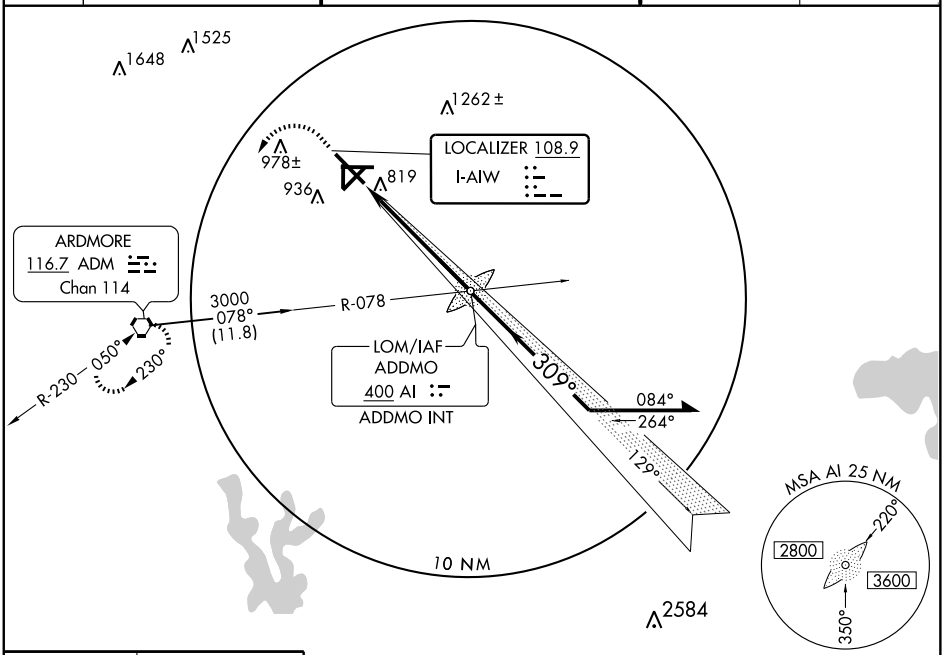
# ILS or LOC RWY 31
ARDMORE MUNI (ADM)

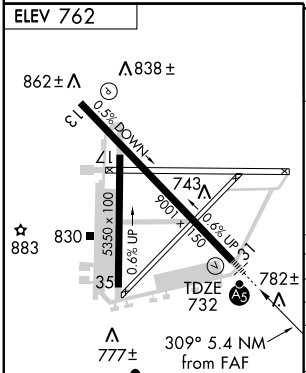
When control tower closed use Ardmore Downtown Executive altimeter setting.
For inoperative MALSR increase S-LOC 31 visibility to 1 mile Cats A/B/C.
Inoperative table does not apply to S-ILS.
Autopilot coupled approach not authorized below 1360′.

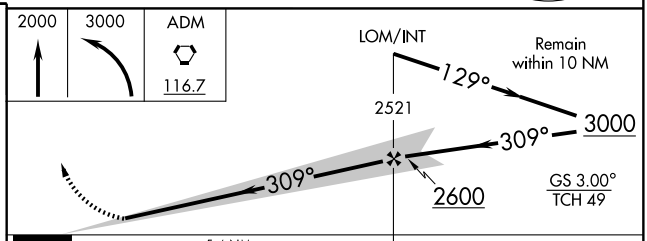
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct ADM VORTAC and hold.

| ATIS | FORT WORTH CENTER | ARDMORE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.6 | 128.1 327.15 | 118.5 (CTAF) L 257.7 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31 | 932-¾ 200 (200-¾) | | | |
| S-LOC 31 | 1080-¾ 348 (400-¾) | | | |
| CIRCLING | 1300-1 538 (600-1) | 1380-1 618 (700-1) | 1500-2 738 (800-2) | 1540-2½ 778 (800-2½) |
| ARDMORE DOWNTOWN EXECUTIVE ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 31 | 969-¾ 237 (300-¾) | | | |
| S-LOC 31 | 1120-¾ 388 (400-¾) | | | |
| CIRCLING | 1340-1 578 (600-1) | 1420-1 658 (700-1) | 1540-2¼ 778 (800-2¼) | 1580-2¾ 818 (900-2¾) |

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

SC-1, 14 JAN 2010 to 11 FEB 2010

ARDMORE, OKLAHOMA

| APP CRS | Rwy Idg | 9001 |
|---|---|---|
| 309° | TDZE | 732 |
| | Apt Elev | 762 |

AL-22 (FAA)

# RNAV (GPS) RWY 31

ARDMORE MUNI (ADM)

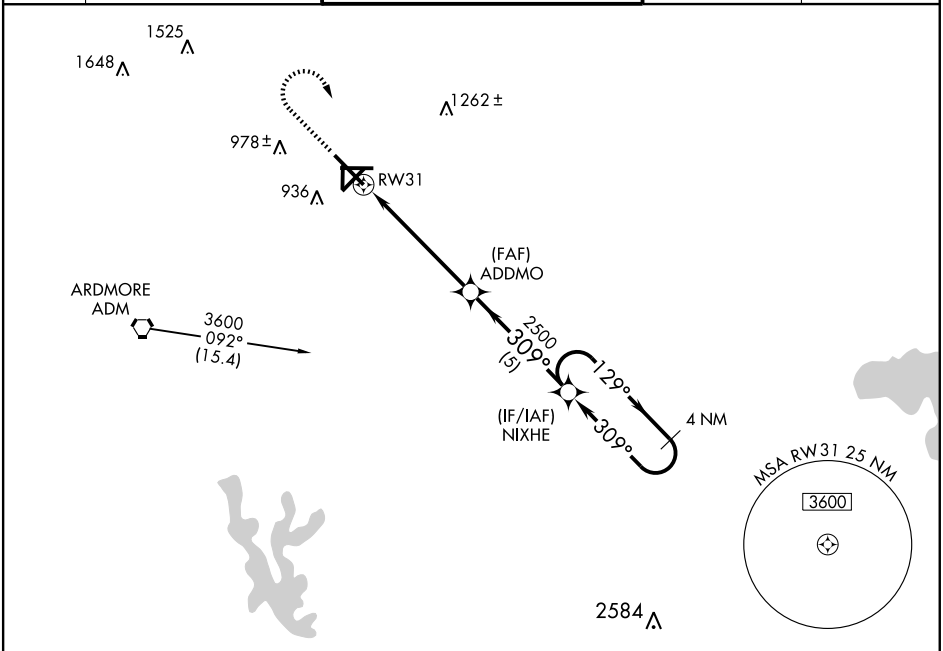
When control tower closed use Ardmore Downtown Executive altimeter setting and increase all MDAs 40 feet. VDP NA when using Ardmore Downtown Executive altimeter setting. For inoperative MALSR increase LNAV MDA Cat A and B visibility to 1 mile. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

NA

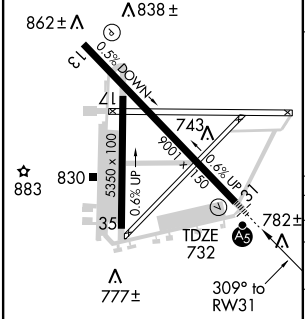
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3600 direct NIXHE WP and hold.

| ATIS | FORT WORTH CENTER | ARDMORE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.6 | 128.1 327.15 | 118.5 (CTAF) L 257.7 | 121.8 | 122.95 |

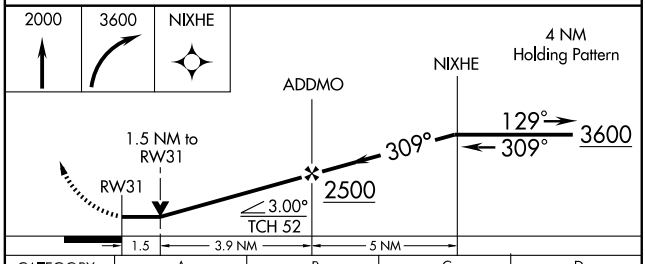



ELEV 762




HIRL Rwy 13-31 L

MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1260-¾ 528 (500-¾) | | 1260-1 528 (500-1) | 1260-1¼ 528 (500-1¼) |
| CIRCLING | 1300-1 538 (600-1) | 1380-1 618 (700-1) | 1500-2 738 (800-2) | 1540-2½ 778 (800-2½) |

SC-1, 14 JAN 2010 to 11 FEB 2010

ARDMORE, OKLAHOMA

| VORTAC ADM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.7 | 050° | TDZE | N/A |
| Chan 114 | | Apt Elev | 762 |

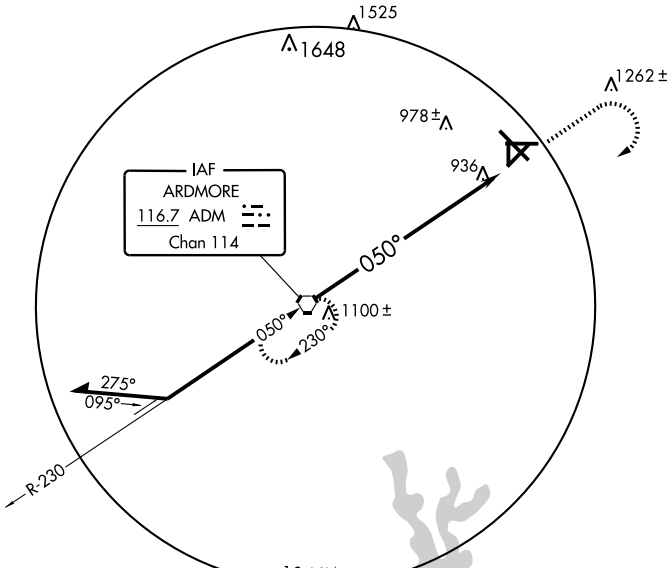
# VOR-B

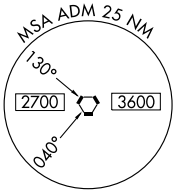
ARDMORE MUNI (ADM)

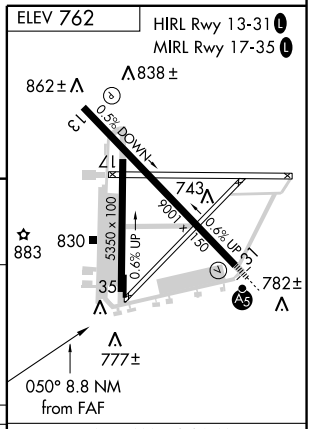
When control tower closed use Ardmore Downtown Executive altimeter setting and increase all MDAs 40 feet.

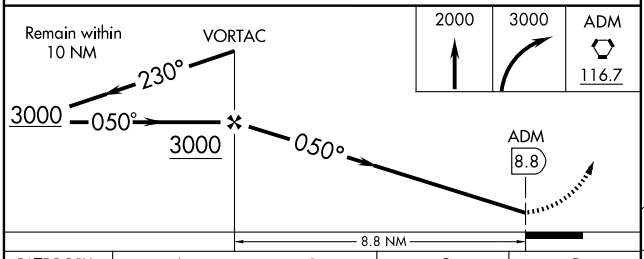
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ADM VORTAC and hold.

| ATIS | FORT WORTH CENTER | ARDMORE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.6 | 128.1 327.15 | 118.5 (CTAF) L 257.7 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1340-1<br>578 (600-1) | 1380-1<br>618 (700-1) | 1500-2<br>738 (800-2) | 1540-2½<br>778 (800-2½) |

| FAF to MAP 8.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:48 | 5:52 | 4:24 | 3:31 | 2:56 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-BVO | APP CRS | Rwy Idg | 6200 |
|---|---|---|---|
| 111.3 | 172° | TDZE | 695 |
| | | Apt Elev | 711 |

# LOC RWY 17

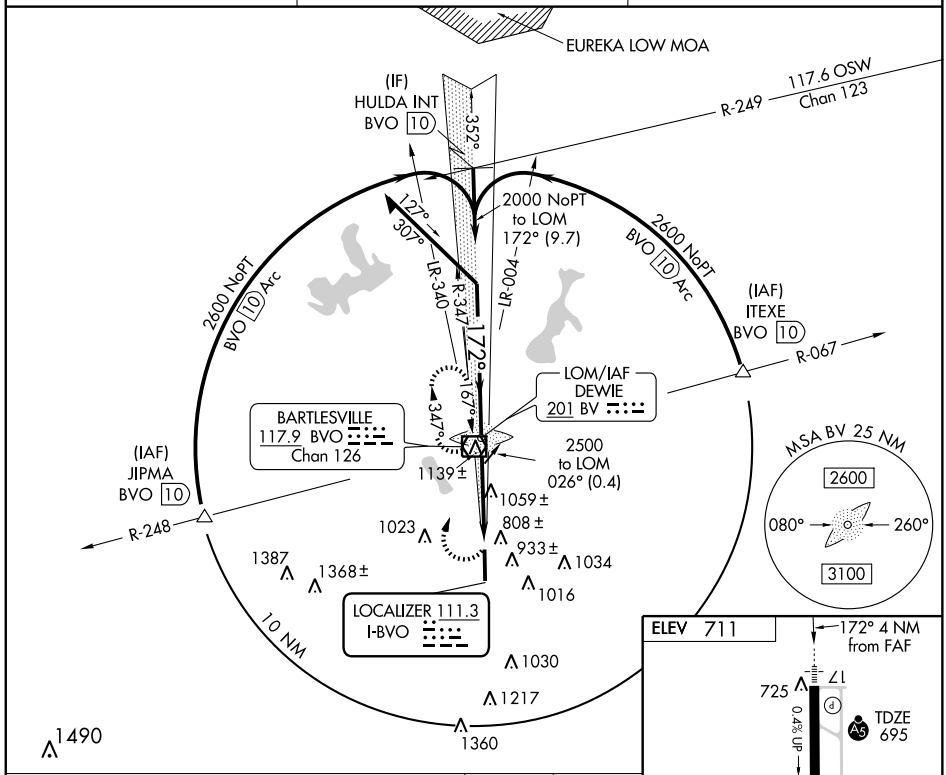
## BARTLESVILLE MUNI (BVO)

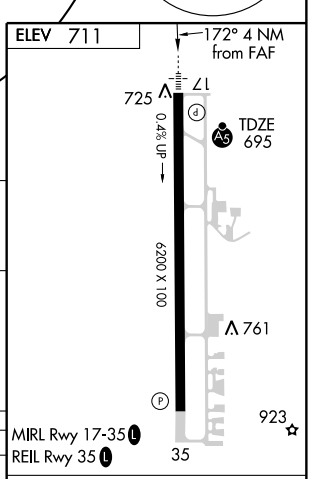
T NA — For inoperative MALSR, increase S-17 Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 Cat C/D visibilities ¼ mile, circling Cat B/C/D visibilities ¼ mile.

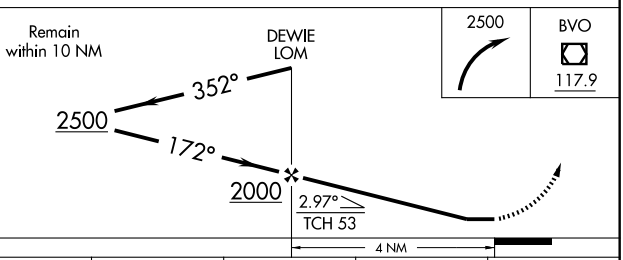
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

| AWOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 132.675 | 128.8 354.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1320-¾ 625 (700-¾) | | 1320-1¼ 625 (700-1¼) | 1320-1½ 625 (700-1½) |
| CIRCLING | 1400-1 689 (700-1) | | 1400-2 689 (700-2) | 1400-2¼ 689 (700-2¼) |

FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS Chan **58201** **W17A** | APP CRS **172°** | Rwy Idg **6200** TDZE **695** Apt Elev **711** |
|---|---|---|

# RNAV (GPS) RWY 17

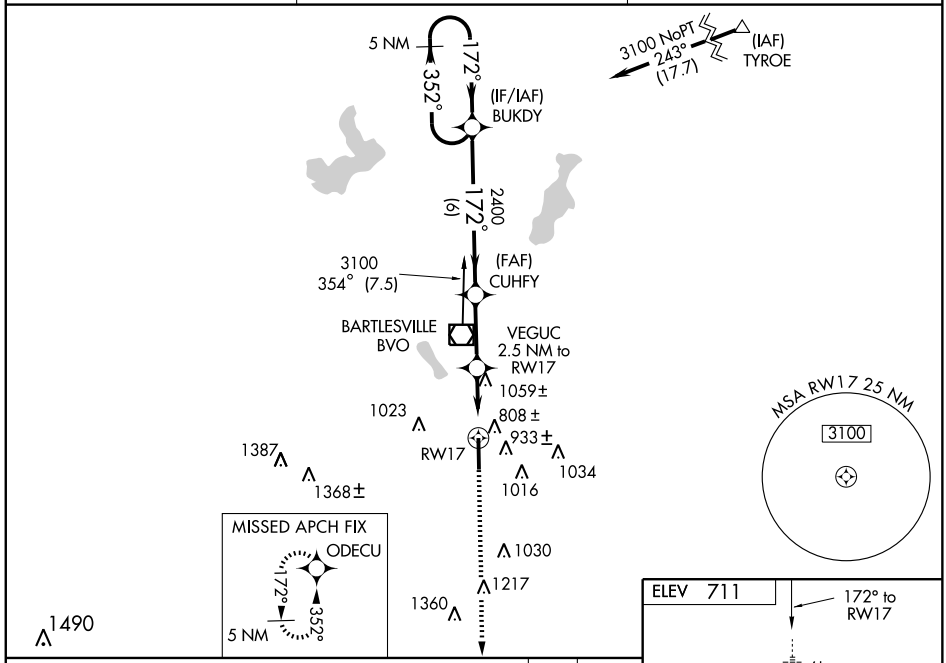
BARTLESVILLE MUNI (BVO)

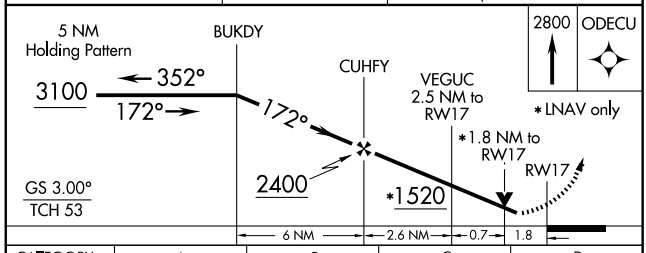
For inoperative MALSR, increase LNAV MDA Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile.

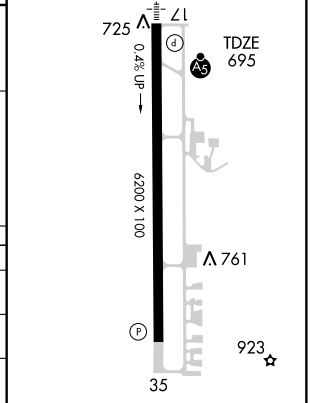
MALSR

MISSED APPROACH: Climb to 2800 direct ODECU and hold.

| AWOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| **132.675** | **128.8 354.1** | **123.0** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1192-1¼ 497 (500-1¼) | | | |
| LNAV/VNAV DA | 1451-2¼ 756 (800-2¼) | | | |
| LNAV MDA | 1320-¾ 625 (700-¾) | | 1320-1¼ 625 (700-1¼) | 1320-1½ 625 (700-1½) |
| CIRCLING | 1400-1 689 (700-1) | | 1400-2 689 (700-2) | 1400-2¼ 689 (700-2¼) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS Chan 61305 W35A | APP CRS 352° | Rwy Idg 6200 TDZE 711 Apt Elev 711 |
|---|---|---|

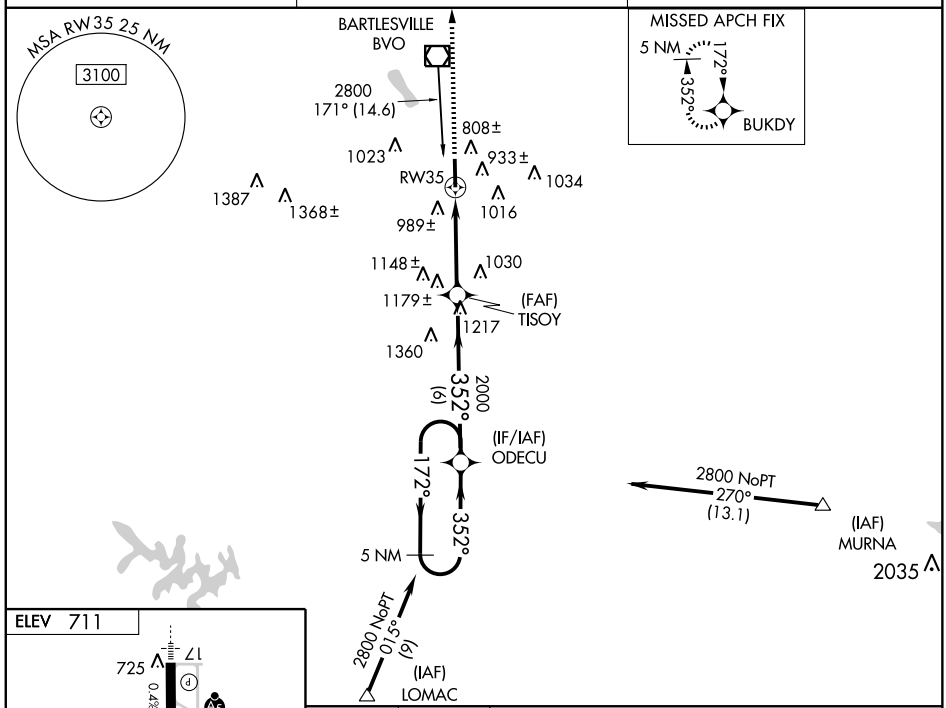
# RNAV (GPS) RWY 35

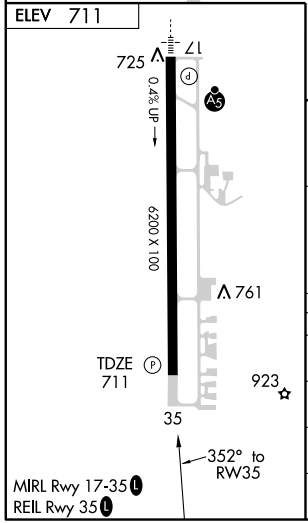
BARTLESVILLE MUNI (BVO)

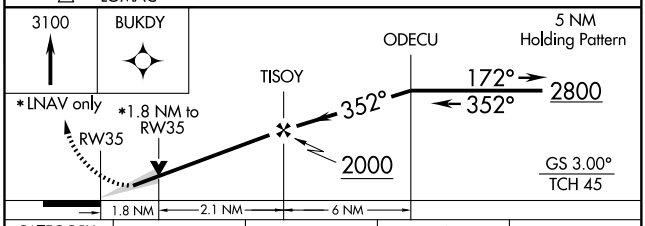
Circling NA east of Rwy 17-35. Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs 84 feet and all visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C/D visibility ¼ mile, circling Cat B/C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct BUKDY and hold.

| AWOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 132.675 | 128.8 354.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 961-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1327-2¼ 616 (700-2¼) | | | |
| LNAV MDA | 1340-1 629 (700-1) | | 1340-1¾ 629 (700-1¾) | 1340-2 629 (700-2) |
| CIRCLING | 1400-1 689 (700-1) | | 1400-2 689 (700-2) | 1400-2¼ 689 (700-2¼) |

| VOR/DME BVO 117.9 Chan 126 | APP CRS 348° | Rwy Idg 6200 TDZE 711 Apt Elev 711 |
|---|---|---|

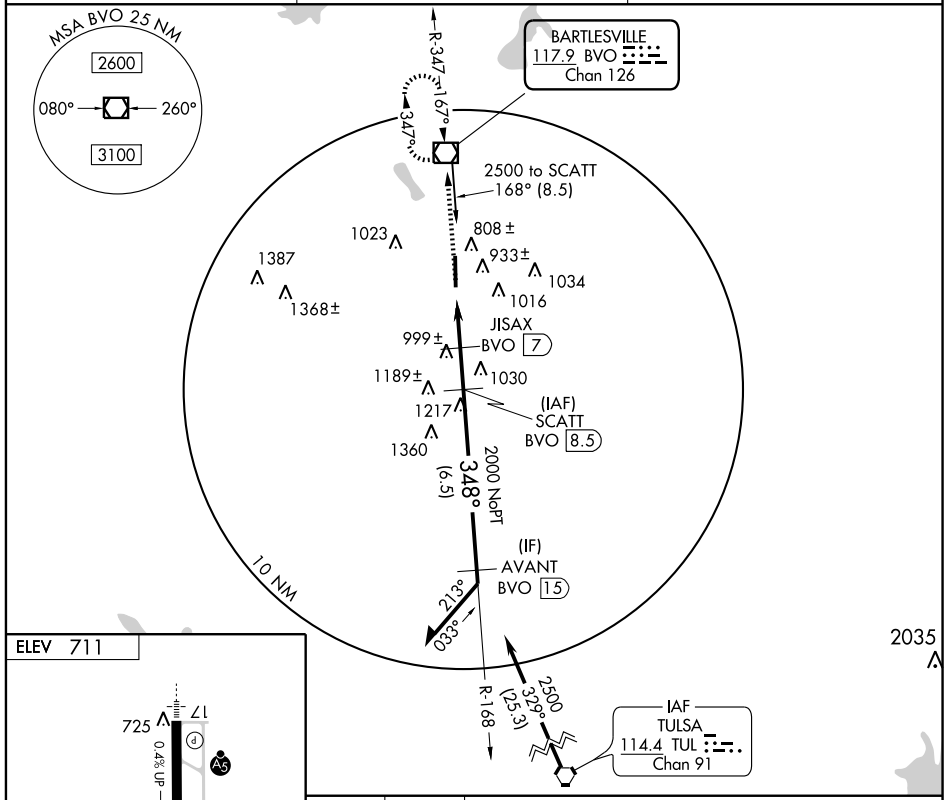
# VOR/DME RWY 35

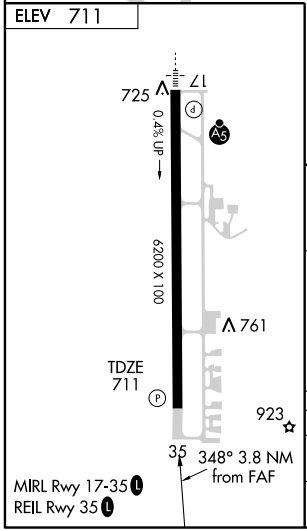
BARTLESVILLE MUNI (BVO)

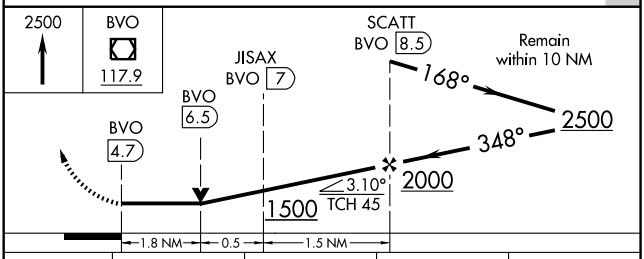
Circling NA east of Rwy 17-35. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-35 Cat C/D visibility ¼ mile, Circling Cat B/C/D visibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct BVO VOR/DME and hold.

| AWOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 132.675 | 128.8 354.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1320-1 609 (700-1) | | 1320-1¾ 609 (700-1¾) | 1320-2 609 (700-2) |
| CIRCLING | 1400-1 689 (700-1) | | 1400-2 689 (700-2) | 1400-2¼ 689 (700-2¼) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME BVO 117.9 Chan 126 | APP CRS 167° | Rwy Idg 6200 TDZE 695 Apt Elev 711 |
|---|---|---|

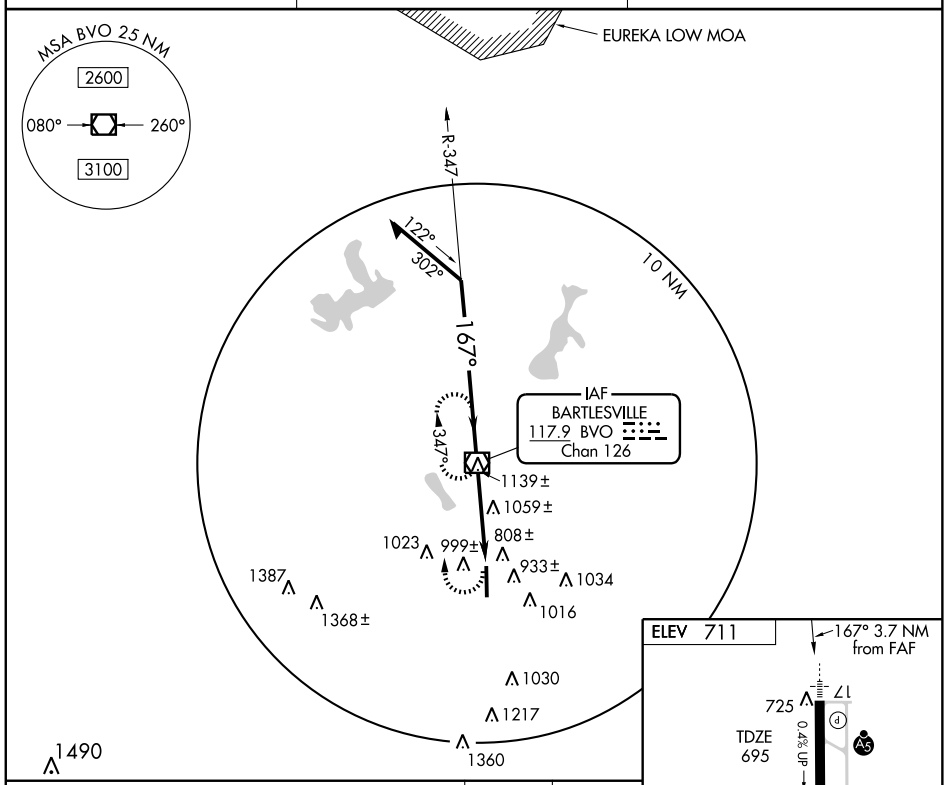
# VOR RWY 17
## BARTLESVILLE MUNI (BVO)

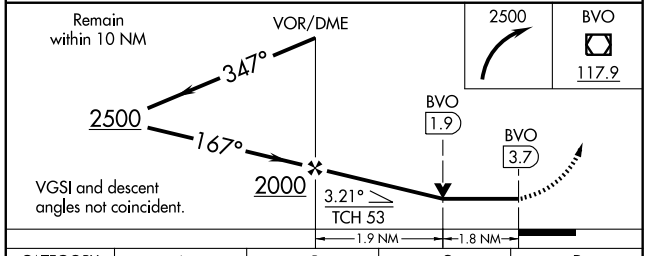
T A For inoperative MALSR, increase S-17 Cats A and B visibility to 1 mile. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 100 feet and S-17 Cat C/D visibility ¼ mile, Circling Cat B/C/Dvisibility ¼ mile. VDP NA when using Tulsa Intl altimeter setting.

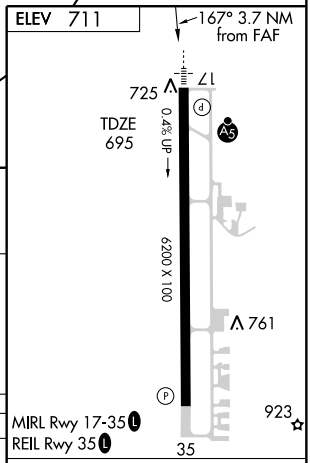
MALSR

MISSED APPROACH: Climbing right turn to 2500 direct BVO VOR/DME and hold, continue climb-in-hold to 2500.

| AWOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 132.675 | 128.8 354.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1320-¾ 625 (700-¾) | | 1320-1¼ 625 (700-1¼) | 1320-1½ 625 (700-1½) |
| CIRCLING | 1400-1 689 (700-1) | | 1400-2 689 (700-2) | 1400-2¼ 689 (700-2¼) |

FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3501 |
|---|---|---|
| 174° | TDZE | 1030 |
| | Apt Elev | 1029 |

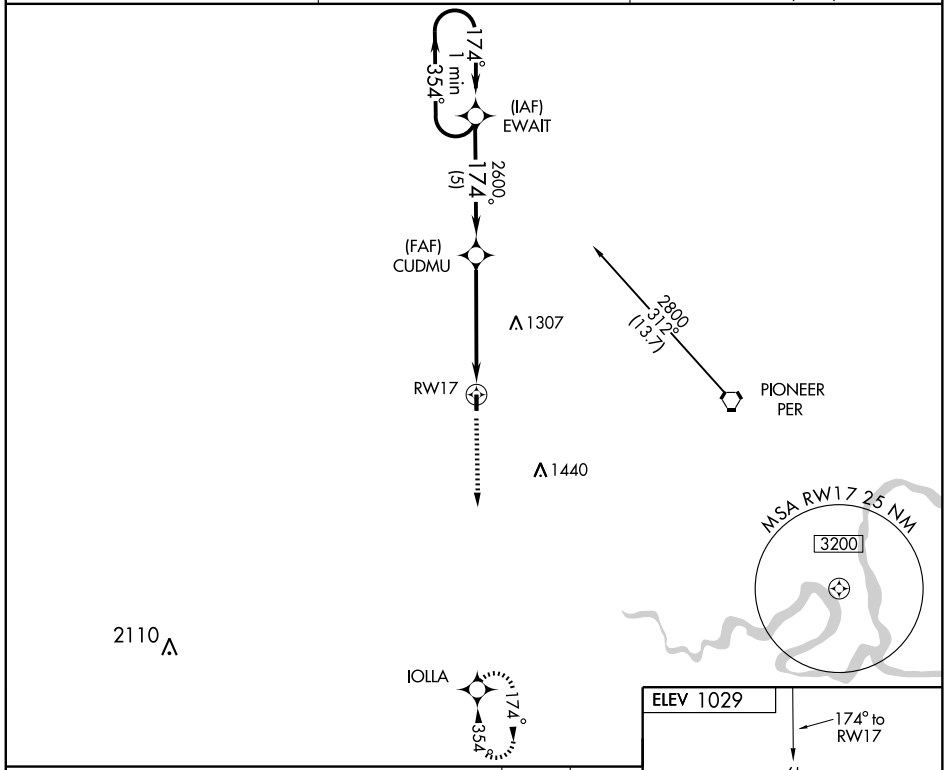
# GPS RWY 17

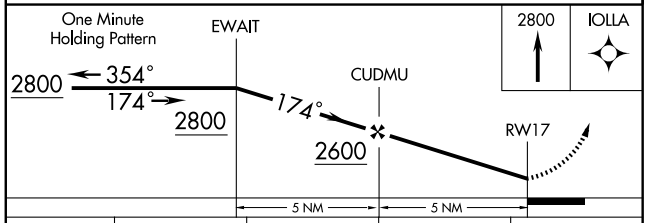
## BLACKWELL-TONKAWA MUNI (BKN)

NA Use Ponca City altimeter setting; when not received, use Wichita Mid-Continent altimeter setting.

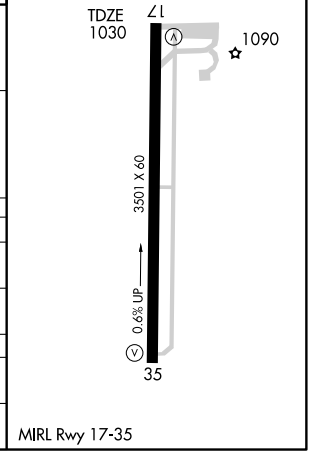
MISSED APPROACH: Climb to 2800 direct IOLLA and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.575 | 127.8 319.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1560-1 | 531 (600-1) | 1560-1½<br>531 (600-1½) | NA |
| CIRCLING | 1560-1 | 531 (600-1) | 1560-1½<br>531 (600-1½) | NA |
| WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS | | | | |
| S-17 | 1700-1 | 671 (700-1) | 1700-2<br>671 (700-2) | NA |
| CIRCLING | 1700-1 | 671 (700-1) | 1700-2<br>671 (700-2) | NA |




MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 354° | Rwy Idg | 3501 |
| | TDZE | 1026 |
| | Apt Elev | 1029 |

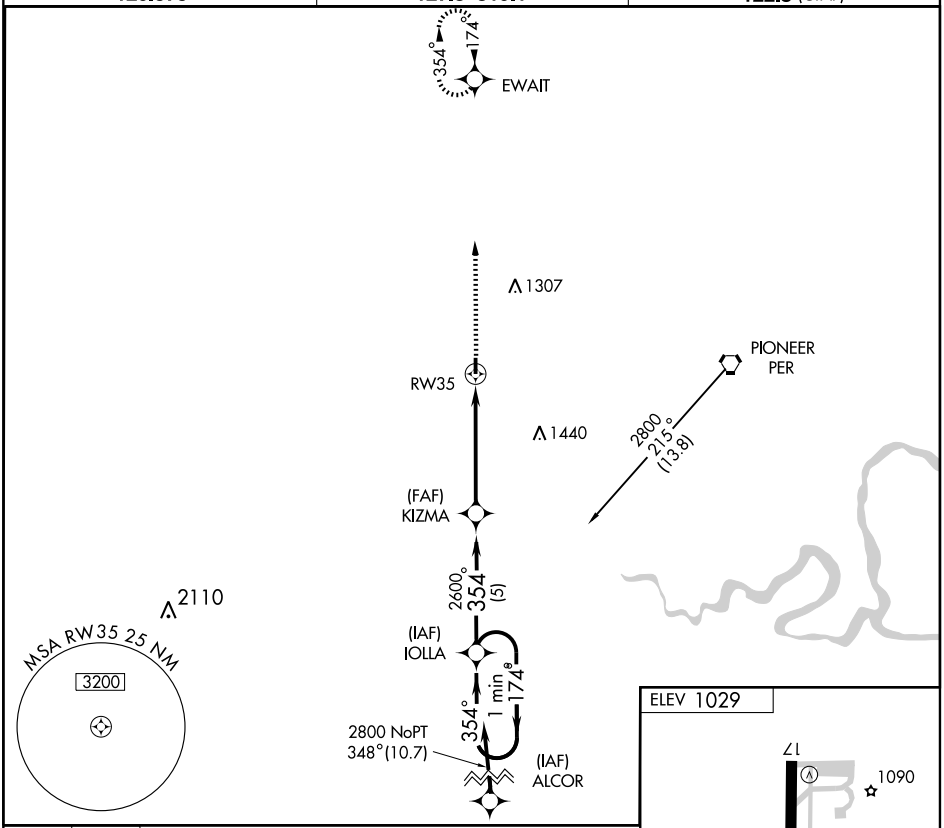
# GPS RWY 35

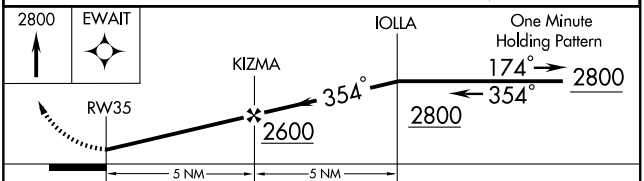
BLACKWELL-TONKAWA MUNI (BKN)

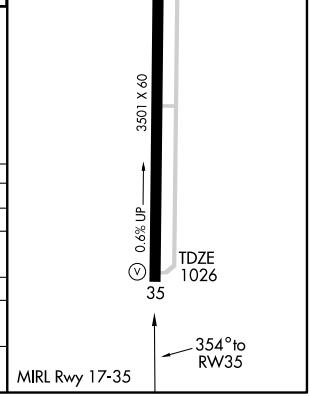
| NA | MISSED APPROACH: Climb to 2800 direct EWAIT and hold. |
|---|---|

Use Ponca City altimeter setting; when not received, use Wichita Mid-Continent altimeter setting.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.575 | 127.8 319.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1420-1 | 396 (400-1) | | NA |
| CIRCLING | 1480-1 | 451 (500-1) | 1480-1½ 451 (500-1½) | NA |
| WICHITA MID-CONTINENT ALTIMETER SETTING MINIMUMS | | | | |
| S-35 | 1560-1 | 536 (600-1) | 1560-1½ 536 (600-1½) | NA |
| CIRCLING | 1620-1 | 591 (600-1) | 1620-1½ 591 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC PER | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.2 | 263° | TDZE | N/A |
| Chan 79 | | Apt Elev | 1029 |

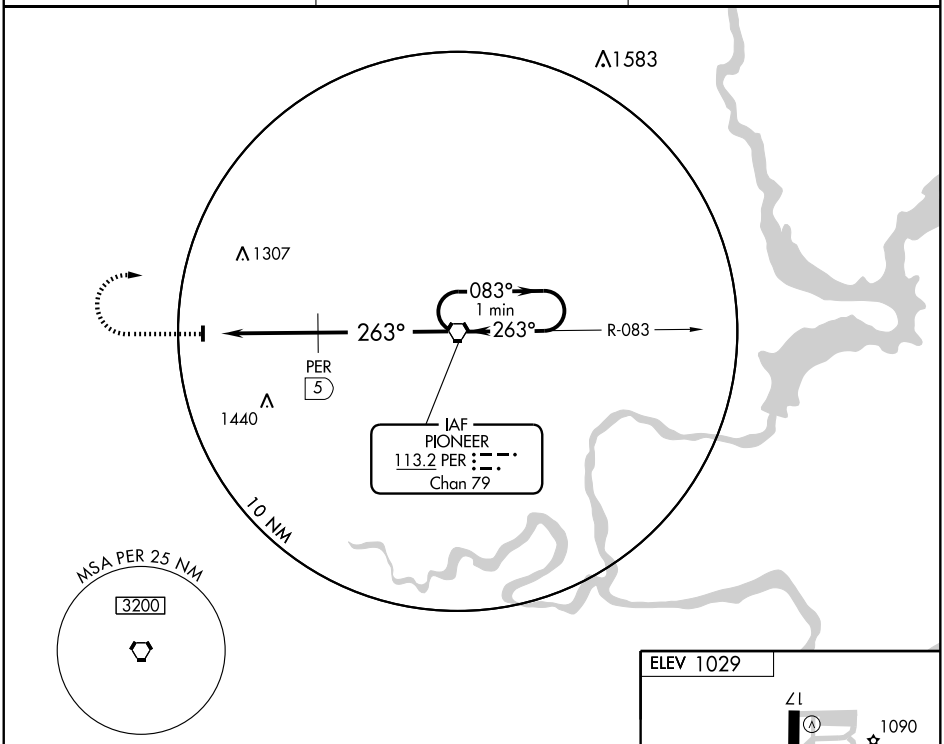
# VOR-A

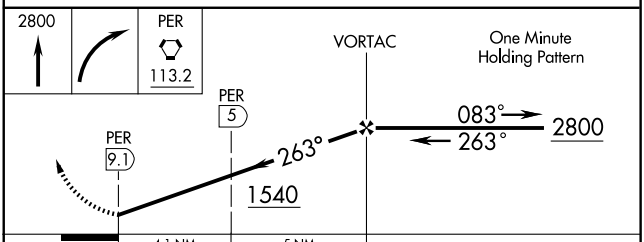
## BLACKWELL-TONKAWA MUNI (BKN)

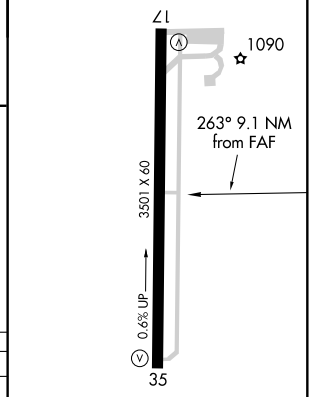
⚠ NA — Use Ponca City altimeter setting; when not received, use Wichita Mid-Continent altimeter setting and increase all MDAs 140 feet.

MISSED APPROACH: Climb to 2800 then right turn direct PER VORTAC and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 120.575 | 127.8 319.1 | 122.8 (CTAF) |




MIRL Rwy 17-35

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1540-1 511 (600-1) | | 1540-1½ 511 (600-1½) | NA |
| DME MINIMUMS | | | | |
| CIRCLING | 1440-1 411 (500-1) | 1480-1 451 (500-1) | 1480-1½ 451 (500-1½) | NA |

FAF to MAP 9.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 9:06 | 6:04 | 4:33 | 3:38 | 3:02 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4210 |
|---|---|---|
| 040° | TDZE | 4178 |
| | Apt Elev | 4178 |

# RNAV (GPS) RWY 4

BOISE CITY (17K)

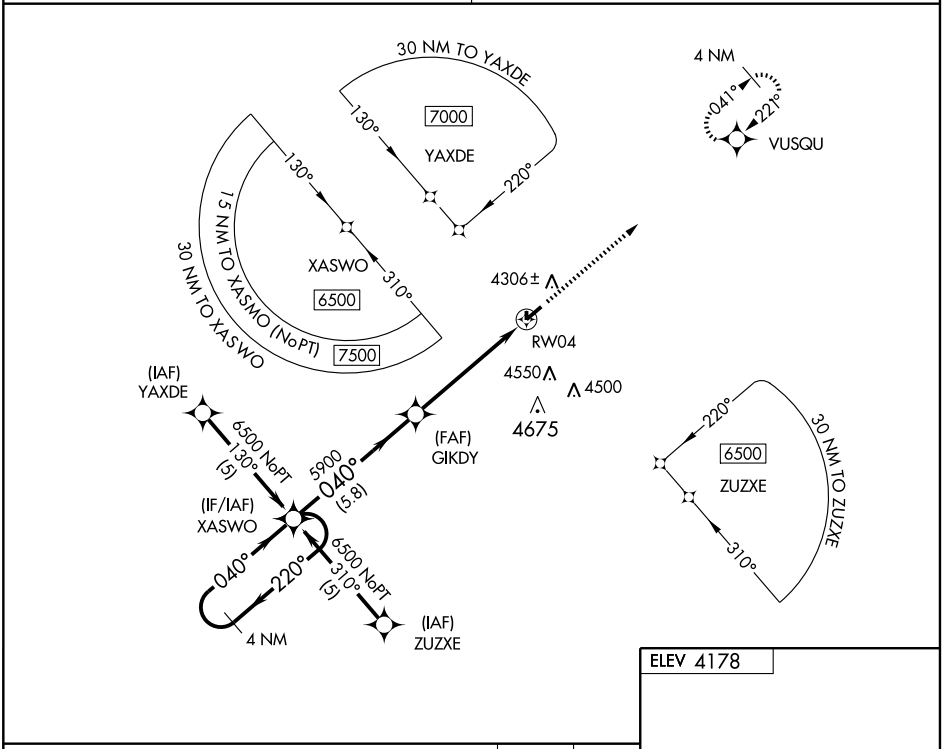
Use Dalhart, TX altimeter setting; when not received, procedure not authorized. GPS or RNP-0.3 required. DME/DME RNP-O.3 NA.

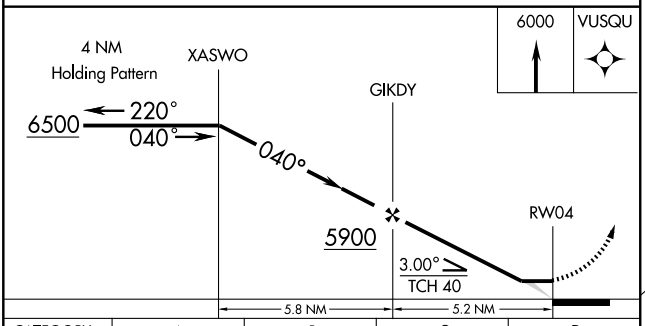
NA

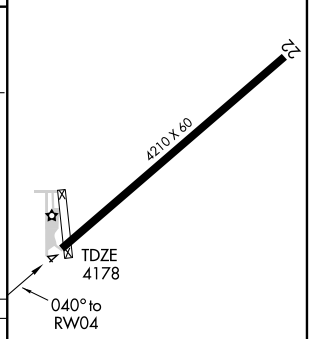
MISSED APPROACH: Climb to 6000 direct VUSQU and hold.

ALBUQUERQUE CENTER
**127.85 285.475**

CTAF 122.9 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4740-1 | 562 (600-1) | 4740-1½<br>562 (600-1½) | NA |
| CIRCLING | 4740-1 | 562 (600-1) | 4740-1½<br>562 (600-1½) | NA |

MIRL Rwy 4-22 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 176° | TDZE | 848 |
| | Apt Elev | 851 |

# RNAV (GPS) RWY 17

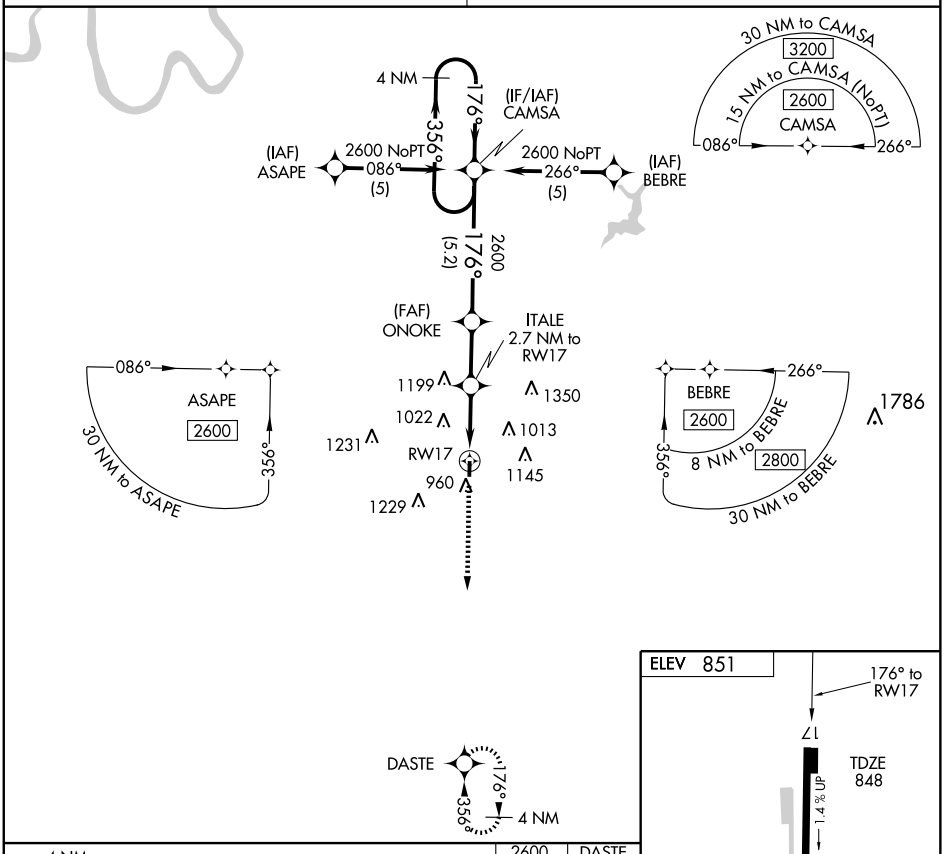
BRISTOW/JONES MEMORIAL (3F7)

Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

NA

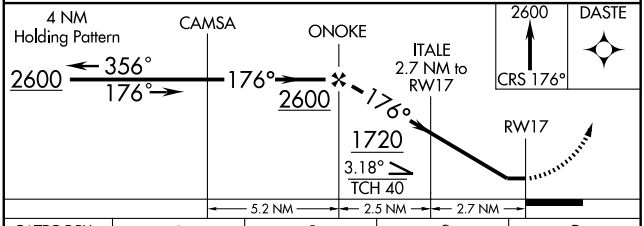
MISSED APPROACH: Climb to 2600 via 176° course to DASTE and hold.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.8 354.1 | 122.9 L |

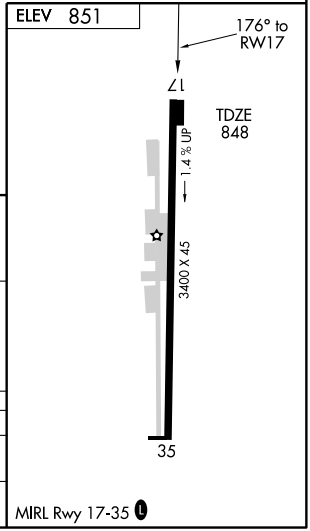









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 | 552 (600-1) | 1400-1½ 552 (600-1½) | NA |
| CIRCLING | 1420-1 | 569 (600-1) | 1440-1½ 589 (600-1½) | NA |




MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 356° | TDZE | 851 |
| | Apt Elev | 851 |

# RNAV (GPS) RWY 35

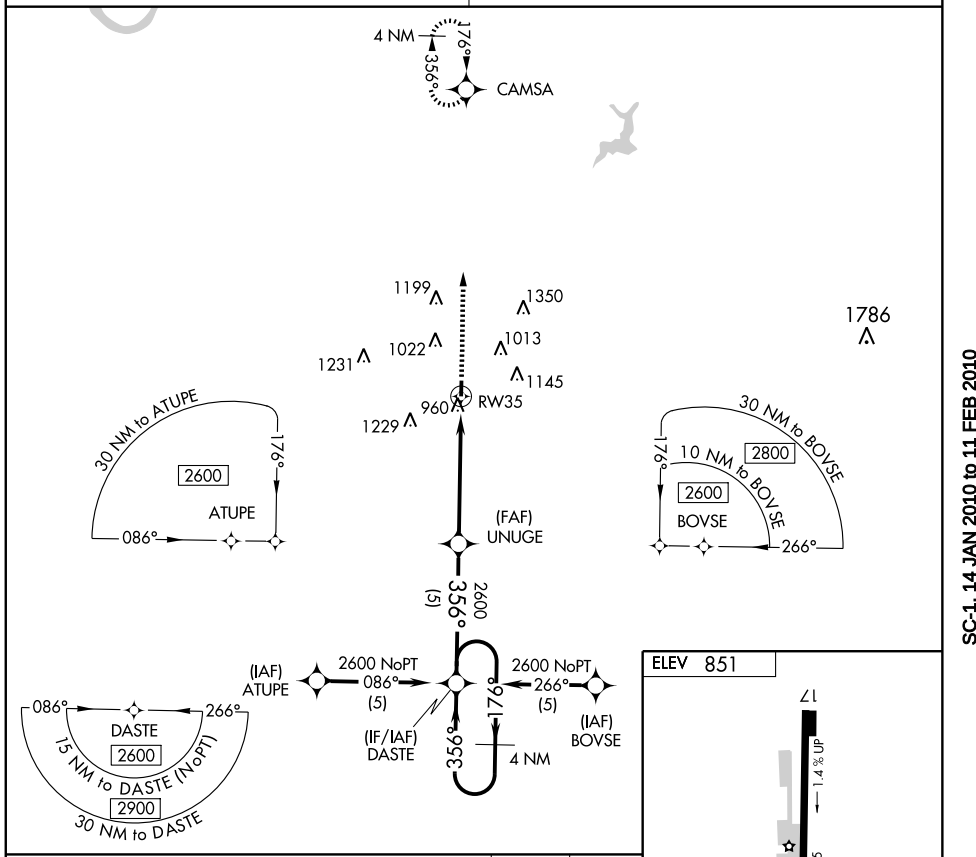
BRISTOW/ JONES MEMORIAL (3F7)

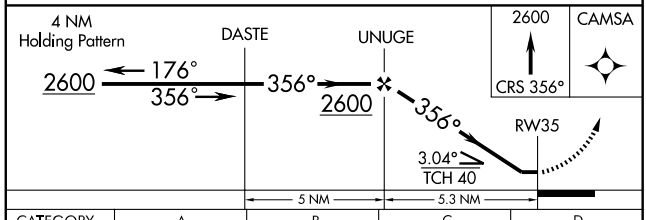
Use Tulsa International altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Procedure NA at night.

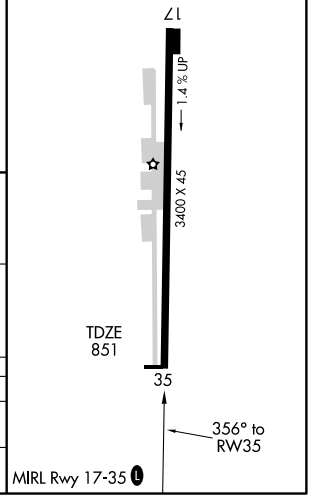
NA

MISSED APPROACH: Climb to 2600 via 356° course to CAMSA and hold.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 128.8 354.1 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 | 529 (600-1) | 1380-1½<br>529 (600-1½) | NA |
| CIRCLING | 1420-1 | 569 (600-1) | 1440-1½<br>589 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

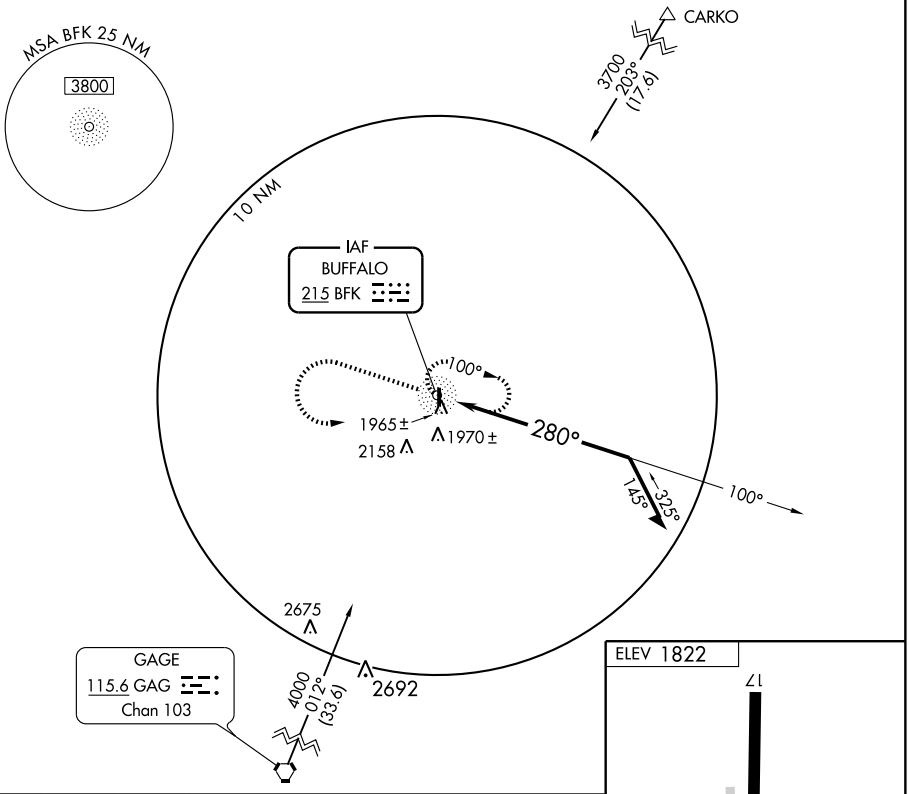
| NDB BFK 215 | APP CRS 280° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1822 |
|---|---|---|

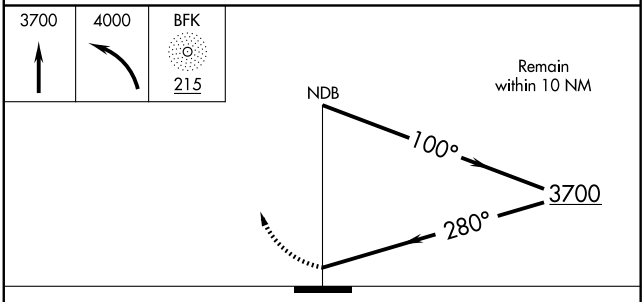
# NDB-A
## BUFFALO MUNI (BFK)

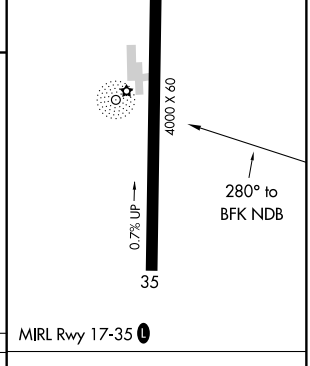
NA Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climb to 3700 then left climbing turn to 4000 direct BFK NDB and hold.

| AWOS-3 | KANSAS CITY CENTER | CTAF |
|---|---|---|
| 118.425 | 126.95 379.2 | 122.9 L |




MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2460-1 | 638 (700-1) | 2460-1¾<br>638 (700-1¾) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 172° | TDZE | 1822 |
| | Apt Elev | 1822 |

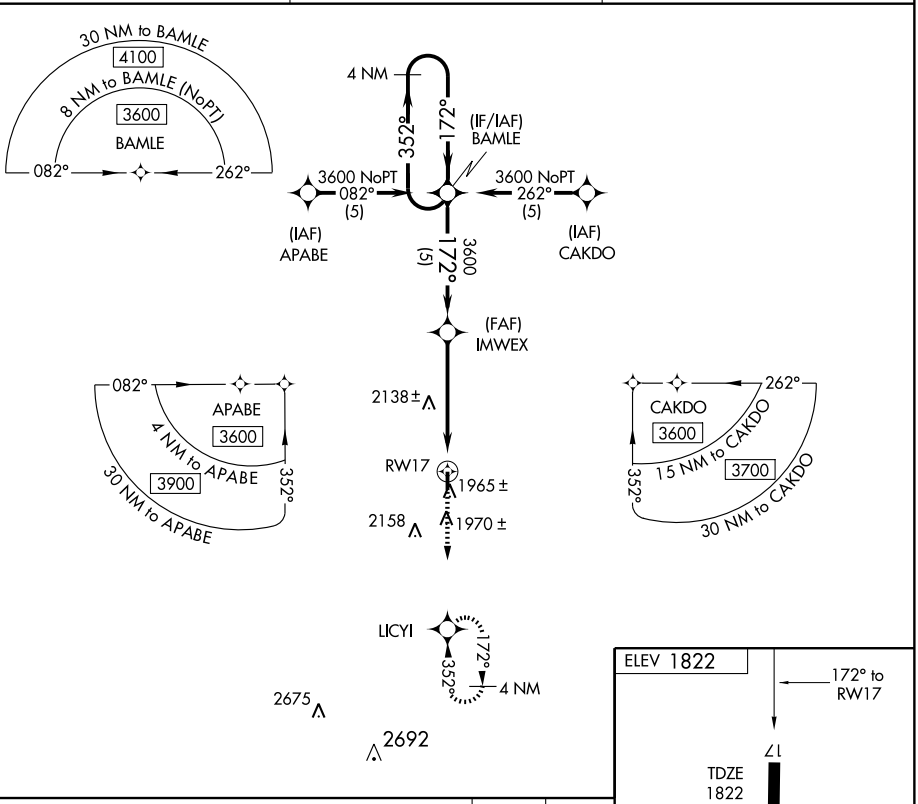
# RNAV (GPS) RWY 17

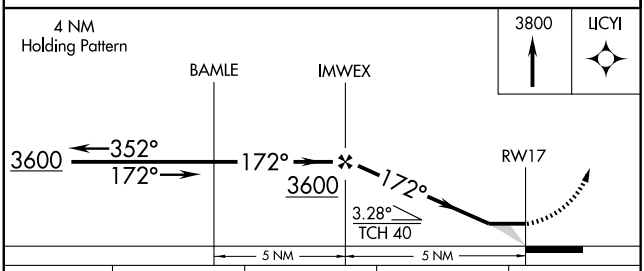
BUFFALO MUNI (BFK)

NA DME/DME RNP-0.3 NA. Use Woodward/West Woodward altimeter setting; if not received, procedure not authorized.

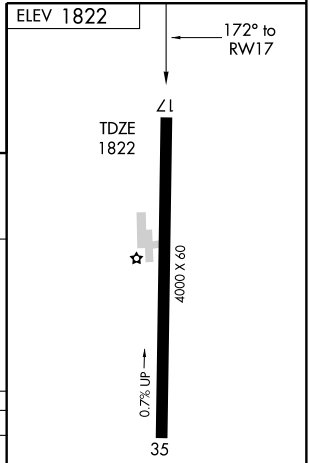
MISSED APPROACH: Climb to 3800 direct LICYI WP and hold.

| AWOS-3 | KANSAS CITY CENTER | CTAF |
|---|---|---|
| 118.425 | 126.95 379.2 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2500-1 | 678 (700-1) | 2500-2 678 (700-2) | NA |
| CIRCLING | 2500-1 | 678 (700-1) | 2500-2 678 (700-2) | NA |




MIRL Rwy 17-35 (L)

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB CQB | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| 396 | 003° | TDZE | 984 |
| | | Apt Elev | 984 |

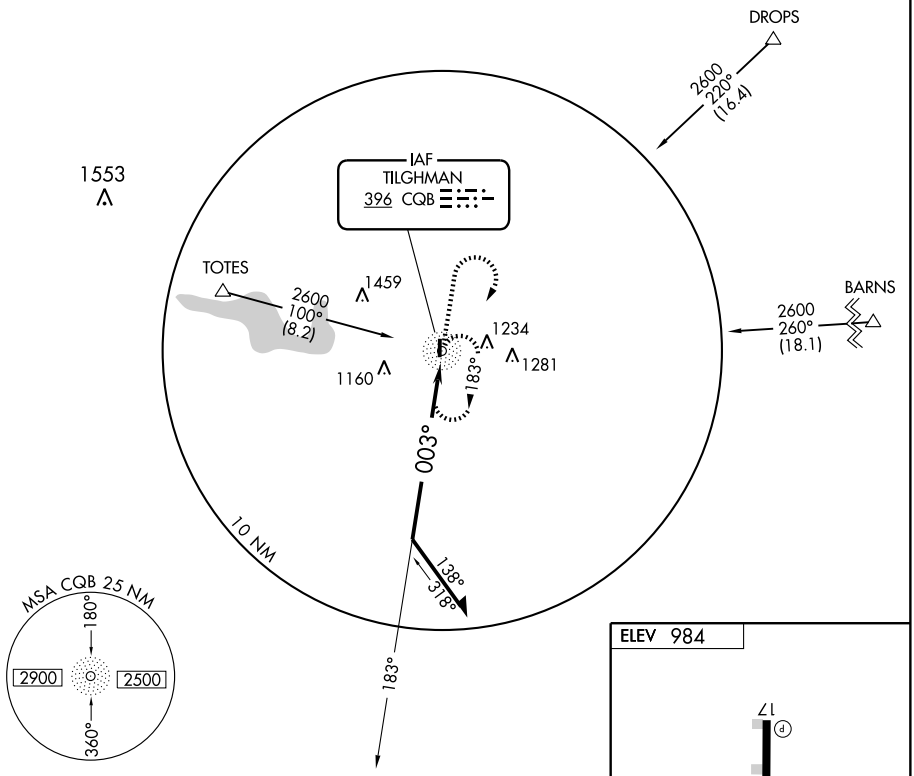
# NDB RWY 35
## CHANDLER RGNL (CQB)

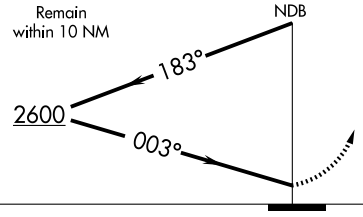
▼ If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 80 feet.

NA

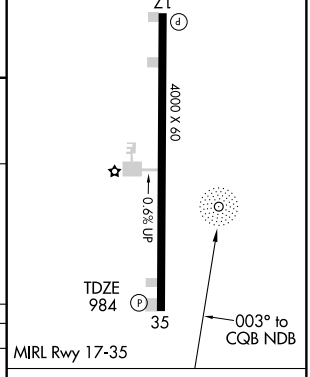
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct CQB NDB and hold.

| AWOS-3 | KANSAS CITY CENTER | CTAF |
|---|---|---|
| 119.275 | 128.3 291.7 | 122.9 |




| 2000 | 2600 | CQB 396 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1420-1 436 (500-1) | | 1420-1¼ 436 (500-1¼) | NA |
| CIRCLING | 1420-1 436 (500-1) | 1440-1 456 (500-1) | 1540-1½ 556 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

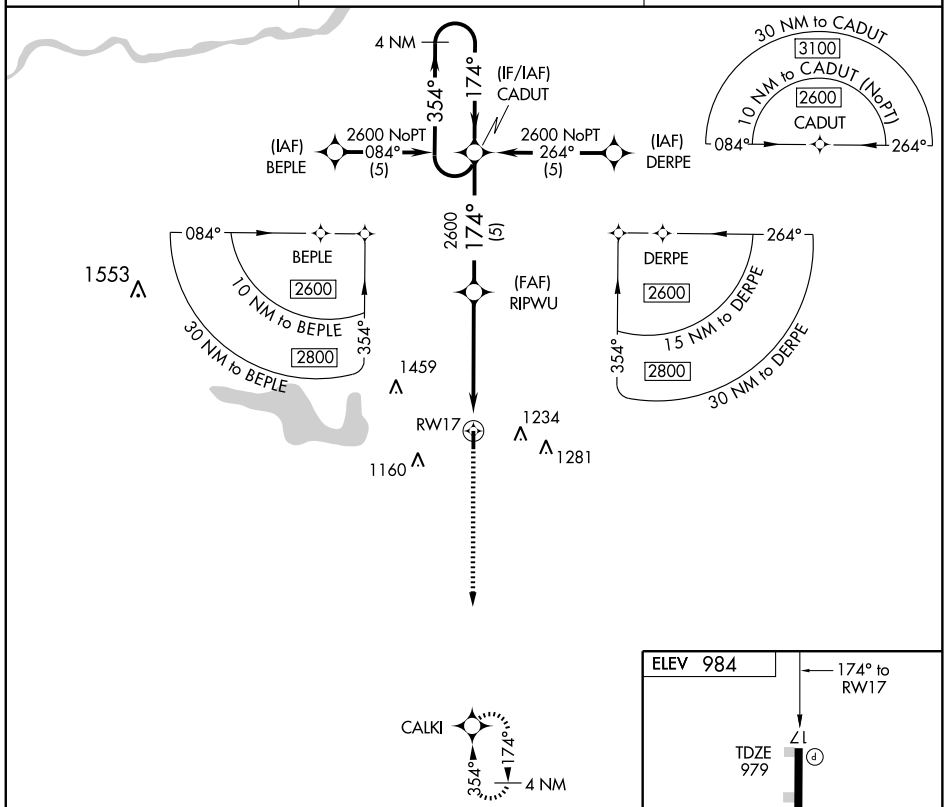
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 174° | TDZE | 979 |
| | Apt Elev | 984 |

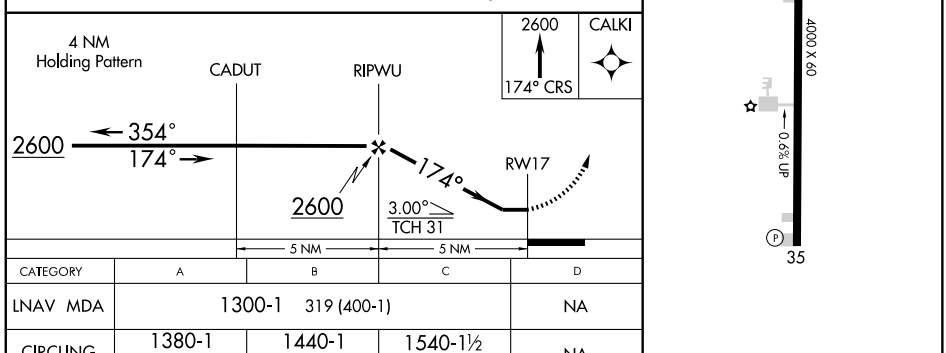
# RNAV (GPS) RWY 17
## CHANDLER RGNL (CQB)

If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2600 via 174° course to CALKI WP and hold.

| AWOS-3 | KANSAS CITY CENTER | CTAF |
|---|---|---|
| 119.275 | 128.3 291.7 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 319 (400-1) | | | NA |
| CIRCLING | 1380-1 396 (400-1) | 1440-1 456 (500-1) | 1540-1½ 556 (600-1½) | NA |

MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 35

CHANDLER RGNL (CQB)

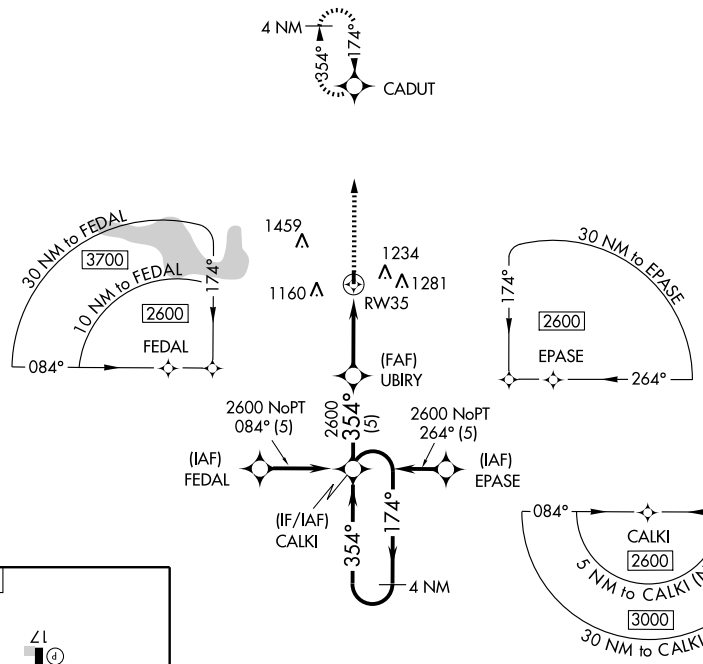
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 354° | TDZE | 984 |
| | Apt Elev | 984 |

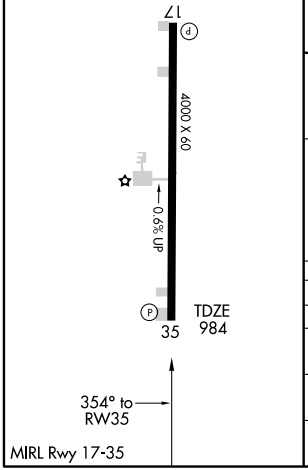
If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all DAs/MDAs 80 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA BARO-VNAV NA below -16°C (4°F). BARO VNAV and VDP NA with Shawnee Rgnl altimeter setting.

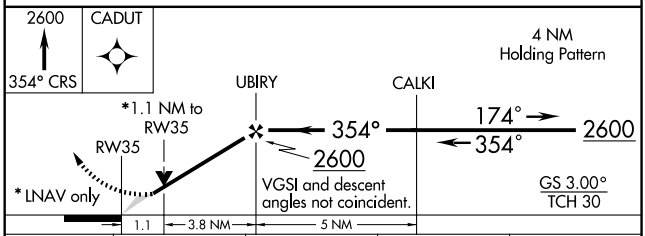
NA

MISSED APPROACH: Climb to 2600 via 354° course to CADUT WP and hold.

| AWOS-3 | KANSAS CITY CENTER | CTAF |
|---|---|---|
| 119.275 | 128.3 291.7 | 122.9 |



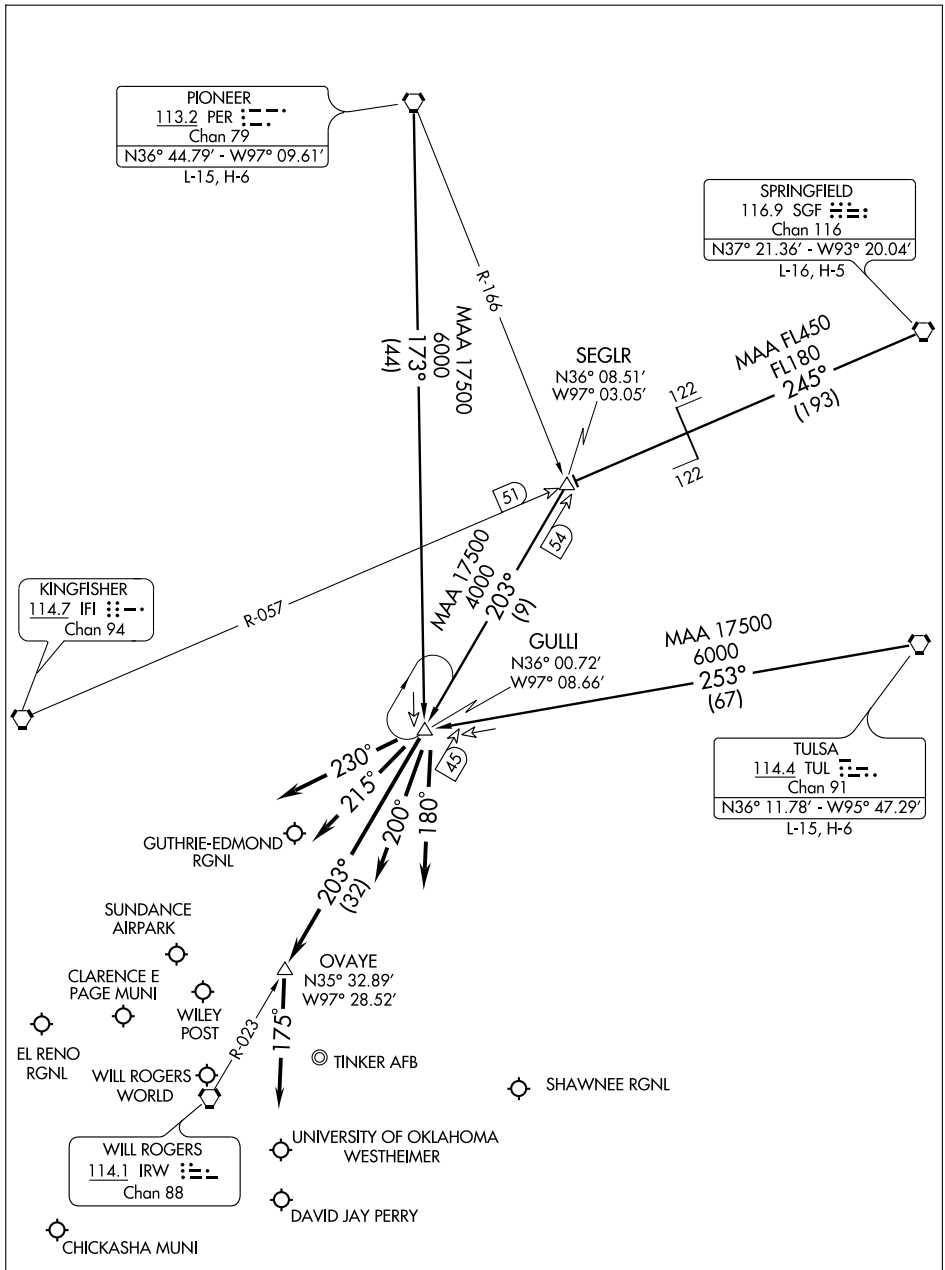




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1300-1¼ 316 (400-1¼) | | | NA |
| LNAV MDA | 1300-1 316 (400-1) | | | NA |
| CIRCLING | 1380-1¼ 396 (400-1¼) | 1440-1¼ 456 (500-1¼) | 1540-1½ 556 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

# GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA




NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# GULLI ONE ARRIVAL (GULLI.GULLI1)



## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5101 |
|---|---|---|
| 172° | TDZE | 1149 |
| | Apt Elev | 1150 |

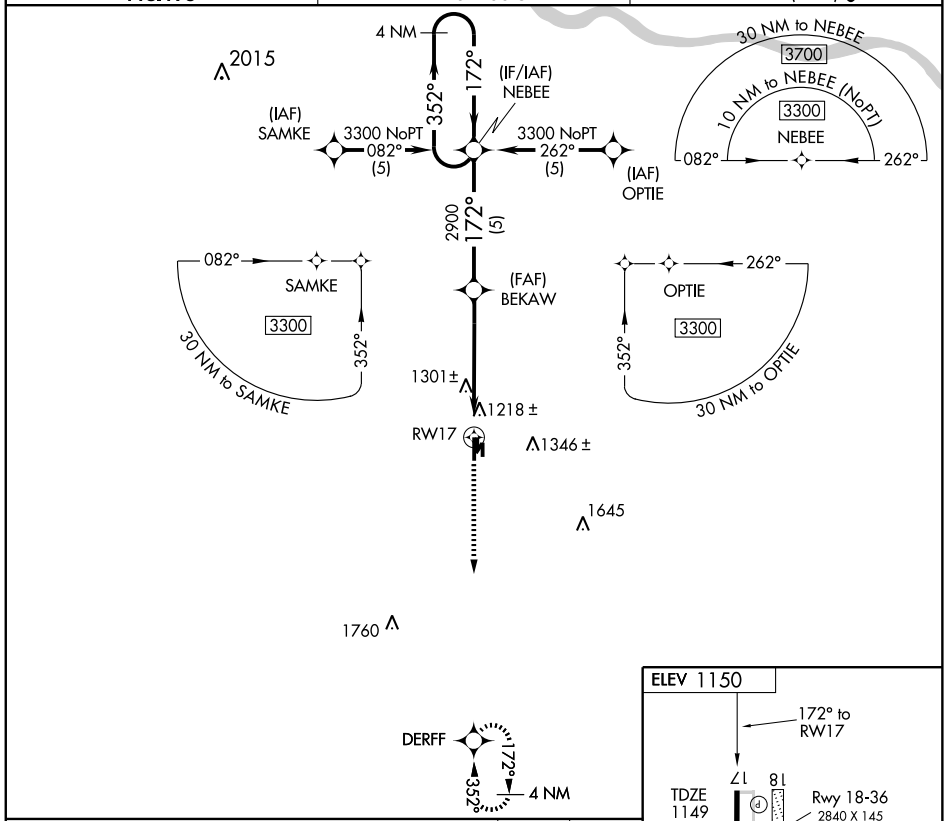
# RNAV (GPS) RWY 17

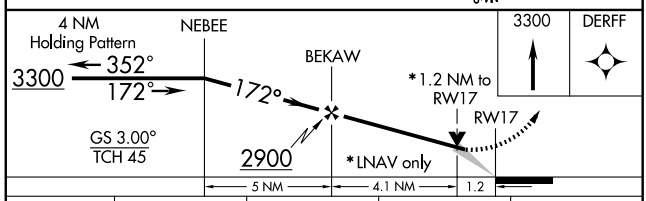
CHICKASHA MUNI (CHK)

⚠ NA BARO-VNAV NA below -17°C (+2°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet and all LNAV/VNAV visibilities ½ mile. BARO-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

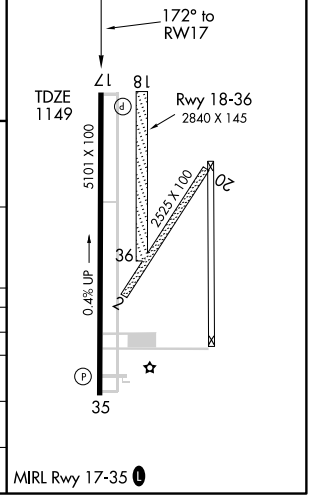
MISSED APPROACH: Climb to 3300 direct DERFF WP and hold.

| AWOS-3 | OKE CITY APP CON | UNICOM |
|---|---|---|
| 118.175 | 124.6 266.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1480-1¼ 331 (400-1¼) | | | NA |
| LNAV MDA | 1560-1 411 (500-1) | | 1560-1¼ 411 (500-1¼) | NA |
| CIRCLING | 1560-1¼ 410 (500-1¼) | 1600-1¼ 450 (500-1¼) | 1620-1½ 470 (500-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5101 |
|---|---|---|
| 352° | TDZE | 1138 |
| | Apt Elev | 1150 |

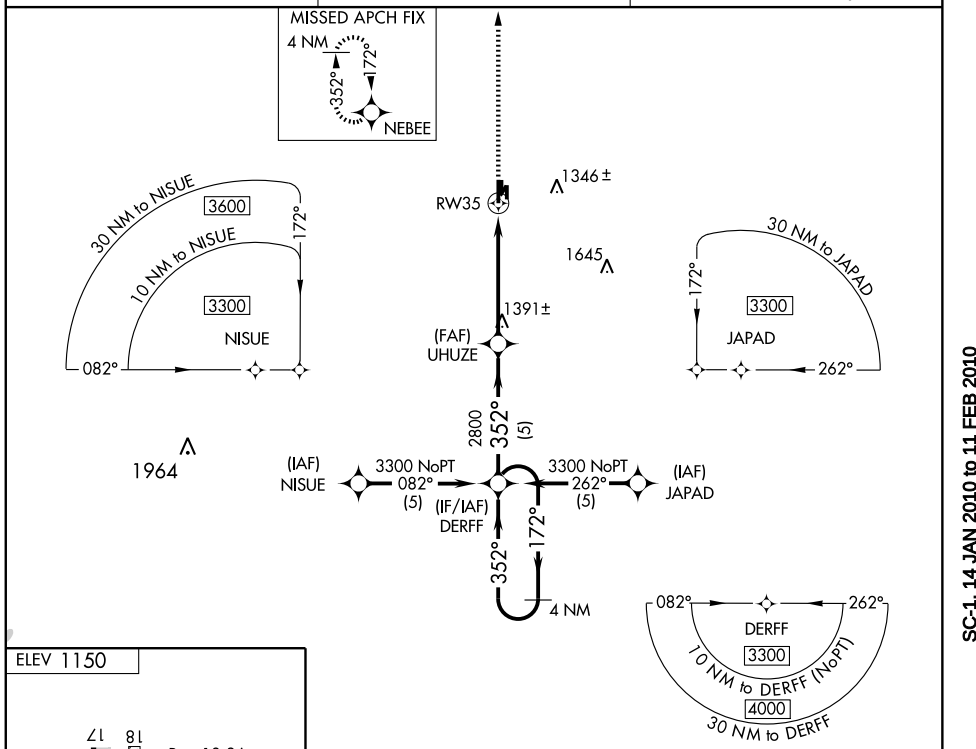
# RNAV (GPS) RWY 35

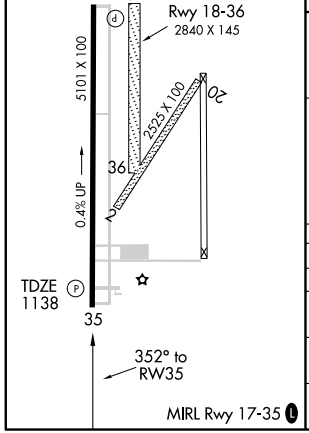
## CHICKASHA MUNI (CHK)

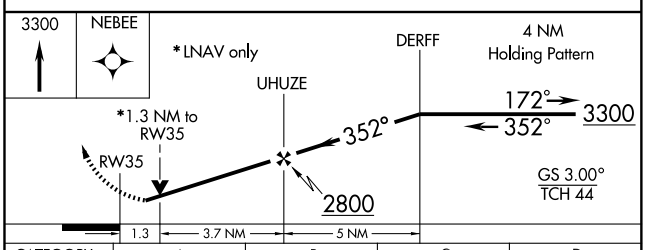
| NA | MISSED APPROACH: Climb to 3300 direct NEBEE WP and hold. |
|---|---|

Baro-VNAV NA below -17°C (1°F). If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet. Baro-VNAV and VDP NA when using Oklahoma City/Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

| AWOS-3 | OKE CITY APP CON | UNICOM |
|---|---|---|
| 118.175 | 124.6 266.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1440-1 302 (300-1) | | | NA |
| LNAV MDA | 1580-1 442 (500-1) | | 1580-1¼ 442 (500-1¼) | NA |
| CIRCLING | 1580-1 430 (500-1) | 1600-1 450 (500-1) | 1620-1½ 470 (500-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

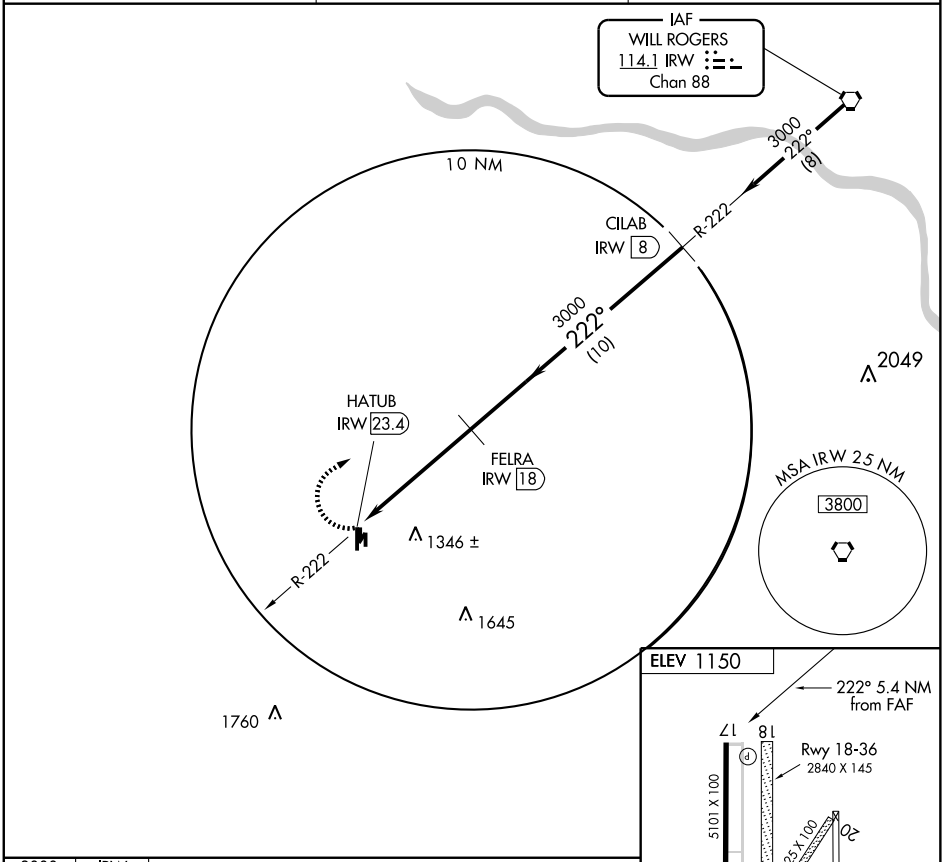
| VORTAC IRW | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.1 | 222° | TDZE | N/A |
| Chan 88 | | Apt Elev | 1150 |

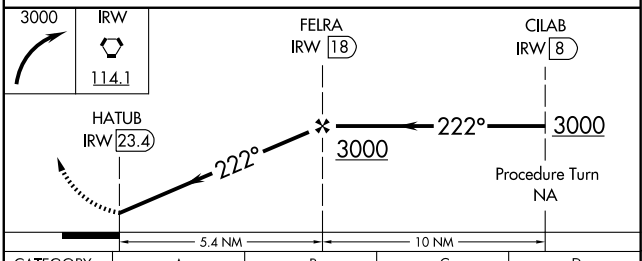
# VOR/DME-A
## CHICKASHA MUNI (CHK)

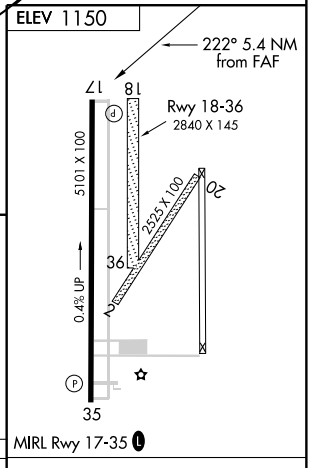
NA If local altimeter not received; use Oklahoma City/Will Rogers World altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 3000 direct IRW VORTAC.

| AWOS-3 | OKE CITY APP CON | UNICOM |
|---|---|---|
| 118.175 | 124.6 266.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1660-1<br>510 (600-1) | 1660-1¼<br>510 (600-1¼) | 1660-1½<br>510 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

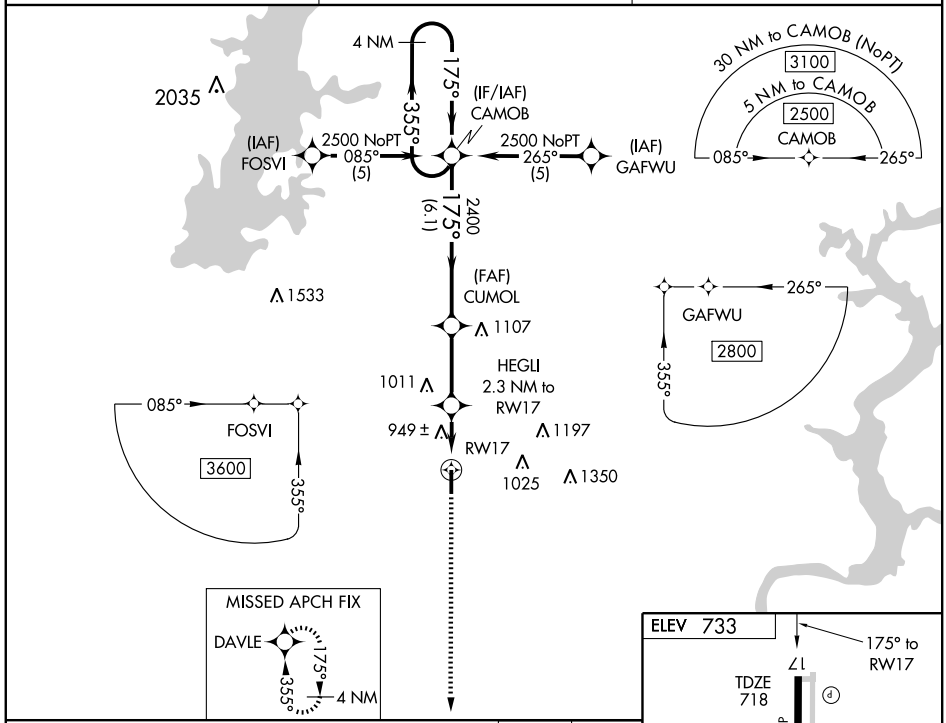
| WAAS CH 63214 W17A | APP CRS 175° | Rwy Idg 5200 TDZE 718 Apt Elev 733 |
|---|---|---|

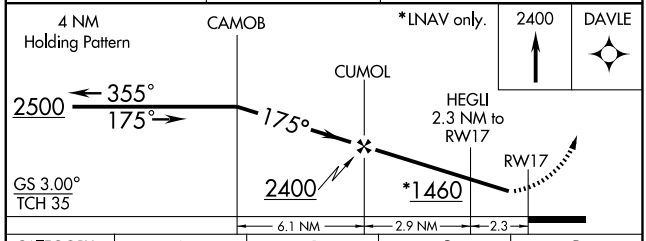
# RNAV (GPS) RWY 17
## CLAREMORE RGNL (GCM)

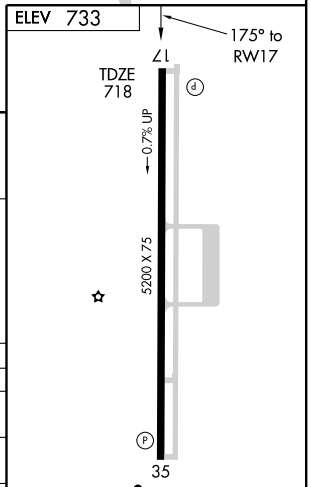
Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2400 direct DAVLE and hold.

| AWOS-3 | TULSA APP CON | UNICOM |
|---|---|---|
| 119.925 | 119.1 351.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 968-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1281-2 563 (600-2) | | | NA |
| LNAV MDA | 1200-1 482 (500-1) | | 1200-1¼ 482 (500-1¼) | NA |
| CIRCLING | 1260-1 527 (600-1) | | 1260-1½ 527 (600-1½) | NA |

MIRL Rwy 17-35 L
REIL Rwys 17 and 35

SC-1, 14 JAN 2010 to 11 FEB 2010

CLAREMORE, OKLAHOMA AL-9113 (FAA)

| WAAS | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| CH 99714 | 355° | TDZE | 733 |
| W35A | | Apt Elev | 733 |

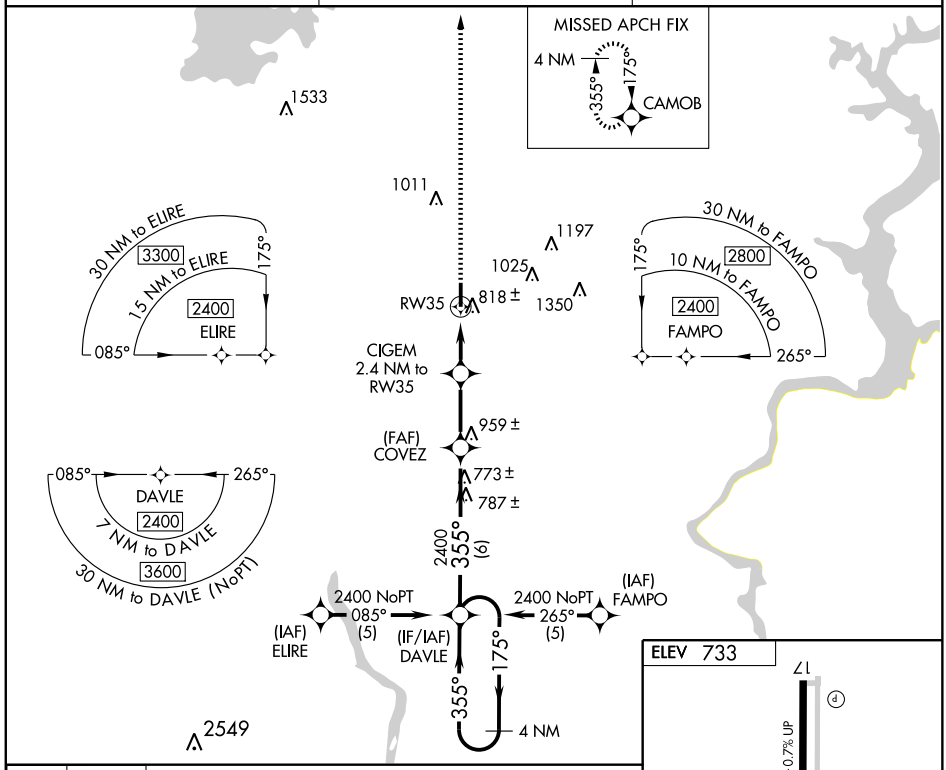
# RNAV (GPS) RWY 35

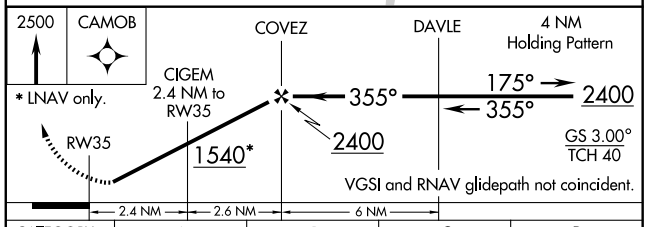
CLAREMORE RGNL (GCM)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Tulsa Intl altimeter setting. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LNAV Cat C visibility ¼ mile.

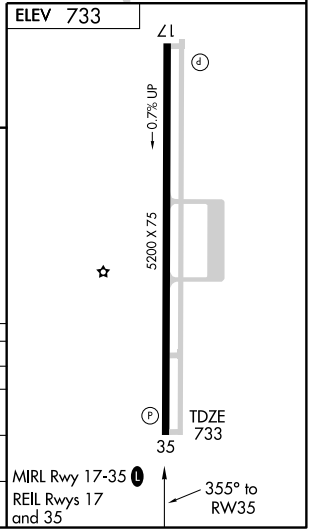
MISSED APPROACH: Climb to 2500 direct CAMOB and hold.

| AWOS-3 | TULSA APP CON | UNICOM |
|---|---|---|
| 119.925 | 119.1 351.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 983-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 1052-1¼ 319 (400-1¼) | | | NA |
| LNAV MDA | 1200-1 467 (500-1) | | 1200-1¼ 467 (500-1¼) | NA |
| CIRCLING | 1260-1 527 (600-1) | | 1260-1½ 527 (600-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC TUL | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.4 | 240° | TDZE | N/A |
| Chan 91 | | Apt Elev | 733 |

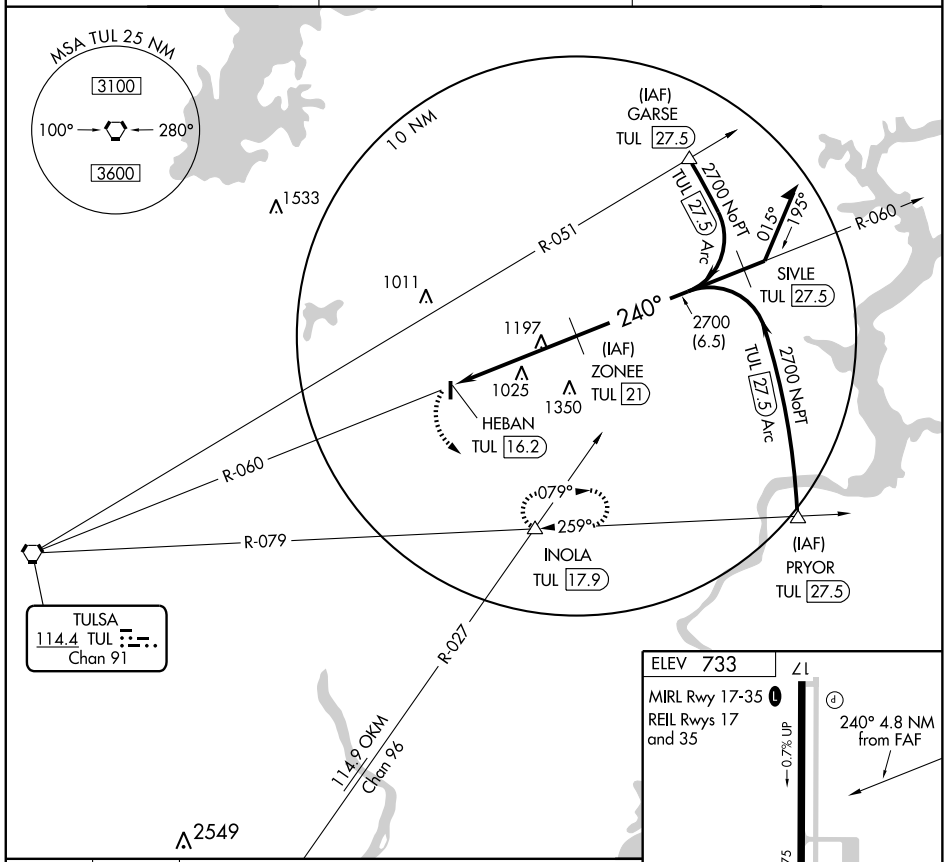
# VOR/DME-A

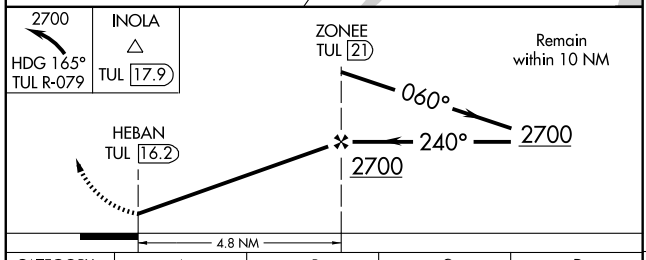
## CLAREMORE RGNL (GCM)

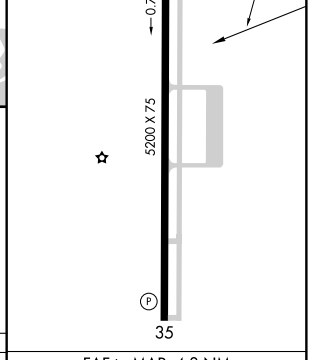
If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climbing left turn to 2700 via heading 165° and TUL R-079 to INOLA Int/TUL 17.9 DME and hold.

| AWOS-3 | TULSA APP CON | UNICOM |
|---|---|---|
| 119.925 | 119.1 351.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1620-1¼ | 887 (900-1¼) | 1620-2¾ | NA |
| | | | 887 (900-2¾) | |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC TUL 114.4 Chan 91 | APP CRS 060° | Rwy Idg N/A TDZE N/A Apt Elev 733 |
|---|---|---|

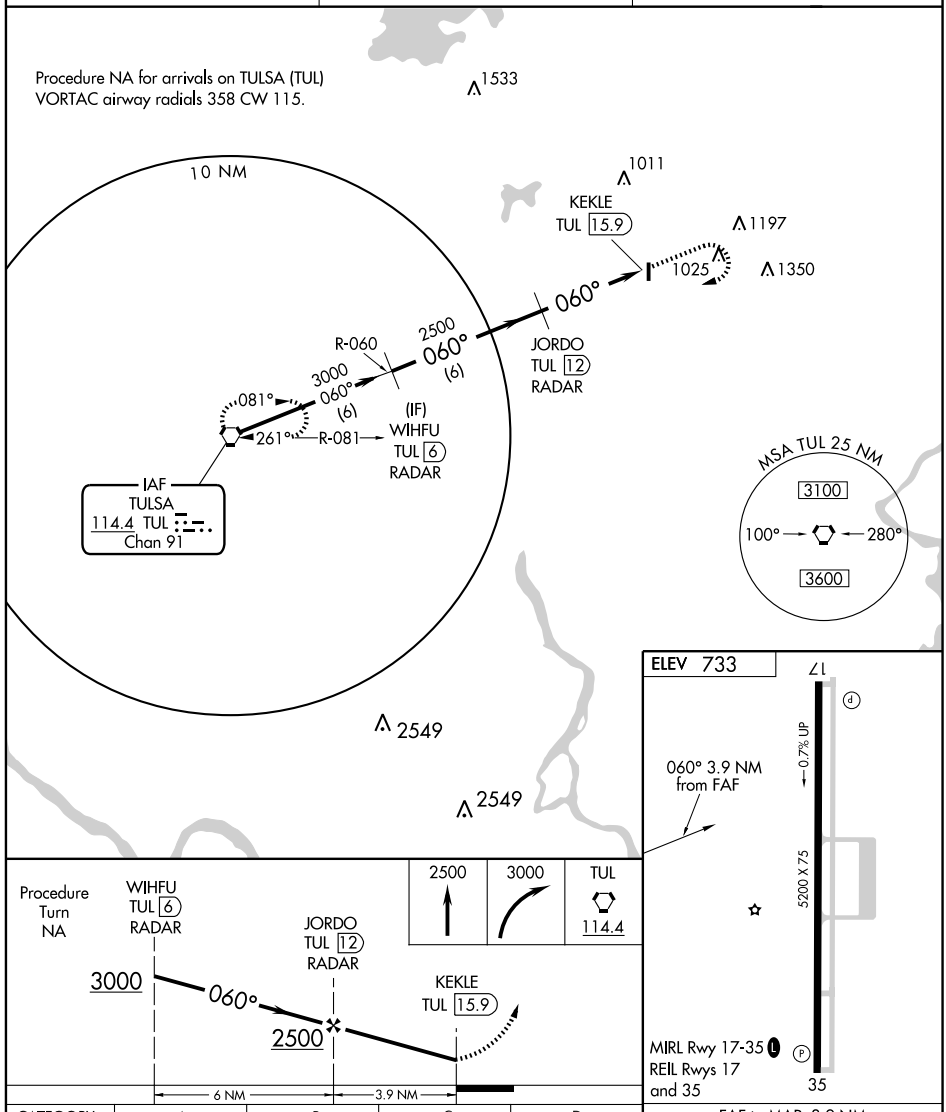
# VOR/DME-B
## CLAREMORE RGNL (GCM)

If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3000 direct TUL VORTAC and hold.

| AWOS-3 | TULSA APP CON | UNICOM |
|---|---|---|
| 119.925 | 119.1 351.8 | 122.7 (CTAF) L |

Procedure NA for arrivals on TULSA (TUL) VORTAC airway radials 358 CW 115.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1260-1 527 (600-1) | | 1260-1½ 527 (600-1½) | NA |

| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

SC-1, 14 JAN 2010 to 11 FEB 2010

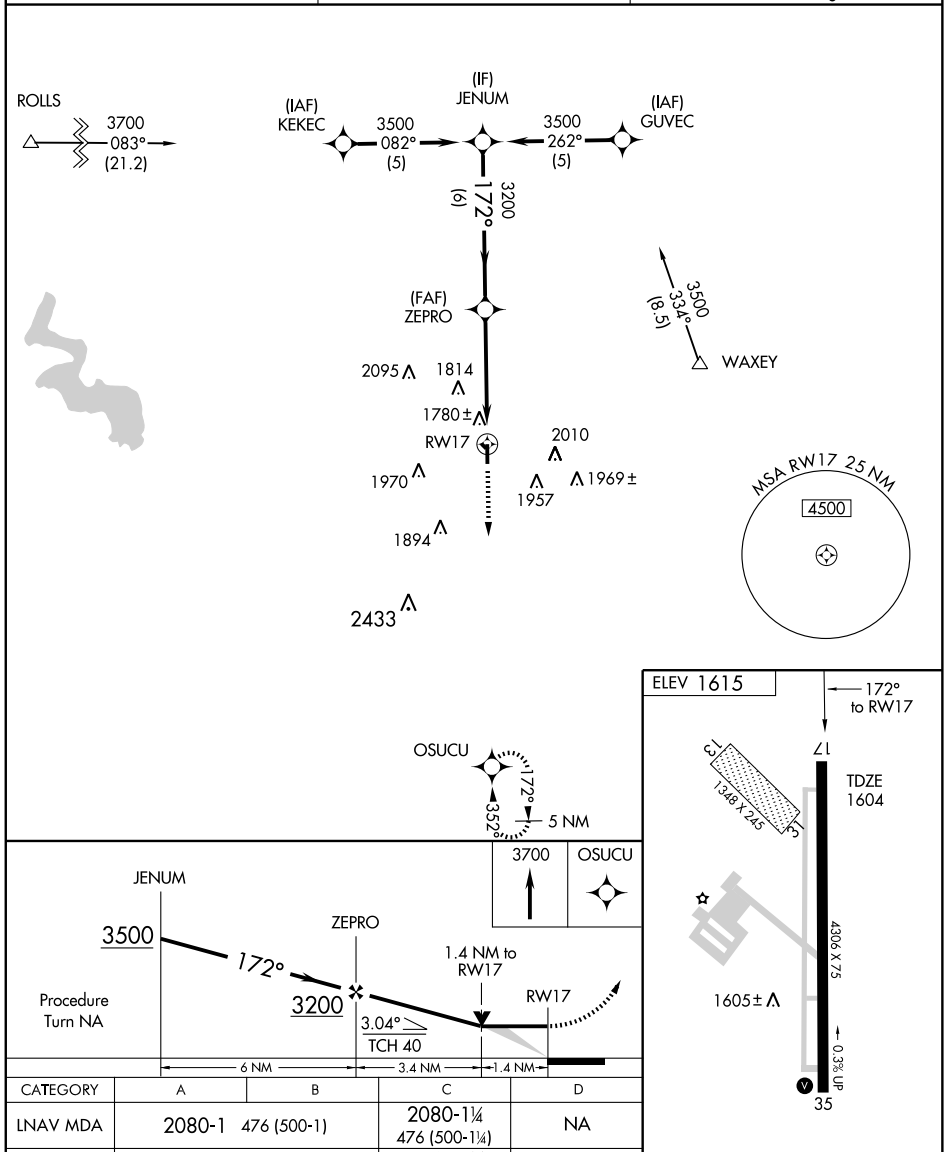
| APP CRS | Rwy Idg | 4306 |
|---|---|---|
| 172° | TDZE | 1604 |
| | Apt Elev | 1615 |

# RNAV (GPS) RWY 17
## CLINTON RGNL (CLK)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart altimeter setting and increase all MDAs 100 feet. VDP NA with Hobart altimeter setting.

MISSED APPROACH: Climb to 3700 direct OSUCU and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 119.225 | 128.4 269.375 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2080-1 | 476 (500-1) | 2080-1¼ 476 (500-1¼) | NA |
| CIRCLING | 2140-1 | 525 (600-1) | 2240-1¾ 625 (700-1¾) | NA |

MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

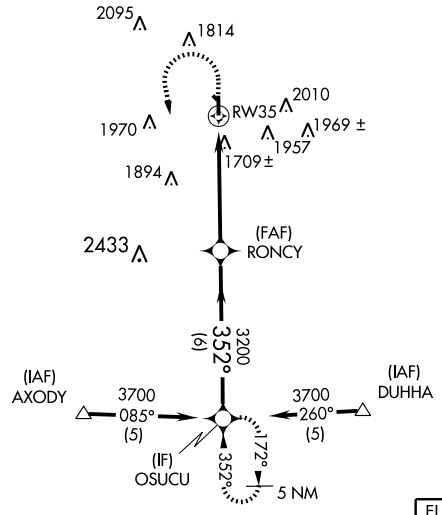
| APP CRS | Rwy Idg | 4306 |
|---|---|---|
| 352° | TDZE | 1615 |
| | Apt Elev | 1615 |

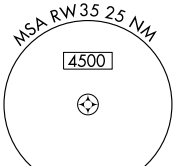
# RNAV (GPS) RWY 35
## CLINTON RGNL (CLK)

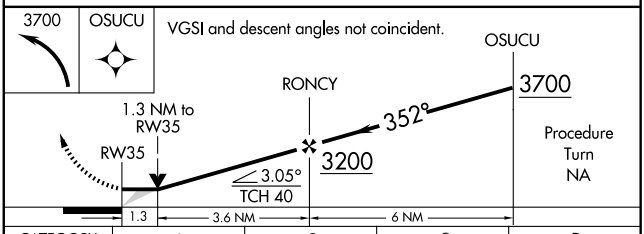
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Hobart altimeter setting and increase all MDAs 100 feet. VDP NA with Hobart altimeter setting.

MISSED APPROACH: Climbing left turn to 3700 direct OSUCU and hold.

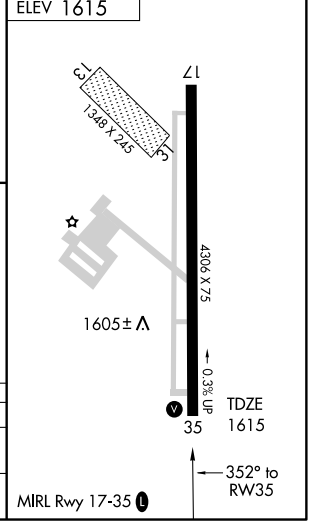
| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 119.225 | 128.4 269.375 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2020-1 405 (500-1) | | 2020-1¼ 405 (500-1¼) | NA |
| CIRCLING | 2140-1 525 (600-1) | | 2240-1¾ 625 (700-1¾) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

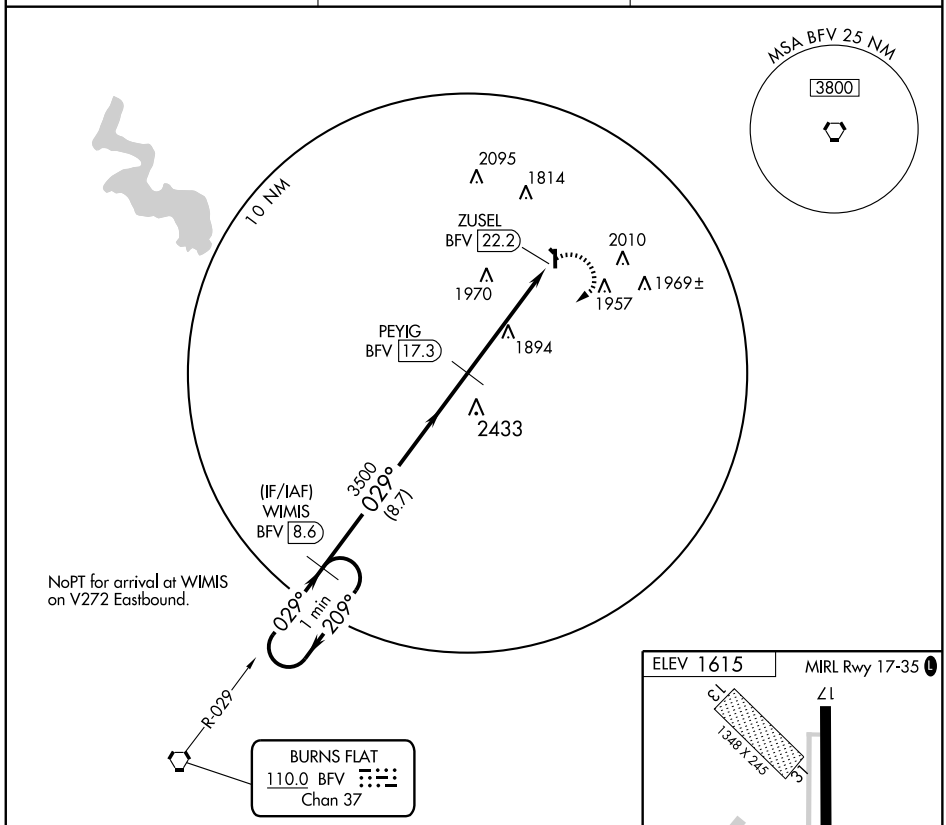
| VORTAC BFV 110.0 Chan 37 | APP CRS 029° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1615 |
|---|---|---|

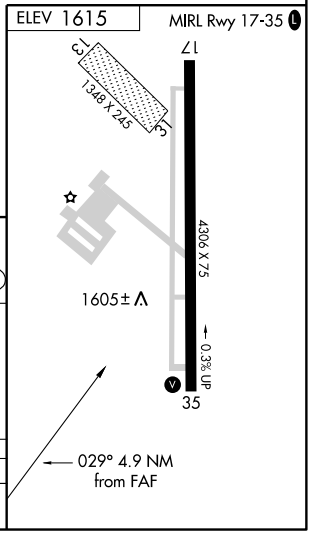
# VOR/DME-A
## CLINTON RGNL (CLK)

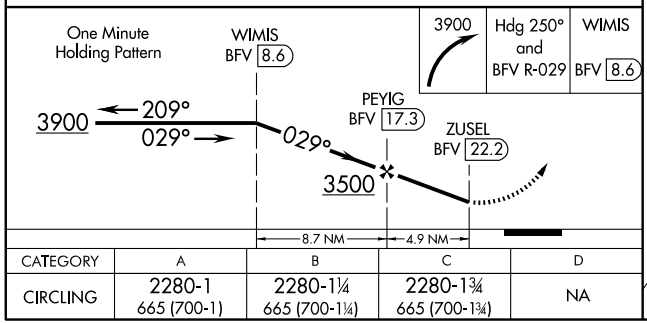
If local altimeter setting not received, use Hobart Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3900 via heading 250° and BFV R-029 to WIMIS/BFV 8.6 DME and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 119.225 | 128.4 269.375 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2280-1<br>665 (700-1) | 2280-1¼<br>665 (700-1¼) | 2280-1¾<br>665 (700-1¾) | NA |

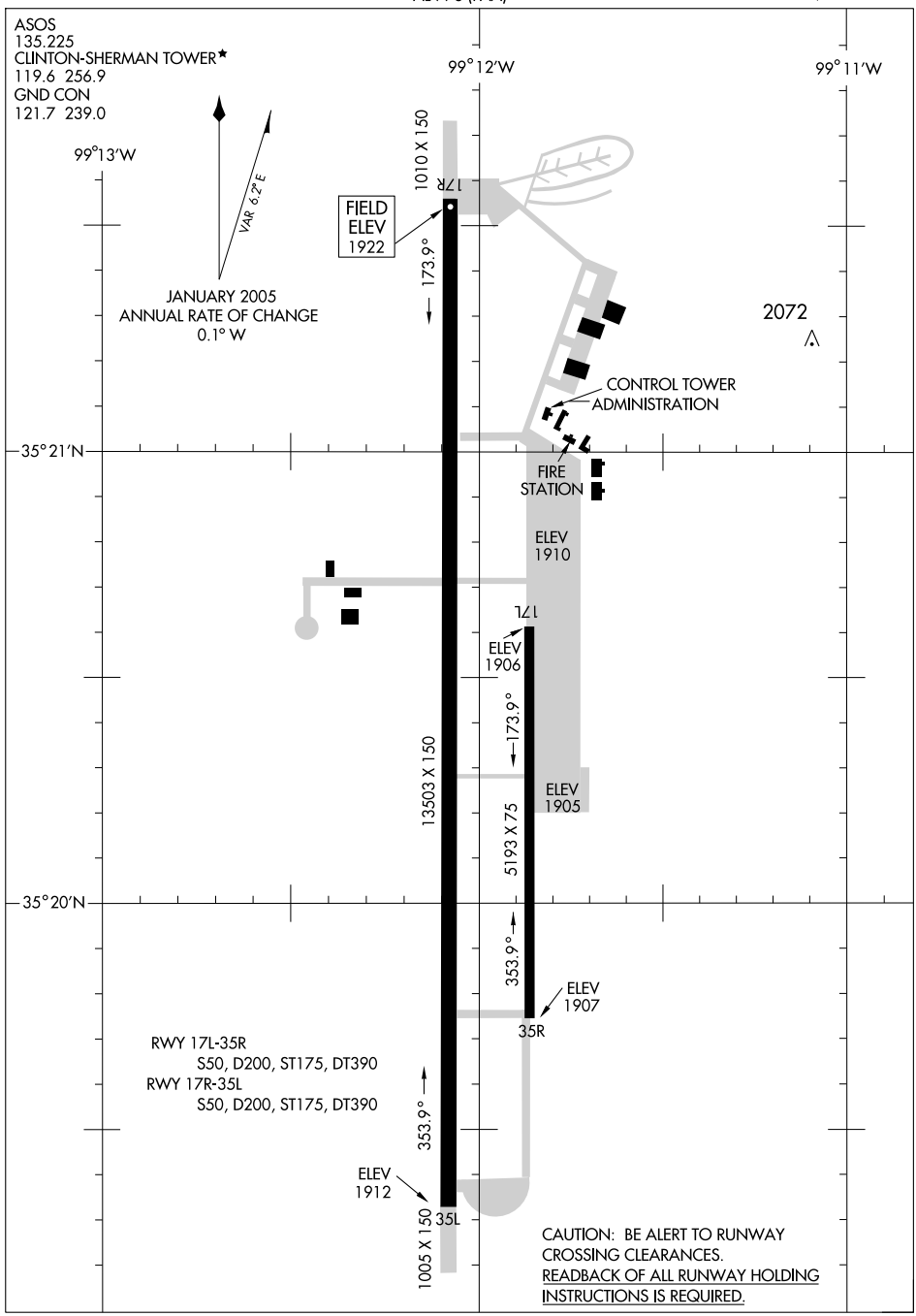
SC-1, 14 JAN 2010 to 11 FEB 2010

09183

# AIRPORT DIAGRAM

AL-778 (FAA)

CLINTON-SHERMAN (CSM)
CLINTON, OKLAHOMA




SC-1, 14 JAN 2010 to 11 FEB 2010

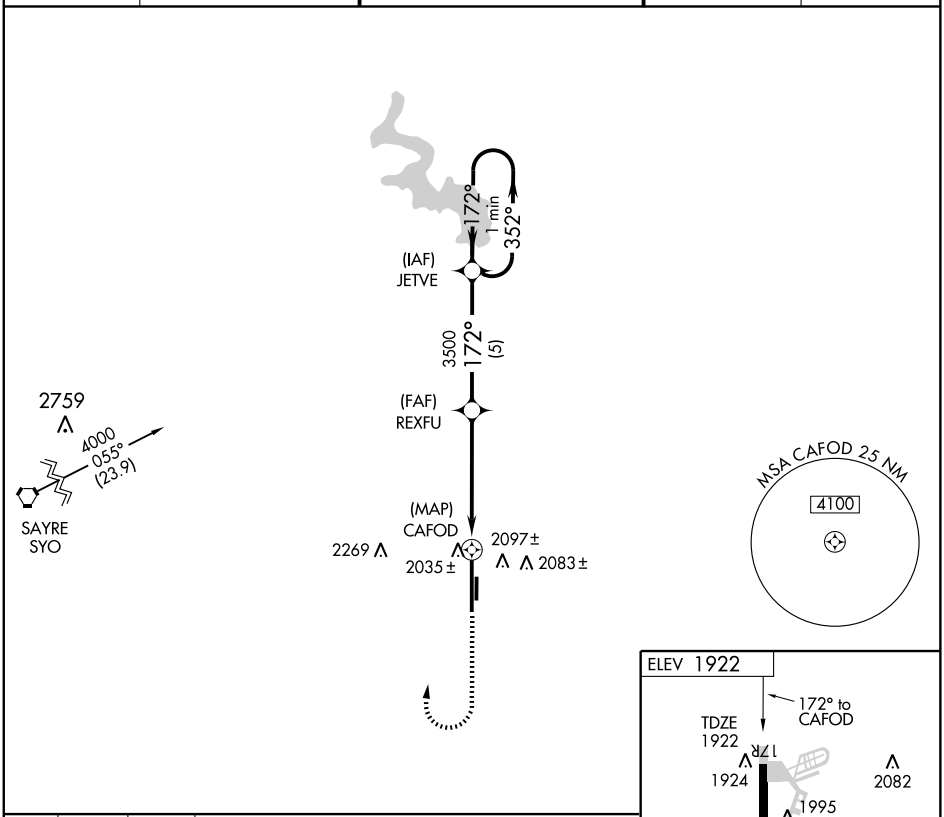
| APP CRS | Rwy Idg | 13503 |
|---|---|---|
| 172° | TDZE | 1922 |
| | Apt Elev | 1922 |

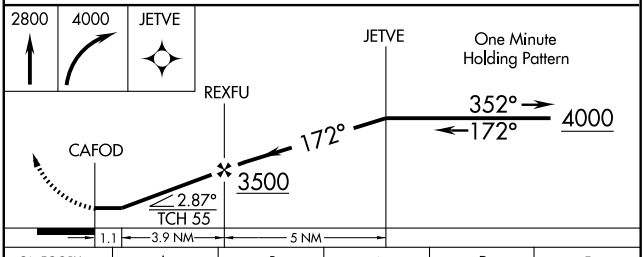
# GPS RWY 17R
## CLINTON-SHERMAN (CSM)

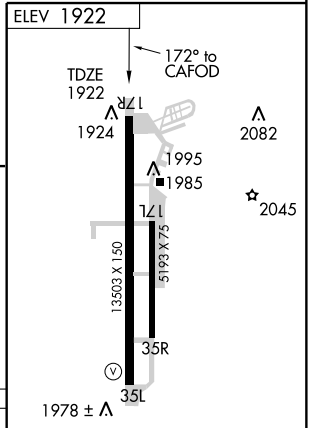
Circling not authorized east of Rwy 17R-35L.

MISSED APPROACH: Climb to 2800 then climbing right turn to 4000 direct JETVE and hold.

| ASOS | FORT WORTH CENTER | CLINTON-SHERMAN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.225 | 128.4 269.375 | 119.6 (CTAF) L 256.9 | 121.7 239.0 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17R | 2340-1 | 418 (500-1) | 2340-1¼ | 418 (500-1¼) | 2340-1½ 418 (500-1½) |
| CIRCLING | 2400-1 | 478 (500-1) | 2400-1½ 478 (500-1½) | 2480-2 558 (600-2) | 2620-2½ 698 (700-2½) |

HIRL Rwy 17R-35L L

CLINTON, OKLAHOMA

AL-778 (FAA)

| APP CRS | Rwy Idg | 13503 |
|---|---|---|
| 355° | TDZE | 1913 |
| | Apt Elev | 1922 |

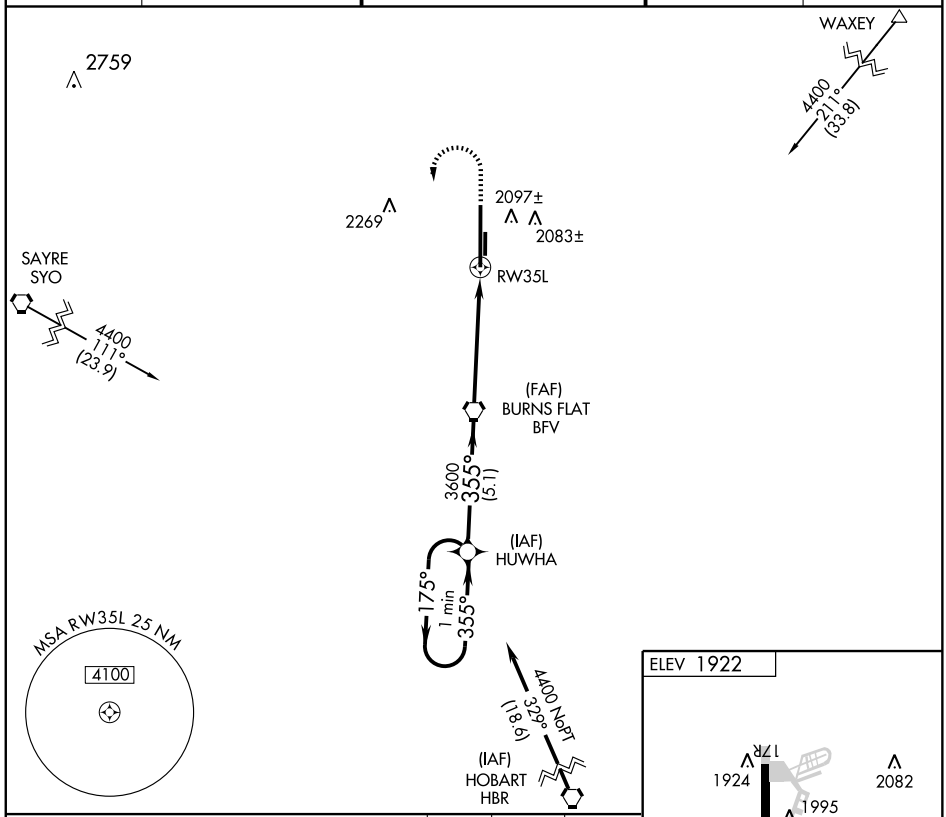
# GPS RWY 35L

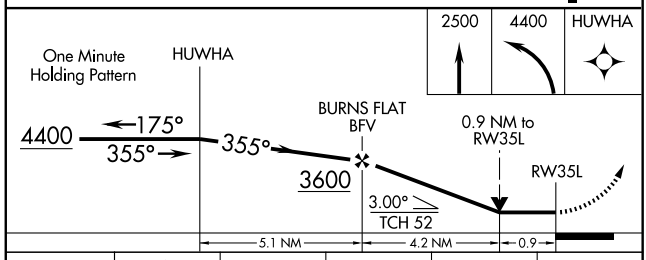
## CLINTON-SHERMAN (CSM)

Circling not authorized east of Rwy 17R-35L.

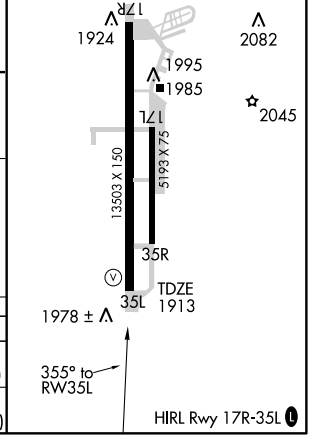
MISSED APPROACH: Climb to 2500 then climbing left turn to 4400 direct HUWHA and hold.

| ASOS | FORT WORTH CENTER | CLINTON-SHERMAN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.225 | 128.4 269.375 | 119.6 (CTAF) Ⓛ 256.9 | 121.7 239.0 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35L | 2240-1 327 (400-1) | | | | 2240-1¼ 327 (400-1¼) |
| CIRCLING | 2340-1 418 (500-1) | 2380-1 458 (500-1) | 2380-1½ 458 (500-1½) | 2480-2 558 (600-2) | 2620-2½ 698 (700-2½) |




SC-1, 14 JAN 2010 to 11 FEB 2010

# HI-VOR/DME or TACAN RWY 17R

| VORTAC BFV 110.0 Chan 37 | APCH CRS 174° | Rwy ldg 13,503 TDZE 1922 Arpt Elev 1922 |
|---|---|---|

JAL-778 [USAF] — CLINTON-SHERMAN (KCSM)

Circling E of Rwy 17R-35L not authorized.

MISSED APPROACH: Climb to 2500 then climbing right turn to 5000 via heading 220° and SYO VORTAC R-125 to SASHE and hold.

| FORT WORTH CENTER | CLINTON-SHERMAN TOWER ★ | GND CON |
|---|---|---|
| 128.4 269.375 | 119.6 256.9 | 121.7 239.0 |

† When local altimeter setting not received, use HOBART Municipal altimeter setting and increase all MDAs 120 ft. Increase S-17R CAT C vis ¼ mile, and CAT DE vis ½ mile. Increase Circling CAT D vis ¼ mile, and CAT E vis ½ mile. VDP NA when using HOBART Municipal altimeter setting.

SAYRE
115.2 SYO
Chan 99

JUPOX BFV 19 — R-354 — LR-360

OLKAE BFV 12.8 — 174° — BFV 19 Arc — R-033

WEROS BFV 19

BFV 5 — 033° — 213° — 033° — (IAF) CANTO BFV 10

2654

2259

SASHE SYO 5 — 5000 097° (22) — 305° — 125° — R-125

5000 217° (30) — WAXEY

BURNS FLAT
110.0 BFV
Chan 37

All terminal routes are to BFV VORTAC

20 NM

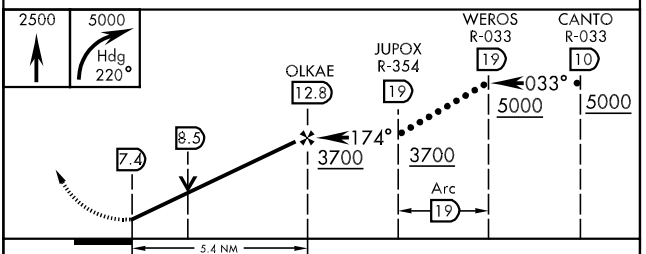
MSA BFV 25 NM
3800

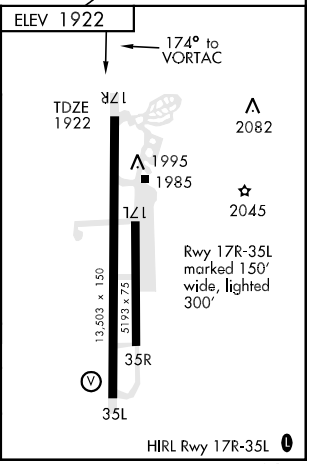
5000 332° (23)

HOBART

HIGH ALTITUDE FACILITIES

EMERG SAFE ALT 100 NM 4800




| CATEGORY | C | D | E |
|---|---|---|---|
| S-17R † | 2340-1¼ 418 (500-1¼) | | 2340-1½ 418 (500-1½) |
| CIRCLING † | 2400-1½ 478 (500-1½) | 2480-2 558 (600-2) | 2620-2½ 698 (700-2½) |

CLINTON, OKLAHOMA

AL-778 (FAA)

| LOC I-BZF | APP CRS | Rwy Idg | 13503 |
|---|---|---|---|
| 109.5 | 172° | TDZE | 1922 |
| | | Apt Elev | 1922 |

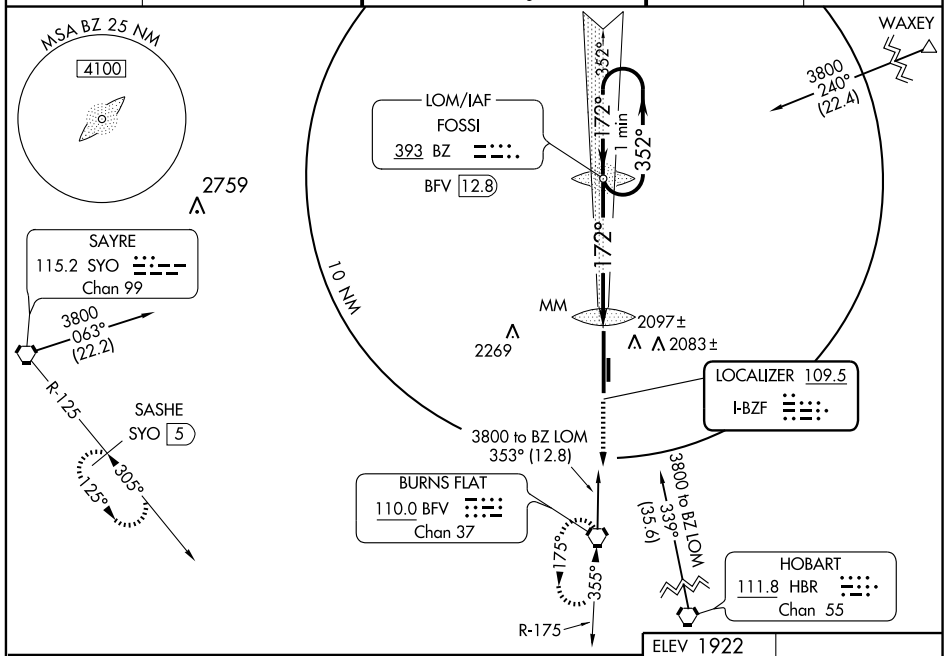
# ILS or LOC RWY 17R

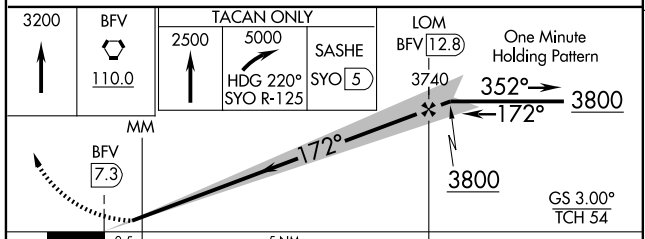
## CLINTON-SHERMAN (CSM)

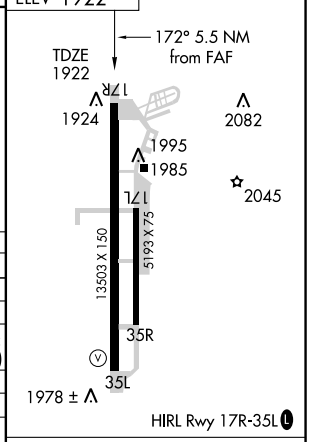
When control tower closed, use Hobart altimeter setting; when neither available, procedure not authorized. Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3200 direct BFV VORTAC and hold. (TACAN aircraft climb to 2500 then climbing right turn to 5000 via heading 220° and SYO R-125 to SASHE Int and hold SE, left turn, 305° inbound.)

| ASOS | FORT WORTH CENTER | CLINTON-SHERMAN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.225 | 128.4 269.375 | 119.6 (CTAF) L 256.9 | 121.7 239.0 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17R | 2122-¾ 200 (200-¾) | | | | |
| S-LOC 17R | 2240-1 318 (400-1) | | | | |
| CIRCLING | 2400-1 478 (500-1) | | 2400-1½ 478 (500-1½) | 2480-2 558 (600-2) | 2620-2½ 698 (700-2½) |
| HOBART ALTIMETER SETTING MINIMUMS | | | | | |
| S-ILS 17R | 2223-¾ 301(400-¾) | | | | |
| S-LOC 17R | 2340-1 418 (500-1) | | 2340-1¼ 418 (500-1¼) | | 2340-1½ 418 (500-1½) |
| CIRCLING | 2500-1 578 (600-1) | | 2500-1½ 578 (600-1½) | 2500-2 578 (600-2) | 2740-3 818 (900-3) |

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SC-1, 14 JAN 2010 to 11 FEB 2010

CLINTON, OKLAHOMA

AL-778 (FAA)

| VORTAC BFV 110.0 Chan 37 | APP CRS 355° | Rwy Idg 13503<br>TDZE 1913<br>Apt Elev 1922 |
|---|---|---|

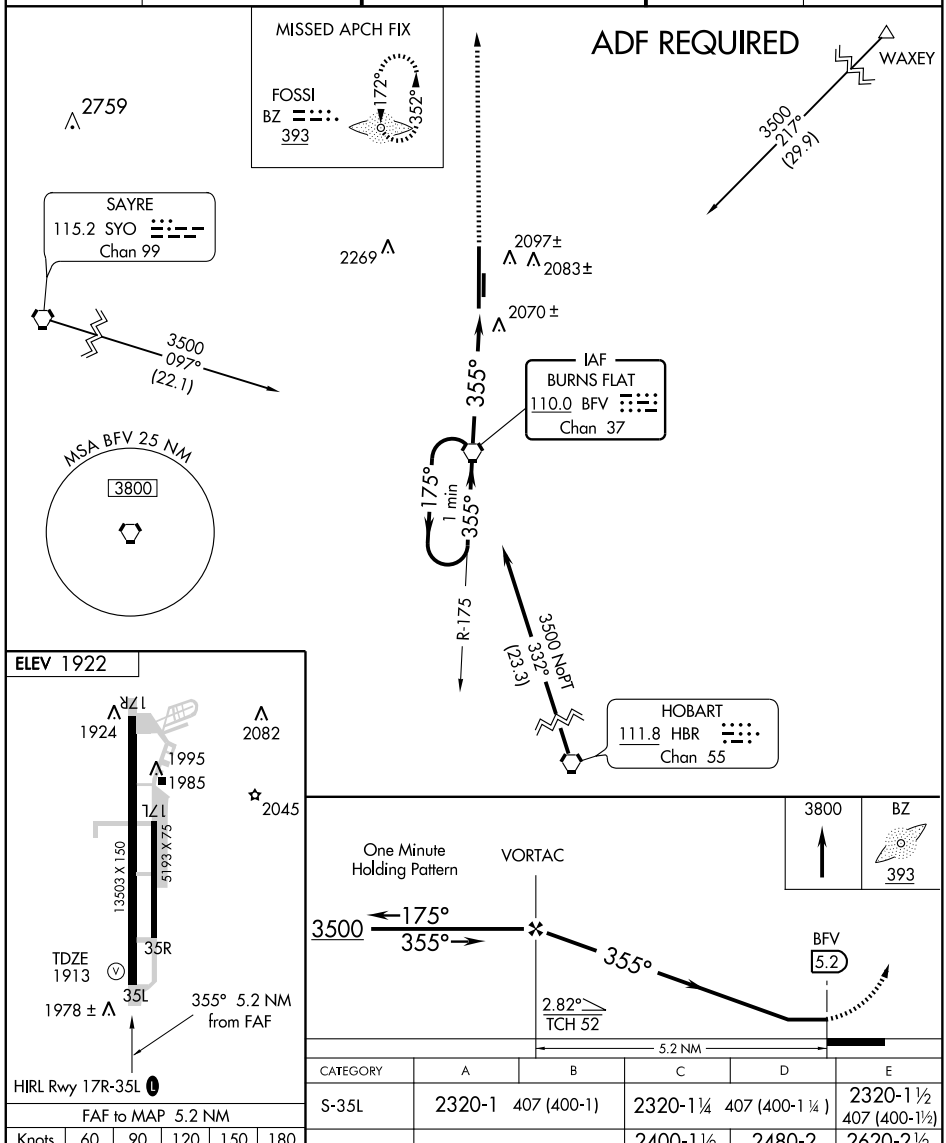
# VOR RWY 35L

## CLINTON-SHERMAN (CSM)

Circling not authorized east of runway 17R-35L.

MISSED APPROACH: Climb to 3800 direct BZ LOM and hold.

| ASOS | FORT WORTH CENTER | CLINTON-SHERMAN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.225 | 128.4 269.375 | 119.6 (CTAF) L 256.9 | 121.7 239.0 | 122.95 |




| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35L | 2320-1 | 407 (400-1) | 2320-1¼ | 407 (400-1¼) | 2320-1½<br>407 (400-1½) |
| CIRCLING | 2400-1 | 478 (500-1) | 2400-1½<br>478 (500-1½) | 2480-2<br>558 (600-2) | 2620-2½<br>698 (700-2½) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB CUH | APP CRS | Rwy Idg | 4986 |
|---|---|---|---|
| 242 | 360° | TDZE | 903 |
| | | Apt Elev | 916 |

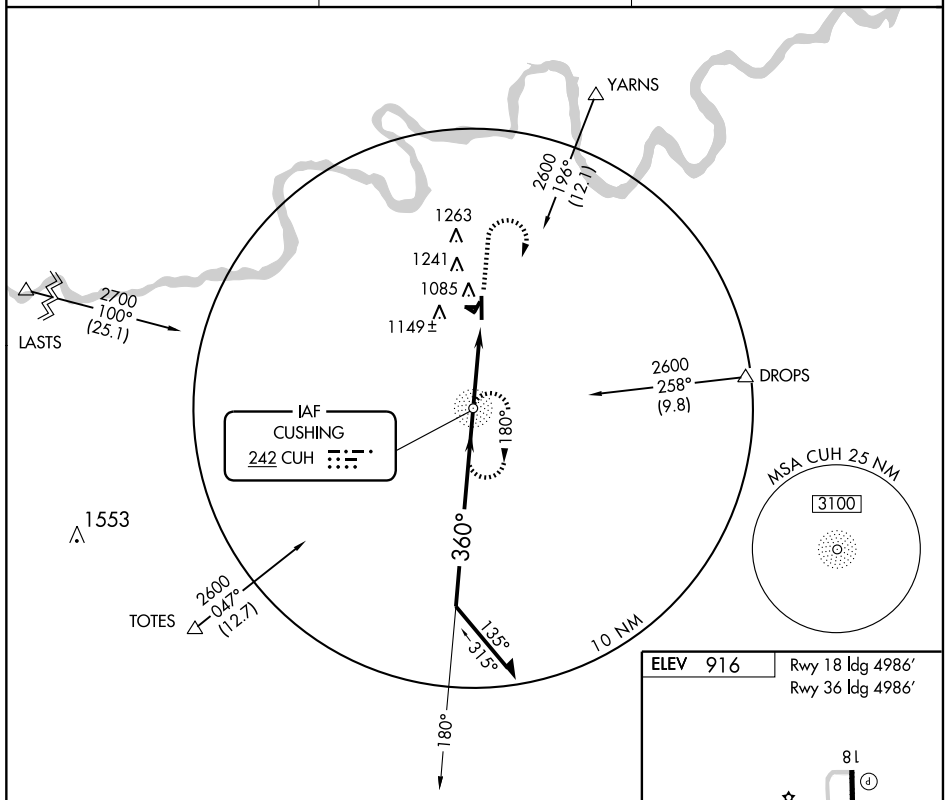
# NDB RWY 36

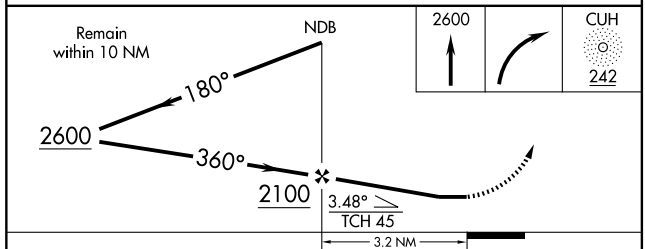
CUSHING MUNI (CUH)

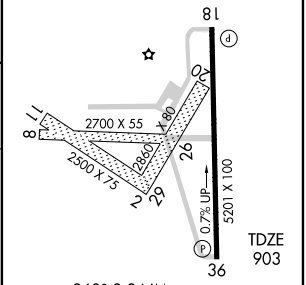
If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2600, then right turn direct CUH NDB and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.25 | 128.3 291.7 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1460-1 | 557 (600-1) | 1460-1½ 557 (600-1½) | NA |
| CIRCLING | 1600-1 | 684 (700-1) | 1600-2 684 (700-2) | NA |

FAF to MAP 3.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

SC-1, 14 JAN 2010 to 11 FEB 2010

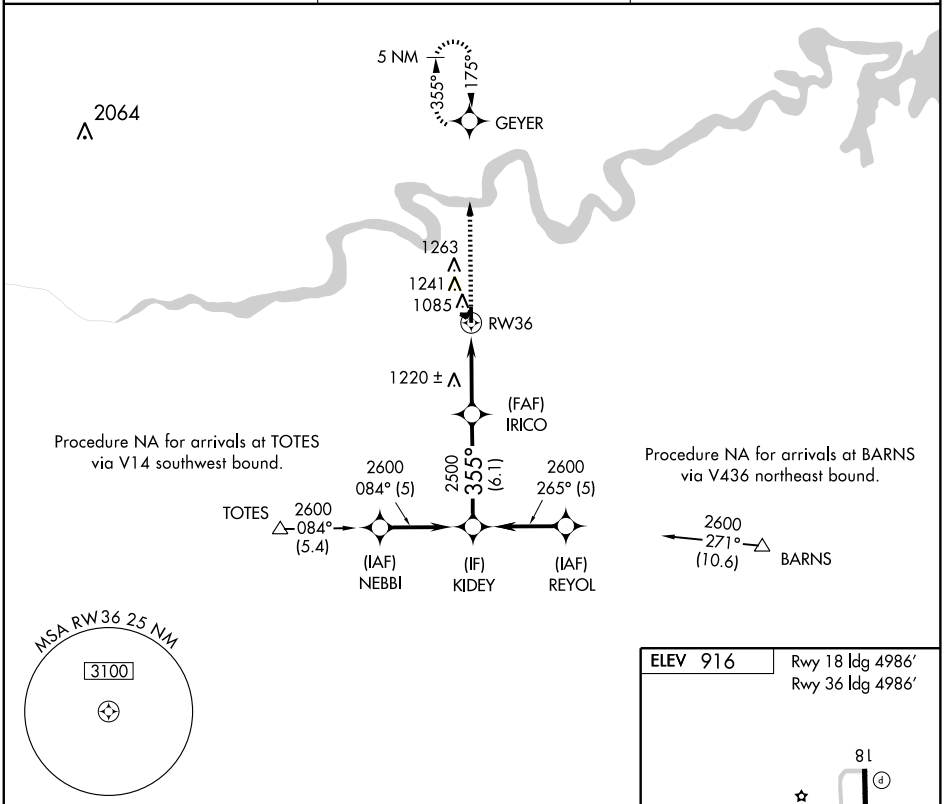
| APP CRS | Rwy Idg | 4986 |
|---|---|---|
| 355° | TDZE | 903 |
| | Apt Elev | 916 |

# RNAV (GPS) RWY 36
## CUSHING MUNI (CUH)

If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all MDAs 60 feet. DME/DME RNP-0.3 NA.
VDP NA with Chandler Rgnl altimeter setting.

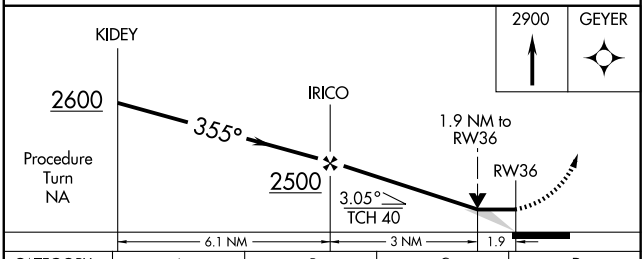
MISSED APPROACH: Climb to 2900 direct GEYER and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.25 | 128.3 291.7 | 122.8 (CTAF) L |

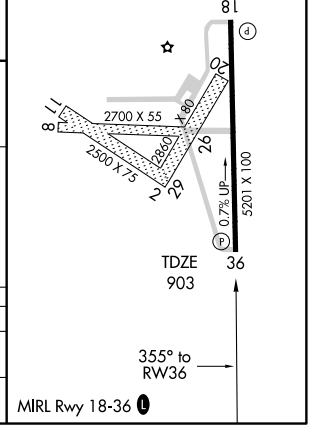









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1520-1 | 617 (700-1) | 1520-1¾ 617 (700-1¾) | NA |
| CIRCLING | 1600-1 | 684 (700-1) | 1600-2 684 (700-2) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-DUC | APP CRS | Rwy Idg | 6650 |
|---|---|---|---|
| 111.5 | 352° | TDZE | 1097 |
| | | Apt Elev | 1113 |

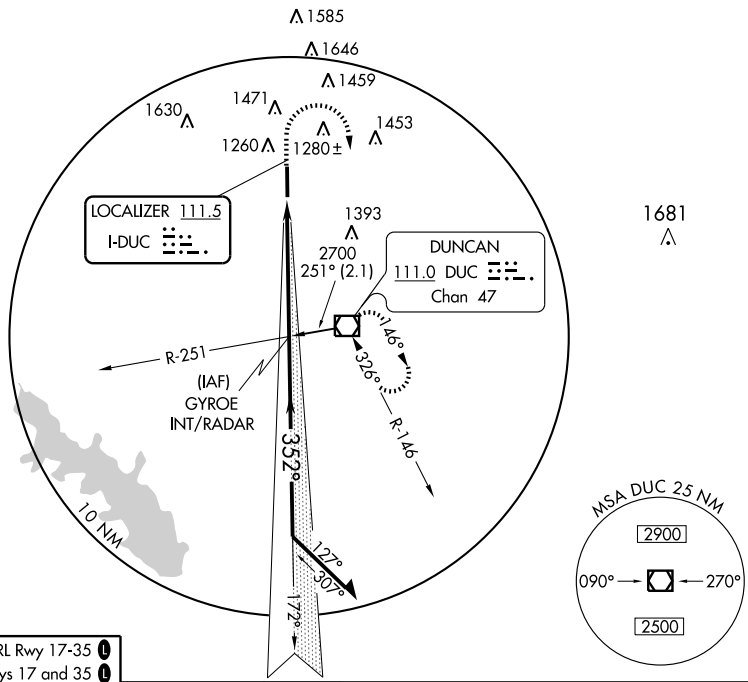
# LOC RWY 35

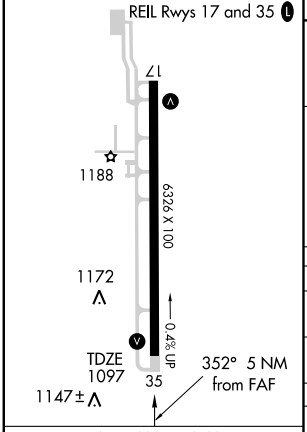
DUNCAN/ HALLIBURTON FIELD (DUC)

▼ ▲ NA — If local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting.

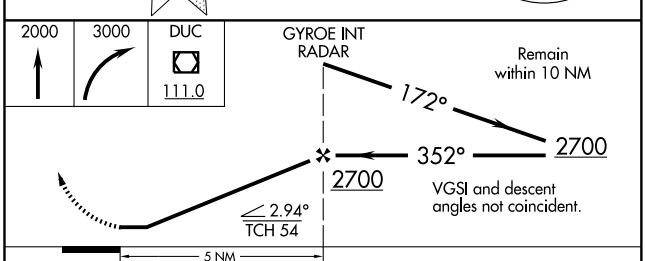
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct DUC VOR/DME and hold.

| AWOS-3 | FORT SILL APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.075 | 118.6 290.375 | 118.4 | 122.8 (CTAF) L |




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1520-1 423 (500-1) | | 1520-1¼ 423 (500-1¼) | |
| CIRCLING | 1560-1 447 (500-1) | 1580-1 467 (500-1) | 1580-1½ 467 (500-1½) | 1840-2¼ 727 (800-2¼) |
| HENRY POST AAF, FT. SILL ALTIMETER MINIMUMS | | | | |
| S-35 | 1600-1 503 (500-1) | | 1600-1½ 503 (500-1½) | |
| CIRCLING | 1640-1 527 (600-1) | | 1640-1½ 527 (600-1½) | 1900-2½ 787 (800-2½) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6650 |
|---|---|---|
| 172° | TDZE | 1113 |
| | Apt Elev | 1113 |

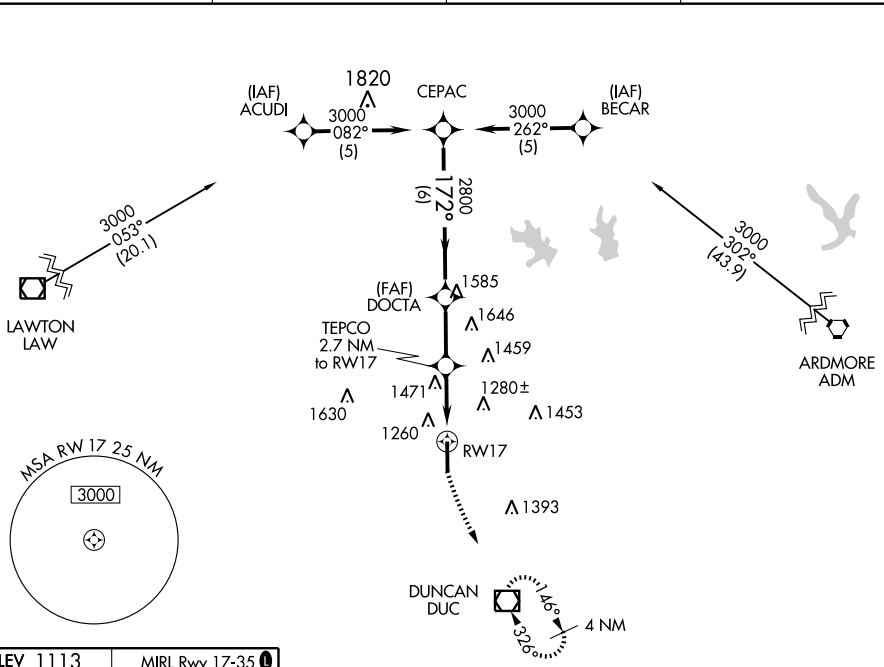
# RNAV (GPS) RWY 17

DUNCAN/ HALLIBURTON FIELD (DUC)

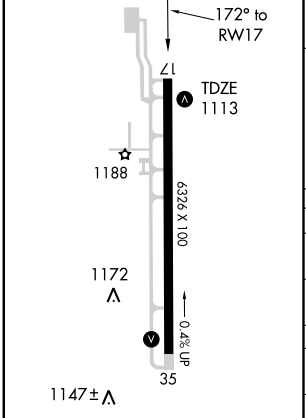
▼ ⚠ NA — If local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting; when neither received, procedure NA. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

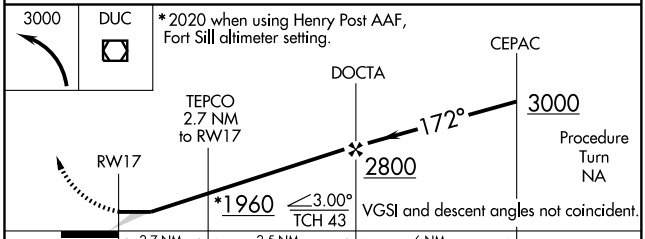
MISSED APPROACH: Climbing left turn to 3000 direct DUNCAN VOR/DME and hold.

| AWOS-3 | FORT SILL APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.075 | 118.6 290.375 | 118.4 | 122.8 (CTAF) L |




ELEV 1113 — MIRL Rwy 17-35 L — REIL Rwys 17 and 35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1780-1 | 667 (700-1) | 1780-1¾ 667 (700-1¾) | 1780-2 667 (700-2) |
| CIRCLING | 1780-1 | 667 (700-1) | 1780-1¾ 667 (700-1¾) | 1840-2¼ 727 (800-2¼) |
| HENRY POST AAF, FORT SILL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1840-1 | 727 (800-1) | 1840-2 727 (800-2) | 1840-2¼ 727 (800-2¼) |
| CIRCLING | 1840-1 | 727 (800-1) | 1840-2 727 (800-2) | 1900-2½ 787 (800-2½) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6650 |
|---|---|---|
| 352° | TDZE | 1097 |
| | Apt Elev | 1113 |

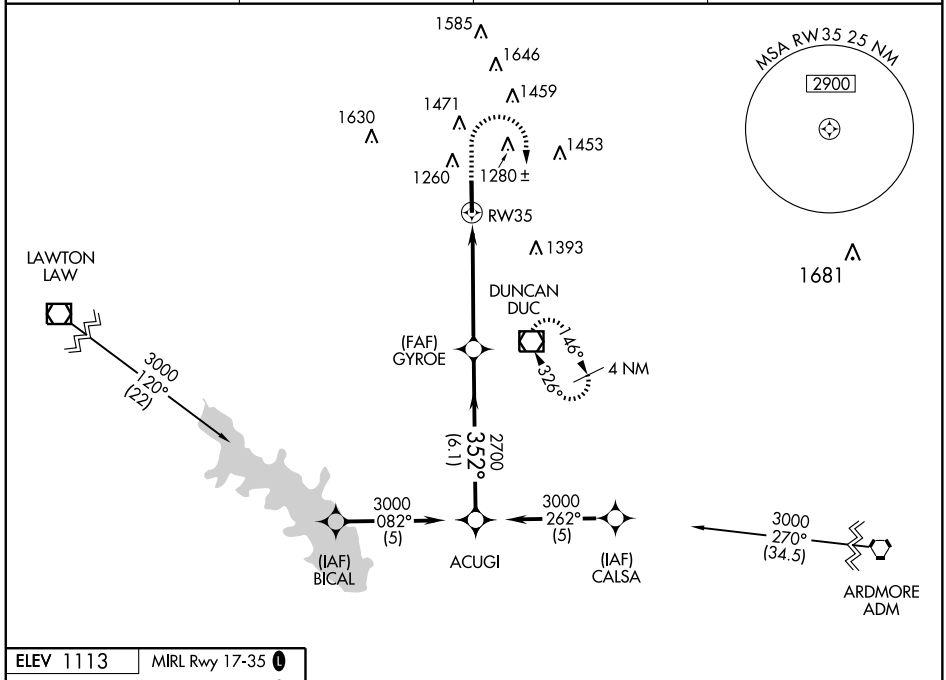
# RNAV (GPS) RWY 35

DUNCAN/ HALLIBURTON FIELD (DUC)

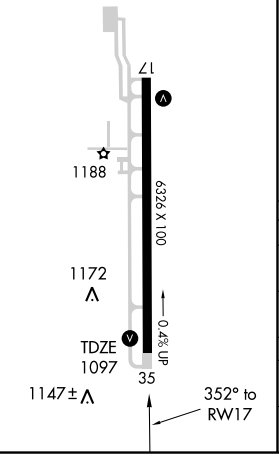
If local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting; when neither received, procedure NA. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

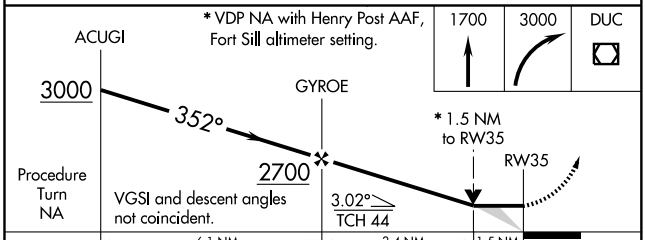
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DUC VOR/DME and hold.

| AWOS-3 | FORT SILL APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.075 | 118.6 290.375 | 118.4 | 122.8 (CTAF) L |




ELEV 1113 | MIRL Rwy 17-35 L | REIL Rwys 17 and 35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1520-1 423 (500-1) | | 1520-1¼ 423 (500-1¼) | |
| CIRCLING | 1540-1 427 (500-1) | 1580-1 467 (500-1) | 1580-1½ 467 (500-1½) | 1840-2¼ 727 (800-2¼) |
| HENRY POST AAF, FT. SILL ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1600-1 503 (500-1) | | 1600-1½ 503 (500-1½) | |
| CIRCLING | 1600-1 487 (500-1) | 1640-1 527 (600-1) | 1640-1½ 527 (600-1½) | 1900-2½ 787 (800-2½) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME DUC | APP CRS | Rwy Idg | 6650 |
|---|---|---|---|
| 111.0 | 326° | TDZE | 1097 |
| Chan 47 | | Apt Elev | 1113 |

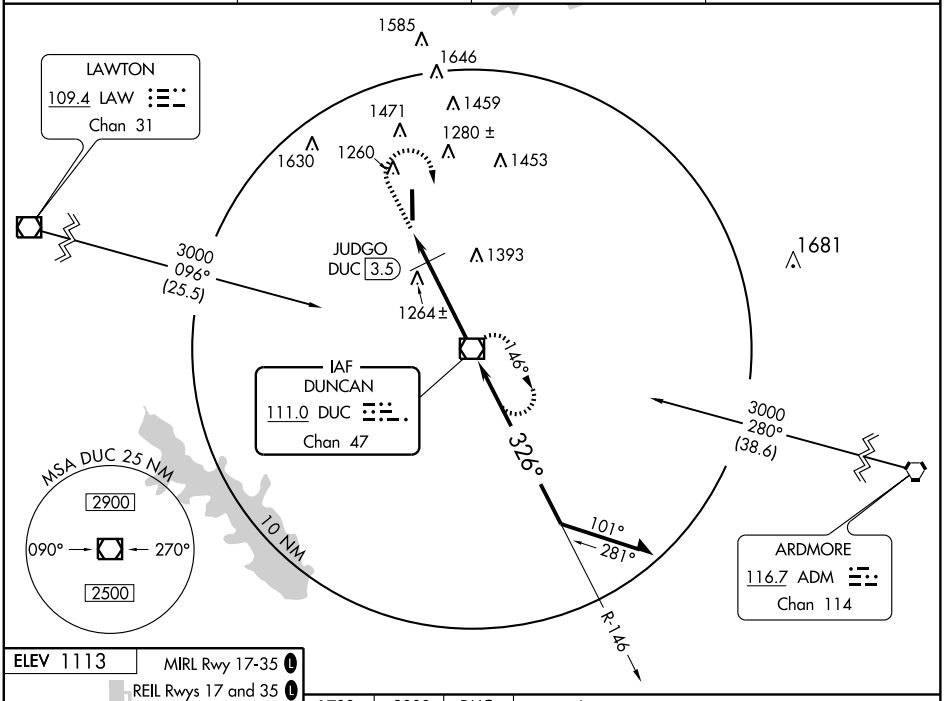
# VOR RWY 35

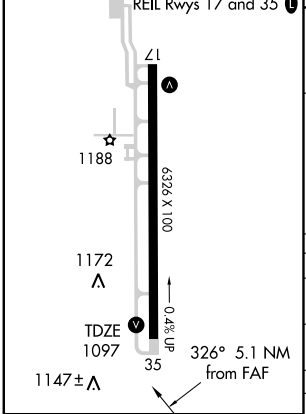
DUNCAN/ HALLIBURTON FIELD (DUC)

When local altimeter setting not received, use Henry Post AAF, Fort Sill altimeter setting and increase all MDAs 80 feet and visibility S-35 Cat D ¼ mile, DME S-35 Cat C/D ¼ mile and circling Cat D ¼ mile.

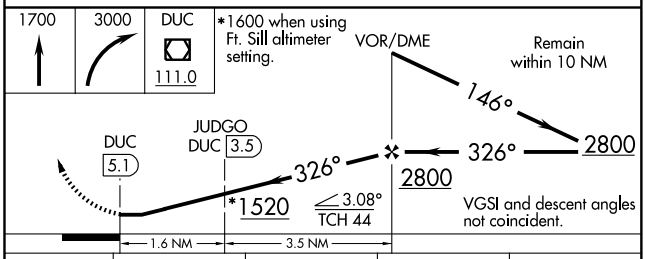
MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct DUC VOR/DME and hold.

| AWOS-3 | FORT SILL APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.075 | 118.6 290.375 | 118.4 | 122.8 (CTAF) L |




| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1520-1 423 (500-1) | | 1520-1¼ 423 (500-1¼) | |
| CIRCLING | 1540-1 427 (500-1) | 1580-1 467 (500-1) | 1580-1½ 467 (500-1½) | 1840-2¼ 727 (800-2¼) |
| JUDGO FIX MINIMUMS | | | | |
| S-35 | 1460-1 363 (400-1) | | | 1460-1¼ 363 (400-1¼) |
| CIRCLING | 1540-1 427 (500-1) | 1580-1 467 (500-1) | 1580-1½ 467 (500-1½) | 1840-2¼ 727 (800-2¼) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 175° | TDZE | 698 |
| | Apt Elev | 698 |

# RNAV (GPS) RWY 17

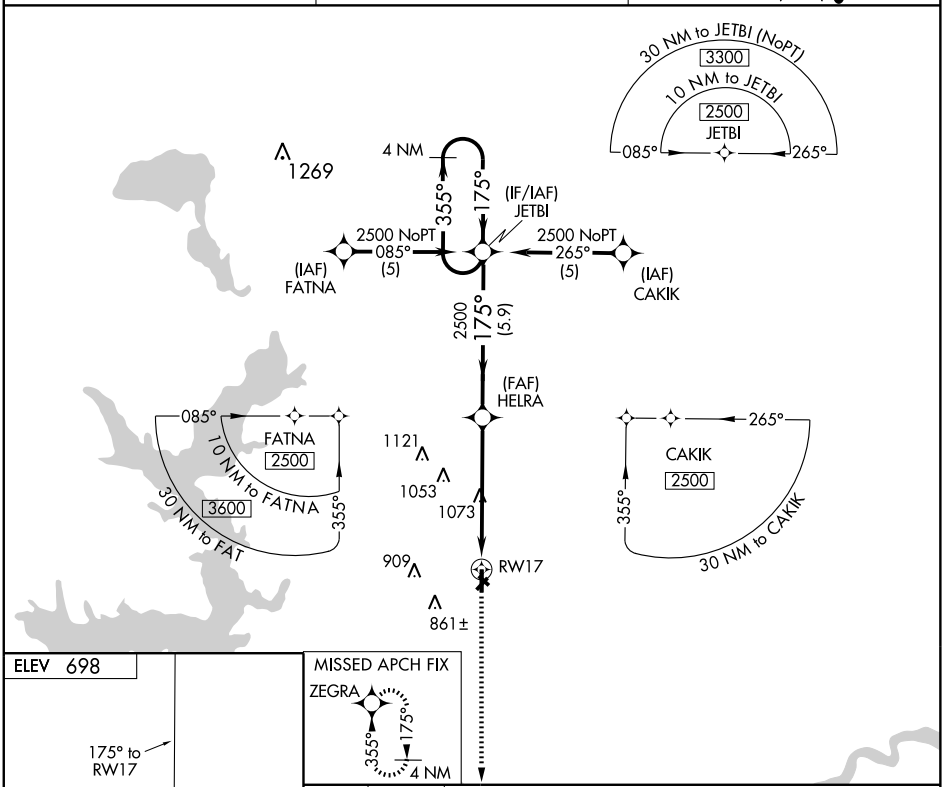
DURANT/ EAKER FIELD (DUA)

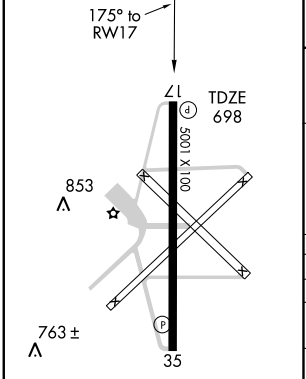
NA

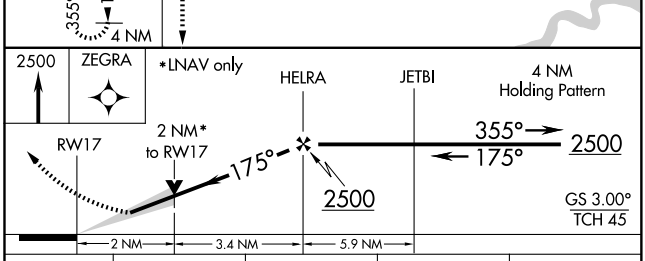
Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Ardmore Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct ZEGRA WP and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 124.175 | 124.75 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 1040-1¼ 342 (400-1¼) | | | NA |
| LNAV MDA | 1380-1 682 (700-1) | | 1380-2 682 (700-2) | NA |
| CIRCLING | 1380-1¼ 682 (700-1¼) | | 1380-2 682 (700-2) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 355° | TDZE | 695 |
| | Apt Elev | 698 |

# RNAV (GPS) RWY 35

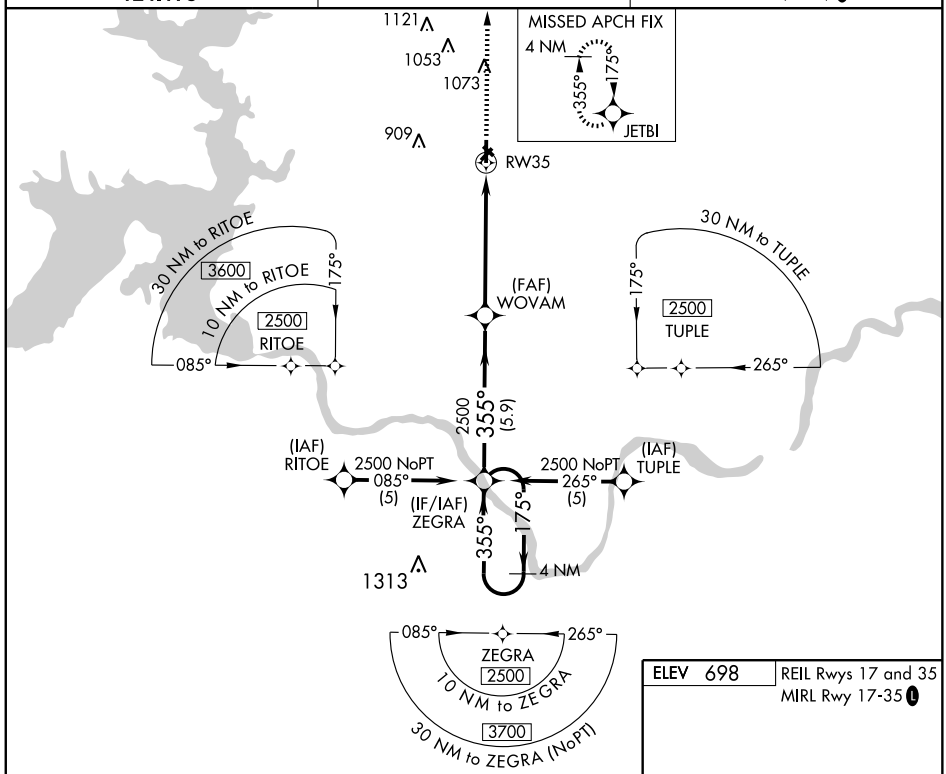
DURANT/ EAKER FIELD (DUA)

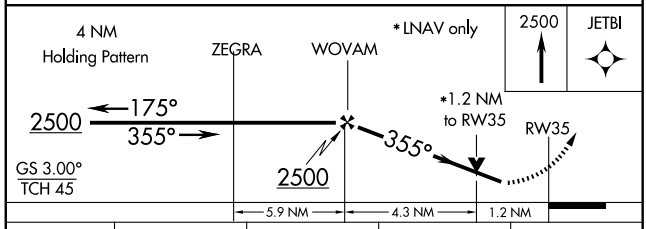
NA

If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all DAs/MDAs 100 feet and Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Ardmore Muni altimeter setting. Baro-VNAV NA below -16°C (4°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct JETBI WP and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 124.175 | 124.75 377.1 | 122.8 (CTAF) L |

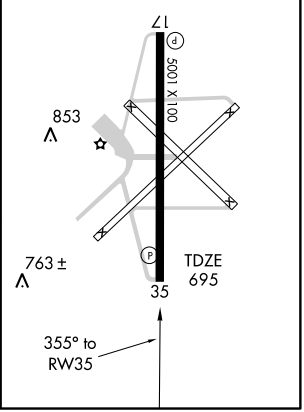



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 1020-1¼ 325 (400-1¼) | | | NA |
| LNAV MDA | 1100-1 405 (500-1) | | 1100-1¼ 405 (500-1¼) | NA |
| CIRCLING | 1220-1¼ 522 (600-1¼) | | 1220-1½ 522 (600-1½) | NA |

ELEV 698

REIL Rwys 17 and 35
MIRL Rwy 17-35 L




SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME URH | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 114.3 | 164° | TDZE | 698 |
| Chan 90 | | Apt Elev | 698 |

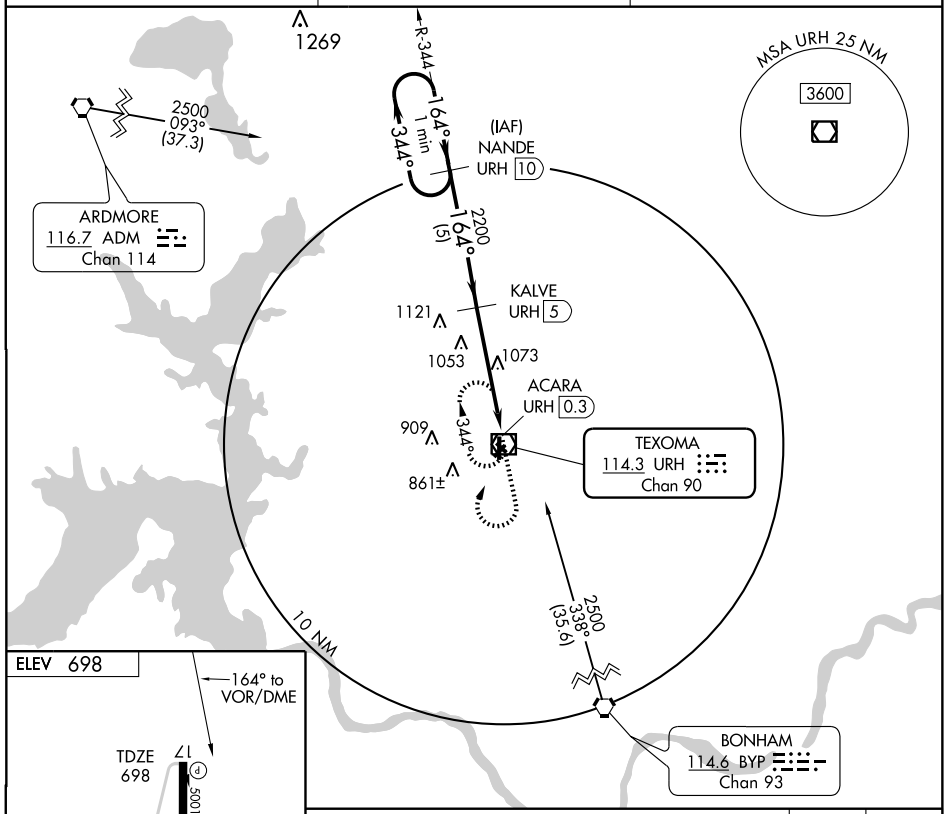
# VOR/DME RWY 17

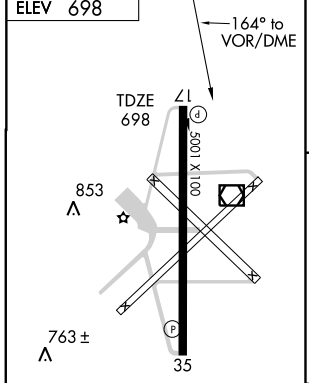
DURANT/ EAKER FIELD (DUA)

NA If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Ardmore Muni altimeter setting.

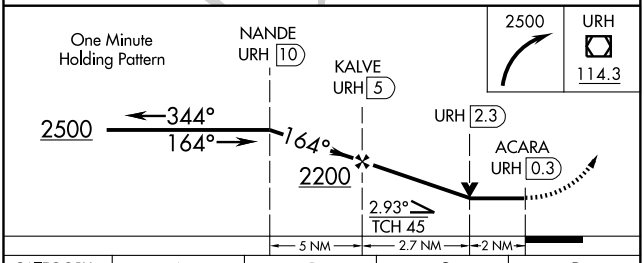
MISSED APPROACH: Climbing right turn to 2500 in URH VOR/DME holding pattern.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 124.175 | 124.75 377.1 | 122.8 (CTAF) L |




REIL Rwys 17 and 35
MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1380-1 | 682 (700-1) | 1380-2 682 (700-2) | NA |
| CIRCLING | 1380-1 | 682 (700-1) | 1380-2 682 (700-2) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME URH | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 114.3 | 004° | TDZE | 695 |
| Chan 90 | | Apt Elev | 698 |

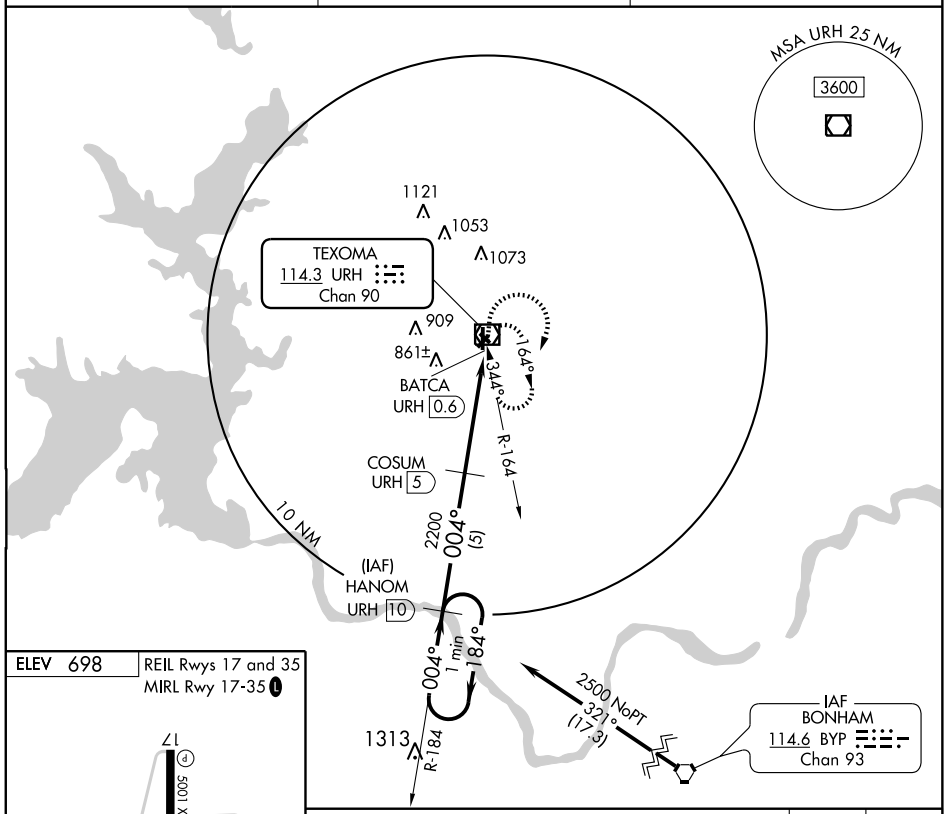
# VOR/DME RWY 35

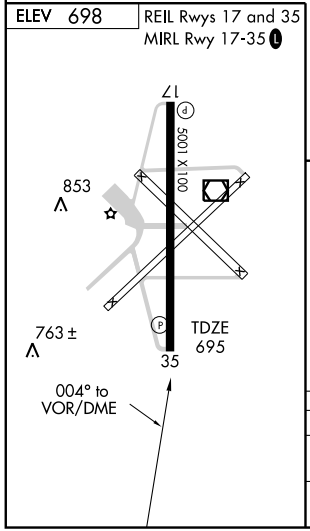
DURANT/ EAKER FIELD (DUA)

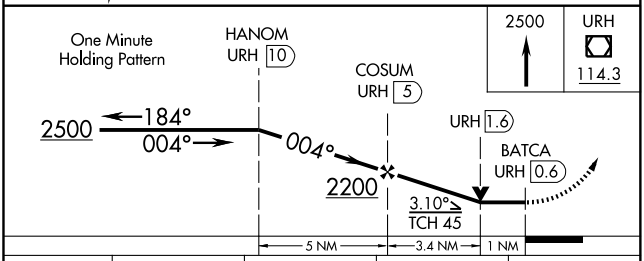
NA If local altimeter setting not received, use Ardmore Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Ardmore Muni altimeter setting.

MISSED APPROACH: Climb to 2500 in URH VOR/DME holding pattern.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 124.175 | 124.75 377.1 | 122.8 (CTAF) L |



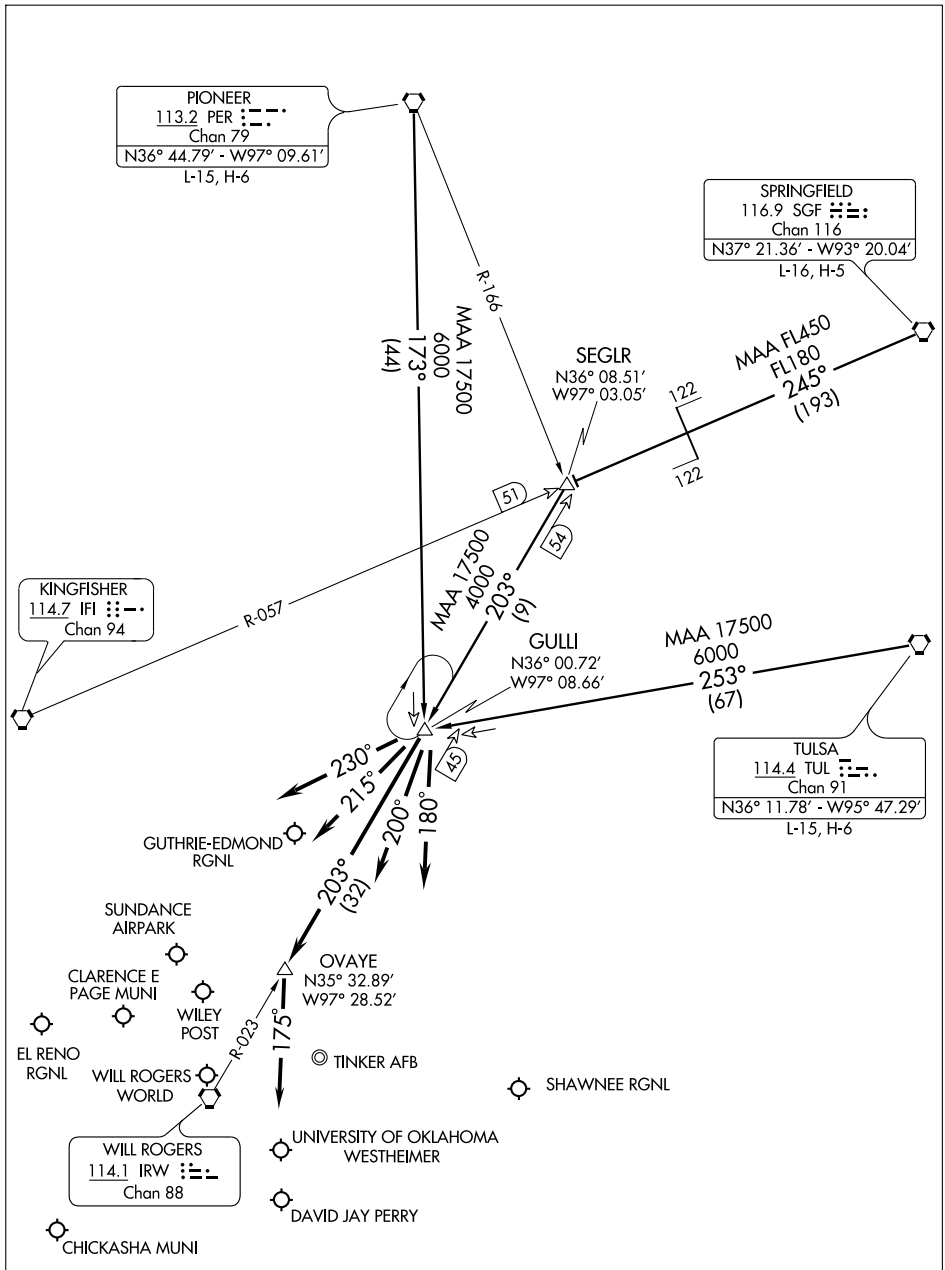




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1060-1 365 (400-1) | | | NA |
| CIRCLING | 1160-1 462 (500-1) | | 1160-1½ 462 (500-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

# GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA




NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# GULLI ONE ARRIVAL (GULLI.GULLI1)



## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

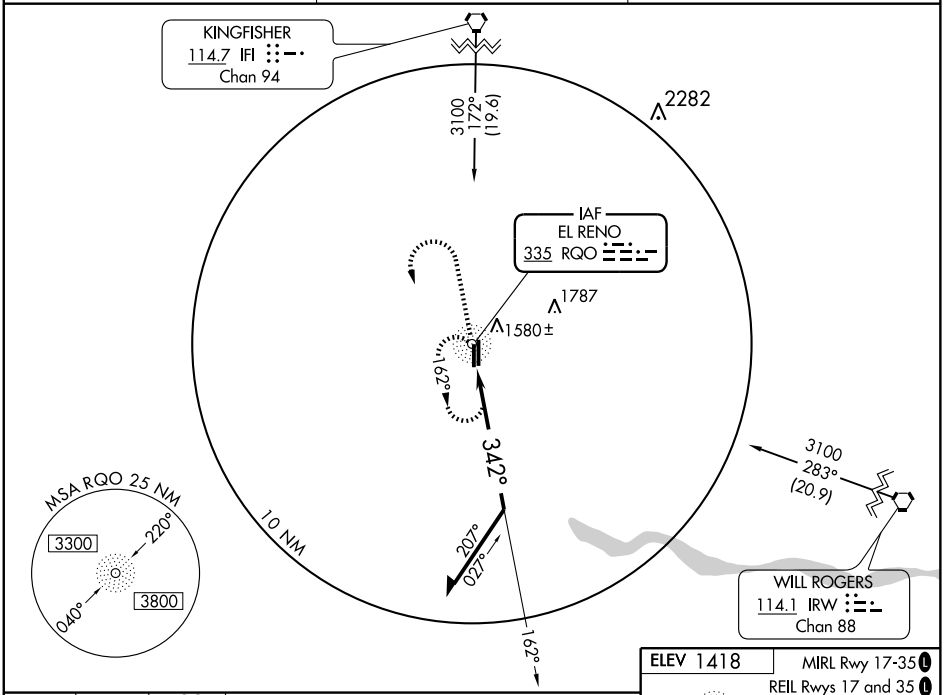
| NDB RQO | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| 335 | 342° | TDZE | 1418 |
| | | Apt Elev | 1418 |

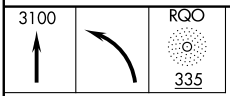
# NDB RWY 35
## EL RENO RGNL (RQO)

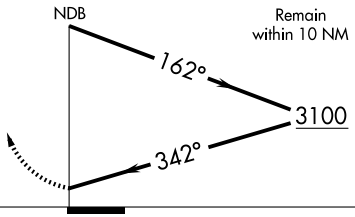
When local altimeter setting not received, use Wiley Post altimeter setting.

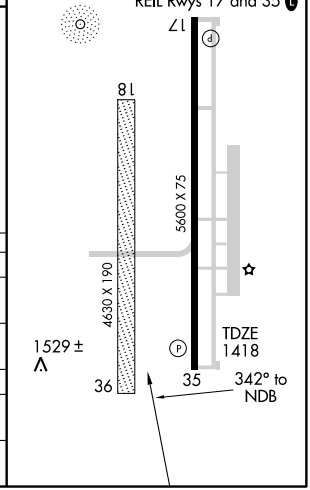
MISSED APPROACH: Climb to 3100 then left turn direct RQO NDB and hold.

| AWOS-3 | OKE CITY APP CON | UNICOM |
|---|---|---|
| 118.475 | 124.6 266.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1960-1 | 542 (600-1) | 1960-1½<br>542 (600-1½) | NA |
| CIRCLING | 1960-1 | 542 (600-1) | 1960-1½<br>542 (600-1½) | NA |
| WILEY POST ALTIMETER SETTING MINIMUMS | | | | |
| S-35 | 2020-1 | 602 (700-1) | 2020-1¾<br>602 (700-1¾) | NA |
| CIRCLING | 2020-1 | 602 (700-1) | 2020-1¾<br>602 (700-1¾) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5600 |
|---|---|---|
| 173° | TDZE | 1415 |
| | Apt Elev | 1418 |

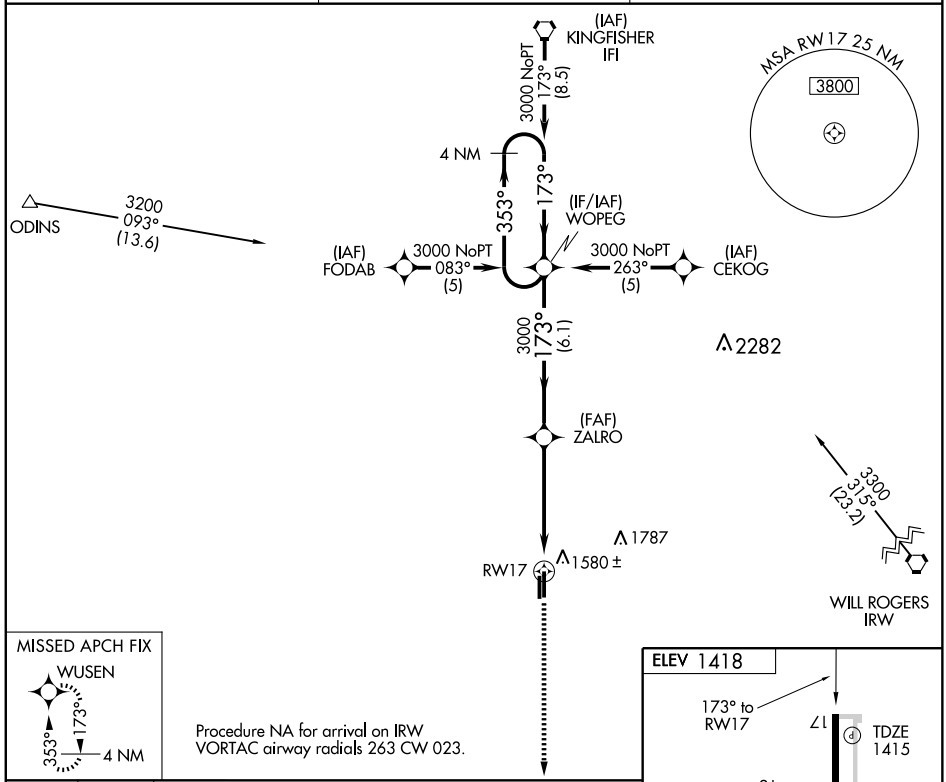
# RNAV (GPS) RWY 17

EL RENO RGNL (RQO)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat C ¼ mile.

MISSED APPROACH: Climb to 3100 direct WUSEN and hold.

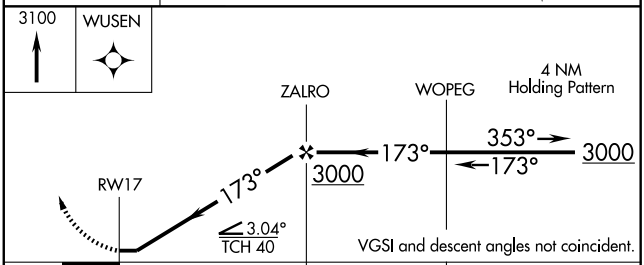
| AWOS-3 | OKE CITY APP CON | UNICOM |
|---|---|---|
| 118.475 | 124.6 266.8 | 122.8 (CTAF) L |

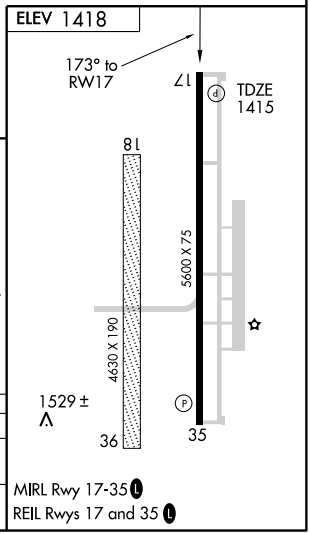






Procedure NA for arrival on IRW VORTAC airway radials 263 CW 023.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1880-1 465 (500-1) | | 1880-1¼ 465 (500-1¼) | NA |
| CIRCLING | 1940-1 522 (600-1) | | 1940-1½ 522 (600-1½) | NA |

MIRL Rwy 17-35 L

REIL Rwys 17 and 35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5600 |
|---|---|---|
| 353° | TDZE | 1418 |
| | Apt Elev | 1418 |

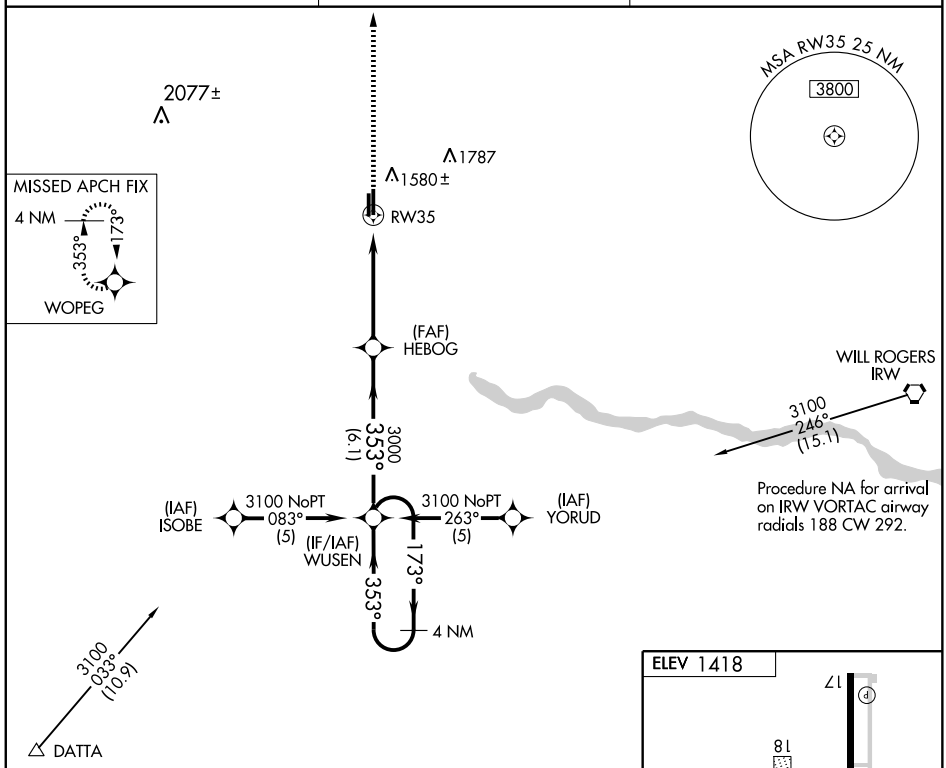
# RNAV (GPS) RWY 35

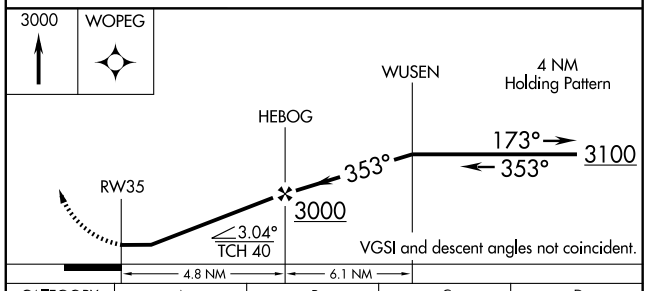
EL RENO RGNL (RQO)

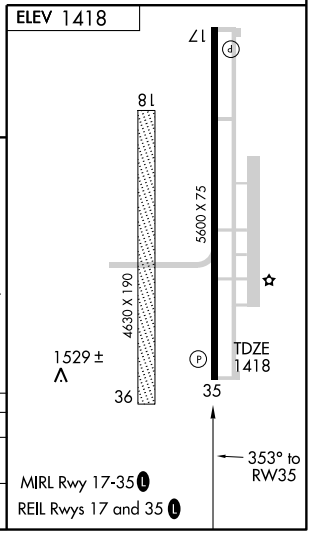
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 direct WOPEG and hold.

| AWOS-3 | OKE CITY APP CON | UNICOM |
|---|---|---|
| 118.475 | 124.6 266.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1820-1 | 402 (500-1) | 1820-1¼ 402 (500-1¼) | NA |
| CIRCLING | 1940-1 | 522 (600-1) | 1940-1½ 522 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC IFI | APP CRS | Rwy Idg | 5600 |
|---|---|---|---|
| 114.7 | 351° | TDZE | 1418 |
| Chan 94 | | Apt Elev | 1418 |

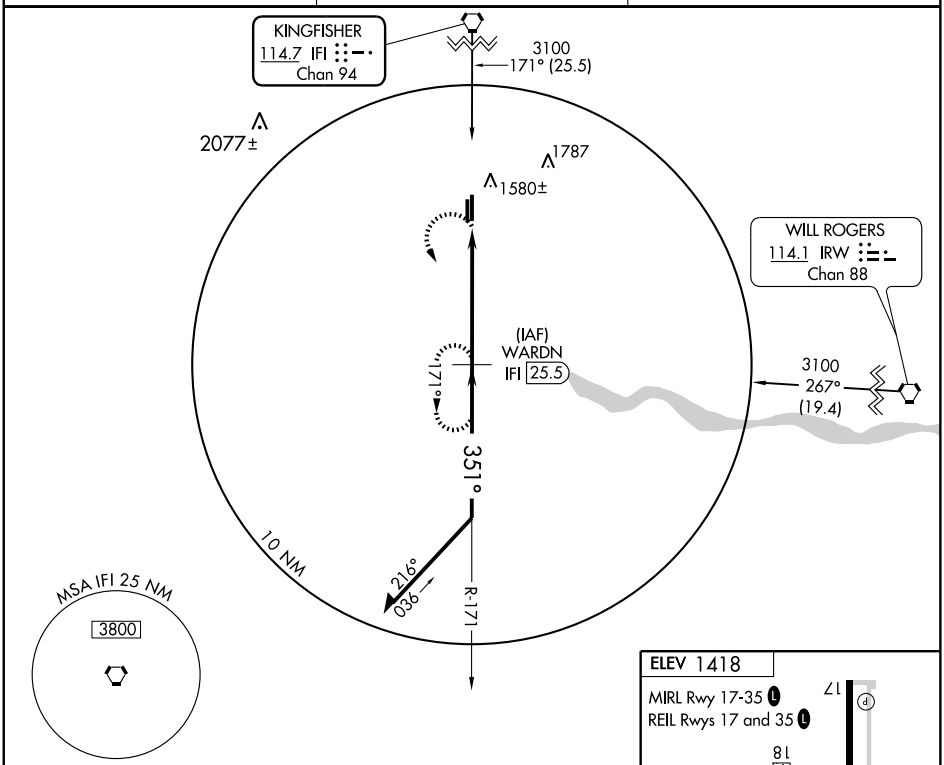
# VOR/DME RWY 35

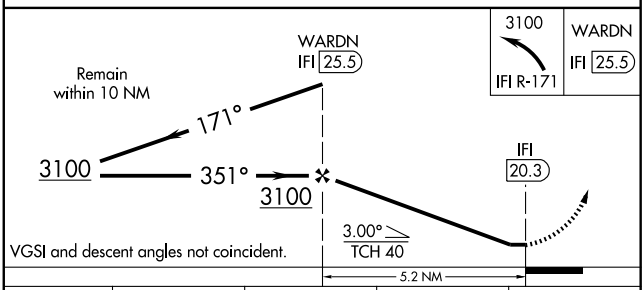
EL RENO RGNL (RQO)

Visibility reduction by helicopters NA.
When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDAs 60 feet and visibilities Cat C ¼ mile.

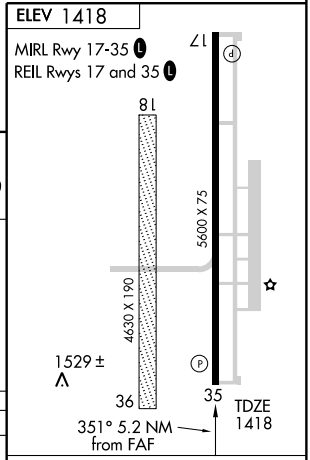
MISSED APPROACH: Climbing left turn to 3100 via IFI VORTAC R-171 to WARDN/25.5 DME and hold.

| AWOS-3 | OKE CITY APP CON | UNICOM |
|---|---|---|
| 118.475 | 124.6 266.8 | 122.8 (CTAF) |




| 3100 | WARDN |
|---|---|
| IFI R-171 | IFI 25.5 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 2120-1<br>702 (800-1) | 2120-1¼<br>702 (800-1¼) | 2120-2<br>702 (800-2) | NA |
| CIRCLING | 2120-1<br>702 (800-1) | 2120-1¼<br>702 (800-1¼) | 2120-2<br>702 (800-2) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1. 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5399 |
|---|---|---|---|
| CH 82408 | 174° | TDZE | 2013 |
| W17A | | Apt Elev | 2013 |

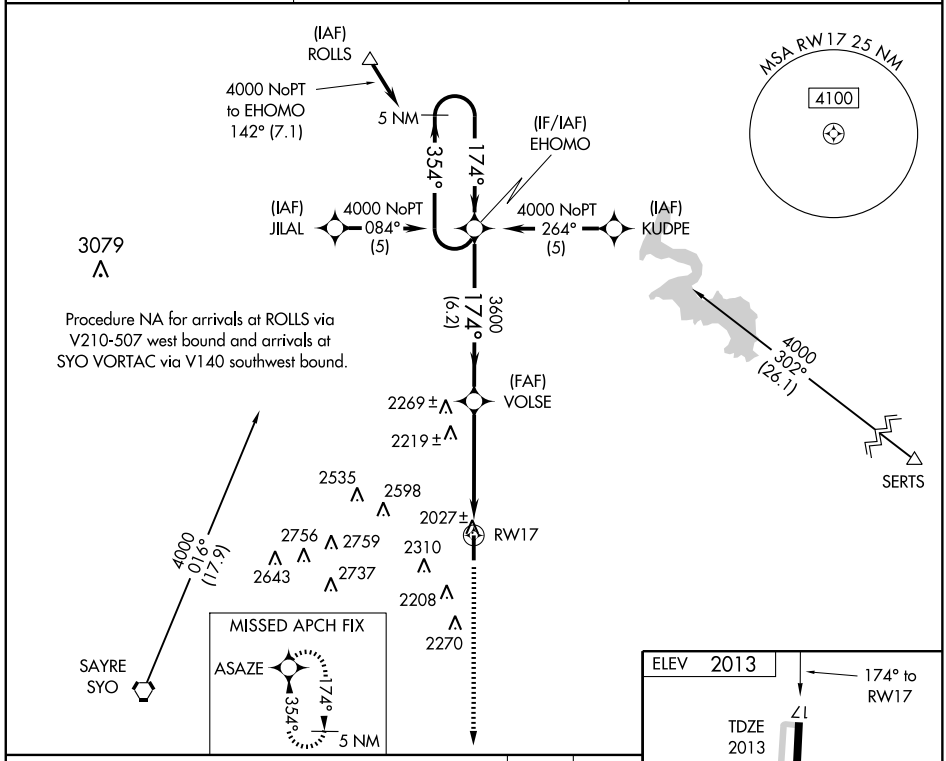
# RNAV (GPS) RWY 17

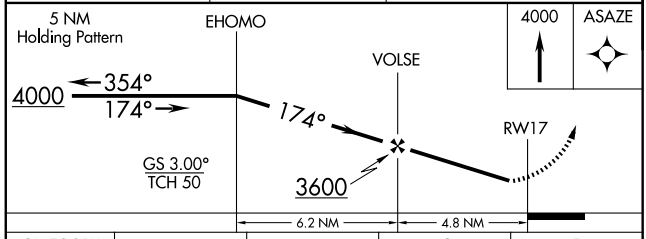
## ELK CITY RGNL BUSINESS (ELK)

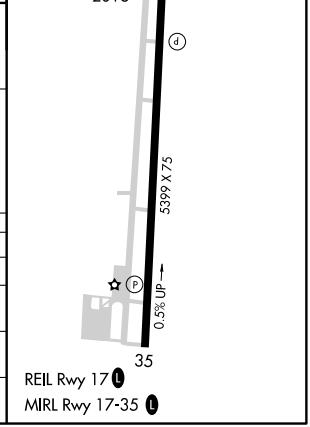
Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct ASAZE and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.225 | 128.4 269.375 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2263-1 250 (300-1) | | | NA |
| LNAV/VNAV LDA | 2361-1¼ 348 (400-1¼) | | | NA |
| LNAV MDA | 2480-1 467 (500-1) | | 2480-1¼ 467 (500-1¼) | NA |
| CIRCLING | 2520-1 507 (600-1) | | 2520-1½ 507 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5399 |
|---|---|---|---|
| CH 53508 | 354° | TDZE | 1984 |
| W35A | | Apt Elev | 2013 |

# RNAV (GPS) RWY 35

## ELK CITY RGNL BUSINESS (ELK)

Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 40 feet, increase LNAV and circling Cat C visibility ¼ mile.

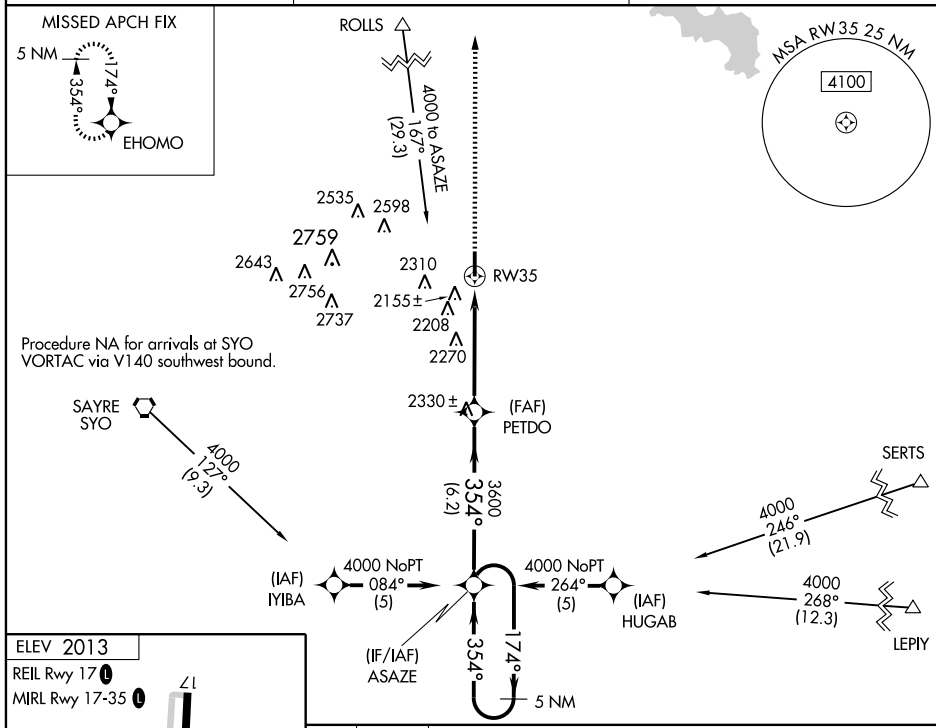
NA

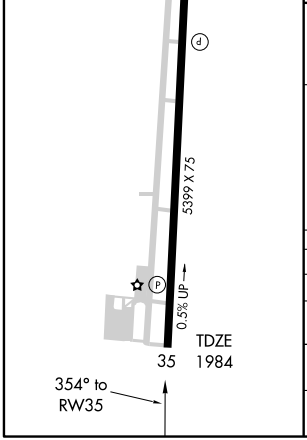
MISSED APPROACH: Climb to 4000 direct EHOMO and hold.

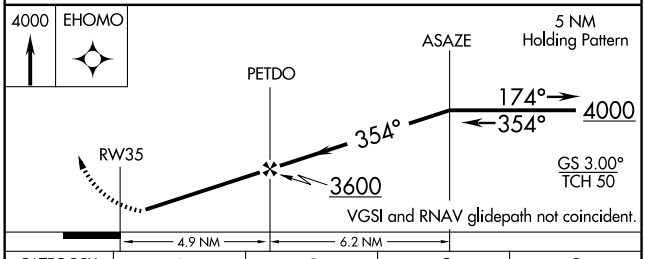
| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.225 | 128.4 269.375 | 122.8 (CTAF) L |

MISSED APCH FIX



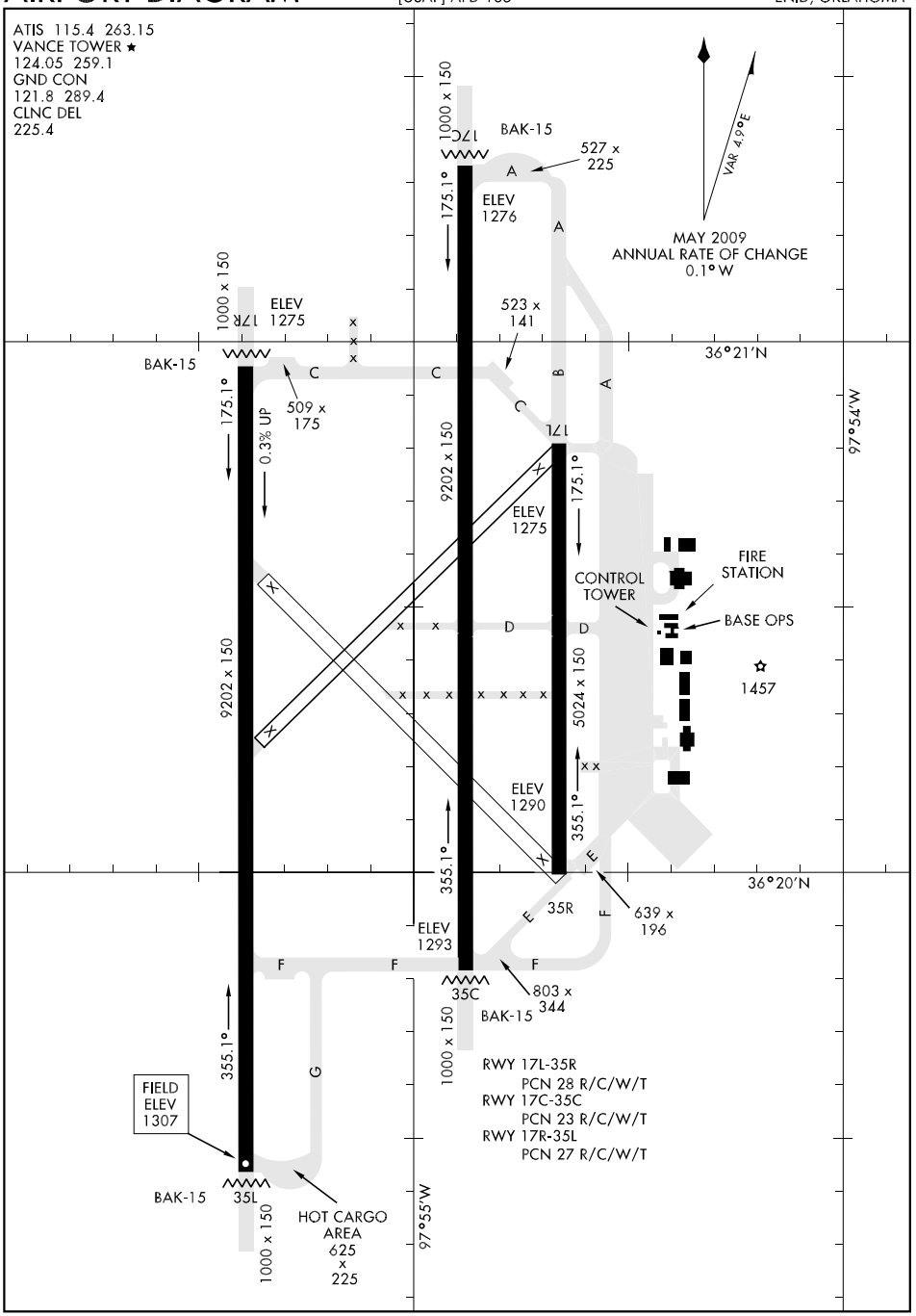




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2234-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 2510-2 526 (500-2) | | | NA |
| LNAV MDA | 2580-1 596 (600-1) | | 2580-1½ 596 (600-1½) | NA |
| CIRCLING | 2580-1 567 (600-1) | | 2580-1½ 567 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010




SC-1, 14 JAN 2010 to 11 FEB 2010

# ANTHONY-TWO DEPARTURE (ANY 2•ANY)

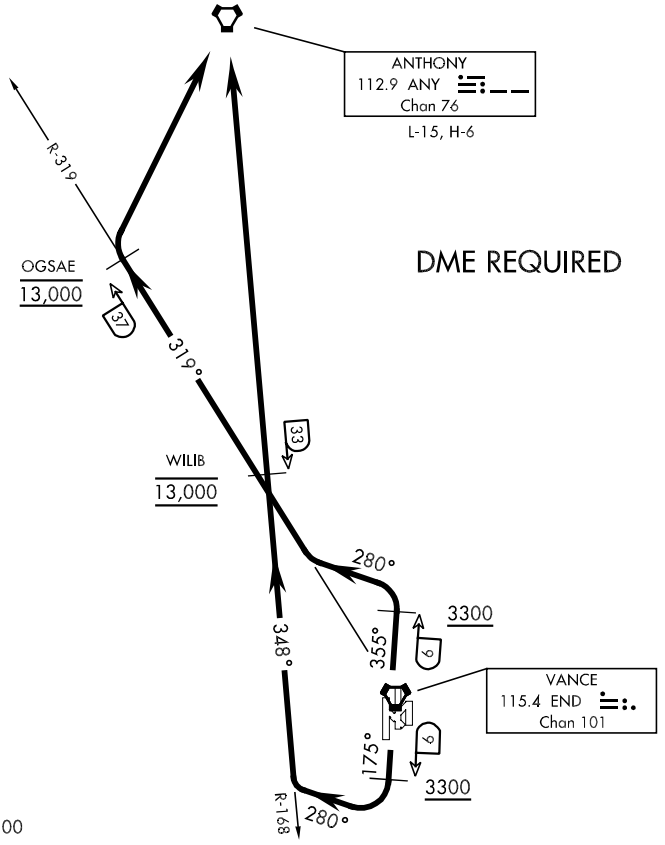
SL-135 [USAF]

ENID, OKLAHOMA

ATIS★115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3
KANSAS CITY CENTER
127.8 319.1

| Rwy | Knots | 60 | 120 | 180 | 240 |
|---|---|---|---|---|---|
| 35L | V/V(fpm) | 360 | 710 | 1060 | 1420 |
| 35C | V/V(fpm) | 380 | 760 | 1140 | 1510 |
| 17R | V/V(fpm) | 430 | 850 | 1270 | 1690 |
| 17C | V/V(fpm) | 400 | 790 | 1180 | 1580 |

ATC Climb Rate to 13,000




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 280°. Intercept ANY VORTAC R-168 to ANY. Cross WILIB (ANY R-168/33 DME) at 13,000.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 280°. Intercept END R-319 to OGSAE (END R-319/37 DME), then direct ANY VORTAC. Cross OGSAE at 13,000.



ANTHONY-TWO DEPARTURE (ANY 2•ANY)

ENID, OKLAHOMA

# ILS or LOC/DME Y RWY 17C

| LOC I-LVC | APCH CRS | Rwy ldg 9202<br>TDZE 1277<br>Arpt Elev 1307 |
|---|---|---|
| 108.9 | 175° | |

AL-135 [USAF]

VANCE AFB (KEND)

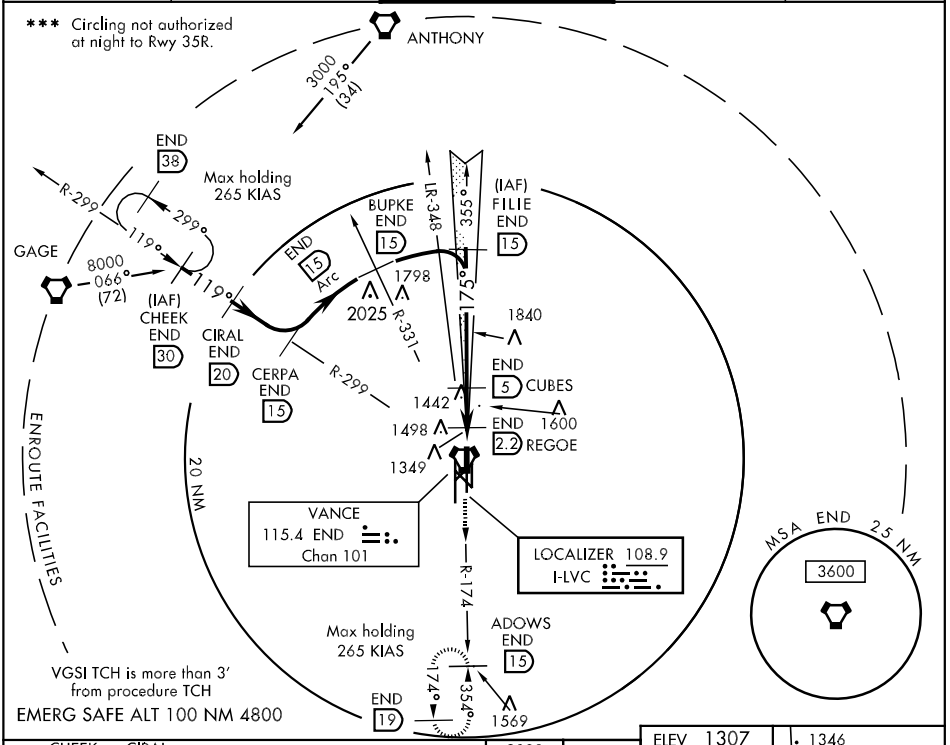
* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

SALSF

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

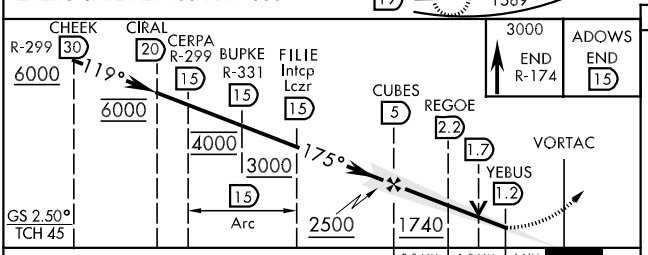
| ATIS ★ | VANCE APP CON | VANCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W126.75 378.8 | 124.05 259.1 | 121.8 289.4 | 225.4 |

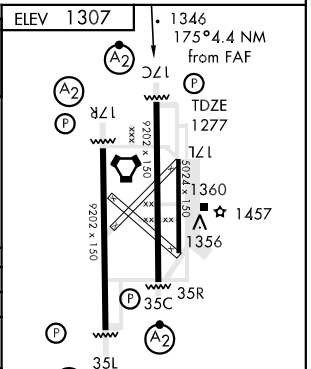
*** Circling not authorized at night to Rwy 35R.




VGSI TCH is more than 3' from procedure TCH

EMERG SAFE ALT 100 NM 4800




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17C * | 1477/24 200 (200-½) | | 1477/40 200 (200-¾) | | |
| S-LOC 17C ** | 1620/40 343 (400-¾) | | | 1620/50 343 (400-1) | |
| SIDESTEP 17L | 1740-1½ 458 (500-1½) | | | | NA |
| CIRCLING *** | 1760-1 453 (500-1) | | 1760-1½ 453 (500-1½) | 1860-2 553 (600-2) | 2300-3 993 (1000-3) |

# ILS or LOC/DME Y RWY 35C

| LOC I-END | APCH CRS | Rwy ldg 9202<br>TDZE 1293<br>Arpt Elev 1307 |
|---|---|---|
| 110.1 | 355° | |

AL-135 [USAF]

VANCE AFB (KEND)

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 50 and vis to 1 mile.

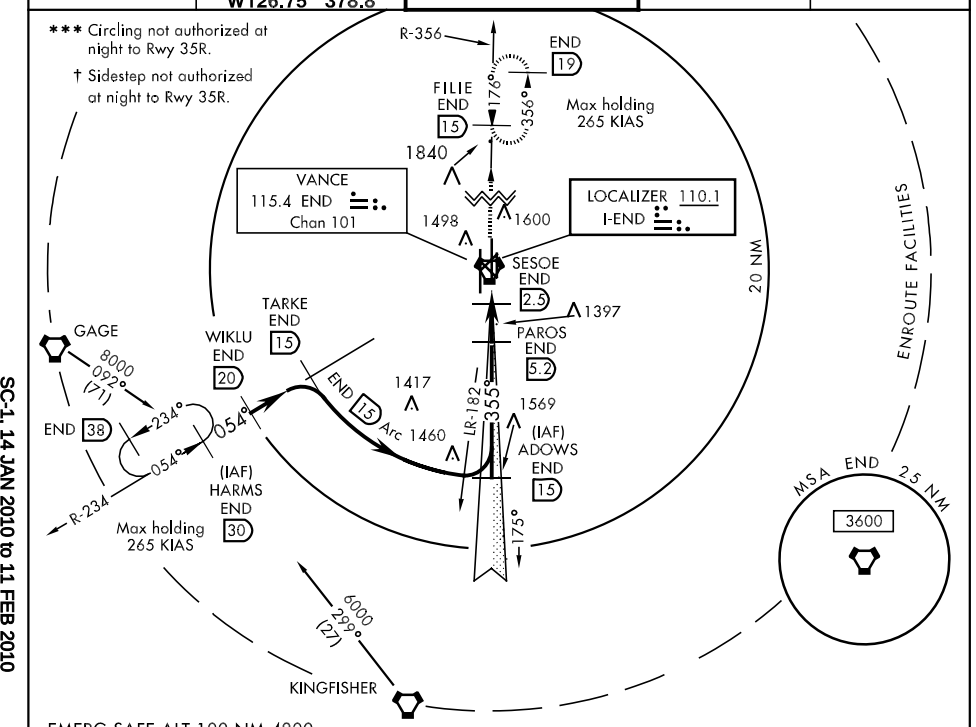
SALSF (A2)

MISSED APPROACH: Climb to 3000 intercept END VORTAC R-356 to FILIE and hold.

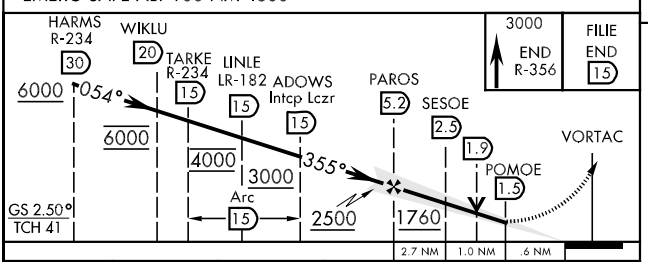
| ATIS ★ | VANCE APP CON | VANCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W126.75 378.8 | 124.05 259.1 | 121.8 289.4 | 225.4 |

*** Circling not authorized at night to Rwy 35R.

† Sidestep not authorized at night to Rwy 35R.

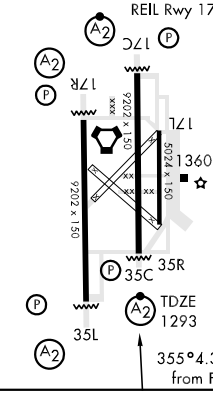



EMERG SAFE ALT 100 NM 4800




ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35C * | 1493/24 200 (200-½) | | 1493/40 200 (200-¾) | | |
| S-LOC 35C ** | 1600/40 307 (300-¾) | | | | |
| † SIDESTEP 35R | 1760-1<br>476 (500-1) | | 1760-1¼<br>476 (500-1¼) | 1760-1½<br>476 (500-1½) | NA |
| *** CIRCLING | 1760-1<br>453 (500-1) | | 1760-1½<br>453 (500-1½) | 1860-2<br>553 (600-2) | 2300-3<br>993 (1000-3) |

# ILS or LOC/DME Z RWY 17C

| LOC I-LVC | APCH CRS | Rwy ldg 9202 / TDZE 1277 / Arpt Elev 1307 |
|---|---|---|
| 108.9 | 175° | AL-135 [USAF] |

VANCE AFB (KEND)

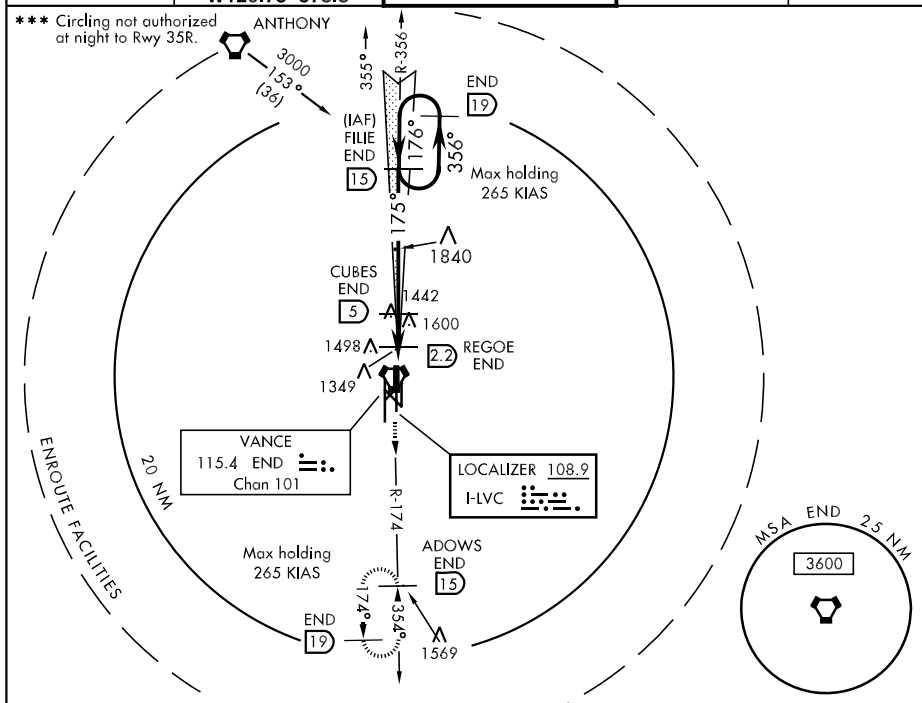
▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

SALSF (A2)

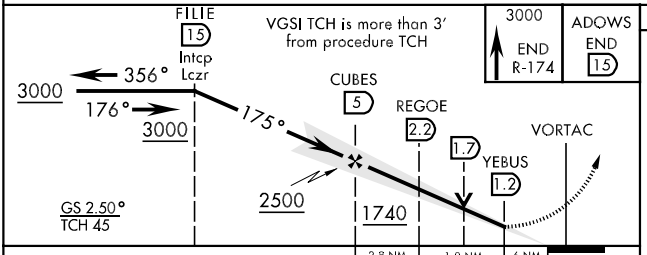
MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

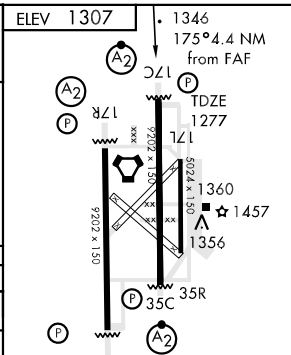
| ATIS ★ | VANCE APP CON | VANCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W126.75 378.8 | 124.05 259.1 | 121.8 289.4 | 225.4 |

*** Circling not authorized at night to Rwy 35R.




EMERG SAFE ALT 100 NM 4800




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17C * | 1477/24 200 (200-½) | | 1477/40 200 (200-¾) | | |
| S-LOC 17C ** | 1620/40 343 (400-¾) | | | 1620/50 343 (400-1) | |
| SIDESTEP 17L | 1740-1½ 458 (500-1½) | | | | NA |
| CIRCLING *** | 1760-1 453 (500-1) | | 1760-1½ 453 (500-1½) | 1860-2 553 (600-2) | 2300-3 993 (1000-3) |

# ILS or LOC/DME Z RWY 35C

| LOC I-END | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 110.1 | 355° | 9202 / 1293 / 1307 |

AL-135 [USAF]

VANCE AFB (KEND)

▼ * When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 50 and vis to 1 mile.

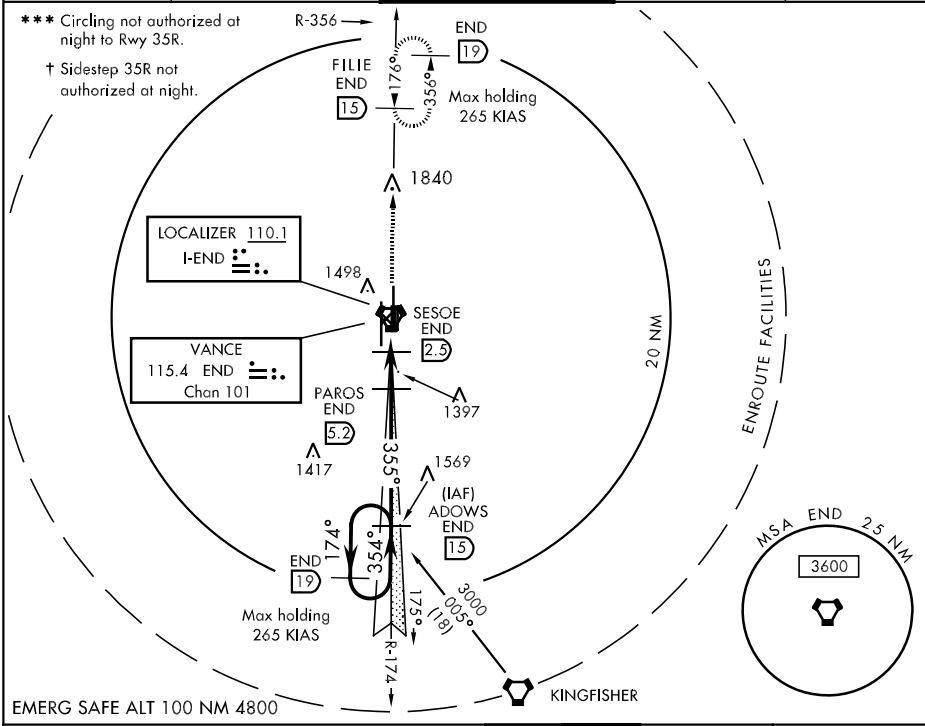
SALSF (A2)

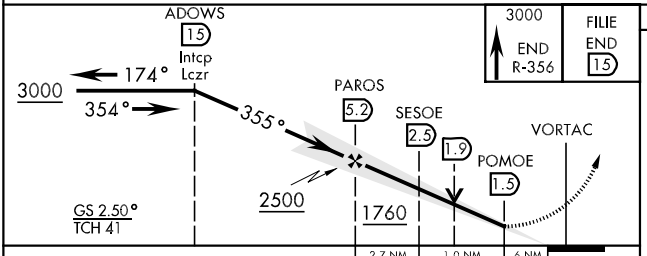
MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold.

| ATIS ★ | VANCE APP CON | VANCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W126.75 378.8 | 124.05 259.1 | 121.8 289.4 | 225.4 |

*** Circling not authorized at night to Rwy 35R.

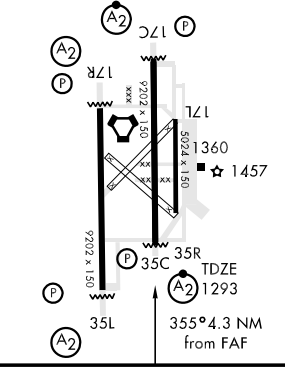
† Sidestep 35R not authorized at night.




ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35C * | 1493/24 | 200 (200-½) | 1493/40 | 200 | (200-¾) |
| S-LOC 35C** | 1600/40 | 307 | (300-¾) | | |
| † SIDESTEP 35R | 1760-1 | 476 (500-1) | 1760-1¼<br>476 (500-1¼) | 1760-1½<br>476 (500-1½) | NA |
| CIRCLING*** | 1760-1 | 453 (500-1) | 1760-1½<br>453 (500-1½) | 1860-2<br>553 (600-2) | 2300-3<br>993 (1000-3) |

# JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

SL-135 [USAF]

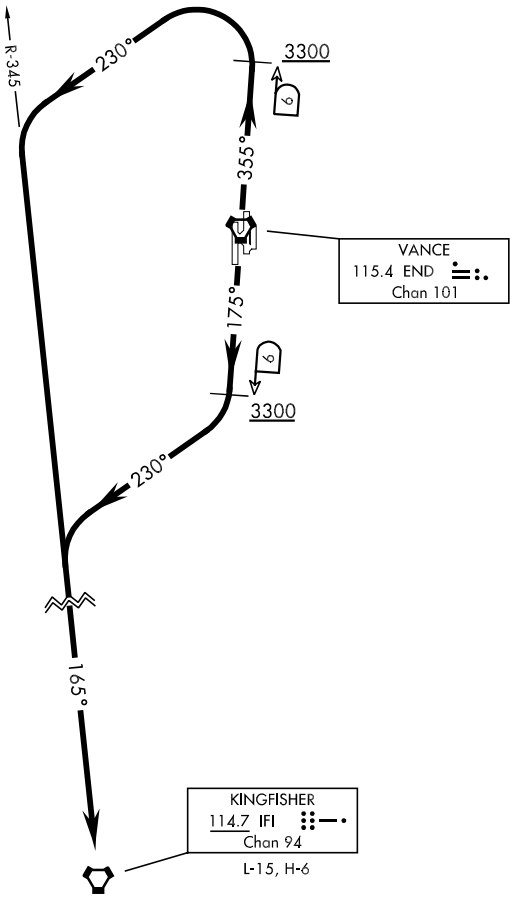
ENID, OKLAHOMA

ATIS★115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3
FORT WORTH CENTER
128.4 290.2

| Rwy | Knots | 60 | 120 | 180 | 240 |
|---|---|---|---|---|---|
| 35L | V/V(fpm) | 360 | 710 | 1060 | 1420 |
| 35C | V/V(fpm) | 380 | 760 | 1140 | 1510 |
| 17R | V/V(fpm) | 430 | 850 | 1270 | 1690 |
| 17C | V/V(fpm) | 400 | 790 | 1180 | 1580 |

ATC Climb Rate to 3300

DME REQUIRED




EMERG SAFE ALT 100 NM 4800

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn right heading 230°, intercept IFI VORTAC R-345 to IFI.

TAKE-OFF RWY 35C/L: Track 355° to END VORTAC 6 DME, cross END 6 DME at or above 3300, then turn left heading 230°, intercept IFI VORTAC R-345 to IFI.



JAYHAWKE-TWO DEPARTURE (JHK 2•IFI)

ENID, OKLAHOMA

# RNAV (GPS)-A

| APCH CRS | Rwy ldg | NA |
|---|---|---|
| 314° | TDZE | NA |
| | Arpt Elev | 1307 |

AL-135 [USAF]

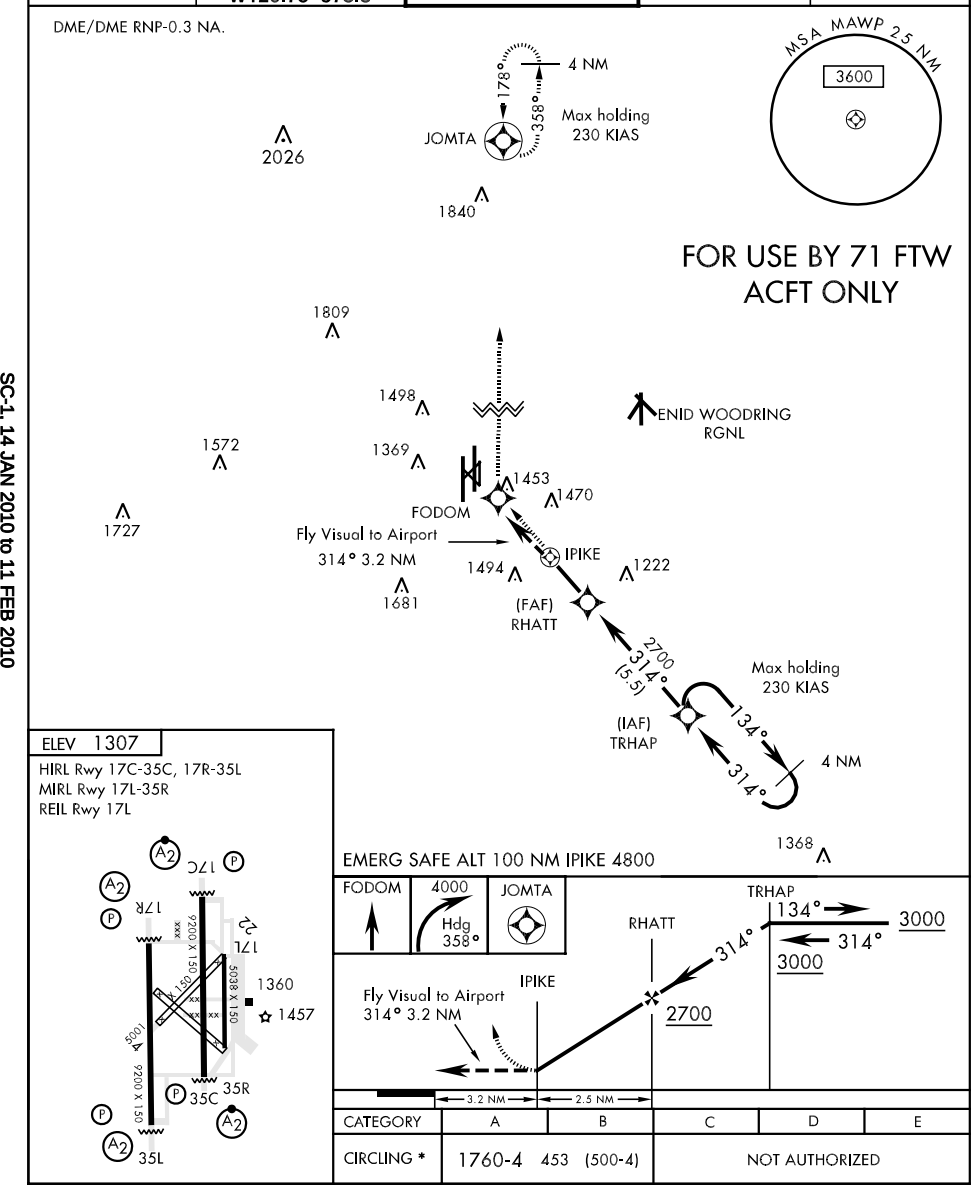
VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC.
* Circling not authorized at night to Rwy 35R.

MISSED APPROACH: Climb direct FODOM then climbing right turn to 4000 via 358° course to JOMTA and hold.

| ATIS ★ | VANCE APP CON | VANCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W126.75 378.8 | 124.05 259.1 | 121.8 289.4 | 225.4 |

DME/DME RNP-0.3 NA.




ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING * | 1760-4 453 (500-4) | | NOT AUTHORIZED | | |

# RNAV (GPS)-B

| APCH CRS | Rwy ldg | NA |
|---|---|---|
| 199° | TDZE | NA |
| | Arpt Elev | 1307 |

AL-135 [USAF]

VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC.
* Circling not authorized at night to Rwy 35R.

MISSED APPROACH: Climb direct FITVI then climbing left turn to 4000 via 172° course to RAMPE and hold.

| ATIS ★ | VANCE APP CON | VANCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W121.3 291.1 | 124.05 259.1 | 121.8 289.4 | 225.4 |

DME/DME RNP-0.3 NA.

199° 4 NM
019°
(IAF) KRMLN
Max holding 230 KIAS
1482
2026
1840
2800
199° (7.5)
1519
FOR USE BY 71 FTW ACFT ONLY
(FAF) CITLU
1809
1600
COGUG
Fly Visual to Airport 199° 3.4 NM
1498
FITVI
ENID WOODRING RGNL
1572
1369
1727
1470
1494
1222
1681
MSA MAWP 25 NM
3600
RAMPE
Max holding 230 KIAS
172°
352°
4 NM

EMERG SAFE ALT 100 NM COGUG 4800

FITVI 4000 Hdg 172° RAMPE

KRMLN 019° 3000 199° 3000

CITLU 199° 2800

Fly Visual to Airport 199° 3.4 NM

COGUG

3.4 NM 2.5 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING * | 1880-4 | 573 (600-4) | NOT AUTHORIZED | | |

ELEV 1307
HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

17C 17R 17L 35R 35C 35L
9200 X 150
5038 X 150
1360
1457
1005

# RNAV (GPS) RWY 17C

| APCH CRS | Rwy ldg | 9202 |
|---|---|---|
| 175° | TDZE | 1277 |
| | Arpt Elev | 1307 |

AL-135 [USAF]

VANCE AFB (KEND)

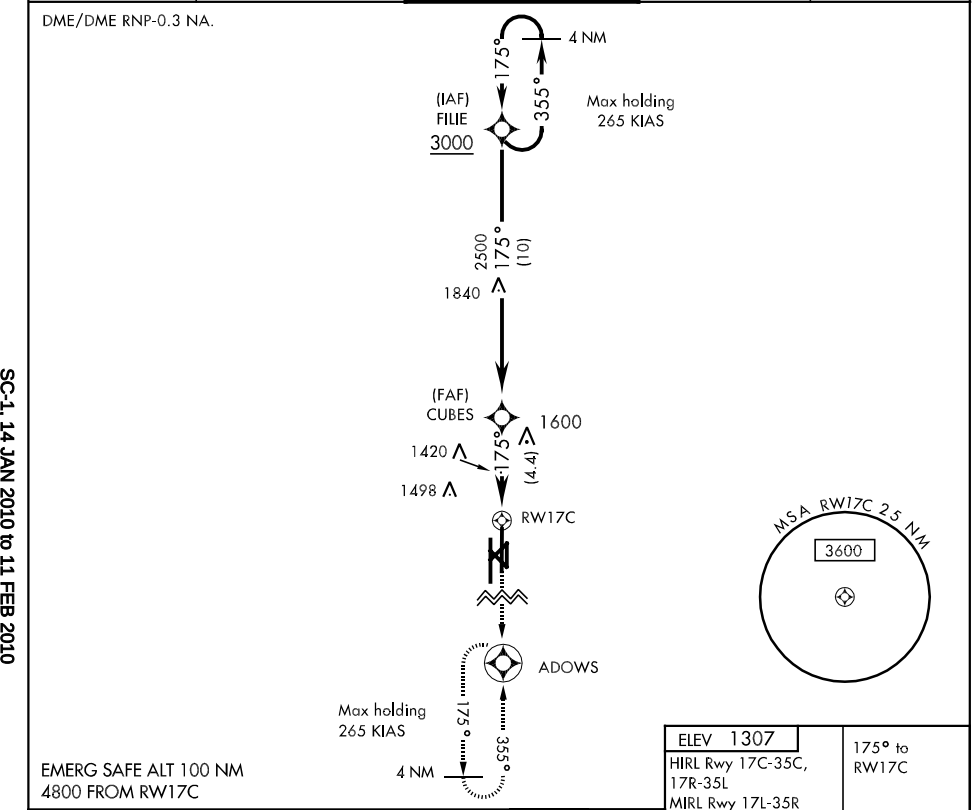
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles , CAT E vis to 1½ miles.
** Circling not authorized at night to RWY 35R.

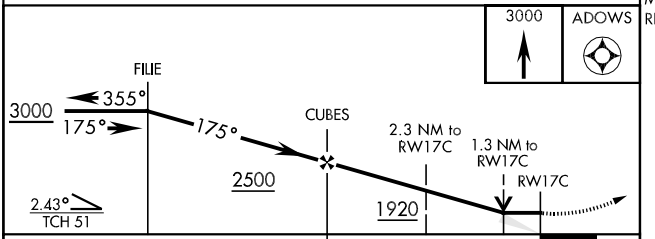
SALSF

MISSED APPROACH: Climb to 3000 direct ADOWS and hold.

| ATIS * | VANCE APP CON | VANCE TOWER * | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W126.75 378.8 | 124.05 259.1 | 121.8 289.4 | 225.4 |

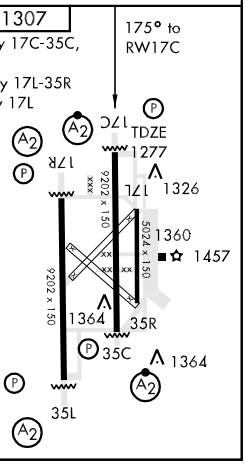
DME/DME RNP-0.3 NA.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1680/40 403 (400-¾) | | 1680/50 403 (400-1) | | 1680/60 403 (400-1¼) |
| CIRCLING ** | 1760-1 453 (500-1) | | 1760-1½ 453 (500-1½) | 1860-2 553 (600-2) | 2300-3 993 (1000-3) |

ELEV 1307
HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



# RNAV (GPS) RWY 35C

| APCH CRS | Rwy ldg | 9202 |
|---|---|---|
| 355° | TDZE | 1293 |
| | Arpt Elev | 1307 |

AL-135 [USAF]

VANCE AFB (KEND)

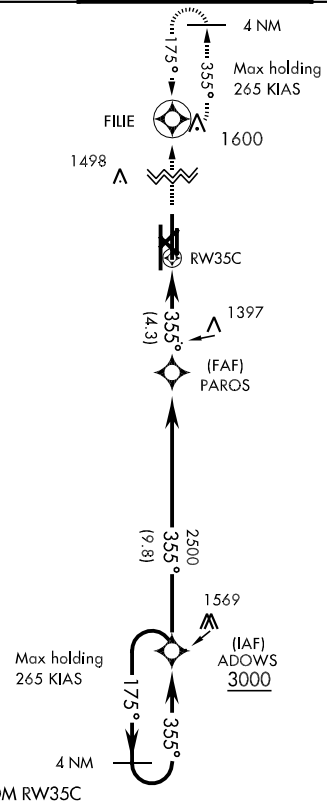
▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized at night to RWY 35R.

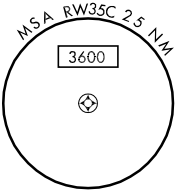
SALSF (A2)

MISSED APPROACH: Climb to 3000 direct FILIE and hold.

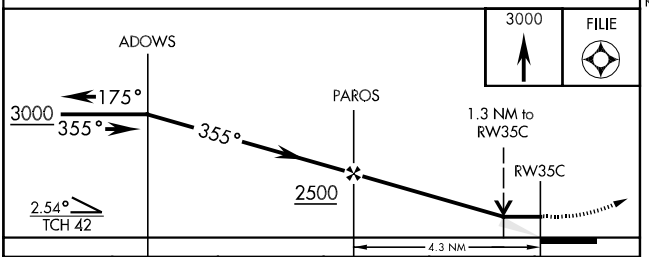
| ATIS ★ | VANCE APP CON | VANCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W126.75 378.8 | 124.05 259.1 | 121.8 289.4 | 225.4 |

DME/DME RNP-0.3 NA.



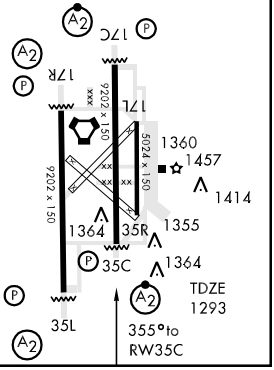




EMERG SAFE ALT 100 NM 4800 FROM RW35C



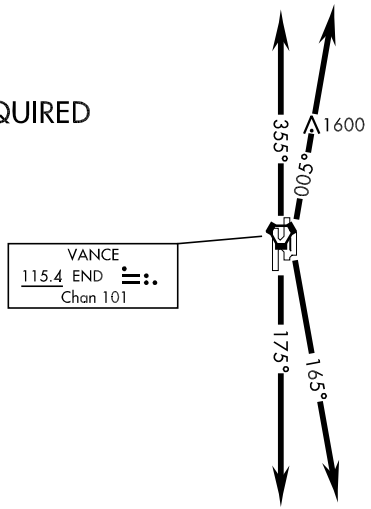

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1680/40 387 (400-¾) | | | 1680/50 387 (400-1) | |
| CIRCLING ** | 1760-1 453 (500-1) | | 1760-1½<br>453<br>(500-1½) | 1860-2<br>553<br>(600-2) | 2300-3<br>993<br>(1000-3) |

ELEV 1307
HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



ATIS★ 115.4 263.15
CLNC DEL
225.4
GND CON
121.8 289.4
VANCE TOWER★
124.05 259.1
VANCE DEP CON
120.525 306.3

RADAR REQUIRED






## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 17C/R: Track 175° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35 C/L: Track 355° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 17L: Track 165° climbing to 5000 or assigned altitude...

TAKE-OFF RWY 35R: Track 005° climbing to 5000 or assigned altitude...

Expect radar vector to assigned route. Expect further clearance to filed altitude 10 minutes after departure.

# VOR/DME-A

| VORTAC END 115.4 Chan 101 | APCH CRS 314° | Rwy Idg NA TDZE NA Arpt Elev 1307 |
|---|---|---|

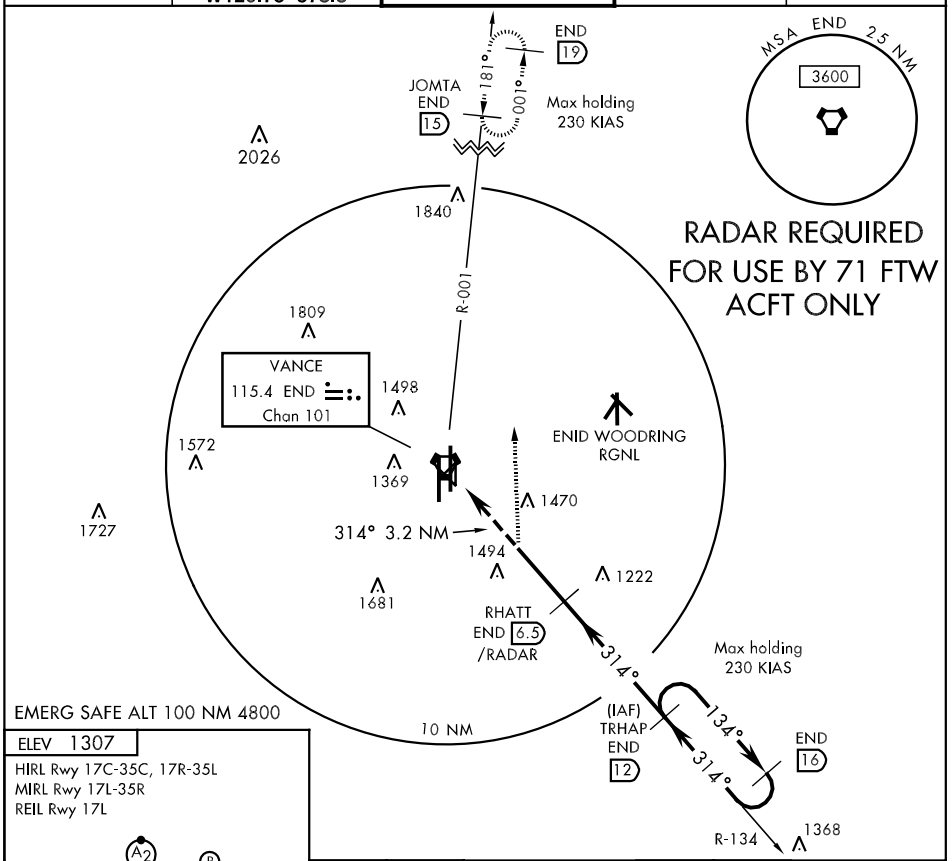
AL-135 [USAF]

VANCE AFB (KEND)

▼ * Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

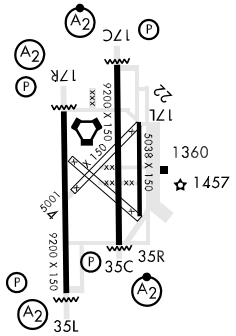
MISSED APPROACH: Immediate climbing right turn to 4000 via heading 353° to JOMTA and hold.

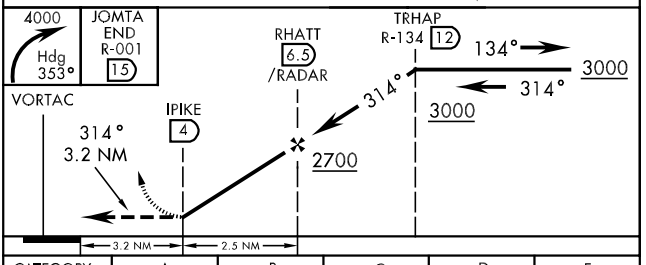
| ATIS ★ | VANCE APP CON | VANCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W126.75 378.8 | 124.05 259.1 | 121.8 289.4 | 225.4 |




ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING * | 1780-4 | 473 (500-4) | NOT AUTHORIZED | | |

# VOR/DME-B

| VORTAC END 115.4 Chan 101 | APCH CRS 199° | Rwy ldg NA TDZE NA Arpt Elev 1307 |
|---|---|---|

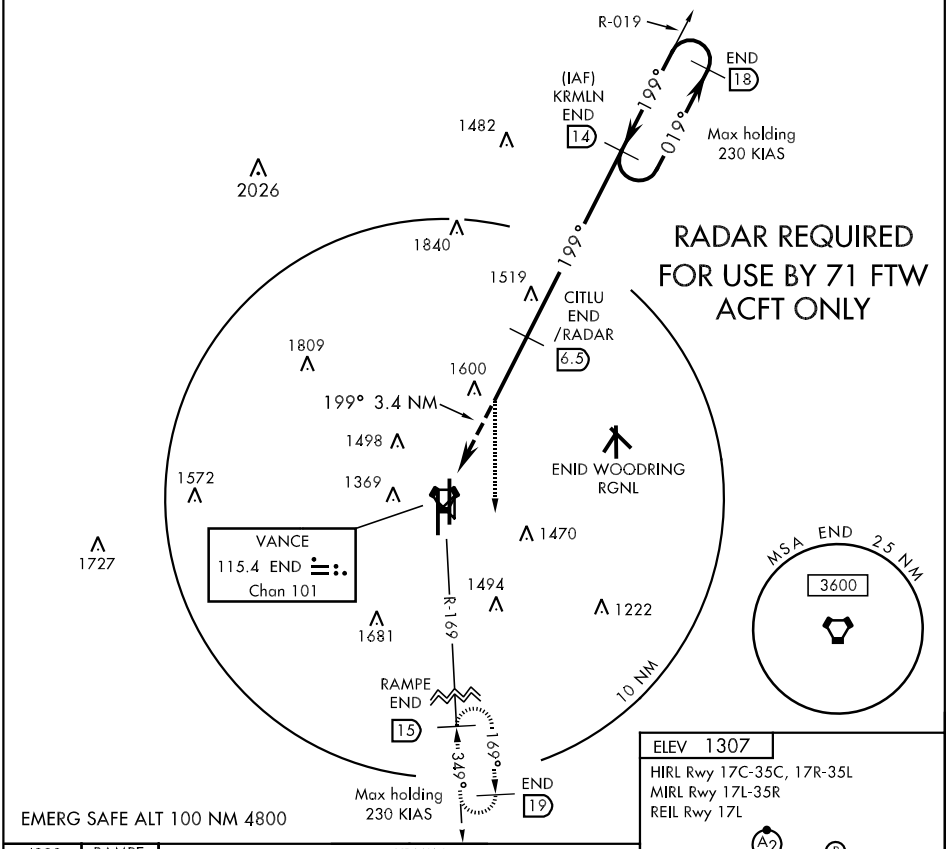
AL-135 [USAF]

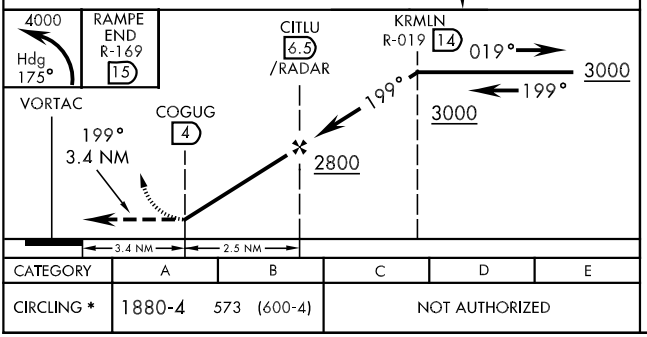
VANCE AFB (KEND)

* Circle to remain East of Rwy 35R/17L extended centerline unless directed otherwise by ATC. Circling NA at night to Rwy 35R.

MISSED APPROACH: Immediate climbing left turn to 4000 via heading 175° to RAMPE and hold.

| ATIS * | VANCE APP CON | VANCE TOWER * | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W121.3 291.1 | 124.05 259.1 | 121.8 289.4 | 225.4 |

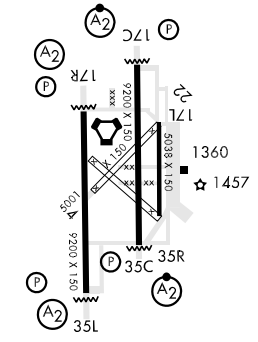



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING * | 1880-4 | 573 (600-4) | NOT AUTHORIZED | | |

ELEV 1307

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



# VOR/DME or TACAN RWY 17C

| VORTAC END | APCH CRS | Rwy ldg 9202 |
|---|---|---|
| 115.4 | 182° | TDZE 1277 |
| Chan 101 | | Arpt Elev 1307 |

AL-135 [USAF]

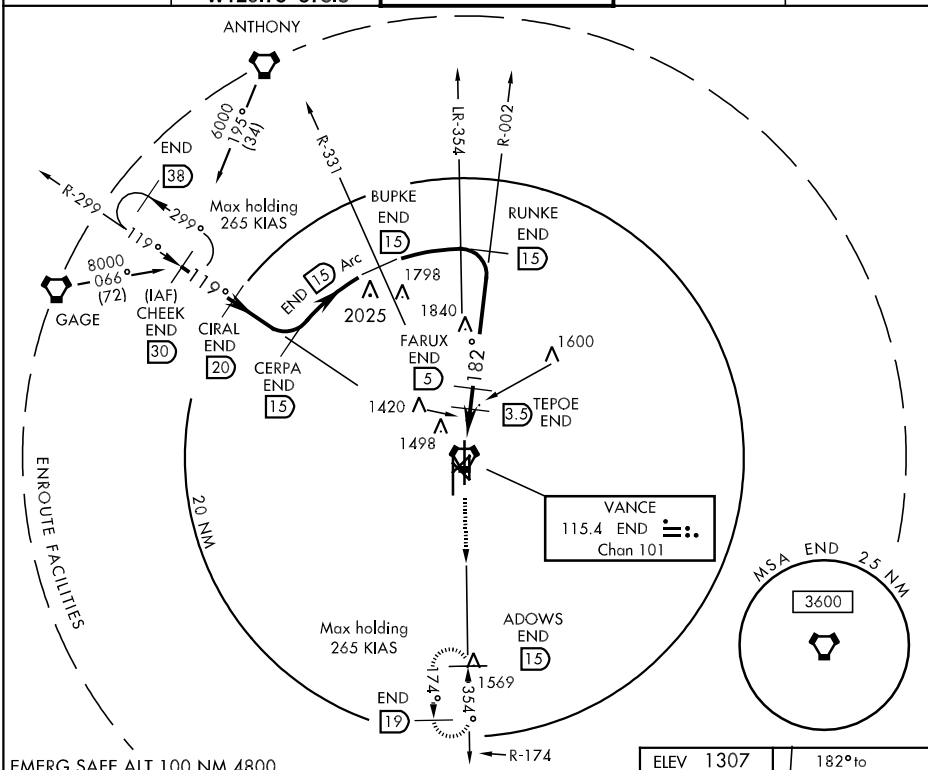
VANCE AFB (KEND)

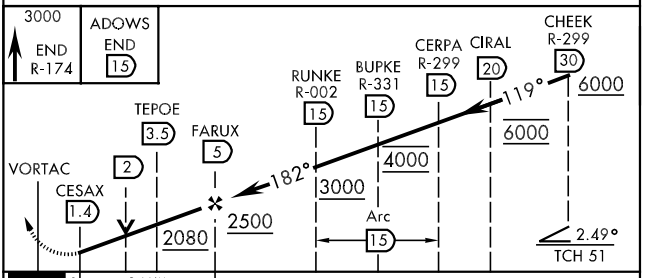
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized at night to Rwy 35R.

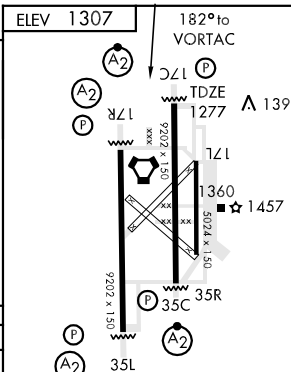
SALSF

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

| ATIS ★ | VANCE APP CON | VANCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W126.75 378.8 | 124.05 259.1 | 121.8 289.4 | 225.4 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17C * | 1680/40 | 403 (400-¾) | 1680/50 | 403 (400-1) | 1680/60<br>403 (400-1¼) |
| CIRCLING ** | 1760-1 | 453 (500-1) | 1760-1½<br>453 (500-1½) | 1860-2<br>553 (600-2) | 2300-3<br>993 (1000-3) |

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L

# VOR/DME or TACAN RWY 17R

| VORTAC END | APCH CRS | Rwy ldg | 9202 |
|---|---|---|---|
| 115.4 | 162° | TDZE | 1285 |
| Chan 101 | | Arpt Elev | 1307 |

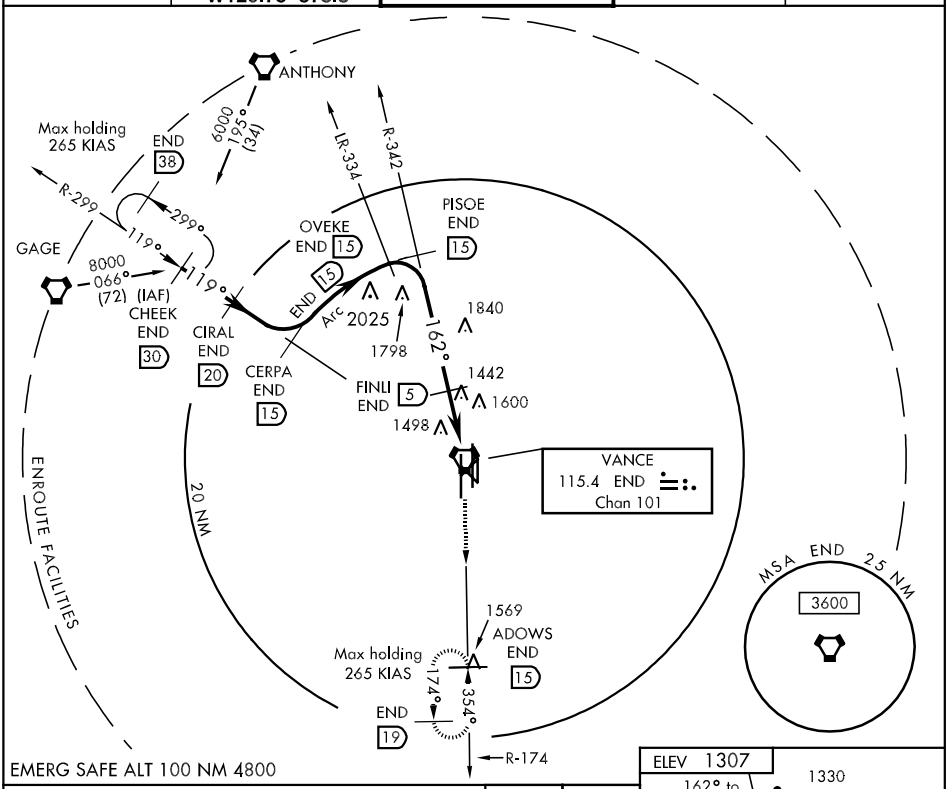
AL-135 [USAF] VANCE AFB (KEND)

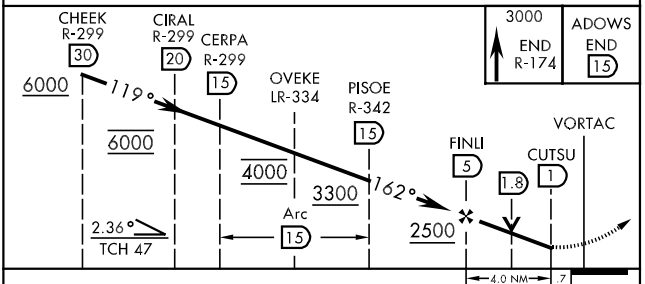
* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized at night to Rwy 35R.

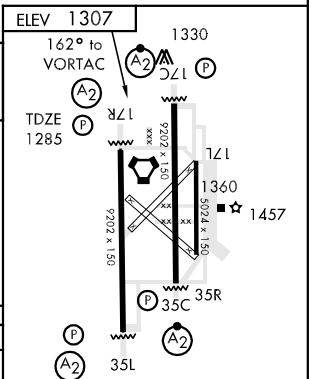
SALS (A2)

MISSED APPROACH: Climb to 3000, intercept END VORTAC R-174 to ADOWS and hold.

| ATIS ★ | VANCE APP CON | VANCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W126.75 378.8 | 124.05 259.1 | 121.8 289.4 | 225.4 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17R * | 1720-¾ | 435 (500-¾) | 1720-1<br>435 (500-1) | 1720-1¼ | 435 (500-1¼) |
| CIRCLING ** | 1760-1 | 453 (500-1) | 1760-1½<br>453 (500-1½) | 1860-2<br>553 (600-2) | 2300-3<br>993 (1000-3) |

HIRL Rwy 17C-35C, 17R-35L
MIRL Rwy 17L-35R
REIL Rwy 17L



SC-1, 14 JAN 2010 to 11 FEB 2010

# VOR/DME or TACAN RWY 35C

| VORTAC END | APCH CRS | Rwy ldg 9202 |
|---|---|---|
| 115.4 | 349° | TDZE 1293 |
| Chan 101 | | Arpt Elev 1307 |

AL-135 [USAF]

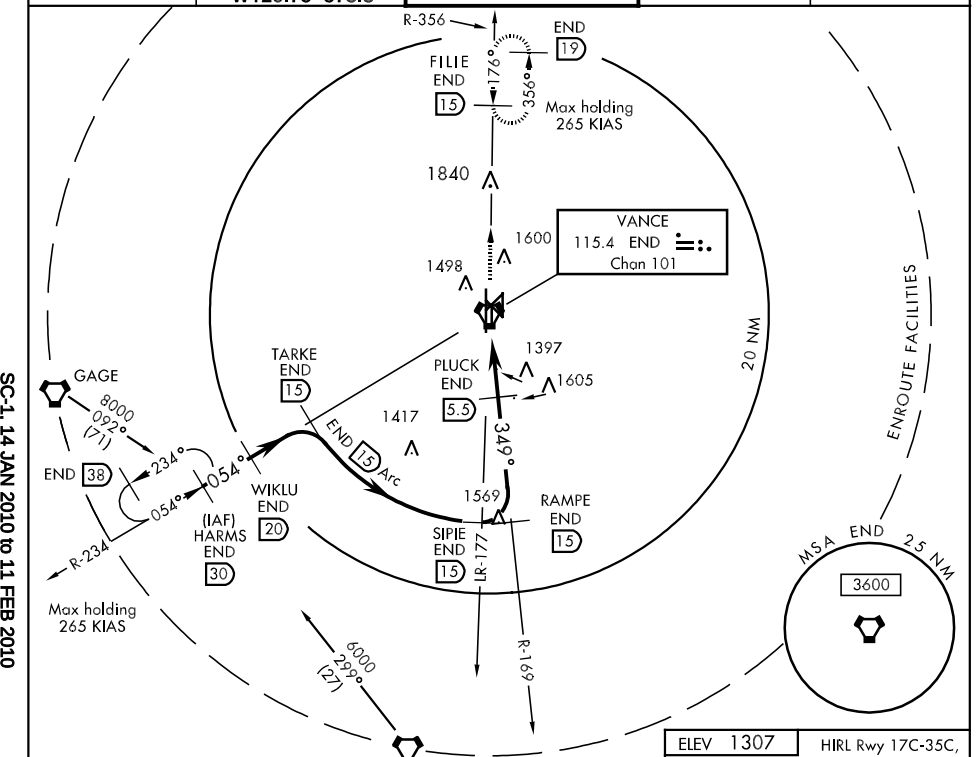
VANCE AFB (KEND)

▼ * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.
** Circling not authorized at night to Rwy 35R.

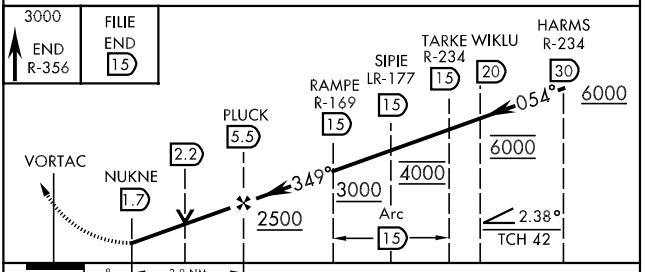
SALSF (A2)

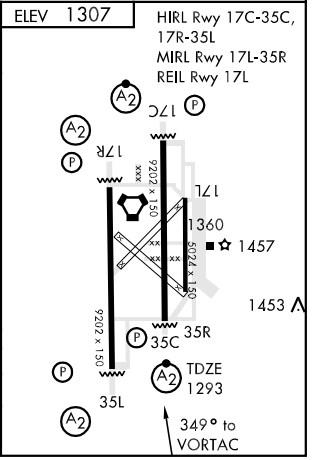
MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold.

| ATIS ★ | VANCE APP CON | VANCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W126.75 378.8 | 124.05 259.1 | 121.8 289.4 | 225.4 |




EMERG SAFE ALT 100 NM 4800




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35C * | 1680/40 387 (400-¾) | | | 1680/50 387 (400-1) | |
| CIRCLING ** | 1760-1 453 (500-1) | | 1760-1½ 453 (500-1½) | 1860-2 553 (600-2) | 2300-3 993 (1000-3) |



SC-1, 14 JAN 2010 to 11 FEB 2010

ENID, OKLAHOMA

# VOR/DME or TACAN RWY 35L

| VORTAC END | APCH CRS | Rwy ldg 9202 |
|---|---|---|
| 115.4 | 003° | TDZE 1307 |
| Chan 101 | | Arpt Elev 1307 |

AL-135 [USAF]

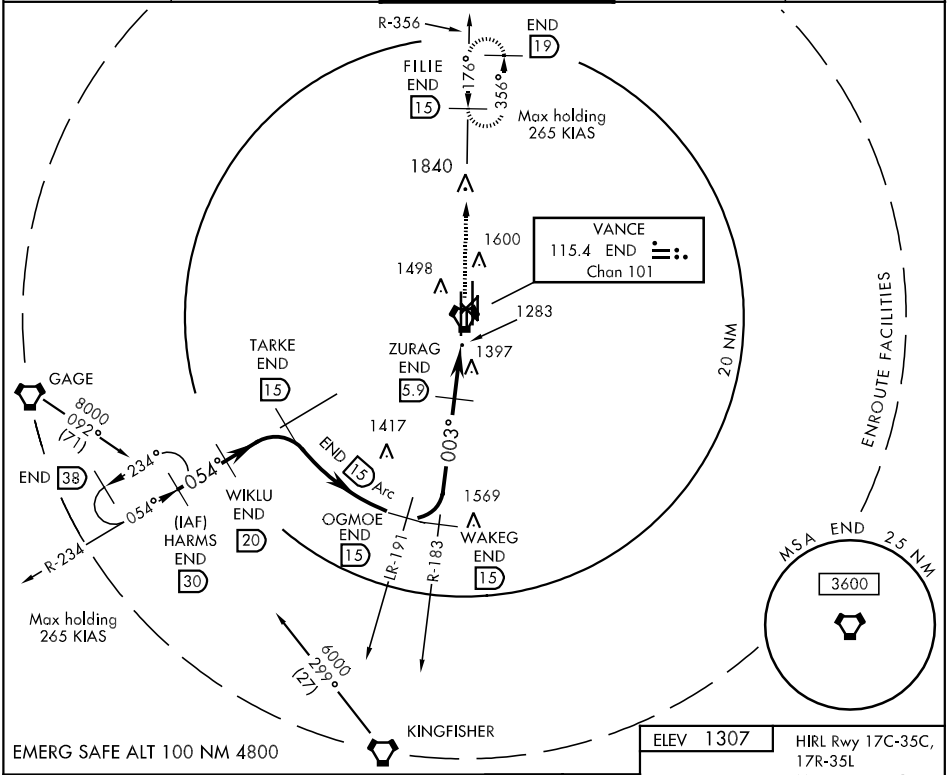
VANCE AFB (KEND)

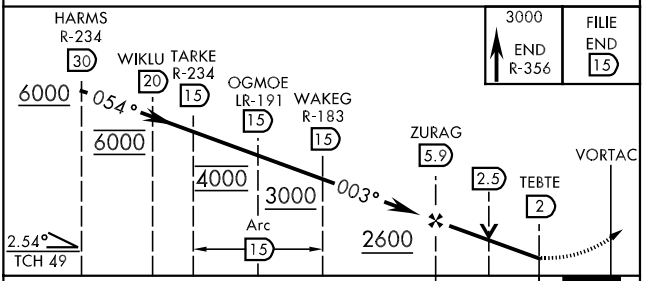
▼ * When ALS inop, increase CAT ABC vis to 1 mile, CAT DE vis to 1¼ miles.
** Circling not authorized at night to Rwy 35R.

SALS (A2)

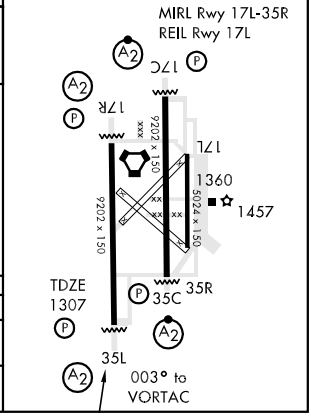
MISSED APPROACH: Climb to 3000, intercept END VORTAC R-356 to FILIE and hold.

| ATIS ★ | VANCE APP CON | VANCE TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 115.4 263.15 | E125.45 388.2<br>W126.75 378.8 | 124.05 259.1 | 121.8 289.4 | 225.4 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35L * | 1680-¾ 373 (400-¾) | | | 1680-1 373 (400-1) | |
| CIRCLING ** | 1760-1 453 (500-1) | | 1760-1½ 453 (500-1½) | 1860-2 553 (600-2) | 2300-3 993 (1000-3) |




ENID, OKLAHOMA

36° 20'N-97° 55'W

VANCE AFB (KEND)

Orig 09183

VOR/DME or TACAN RWY 35L

SC-1, 14 JAN 2010 to 11 FEB 2010

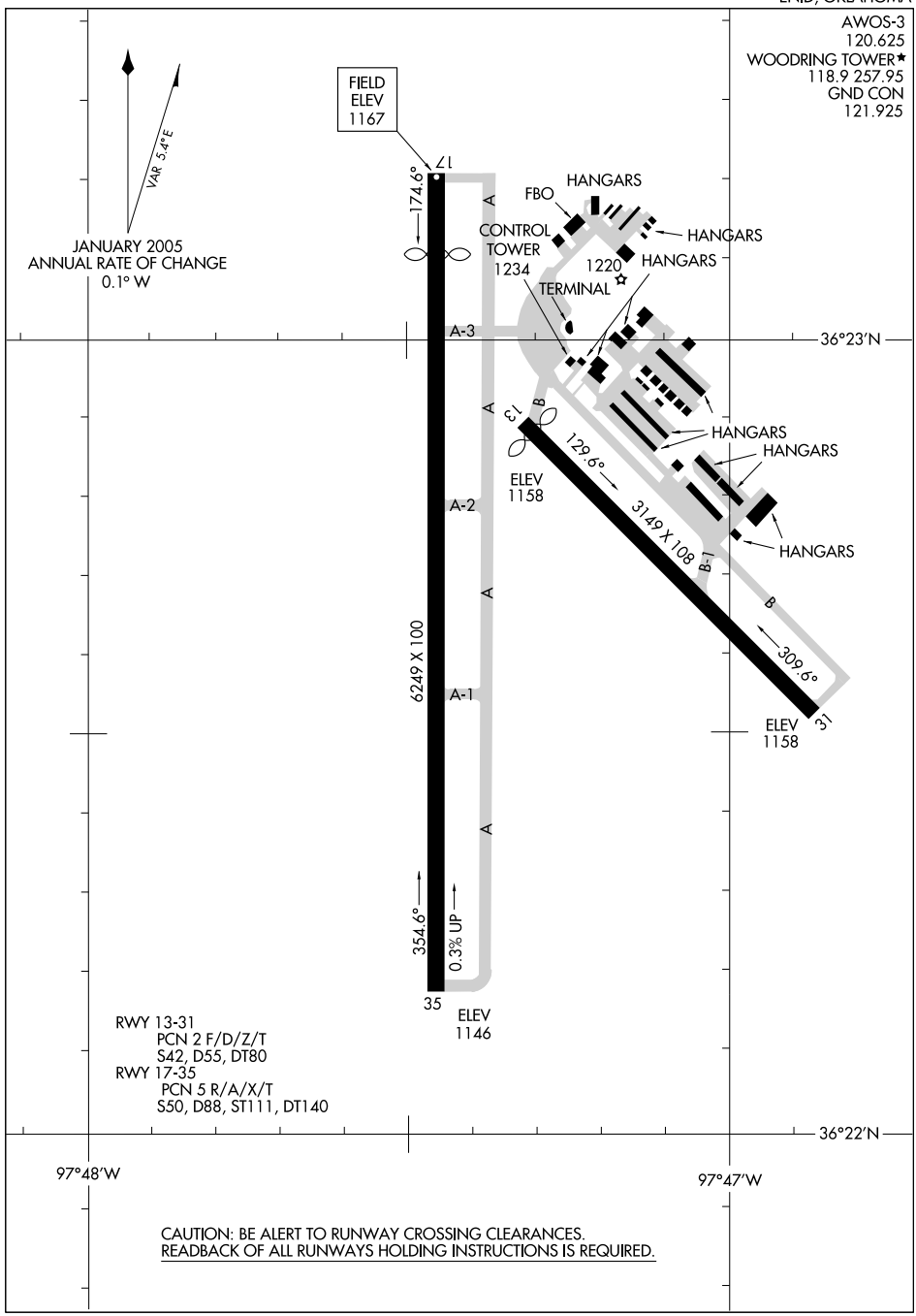
09239

# AIRPORT DIAGRAM

AL-136 (FAA)

## ENID WOODRING RGNL (WDG)

ENID, OKLAHOMA




SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-EIU | APP CRS | Rwy Idg | 6249 |
|---|---|---|---|
| 108.3 | 355° | TDZE | 1152 |
| | | Apt Elev | 1167 |

# ILS or LOC RWY 35

## ENID WOODRING RGNL (WDG)

ADF required. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA/MDA 100 feet, S-LOC Cat C/D visibility and Circling Cat C visibility ¼ mile. For inoperative MALSR, when using Guthrie altimeter setting, increase S-ILS 35 all Cats visibility to 1 mile, S-LOC 35 Cat C visibility to 1¼ and S-LOC Cat D visibility to 1½.

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct GARFY LOM and hold.

| AWOS-3 | VANCE APP CON ★ | WOODRING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 119.775 378.8 | 118.9 L 257.95 | 121.925 | 122.95 |

ANTHONY 112.9 ANY Chan 76

PIONEER 113.2 PER Chan 79

LOCALIZER 108.3 I-EIU

WOODRING 109.0 ODG Chan 27

LOM/IAF GARFY 341 EI

ODG 5.9

(IAF) PODDS ODG 12

(IF) YOBUL ODG 12

(IAF) KJACK INT

KINGFISHER 114.7 IFI Chan 94

WILL ROGERS 114.1 IRW Chan 88

3100 to LOM 154° (56)

3100 to LOM 22° (41.6)

3600 212° (29.8)

3100 173° (5.9)

3100 355° (6.1)

3600 NoPT 355° (3.9)

3600 NoPT ODG 12 Arc

3600 342° (45.8)

3600 021° (20.9)

R-087

R-025

IFI

R-021

LR-193

ODG R-173

10 NM

A-562A

MSA EI 25 NM 3600

ALTERNATE MISSED APCH FIX ODG 109.0 Chan 27 GARFY ODG 5.9 R-175

ELEV 1167 D

1209 1184 1176 1191 1217 1234 1205 1188 1175 1167±

6249 X 100 3149 X 108 0.3% UP

TDZE 1152

35

355° 5.7 NM from FAF

REIL Rwy 17

MIRL Rwy 13-31

MIRL Rwy 17-35 L

2500 3100 EI 341

VGSI and ILS glidepath not coincident.

LOM ODG 5.9 3042 MM 1352

Remain within 10 NM

175° 355° 3100 GS 3.00° TCH 60

0.5 5.2 NM

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 1352-½ 200 (200-½) | | | |
| S-LOC 35 | 1520-½ 368 (400-½) | | | 1520-¾ 368 (400-¾) |
| CIRCLING | 1720-1 553 (600-1) | | 1720-1½ 553 (600-1½) | 1720-2 553 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 50213 W17A | APP CRS 175° | Rwy Idg 5638 TDZE 1165 Apt Elev 1167 |
|---|---|---|

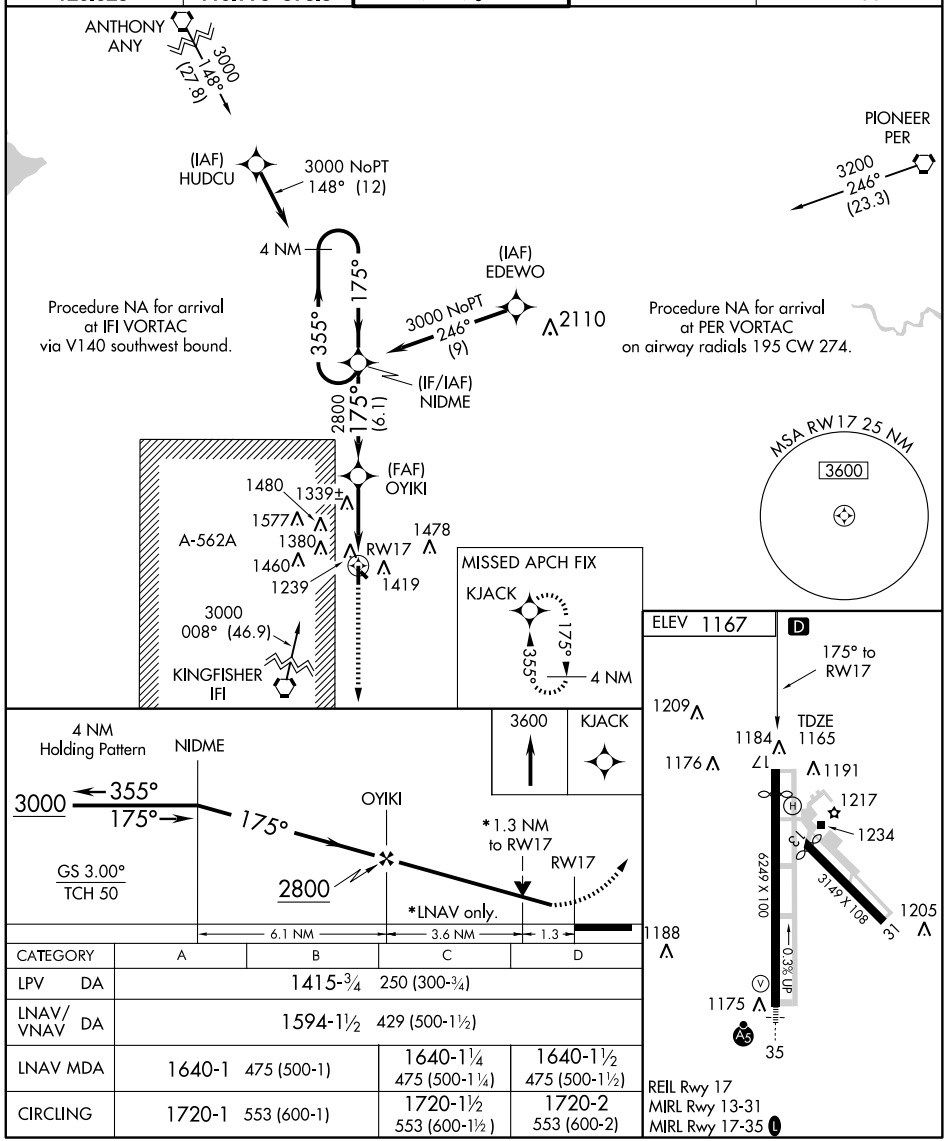
# RNAV (GPS) RWY 17

## ENID WOODRING RGNL (WDG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LPV all Cats visibility to 1¼ miles, LNAV/VNAV all Cats visibility to 1¾ miles, LNAV Cat C visibility to 1½ miles, LNAV Cat D visibility to 1¾ miles and Circling Cat C visibility to 1¾ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting.

MISSED APPROACH: Climb to 3600 direct KJACK and hold.

| AWOS-3 | VANCE APP CON ★ | WOODRING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 119.775 378.8 | 118.9 (CTAF) L 257.95 | 121.925 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1415-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1594-1½ 429 (500-1½) | | | |
| LNAV MDA | 1640-1 475 (500-1) | | 1640-1¼ 475 (500-1¼) | 1640-1½ 475 (500-1½) |
| CIRCLING | 1720-1 553 (600-1) | | 1720-1½ 553 (600-1½) | 1720-2 553 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 97413 W35A | APP CRS 355° | Rwy Idg 6249 TDZE 1152 Apt Elev 1167 |
|---|---|---|

# RNAV (GPS) RWY 35

## ENID WOODRING RGNL (WDG)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Guthrie altimeter setting and increase all DA 98 feet and all MDA 100 feet; increase LNAV/VNAV all Cats visibility to 1¼ miles, LNAV Cat C visibility to 1 mile and Circling Cat C visibility to 1¾ miles. Baro-VNAV and VDP NA when using Guthrie altimeter setting. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ miles. For inoperative MALSR, when using Guthrie altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV all Cats visibility to 1¾ miles and LNAV Cats C and D visibility to 1½ miles.

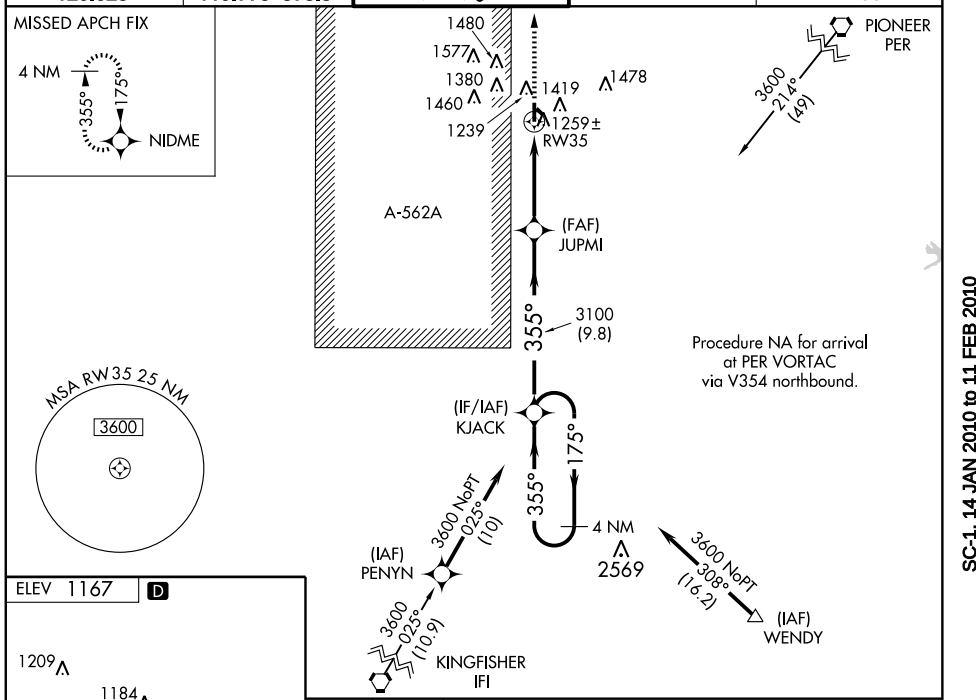
MALSR

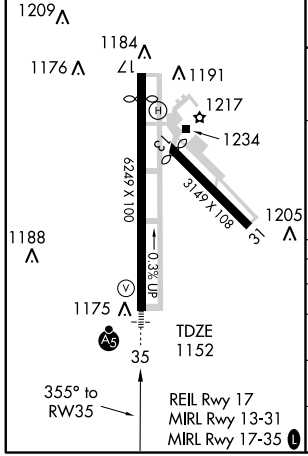
MISSED APPROACH: Climb to 3000 direct NIDME and hold.

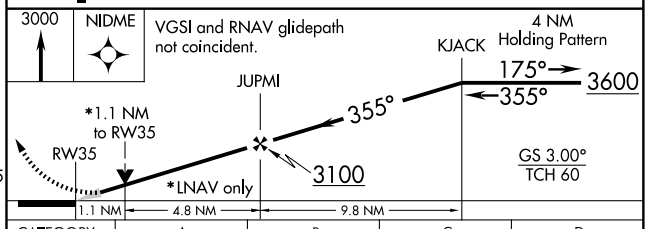
| AWOS-3 | VANCE APP CON ★ | WOODRING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 119.775 378.8 | 118.9 (CTAF) L 257.95 | 121.925 | 122.95 |

MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1352-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1529-¾ 377 (400-¾) | | | |
| LNAV MDA | 1560-½ 408 (400-½) | | 1560-¾ 408 (400-¾) | 1560-1 408 (400-1) |
| CIRCLING | 1720-1 553 (600-1) | | 1720-1½ 553 (600-1½) | 1720-2 553 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME ODG 109.0 Chan 27 | APP CRS 167° | Rwy Idg 5638 TDZE 1165 Apt Elev 1167 |
|---|---|---|

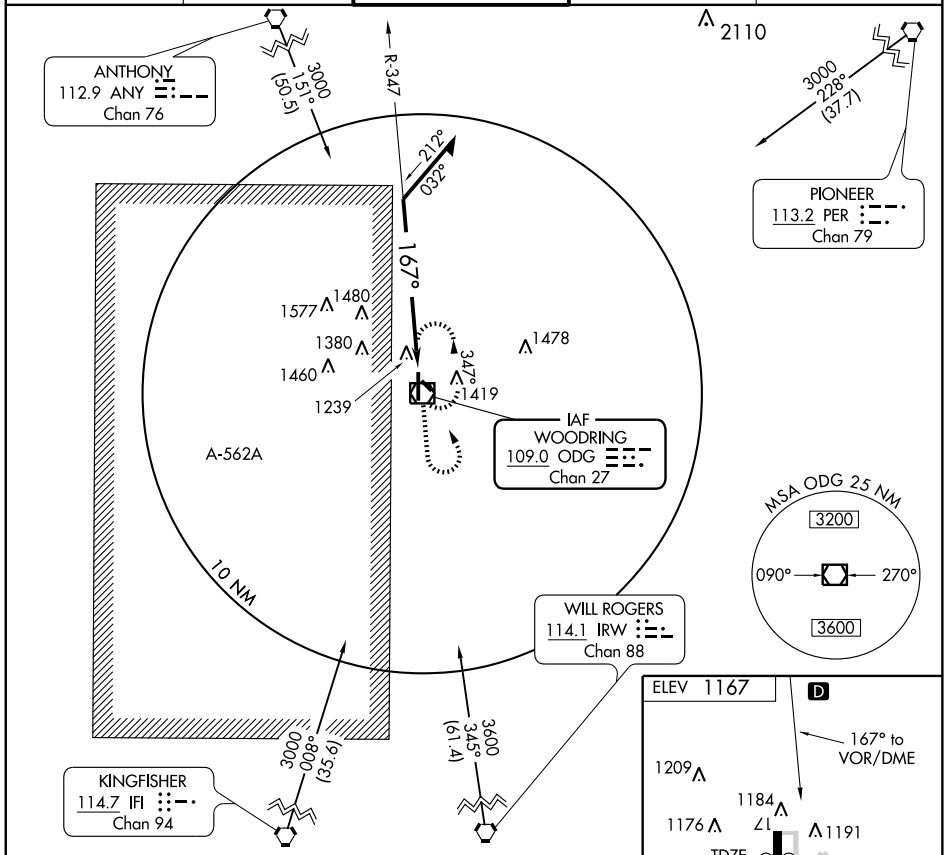
# VOR RWY 17

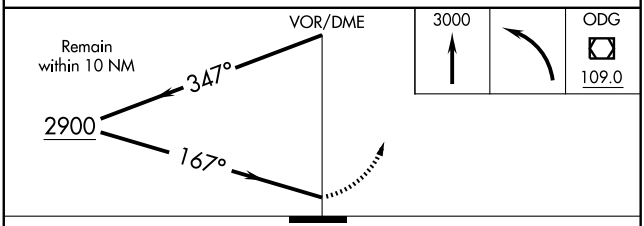
## ENID WOODRING RGNL (WDG)

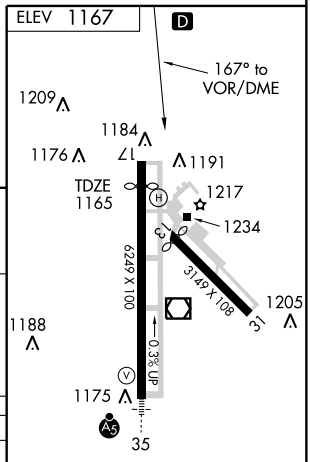
When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-17 Cat C/D visibility and Circling Cat C/D visibility ¼ mile. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 then left turn direct ODG VOR/DME and hold.

| AWOS-3 | VANCE APP CON ★ | WOODRING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 119.775 378.8 | 118.9 (CTAF) L 257.95 | 121.925 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1800-1 | 635 (700-1) | 1800-1¾ 635 (700-1¾) | 1800-2 635 (700-2) |
| CIRCLING | 1800-1 | 633 (700-1) | 1800-1¾ 633 (700-1¾) | 1800-2 633 (700-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME ODG | APP CRS | Rwy Idg | 6249 |
|---|---|---|---|
| 109.0 | 357° | TDZE | 1152 |
| Chan 27 | | Apt Elev | 1167 |

# VOR RWY 35

## ENID WOODRING RGNL (WDG)

When local altimeter setting not received, use Guthrie altimeter setting and increase all MDA 100 feet, S-35 Cat C/D visibility and Circling Cat C visibility ¼ mile. VDP NA when using Guthrie altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 then right turn direct ODG VOR/DME and hold.

| AWOS-3 | VANCE APP CON ★ | WOODRING TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.625 | 119.775 378.8 | 118.9 (CTAF) L 257.95 | 121.925 | 122.95 |

2025

ANTHONY
112.9 ANY
Chan 76

3000
151°
(50.5)

PIONEER
113.2 PER
Chan 79

3000
228°
(37.7)

IAF
WOODRING
109.0 ODG
Chan 27

1239
1480
1577
1380
1460
1419
1289±
177°

A-562A

357°

10 NM

132°
312°

MSA ODG 25 NM
3200
090° 270°
3600

WILL ROGERS
114.1 IRW
Chan 88

R-177

3000
008°
(35.6)

3600
345°
(61.4)

KINGFISHER
114.7 IFI
Chan 94

ELEV 1167 D

1209
1184
1176
1191
1217
1234
6249 X 100
3149 X 108
1205
1188
0.3% UP
1175
TDZE
1152
35
31
357° to VOR/DME

REIL Rwy 17
MIRL Rwy 13-31
MIRL Rwy 17-35 L

VOR/DME

Remain within 10 NM

177°
ODG
1.5
2800
357°

1.3
0.2

3000

ODG
109.0

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1600-½ | 448 (500-½) | 1600-¾ 448 (500-¾) | 1600-1 448 (500-1) |
| CIRCLING | 1720-1 | 553 (600-1) | 1720-1½ 553 (600-1½) | 1720-2 553 (600-2) |

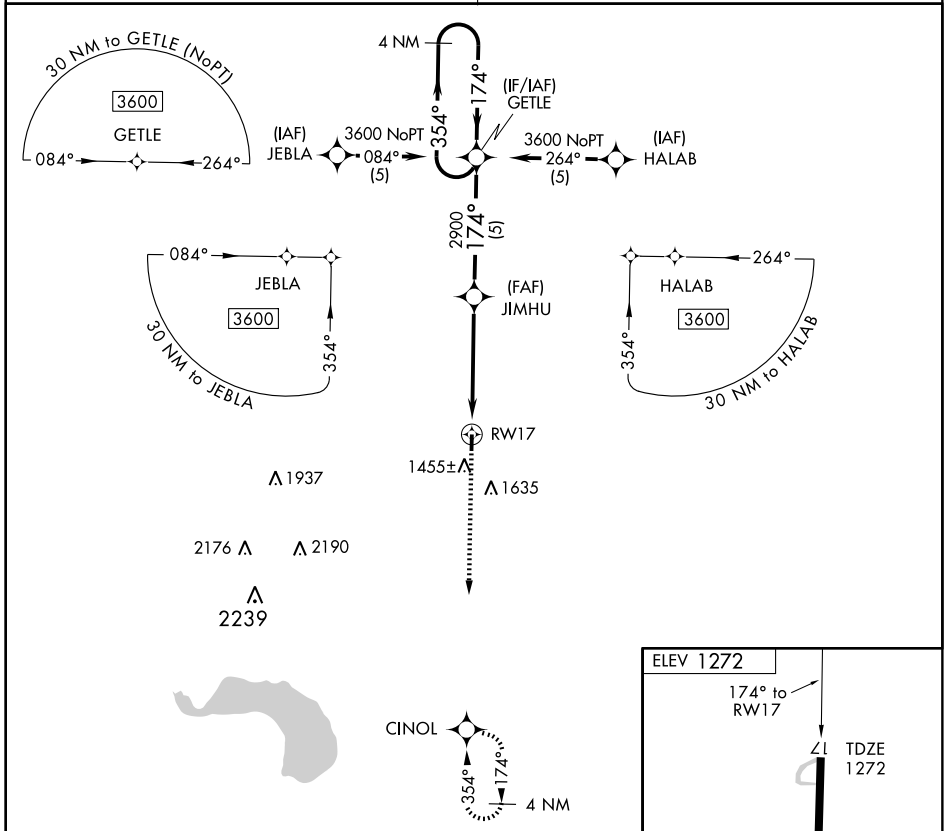
SC-1, 14 JAN 2010 to 11 FEB 2010

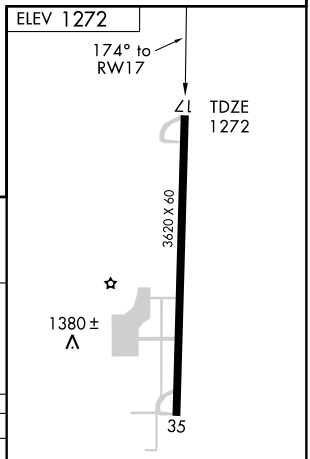
| APP CRS | Rwy Idg | 3620 |
|---|---|---|
| 174° | TDZE | 1272 |
| | Apt Elev | 1272 |

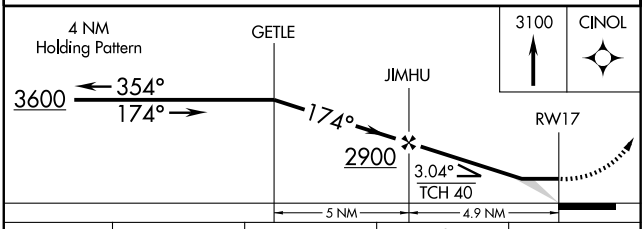
# RNAV (GPS) RWY 17

FAIRVIEW MUNI (6K4)

| | |
|---|---|
| Use Vance AFB altimeter setting.<br>GPS or RNP-0.3 Required.<br>DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3100 direct CINOL WP and hold. |
| VANCE APP CON ★<br>**120.525 244.875** | UNICOM<br>**122.8** (CTAF) |



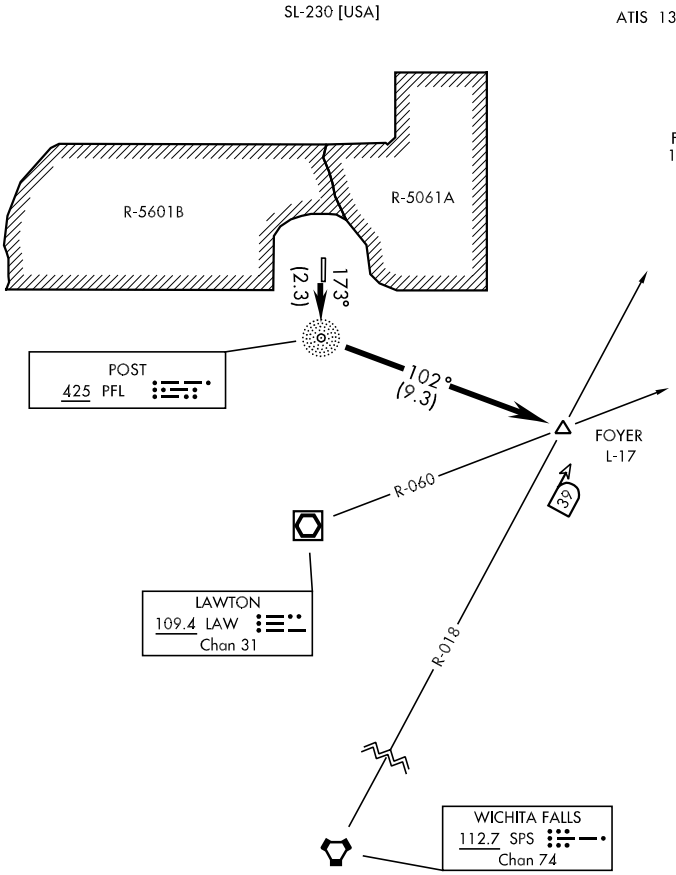

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1800-1 | 528 (600-1) | 1800-1½<br>528 (600-1½) | NA |
| CIRCLING | 1880-1 | 608 (700-1) | 2020-2¼<br>748 (800-2¼) | NA |

MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

# FOYER-TWO DEPARTURE (FOYER2•FOYER)






## DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 102° mag brg from PFL NDB to FOYER INT, maintain (assigned altitude).

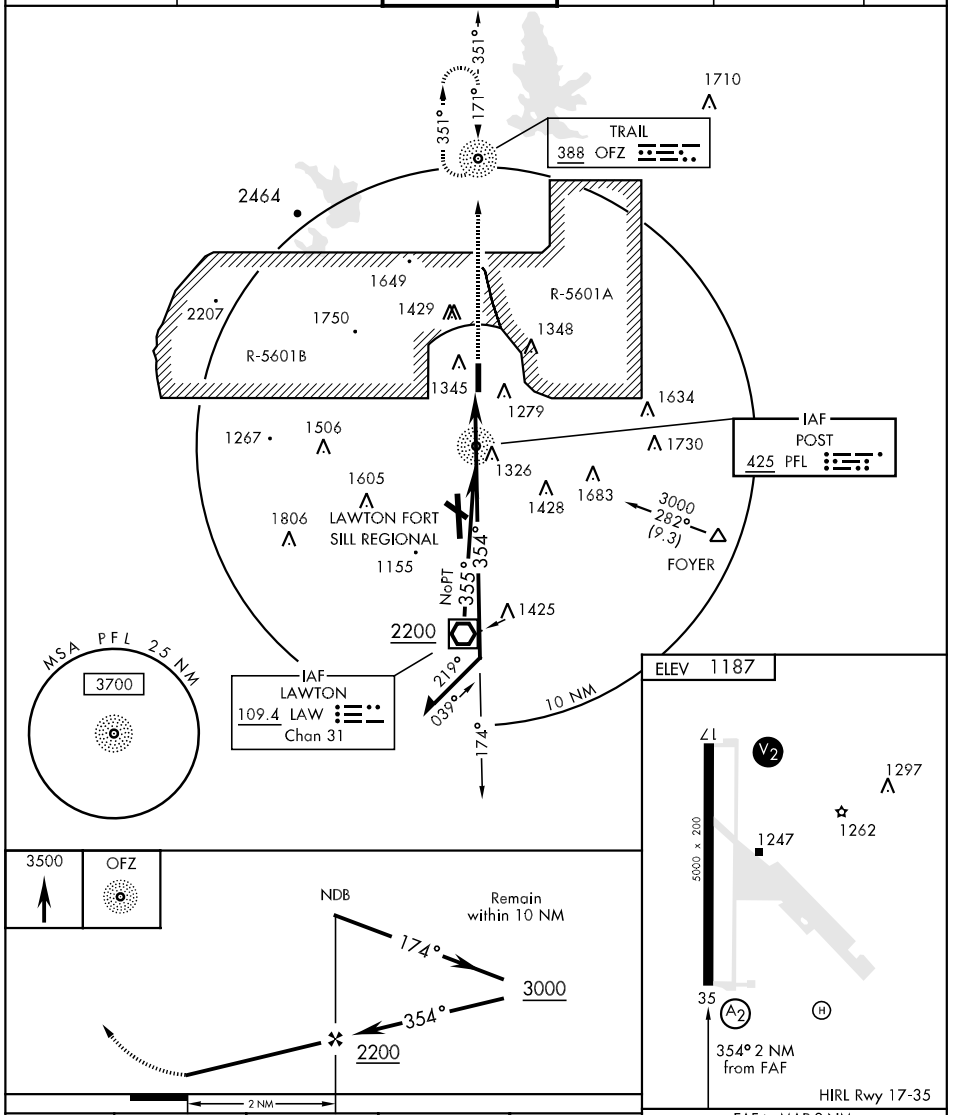
# NDB-A

| NDB PFL | APCH CRS | Rwy ldg / TDZE / Arpt Elev | AL-230 [USA] | HENRY POST AAF (KFSI) |
|---|---|---|---|---|
| 425 | 354° | 5000 / N/A / 1187 | | |

When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb to 3500 direct to OFZ NDB and hold.

| ATIS | FORT SILL APP CON | POST TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 135.425 354.025 | N127.3 307.275 S120.55 | 124.95 229.4 | 121.7 279.575 | 121.7 279.575 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1700-1 | 513 (600-1) | 1720-1½ 533 (500-1½) | 1740-2 553 (600-2) |

| FAF to MAP 2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:00 | 1:20 | 1:00 | 0:48 | 0:40 |

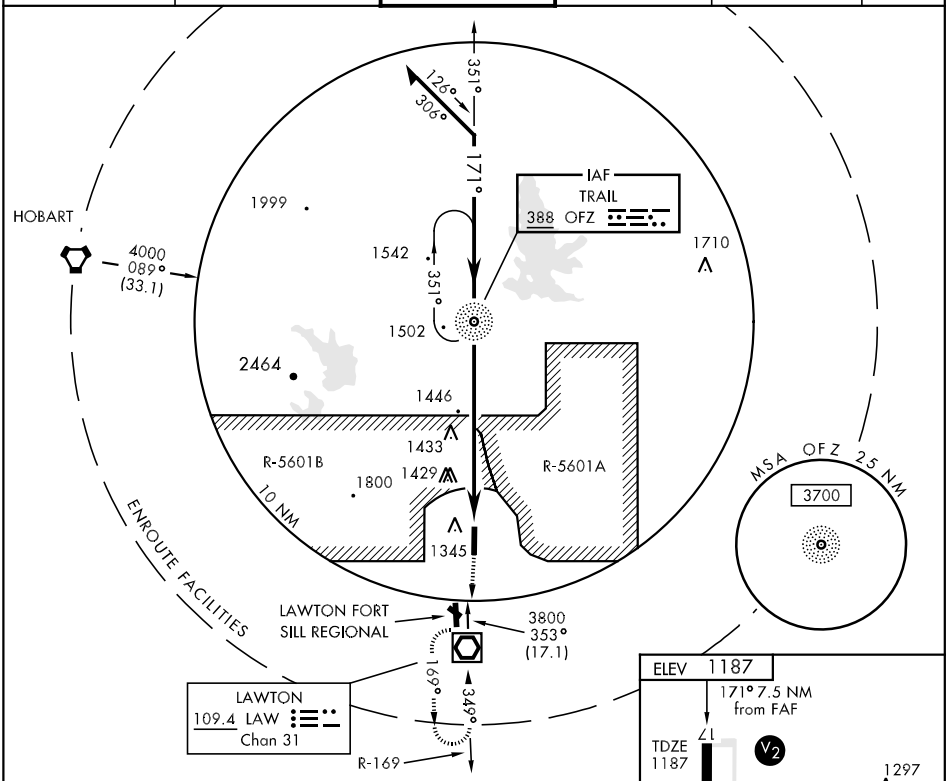
# NDB RWY 17

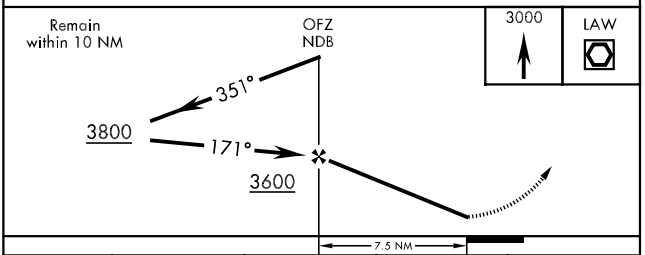
| NDB OFZ | APCH CRS | Rwy Idg / TDZE / Arpt Elev | AL-230 [USA] | HENRY POST AAF (KFSI) |
|---|---|---|---|---|
| 388 | 171° | 5000 / 1187 / 1187 | | |

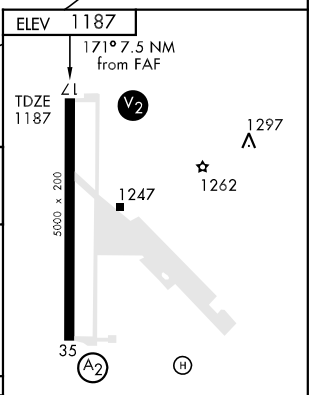
When local altimeter setting not received, use Lawton-Fort Sill Rgnl altimeter.

MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

| ATIS | FORT SILL APP CON | POST TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 135.425 354.025 | N127.3 307.275 S120.55 | 124.95 229.4 | 121.7 279.575 | 121.7 279.575 | |




HIRL Rwy 17-35

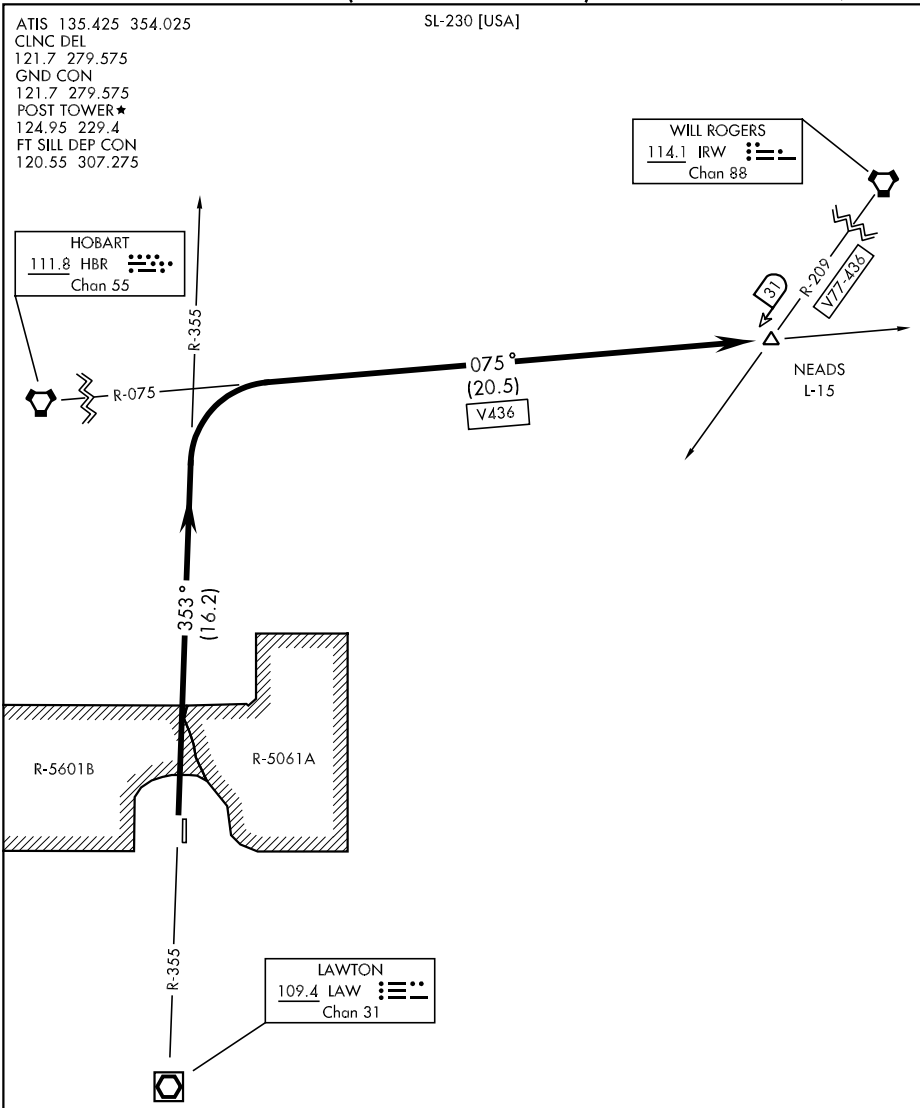
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1780-1 593 (600-1) | | 1780-1½ 593 (600-1½) | 1780-1¾ 593 (600-1¾) |
| CIRCLING | 1780-1 593 (600-1) | | 1780-1½ 593 (600-1½) | 1780-2 593 (600-2) |
| S-PAR 17 | 1388-¾ 200 | | (200-¾) GS 3.00° | |

FAF to MAP 7.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:30 | 5:00 | 3:45 | 3:00 | 2:30 |



SC-1, 14 JAN 2010 to 11 FEB 2010




DEPARTURE ROUTE DESCRIPTION

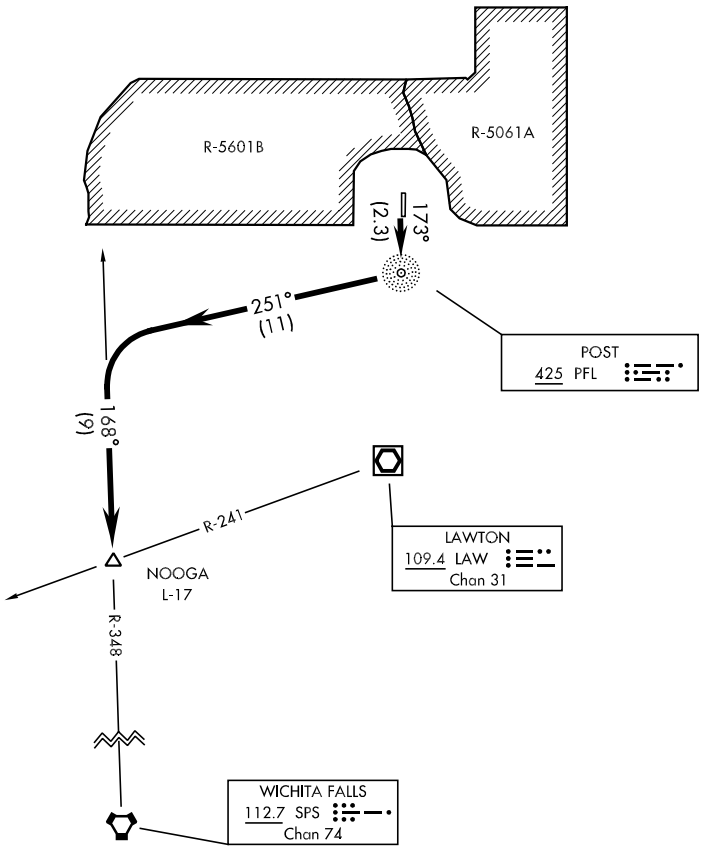
Proceed via LAW R-353 and thence via HBR R-075 to NEADS INT, maintain (assigned altitude).



NEADS-ONE DEPARTURE (NEADS1•NEADS)
FORT SILL, OKLAHOMA

SL-230 [USA]

ATIS 135.425 354.025
CLNC DEL
121.7 279.575
GND CON
121.7 279.575
POST TOWER★
124.95 229.4
FT SILL DEP CON
120.55 307.275




DEPARTURE ROUTE DESCRIPTION

Proceed direct to PFL NDB, thence via 251° mag brg from PFL NDB to and via SPS R-348 to NOOGA INT, maintain (assigned altitude).

# RNAV (GPS) RWY 17

| APCH CRS | Rwy ldg | 5000 |
|---|---|---|
| 172° | TDZE | 1187 |
| | Arpt Elev | 1187 |

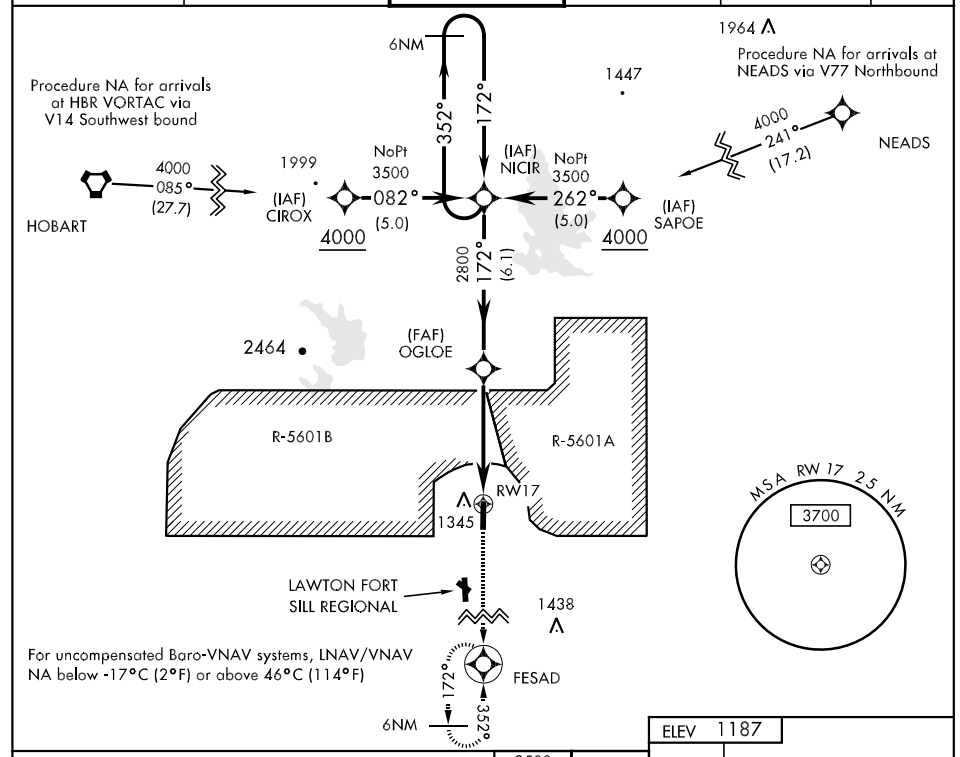
AL-230 [USA]

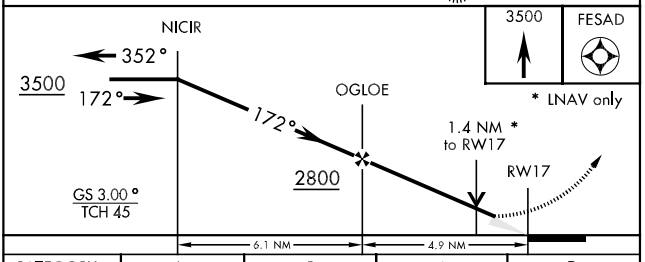
HENRY POST AAF (KFSI)

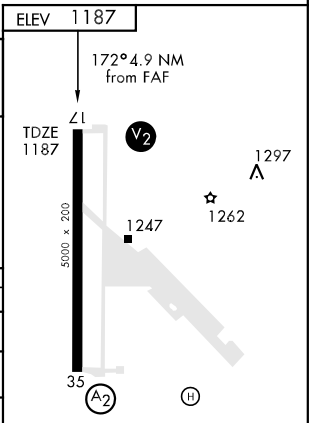
When local altimeter setting not recieved, use Lawton-Fort Sill Rgnl altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3500 direct to FESAD and hold.

| ATIS | FORT SILL APP CON | POST TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 135.425 354.025 | N127.3 307.275 S120.55 | 124.95 229.4 | 121.7 279.575 | 121.7 279.575 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1742-2 555 (600-2) | | | |
| LNAV MDA | 1680-1 493 (500-1) | | 1680-1¼ 493 (500-1¼) | 1680-1½ 493 (500-1½) |
| CIRCLING | 1700-1 513 (600-1) | | 1720-1½ 533 (600-1½) | 1740-2 553 (600-2) |
| S-PAR 17 | 1388-¾ 200 (200-¾) GS 3.00° | | | |

# RNAV (GPS) RWY 35

| APCH CRS | Rwy ldg | 5000 |
|---|---|---|
| 352° | TDZE | 1187 |
| | Arpt Elev | 1187 |

AL-230 [USA]

HENRY POST AAF (KFSI)

* When ALS inop, increase all CATs vis to 1¼ miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles..

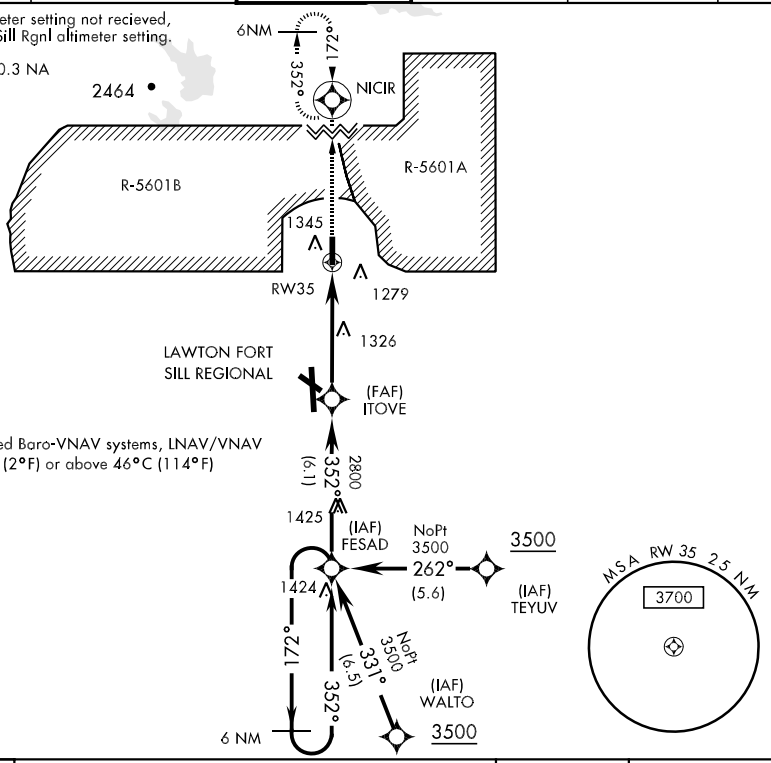
A2

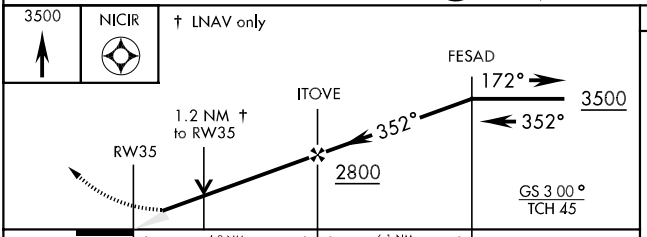
MISSED APPROACH: Climb to 3500 direct NICIR and hold.

| ATIS | FORT SILL APP CON | POST TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 135.425 354.025 | N127.3 307.275 S120.55 | 124.95 229.4 | 121.7 279.575 | 121.7 279.575 | |

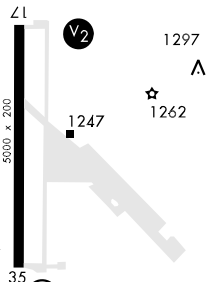
When local altimeter setting not recieved, use Lawton-Fort Sill Rgnl altimeter setting.

DME/DME RNP-0.3 NA




ELEV 1187




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV * DA | 1512-1 325 (400-1) | | | |
| LNAV MDA ** | 1640-¾ 453 (500-¾) | | 1640-1 453 (500-1) | 1640-1¼ 453 (500-1¼) |
| CIRCLING | 1700-1 513 (600-1) | | 1720-1½ 533 (600-1½) | 1740-2 553 (600-2) |
| S-PAR 35 | 1388/24 200 (200-½) GS 3.00° | | 1388/40 200 (200-¾) GS 3.00° | |

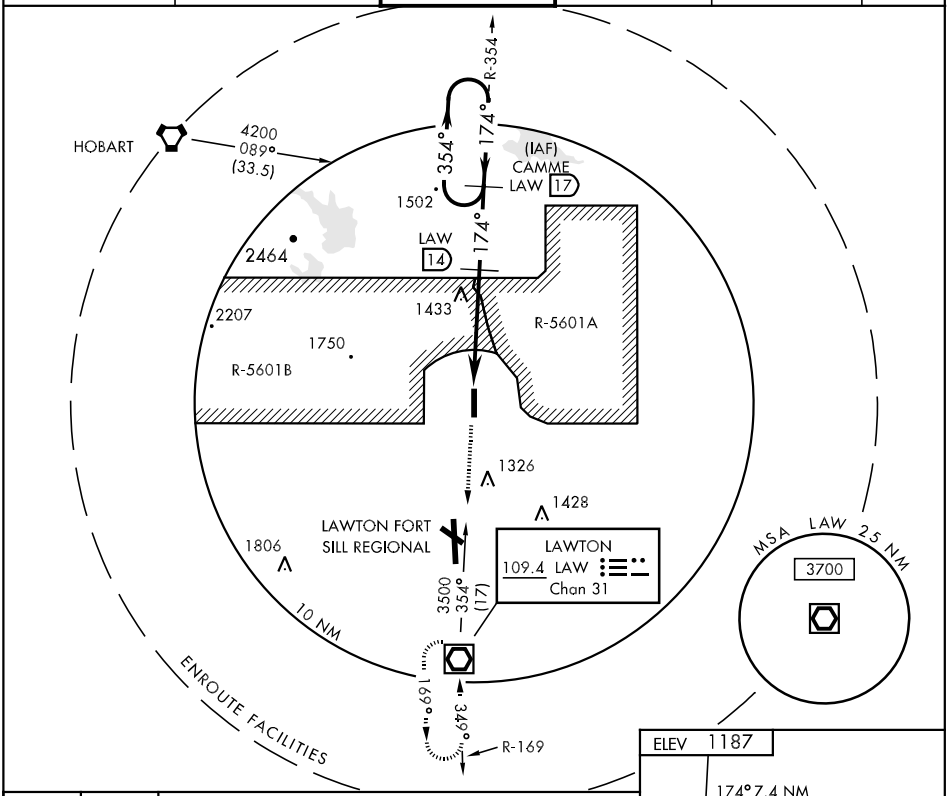
# VOR/DME RWY 17

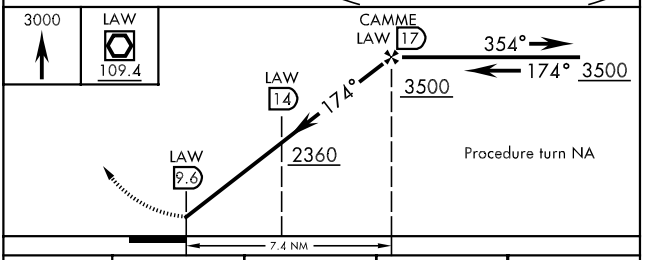
| VOR/DME LAW 109.4 Chan 31 | APCH CRS 174° | Rwy Idg 5000 TDZE 1188 Arpt Elev 1187 | AL-230 [USA] | HENRY POST AAF (KFSI) |
|---|---|---|---|---|

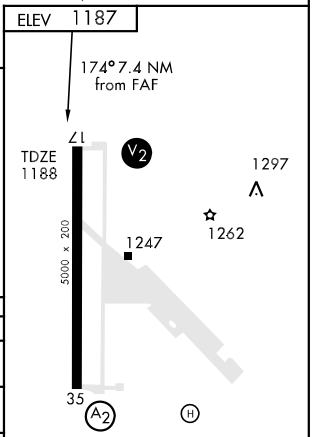
Radar required for holding above 6000', or speeds greater than 175 KIAS.

MISSED APPROACH: Climb straight ahead to 3000 direct to LAW VOR/DME and hold.

| ATIS | FORT SILL APP CON | POST TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 135.425 354.025 | N127.3 307.275 S120.55 | 124.95 229.4 | 121.7 279.575 | 121.7 279.575 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1700-1 512 (600-1) | | 1700-1½ 512 (600-1½) | 1700-1¾ 512 (600-1¾) |
| CIRCLING | 1700-1 512 (600-1) | | 1720-1½ 532 (600-1½) | 1740-2 552 (600-2) |
| S-PAR 17 | 1388-¾ 200 | (200-¾) | GS 3.00° | |

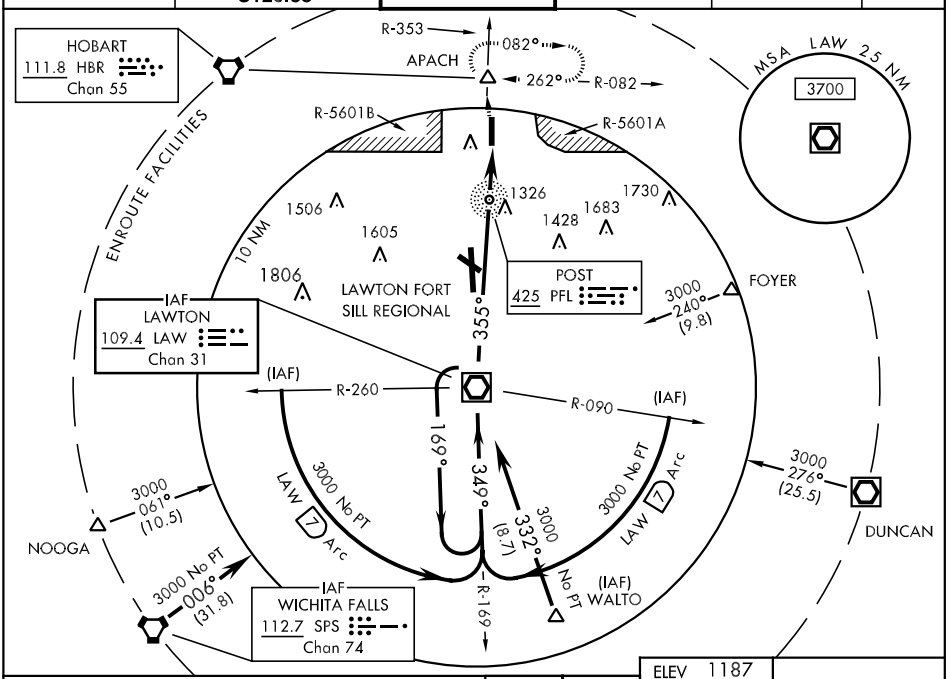
HIRL Rwy 17-35

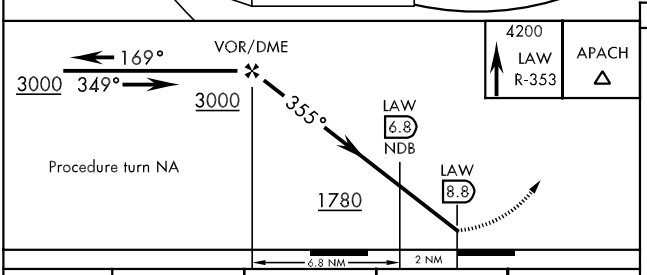
# VOR RWY 35

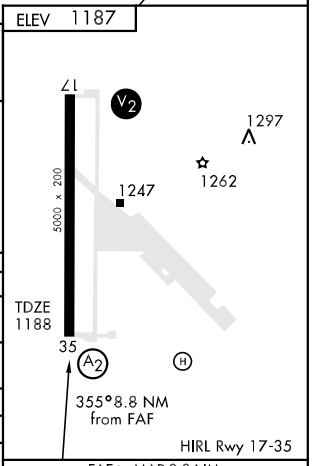
| VOR/DME LAW 109.4 Chan 31 | APCH CRS 355° | Rwy ldg 5000 TDZE 1188 Arpt Elev 1187 | AL-230 [USA] | HENRY POST AAF (KFSI) |
|---|---|---|---|---|

MISSED APPROACH: To 4200 out LAW VOR/DME R-353 to APACH INT and hold.

| ATIS | FORT SILL APP CON | POST TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 135.425 354.025 | N127.3 307.275 S120.55 | 124.95 229.4 | 121.7 279.575 | 121.7 279.575 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1780/40 | 592 (600-¾) | 1780/60 592 (600-1¼) | 1780-1½ 592 (600-1½) |
| CIRCLING | 1780-1 | 592 (600-1) | 1780-1½ 592 (600-1½) | 1780-2 592 (600-2) |
| S-PAR 35 | 1388/24 | 200 (200-½) | 1388/40 200 (200-¾) GS 3.00° | |
| DME/PFL NDB MINIMUMS | | | | |
| S-35 | 1640/40 | 452 (500-¾) | 1640/50 452 (500-1) | 1640/60 452 (500-1¼) |
| CIRCLING | 1680-1 | 492 (500-1) | 1680-1½ 492 (500-1½) | 1740-2 552 (600-2) |

| FAF to MAP 8.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:48 | 5:52 | 4:24 | 3:31 | 2:56 |

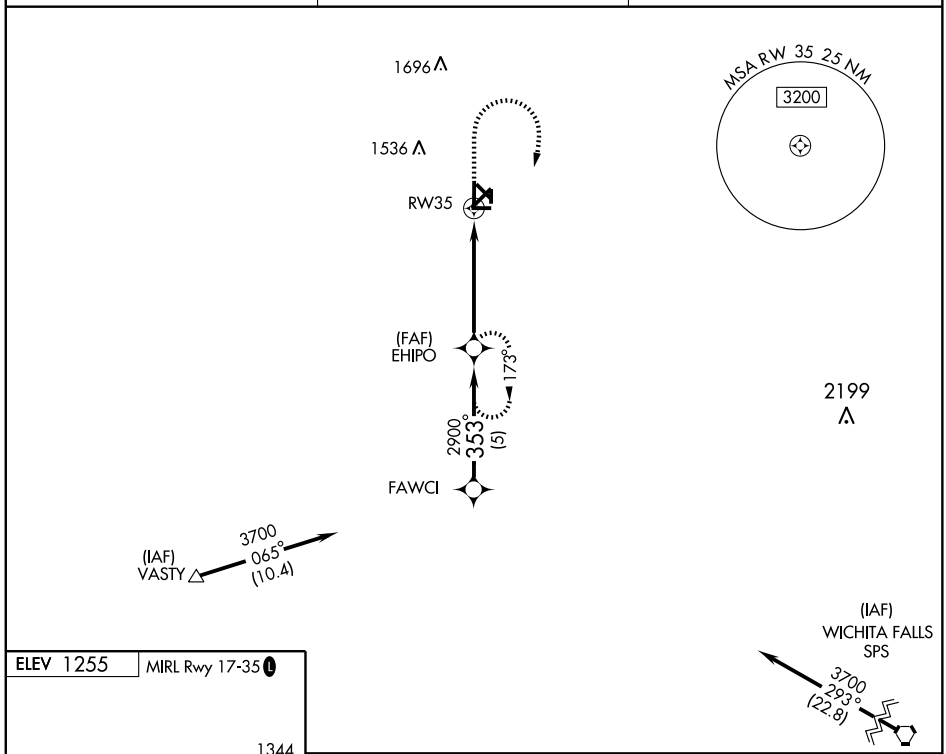
| APP CRS | Rwy Idg | 6099 |
|---|---|---|
| 353° | TDZE | 1238 |
| | Apt Elev | 1255 |

# GPS RWY 35
FREDERICK RGNL (FDR)

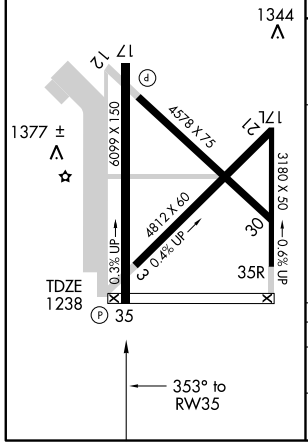
NA

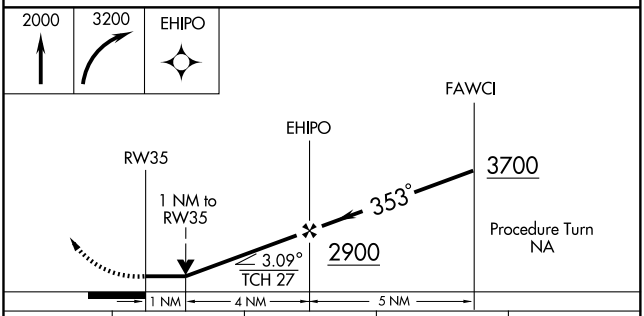
MISSED APPROACH: Climb to 2000 then climbing right turn to 3200 direct EHIPO and hold.

| ASOS | ALTUS APP CON * | UNICOM |
|---|---|---|
| 132.675 | 125.1 257.725 | 123.05 (CTAF) L |




ELEV 1255 MIRL Rwy 17-35 L



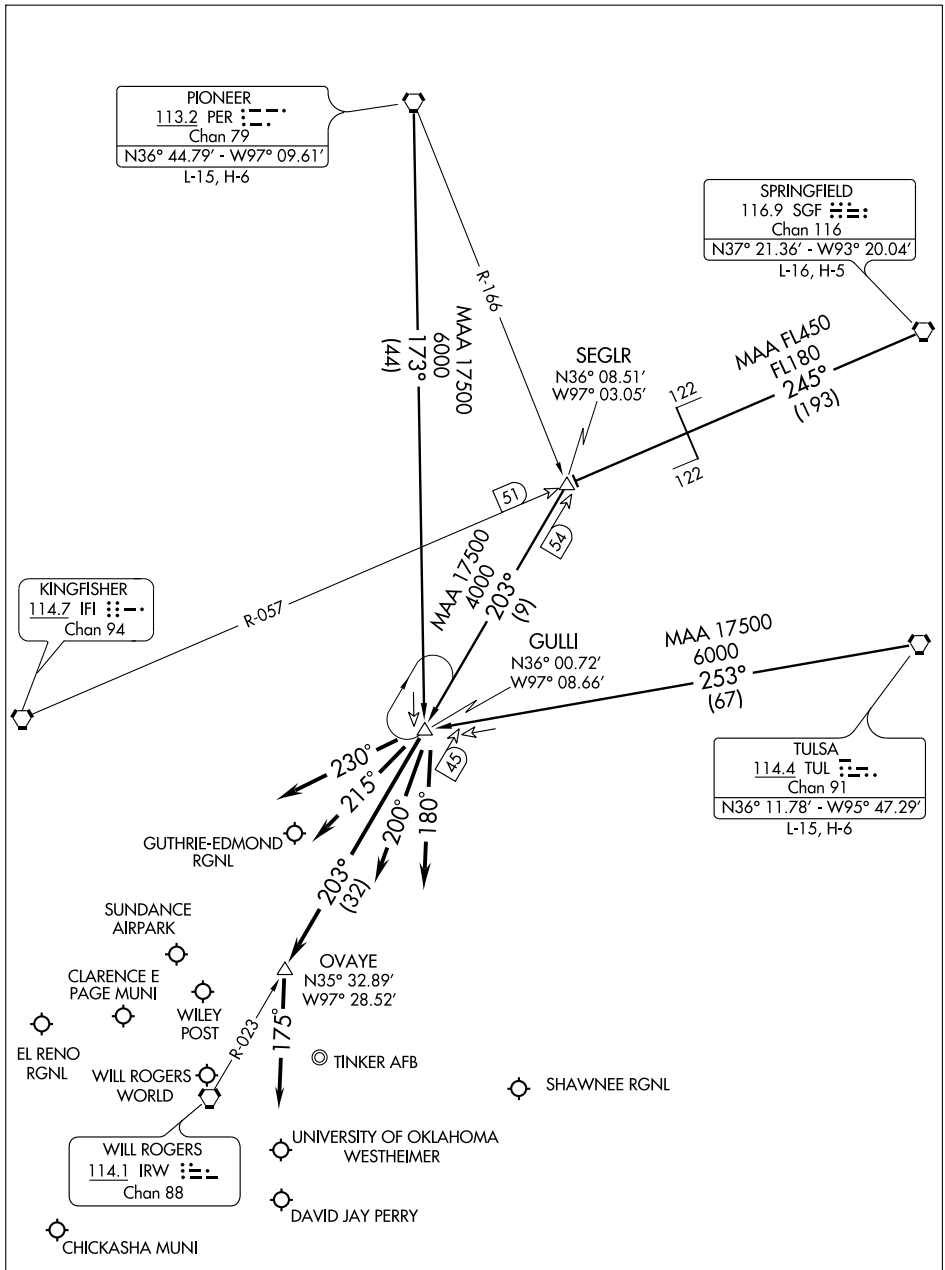




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1600-1 355 (400-1) | | | 1600-1¼ 355 (400-1¼) |
| CIRCLING | 1700-1 445 (500-1) | 1720-1 465 (500-1) | 1780-1½ 525 (600-1½) | 1880-2 625 (700-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

# GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA




NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# GULLI ONE ARRIVAL (GULLI.GULLI1)



## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

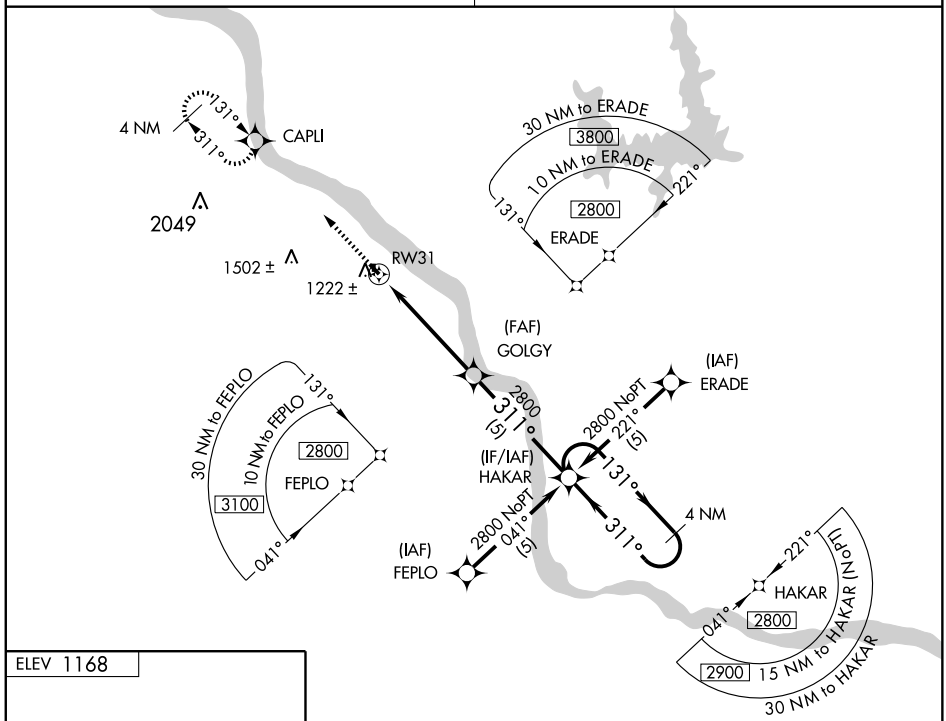
GOLDSBY, OKLAHOMA AL-6391 (FAA)

| APP CRS | | |
|---|---|---|
| 311° | Rwy Idg | 3006 |
| | TDZE | 1167 |
| | Apt Elev | 1168 |

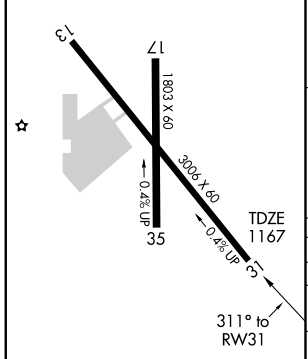
# RNAV (GPS) RWY 31

GOLDSBY/ DAVID JAY PERRY (1K4)

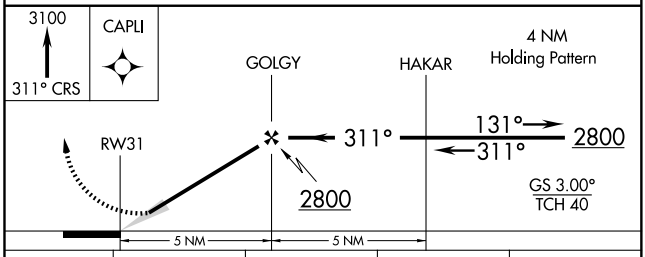
| | |
|---|---|
| ⚠ NA Use Will Rogers World altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. BARO VNAV NA. | MISSED APPROACH: Climb to 3100 via 311° course to CAPLI and hold. |
| OKE CITY APP CON **120.45 288.325** | UNICOM **122.7** (CTAF) |




ELEV 1168




MIRL Rwy 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 1520-1¼ 353 (400-1¼) | | | NA |
| LNAV MDA | 1540-1 373 (400-1) | | | NA |
| CIRCLING | 1660-1¼ 492 (500-1¼) | 1700-1¼ 532 (600-1¼) | 1700-1½ 532 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC IRW 114.1 Chan 88 | APP CRS 323° | Rwy Idg 3006 TDZE 1167 Apt Elev 1168 |
|---|---|---|

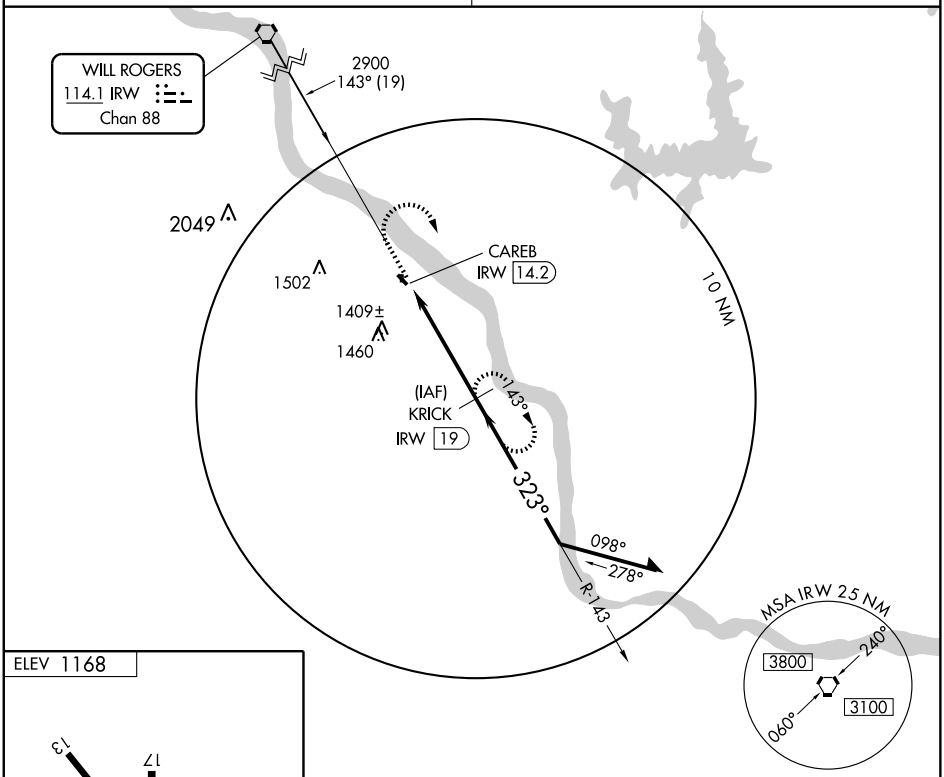
# VOR/DME RWY 31

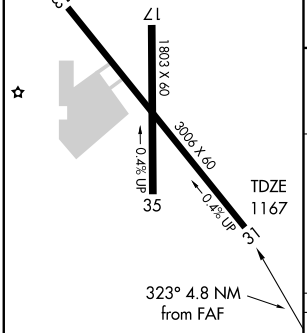
GOLDSBY/DAVID JAY PERRY (1K4)

Use Will Rogers World altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then climbing right turn to 2800 via IRW VORTAC R-143 to KRICK/19 DME and hold.

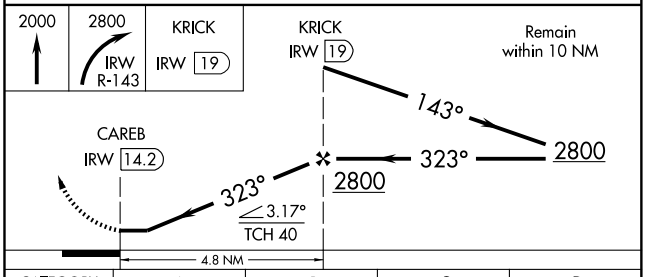
| OKE CITY APP CON | UNICOM |
|---|---|
| 120.45 288.325 | 122.7 (CTAF) |




MIRL Rwy 13-31

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1780-1 | 613 (700-1) | 1780-1¾ 613 (700-1¾) | NA |
| CIRCLING | 1780-1 | 612 (700-1) | 1780-1¾ 612 (700-1¾) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

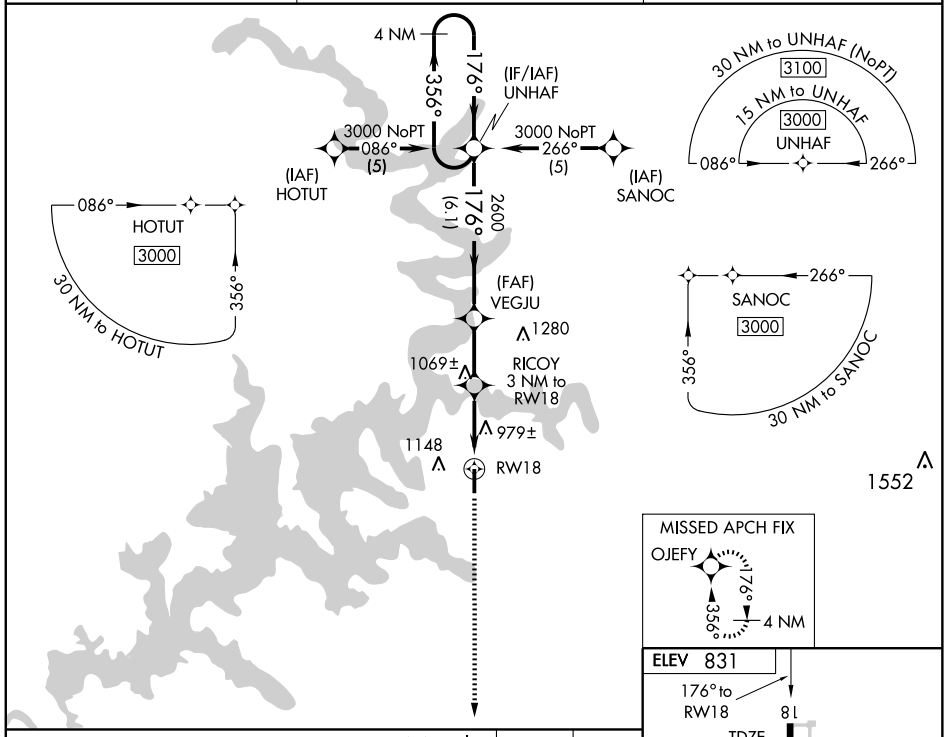
| WAAS CH 58308 W18A | APP CRS 176° | Rwy Idg 5200 / TDZE 826 / Apt Elev 831 |
|---|---|---|

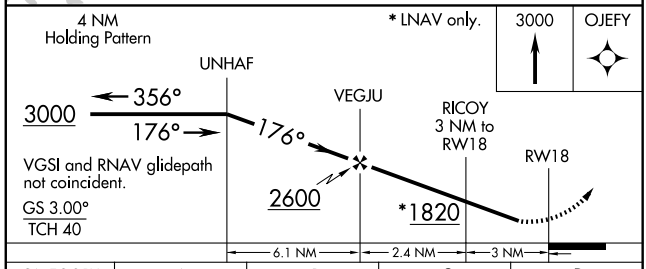
# RNAV (GPS) RWY 18
GROVE MUNI (GMJ)

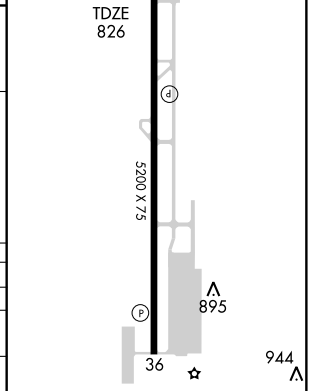
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct OJEFY and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.8 354.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1153-1¼ 327 (400-1¼) | | | NA |
| LNAV/VNAV DA | 1346-2 520 (600-2) | | | NA |
| LNAV MDA | 1240-1 414 (500-1) | | 1240-1¼ 414 (500-1¼) | NA |
| CIRCLING | 1500-1 669 (700-1) | | 1500-1¾ 669 (700-1¾) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

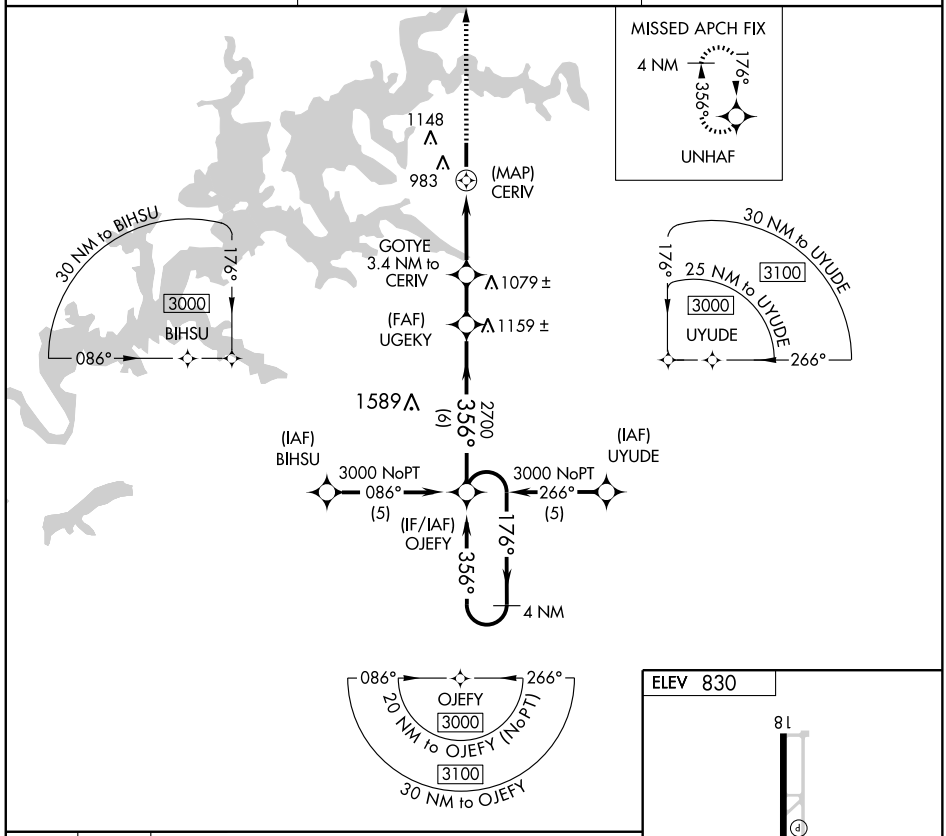
| APP CRS | Rwy Idg | 5200 |
|---|---|---|
| 356° | TDZE | 830 |
| | Apt Elev | 830 |

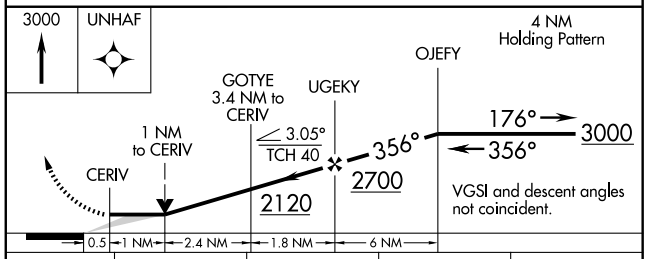
# RNAV (GPS) RWY 36
GROVE MUNI (GMJ)

DME/DME RNP-0.3 NA.

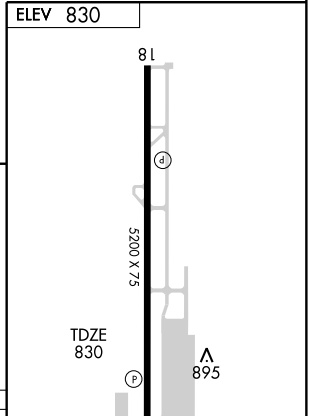
MISSED APPROACH: Climb to 3000 direct UNHAF and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.8 354.1 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1 450 (500-1) | | 1280-1¼ 450 (500-1¼) | NA |
| CIRCLING | 1500-1 670 (700-1) | | 1500-1¾ 670 (700-1¾) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME EOS 117.3 Chan 120 | APP CRS 219° | Rwy Idg N/A TDZE N/A Apt Elev 830 |
|---|---|---|

# VOR/DME-A
GROVE MUNI (GMJ)

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EOS VOR/DME and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.025 | 128.8 354.1 | 122.8 (CTAF) |

NoPT for arrivals on EOS VOR/DME airway radials 290 CW to 150.

1718
052°
1 min
232°
R-052
IAF
NEOSHO
117.3 EOS
Chan 120
2800
219°
(14.4)
1280
OJAYE
EOS 14.4
1148
983
ZURUN
EOS 20
10 NM
MSA EOS 25 NM
3100

ELEV 830
18
219° 5.6 NM from FAF
5200 X 75
895
36
944
MIRL Rwy 18-36

2000
3000
EOS
117.3
VOR/DME
One Minute Holding Pattern
OJAYE
EOS 14.4
ZURUN
EOS 20
219°
052°
232°
3000
2800
5.6 NM
14.4 NM

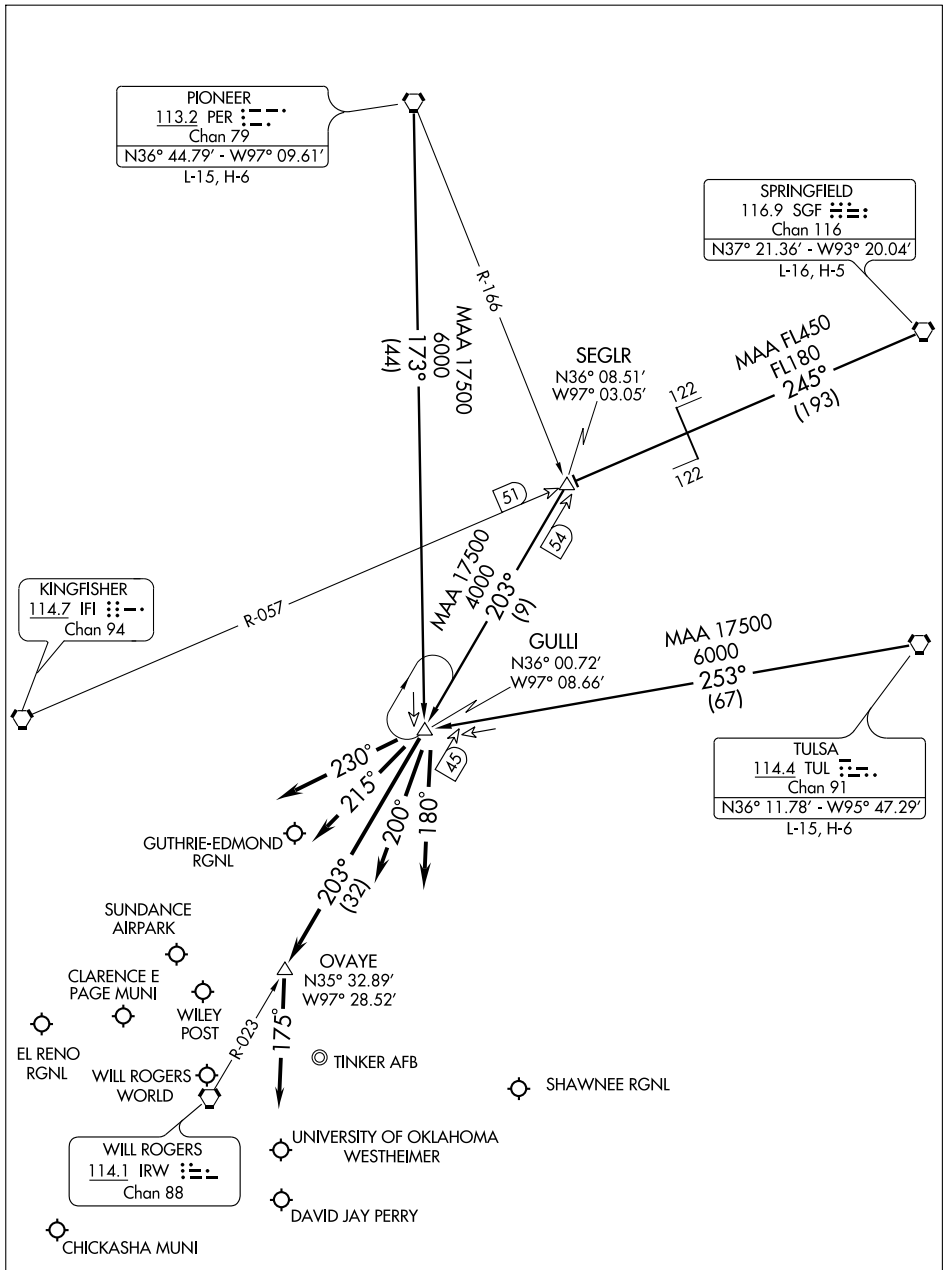
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1500-1 670 (700-1) | 1500-1¼ 670 (700-1¼) | 1500-1¾ 670 (700-1¾) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

# GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA




NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# GULLI ONE ARRIVAL (GULLI.GULLI1)



## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 56308 | 158° | TDZE | 1069 |
| W16A | | Apt Elev | 1069 |

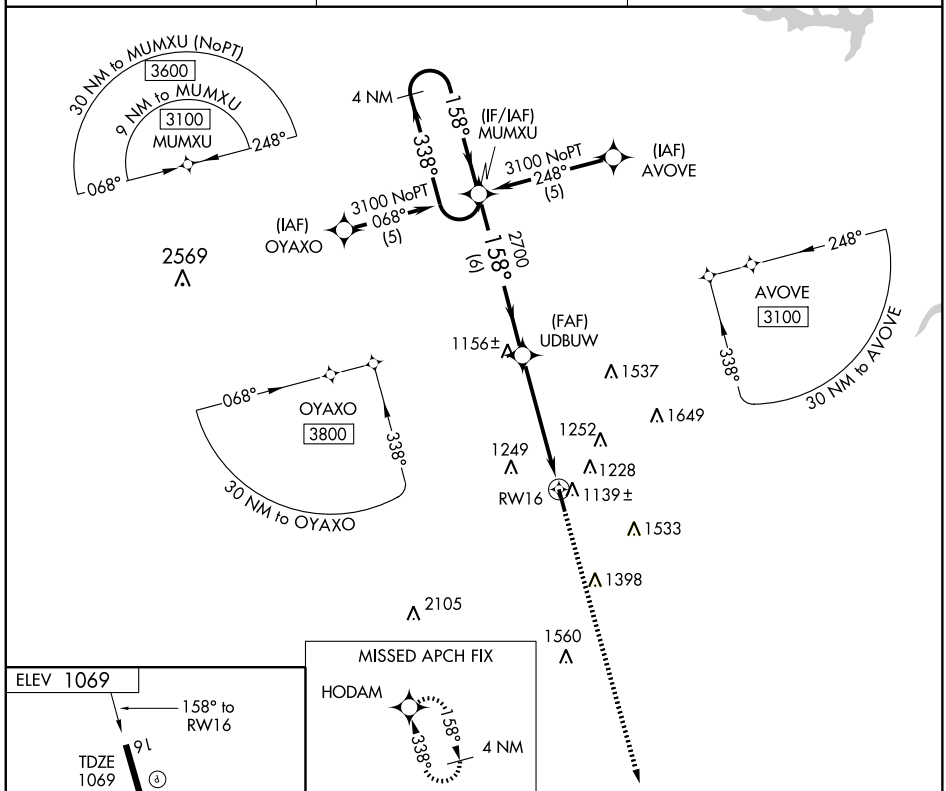
# RNAV (GPS) RWY 16

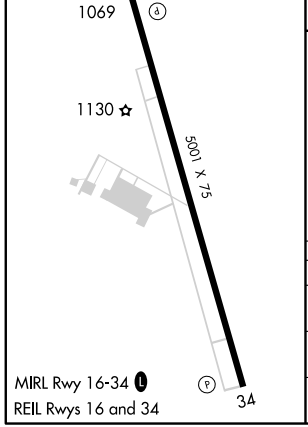
GUTHRIE-EDMOND RGNL (GOK)

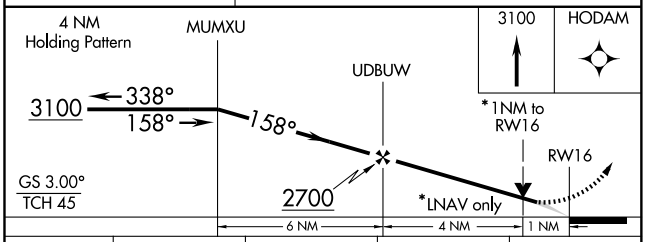
DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct HODAM and hold.

| ASOS | OKE CITY APP CON | UNICOM |
|---|---|---|
| 133.975 | 124.2 336.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1319-1 250 (300-1) | | NA | |
| LNAV MDA | 1420-1 351 (400-1) | | NA | |
| CIRCLING | 1540-1 471 (500-1) | | NA | |

SC-1, 14 JAN 2010 to 11 FEB 2010

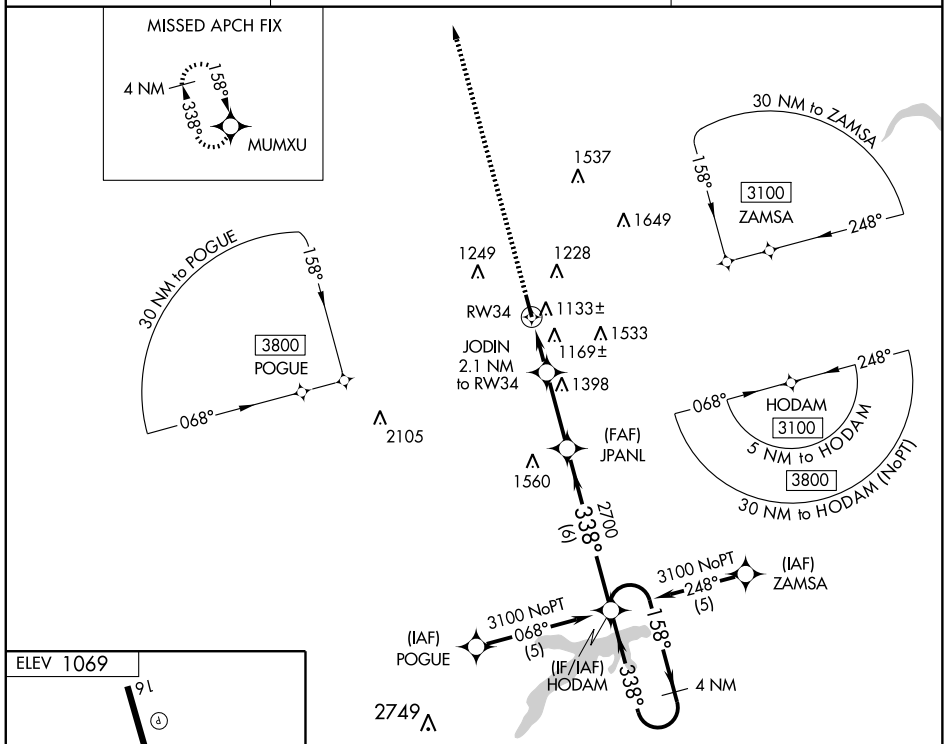
| WAAS CH 56607 W34A | APP CRS 338° | Rwy Idg 5001<br>TDZE 1069<br>Apt Elev 1069 |
|---|---|---|

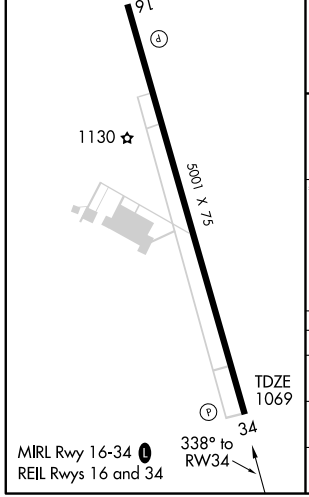
# RNAV (GPS) RWY 34
GUTHRIE-EDMOND RGNL (GOK)

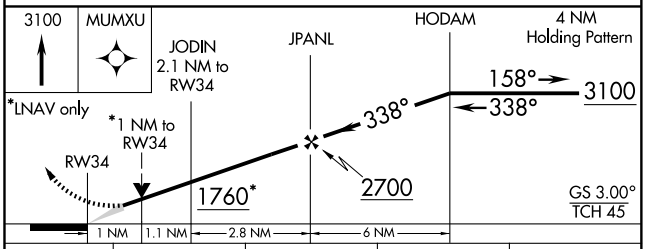
DME/DME RNP-0.3 NA. VDP NA when using Will Rogers World altimeter setting. When local altimeter setting not received, use Will Rogers World altimeter setting and increase DA/MDA 100 feet and LPV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 3100 direct MUMXU and hold.

| ASOS | OKE CITY APP CON | UNICOM |
|---|---|---|
| 133.975 | 124.2 336.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1319-1 250 (300-1) | | NA | |
| LNAV MDA | 1420-1 351 (400-1) | | NA | |
| CIRCLING | 1540-1 471 (500-1) | | NA | |

SC-1, 14 JAN 2010 to 11 FEB 2010

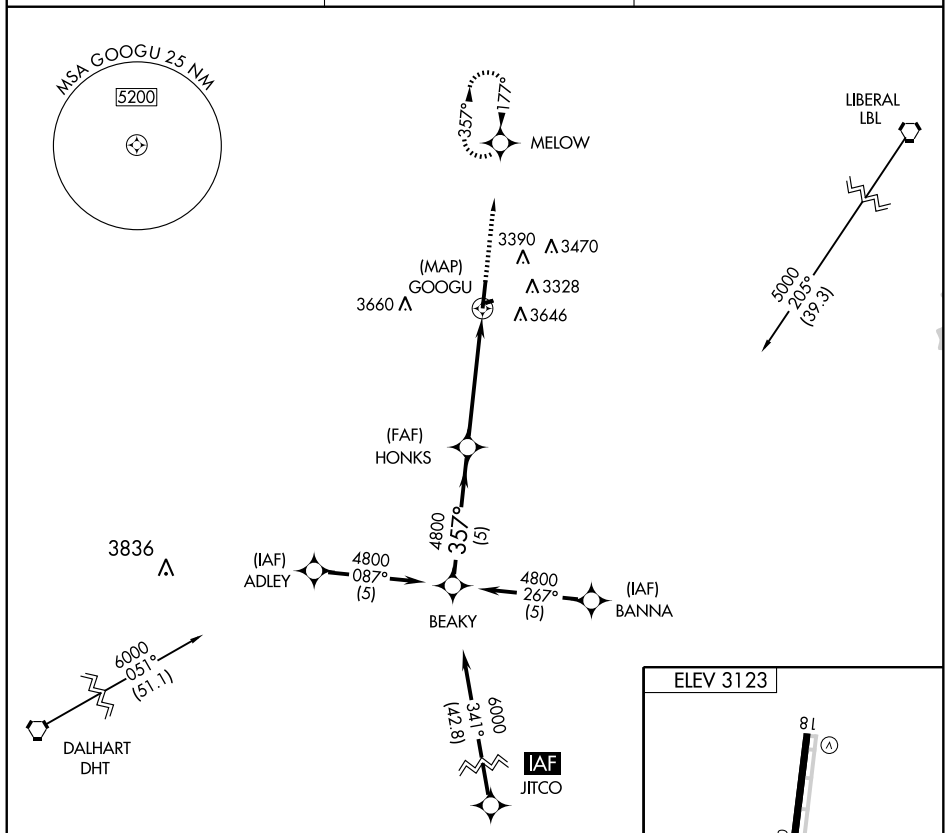
| APP CRS | Rwy Idg | 5900 |
|---|---|---|
| 357° | TDZE | 3123 |
| | Apt Elev | 3123 |

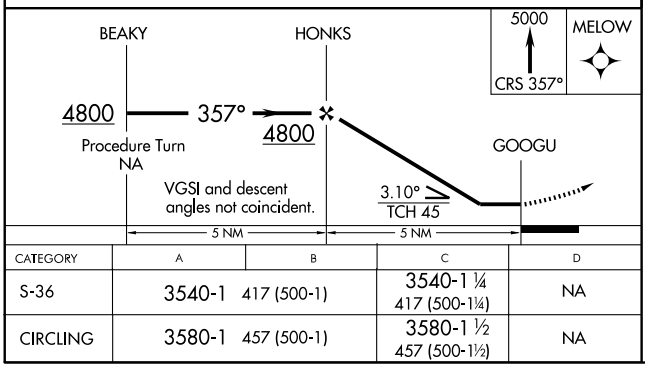
# GPS RWY 36
## GUYMON MUNI (GUY)

Circling not authorized east of Rwy 18-36.
ARM APPROACH MODE PRIOR TO IAF.

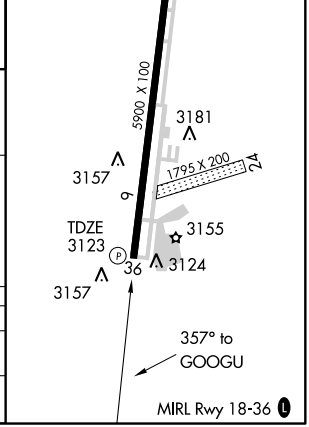
MISSED APPROACH: Climb to 5000 via 357° course to MELOW WP and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.925 | 134.0 290.8 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 3540-1 | 417 (500-1) | 3540-1 ¼<br>417 (500-1¼) | NA |
| CIRCLING | 3580-1 | 457 (500-1) | 3580-1 ½<br>457 (500-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

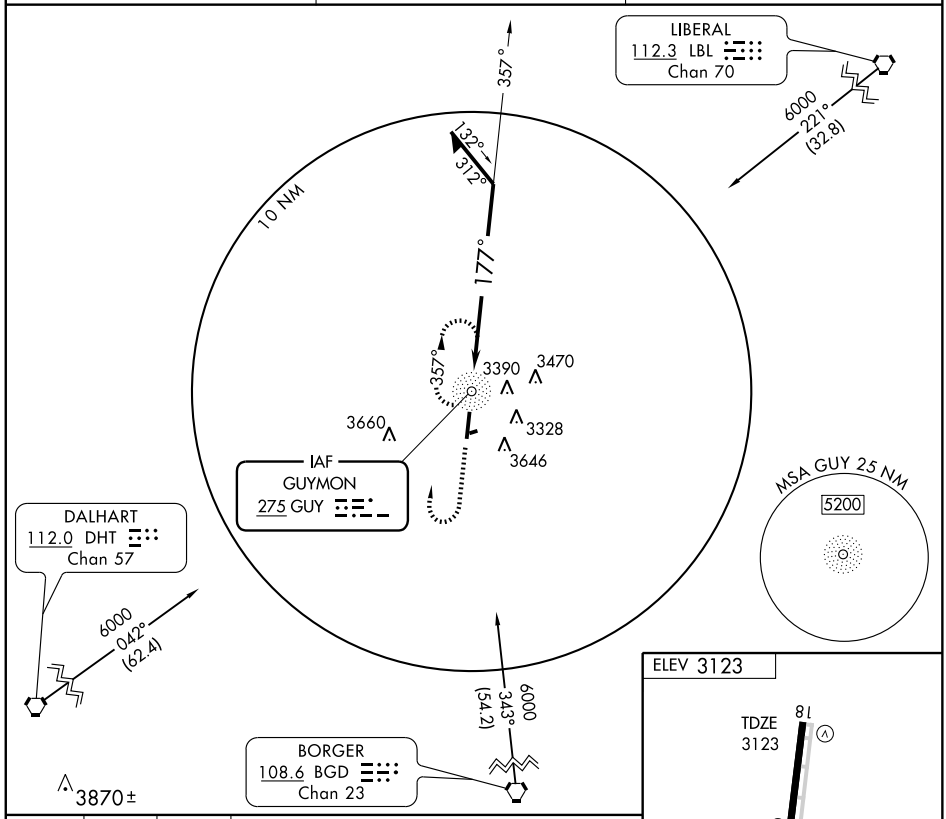
| NDB GUY 275 | APP CRS 177° | Rwy Idg 5900<br>TDZE 3123<br>Apt Elev 3123 |
|---|---|---|

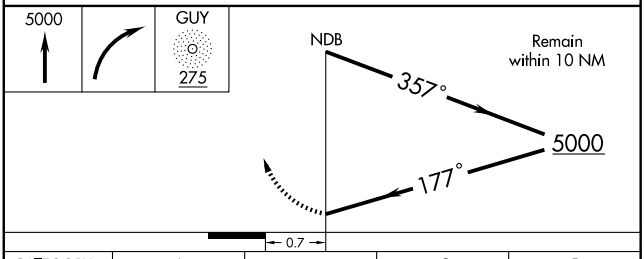
# NDB RWY 18
## GUYMON MUNI (GUY)

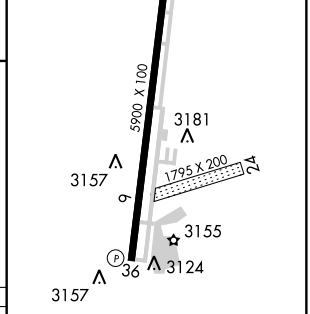
NA — Circling not authorized east of Rwy 18-36.

MISSED APPROACH: Climb to 5000 then right turn direct GUY NDB and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.925 | 134.0 290.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 3900-1<br>777 (800-1) | 3900-1¼<br>777 (800-1¼) | 3900-2¼<br>777 (800-2¼) | NA |
| CIRCLING | 3900-1<br>777 (800-1) | 3900-1¼<br>777 (800-1¼) | 3900-2¼<br>777 (800-2¼) | NA |

MIRL Rwy 18-36 L

SC-1, 14 JAN 2010 to 11 FEB 2010

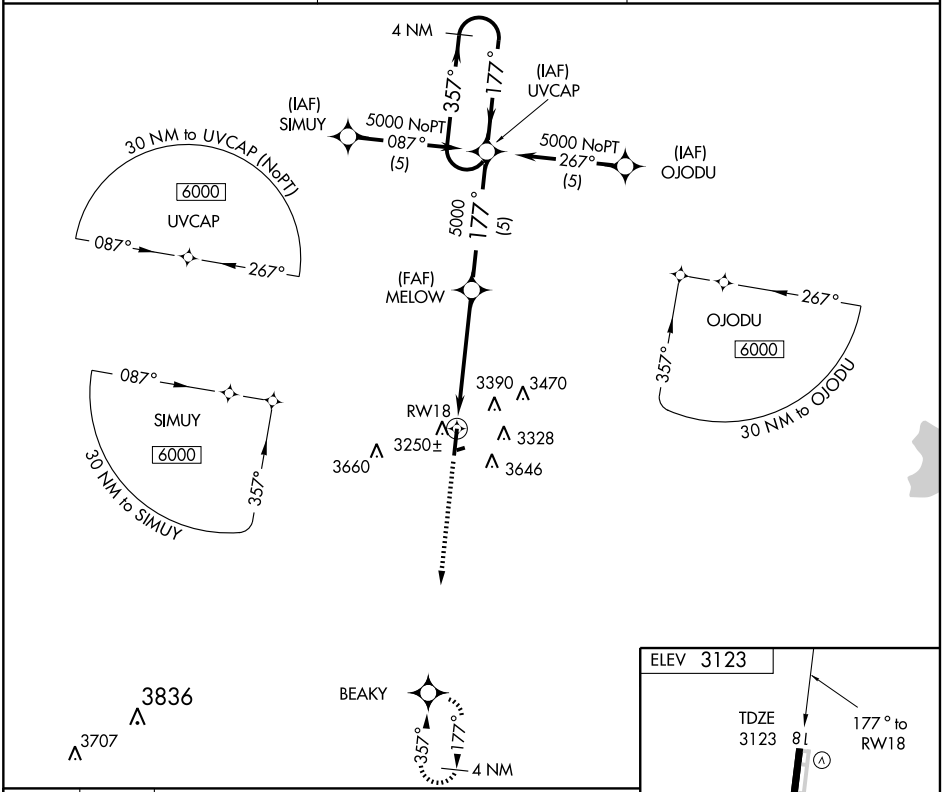
# RNAV (GPS) RWY 18
GUYMON MUNI (GUY)

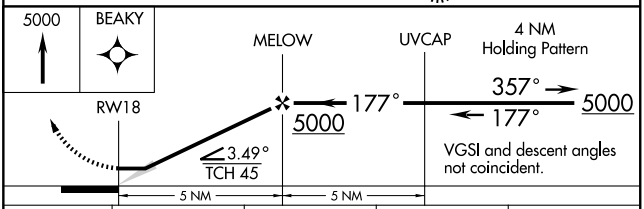
| APP CRS | Rwy Idg | 5900 |
|---|---|---|
| 177° | TDZE | 3123 |
| | Apt Elev | 3123 |

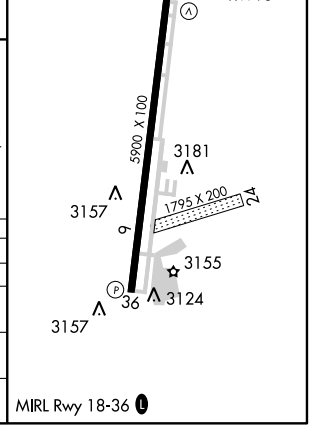
Circling not authorized east of Rwy 18-36.
GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 not authorized.

MISSED APPROACH: Climb to 5000 direct BEAKY WP and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 119.925 | 134.0 290.8 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 3700-1 577 (600-1) | | 3700-1½ 577 (600-1½) | NA |
| CIRCLING | 3700-1 577 (600-1) | | 3700-1½ 577 (600-1½) | NA |

MIRL Rwy 18-36

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB HET | APP CRS | Rwy Idg | 3501 |
|---|---|---|---|
| 267 | 005° | TDZE | 849 |
| | | Apt Elev | 849 |

# NDB RWY 36

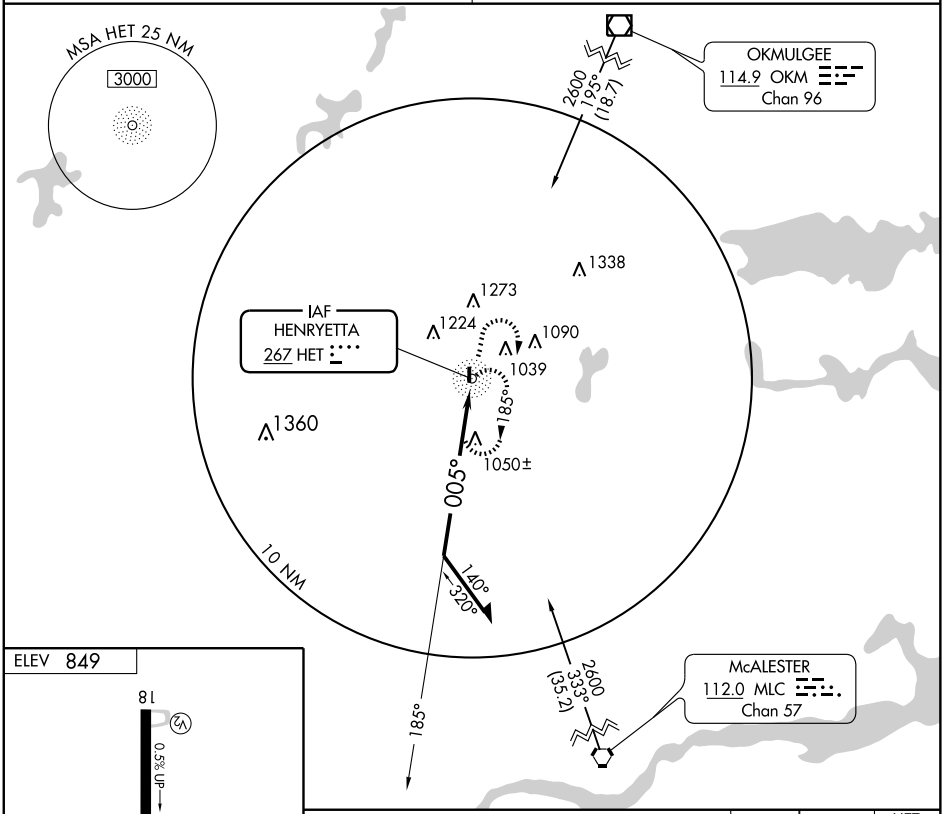
HENRYETTA MUNI (F10)

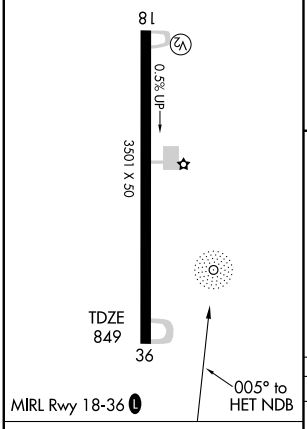
NA

Use McAlester Rgnl altimeter setting.

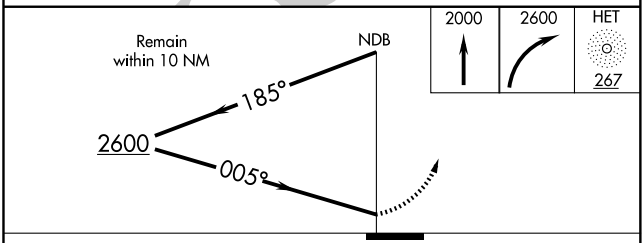
MISSED APPROACH: Climb to 2000 then climbing right turn to 2600 direct HET NDB and hold.

| FORT WORTH CENTER | UNICOM |
|---|---|
| 132.2 338.35 | 122.8 (CTAF) L |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1540-1¼ 691 (700-1¼) | | 1540-2 691 (700-2) | NA |
| CIRCLING | 1540-1¼ 691 (700-1¼) | | 1620-2¼ 771 (800-2¼) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3501 |
|---|---|---|
| 356° | TDZE | 849 |
| | Apt Elev | 849 |

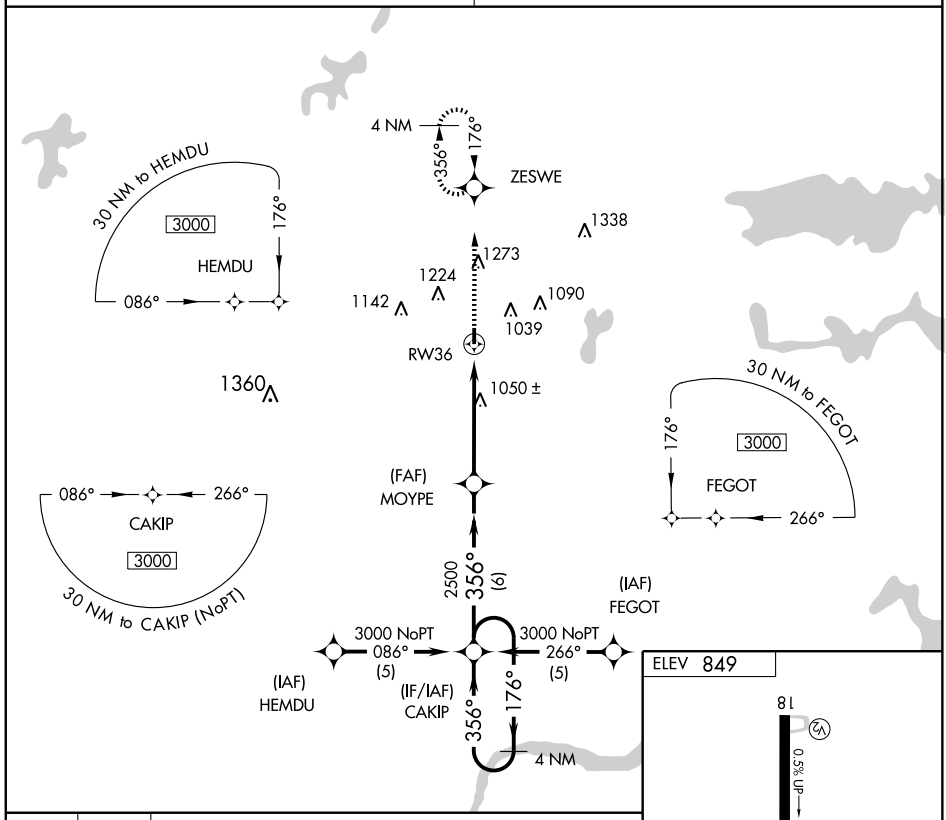
# RNAV (GPS) RWY 36
## HENRYETTA MUNI (F10)

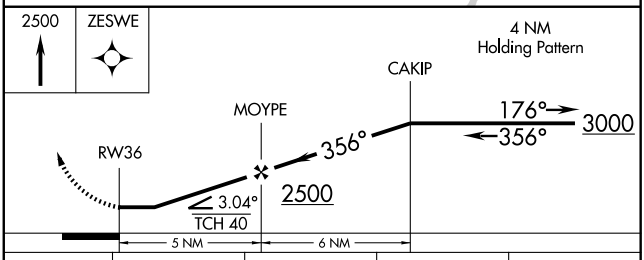
Use McAlester Rgnl altimeter setting.
NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

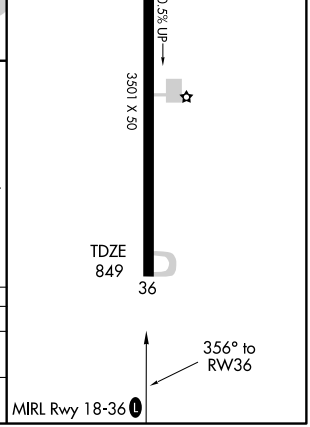
MISSED APPROACH: Climb to 2500 direct ZESWE WP and hold.

FORT WORTH CENTER
**132.2 338.35**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1440-1¼ | 591 (600-1¼) | 1440-1½<br>591 (600-1½) | NA |
| CIRCLING | 1460-1¼ | 611 (700-1¼) | 1620-2¼<br>771 (800-2¼) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

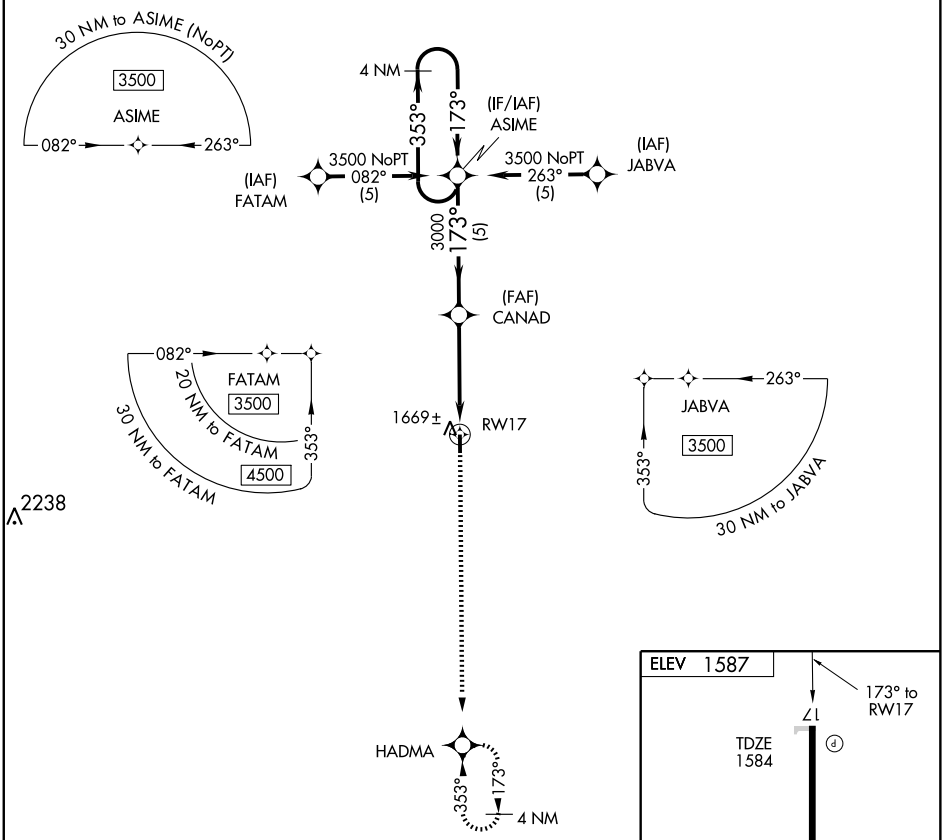
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 173° | TDZE | 1584 |
| | Apt Elev | 1587 |

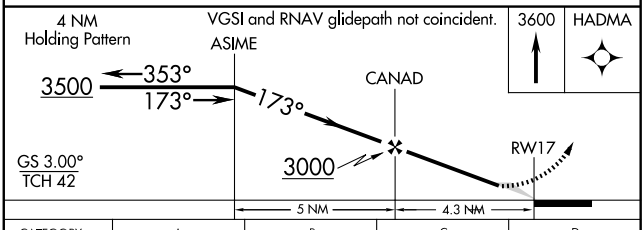
# RNAV (GPS) RWY 17
## HINTON MUNI (208)

NA Use Weatherford altimeter setting; when not received procedure NA. DME/DME RNP-0.3 NA. Baro-VNAV NA.

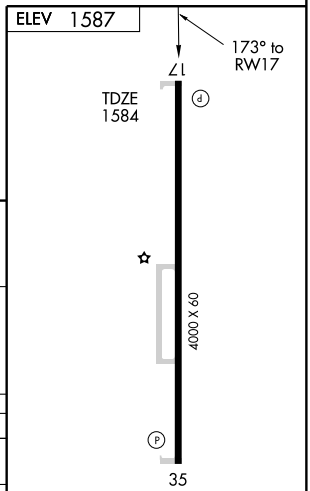
MISSED APPROACH: Climb to 3600 direct HADMA and hold.

| FORT WORTH CENTER | UNICOM |
|---|---|
| 128.4 269.375 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 2000-1½ | 416 (500-1½) | NA | |
| LNAV MDA | 2000-1 | 416 (500-1) | NA | |
| CIRCLING | 2100-1 | 513 (600-1) | NA | |




MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

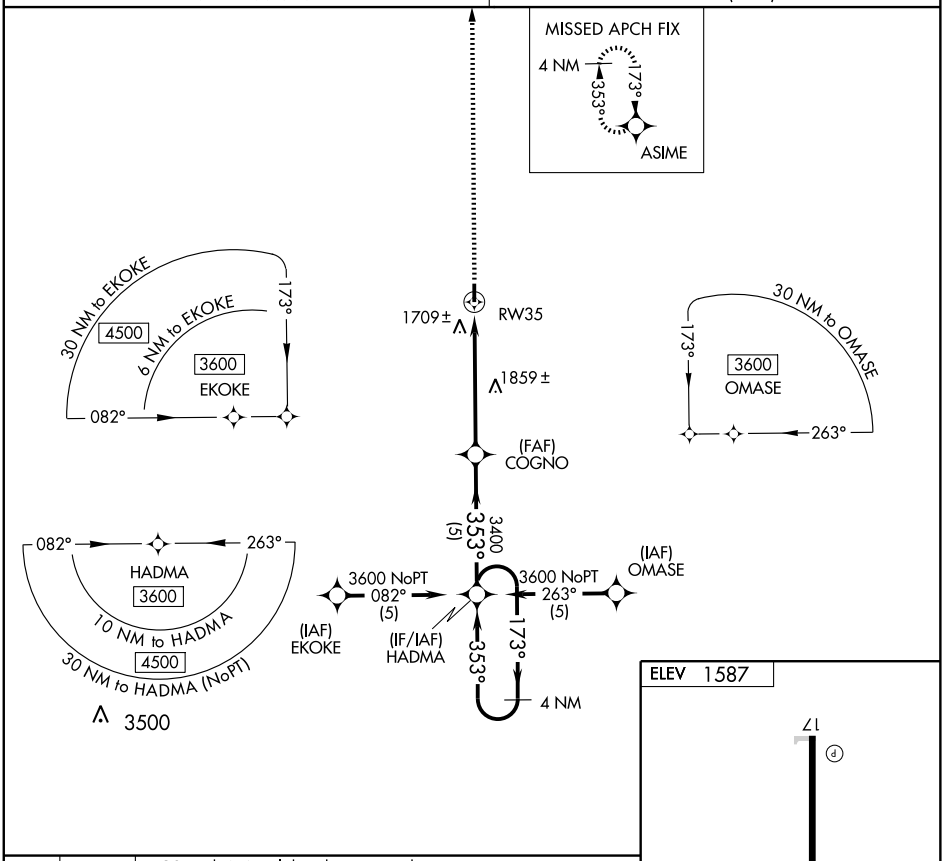
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 353° | TDZE | 1587 |
| | Apt Elev | 1587 |

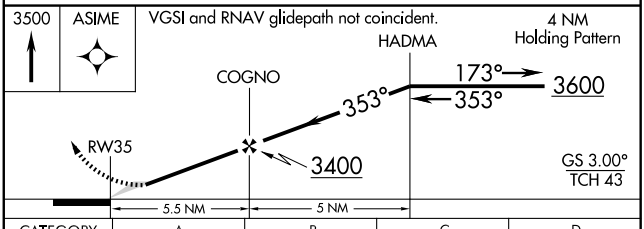
# RNAV (GPS) RWY 35
HINTON MUNI (208)

NA Use Weatherford altimeter setting; when not received procedure NA. DME/DME RNP-0.3 NA. Baro-VNAV NA.

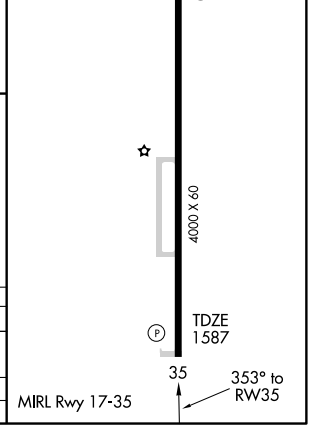
MISSED APPROACH: Climb to 3500 direct ASIME and hold.

| FORT WORTH CENTER | UNICOM |
|---|---|
| 128.4 269.375 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 2052-1¾ | 465 (500-1¾) | NA | |
| LNAV MDA | 2160-1 | 573 (600-1) | NA | |
| CIRCLING | 2160-1 | 573 (600-1) | NA | |



| APP CRS | Rwy Idg | 5507 |
|---|---|---|
| 173° | TDZE | 1553 |
| | Apt Elev | 1564 |

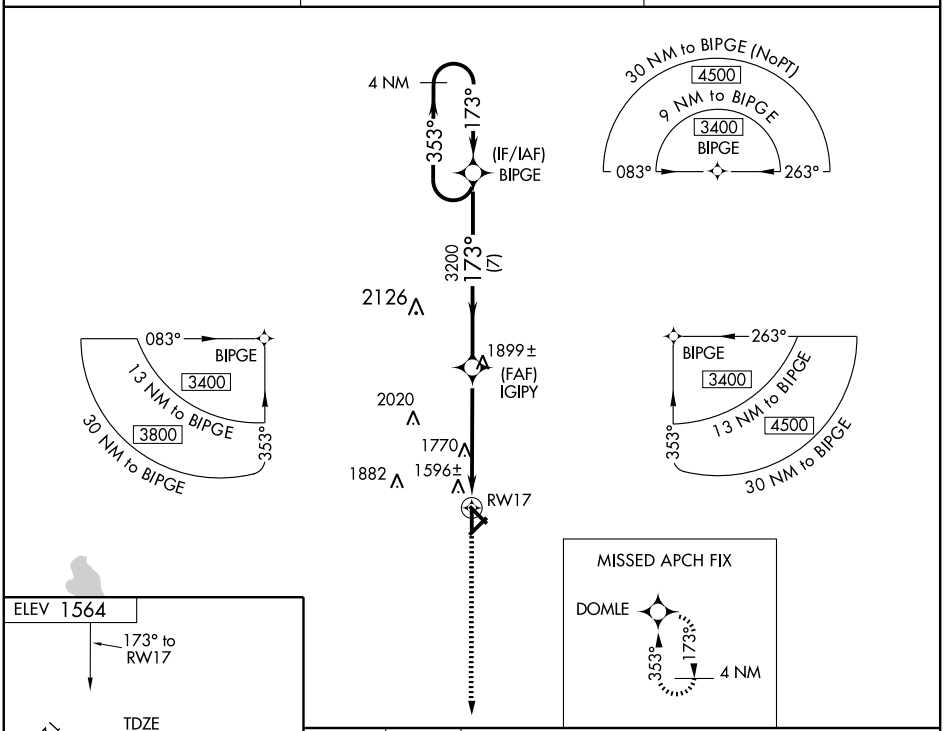
# RNAV (GPS) RWY 17

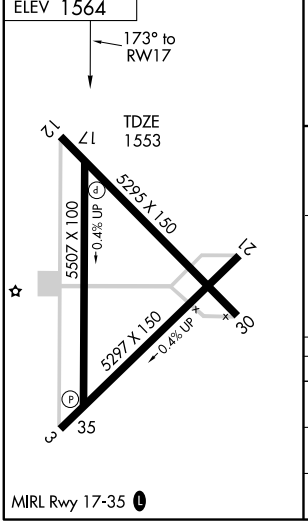
HOBART RGNL (HBR)

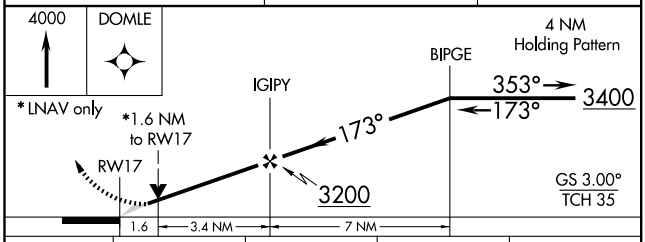
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase LNAV/VNAV DA to 1971 feet and all visibilities ¼ mile: increase all MDAs 80 feet, LNAV Cat C and D visibility ¼ mile. VDP and BARO-VNAV NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 4000 direct DOMLE and hold.

| ASOS | ALTUS APP CON ★ | UNICOM |
|---|---|---|
| 133.325 | 125.1 257.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1900-1¼ 347 (400-1¼) | | | |
| LNAV MDA | 2080-1 527 (600-1) | | 2080-1½ 527 (600-1½) | 2080-1¾ 527 (600-1¾) |
| CIRCLING | 2080-1 516 (600-1) | | 2080-1½ 516 (600-1½) | 2120-2 556 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

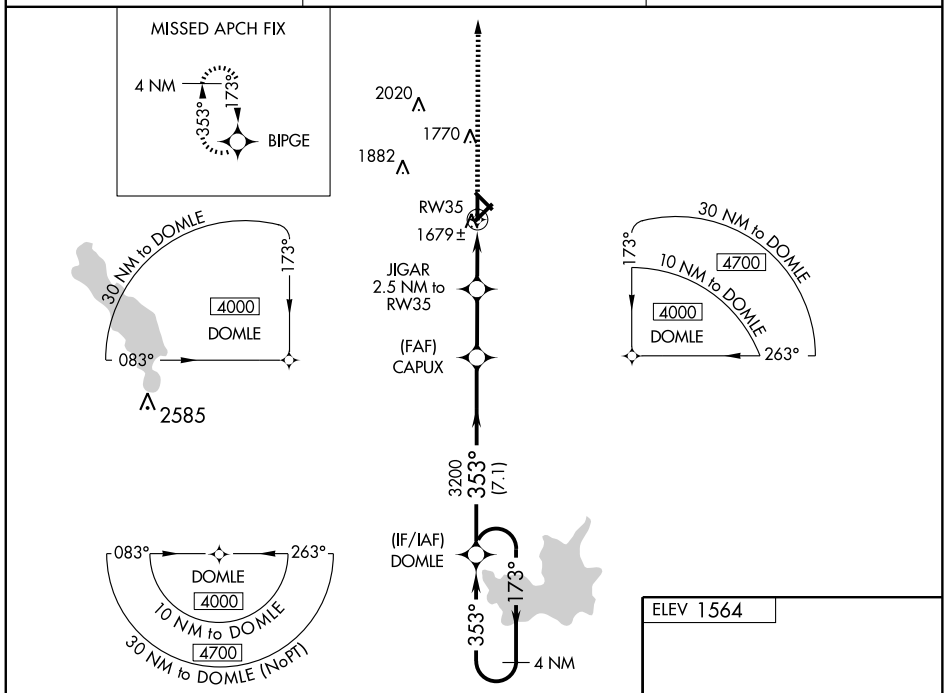
| APP CRS | Rwy Idg | 5507 |
|---|---|---|
| 353° | TDZE | 1561 |
| | Apt Elev | 1564 |

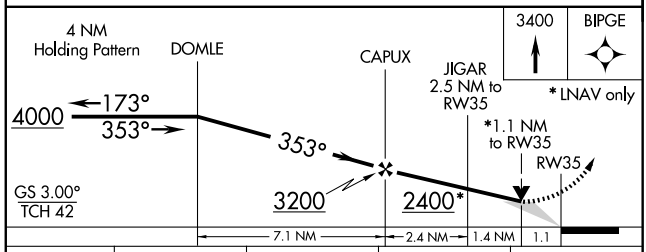
# RNAV (GPS) RWY 35
## HOBART RGNL (HBR)

For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase LNAV/VNAV DA to 2020 feet and all visibilities ½ mile: increase all MDAs 80 feet, Cat C and D visibility ¼ mile. BARO-VNAV and VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

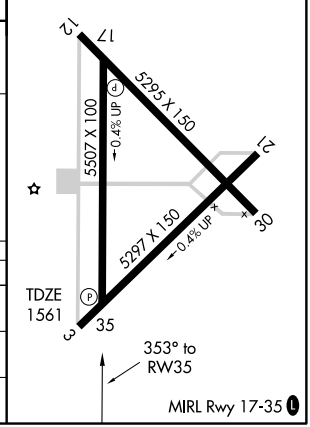
MISSED APPROACH: Climb to 3400 direct BIPGE and hold.

| ASOS | ALTUS APP CON ★ | UNICOM |
|---|---|---|
| 133.325 | 125.1 257.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 1949-1¼ 388 (400-1¼) | | | |
| LNAV MDA | 1940-1 379 (400-1) | | | 1940-1¼ 379 (400-1¼) |
| CIRCLING | 1980-1 416 (500-1) | 2020-1 456 (500-1) | 2020-1½ 456 (500-1½) | 2120-2 556 (600-2) |




SC-1, 14 JAN 2010 to 11 FEB 2010

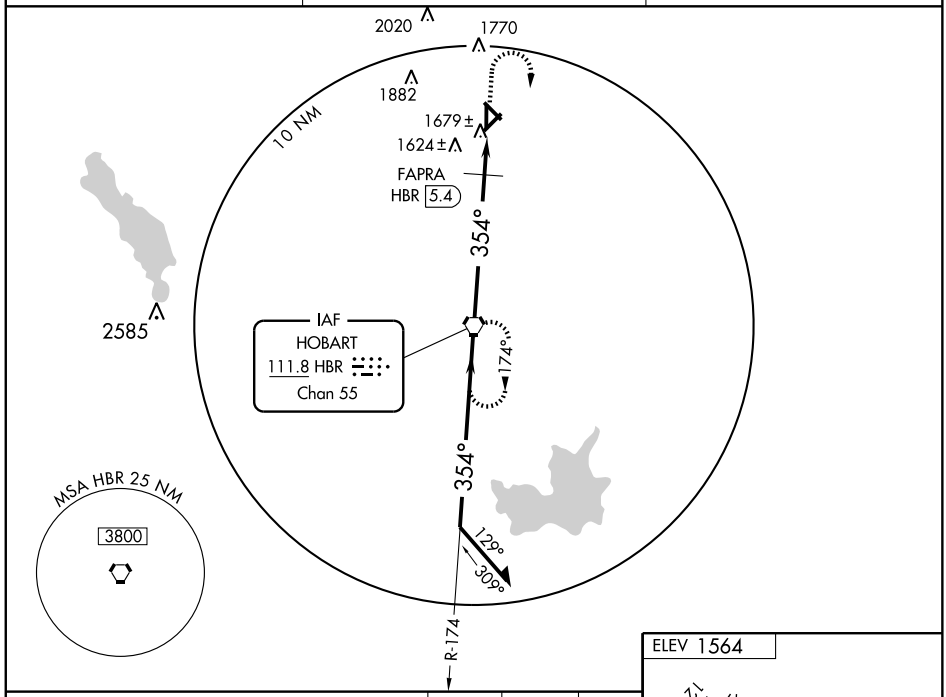
| VORTAC HBR | APP CRS | Rwy Idg | 5507 |
|---|---|---|---|
| 111.8 | 354° | TDZE | 1561 |
| Chan 55 | | Apt Elev | 1564 |

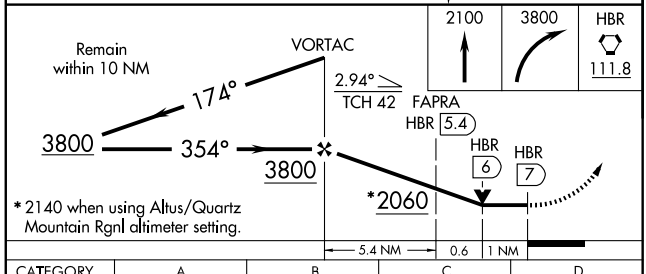
# VOR RWY 35
## HOBART RGNL (HBR)

When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDAs 80 feet, S-35 Cat C and D visibility ¼ mile, FAPRA fix minimums S-35 Cat D visibility ¼ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

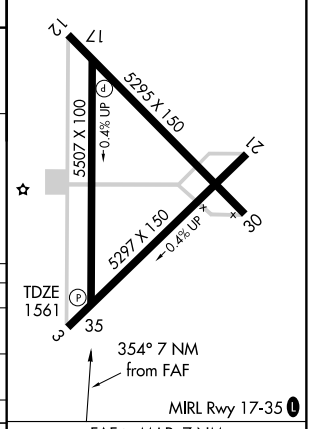
MISSED APPROACH: Climb to 2100, then climbing right turn to 3800 direct HBR VORTAC and hold.

| ASOS | ALTUS APP CON ★ | UNICOM |
|---|---|---|
| 133.325 | 125.1 257.725 | 122.8 (CTAF) L |




* 2140 when using Altus/Quartz Mountain Rgnl altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 2060-1 | 499 (500-1) | 2060-1¼ 499 (500-1¼) | 2060-1½ 499 (500-1½) |
| CIRCLING | 2060-1 | 496 (500-1) | 2060-1½ 496 (500-1½) | 2120-2 556 (600-2) |
| FAPRA FIX MINIMUMS | | | | |
| S-35 | 1980-1 | 419 (500-1) | 1980-1¼ | 419 (500-1¼) |
| CIRCLING | 1980-1 416 (500-1) | 2020-1 456 (500-1) | 2020-1½ 456 (500-1½) | 2120-2 556 (600-2) |

FAF to MAP 7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:00 | 4:40 | 3:30 | 2:48 | 2:20 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB HDL | APP CRS | Rwy Idg | 3251 |
|---|---|---|---|
| 411 | 164° | TDZE | 856 |
| | | Apt Elev | 860 |

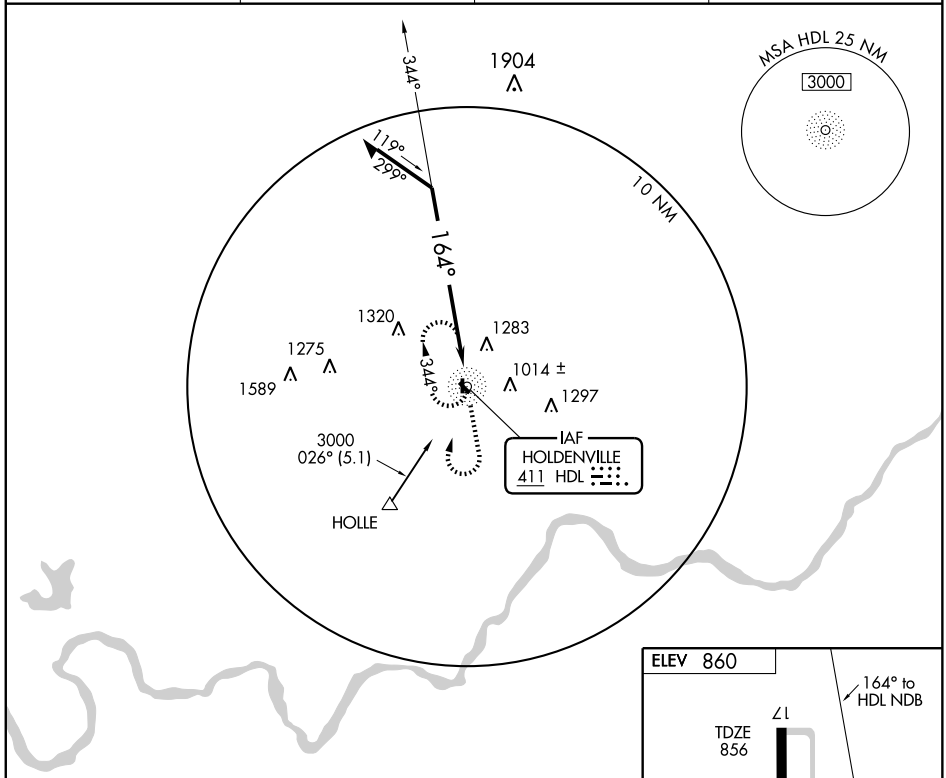
# NDB RWY 17

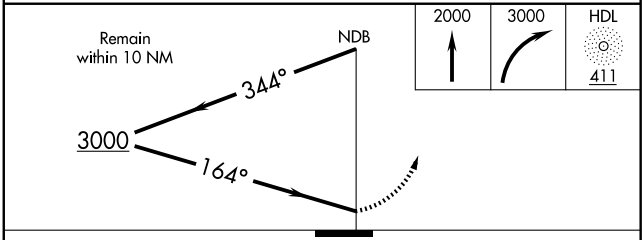
## HOLDENVILLE MUNI (F99)

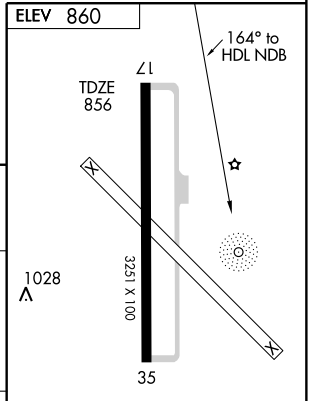
NA Use McAlester altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HDL NDB and hold.

| ADA MUNI AWOS-3 | McALESTER REGIONAL ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|---|
| 118.725 | 135.125 | 132.2 338.35 | 122.8 (CTAF) |




MIRL Rwy 17-35

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1780-1¼ | 918 (1000-1¼) | 1780-2¾ 918 (1000-2¾) | NA |
| CIRCLING | 1780-1¼ | 920 (1000-1¼) | 1780-2¾ 920 (1000-2¾) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3251 |
|---|---|---|
| 174° | TDZE | 862 |
| | Apt Elev | 862 |

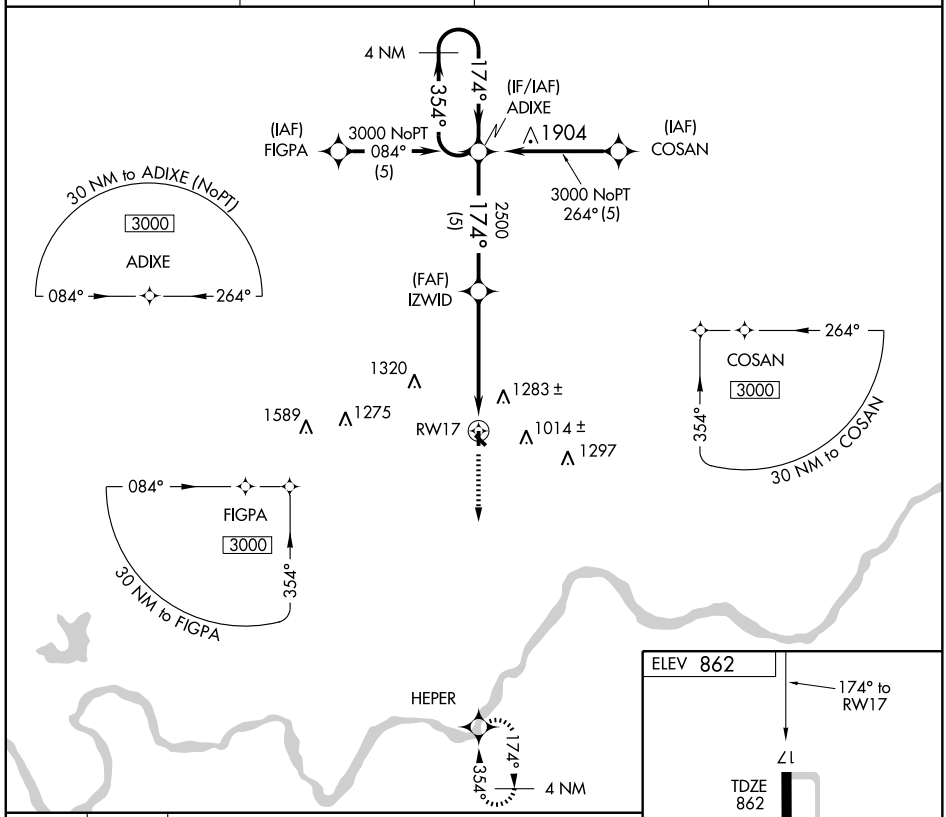
# RNAV (GPS) RWY 17

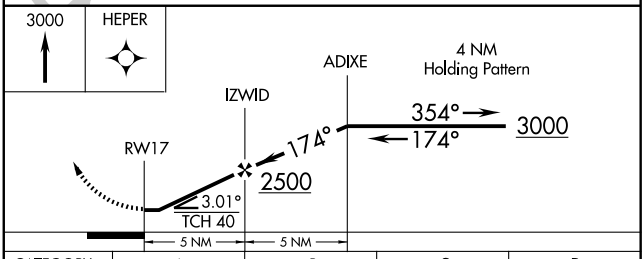
## HOLDENVILLE MUNI (F99)

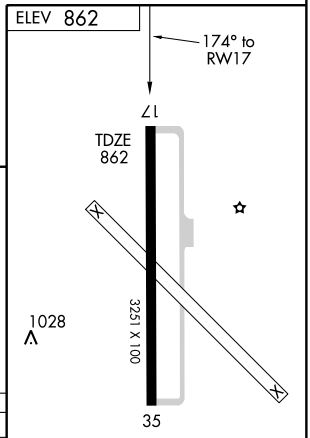
NA Use ADA Muni altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct HEPER and hold.

| ADA MUNI AWOS-3 | McALESTER REGIONAL ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|---|
| 118.725 | 135.125 | 132.2 338.35 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1520-1 658 (700-1) | | 1520-1¾ 658 (700-1¾) | NA |
| CIRCLING | 1520-1 658 (700-1) | 1660-1¼ 798 (800-1¼) | 1660-2¼ 798 (800-2¼) | NA |

MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

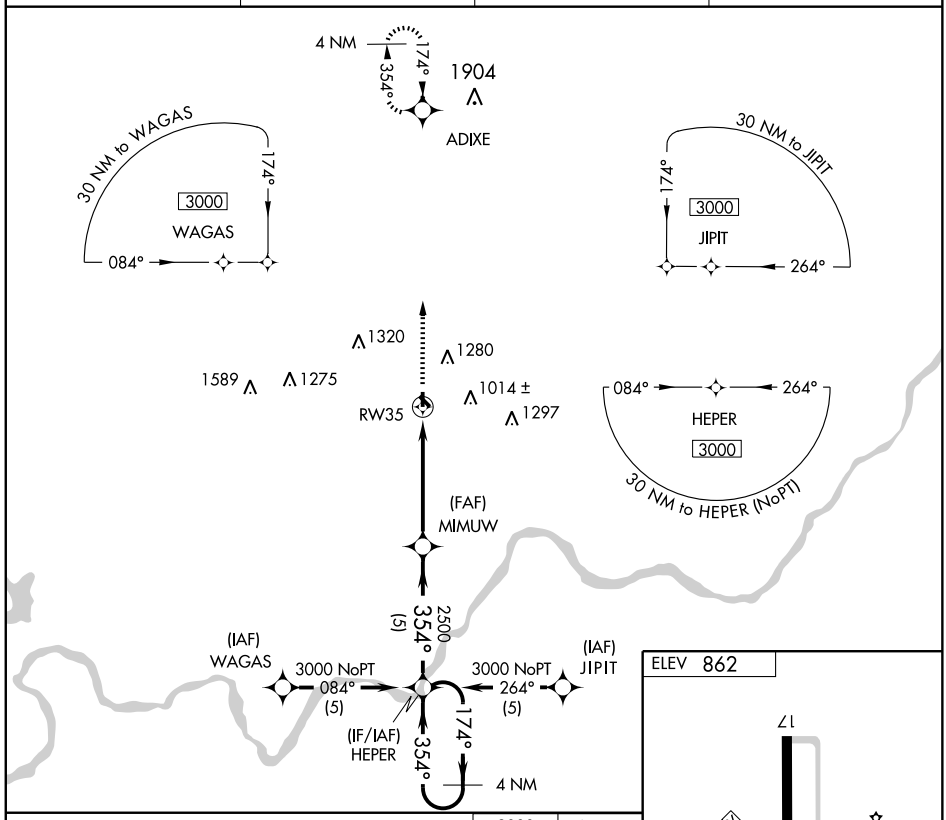
| APP CRS | Rwy Idg | 3251 |
|---|---|---|
| 354° | TDZE | 857 |
| | Apt Elev | 862 |

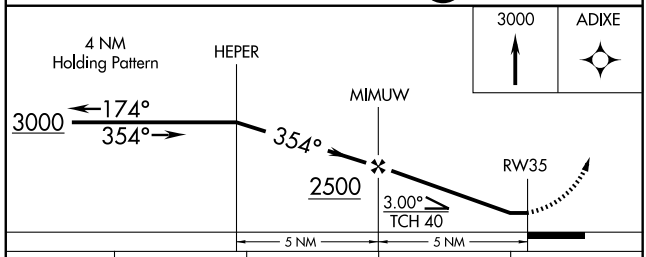
# RNAV (GPS) RWY 35
## HOLDENVILLE MUNI (F99)

⚠ NA — Use ADA Muni altimeter setting, if not received, use McAlester altimeter setting and increase all MDAs 20 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

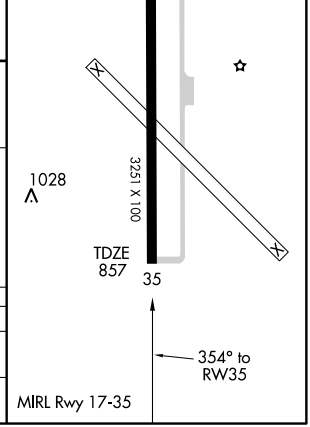
MISSED APPROACH: Climb to 3000 direct ADIXE and hold.

| ADA MUNI AWOS-3 | McALESTER REGIONAL ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|---|
| 118.725 | 135.125 | 132.2 338.35 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-1 563 (600-1) | | 1420-1½ 563 (600-1½) | NA |
| CIRCLING | 1460-1 598 (600-1) | 1660-1¼ 798 (800-1¼) | 1660-2¼ 798 (800-1¼) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB HHW | APP CRS | Rwy Idg | 4007 |
|---|---|---|---|
| 323 | 002° | TDZE | 571 |
| | | Apt Elev | 571 |

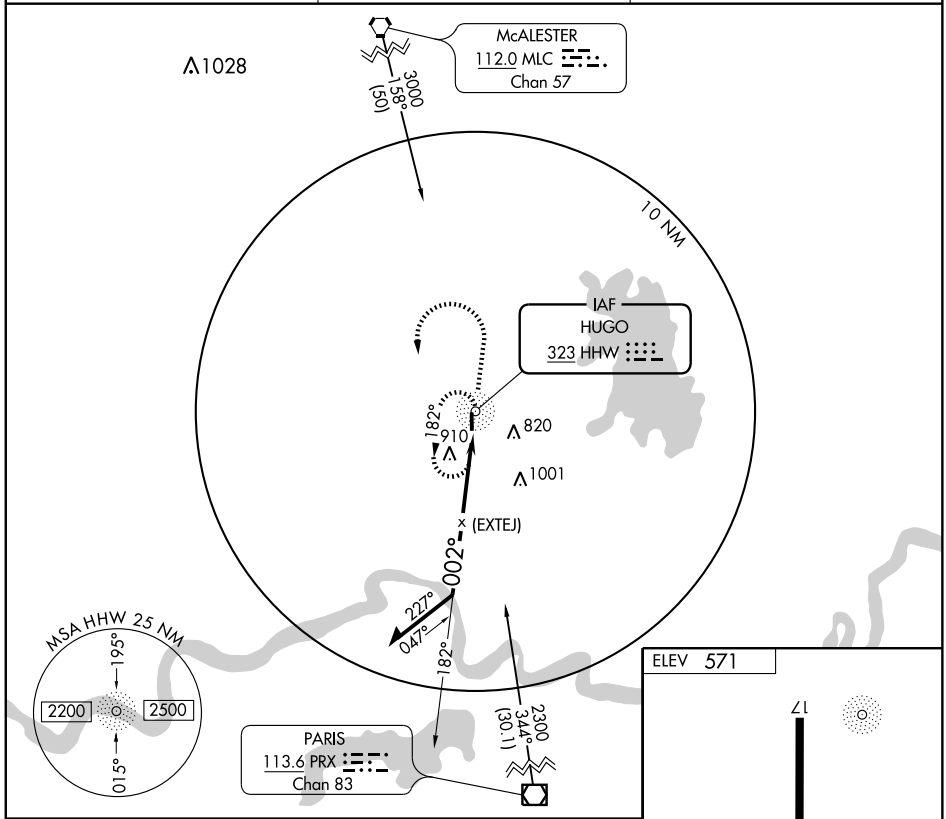
# NDB or GPS RWY 35

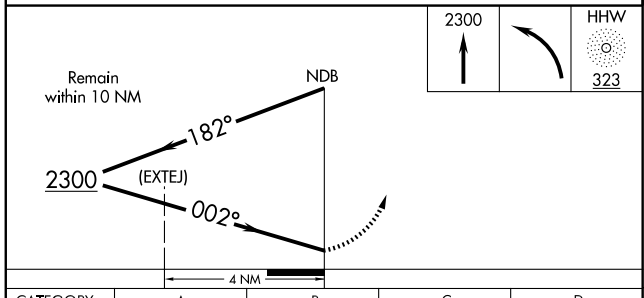
## HUGO/STAN STAMPER MUNI (HHW)

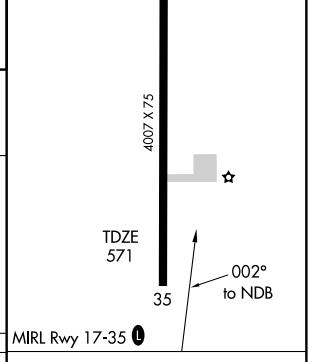
NA

MISSED APPROACH: Climb to 2300 then left turn direct HHW NDB and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 119.025 | 124.875 307.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1260-1 | 689 (700-1) | NA | |
| CIRCLING | 1260-1 | 689 (700-1) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 020° | TDZE | 472 |
| | Apt Elev | 472 |

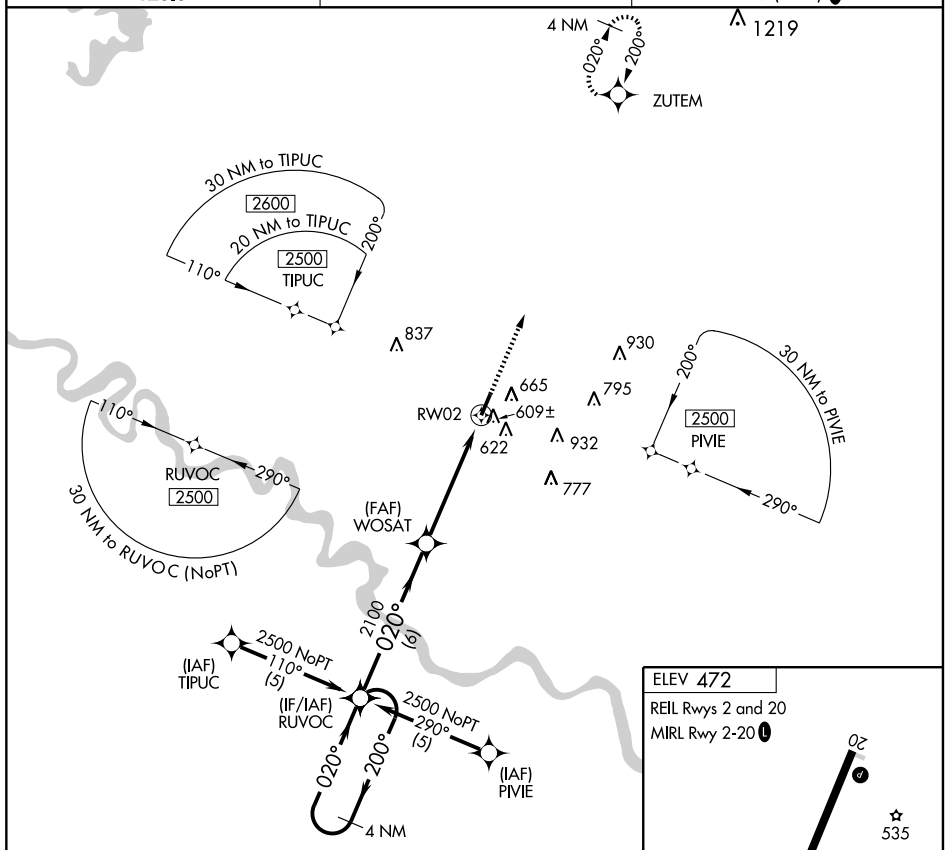
# RNAV (GPS) RWY 2

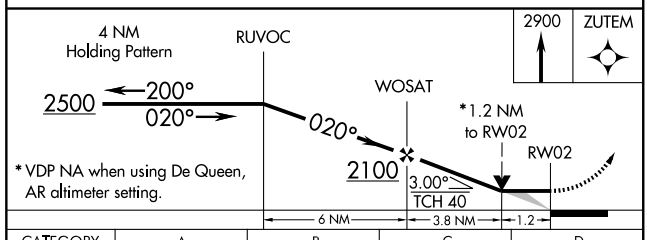
IDABEL/MC CURTAIN COUNTY RGNL (404)

If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet.
NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

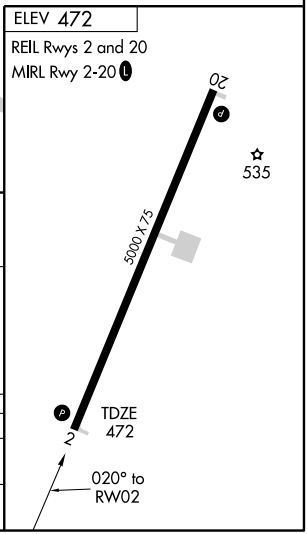
MISSED APPROACH: Climb to 2900 direct ZUTEM and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 120.0 | 123.925 269.475 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 880-1 408 (500-1) | | 880-1¼ 408 (500-1¼) | NA |
| CIRCLING | 1020-1 548 (600-1) | | 1020-1½ 548 (600-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 200° | TDZE | 464 |
| | Apt Elev | 472 |

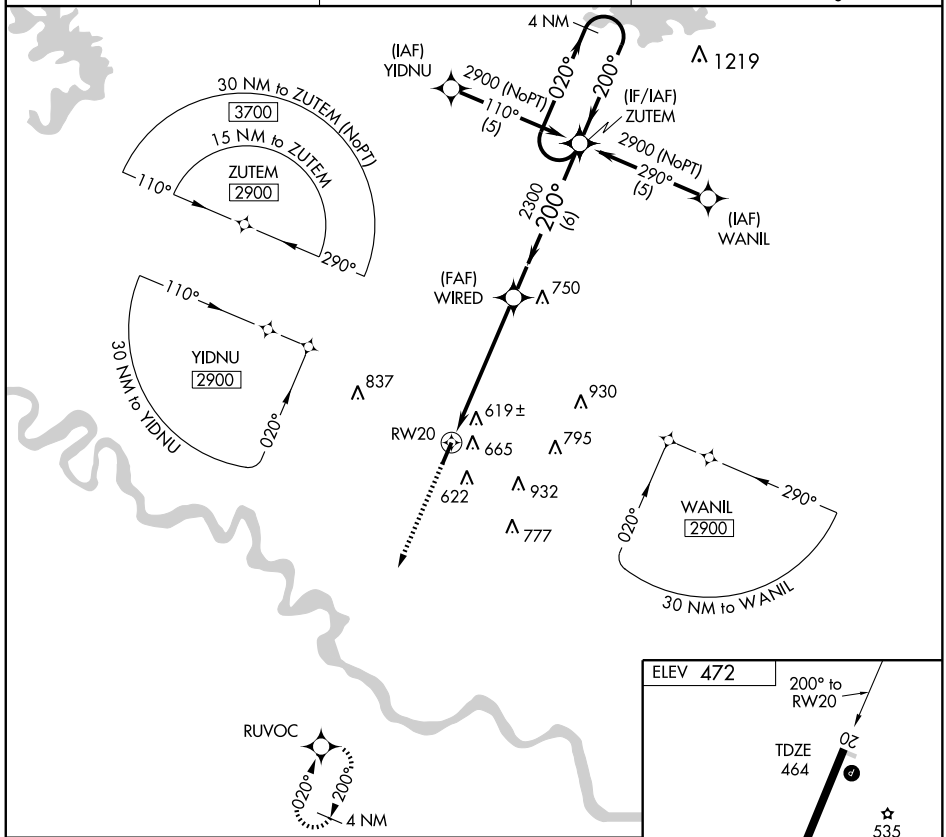
# RNAV (GPS) RWY 20

IDABEL/ MC CURTAIN COUNTY RGNL (404)

▼ ▲NA — If local altimeter setting not received, use De Queen, AR altimeter setting and increase all MDAs 80 feet. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

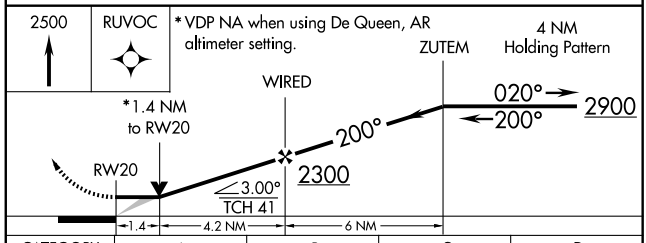
MISSED APPROACH: Climb to 2500 direct RUVOC and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 120.0 | 123.925 269.475 | 122.8 (CTAF) L |

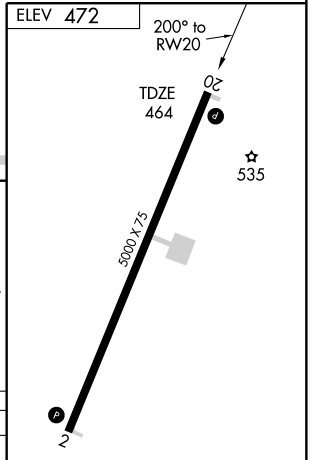









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 496 (500-1) | | 960-1¼ 496 (500-1¼) | NA |
| CIRCLING | 1020-1 548 (600-1) | | 1020-1½ 548 (600-1½) | NA |




REIL Rwys 2 and 20
MIRL Rwy 2-20 L

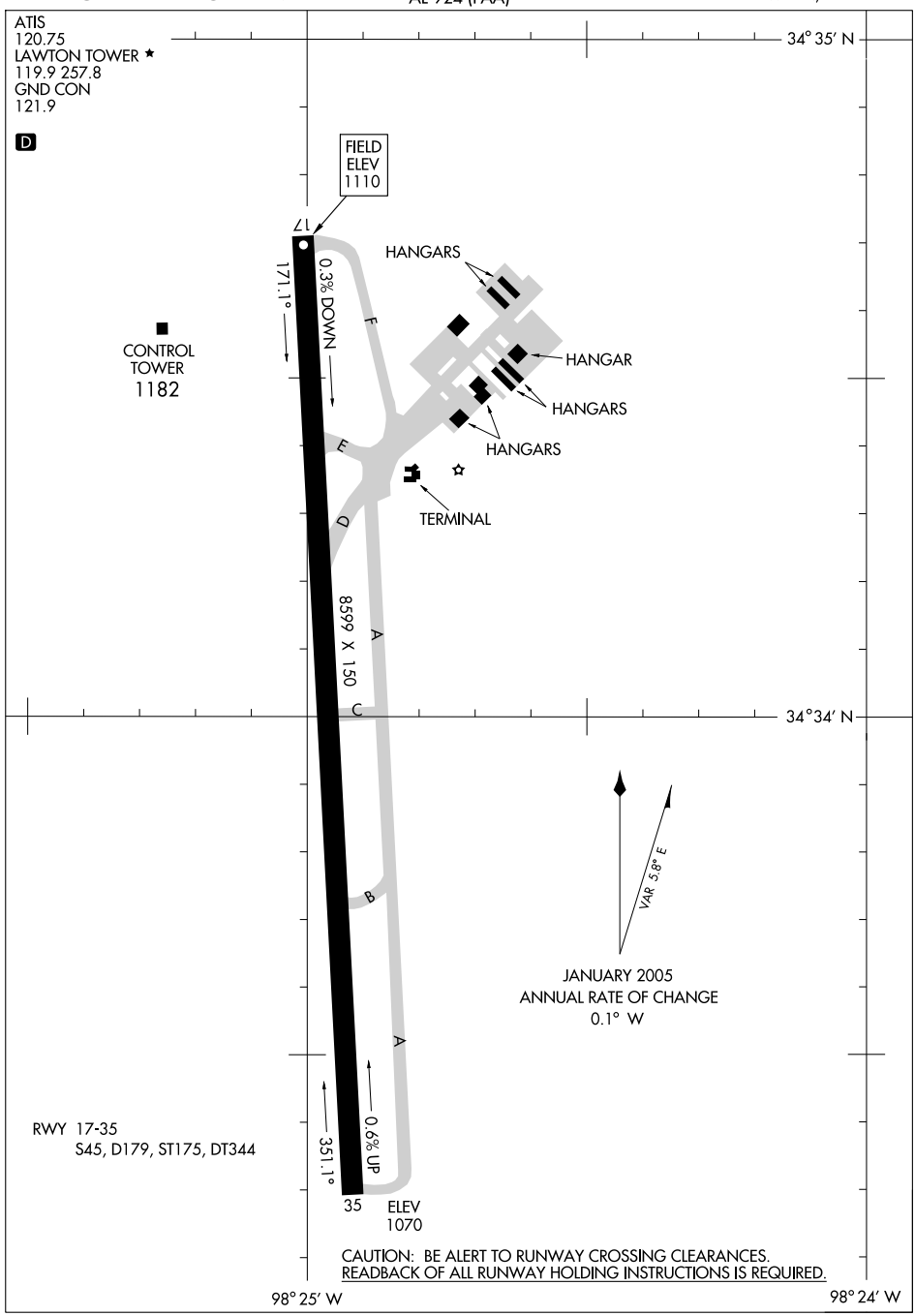
SC-1, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-924 (FAA)

## LAWTON-FORT SILL RGNL (LAW)

LAWTON, OKLAHOMA




SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 8599 |
|---|---|---|
| 351° | TDZE | 1089 |
| | Apt Elev | 1110 |

# GPS RWY 35

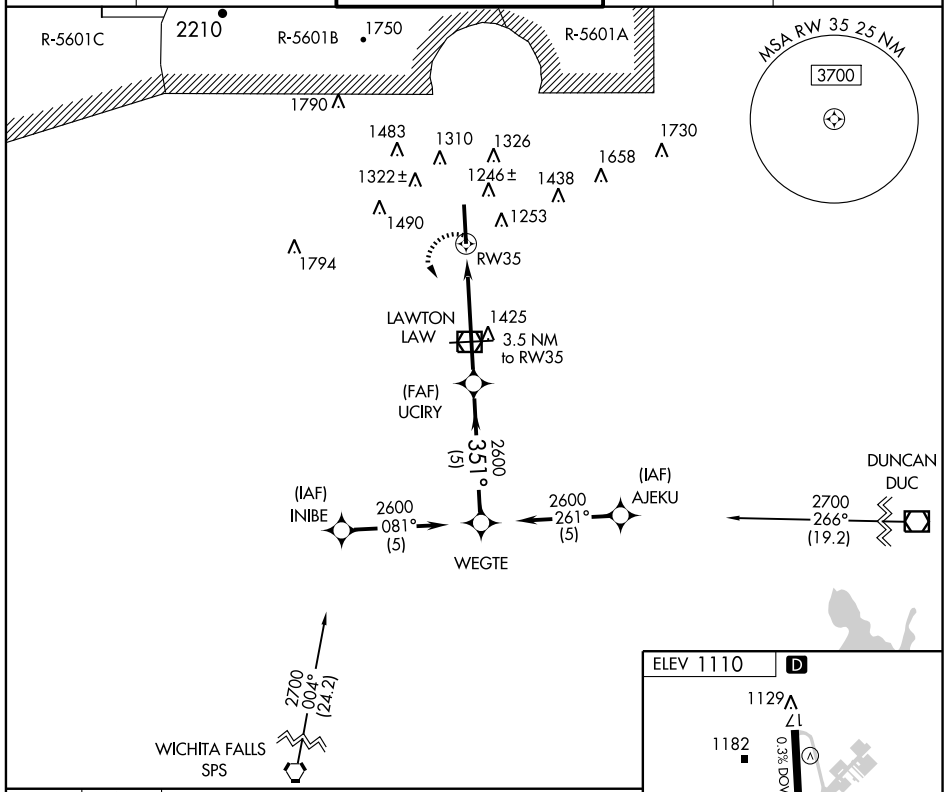
## LAWTON-FORT SILL RGNL (LAW)

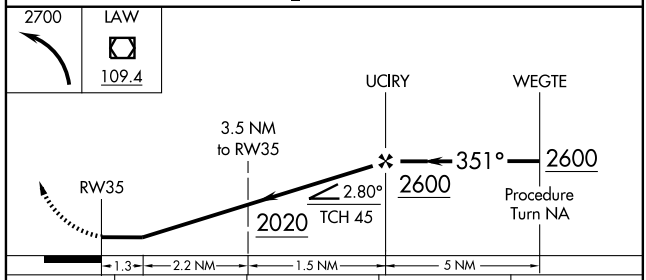
NA
ASR

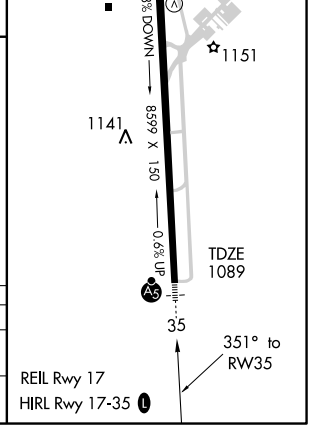
MALSR

MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME.

| ATIS | FORT SILL APP CON | LAWTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.75 | 120.55 322.4 | 119.9 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1560-½ | 471 (500-½) | 1560-¾ 471 (500-¾) | 1560-1 471 (500-1) |
| CIRCLING | 1600-1 | 490 (500-1) | 1620-1½ 510 (600-1½) | 1680-2 570 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-LAW | APP CRS | Rwy Idg | 8599 |
|---|---|---|---|
| 109.1 | 351° | TDZE | 1089 |
| | | Apt Elev | 1110 |

# ILS or LOC RWY 35

## LAWTON-FORT SILL RGNL (LAW)

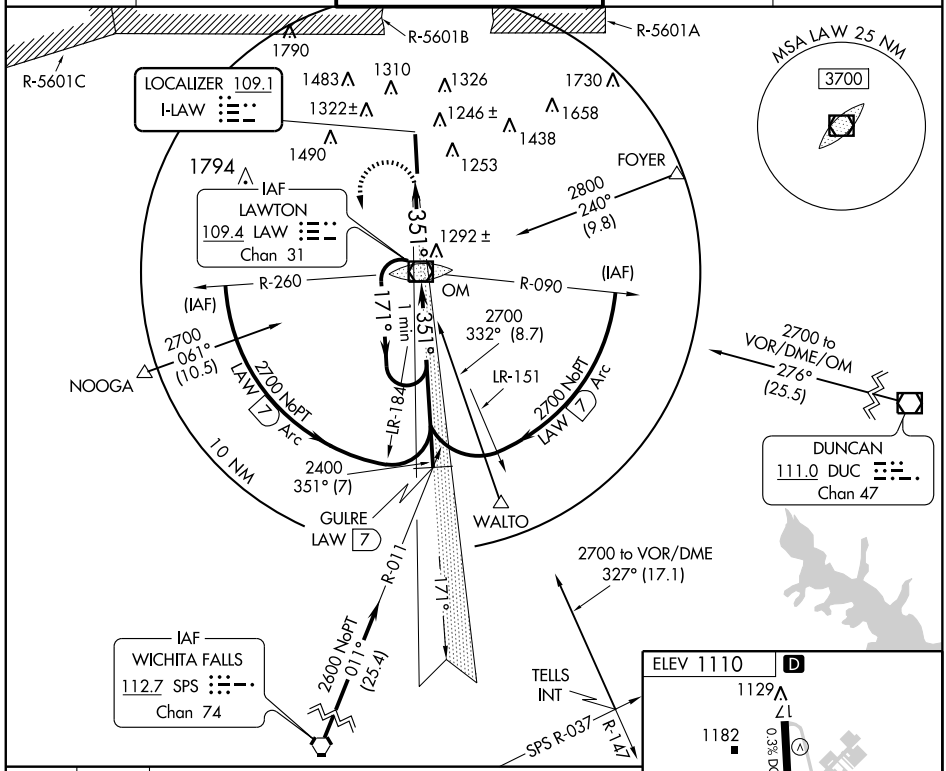
ASR

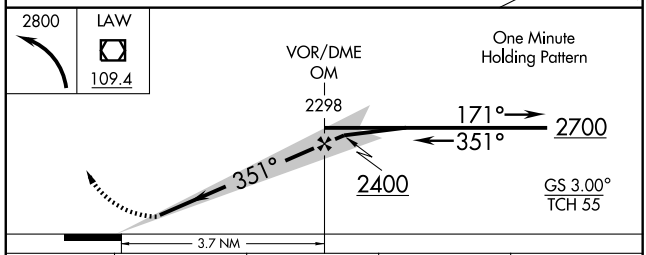
Autopilot coupled approach NA below 2000.

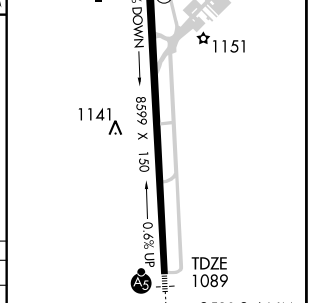
MALSR

MISSED APPROACH: Climbing left turn to 2800 direct LAW VOR/DME and hold.

| ATIS | FORT SILL APP CON | LAWTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.75 | 120.55 322.4 | 119.9 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 1289-½ 200 (200-½) | | | |
| S-LOC 35 | 1520-½ 431 (500-½) | | 1520-¾ 431 (500-¾) | 1520-1 431 (500-1) |
| CIRCLING | 1600-1 490 (500-1) | | 1620-1½ 510 (600-1½) | 1680-2 570 (600-2) |

FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME LAW 109.4 Chan 31 | APP CRS 349° | Rwy Idg 8599 TDZE 1089 Apt Elev 1110 |
|---|---|---|

# VOR RWY 35

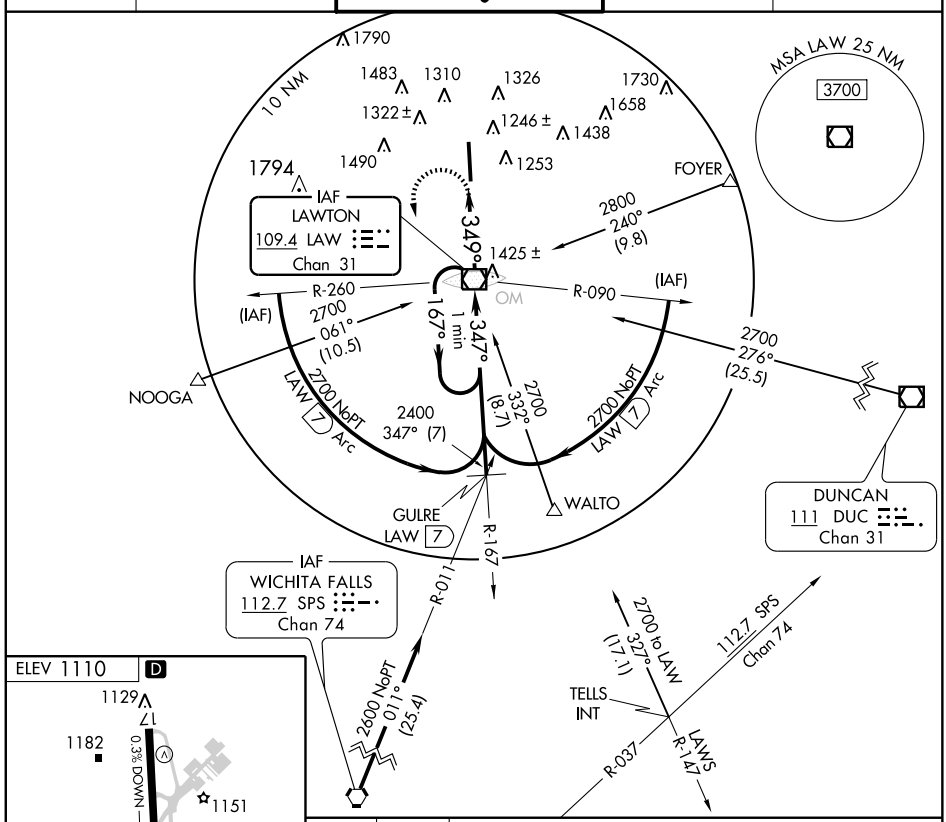
## LAWTON-FORT SILL RGNL (LAW)

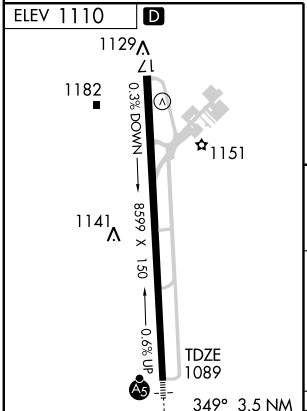
ASR

MALSR

MISSED APPROACH: Climbing left turn to 2700 direct LAW VOR/DME and hold.

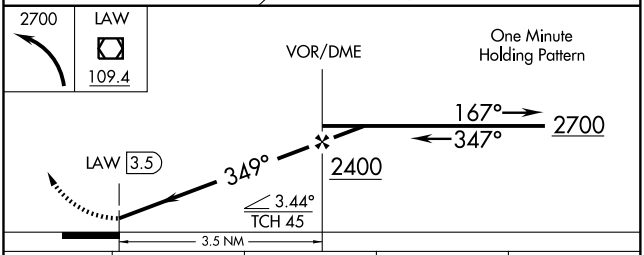
| ATIS | FORT SILL APP CON | LAWTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.75 | 120.55 322.4 | 119.9 (CTAF) L 257.8 | 121.9 | 122.95 |




FAF to MAP 3.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1560-½ | 471 (500-½) | 1560-¾ 471 (500-¾) | 1560-1 471 (500-1) |
| CIRCLING | 1600-1 | 490 (500-1) | 1620-1½ 510 (600-1½) | 1680-2 570 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

# COPTER NDB RWY 17

| NDB HMY 512 | APCH CRS 169° | Rwy ldg 2005<br>TDZE 1091<br>Arpt Elev 1091 |
|---|---|---|

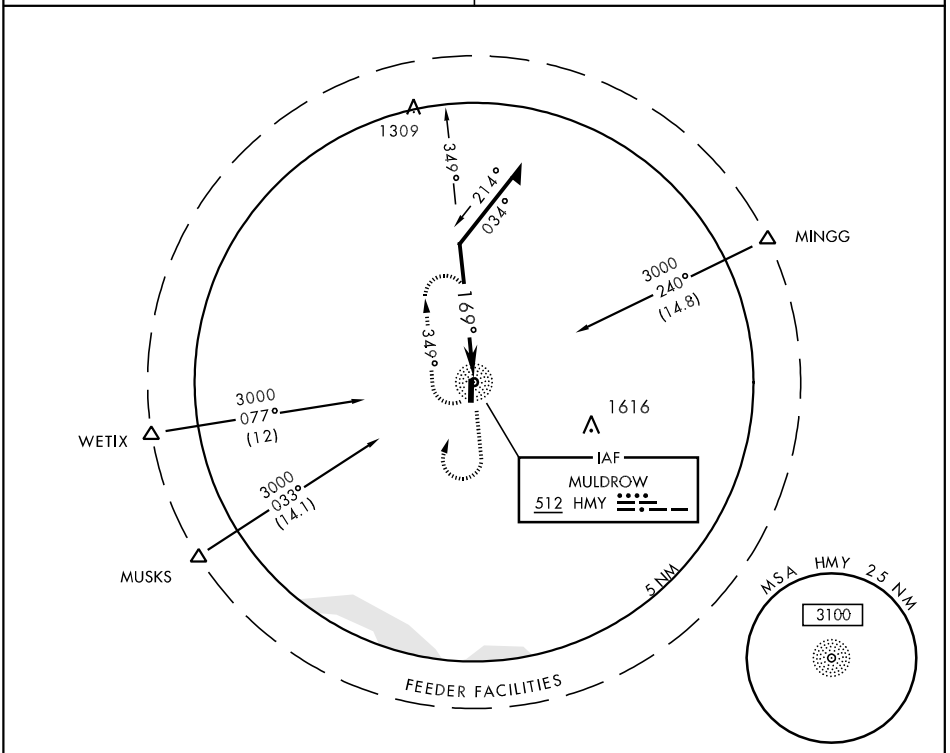
AL-2497 [USA]

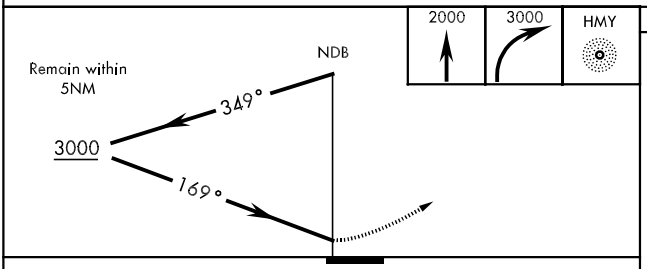
MULDROW AHP (KHMY)

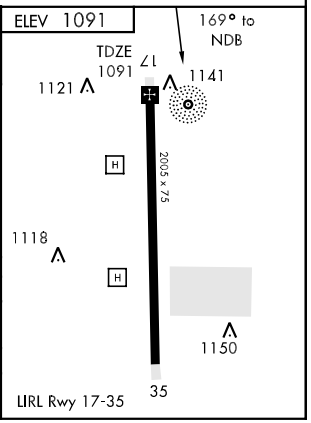
NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

| FORT WORTH CENTER | MULDROW OPS (Advsy Svc only) |
|---|---|
| 128.1 322.4 | 46.9 142.45 387.9 (CTAF) |




| CATEGORY | COPTER |
|---|---|
| H-17 | 1620-1 529 (600-1) |
| UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS | |
| H-17 | 1680-1 589 (600-1) |

# COPTER NDB RWY 35

| NDB HMY 512 | APCH CRS 359° | Rwy ldg 2005<br>TDZE 1091<br>Arpt Elev 1091 |
|---|---|---|

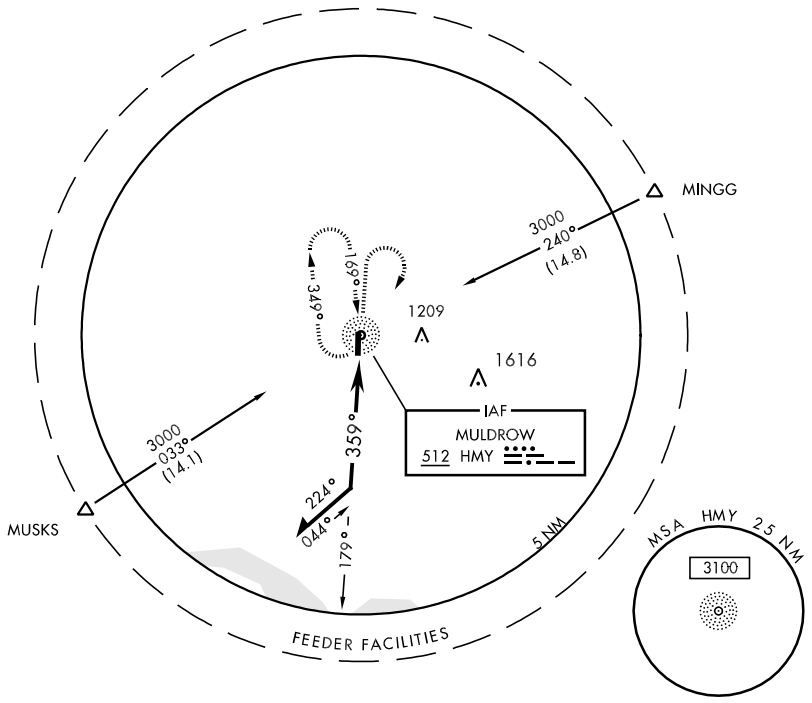
AL-2497 [USA]

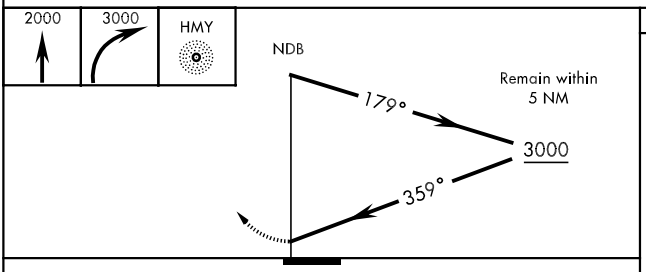
MULDROW AHP (KHMY)

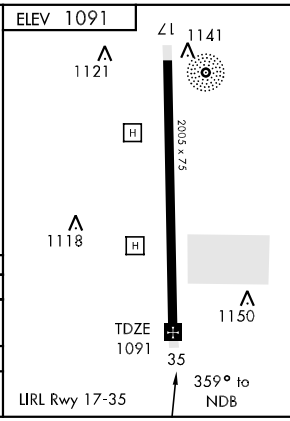
NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct HMY NDB and hold.

| FORT WORTH CENTER | MULDROW OPS (Advsy Svc only) |
|---|---|
| 128.1 322.4 | 46.9 142.45 387.9 (CTAF) |




| CATEGORY | COPTER |
|---|---|
| H-35 | 1520-1 429 (500-1) |
| UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS | |
| H-35 | 1580-1 489 (500-1) |

# COPTER RNAV (GPS) RWY 17

| APCH CRS | Rwy ldg | 2005 |
|---|---|---|
| 175° | TDZE | 1091 |
| | Arpt Elev | 1091 |

AL-2497 [USA]

MULDROW AHP (KHMY)

NA Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climbing left turn to 3000 direct IMIME and hold.

| FORT WORTH CENTER | MULDROW OPS (Advsy Svc only) |
|---|---|
| 128.1 322.4 | 46.9 142.45 387.9 (CTAF) |

Limit final and Missed Approach airspeed to 90 KIAS.

HAVAK
3000
097°
(12.5)
1307

(IAF)
CONBO
3000

TAPUC
3000
085°
(3)
2700

3000
265°
(3)

4 NM
085°
265°

3000
264°
(10.5)
MINGG

1571

(IAF)
IMIME
3000

(FAF)
VAPPU
175°
(3)

RW17

1616

3000
043°
(11.7)
WETIX
1250

1660

MSA RW17 25 NM
3100

3000
IMIME

TAPUC
3000
175°
VAPPU
2700
RW17
3.64°
3 NM
3 NM

ELEV 1091
175° to RW17
TDZE 1091
1141
1121
1118
1150
2005 x 75
H
35
LIRL Rwy 17-35

| CATEGORY | COPTER |
|---|---|
| LNAV MDA | 1540-1 449 (500-1) |
| UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS | |
| LNAV MDA | 1600-1 509 (600-1) |

# COPTER RNAV (GPS) RWY 35

| APCH CRS | Rwy ldg | 2005 |
|---|---|---|
| 355° | TDZE | 1091 |
| | Arpt Elev | 1091 |

AL-2497 [USA]

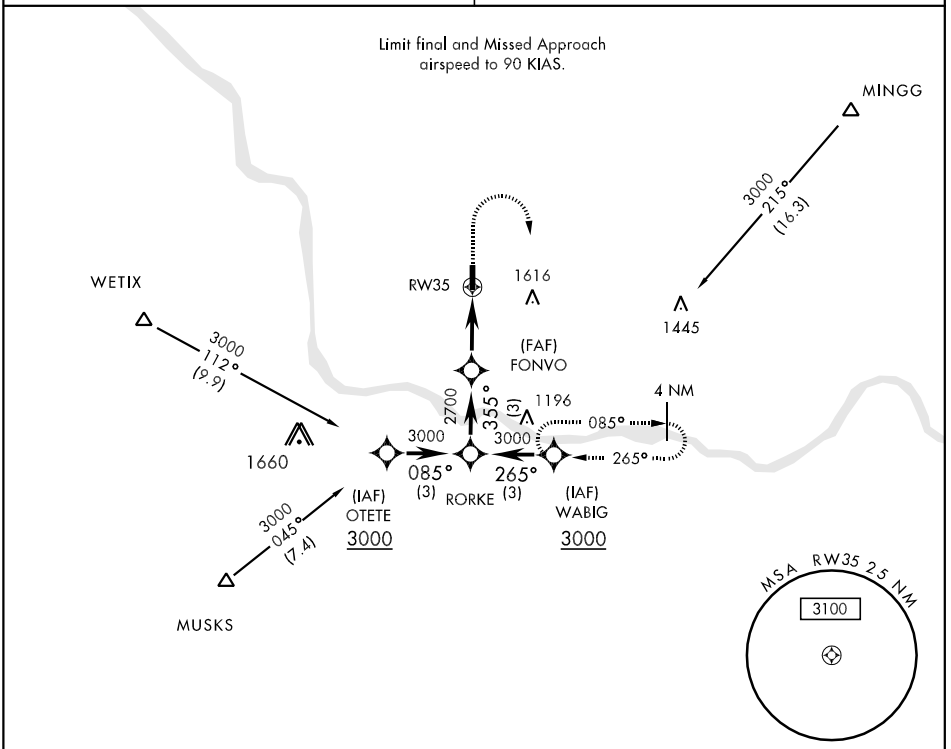
MULDROW AHP (KHMY)

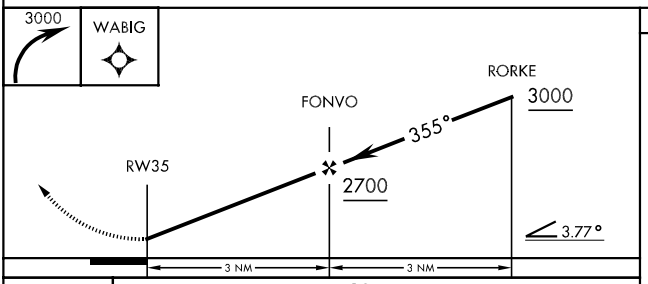
⚠ NA — Obtain local altimeter setting on CTAF; when not received, use University of Oklahoma Westheimer altimeter setting minimums. DME/DME RNP-0.3 NA

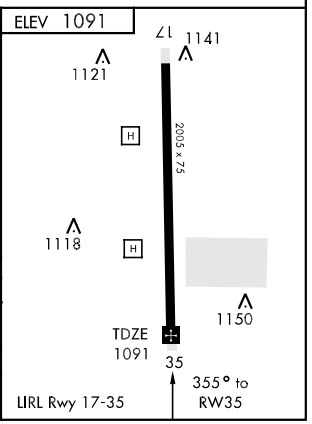
MISSED APPROACH: Climbing right turn to 3000 direct WABIG and hold.

| FORT WORTH CENTER | MULDROW OPS (Advsy Svc only) |
|---|---|
| 128.1 322.4 | 46.9 142.45 387.9 (CTAF) |

Limit final and Missed Approach airspeed to 90 KIAS.




| CATEGORY | COPTER |
|---|---|
| LNAV MDA | 1500-1 409 (500-1) |
| UNIVERSITY OF OKLAHOMA WESTHEIMER ALTIMETER SETTING MINIMUMS | |
| LNAV MDA | 1560-1 469 (500-1) |

# RNAV (GPS) RWY 18

MADILL MUNI (1F4)

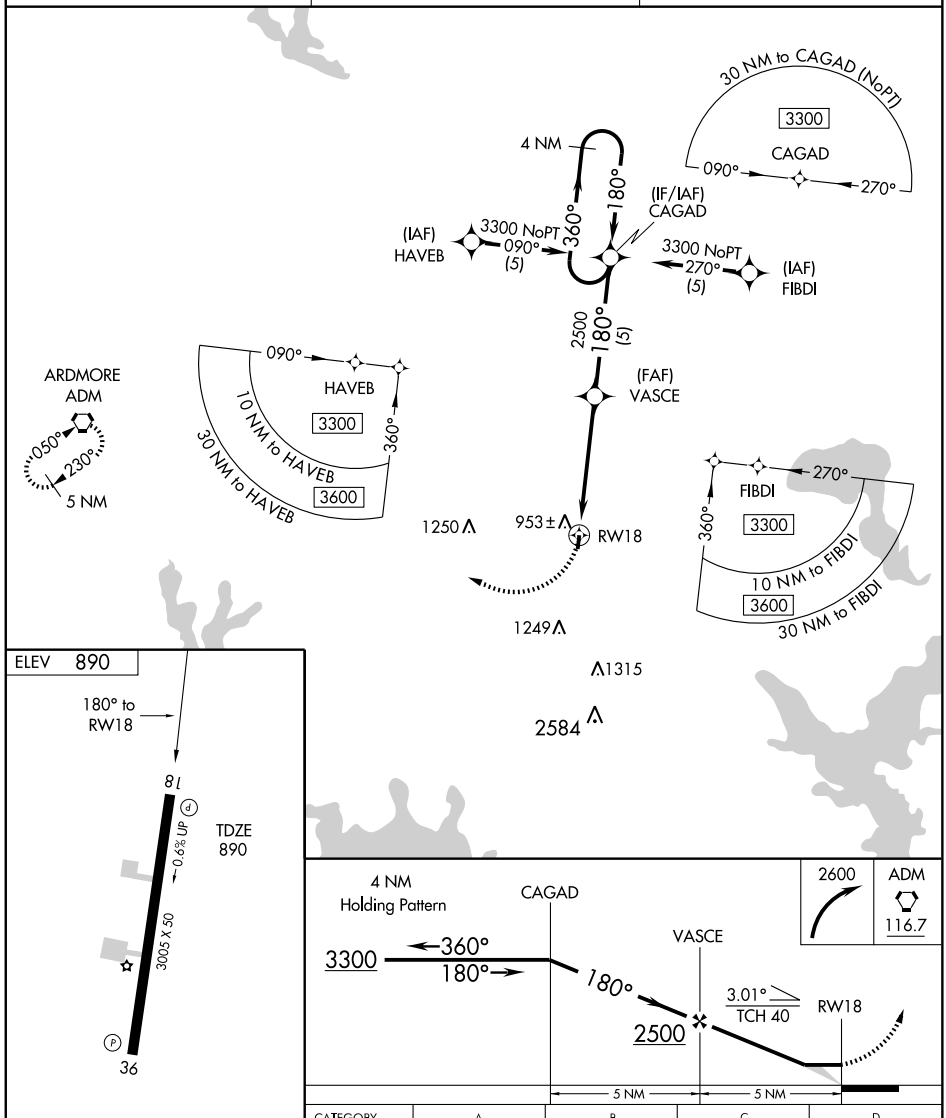
| APP CRS | Rwy Idg | 3005 |
|---|---|---|
| 180° | TDZE | 890 |
| | Apt Elev | 890 |

Use Ardmore Downtown Executive altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climbing right turn to 2600 direct ADM VORTAC and hold.

| ARDMORE DOWNTOWN AWOS-3 | FORT WORTH CENTER | CTAF |
|---|---|---|
| 118.15 | 128.1 327.15 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 | 370 (400-1) | NA | |
| CIRCLING | 1360-1 | 470 (500-1) | NA | |

MIRL Rwy 18-36 L

REIL Rwys 18 and 36

| VORTAC ADM 116.7 Chan 114 | APP CRS 097° | Rwy Idg N/A TDZE N/A Apt Elev 890 |
|---|---|---|

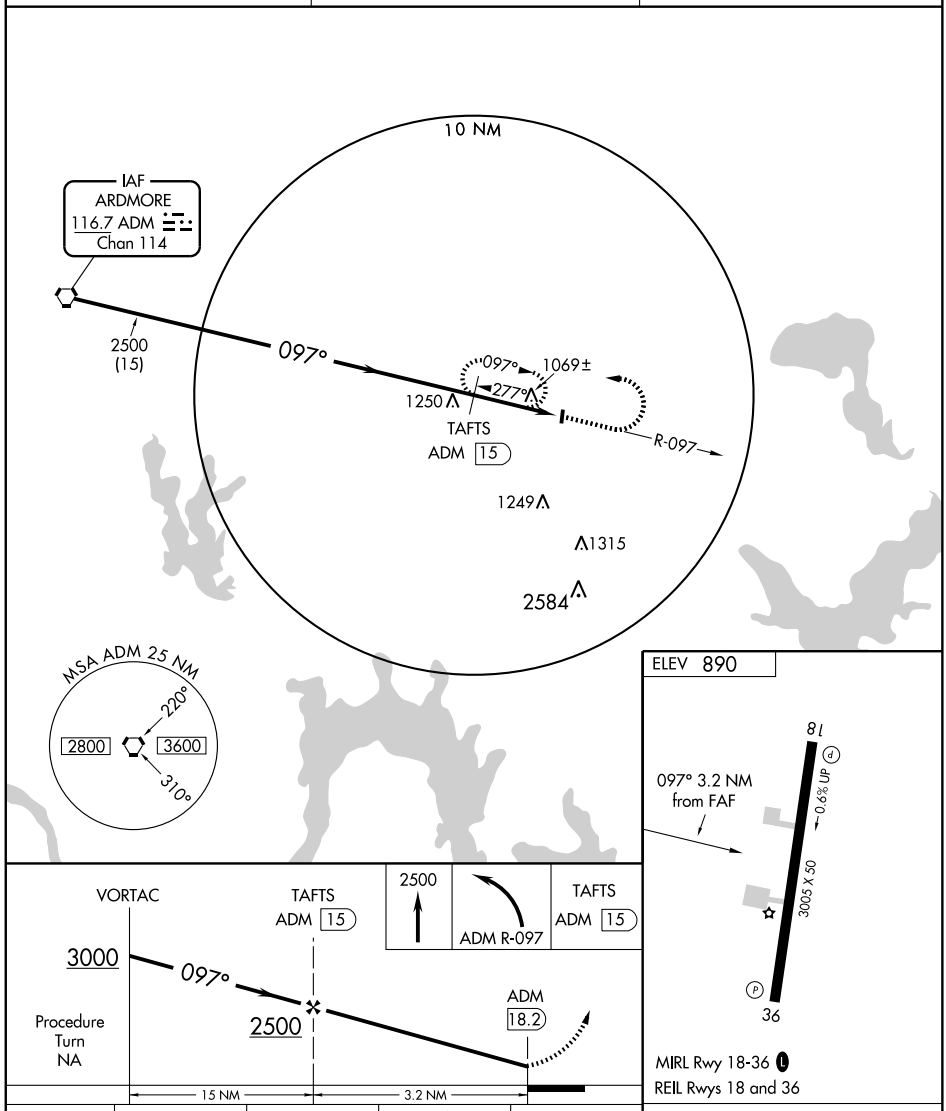
# VOR/DME-A
MADILL MUNI (1F4)

Use Ardmore Downtown altimeter setting; if not received, use McAlester altimeter setting and increase all MDAs 180 feet.

NA

MISSED APPROACH: Climb to 2500, then left turn via ADM R-097 to TAFTS 15 DME and hold.

| ARDMORE DOWNTOWN AWOS-3 118.15 | FORT WORTH CENTER 128.1 327.15 | CTAF 122.9 L |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1420-1 | 530 (600-1) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 172° | TDZE | 1634 |
| | Apt Elev | 1644 |

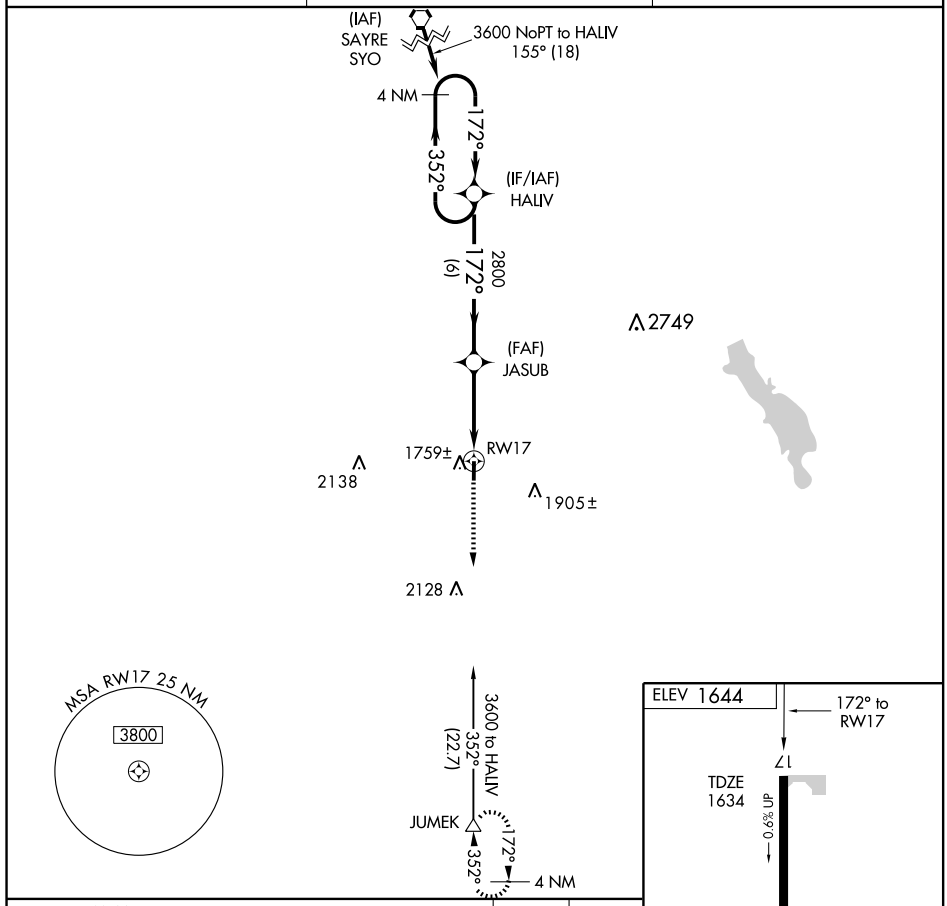
# RNAV (GPS) RWY 17

MANGUM/SCOTT FIELD (2K4)

NA Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3700 direct JUMEK and hold.

| HOBART ASOS | ALTUS APP CON★ | CTAF |
|---|---|---|
| 133.325 | 125.1 257.725 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2160-1 526 (600-1) | | 2160-1½ 526 (600-1½) | NA |
| CIRCLING | 2220-1 576 (600-1) | | 2220-1½ 576 (600-1½) | NA |

MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 352° | TDZE | 1643 |
| | Apt Elev | 1644 |

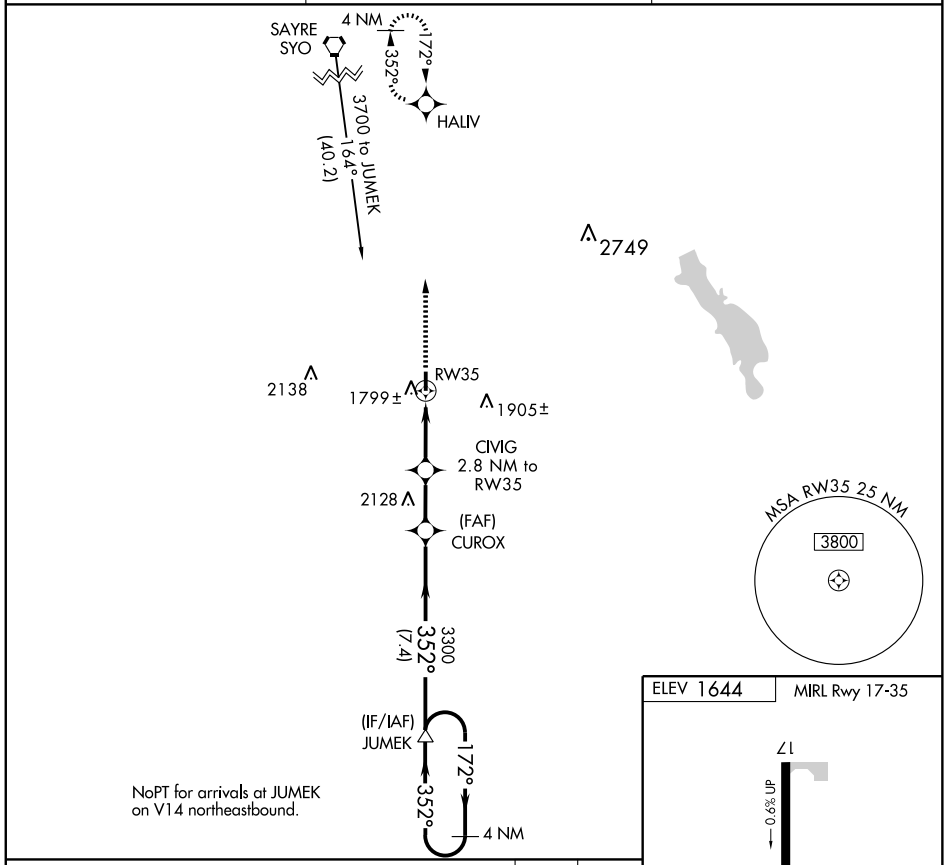
# RNAV (GPS) RWY 35

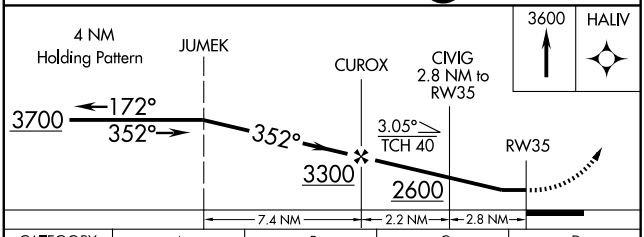
MANGUM/ SCOTT FIELD (2K4)

NA Use Hobart Rgnl altimeter setting; if not received, use Frederick Muni altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA.

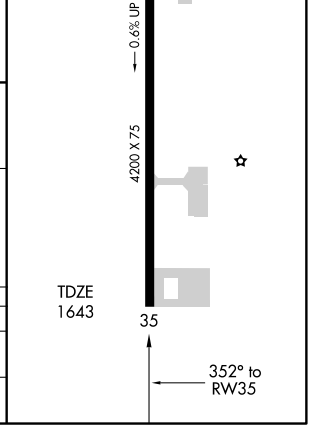
MISSED APPROACH: Climb to 3600 direct HALIV and hold.

| HOBART ASOS | ALTUS APP CON* | CTAF |
|---|---|---|
| 133.325 | 125.1 257.725 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2160-1 517 (600-1) | | 2160-1½ 517 (600-1½) | NA |
| CIRCLING | 2220-1 576 (600-1) | | 2220-1½ 576 (600-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-MLC | APP CRS | Rwy Idg | 5602 |
|---|---|---|---|
| 108.3 | 014° | TDZE | 755 |
| | | Apt Elev | 770 |

# LOC RWY 2

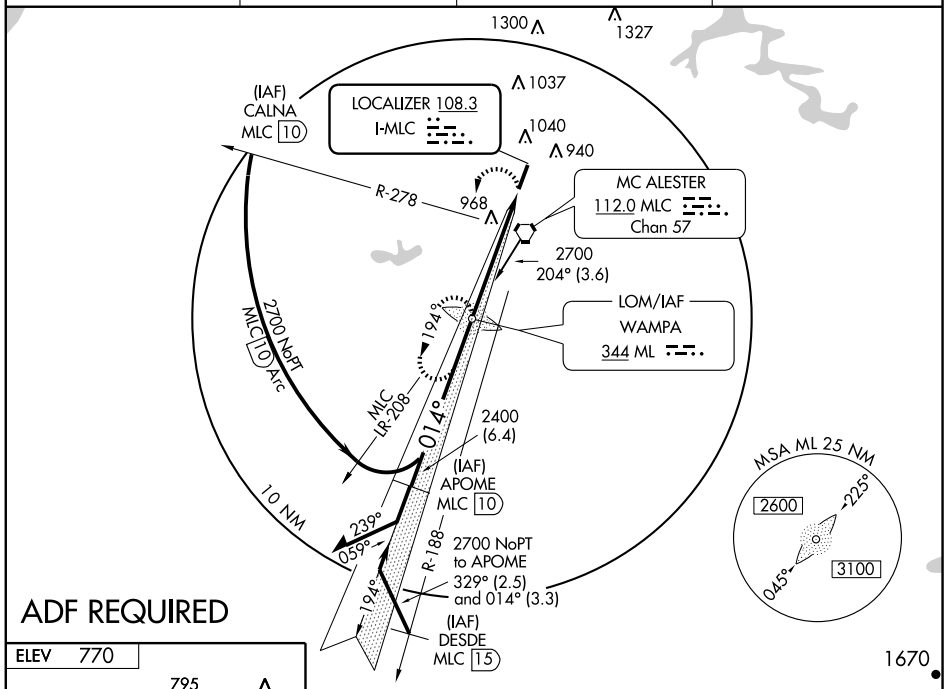
MC ALESTER RGNL (MLC)

T Inoperative table does not apply to Cat C. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-2 Cats C and D and Circling Cat B visibility ¼ mile and Circling Cats C and D visibility ½ mile. Visibility reduction by helicopters NA.

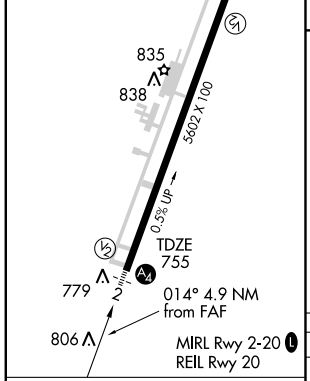
MALS

MISSED APPROACH: Climbing left turn to 2700 direct ML LOM and hold.

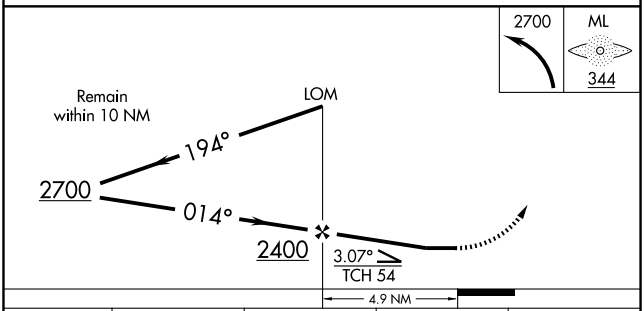
| ASOS | FORT WORTH CENTER | MC ALESTER RADIO | UNICOM |
|---|---|---|---|
| 135.125 | 132.2 338.35 | 122.65 | 122.95 (CTAF) L |




ADF REQUIRED




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 1200-¾ 445 (500-¾) | | 1200-1¼ 445 (500-1¼) | 1200-1½ 445 (500-1½) |
| CIRCLING | 1400-1 630 (700-1) | | 1400-1¾ 630 (700-1¾) | 1400-2 630 (700-2) |

| WAAS CH 50201 W02A | APP CRS 014° | Rwy Idg 5602<br>TDZE 755<br>Apt Elev 770 |
|---|---|---|

# RNAV (GPS) RWY 2

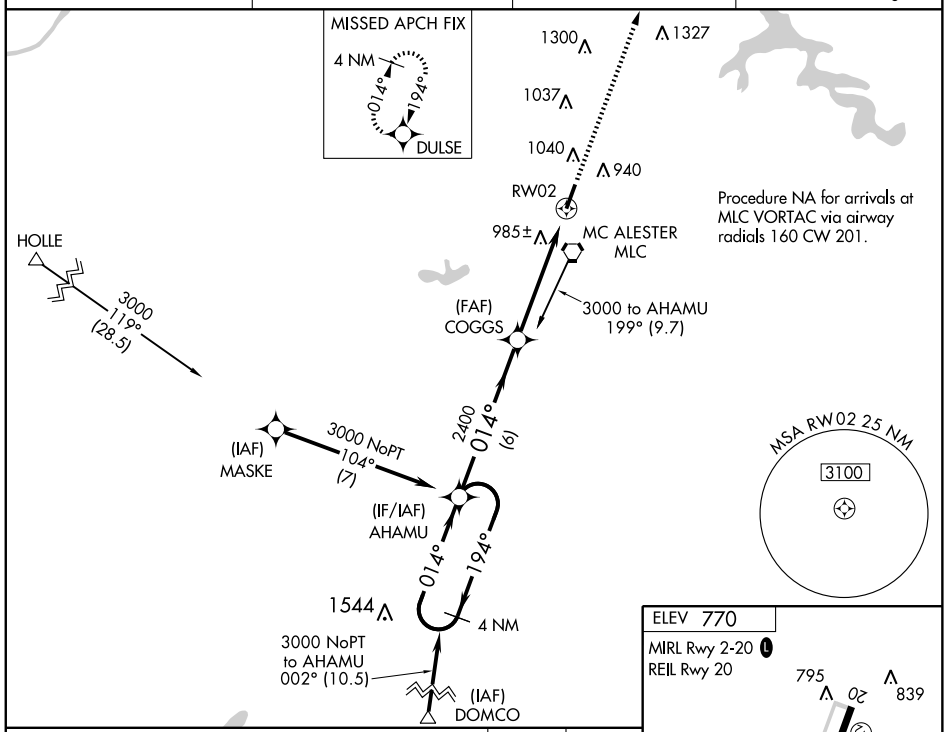
## MC ALESTER RGNL (MLC)

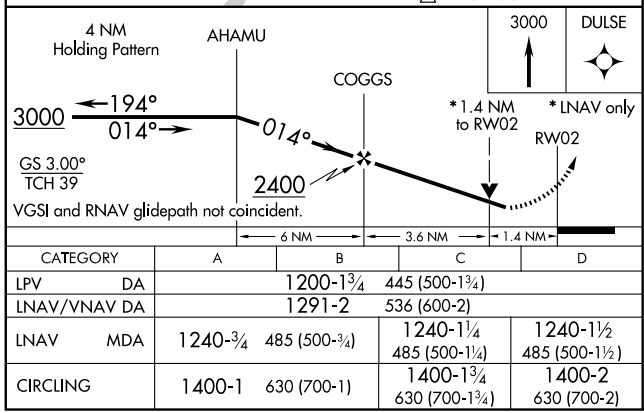
T A Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C. Baro-VNAV NA when using Ada Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. VDP NA when using Ada Muni altimeter setting. Visibility reduction by helicopters NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all DA/MDA 140 feet, and all visibilities ½ mile.

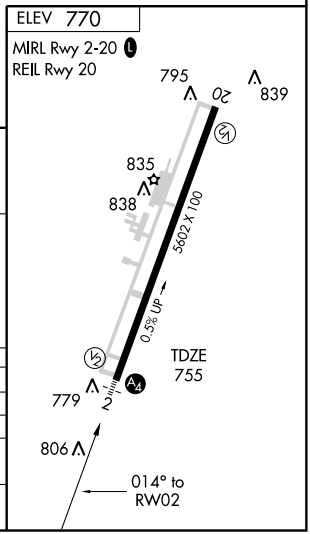
MALS A4

MISSED APPROACH: Climb to 3000 direct DULSE and hold.

| ASOS | FORT WORTH CENTER | MC ALESTER RADIO | UNICOM |
|---|---|---|---|
| 135.125 | 132.2 338.35 | 122.65 | 122.95 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 1200-1¾ | 445 (500-1¾) | |
| LNAV/VNAV DA | | 1291-2 | 536 (600-2) | |
| LNAV MDA | 1240-¾ 485 (500-¾) | | 1240-1¼ 485 (500-1¼) | 1240-1½ 485 (500-1½) |
| CIRCLING | 1400-1 630 (700-1) | | 1400-1¾ 630 (700-1¾) | 1400-2 630 (700-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5602 |
|---|---|---|
| 194° | TDZE | 770 |
| | Apt Elev | 770 |

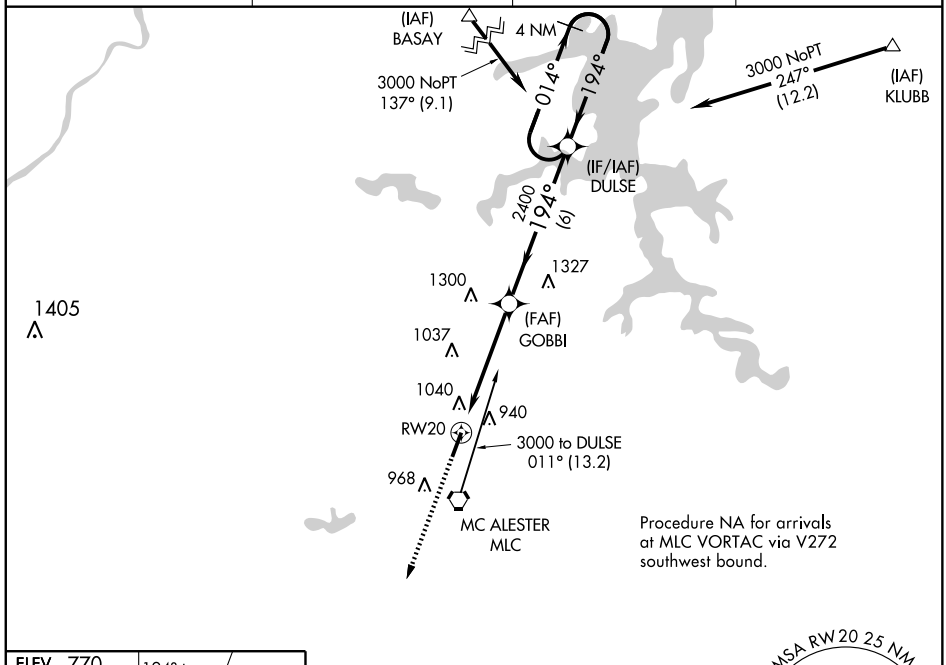
# RNAV (GPS) RWY 20

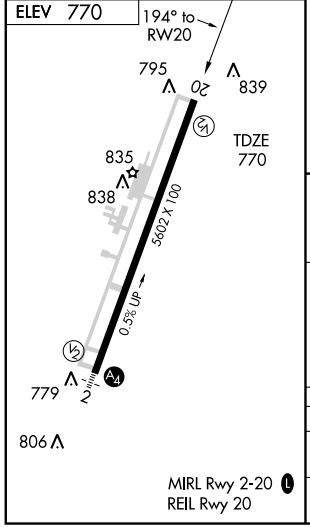
## MC ALESTER RGNL (MLC)

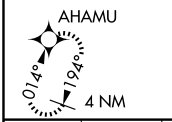
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet, and increase LNAV Cat C and D visibility ½ mile and Circling Cat C and D visibility ¼ mile. Visibility reduction by helicopters NA.

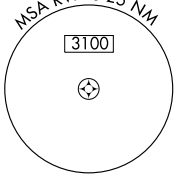
MISSED APPROACH: Climb to 3000 direct AHAMU and hold.

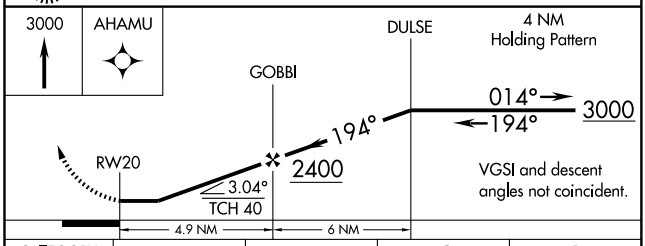
| ASOS | FORT WORTH CENTER | MC ALESTER RADIO | UNICOM |
|---|---|---|---|
| 135.125 | 132.2 338.35 | 122.65 | 122.95 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 | 570 (600-1) | 1340-1½ 570 (600-1½) | 1340-1¾ 570 (600-1¾) |
| CIRCLING | 1400-1 | 630 (700-1) | 1400-1¾ 630 (700-1¾) | 1400-2 630 (700-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

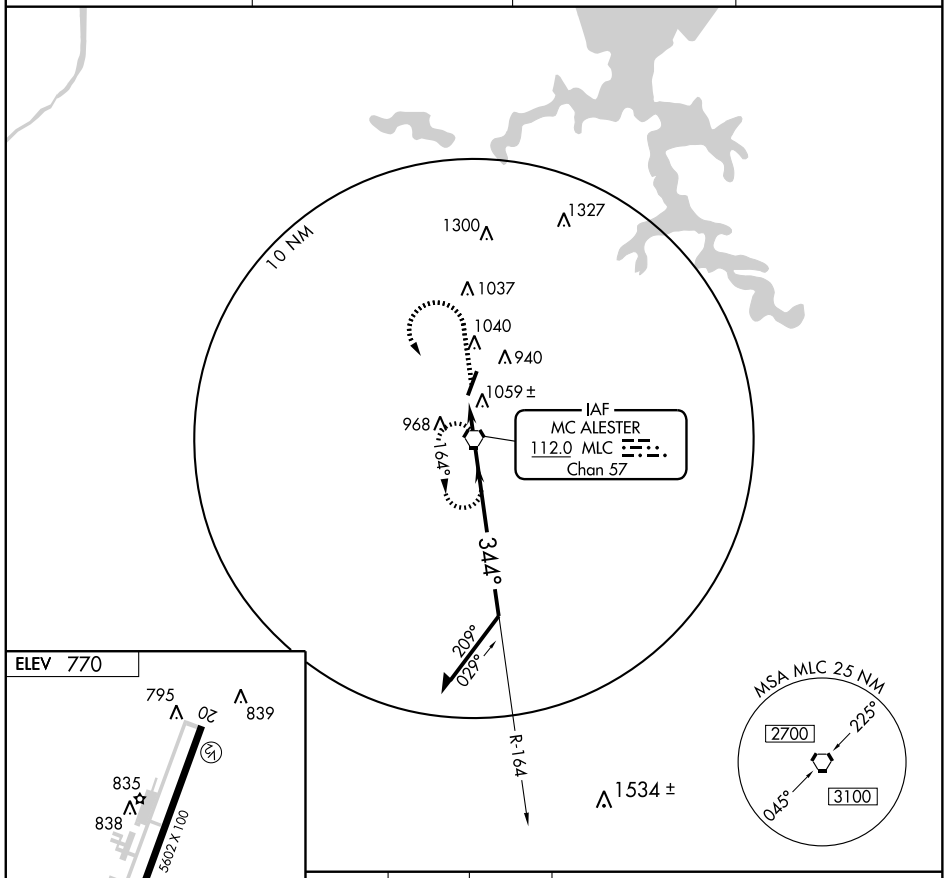
| VORTAC MLC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.0 | 344° | TDZE | N/A |
| Chan 57 | | Apt Elev | 770 |

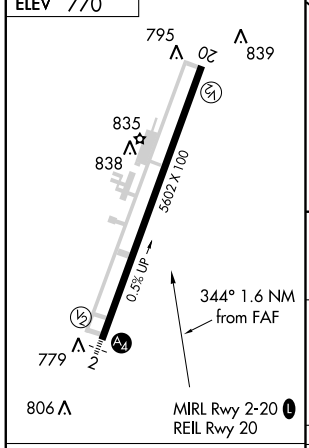
# VOR-A

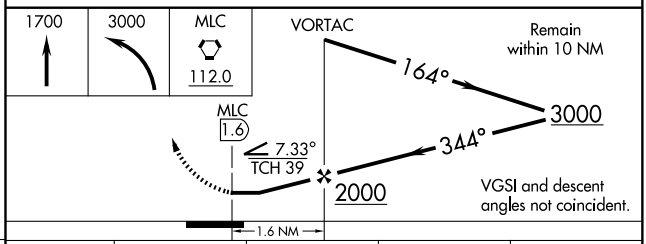
## MC ALESTER RGNL (MLC)

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct MLC VORTAC and hold.

| ASOS | FORT WORTH CENTER | MC ALESTER RADIO | UNICOM |
|---|---|---|---|
| 135.125 | 132.2 338.35 | 122.65 | 122.95 (CTAF) L |




| FAF to MAP 1.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:36 | 1:04 | 0:48 | 0:38 | 0:32 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1 | 630 (700-1) | 1400-1¾ 630 (700-1¾) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC MLC | APP CRS | Rwy Idg | 5602 |
|---|---|---|---|
| 112.0 | 174° | TDZE | 770 |
| Chan 57 | | Apt Elev | 770 |

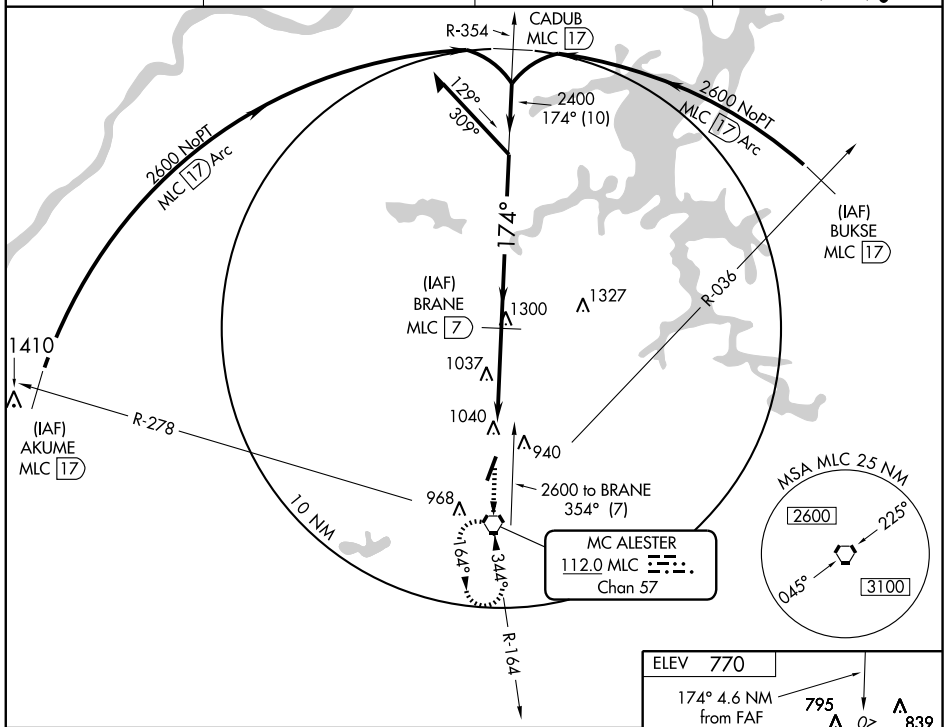
# VOR/DME RWY 20

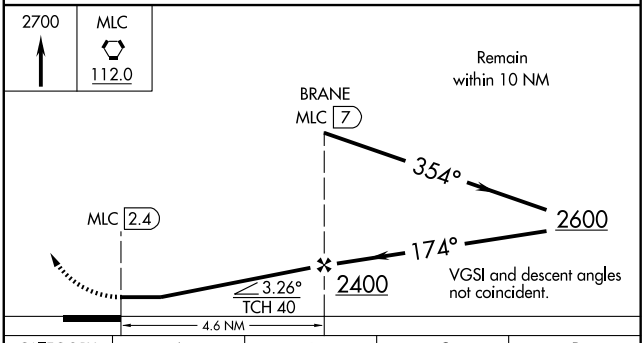
MC ALESTER RGNL (MLC)

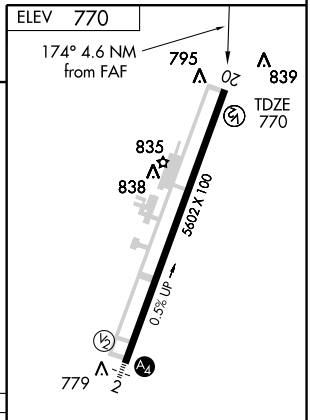
When local altimeter setting not received, use Ada Muni altimeter setting and increase all MDA 140 feet and S-20 Cats C and D visibility ½ mile, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2700 direct MLC VORTAC and hold, continue climb-in hold to 2700.

| ASOS | FORTH WORTH CENTER | MC ALESTER RADIO | UNICOM |
|---|---|---|---|
| 135.125 | 132.2 338.35 | 122.65 | 122.95 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1340-1 | 570 (600-1) | 1340-1½ 570 (600-1½) | 1340-1¾ 570 (600-1¾) |
| CIRCLING | 1400-1 | 630 (700-1) | 1400-1¾ 630 (700-1¾) | 1400-2 630 (700-2) |

MIRL Rwy 2-20 L
REIL Rwy 20

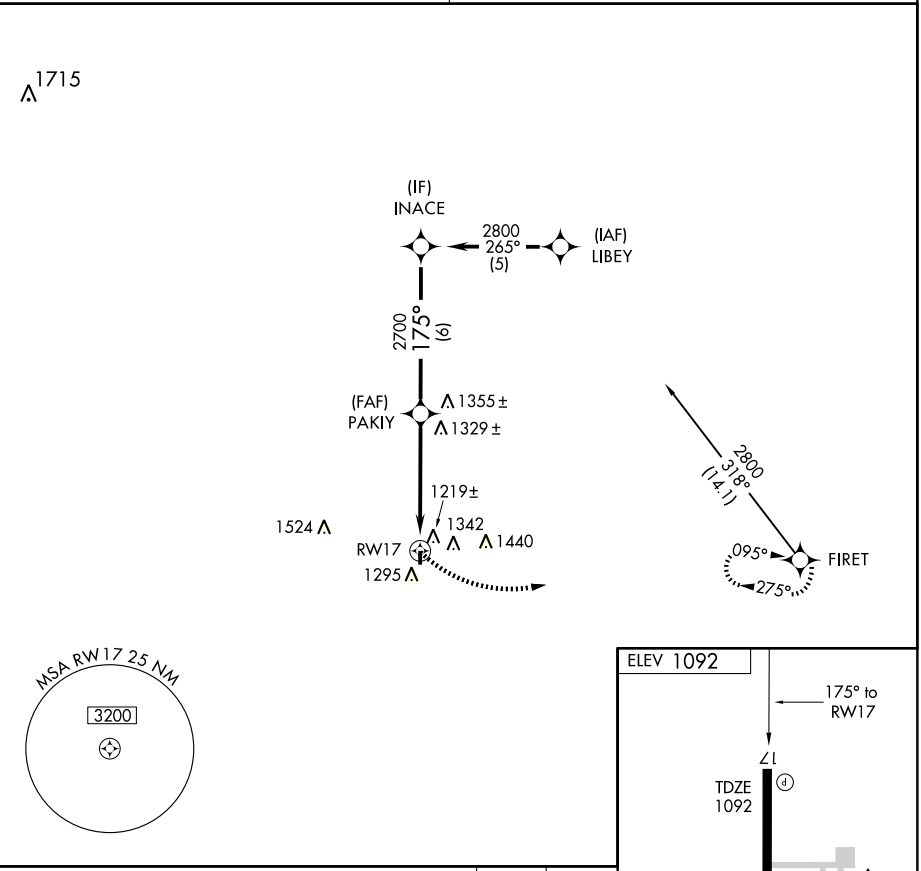
SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3007 |
|---|---|---|
| 175° | TDZE | 1092 |
| | Apt Elev | 1092 |

# RNAV (GPS) RWY 17

MEDFORD MUNI (O53)

| NA | MISSED APPROACH: |
|---|---|
| Use Ponca City Rgnl altimeter setting. Procedure NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. | Climbing left turn to 5000 direct FIRET and hold. |
| VANCE APP CON★ 118.075 273.475 | UNICOM 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680-1¼ 588 (600-1¼) | | NA | |
| CIRCLING | 1740-1¼ 648 (700-1¼) | | NA | |

MIRL Rwy 17-35 L

| APP CRS | Rwy Idg | 3007 |
|---|---|---|
| 355° | TDZE | 1085 |
| | Apt Elev | 1092 |

# RNAV (GPS) RWY 35

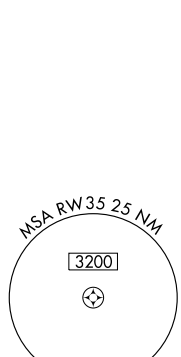
MEDFORD MUNI (O53)

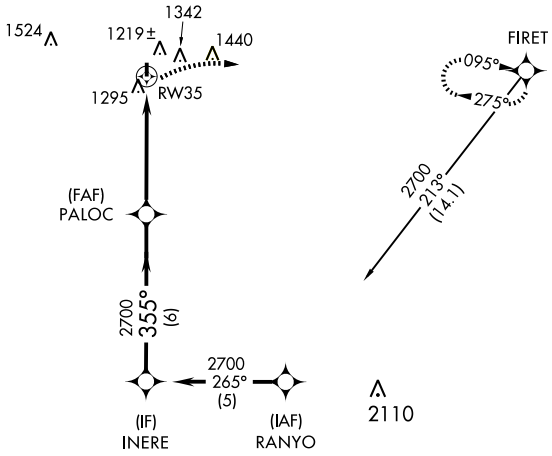
NA Use Ponca City Rgnl altimeter setting. Procedure NA at night. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 5000 direct FIRET and hold.

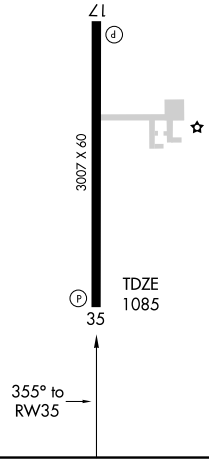
VANCE APP CON ★
**118.075 273.475**

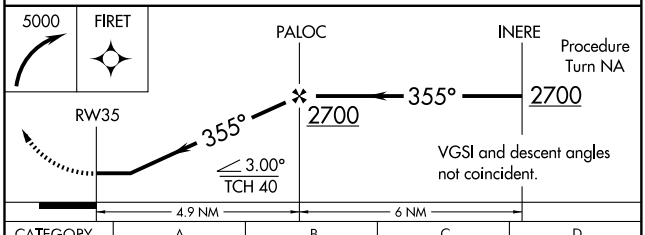
UNICOM
**122.8** (CTAF) L




ELEV 1092 MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680-1¼ 595 (600-1¼) | | NA | |
| CIRCLING | 1740-1¼ 648 (700-1¼) | | NA | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5020 |
|---|---|---|
| 175° | TDZE | 808 |
| | Apt Elev | 808 |

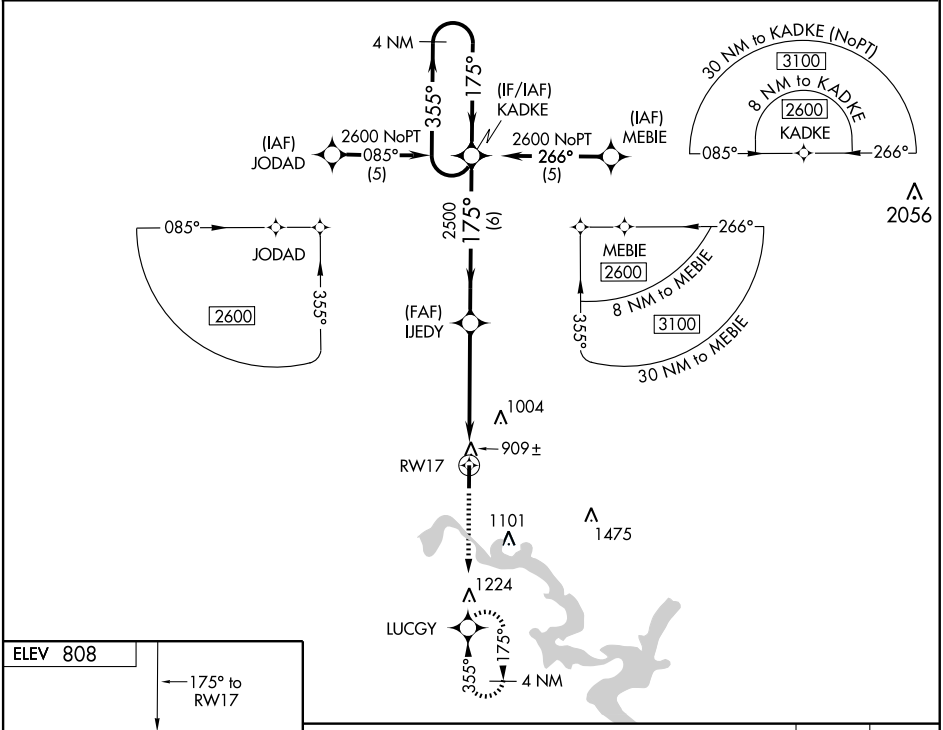
# RNAV (GPS) RWY 17

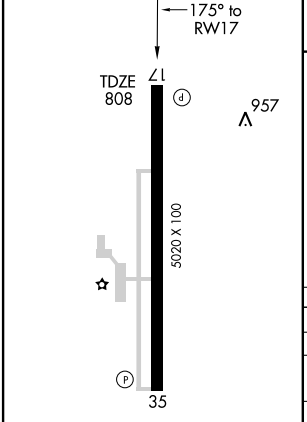
MIAMI MUNI (MIO)

NA Use Joplin Regional altimeter setting.
Baro VNAV NA.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

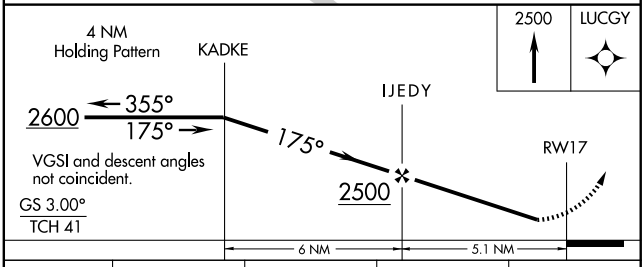
MISSED APPROACH: Climb to 2500 direct LUCGY WP and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 132.9 279.5 | 122.8 (CTAF) |




MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1240-1½ 432 (500-1½) | | | NA |
| LNAV MDA | 1300-1 492 (500-1) | | 1300-1¼ 492 (500-1¼) | NA |
| CIRCLING | 1340-1½ 532 (600-1½) | | | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

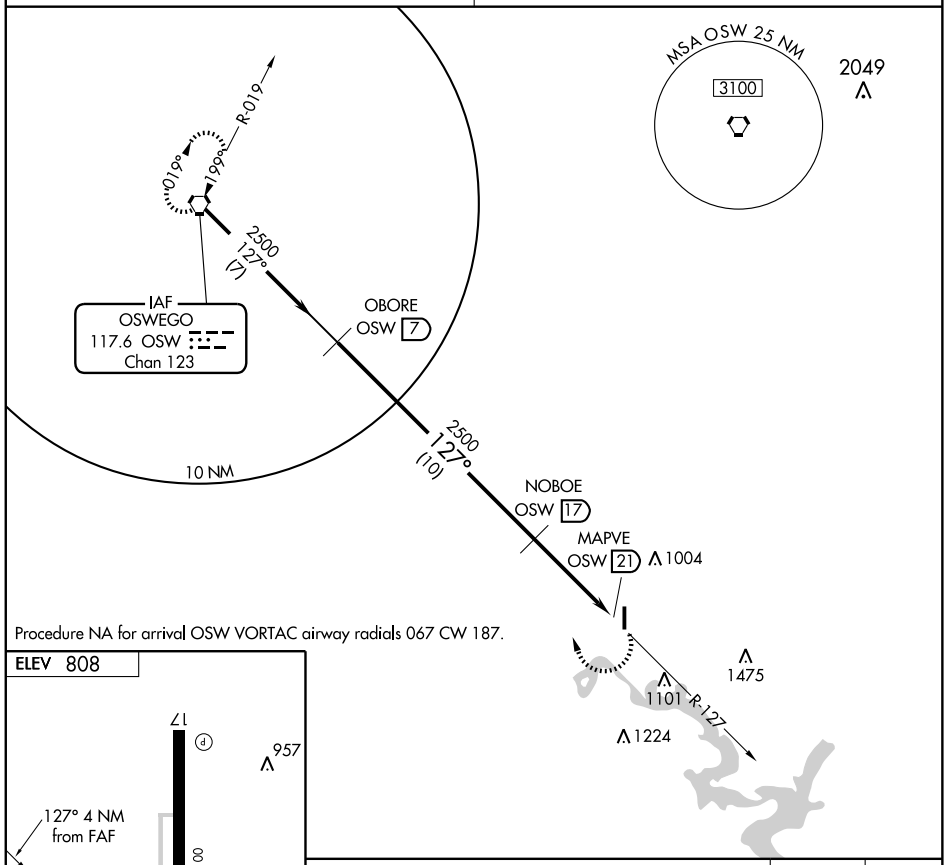
| VORTAC OSW 117.6 Chan 123 | APP CRS 127° | Rwy Idg N/A TDZE N/A Apt Elev 808 |
|---|---|---|

# VOR/DME-A
## MIAMI MUNI (MIO)

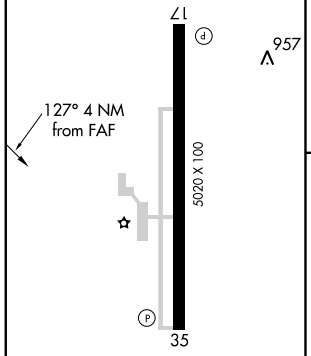
NA Use Joplin Regional altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 via OSW R-127 to OSW VORTAC and hold.

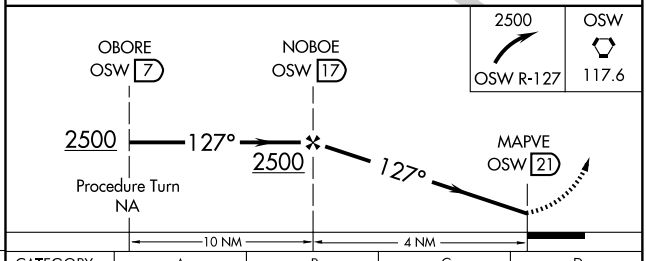
| KANSAS CITY CENTER | UNICOM |
|---|---|
| 132.9 279.5 | 122.8 (CTAF) L |




ELEV 808




MIRL Rwy 17-35 L




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1340-1 532 (600-1) | 1340-1¼ 532 (600-1¼) | 1340-1½ 532 (600-1½) | NA |

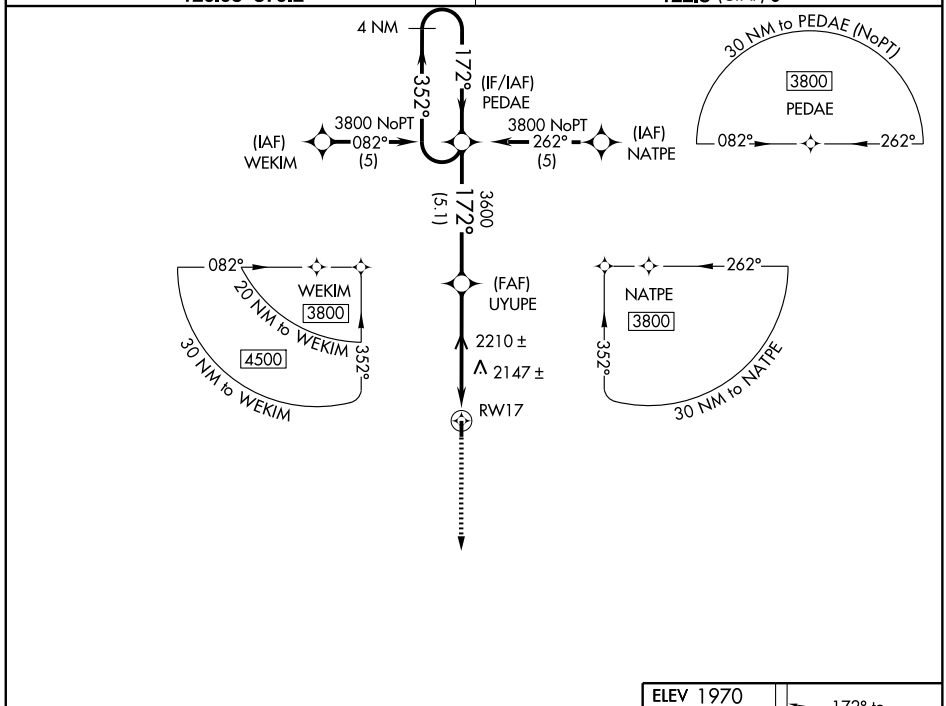
SC-1, 14 JAN 2010 to 11 FEB 2010

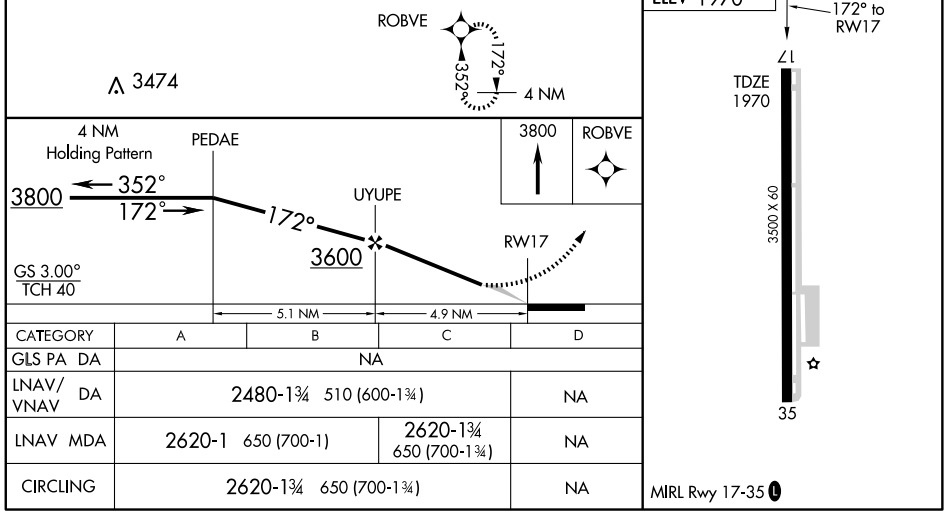
| APP CRS | Rwy Idg | 3500 |
|---|---|---|
| 172° | TDZE | 1970 |
| | Apt Elev | 1970 |

# RNAV (GPS) RWY 17

## MOORELAND MUNI (MDF)

| NA | Use Gage altimeter setting, if not received procedure NA.<br>Baro-VNAV NA.<br>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 3800 direct ROBVE WP and hold. |
|---|---|---|
| | KANSAS CITY CENTER<br>126.95 379.2 | UNICOM<br>122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 2480-1¾ 510 (600-1¾) | | | NA |
| LNAV MDA | 2620-1 650 (700-1) | | 2620-1¾ 650 (700-1¾) | NA |
| CIRCLING | 2620-1¾ 650 (700-1¾) | | | NA |

MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4498 |
|---|---|---|
| 039° | TDZE | 611 |
| | Apt Elev | 611 |

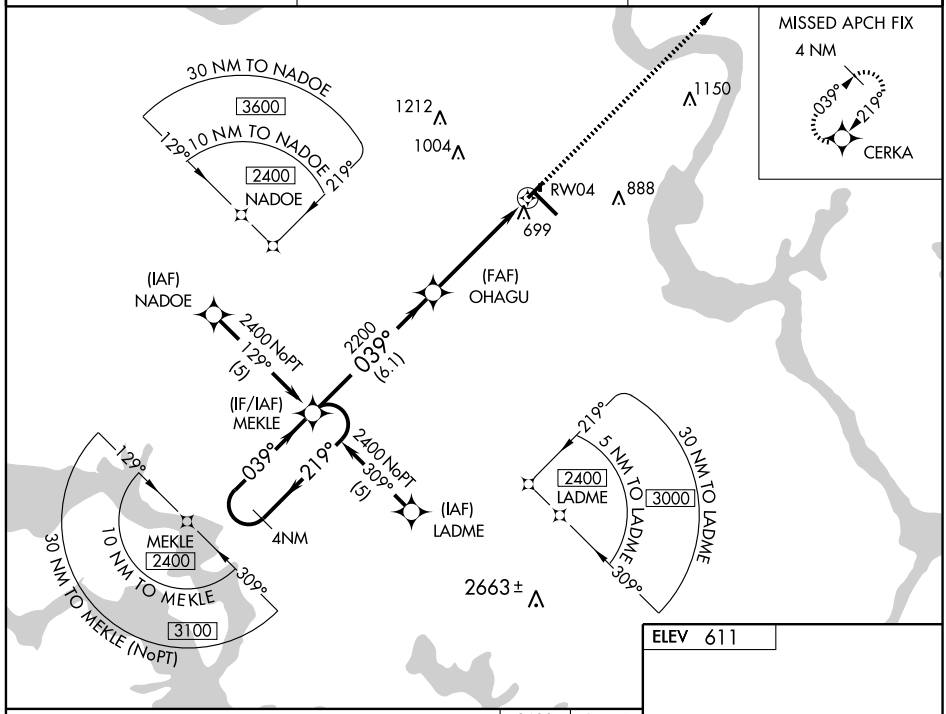
# RNAV (GPS) RWY 4

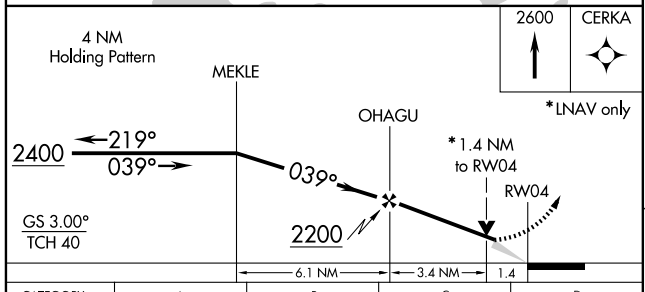
MUSKOGEE/DAVIS FIELD (MKO)

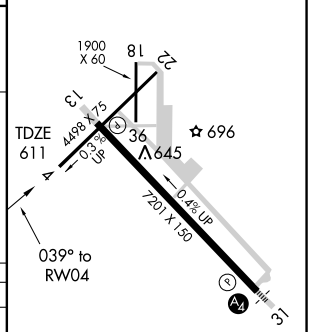
Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase DA 92 feet and all visibilities ¼ mile, all MDA 100 feet, Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 2600 direct CERKA and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 135.025 | 132.2 338.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/ VNAV DA | 1079-1¾ 468 (500-1¾) | | | |
| LNAV MDA | 1080-1 469 (500-1) | | 1080-1¼ 469 (500-1¼) | 1080-1½ 469 (500-1½) |
| CIRCLING | 1120-1 509 (600-1) | 1160-1 549 (600-1) | 1180-1½ 569 (600-1½) | 1200-2 589 (600-2) |

MIRL Rwy 13-31 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 70607 W13A | APP CRS 129° | Rwy Idg 7201 TDZE 607 Apt Elev 611 |
|---|---|---|

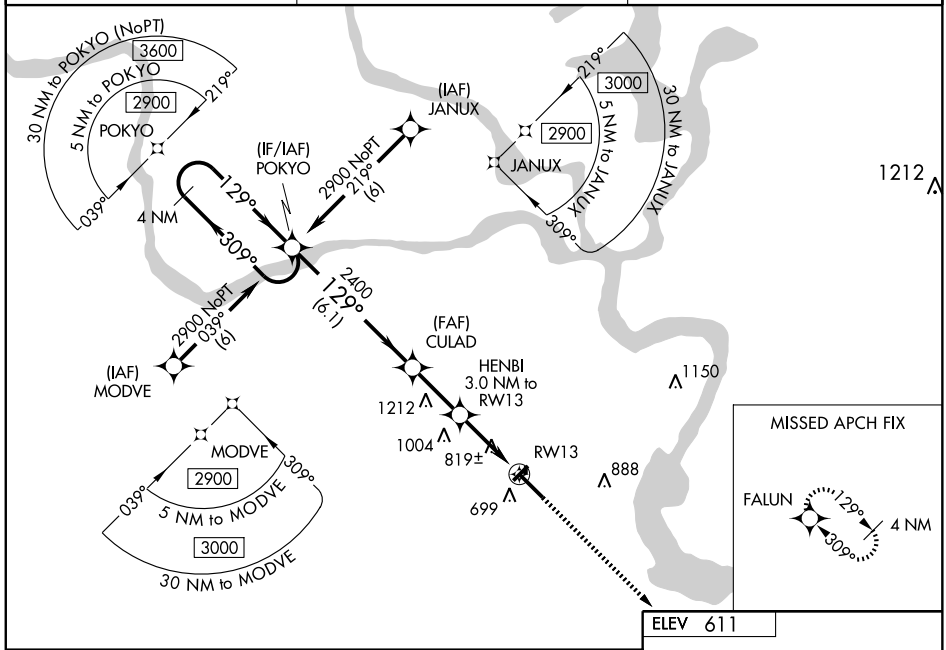
# RNAV (GPS) RWY 13

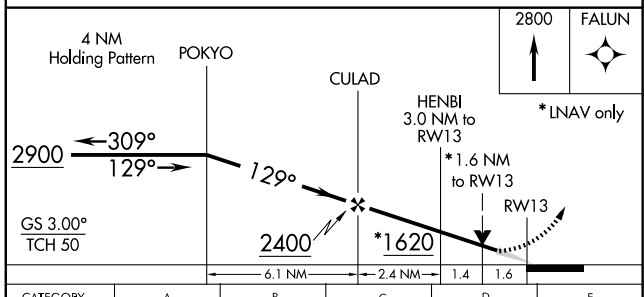
MUSKOGEE/DAVIS FIELD (MKO)

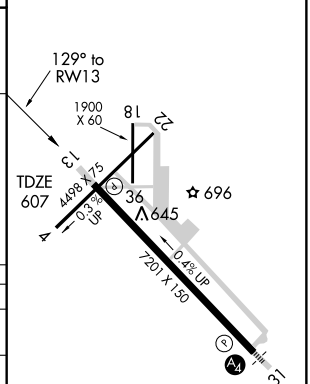
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet; increase LPV visibility ½ mile all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 100 feet and LNAV Cat C/D/E visibility ½ mile, Circling visibility Cat C/D ¼ mile.

MISSED APPROACH: Climb to 2800 direct FALUN and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 135.025 | 132.2 338.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 857-¾ 250 (300-¾) | | | | |
| LNAV/ VNAV DA | 1142-2 535 (600-2) | | | | |
| LNAV MDA | 1180-1 573 (600-1) | | 1180-1½ 573 (600-1½) | 1180-1¾ 573 (600-1¾) | 1180-2 573 (600-2) |
| CIRCLING | 1180-1 569 (600-1) | | 1180-1½ 569 (600-1½) | 1200-2 589 (600-2) | 1580-3 969 (1000-3) |

MIRL Rwy 13-31 L

SC-1, 14 JAN 2010 to 11 FEB 2010

MUSKOGEE, OKLAHOMA

AL-623 (FAA)

| APP CRS | Rwy Idg | 4498 |
|---|---|---|
| 219° | TDZE | 597 |
| | Apt Elev | 611 |

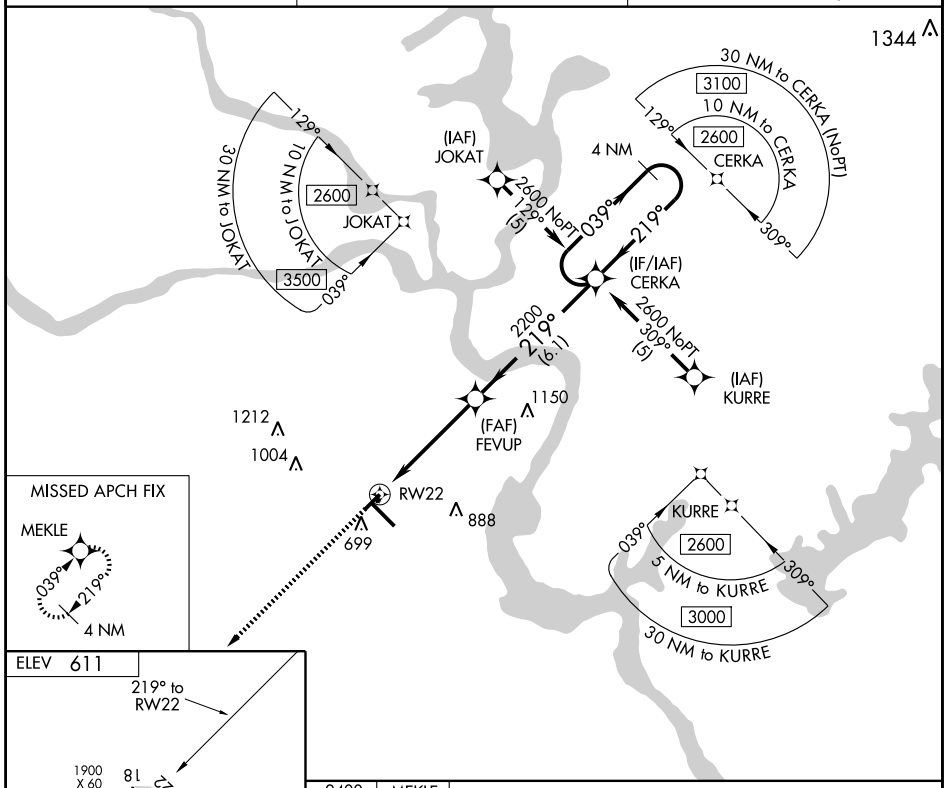
# RNAV (GPS) RWY 22

MUSKOGEE/ DAVIS FIELD (MKO)

Straight-in minimums NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Tahlequah altimeter setting and increase all MDA 100 feet, increase LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, increase circling Cat C visibility ¼ mile.

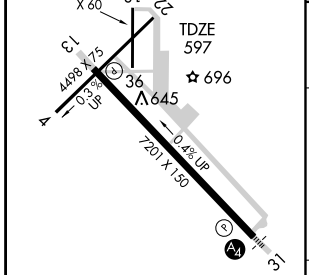
MISSED APPROACH: Climb to 2400 direct MEKLE and hold.

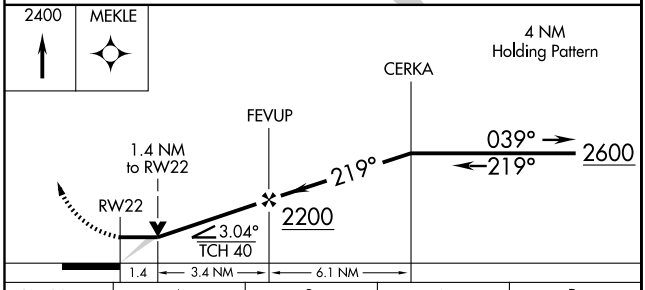
| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 135.025 | 132.2 338.35 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1 | 503 (500-1) | 1100-1½ | 503 (500-1½) |
| CIRCLING | 1120-1<br>509 (600-1) | 1160-1<br>549 (600-1) | 1180-1½<br>569 (600-1½) | 1200-2<br>589 (600-2) |

MIRL Rwy 13-31 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 7201 |
|---|---|---|---|
| CH 42807 | 309° | TDZE | 593 |
| W31B | | Apt Elev | 611 |

# RNAV (GPS) RWY 31

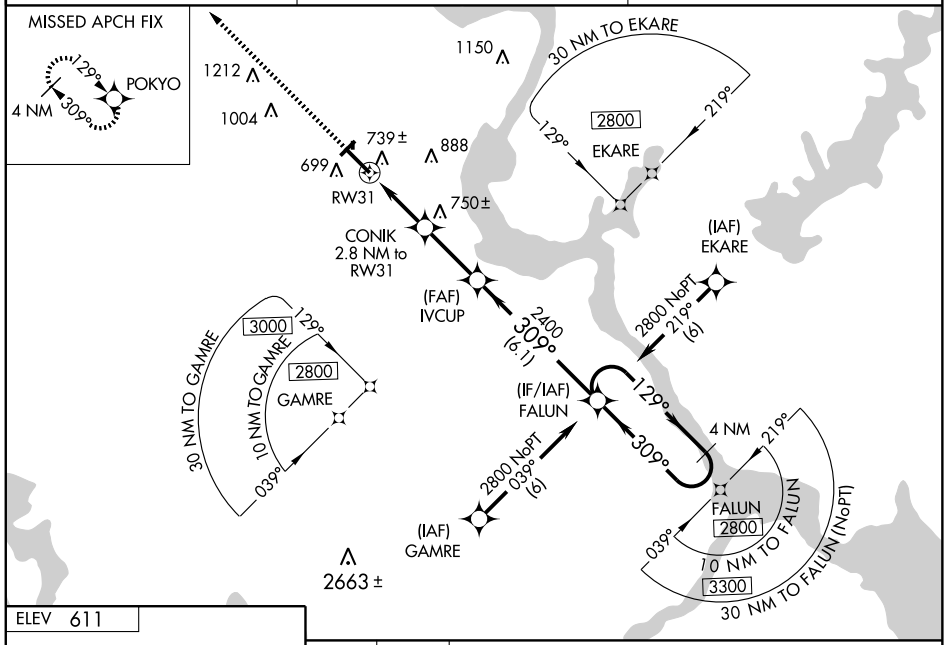
MUSKOGEE/ DAVIS FIELD (MKO)

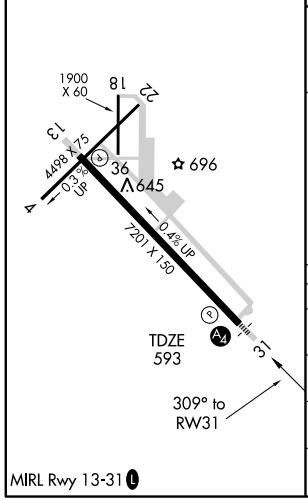
For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet, visibilities ¼ mile; increase all MDA 100 feet, LNAV visibilities Cat C/D/E ¼ mile, and Circling Cat C ¼ mile. Inoperative table does not apply to LNAV/VNAV Cat A/B/C and LNAV Cat C.

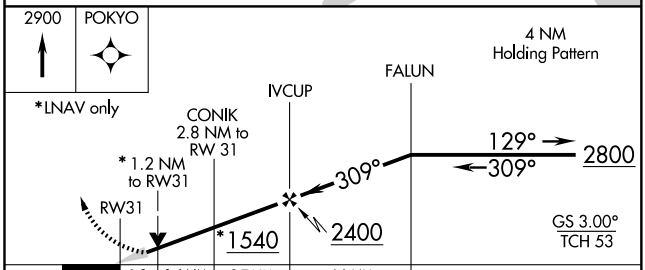
MALS

MISSED APPROACH: Climb to 2900 direct POKYO and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 135.025 | 132.2 338.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 843-1 250 (300-1) | | | | |
| LNAV/ VNAV DA | 1139-2 546 (600-2) | | | | |
| LNAV MDA | 1000-¾ 407 (400-¾) | | 1000-1¼ 407 (400-1¼) | | 1000-1½ 407 (400-1½) |
| CIRCLING | 1120-1 509 (600-1) | 1160-1 549 (600-1) | 1180-1½ 569 (600-1½) | 1200-2 589 (600-2) | 1580-3 969 (1000-3) |

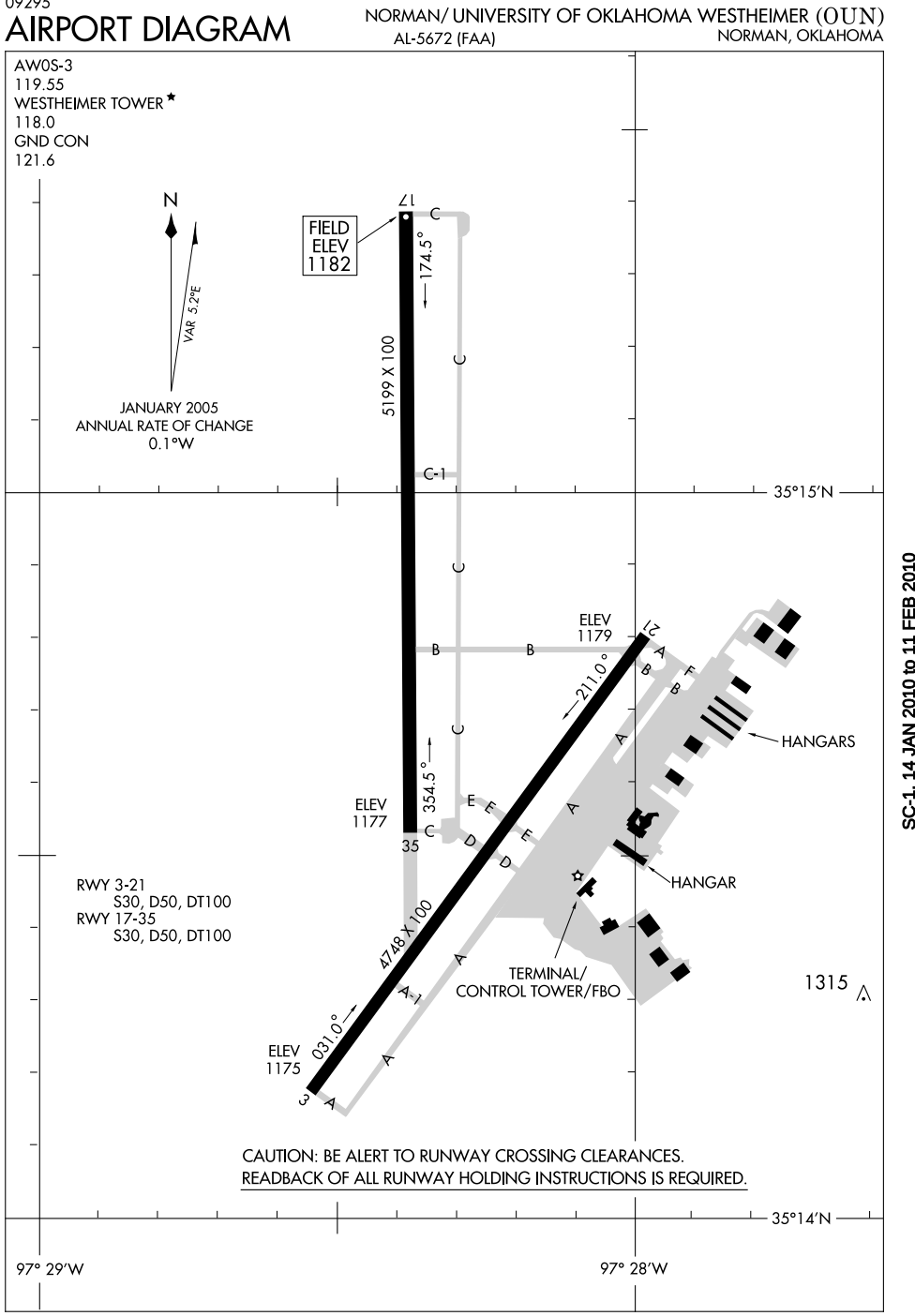
SC-1, 14 JAN 2010 to 11 FEB 2010

09295

# AIRPORT DIAGRAM

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)
AL-5672 (FAA)
NORMAN, OKLAHOMA

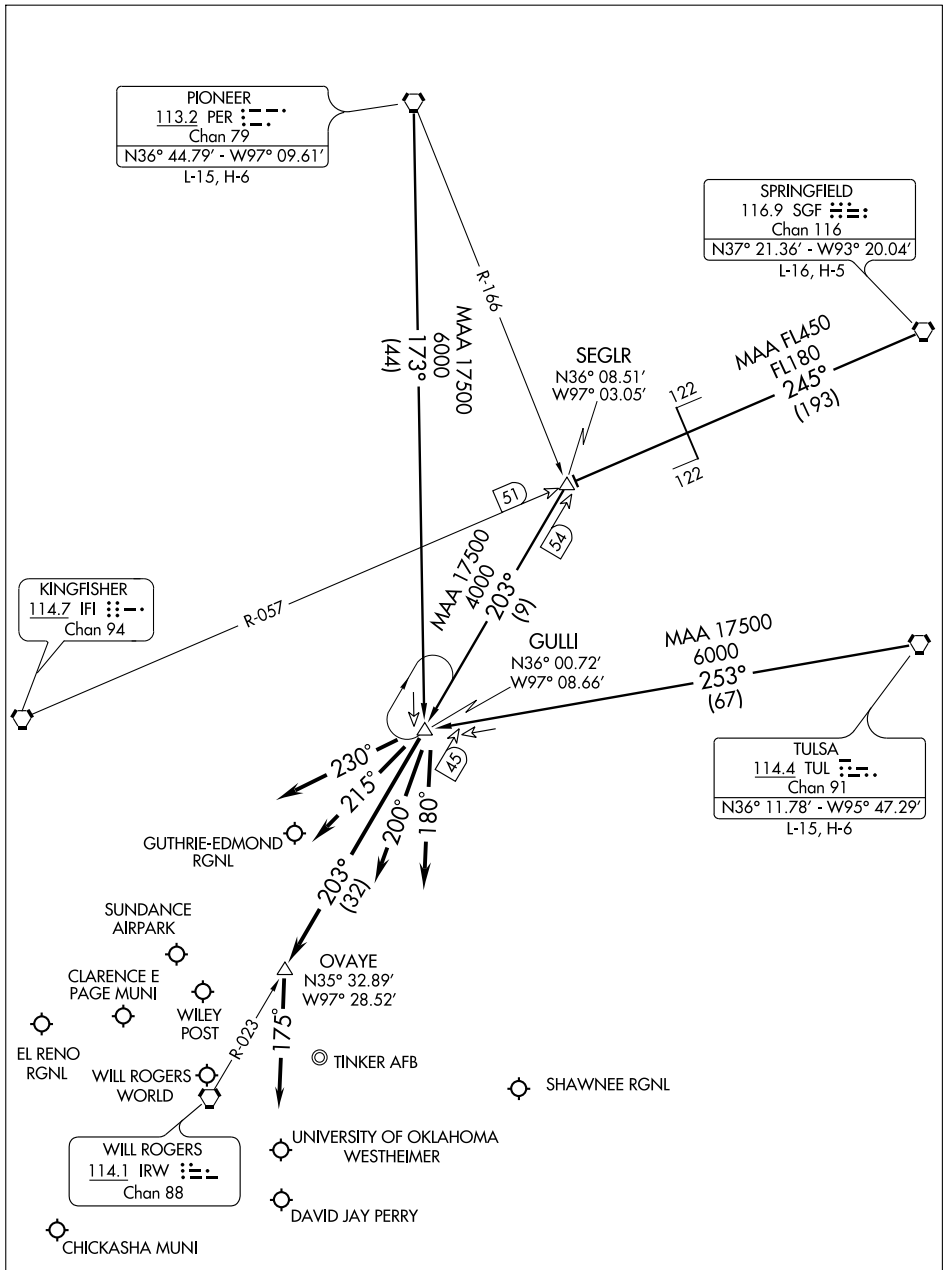
AW0S-3
119.55
WESTHEIMER TOWER ★
118.0
GND CON
121.6




SC-1, 14 JAN 2010 to 11 FEB 2010

# GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA




NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# GULLI ONE ARRIVAL (GULLI.GULLI1)



## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

NORMAN, OKLAHOMA

AL-5672 (FAA)

| LOC/DME I-BWM | APP CRS | Rwy Idg | 5199 |
|---|---|---|---|
| 111.95 | 173° | TDZE | 1182 |
| Chan 56 (Y) | | Apt Elev | 1182 |

# ILS or LOC RWY 17

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

If local altimeter setting not received, use Will Rogers altimeter setting and increase DA to 1423 feet; increase all MDAs 60 feet. VDP NA with Will Rogers altimeter setting. Circling not authorized southeast of Rwy 3-21.

MALSR

MISSED APPROACH: Climbing right turn to 3000 via heading 185° and IRW VORTAC R-155 toWETIX/IRW 22.4 DME and hold.

| AWOS-3 | OKE CITY APP CON | WESTHEIMER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.55 | 120.45 288.325 | 118.0 (CTAF) | 121.6 | 122.95 |

DME REQUIRED

2749 353° (IAF) OVAYE I-BWM 18.8

4000 173° (5.5)

(IF) PEDIY INT I-BWM 13.3

10 NM

R-023

R-041

WILL ROGERS 114.1 IRW Chan 88

3000 173° (6.5)

1953

R-089

RIBPO INT I-BWM 6.8

1379±

1575

NORMAN 260 OUN

2006

1331

LOCALIZER 111.95 I-BWM Chan 56 (Y)

1332 1332

300° 183°

1322

2049

R-155

MSA IRW 2.5 NM

3800

140° 230°

3300

MISSED APCH FIX

IRW 114.1 Chan 88

R-155 155° 335°

WETIX IRW 22.4

PEDIY INT VGSI and ILS glidepath not coincident.

I-BWM 13.3

4000

173°

Procedure Turn NA

GS 3.00° TCH 51

RIBPO INT I-BWM 6.8

3000

3000

I-BWM 2.6

I-BWM 1.3

6.5 NM 4.2 NM 1.3

3000 HDG 185°

IRW R-155

WETIX IRW 22.4

ELEV 1182

MIRL Rwys 3-21 and 17-35 (L)

REIL Rwy 35

173° 5.5 NM from FAF

1196

TDZE 1182

5199 X 100

1202

21

35

4748 X 100

1315

3

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 1382-½ 200 (200-½) | | | |
| S-LOC 17 | 1680-½ 498 (500-½) | | 1680-¾ 498 (500-¾) | 1680-1 498 (500-1) |
| CIRCLING | 1680-1 498 (500-1) | | 1680-1½ 498 (500-1½) | 1740-2 558 (600-2) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-PHY 111.1 Chan 48 | APP CRS 029° | Rwy Idg 4748 TDZE 1177 Apt Elev 1182 |
|---|---|---|

# LOC RWY 3

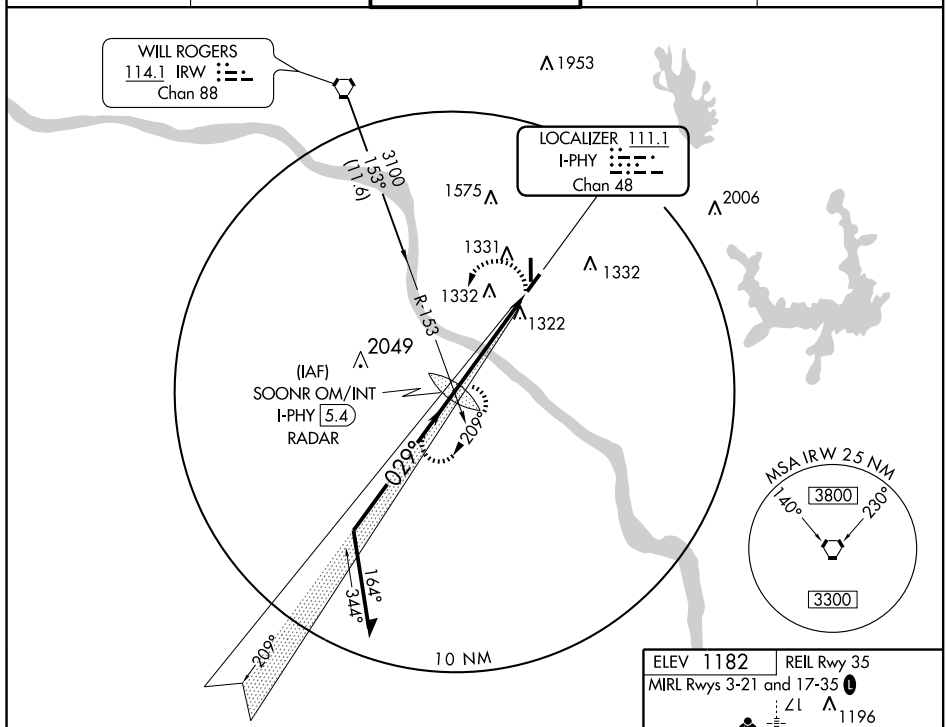
## NORMAN/UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

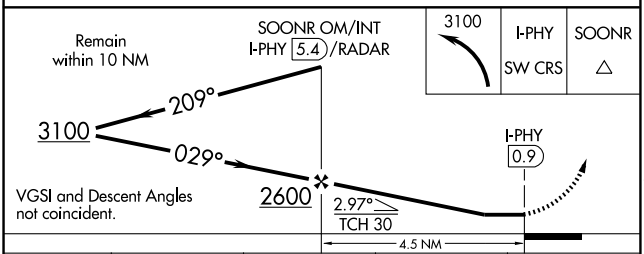
V NA — If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Inoperative table does not apply to Cat. C. Circling not authorized southeast of Rwy 3-21.

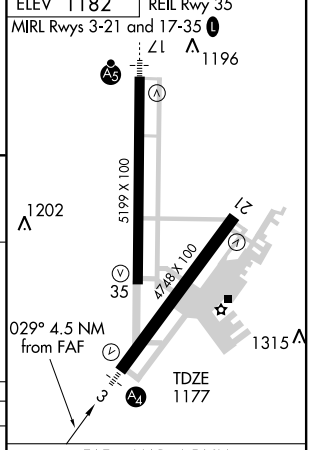
MALS

MISSED APPROACH: Climbing left turn to 3100 via I-PHY SW course to SOONR Int and hold.

| AWOS-3 | OKE CITY APP CON | WESTHEIMER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.55 | 120.45 288.325 | 118.0 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1580- ¾ 403 (400- ¾) | | 1580-1¼ 403 (400-1¼) | |
| CIRCLING | 1640-1 458 (500-1) | 1660-1 478 (500-1) | 1660-1½ 478 (500-1½) | 1740-2 559 (600-2) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB OUN | APP CRS | Rwy Idg | 4748 |
|---|---|---|---|
| 260 | 020° | TDZE | 1177 |
| | | Apt Elev | 1182 |

# NDB RWY 3

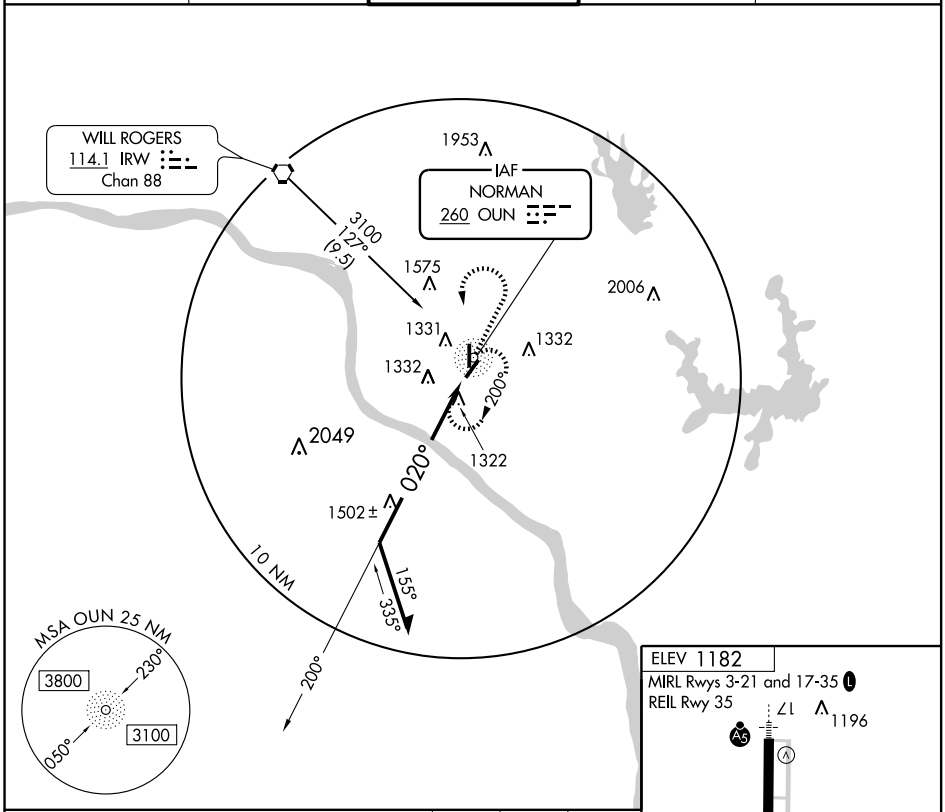
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

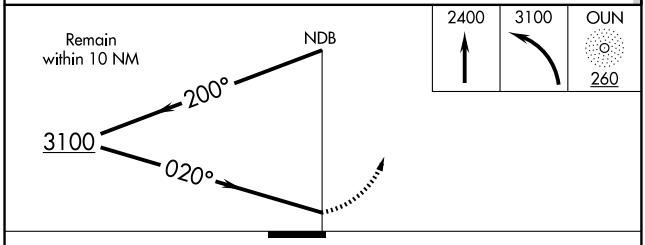
If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Circling NA southeast of Rwy 3-21. Inoperative table does not apply to Cat C. Visibility reduction by helicopters NA.

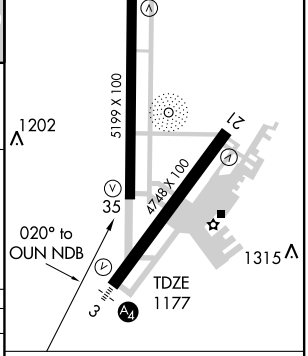
MALS

MISSED APPROACH: Climb to 2400 then climbing left turn to 3100 direct OUN NDB and hold.

| AWOS-3 | OKE CITY APP CON | WESTHEIMER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.55 | 120.45 288.325 | 118.0 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1860-¾ 683 (700-¾) | | 1860-2 683 (700-2) | 1860-2¼ 683 (700-2¼) |
| CIRCLING | 1860-1 678 (700-1) | | 1860-2 678 (700-2) | 1860-2¼ 678 (700-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB OUN | APP CRS | Rwy Idg | 5199 |
|---|---|---|---|
| 260 | 003° | TDZE | 1182 |
| | | Apt Elev | 1182 |

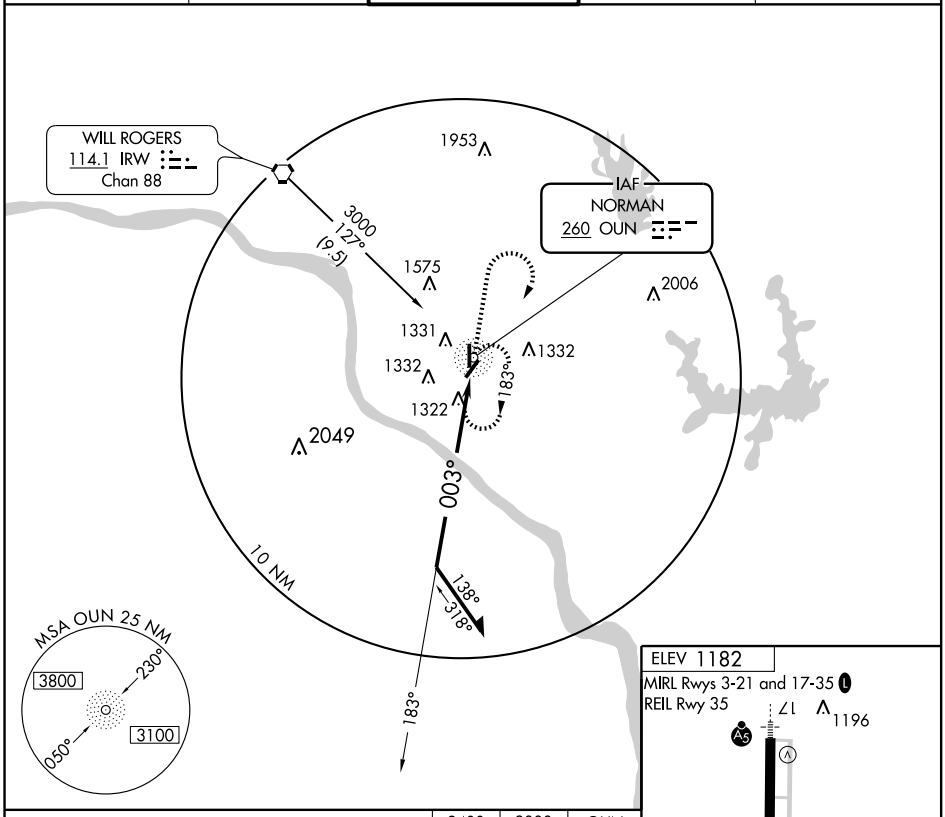
# NDB RWY 35

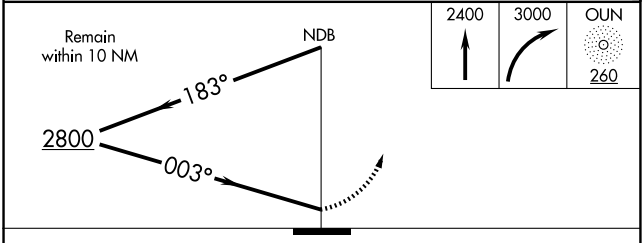
## NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

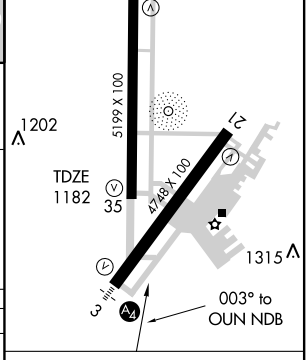
If local altimeter setting not received, use Will Rogers altimeter setting and increase all MDAs 60 feet. Circling not authorized southeast of Rwy 3-21.

MISSED APPROACH: Climb to 2400 then climbing right turn to 3000 direct NORMAN OUN NDB and hold.

| AWOS-3 | OKE CITY APP CON | WESTHEIMER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.55 | 120.45 288.325 | 118.0 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1860-1 | 678 (700-1) | 1860-2 678 (700-2) | 1860-2¼ 678 (700-2¼) |
| CIRCLING | 1860-1 | 678 (700-1) | 1860-2 678 (700-2) | 1860-2¼ 678 (700-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4748 |
|---|---|---|
| 029° | TDZE | 1177 |
| | Apt Elev | 1182 |

# RNAV (GPS) RWY 3

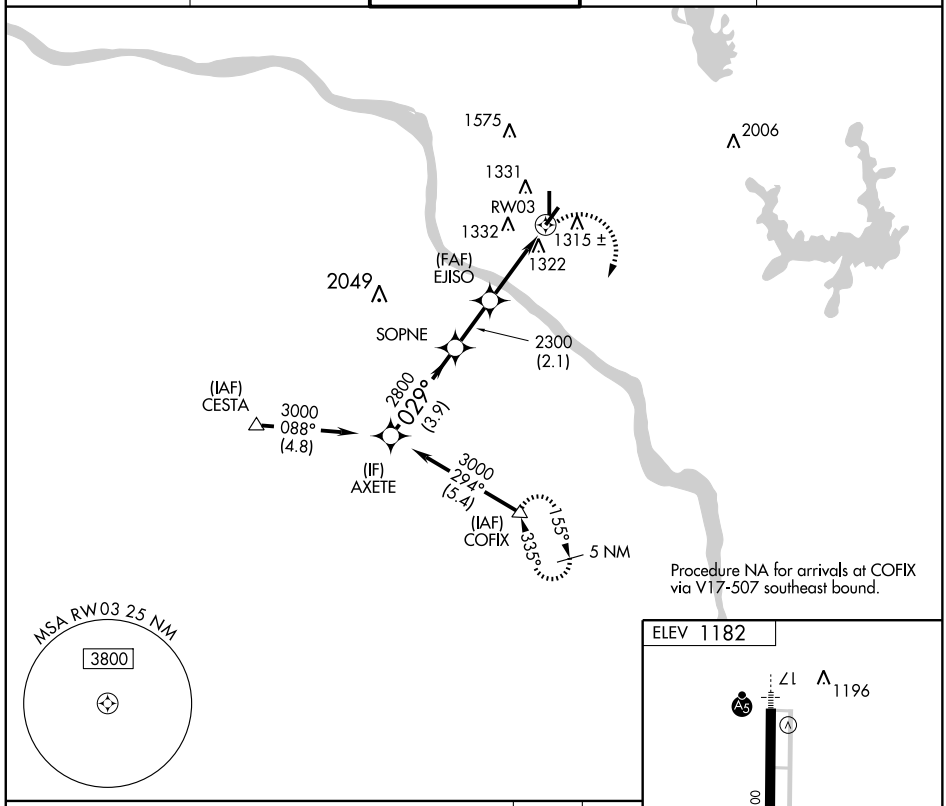
## NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

Inoperative table does not apply to LNAV Cat C. Circling NA southeast of Rwys 3 and 21. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Will Rogers altimeter setting and increase all MDA 60 feet.

MALS

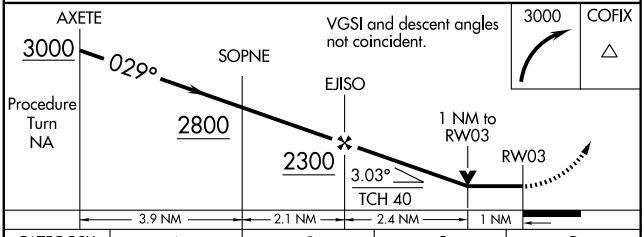
MISSED APPROACH: Climbing right turn to 3000 direct COFIX and hold.

| AWOS-3 | OKE CITY APP CON | WESTHEIMER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.55 | 120.45 288.325 | 118.0 (CTAF) L | 121.6 | 122.95 |

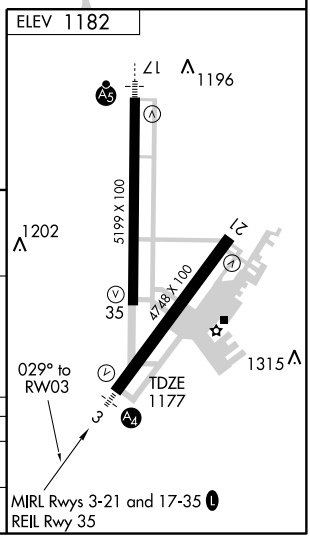









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1580-¾ 403 (400-¾) | | 1580-1¼ 403 (400-1¼) | |
| CIRCLING | 1640-1 458 (500-1) | 1660-1 478 (500-1) | 1660-1½ 478 (500-1½) | 1740-2 558 (600-2) |



NORMAN, OKLAHOMA

AL-5672 (FAA)

| WAAS CH 58302 W17A | APP CRS 173° | Rwy Idg 5199 TDZE 1182 Apt Elev 1182 |
|---|---|---|

# RNAV (GPS) RWY 17

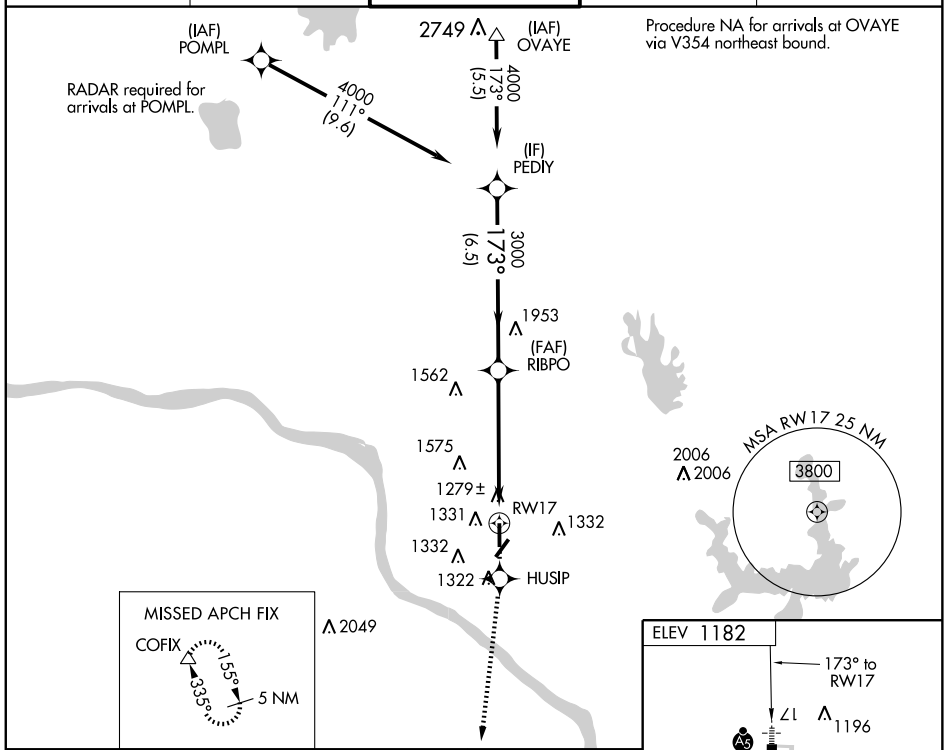
## NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

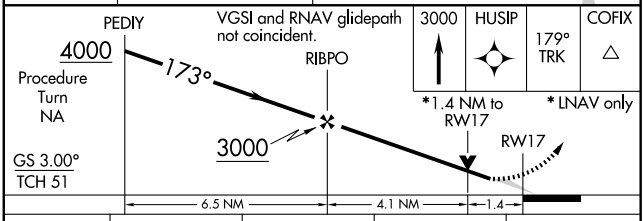
If local altimeter setting not received, use Will Rogers altimeter setting and increase all DAs 41 feet, increase all MDAs 60 feet. BARO-VNAV NA when using Will Rogers altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (116°F). VDP NA when using Will Rogers altimeter setting. Circling NA southeast of Rwy 3-21. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to 1.

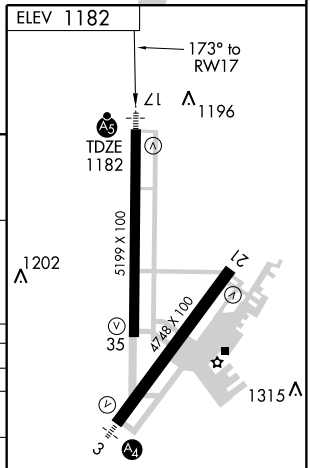
MALSR

MISSED APPROACH: Climb to 3000 direct HUSIP and via 179° track to COFIX and hold.

| AWOS-3 | OKE CITY APP CON | WESTHEIMER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.55 | 120.45 288.325 | 118.0 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1506-½ 324 (400-½) | | | |
| LNAV/VNAV DA | 1552-¾ 370 (400-¾) | | | |
| LNAV MDA | 1720-½ 538 (600-½) | | 1720-1 538 (600-1) | 1720-1¼ 538 (600-1¼) |
| CIRCLING | 1720-1 538 (600-1) | | 1720-1½ 538 (600-1½) | 1740-2 558 (600-2) |

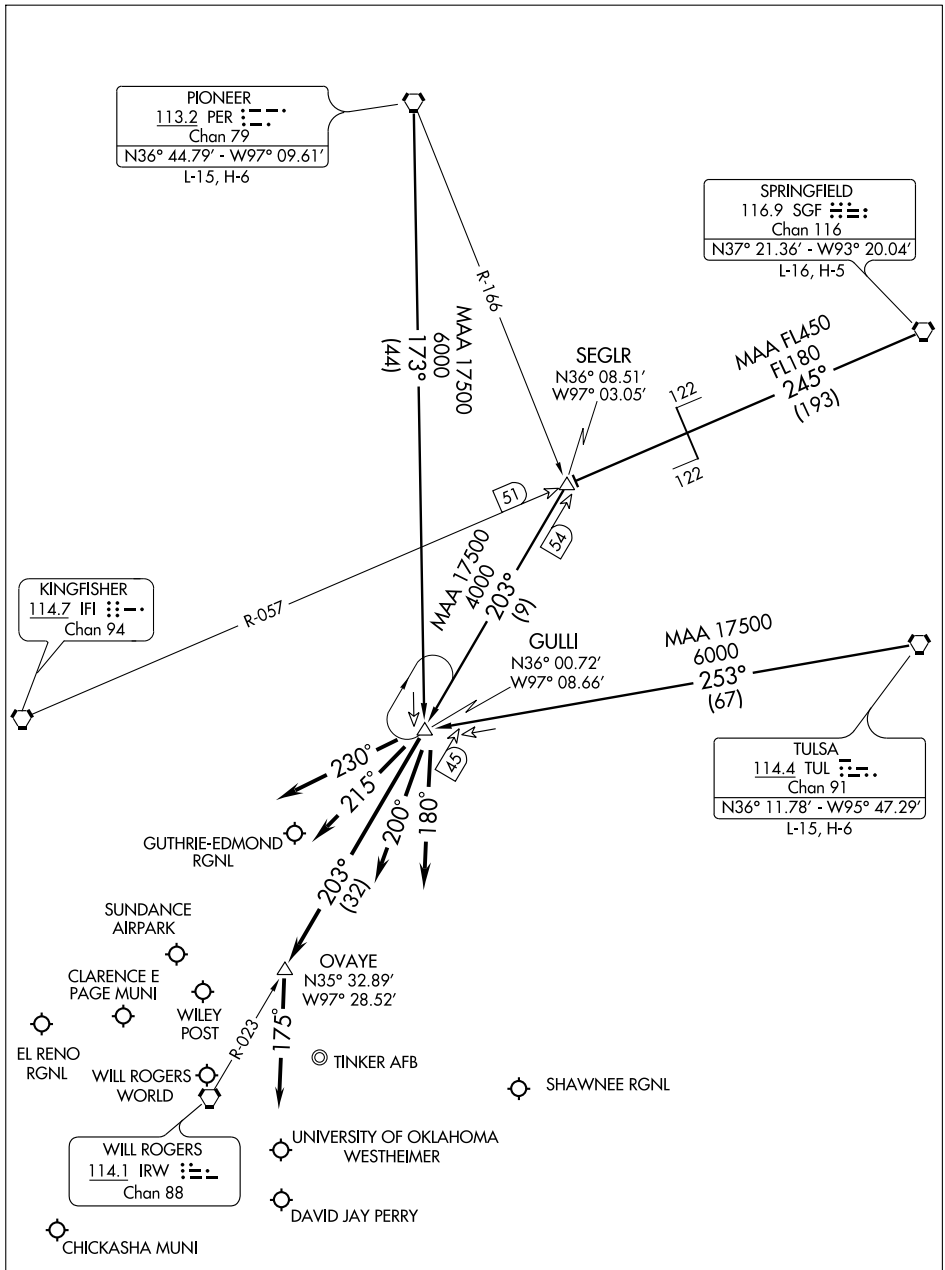
MIRL Rwys 3-21 and 17-35 L

REIL Rwy 35

SC-1, 14 JAN 2010 to 11 FEB 2010

# GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA




NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# GULLI ONE ARRIVAL (GULLI.GULLI1)



## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-HSD | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 109.9 | 168° | TDZE | 1178 |
| | | Apt Elev | 1193 |

# LOC RWY 17

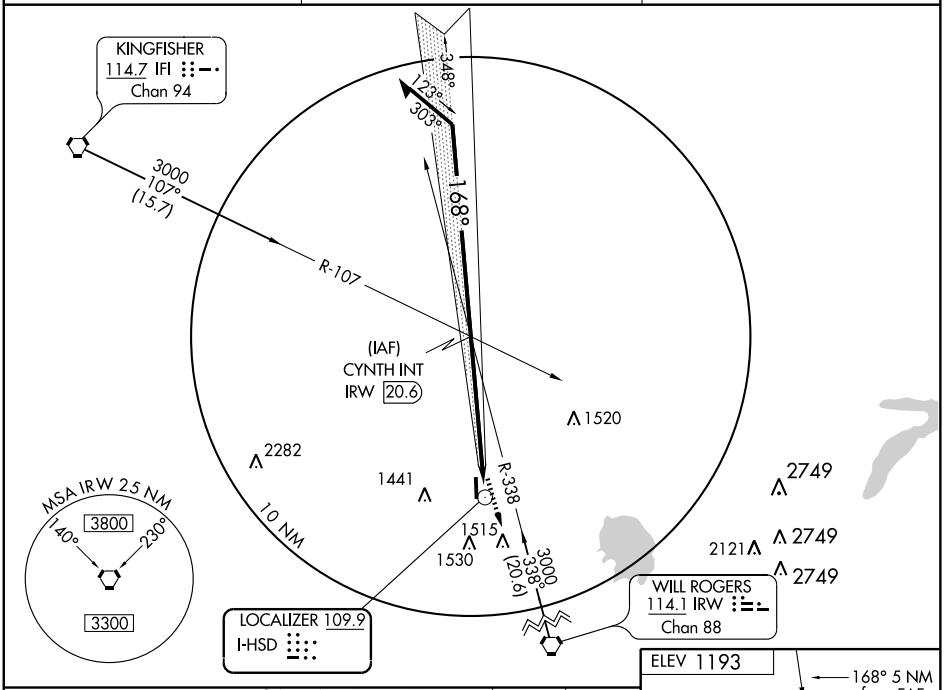
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

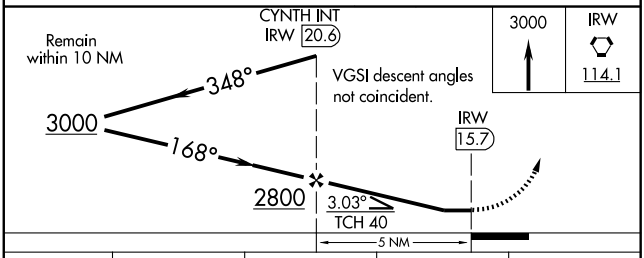
Use Wiley Post altimeter setting.

NA

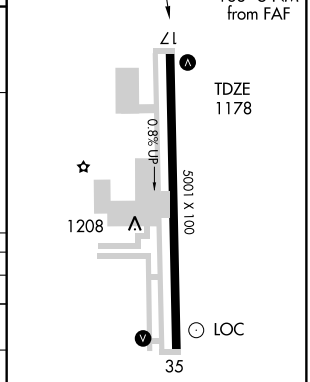
MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

| OKE CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 124.6 266.8 | 123.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1500-1 322 (400-1) | | | NA |
| CIRCLING | 1740-1 547 (600-1) | 1780-1 587 (600-1) | 1780-1½ 587 (600-1½) | NA |




MIRL Rwy 17-35 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SC-1, 14 JAN 2010 to 11 FEB 2010

OKLAHOMA CITY, OKLAHOMA AL-6749 (FAA)

| APP CRS | Rwy ldg | 5001 |
|---|---|---|
| 171° | TDZE | 1178 |
| | Apt Elev | 1193 |

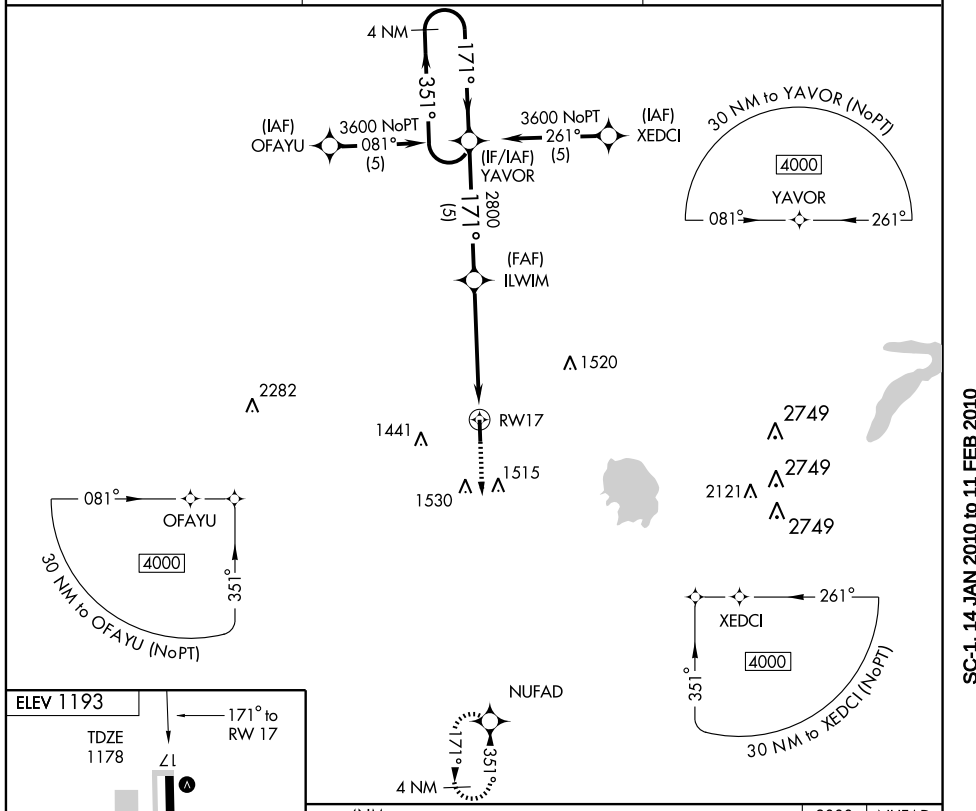
# RNAV (GPS) RWY 17

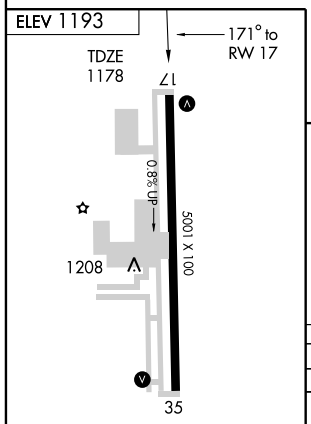
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

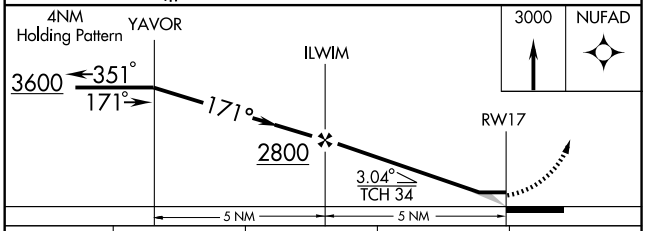
NA Use Wiley Post altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct NUFAD and hold.

| OKE CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 124.6 266.8 | 123.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/ VNAV DA | NA | | | |
| LNAV MDA | 1600-1 422 (500-1) | | 1600-1¼ 422 (500-1¼) | NA |
| CIRCLING | 1740-1 547 (600-1) | 1780-1 587 (600-1) | 1780-1½ 587 (600-1½) | NA |

MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

OKLAHOMA CITY, OKLAHOMA AL-6749 (FAA)

# RNAV (GPS) RWY 35

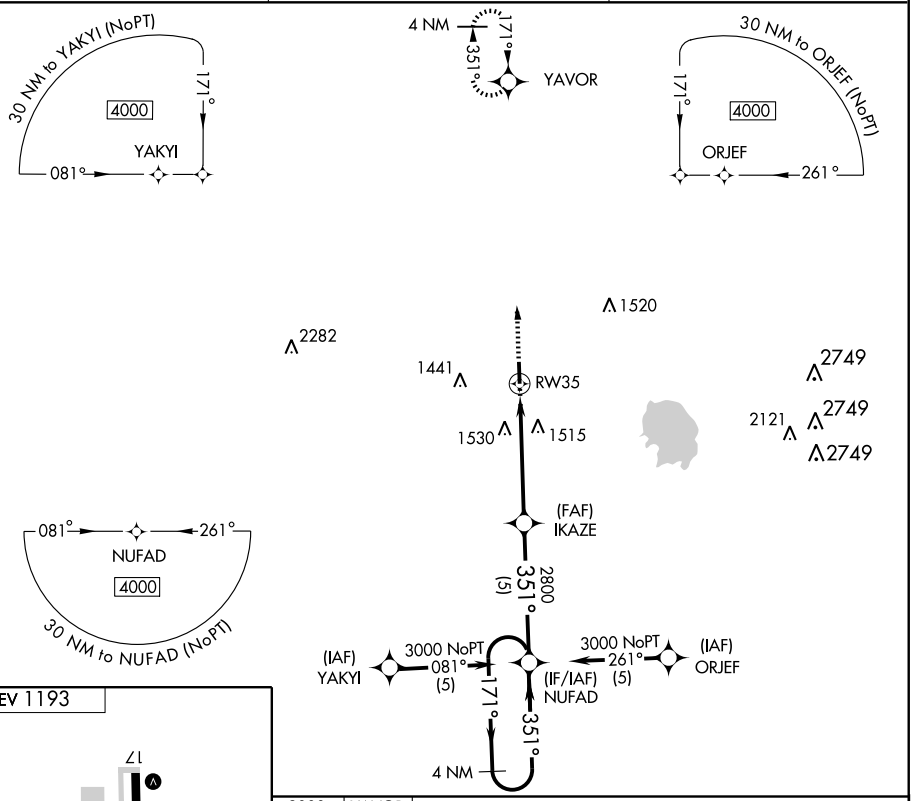
OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

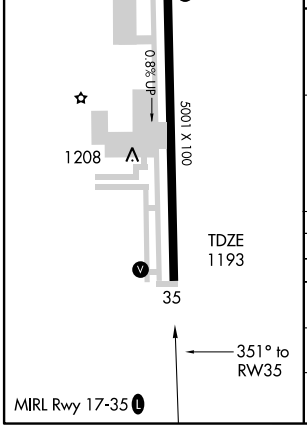
| APP CRS | Rwy ldg | 5001 |
|---|---|---|
| 351° | TDZE | 1193 |
| | Apt Elev | 1193 |

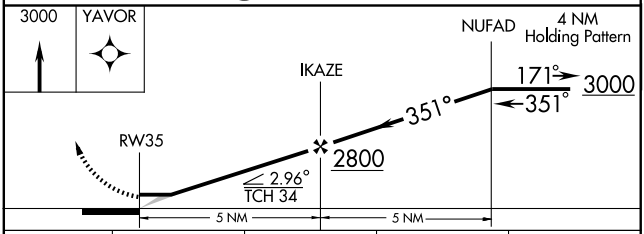
NA Use Wiley Post altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct YAVOR WP and hold.

| OKE CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 124.6 266.8 | 123.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/ VNAV DA | NA | | | |
| LNAV MDA | 1780-1 587 (600-1) | | 1780-1½ 587 (600-1½) | NA |
| CIRCLING | 1780-1 587 (600-1) | | 1780-1½ 587 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC IRW | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 114.1 | 155° | TDZE | 1178 |
| Chan 88 | | Apt Elev | 1193 |

# VOR RWY 17

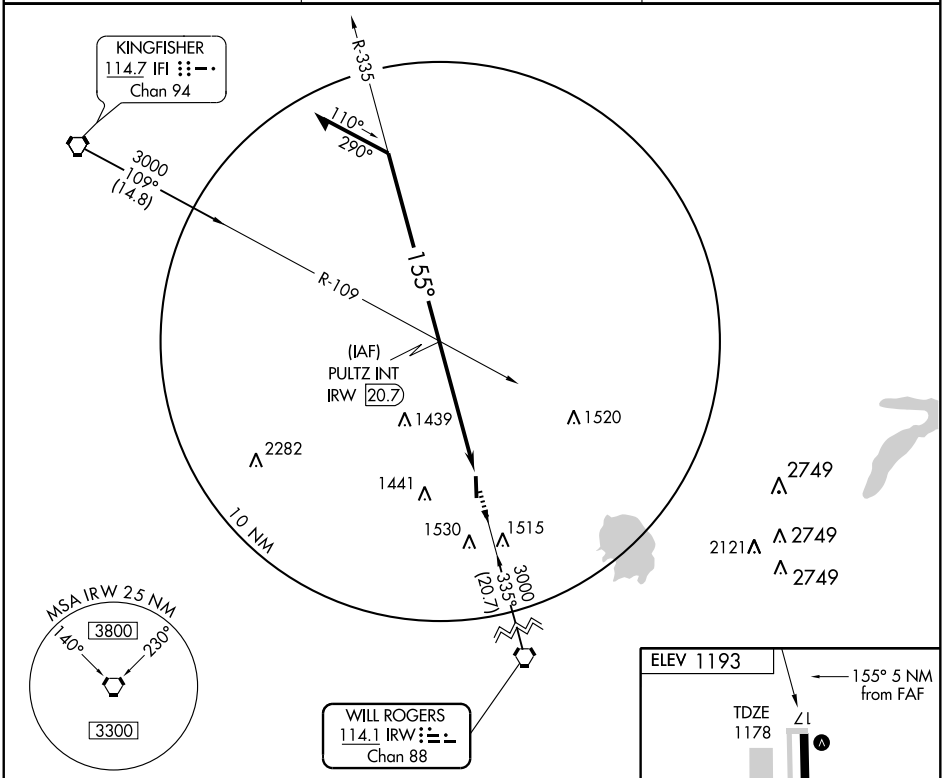
## OKLAHOMA CITY/ SUNDANCE AIRPARK (HSD)

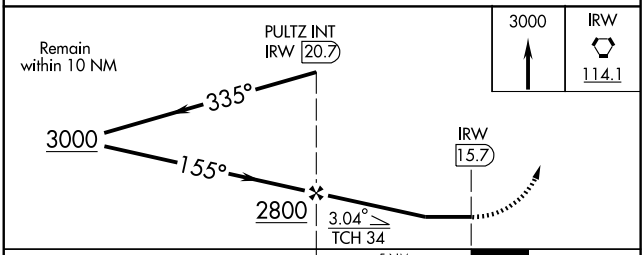
Use Wiley Post altimeter setting.

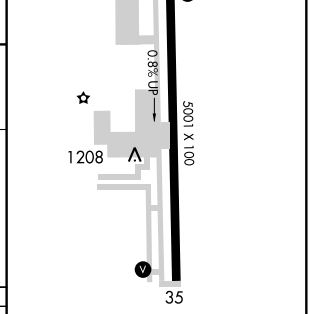
NA

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

| OKE CITY APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 124.6 266.8 | 123.7 | 122.7 (CTAF) L |




MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1700-1 522 (600-1) | | 1700-1½ 522 (600-1½) | NA |
| CIRCLING | 1740-1 547 (600-1) | 1780-1 587 (600-1) | 1780-1½ 587 (600-1½) | NA |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SC-1, 14 JAN 2010 to 11 FEB 2010

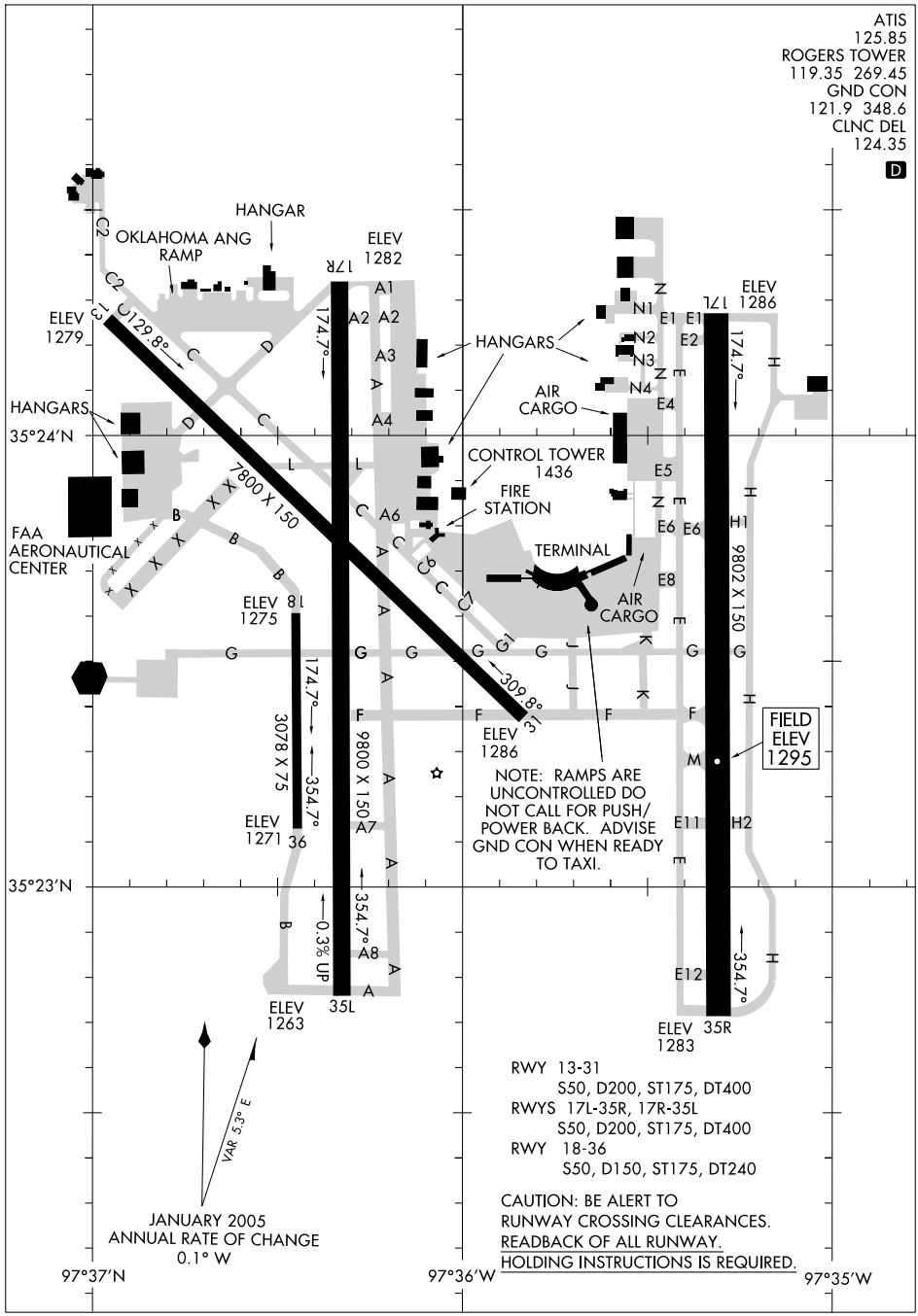
09295

# AIRPORT DIAGRAM

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

AL-301 (FAA)

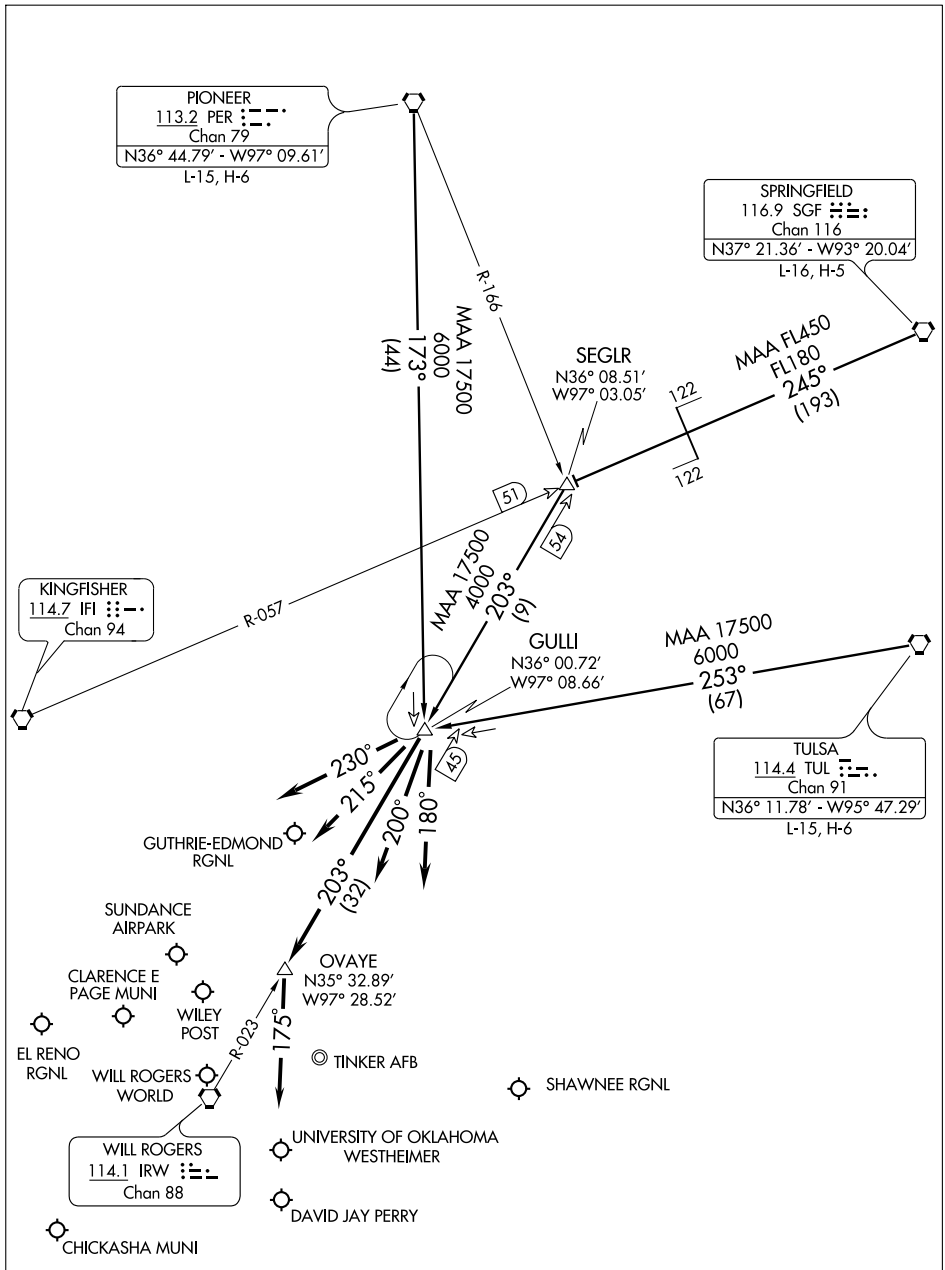
OKLAHOMA CITY, OKLAHOMA




SC-1, 14 JAN 2010 to 11 FEB 2010

# GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA




NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# GULLI ONE ARRIVAL (GULLI.GULLI1)



## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-LIK | APP CRS | Rwy Idg | 9800 |
|---|---|---|---|
| 110.7 | 353° | TDZE | 1277 |
| Chan 44 | | Apt Elev | 1295 |

# ILS or LOC/DME RWY 35L

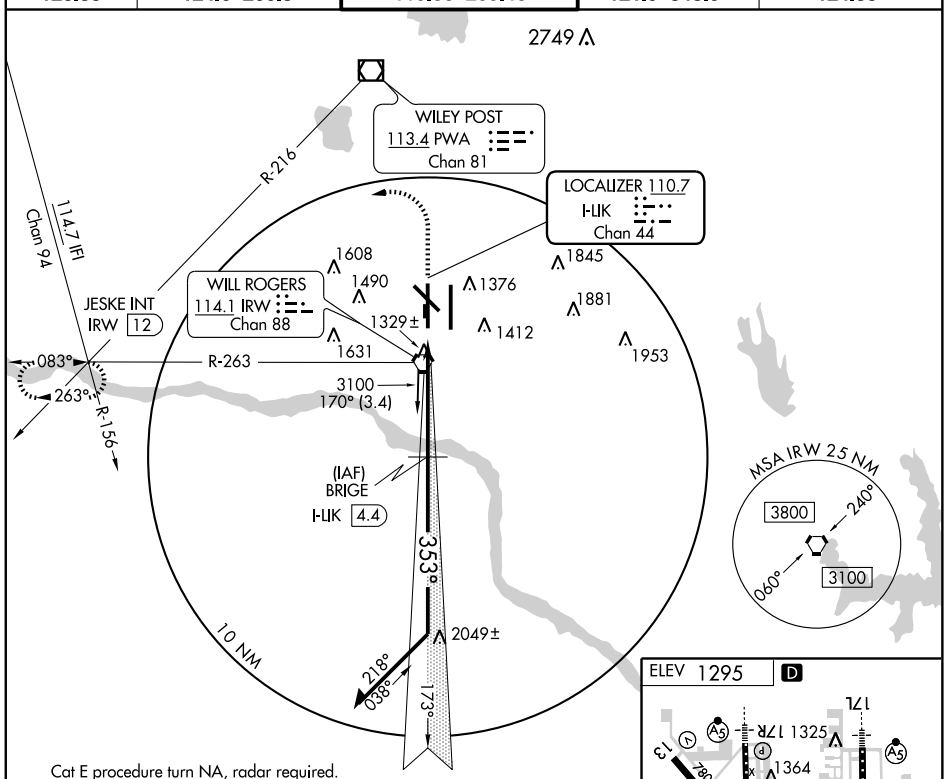
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

ASR: For inoperative MALSR, increase S-ILS 35L Cat E visibility to RVR 4000 and S-LOC Cats D,E visibility to RVR 5000.

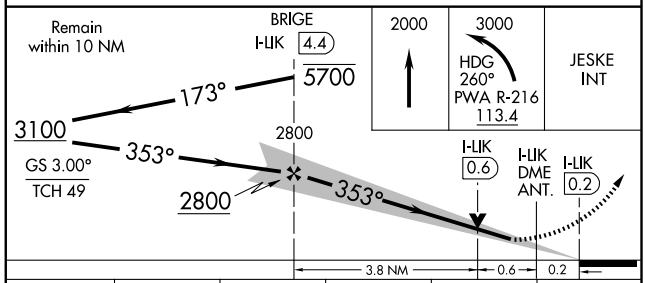
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA VOR/DME R-216 to JESKE Int/IRW 12 DME and hold.

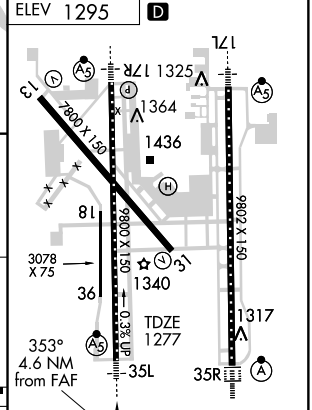
| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |




Cat E procedure turn NA, radar required.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35L | 1477/24 200 (200-½) | | | | |
| S-LOC 35L | 1580/24 303 (300-½) | | | 1580/40 303 (300-¾) | |
| CIRCLING | 1740-1 445 (500-1) | 1760-1 465 (500-1) | 1760-1½ 465 (500-1½) | 1860-2 565 (600-2) | 2240-3 945 (1000-3) |




SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-EXR | APP CRS | Rwy Idg | 9802 |
|---|---|---|---|
| 110.9 | 173° | TDZE | 1286 |
| Chan 46 | | Apt Elev | 1295 |

# ILS or LOC RWY 17L

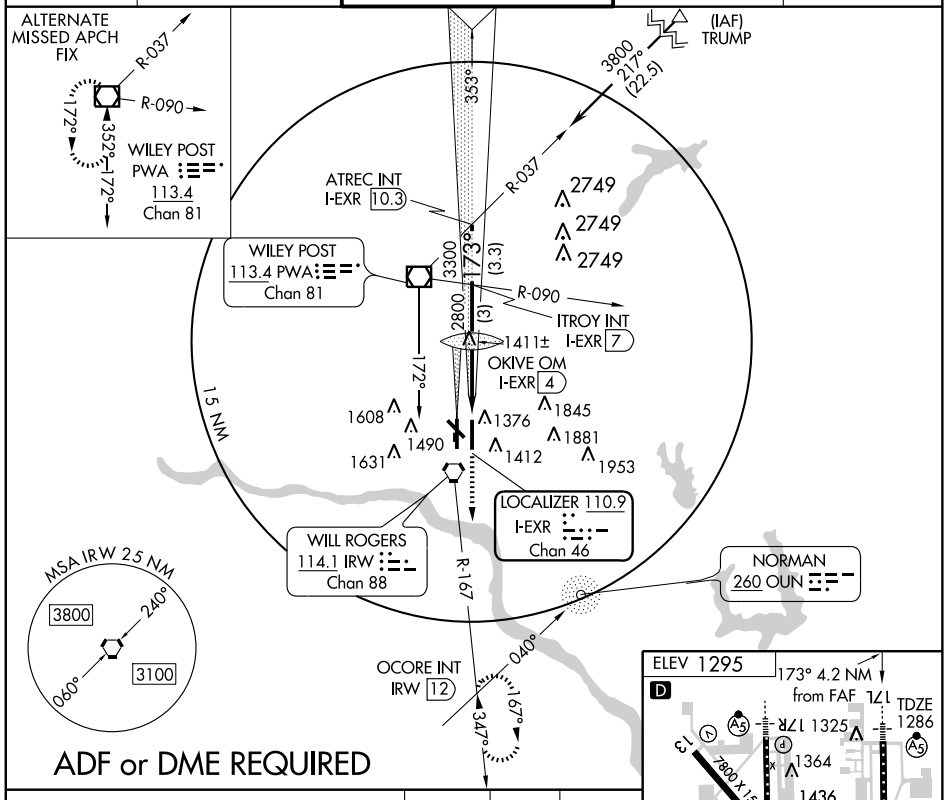
OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

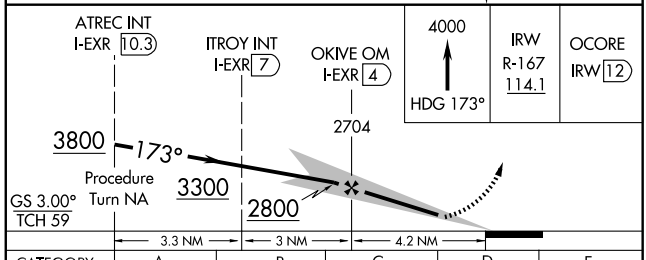
ASR For inoperative MALSR, increase S-ILS 17L Cat E visibility to RVR 4000.
For inoperative MALSR, increase S-LOC 17L Cat E visibility to 1½.

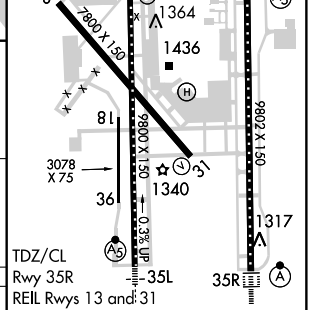
MALSR

MISSED APPROACH: Climb to 4000 via heading 173° and IRW VORTAC R-167 to OCORE Int/IRW 12 DME and hold.

| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17L | 1486/24 200 (200-½) | | | | |
| S-LOC 17L | 1680/24 394 (400-½) | | | 1680/40 394 (400-¾) | 1680/50 394 (400-1) |
| CIRCLING | 1740-1 445 (500-1) | 1760-1 465 (500-1) | 1760-1½ 465 (500-1½) | 1860-2 565 (600-2) | 2240-3 945 (1000-3) |

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-OKC | APP CRS | Rwy Idg | 9800 |
|---|---|---|---|
| 110.7 Chan 44 | 173° | TDZE | 1282 |
| | | Apt Elev | 1295 |

# ILS or LOC RWY 17R

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

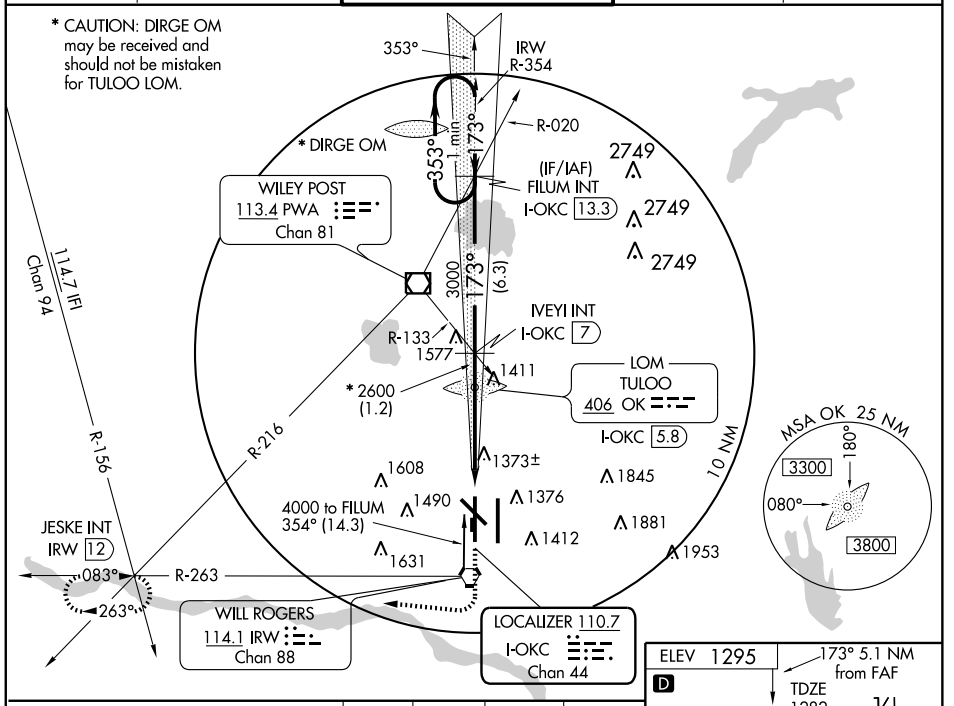
ASR

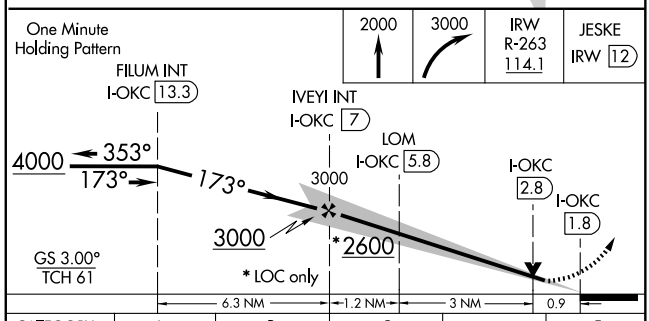
Circling NA at night to Rwy 18-36.
** Use of flight director or autopilot or HGS required.

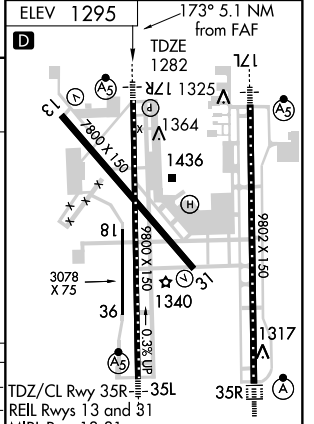
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW R-263 to JESKE Int/12 DME and hold.

| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17R | 1482/24 200 (200-½) | | | | |
| S-LOC 17R | 1640/24 358 (400-½) | | | 1640/40 358 (400-¾) | |
| CIRCLING | 1760-1 465 (500-1) | | 1760-1½ 465 (500-1½) | 1860-2 565 (600-2) | 2200-3 905 (1000-3) |
| SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED | | | | | |
| S-ILS 17R** | 1482/18 200 (200-½) | | | | |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-RGR | APP CRS | Rwy Idg | 9802 |
|---|---|---|---|
| 110.9 | 354° | TDZE | 1294 |
| Chan 46 | | Apt Elev | 1295 |

# ILS RWY 35R

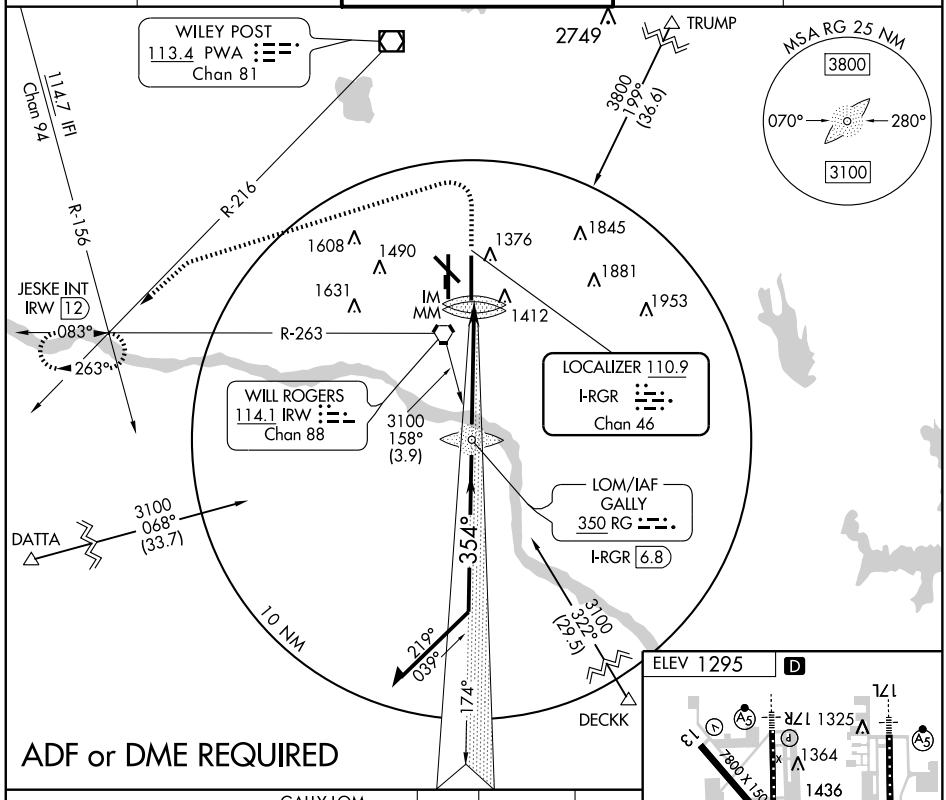
OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

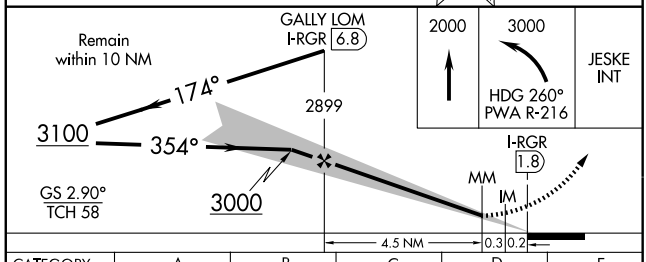
ASR — Cat D and E S-LOC visibility increased to RVR 5000 for inoperative ALSF. Cat. E procedure turn not authorized.

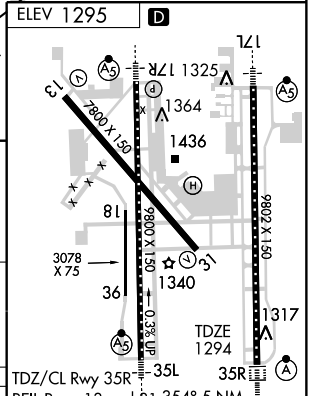
ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold.

| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |




TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

354° 5 NM from FAF

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35R | 1494/18 200 (200-½) | | | | 1494/24 200 (200-½) |
| S-LOC 35R | 1620/24 326 (400-½) | | | 1620/40 326 (400-¾) | |
| CIRCLING | 1760-1 465 (500-1) | | 1760-1½ 465 (500-1½) | 1860-2 565 (600-2) | 2240-3 945 (1000-3) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-RGR | APP CRS | Rwy Idg | 9802 |
|---|---|---|---|
| 110.9 | 354° | TDZE | 1294 |
| Chan 46 | | Apt Elev | 1295 |

# ILS RWY 35R (CAT II)

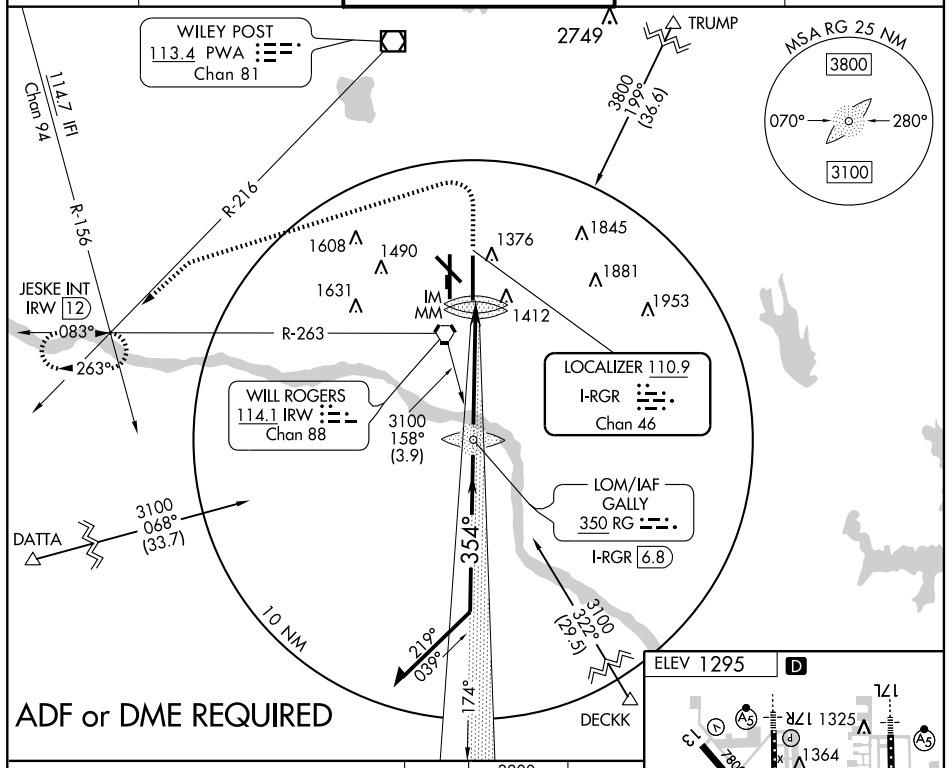
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

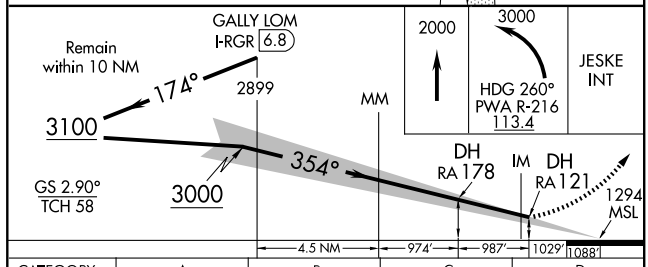
ASR

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via heading 260° and PWA R-216 to JESKE Int and hold.

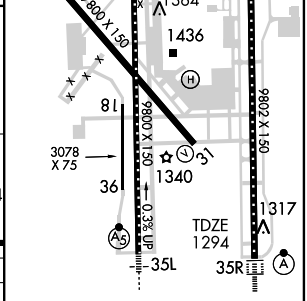
| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | | RA 178/16 | 150 DA 1444 | |
| S-ILS 35R | | RA 121/12 | 100 DA 1394 | |

## CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwys 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 7800 |
|---|---|---|
| 128° | TDZE | 1279 |
| | Apt Elev | 1295 |

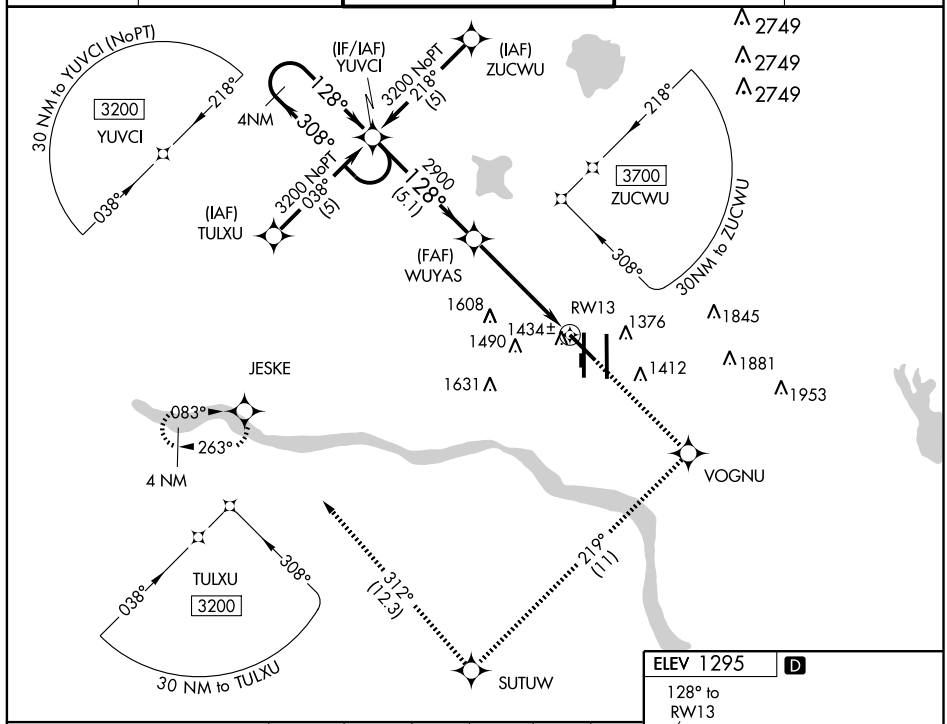
# RNAV (GPS) RWY 13

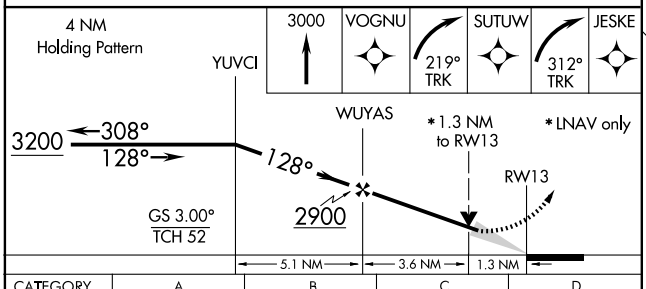
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

T NA ASR — Baro-VNAV NA below -17°C (2°F)
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

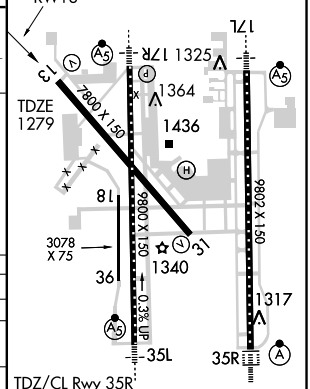
MISSED APPROACH: Climb to 3000 direct VOGNU WP, then right turn via 219° track to SUTUW WP, then right turn via 312° track to JESKE WP and hold.

| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 1700-1½ 421 (500-1½) | | | |
| LNAV MDA | 1740-1 461 (500-1) | | 1740-1¼ 461 (500-1¼) | 1740-1½ 461 (500-1½) |
| CIRCLING | 1740-1½ 445 (500-1½) | 1760-1½ 465 (500-1½) | | 1860-2 565 (600-2) |




TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 50102 W17A | APP CRS 173° | Rwy Idg 9800 TDZE 1282 Apt Elev 1295 |
|---|---|---|

# RNAV (GPS) RWY 17R

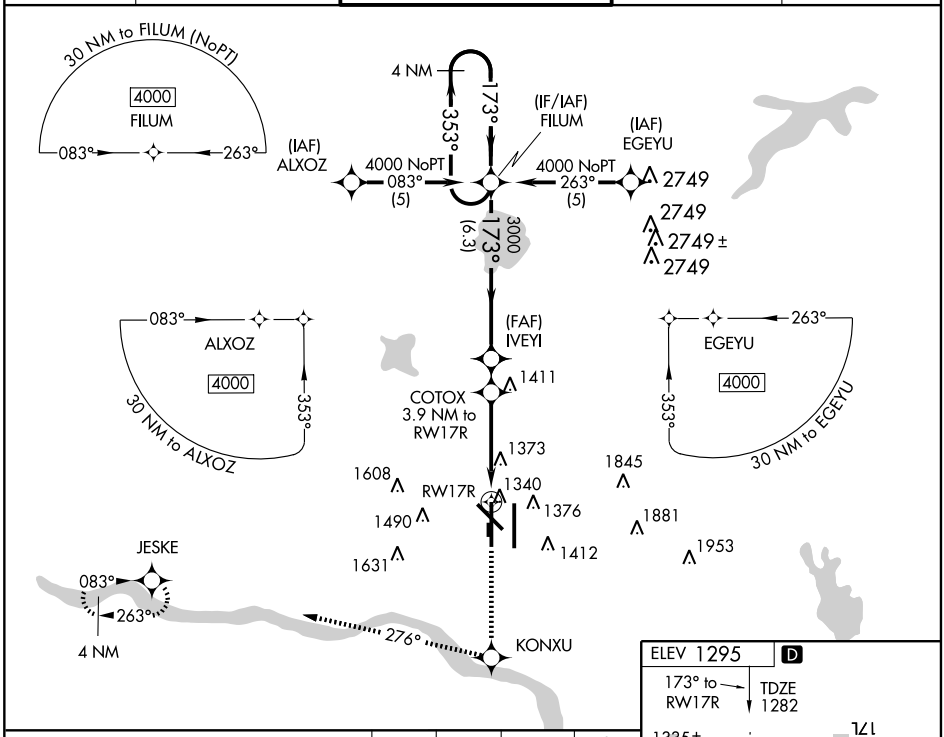
OKLAHOMA CITY/WILL ROGERS WORLD (OKC)

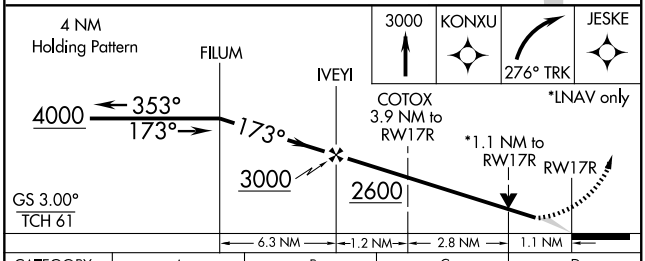
Circling to Rwy 18-36 NA at night. For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000, and LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

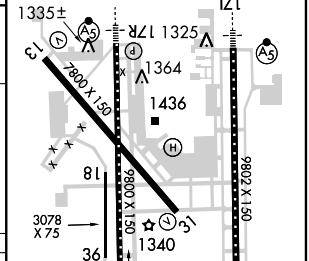
MISSED APPROACH: Climb to 3000 direct KONXU and right turn via 276° track to JESKE and hold.

| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1540/24 258 (300-½) | | | |
| LNAV/VNAV DA | 1610/24 328 (400-½) | | | 1610/40 328 (400-¾) |
| LNAV MDA | 1680/24 398 (400-½) | | | 1680/50 398 (400-1) |
| CIRCLING | 1740-1 445 (500-1) | 1760-1 465 (500-1) | 1760-1½ 465 (500-1½) | 1860-2 565 (600-2) |




SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 7800 |
|---|---|---|
| 308° | TDZE | 1286 |
| | Apt Elev | 1295 |

# RNAV (GPS) RWY 31

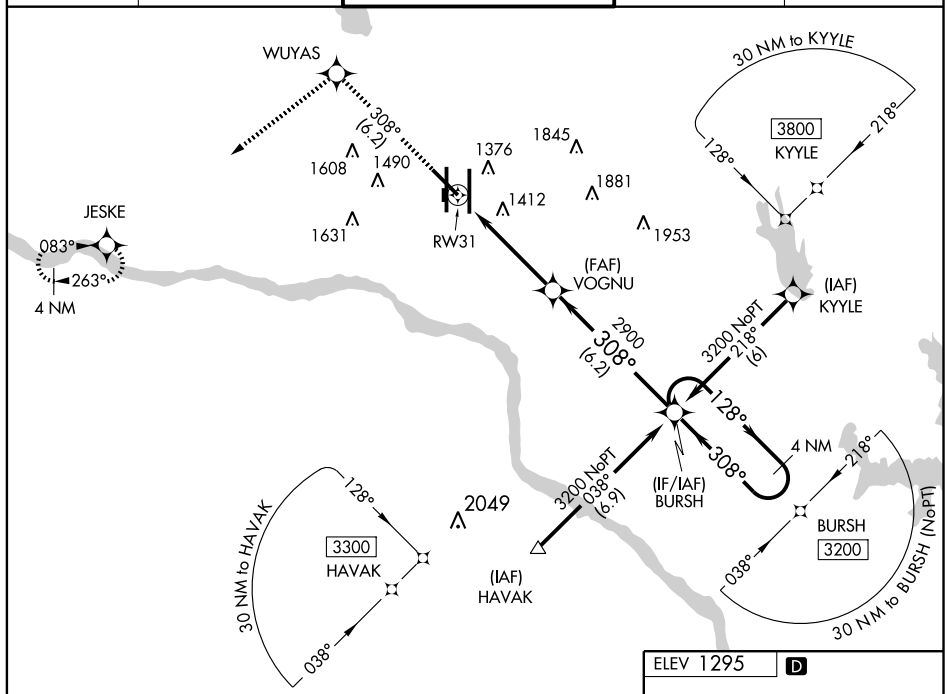
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

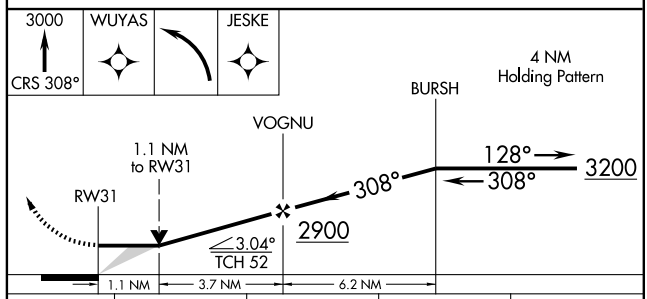
NA ASR

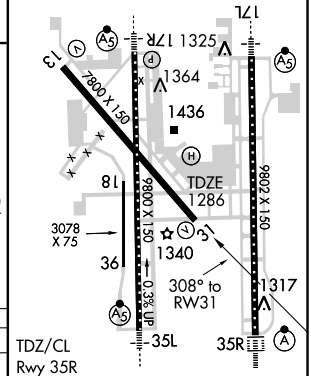
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight-in minimums NA at night.

MISSED APPROACH: Climb to 3000 via 308° course to WUYAS WP, then left turn direct JESKE WP hold.

| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680-1 394 (400-1) | | | 1680-1¼ 394 (400-1¼) |
| CIRCLING | 1740-1 445 (500-1) | 1760-1 465 (500-1) | 1760-1½ 465 (500-1½) | 1860-2 565 (600-2) |

TDZ/CL
Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 9800 |
|---|---|---|---|
| CH 56202 | 353° | TDZE | 1277 |
| W35A | | Apt Elev | 1295 |

# RNAV (GPS) RWY 35L

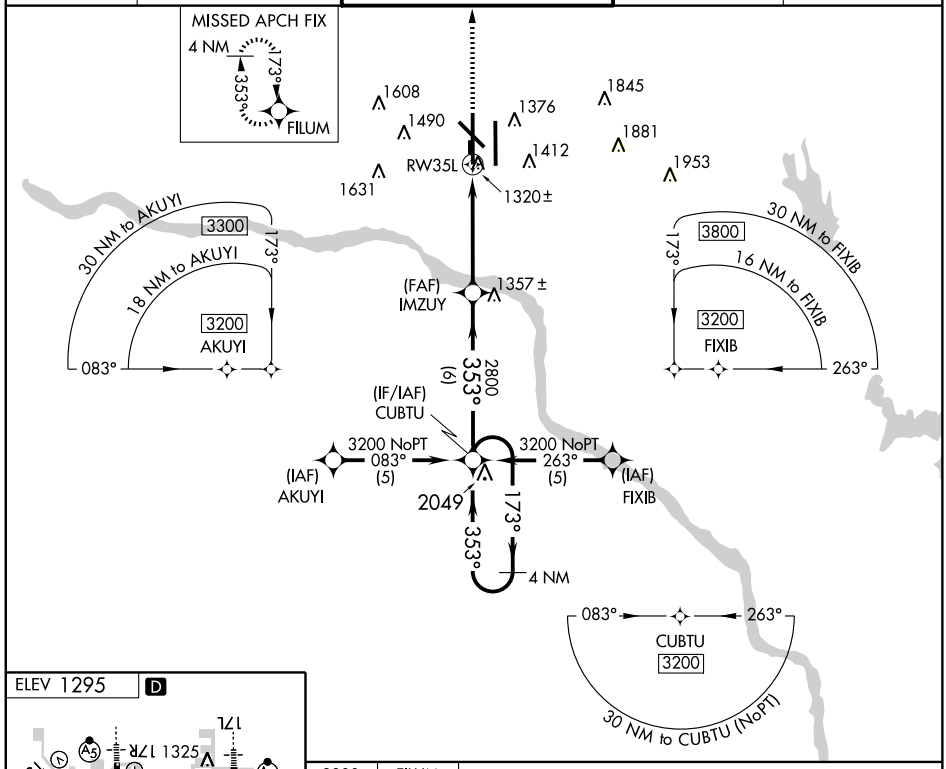
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

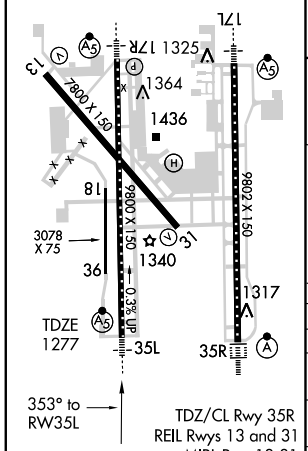
ASR — Baro-VNAV NA below -17°C (2°F). DME/DME RNP - 0.3 NA.

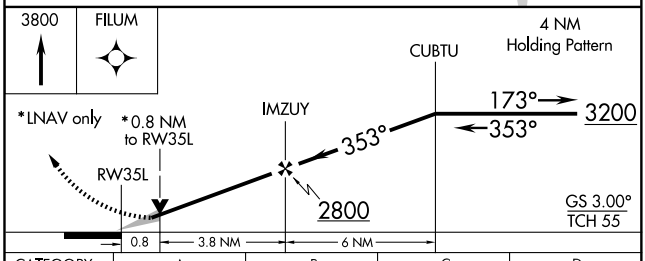
MALSR

MISSED APPROACH: Climb to 3800 direct FILUM and hold.

| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1530/50 253 (300-1) | | | |
| LNAV/ VNAV DA | 1580/50 303 (300-1) | | | |
| LNAV MDA | 1580/50 303 (300-1) | | | |
| CIRCLING | 1740-1 445 (500-1) | 1760-1 465 (500-1) | 1760-1½ 465 (500-1½) | 1860-2 565 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 9802 |
|---|---|---|
| 353° | TDZE | 1294 |
| | Apt Elev | 1295 |

# RNAV (GPS) Y RWY 35R

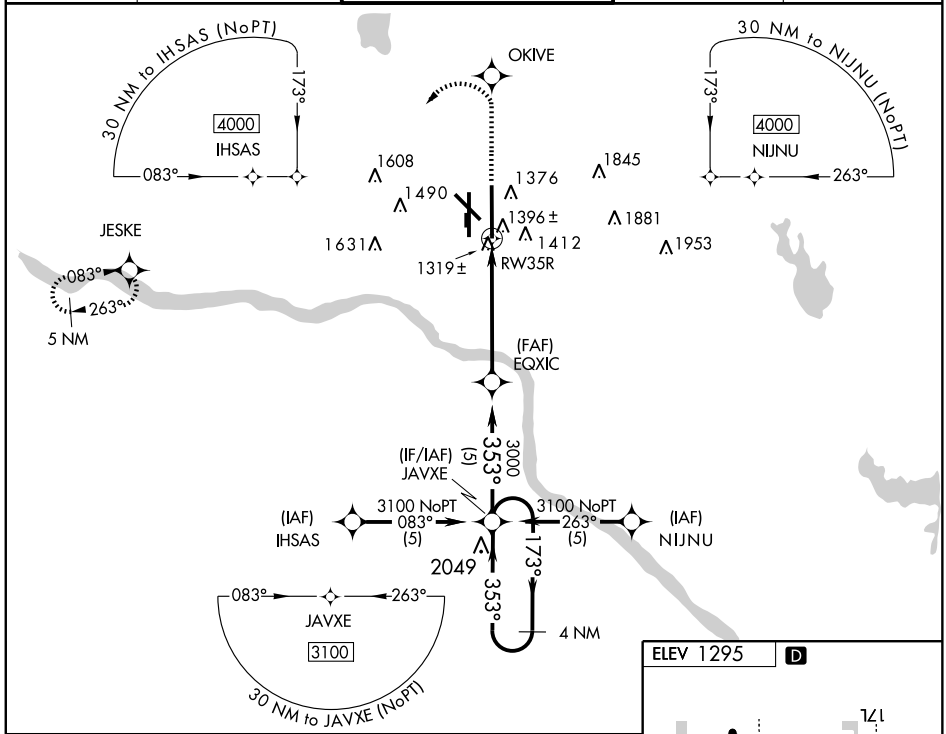
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

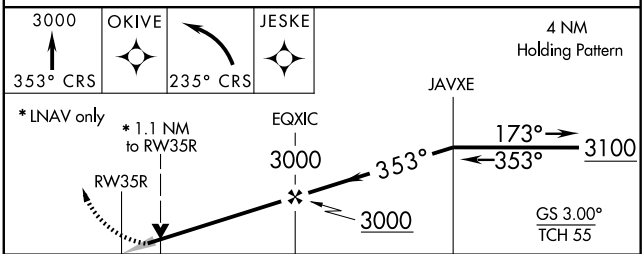
ASR — For inoperative ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below - 17°C (2°F) or above 46°C (115°F). DME/DME RNP-0.3 NA.

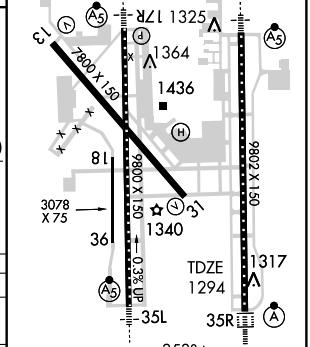
ALSF-2

MISSED APPROACH: Climb to 3000 via 353° course to OKIVE then left turn via 235° course to JESKE and hold.

| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/ VNAV DA | 1628/40 | 334 (400-¾) | | |
| LNAV MDA | 1700/24 | 406 (500-½) | 1700/40 406 (500-¾) | 1700/50 406 (500-1) |
| CIRCLING | 1740-1¼ 445 (500-1¼) | 1760-1¼ 465 (500-1¼) | 1760-1½ 465 (500-1½) | 1860-2 565 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 9802 |
|---|---|---|---|
| CH 56503 | 173° | TDZE | 1286 |
| W17A | | Apt Elev | 1295 |

# RNAV (GPS) Z RWY 17L

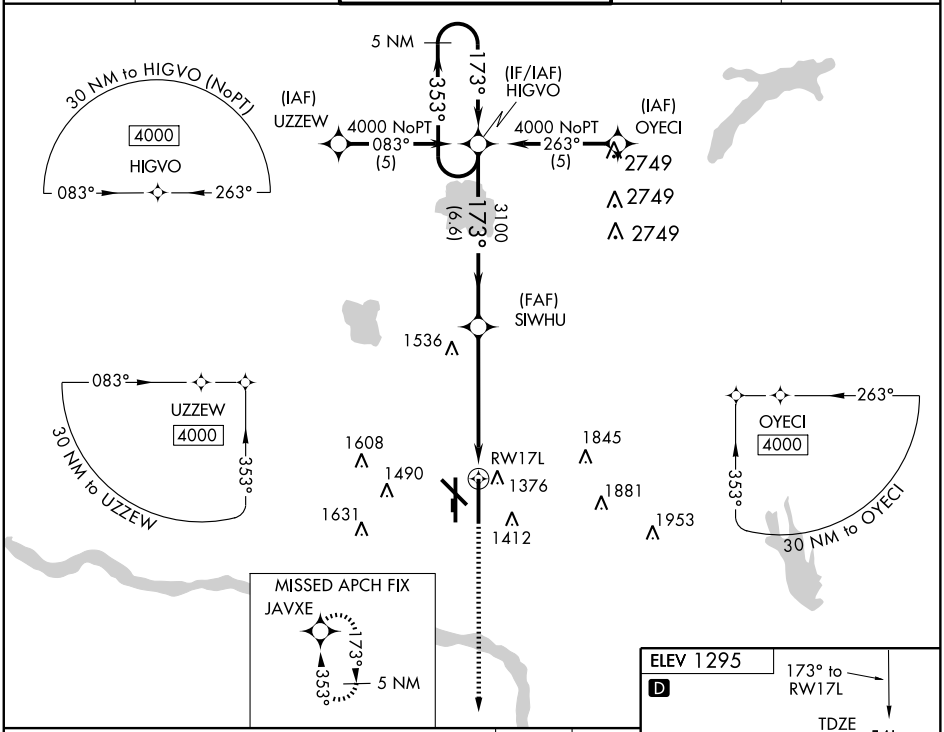
OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

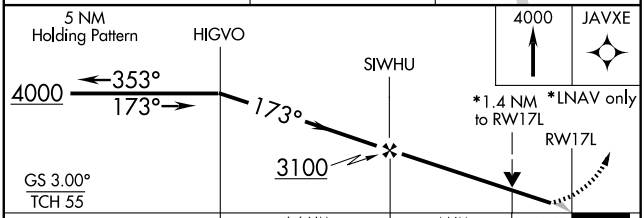
ASR: For inoperative MALSR, increase LNAV/VNAV Cat D visibility to RVR 5000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA.

MALSR

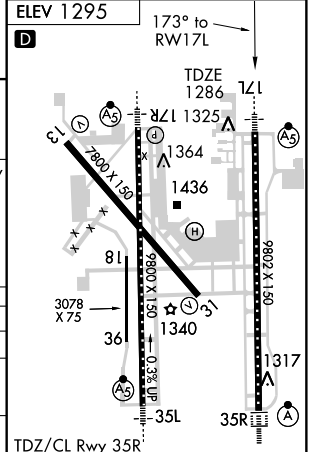
MISSED APPROACH: Climb to 4000 direct to JAVXE and hold.

| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1486/24 200 (200-½) | | | |
| LNAV/ VNAV DA | 1610/24 324 (400-½) | | | 1610/40 324 (400-¾) |
| LNAV MDA | 1800/24 514 (600-½) | | 1800/50 514 (600-1) | 1800/60 514 (600-1¼) |
| CIRCLING | 1800-1 505 (600-1) | | 1800-1½ 505 (600-1½) | 1860-2 565 (600-2) |




TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

| APP CRS | Rwy Idg | 9802 |
|---|---|---|
| 173° | TDZE | 1286 |
| | Apt Elev | 1295 |

# RNAV (RNP) Y RWY 17L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

T NA ASR — GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative MALSR, increase RNP 0.30 visibility to RVR 6000 all Cats.

MALSR

MISSED APPROACH: Climb to 4000 via 173° track to JAVXE and hold.

| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |

MSA RW17L 25 NM
3800

Procedure NA for arrivals at GULLI via V140 eastbound.

(IAF) GULLI 17000

4000 215° (32.6)

(IF) HIGVO

2749
2749
2749

173° 3100 (6)

(FAF) SIWHU

1608 1490 1631 RW17L 1376 1412 1845 1881 1953

MISSED APCH FIX
JAVXE
173°
353°
5 NM

4000 | 173° TRK | JAVXE

HIGVO
4000
173°
Procedure Turn NA
SIWHU
3100
RW17L
GP 3.00°
TCH 55
6.6 NM
5.4 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 1590/40 304 (300-¾) | | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 1295 D

173° to RW17L

17L 13 31 8L 36 35L 35R
1325 1364 1436 1340 1317
7800 X 150
9800 X 150
9800 X 150
3078 X 75
0.3% up
TDZE 1286

TDZ/CL Rwy 35R
REIL Rwys 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 9802 |
|---|---|---|
| 353° | TDZE | 1294 |
| | Apt Elev | 1295 |

# RNAV (RNP) Z RWY 35R

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

T NA ASR

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 46°C (115°F). For inoperative ALSF-2, increase RNP 0.30 visibility to RVR 5000 all Cats.

ALSF-2

MISSED APPROACH: Climb to 4000 via 353° track to ILUFI and hold. Continue climb-in-hold to 4000.

| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |

MSA RW35R 25 NM
3800

1608
1490
1631
1376
1412
RW35R
1845
1881
1953

(FAF)
EQXIC
3000
(5)
353°
2049
(IF)
JAVXE

MISSED APCH FIX
4 NM
353°
173°
ILUFI

Procedure NA for arrivals at DATTA via V14-440 southwest bound.

DATTA
11000
3100
083°
(20)

(IAF)
LURCI
9600
3100
066°
(13.1)

3100
316°
(25.2)
(IAF)
DECKK
13000

ELEV 1295 D

17L
17R
1325
1364
1436
13
31
18
36
7800 X 150
9800 X 150
9802 X 150
3078 X 75
1340
1317
TDZE
1294
35L
35R
0.3% UP

TDZ/CL Rwy 35R
REIL Rwy 13 and 31
MIRL Rwy 13-31
HIRL Rwys 17L-35R and 17R-35L
353° to RW35R

4000
353° TRK
ILUFI

JAVXE
EQXIC
3000
353°
3100
Procedure Turn NA
RW35R
3000
GP 3.00°
TCH 55
5.2 NM
5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 1593/24 299 (300½) | | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR IRW 114.1 Chan 88 | APP CRS 190° | Rwy Idg 9802 TDZE 1286 Apt Elev 1295 |
|---|---|---|

# VOR RWY 17L

OKLAHOMA CITY/ WILL ROGERS WORLD (OKC)

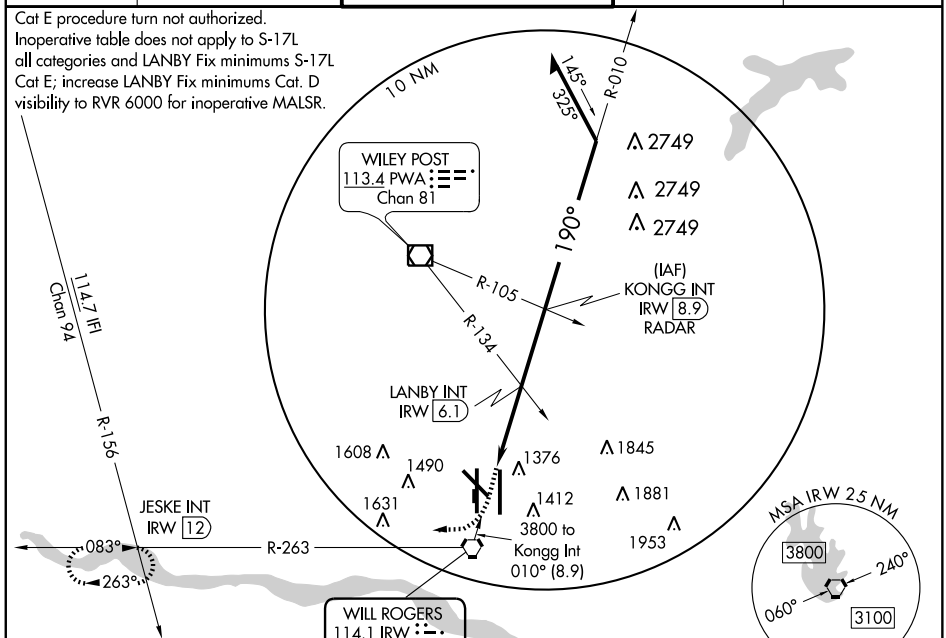
ASR

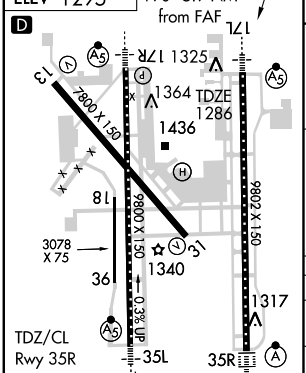
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via IRW VORTAC R-263 to JESKE Int and hold.

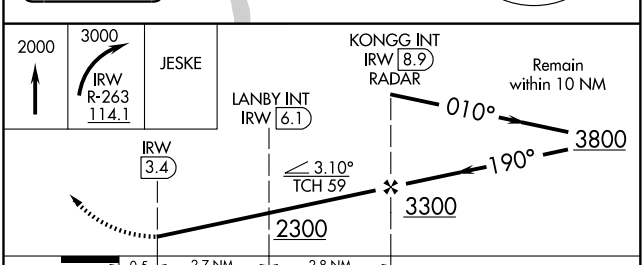
| ATIS | OKE CITY APP CON | ROGERS TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.85 | 124.6 266.8 | 119.35 269.45 | 121.9 348.6 | 124.35 |

Cat E procedure turn not authorized.
Inoperative table does not apply to S-17L all categories and LANBY Fix minimums S-17L Cat E; increase LANBY Fix minimums Cat. D visibility to RVR 6000 for inoperative MALSR.




| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17L | 2300/60 1014(1100-1¼) | 2300-1½ 1014(1100-1½) | 2300-3 1014 (1100-3) | | |
| CIRCLING | 2300-1¼ 1005(1100-1¼) | 2300-1½ 1005(1100-1½) | 2300-3 1005 (1100-3) | | |
| LANBY FIX MINIMUMS | | | | | |
| S-17L | 1680/24 394 (400-½) | | | 1680/50 394 (400-1) | 1680-1½ 394 (400-1½) |
| CIRCLING | 1760-1 465 (500-1) | | 1760-1½ 465 (500-1½) | 1860-2 565 (600-2) | 2240-3 945 (1000-3) |

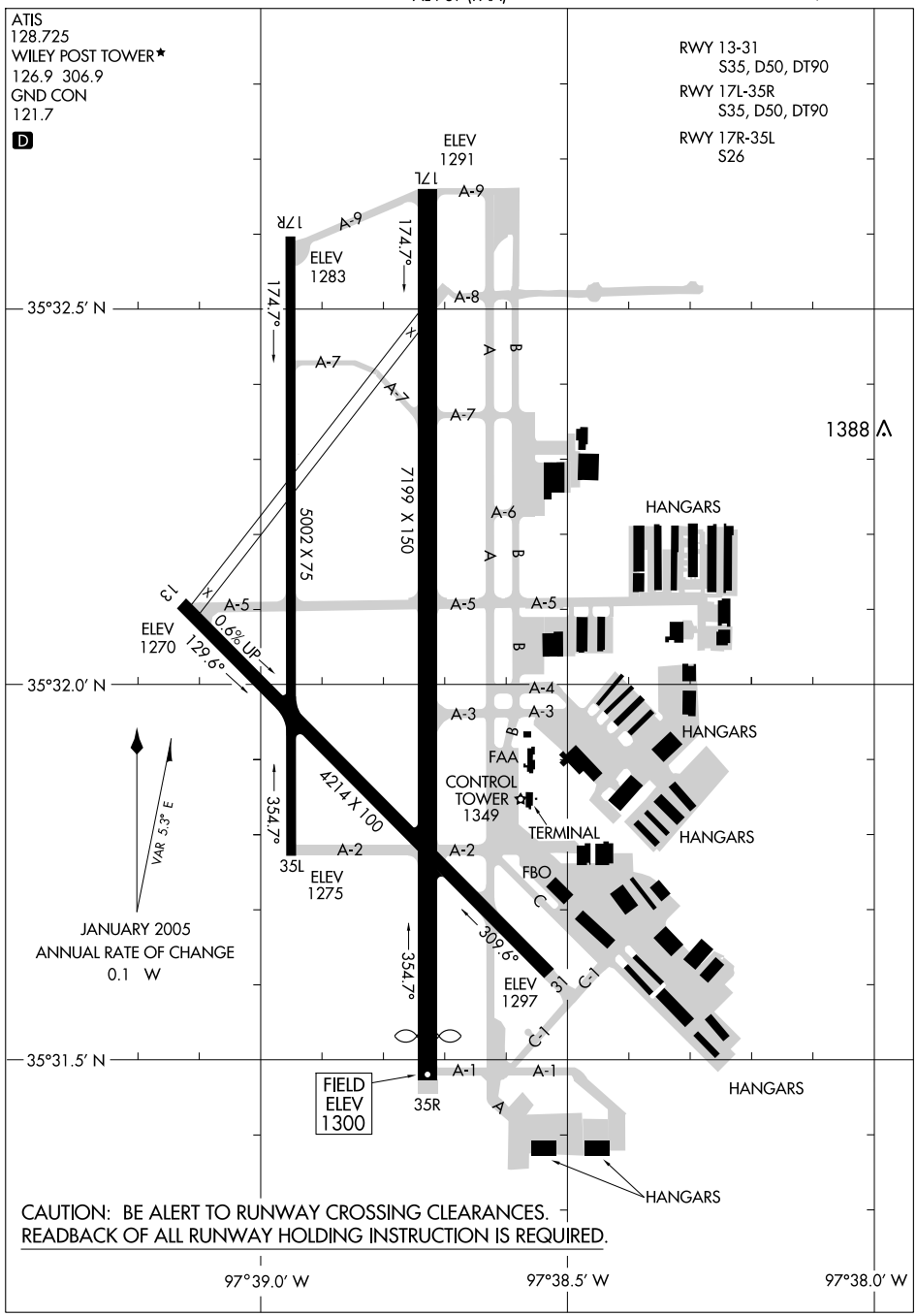
SC-1, 14 JAN 2010 to 11 FEB 2010

09239

# AIRPORT DIAGRAM

AL-739 (FAA)

OKLAHOMA CITY/ WILEY POST (PWA)
OKLAHOMA CITY, OKLAHOMA




SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6844 |
|---|---|---|
| 007° | TDZE | 1299 |
| | Apt Elev | 1299 |

# GPS RWY 35R

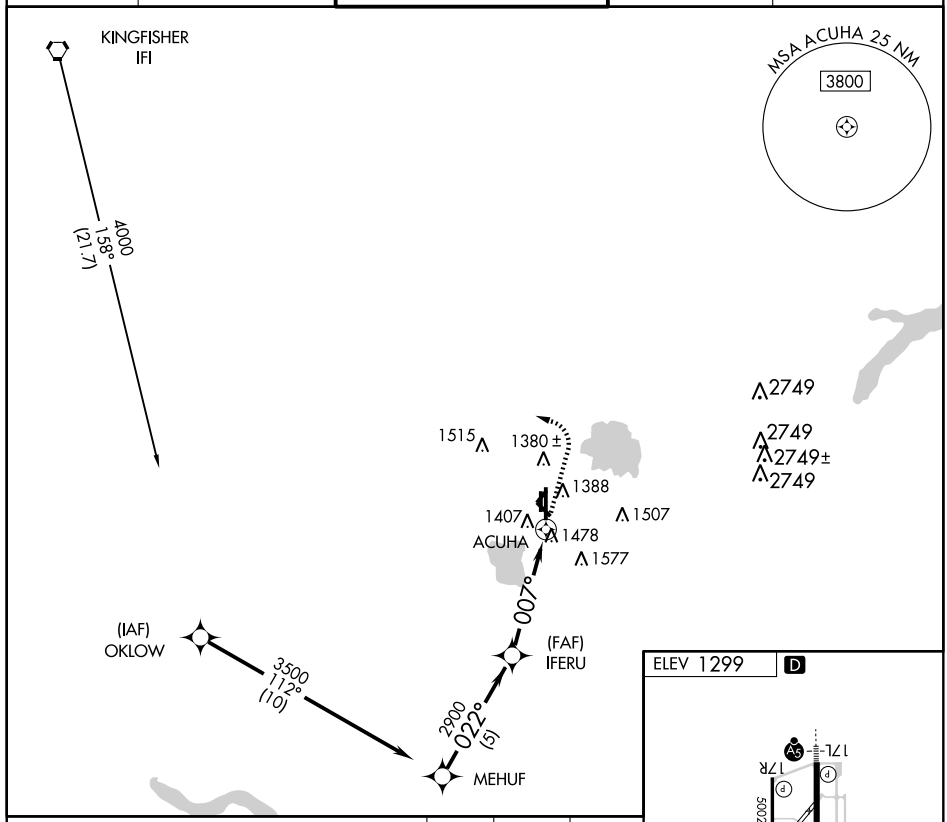
OKLAHOMA CITY/ WILEY POST (PWA)

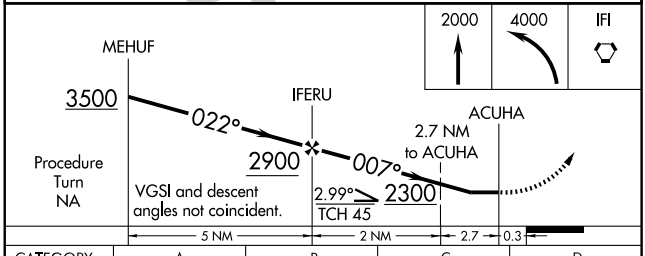
NA

ASR

MISSED APPROACH: Climb to 2000, then climbing left turn to 4000 direct IFI VORTAC.

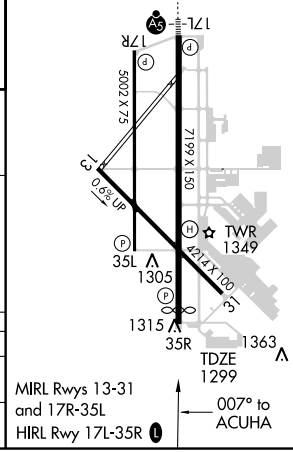
| ATIS | OKE CITY APP CON | WILEY POST TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.725 | 124.6 266.8 | 126.9 (CTAF) L 306.9 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35R | 1740-1 | 441 (500-1) | 1740-1¼ 441 (500-1¼) | 1740-1½ 441 (500-1½) |
| CIRCLING | 1780-1 | 481 (500-1) | 1780-1½ 481 (500-1½) | 1880-2 581 (600-2) |

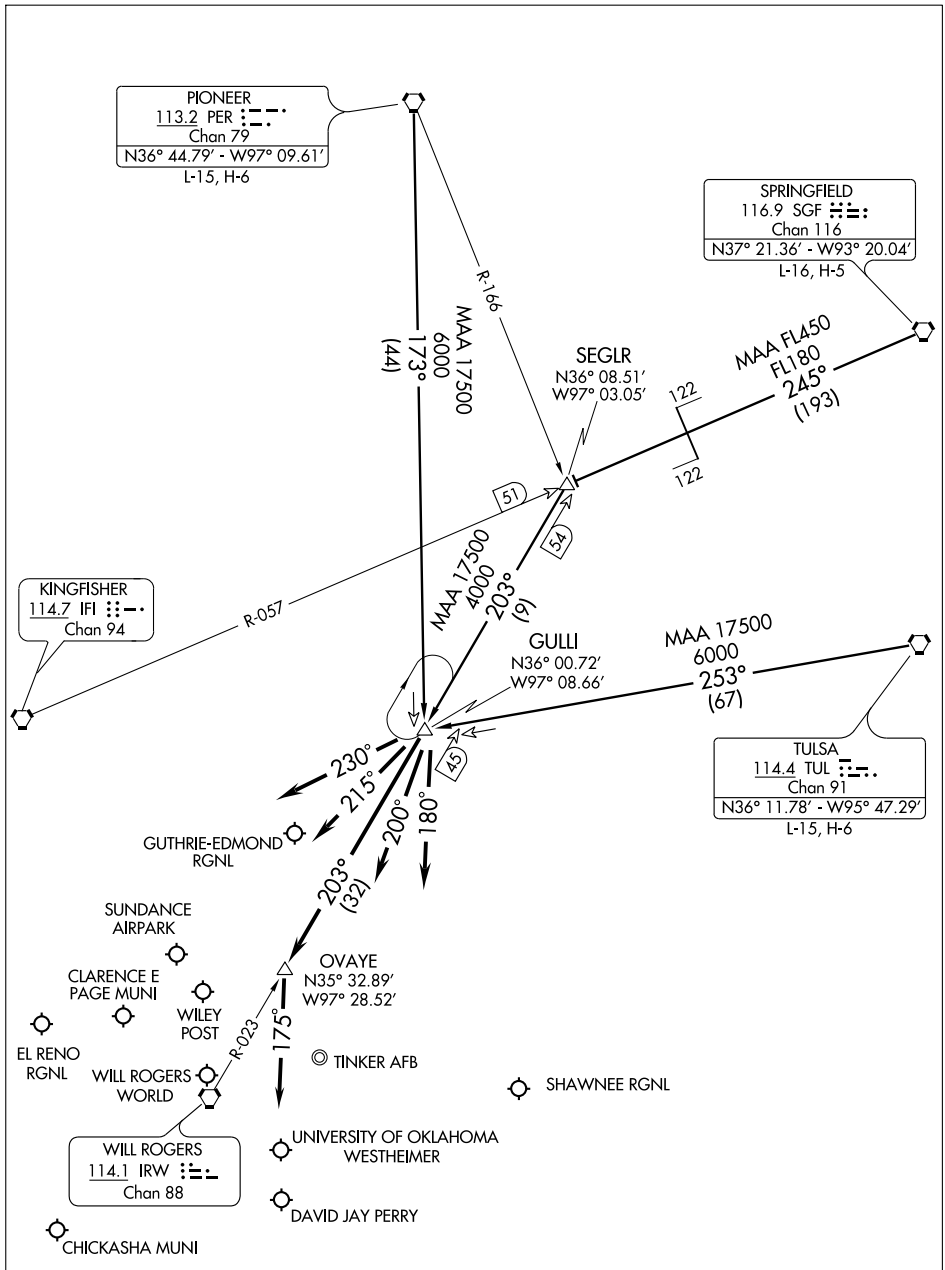
ELEV 1299 D




SC-1, 14 JAN 2010 to 11 FEB 2010

# GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA




NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# GULLI ONE ARRIVAL (GULLI.GULLI1)



## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-PWA | APP CRS | Rwy Idg | 6844 |
|---|---|---|---|
| 110.15 | 172° | TDZE | 1290 |
| | | Apt Elev | 1299 |

# ILS RWY 17L

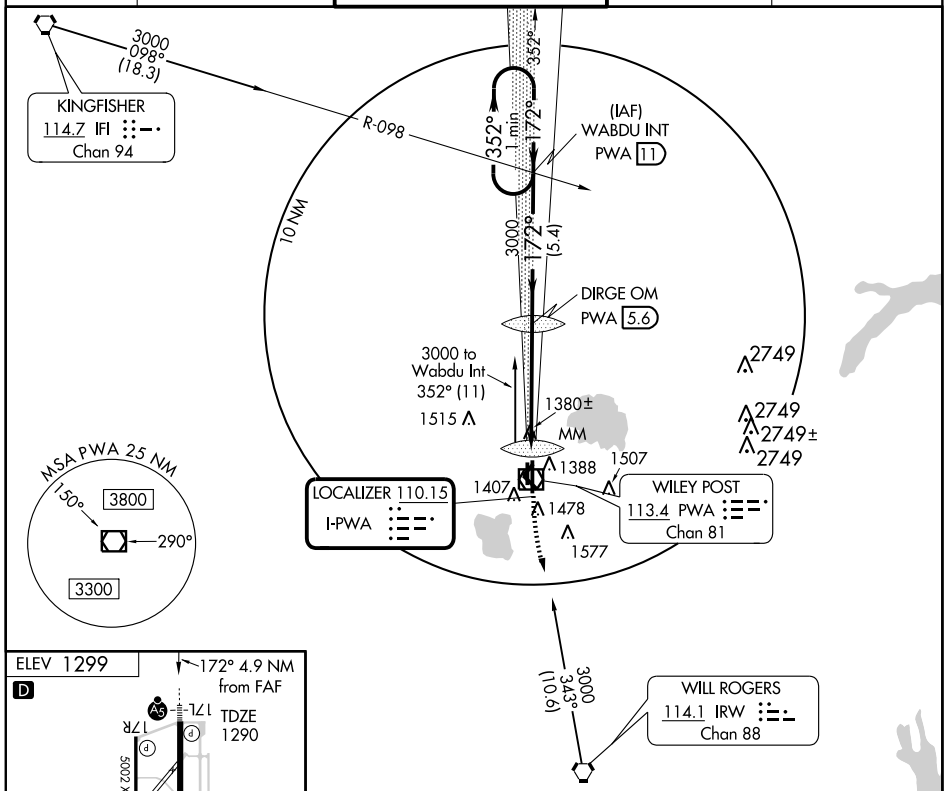
OKLAHOMA CITY/ WILEY POST (PWA)

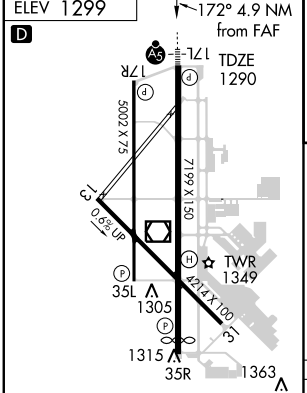
ASR

MALSR

MISSED APPROACH: Climbing left turn to 3000 direct IRW VORTAC.

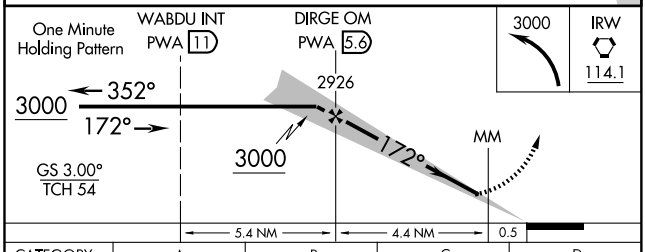
| ATIS | OKE CITY APP CON | WILEY POST TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.725 | 124.6 266.8 | 126.9 (CTAF) L 306.9 | 121.7 | 122.95 |




FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | 1490-½ 200 (200-½) | | | |
| S-LOC 17L | 1660-½ 370 (400-½) | | | 1660-¾ 370 (400-¾) |
| CIRCLING | 1780-1 481 (500-1) | | 1780-1½ 481 (500-1½) | 1880-2 581 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6844 |
|---|---|---|
| 172° | TDZE | 1290 |
| | Apt Elev | 1299 |

# RNAV (GPS) RWY 17L

OKLAHOMA CITY/ WILEY POST (PWA)

ASR

DME/DME RNP -0.3 NA. If local altimeter setting not received, use Will Rogers World altimeter setting and increase all MDAs 40 feet.

MALSR

MISSED APPROACH: Climbing right turn to 3400 direct IFI VORTAC and hold.

| ATIS | OKE CITY APP CON | WILEY POST TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.725 | 124.6 266.8 | 126.9 (CTAF) L 306.9 | 121.7 | 122.95 |

Procedure NA for arrivals at IFI VORTAC via V-140 southwest bound.

(IAF)
KINGFISHER
IFI

243°
063°
4 NM
3000
085°
(15.5)

(IF)
AHOWU

160°
(9.8)
3000

(FAF)
BAHHI

172°

1515
1380 ±
RW17L
1388
1407
1478
1507
1577

2749
2749
2749±
2749

MSA RW17L 25 NM
3800

ELEV 1299 D

172° to RW17L

17L
17R
TDZE
1290
5002 X 75
7199 X 150
3.0°
0.6° UP
TWR
1349
35L
1305
4214 X 100
3.0°
1315
35R
1363

MIRL Rwys 13-31and 17R-35L
HIRL Rwy 17L-35R L

VGSI and descent angles not coincident.

3400 IFI

AHOWU BAHHI

3000 160° 3000 172° RW17L

Procedure Turn NA

3.05°
TCH 54

9.8 NM 5.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1700-1 | 410 (500-1) | 1700-1¼ | 410 (500-1¼) |
| CIRCLING | 1780-1 | 481 (500-1) | 1780-1½ 481 (500-1½) | 1880-2 581 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME PWA 113.4 Chan 81 | APP CRS 040° | Rwy Idg N/A TDZE N/A Apt Elev 1299 |
|---|---|---|

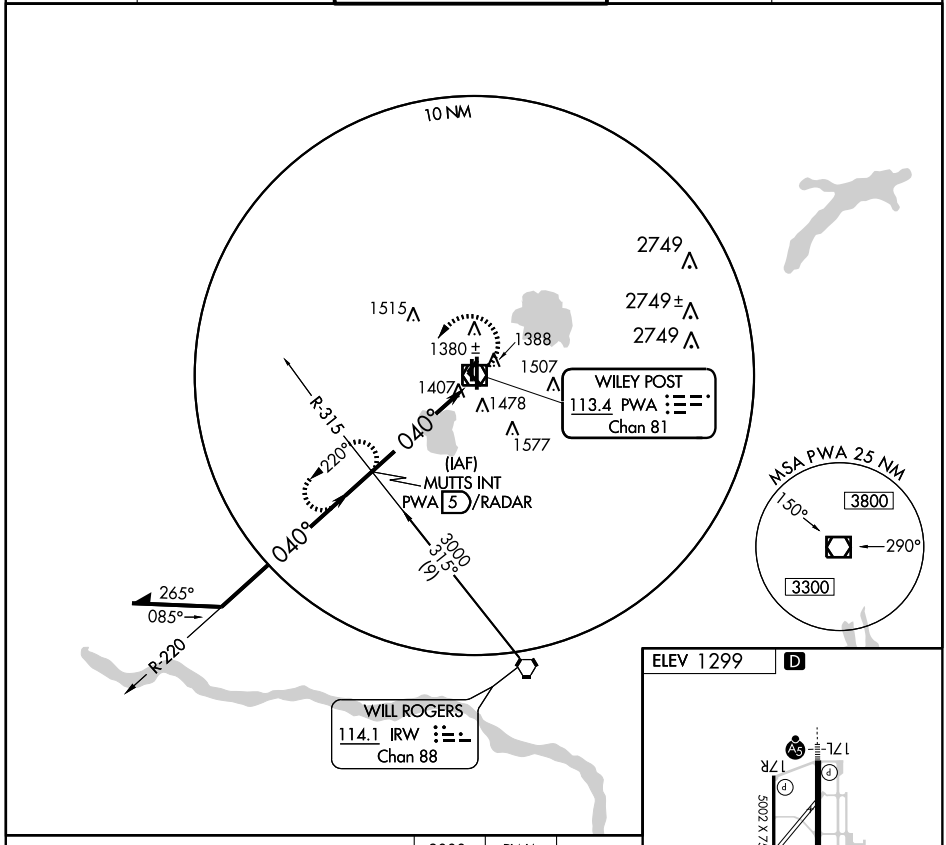
# VOR-A

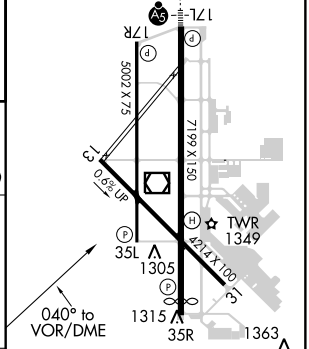
OKLAHOMA CITY/ WILEY POST (PWA)

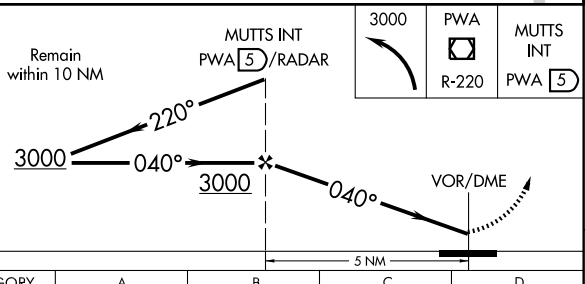
ASR

MISSED APPROACH: Climbing left turn to 3000 via PWA VOR/DME R-220 to MUTTS Int and hold.

| ATIS | OKE CITY APP CON | WILEY POST TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.725 | 124.6 266.8 | 126.9 (CTAF) L 306.9 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1780-1 | 481 (500-1) | 1780-1½ 481 (500-1½) | 1880-2 581 (600-2) |

MIRL Rwys 13-31 and 17R-35L
HIRL Rwy 17L-35R L

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME PWA | APP CRS | Rwy Idg | 6844 |
|---|---|---|---|
| 113.4 | 176° | TDZE | 1290 |
| Chan 81 | | Apt Elev | 1299 |

# VOR RWY 17L

OKLAHOMA CITY/ WILEY POST (PWA)

ASR *Radar fix in lieu of MCLAN INT will be provided on pilot request. Cat D S-17L visibility increased ¼ mile for inoperative MALSR.

MALSR

MISSED APPROACH: Climb to 3000 direct IRW VORTAC.

| ATIS | OKE CITY APP CON | WILEY POST TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.725 | 124.6 266.8 | 126.9 (CTAF) L 306.9 | 121.7 | 122.95 |

KINGFISHER 114.7 IFI Chan 94

R-112

R-356

131°

311°

176°

(IAF)

*MCLAN INT

PWA 5.6

OM

2749

2749

2749±

2749

1515 1380± MM

1388

1507

1407 1478

1473 1577

WILEY POST 113.4 PWA Chan 81

MSA PWA 25 NM

150°

290°

3800

3300

10 NM

2800 to Mclan Int

348°

(16.1)

WILL ROGERS 114.1 IRW Chan 88

ELEV 1299

D

176° to VOR/DME

TDZE 1290

17L

17R

5000 X 75

7199 X 150

0.6% UP

TWR 1349

35L 1305

4214 X 100

1315 35R

1363

3000

IRW 114.1

*MCLAN INT

PWA 5.6

Remain within 10 NM

356°

176°

2800

2800

VOR/DME

2.81°

TCH 54

0.7

4.9 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S17L | 1640-½ 350 (400-½) | | | 1640-1 350 (400-1) |
| CIRCLING | 1780-1 481 (500-1) | | 1780-1½ 481 (500-1½) | 1880-2 581 (600-2) |

MIRL Rwys 13-31 and 17R-35L

HIRL Rwy 17L-35R L

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME PWA 113.4 Chan 81 | APP CRS 348° | Rwy Idg 6844 TDZE 1299 Apt Elev 1299 |
|---|---|---|

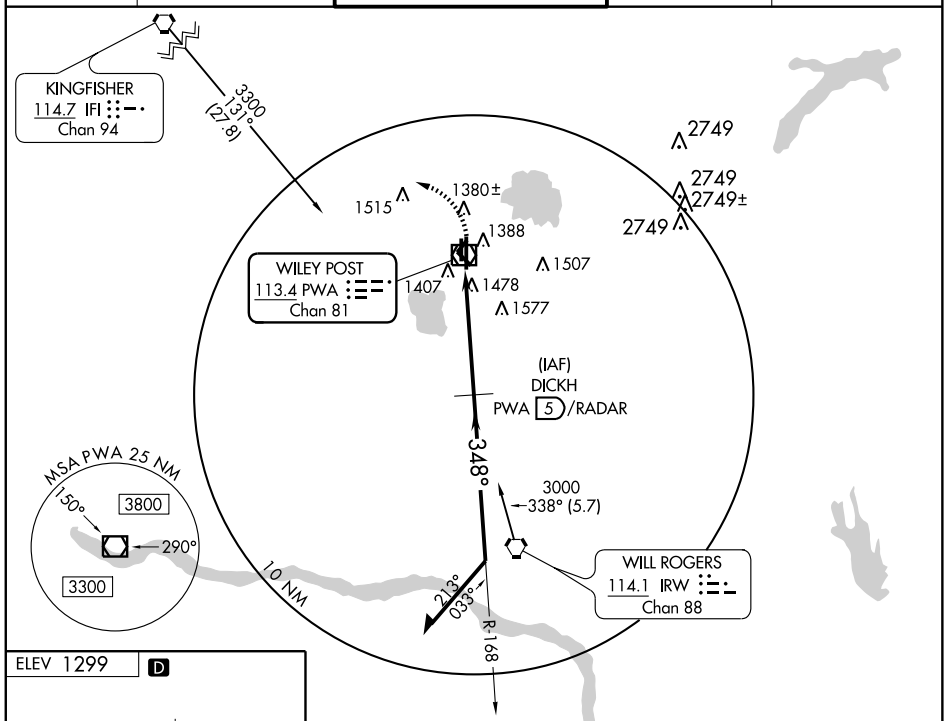
# VOR RWY 35R

OKLAHOMA CITY/ WILEY POST (PWA)

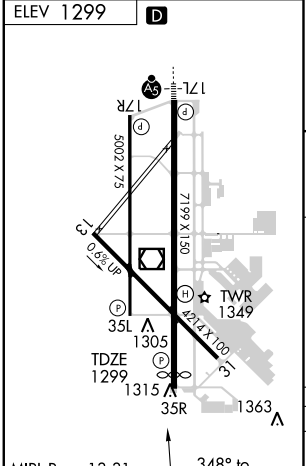
ASR

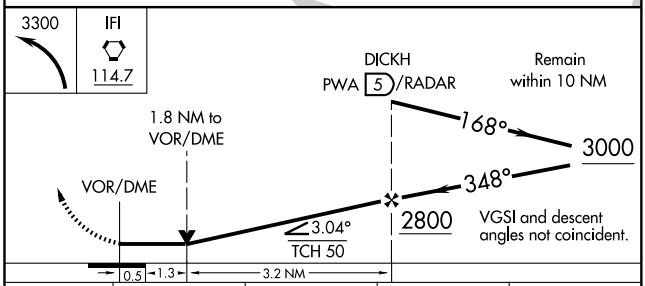
MISSED APPROACH: Climbing left turn to 3300 direct IFI VORTAC.

| ATIS | OKE CITY APP CON | WILEY POST TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.725 | 124.6 266.8 | 126.9 (CTAF) L 306.9 | 121.7 | 122.95 |




RADAR or DME REQUIRED



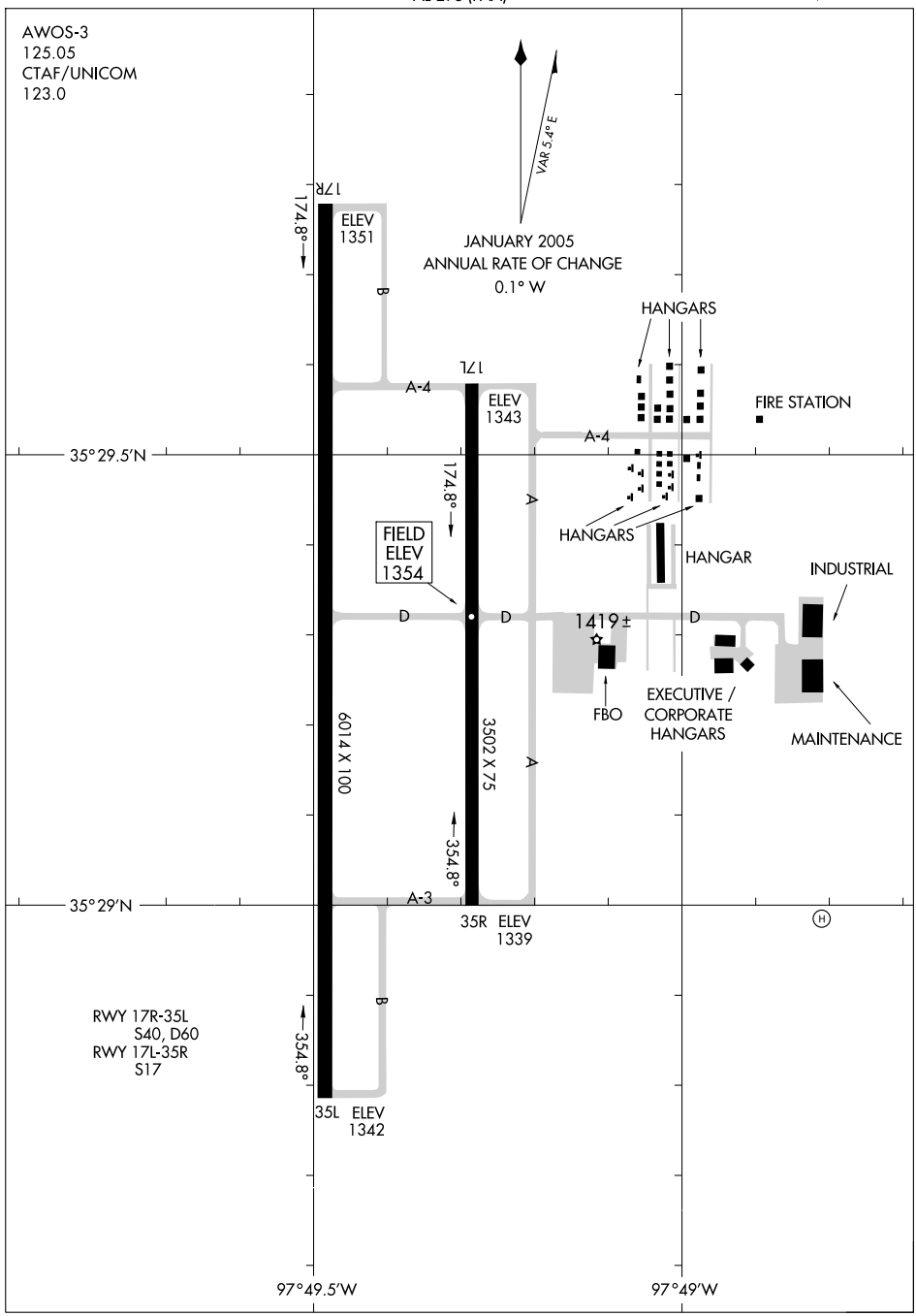

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35R | 1740-1 441 (500-1) | | 1740-1¼ 441 (500-1¼) | 1740-1½ 441 (500-1½) |
| CIRCLING | 1780-1 481 (500-1) | | 1780-1½ 481 (500-1½) | 1880-2 581 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

09295

# AIRPORT DIAGRAM

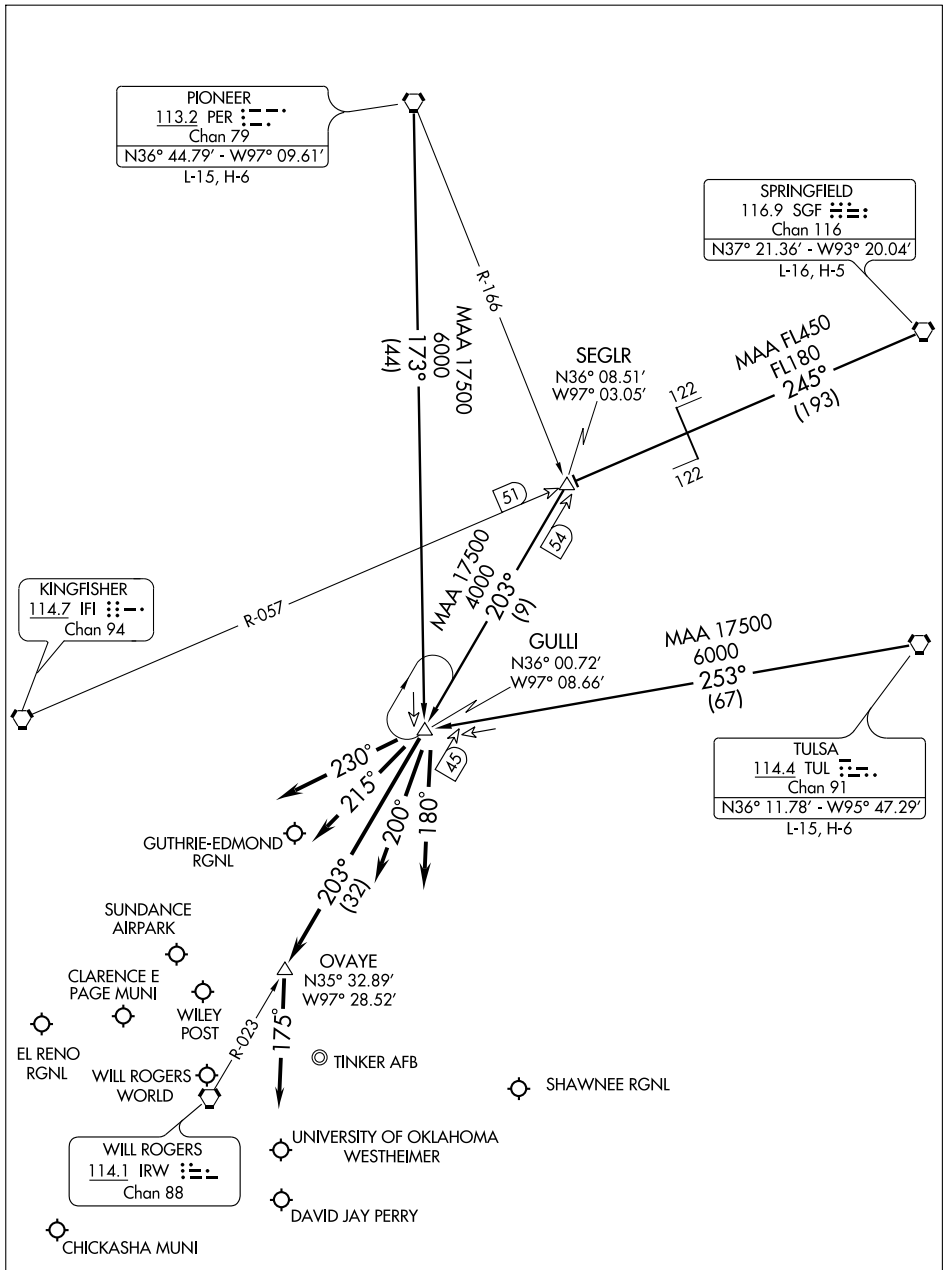
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)
AL-298 (FAA)
OKLAHOMA CITY, OKLAHOMA




SC-1, 14 JAN 2010 to 11 FEB 2010

# GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA




NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# GULLI ONE ARRIVAL (GULLI.GULLI1)



## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6014 |
|---|---|---|---|
| CH 42701 | 173° | TDZE | 1351 |
| W17A | | Apt Elev | 1354 |

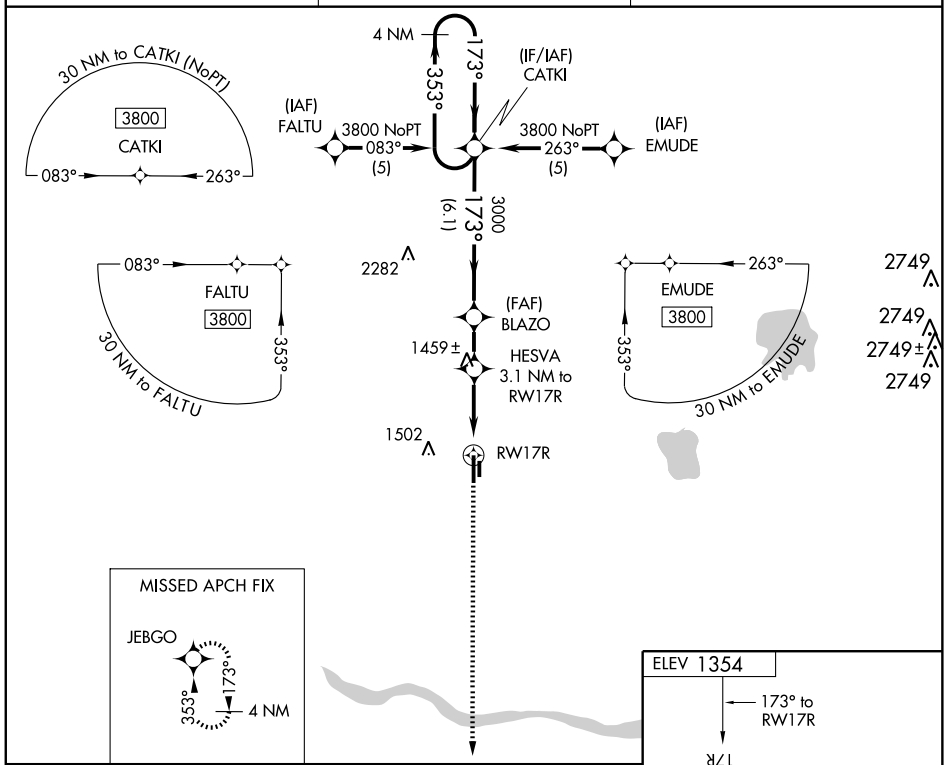
# RNAV (GPS) RWY 17R

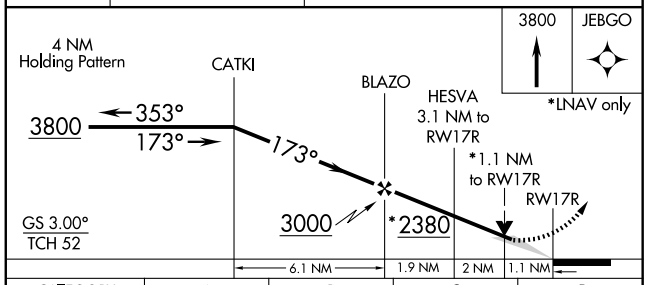
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

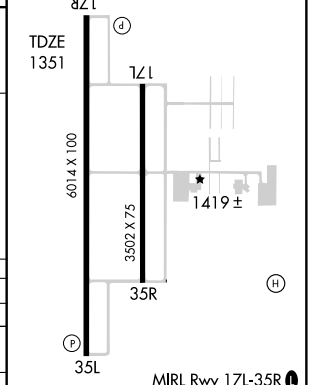
MISSED APPROACH: Climb to 3800 direct JEBGO and hold.

| AWOS-3 | OKE CITY APP CON | UNICOM |
|---|---|---|
| 125.05 | 124.6 266.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1601-¾ 250 (300-¾) | | | NA |
| LNAV MDA | 1760-1 409 (500-1) | | 1760-1¼ 409 (500-1¼) | NA |
| CIRCLING | 1800-1 446 (500-1) | 1820-1 466 (500-1) | 1820-1½ 466 (500-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6014 |
|---|---|---|---|
| CH 86901 | 353° | TDZE | 1350 |
| W35A | | Apt Elev | 1354 |

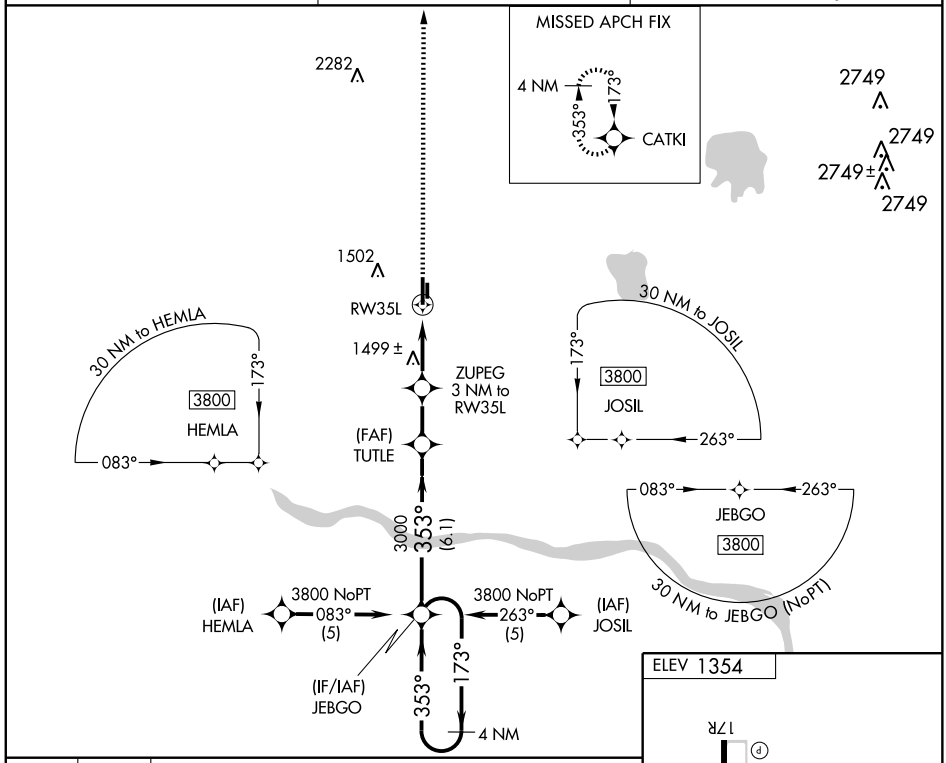
# RNAV (GPS) RWY 35L

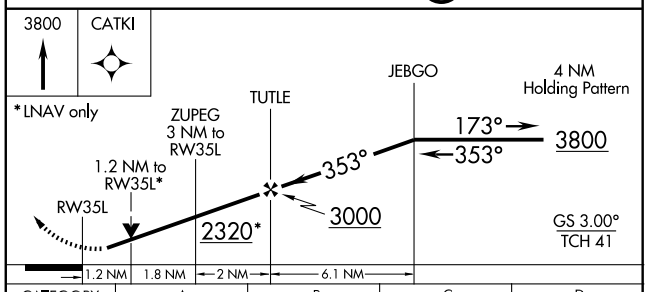
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wiley Post altimeter setting and increase all DA 29 feet and all MDA 40 feet and increase LPV all Cats visibility ¼ mile. VDP NA when using Wiley Post altimeter setting.

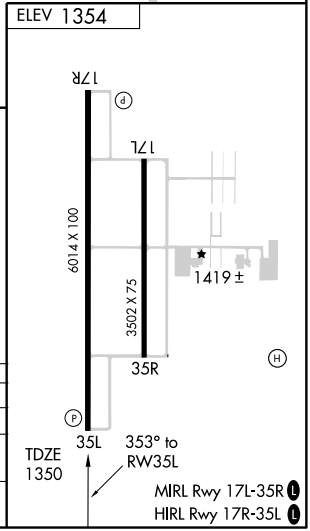
MISSED APPROACH: Climb to 3800 direct CATKI and hold.

| AWOS-3 | OKE CITY APP CON | UNICOM |
|---|---|---|
| 125.05 | 124.6 266.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1651-1 301 (300-1) | | | NA |
| LNAV MDA | 1760-1 410 (500-1) | | 1760-1¼ 410 (500-1¼) | NA |
| CIRCLING | 1800-1 446 (500-1) | 1820-1 466 (500-1) | 1820-1½ 466 (500-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC IRW | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.1 | 300° | TDZE | N/A |
| Chan 88 | | Apt Elev | 1354 |

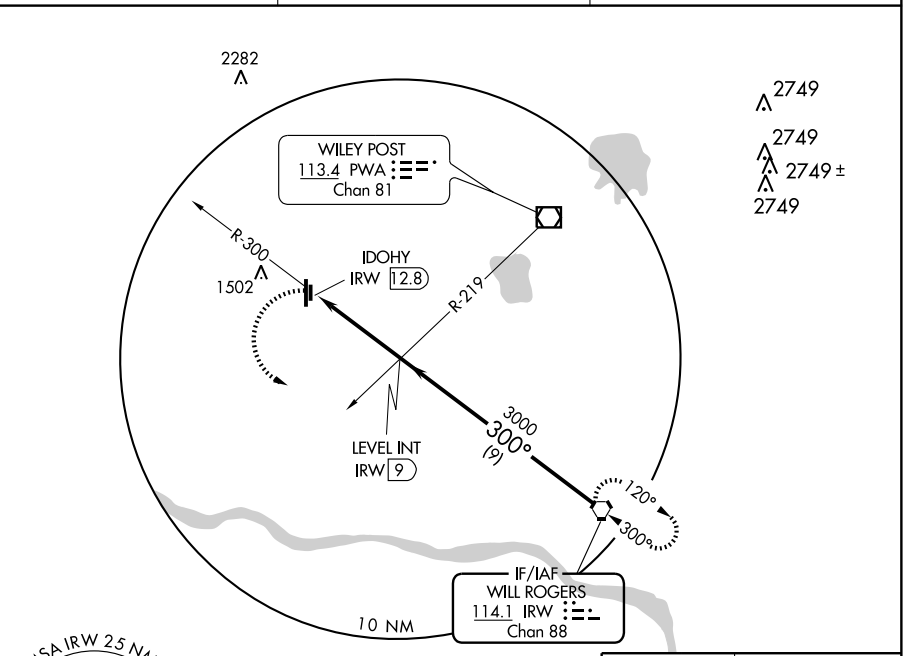
# VOR-B

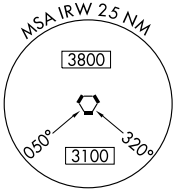
## OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

When local altimeter setting not received, use Wiley Post altimeter setting and increase all MDA 40 feet.

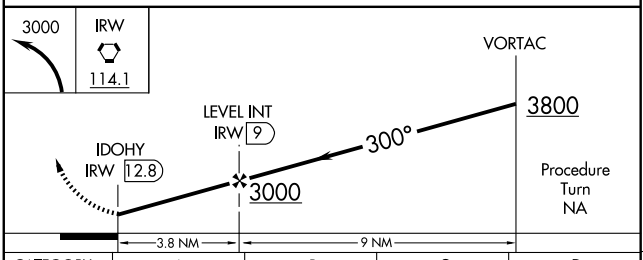
MISSED APPROACH: Climbing left turn to 3000 direct IRW VORTAC and hold.

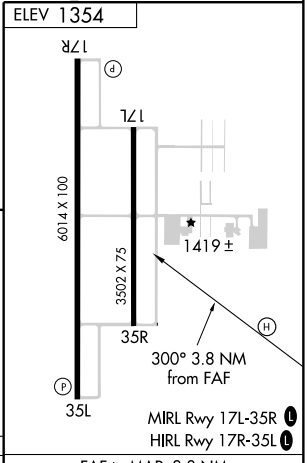
| AWOS-3 | OKE CITY APP CON | UNICOM |
|---|---|---|
| 125.05 | 124.6 266.8 | 123.0 (CTAF) L |



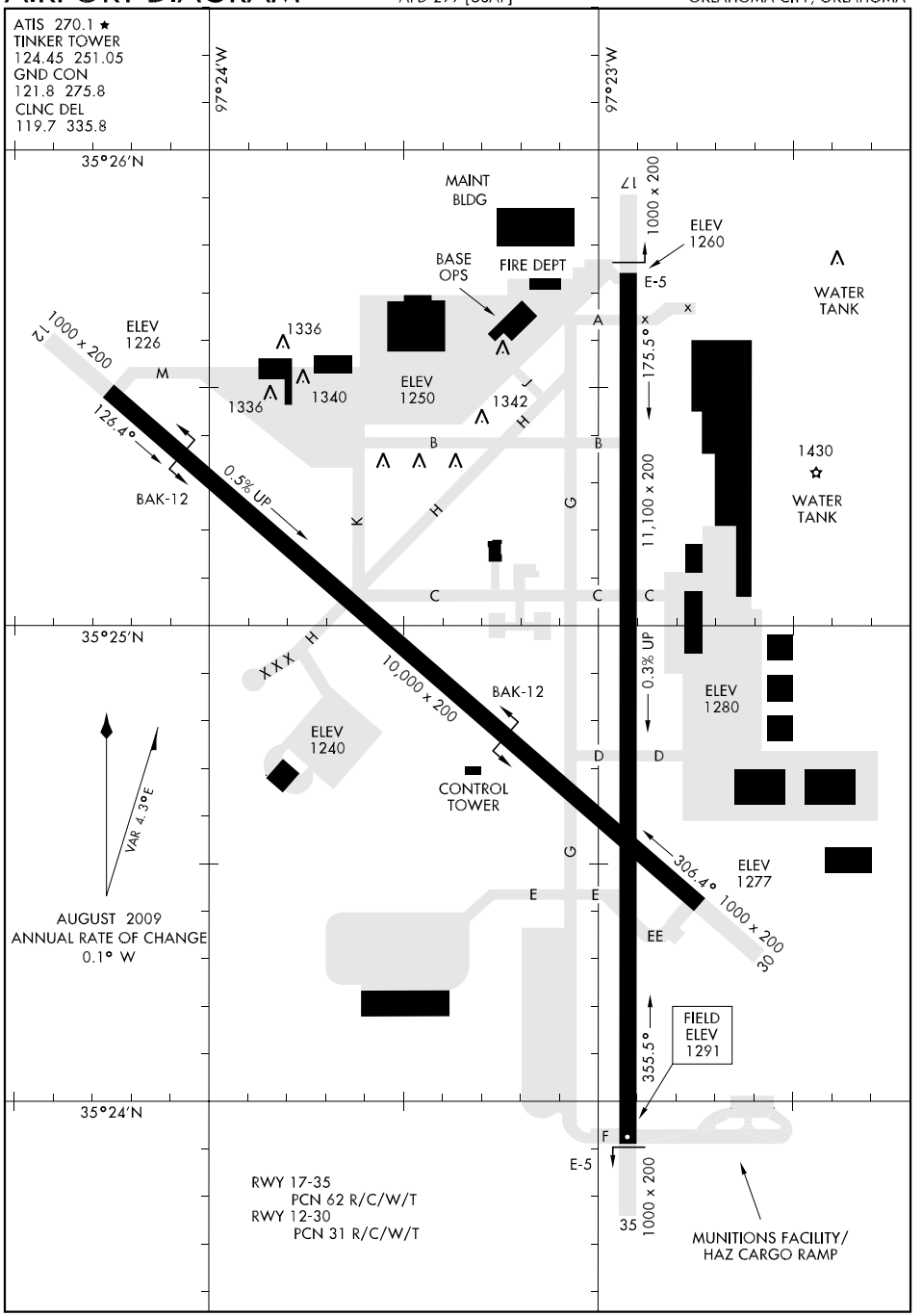

Procedure NA for arrival at IRW VORTAC on airway radials 241 CW 292.



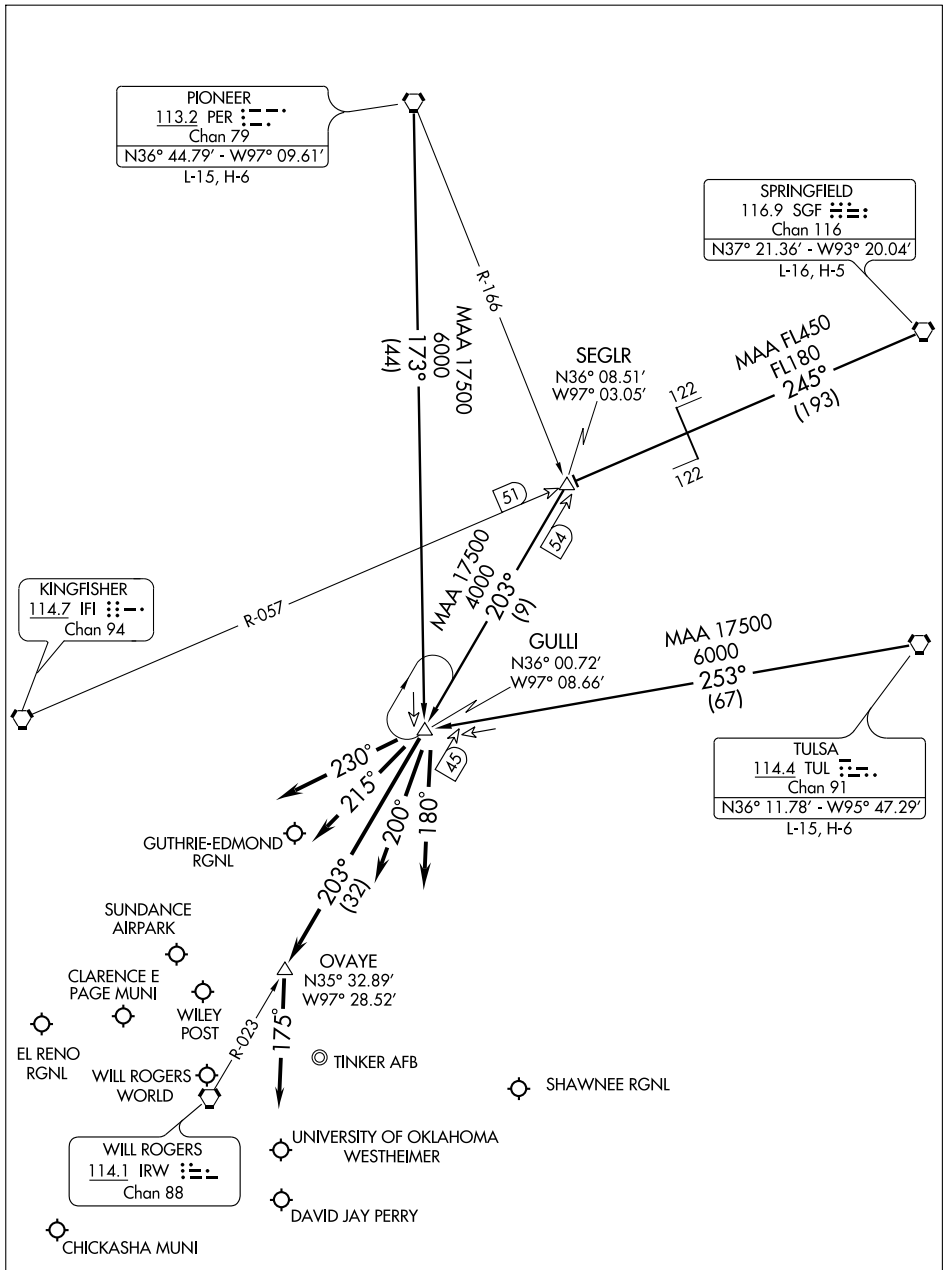

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1860-1 | 506 (600-1) | 1860-1½ 506 (600-1½) | NA |

| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |


ATIS 270.1 ★
TINKER TOWER
124.45 251.05
GND CON
121.8 275.8
CLNC DEL
119.7 335.8
97°24'W
97°23'W
35°26'N
35°25'N
35°24'N
MAINT BLDG
FIRE DEPT
BASE OPS
ELEV 1260
1000 x 200
E-5
WATER TANK
ELEV 1226
1000 x 200
126.4°
BAK-12
0.5% UP
1336
1340
ELEV 1250
1342
175.5°
11,100 x 200
1430
WATER TANK
10,000 x 200
BAK-12
0.3% UP
ELEV 1280
ELEV 1240
CONTROL TOWER
306.4°
1000 x 200
ELEV 1277
VAR 4.3°E
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1° W
355.5°
FIELD ELEV 1291
RWY 17-35
PCN 62 R/C/W/T
RWY 12-30
PCN 31 R/C/W/T
35
MUNITIONS FACILITY/
HAZ CARGO RAMP

# GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA




NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# GULLI ONE ARRIVAL (GULLI.GULLI1)



## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

# HI-ILS RWY 17

TINKER AFB (KTIK)

| LOC I-FRJ | APCH CRS | Rwy Idg 11,100 / TDZE 1267 / Arpt Elev 1291 |
|---|---|---|
| 111.3 | 175° | AL-299 [USAF] |

* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-174 to 15 DME and hold.

| ATIS ★ | OKE CITY APP CON | TINKER TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 270.1 | 124.2 336.4 | 124.45 251.05 | 121.8 275.8 | 119.7 335.8 | |

***When ALS inop, increase CAT CDE vis by ¼ mile.

DME required for localizer only approach. Localizer unusable from TIK 0.1 DME to rwy threshold.

Max holding 230 KIAS

(IAF) ELLIS TIK 20

ANNNA TIK 15 / TIK 12

GEAST TIK 15

LOTTT TIK 5.1

WILL ROGERS 114.1 IRW Chan 88

TINKER Chan 105 TIK

LOCALIZER 111.3 I-FRJ

MSA TIK 25 NM: 4000 / 2800 / 3200

EMERG SAFE ALT 100 NM 4700

Max holding 230 KIAS

4000 TIK R-174 / TIK 15

LOTTT IRW R-042 TIK 5.1 — TIK 12 — ANNNA Intcp Lczr — GEAST TIK 15 — ELLIS TIK R-026 20

TACAN TIK 0.3

0.8 — 4.8 NM

ELEV 1291

175° 5.6 NM from FAF

TDZE 1267

HIRL Rwy 17-35, 12-30

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 17 | 1467/40 200 (200-¾) | | |
| S-LOC 17 * | 1720/50 453 (500-1) | 1720/60 453 (500-1¼) | |
| CIRCLING ** | 1880-1½ 589 (600-1½) | 1980-2¼ 689 (700-2¼) | 2040-2¾ 749 (800-2¾) |
| S-ASR 17 *** | 2000-1¾ 733 (800-1¾) | 2000-2 733 (800-2) | 2000-2¼ 733 (800-2¼) |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 2:24 | 2:03 | 1:48 | 1:36 | 1:26 |



SC-1, 14 JAN 2010 to 11 FEB 2010

# HI-ILS RWY 35

| LOC I-TIK | APCH CRS | Rwy ldg 11,100 / TDZE 1291 / Arpt Elev 1291 |
|---|---|---|
| 109.5 | 355° | AL-299 [USAF] |

TINKER AFB (KTIK)

* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

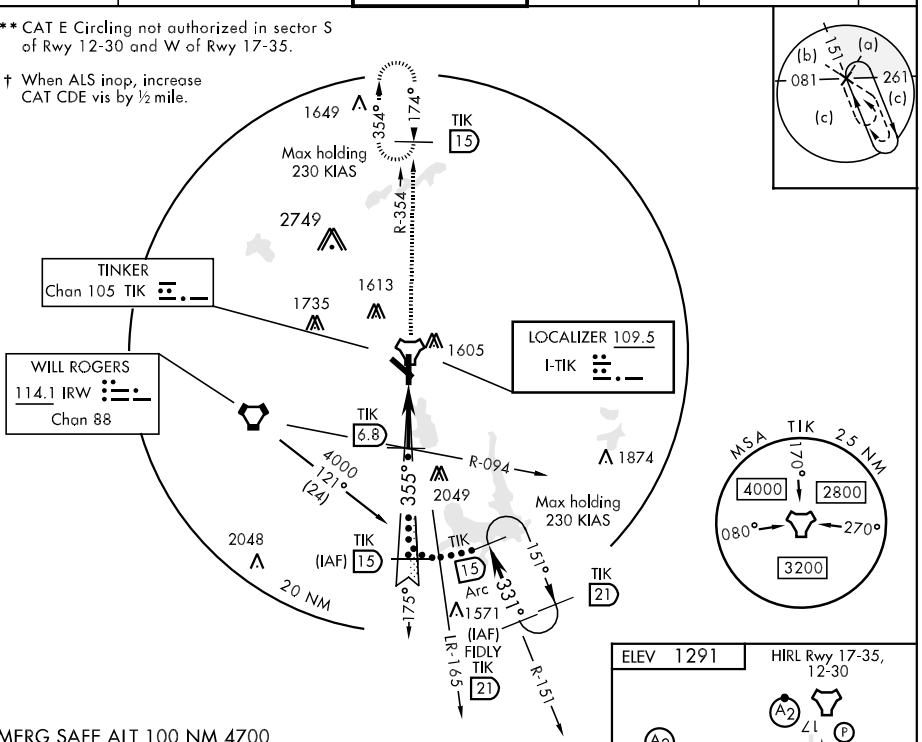
ALSF-1

MISSED APPROACH: Climb to 4000 on the TIK TACAN R-354 to 15 DME and hold.

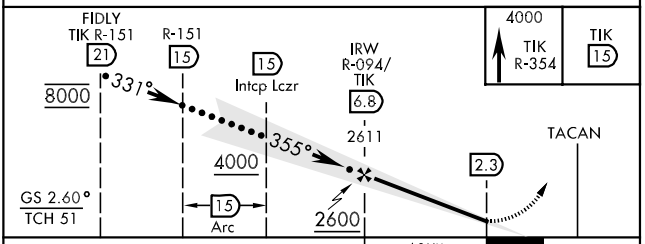
| ATIS ★ | OKE CITY APP CON | TINKER TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 270.1 | 120.45 288.325 | 124.45 251.05 | 121.8 275.8 | 119.7 335.8 | |

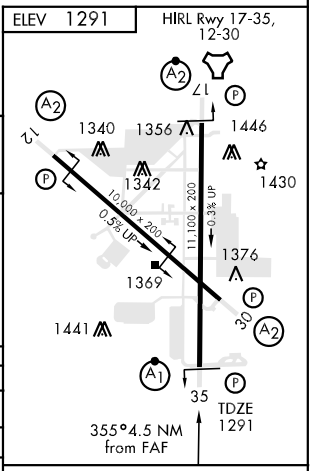
*** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

† When ALS inop, increase CAT CDE vis by ½ mile.




EMERG SAFE ALT 100 NM 4700




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 35 * | 1491/24 | 200 (200-½) | |
| S-LOC 35 ** | 1640/40 | 349 (400-¾) | |
| CIRCLING *** | 1880-1½ 589 (600-1½) | 1980-2¼ 689 (700-2¼) | 2040-2¾ 749 (800-2¾) |
| S-ASR 35 † | 1940/60 649 (700-1¼) | 1940-1½ 649 (700-1½) | 1940-1¾ 649 (700-1¾) |

FAF to MAP 4.5 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:15 | 1:56 | 1:41 | 1:30 | 1:21 |



SC-1, 14 JAN 2010 to 11 FEB 2010

# HI-TACAN RWY 17

| TACAN TIK Chan 105 | APCH CRS 172° | Rwy ldg 11,100 TDZE 1267 Arpt Elev 1291 | AL-299 [USAF] | TINKER AFB (KTIK) |
|---|---|---|---|---|

* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35. When VGSI inop, circling to Rwy 30 at night NA.

** When ALS inop, increase CAT CDE vis by ¼ mile.

SALS A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-172 to 15 DME and hold.

| ATIS ★ | OKE CITY APP CON | TINKER TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 270.1 | 124.2 336.4 | 124.45 251.05 | 121.8 275.8 | 119.7 335.8 | |

Straight-in minimum visibility increased to no light minimum due to offset final approach course.

Max holding 230 KIAS

R-026 1553

R-352 LR-360 1649

CAROO TIK 15

TIK 15 Arc

026° 206°

TIK (IAF) 20 ELLIS 8000

TIK 15 GEASTT 1344

172°

2749

TIK 5.1

R-042

CAUTION: Final approach course offset 711' left of rwy extended centerline 3000' from threshold.

WILL ROGERS 114.1 IRW Chan 88

1735 1613 1605

TINKER Chan 105 TIK

4000 039° (31) 1881

2049 1874

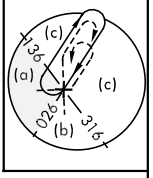
2048

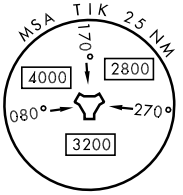
TIK 15 1565

20 NM

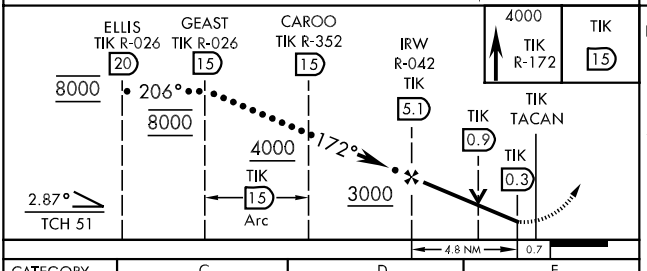
172° 352° R-172

Max holding 230 KIAS



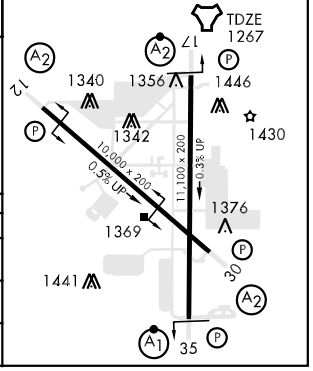

EMERG SAFE ALT 100 NM 4700




ELEV 1291

172° 5.5 NM from FAF

HIRL Rwy 17-35, 12-30




| CATEGORY | C | D | E |
|---|---|---|---|
| S-17 | 1720/60 453 (500-1¼) | 1720-1½ 453 (500-1½) | |
| CIRCLING * | 1880-1½ 589 (600-1½) | 1980-2¼ 689 (700-2¼) | 2040-2¾ 749 (800-2¾) |
| S-ASR 17** | 2000-1¾ 733 (800-1¾) | 2000-2 733 (800-2) | 2000-2¼ 733 (800-2¼) |

# HI-TACAN RWY 35

| TACAN TIK Chan 105 | APCH CRS 354° | Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291 |
|---|---|---|

AL-299 [USAF]

TINKER AFB (KTIK)

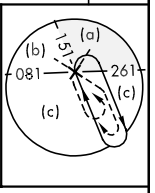
▼ * When ALS inop, increase CAT CDE vis by ½ mile.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35. When VGSI inop, circling to Rwy 30 NA at night.

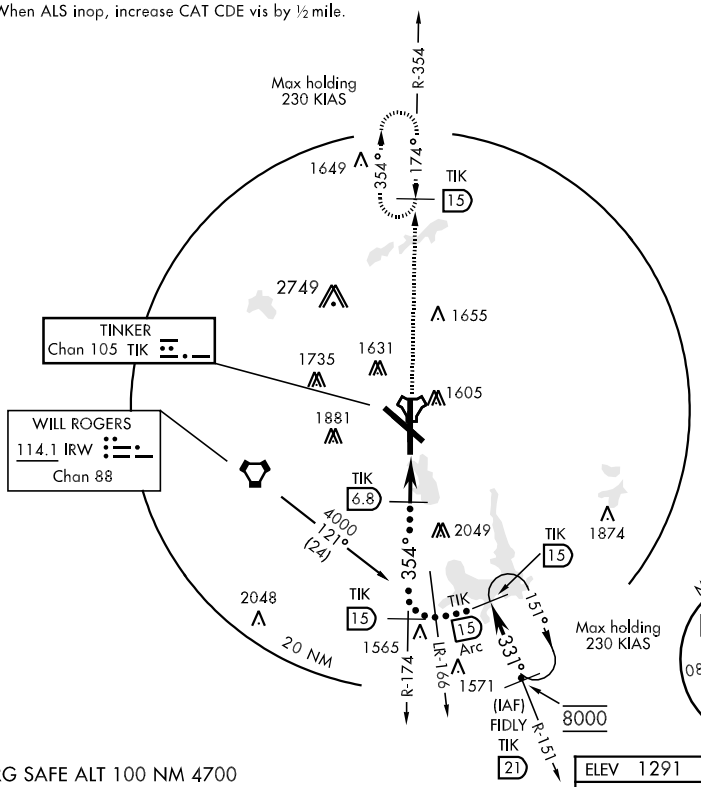
ALSF-1

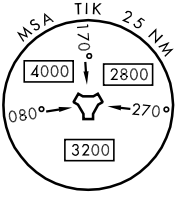
MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.

| ATIS★ | OKE CITY APP CON | TINKER TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 270.1 | 120.45 288.325 | 124.45 251.05 | 121.8 275.8 | 119.7 335.8 | |

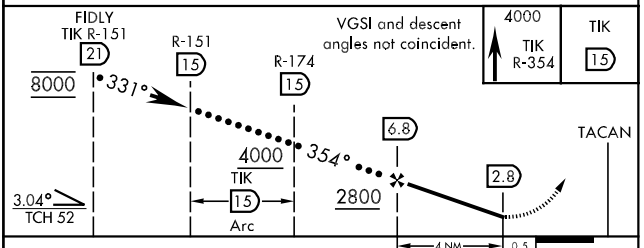
*** When ALS inop, increase CAT CDE vis by ½ mile.

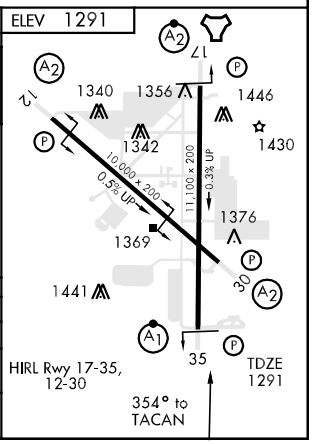



EMERG SAFE ALT 100 NM 4700




| CATEGORY | C | D | E |
|---|---|---|---|
| S-35 * | 1800/50 509 (600-1) | | 1800-1¼ 509 (600-1¼) |
| CIRCLING ** | 1880-1½ 589 (600-1½) | 1980-2¼ 689 (700-2¼) | 2040-2¾ 749 (800-2¾) |
| S-ASR 35*** | 1940/60 649 (700-1¼) | 1940-1½ 649 (700-1½) | 1940-1¾ 649 (700-1¾) |

# ILS RWY 17

| LOC I-FRJ | APCH CRS | Rwy ldg 11,100 TDZE 1267 Arpt Elev 1291 | AL-299 [USAF] | TINKER AFB (KTIK) |
|---|---|---|---|---|
| 111.3 | 175° | | | |

* When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

SALS (A2)

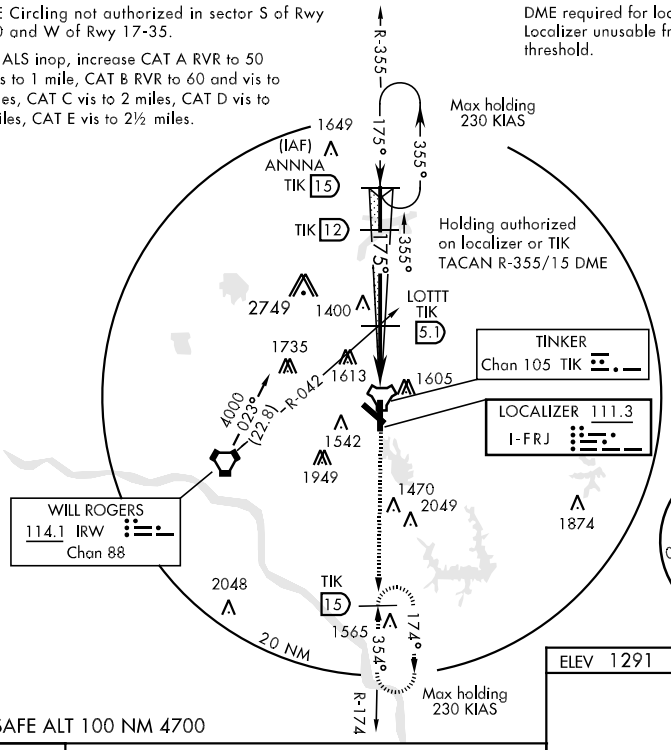
MISSED APPROACH: Climb to 4000 on TIK TACAN R-174 to 15 DME and hold.

| ATIS ★ | OKE CITY APP CON | TINKER TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 270.1 | 124.2 336.4 | 124.45 251.05 | 121.8 275.8 | 119.7 335.8 | |

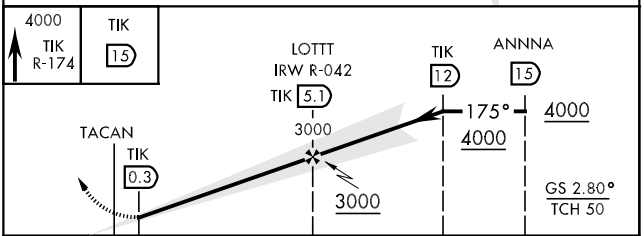
*** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

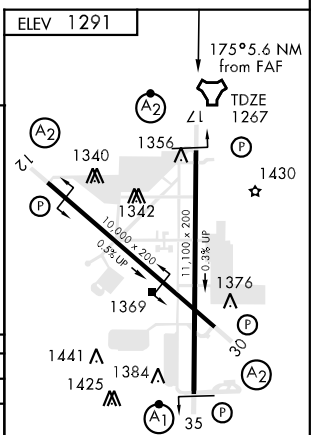
† When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, CAT E vis to 2½ miles.

DME required for localizer only approach. Localizer unusable from TIK 0.1 DME to rwy threshold.




EMERG SAFE ALT 100 NM 4700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17 * | 1467/24 200 (200-½) | | 1467/40 200 (200-¾) | | |
| S-LOC 17 ** | 1720/40 453 (500-¾) | | 1720/50 453 (500-1) | 1720/60 453 (500-1¼) | |
| CIRCLING *** | 1880-1 589 (600-1) | | 1880-1½ 589 (600-1½) | 1980-2¼ 689 (700-2¼) | 2040-2¾ 749 (800-2¾) |
| S-ASR 17 † | 2000/40 733 (800-¾) | 2000/50 733 (800-1) | 2000-1¾ 733 (800-1¾) | 2000-2 733 (800-2) | 2000-2¼ 733 (800-2¼) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

# ILS RWY 35

| LOC I-TIK | APCH CRS | Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291 | AL-299 [USAF] | TINKER AFB (KTIK) |
|---|---|---|---|---|
| 109.5 | 355° | | | |

▼ * When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ mile.

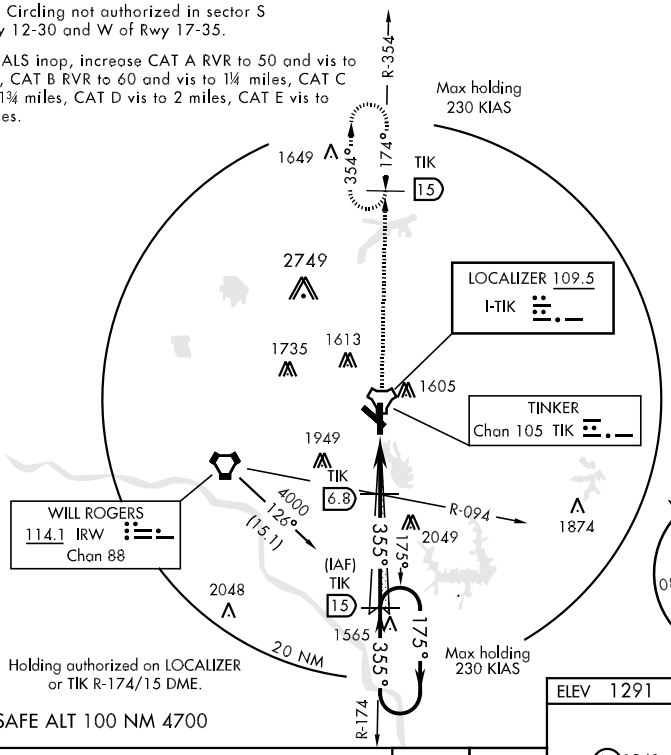
ALSF-1 (A1)

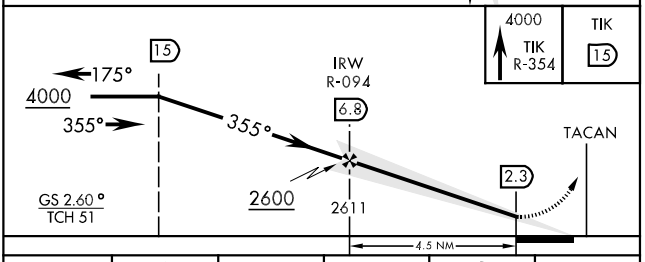
MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.

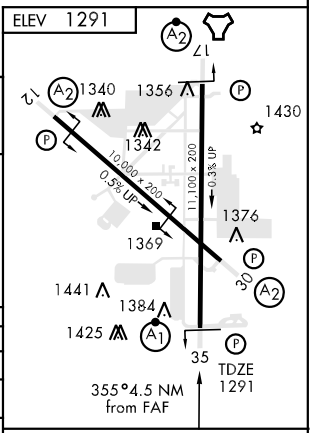
| ATIS ★ | OKE CITY APP CON | TINKER TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 270.1 | 124.2 336.4 | 124.45 251.05 | 121.8 275.8 | 119.7 335.8 | |

*** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

† When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35 * | 1491/24 | | 200 | (200-½) | |
| S-LOC 35** | 1640/24 349 (400-½) | | 1640/40 349 (400-¾) | | |
| CIRCLING*** | 1880-1 589 (600-1) | | 1880-1½ 589 (600-1½) | 1980-2¼ 689 (700-2¼) | 2040-2¾ 749 (800-2¾) |
| S-ASR 35 † | 1940/24 649 (700-½) | 1940/40 649 (700-¾) | 1940/60 649 (700-1¼) | 1940-1½ 649 (700-1½) | 1940-1¾ 649 (700-1¾) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



SC-1, 14 JAN 2010 to 11 FEB 2010

# LOC/DME RWY 30

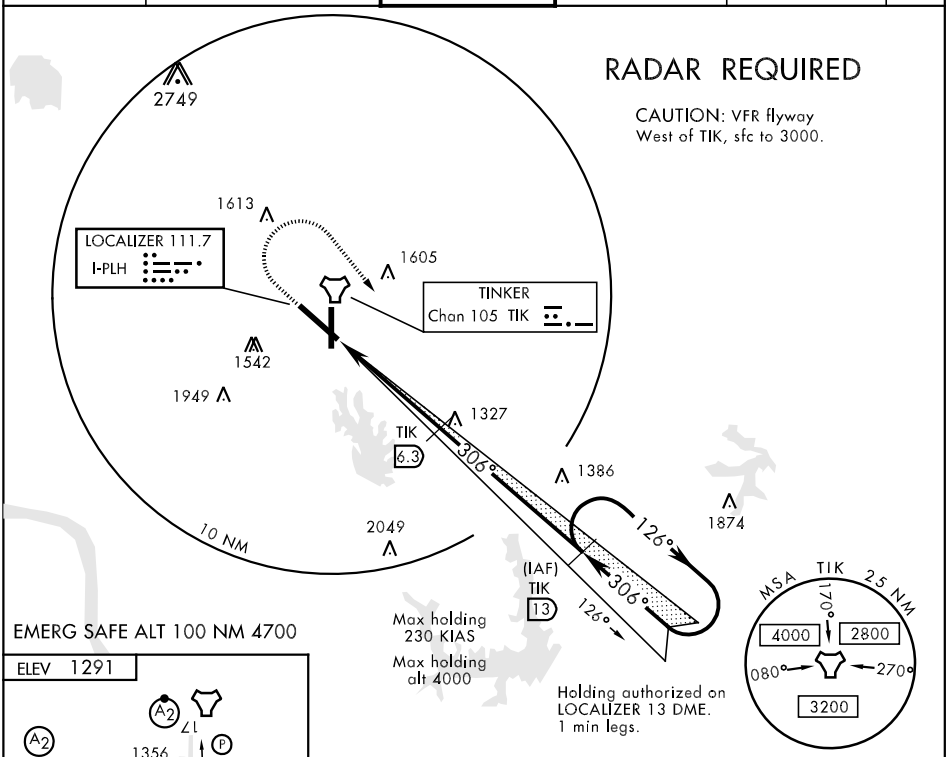
| LOC I-PLH | APCH CRS | Rwy ldg 10,000<br>TDZE 1276<br>Arpt Elev 1291 | AL-299 [USAF] | TINKER AFB (KTIK) |
|---|---|---|---|---|
| 111.7 | 306° | | | |

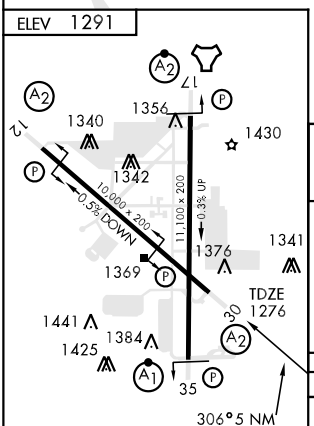
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

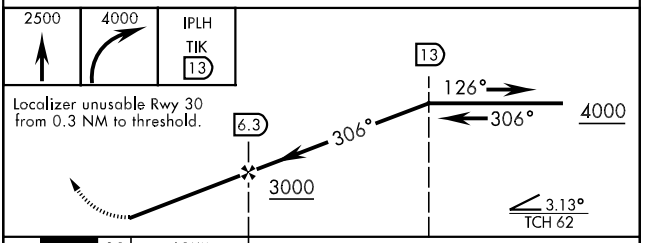
SALS (A2)

MISSED APPROACH: Climb straight ahead to 2500, then turn right to 4000 direct I-PLH and TIK 13 DME and hold.

| ATIS ★ | OKE CITY APP CON | TINKER TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 270.1 | 120.45 288.325 | 124.45 251.05 | 121.8 275.8 | 119.7 335.8 | |




| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-LOC 30 * | 1700/40 424 (500-¾) | | 1700/50 424 (500-1) | | 1700/60 424 (500-1¼) |
| CIRCLING ** | 1880-1 589 (600-1) | | 1880-1½ 589 (600-1½) | 1980-2¼ 689 (700-2¼) | 2040-2¾ 749 (800-2¾) |

# LOC RWY 12

| LOC I-EVG | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| 111.7 | 126° | 10,000 | 1241 | 1291 |

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

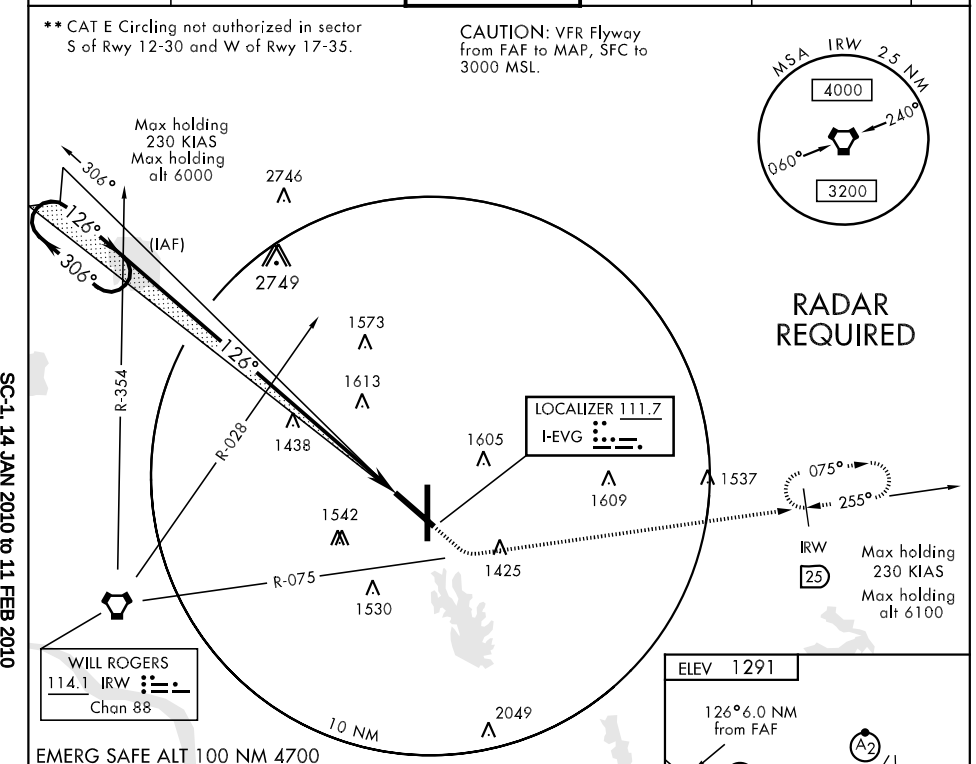
SALS (A2)

MISSED APPROACH: Climb straight ahead to 2500, then left turn to intercept IRW R-075 to 25 DME and hold at 3000.

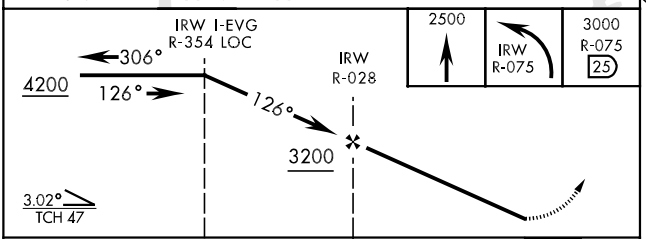
| ATIS ★ | OKE CITY APP CON | TINKER TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 270.1 | 120.45 288.325 | 124.45 251.05 | 121.8 275.8 | 119.7 335.8 | |

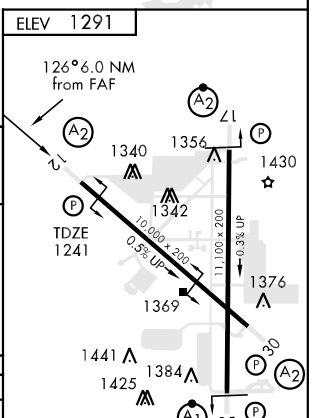
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

CAUTION: VFR Flyway from FAF to MAP, SFC to 3000 MSL.




EMERG SAFE ALT 100 NM 4700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-12 * | 1740/40 | 499 (500-¾) | 1740/50<br>499 (500-1) | 1740/60<br>499 (500-1¼) | 1740-1½<br>499 (500-1½) |
| CIRCLING ** | 1880-1 | 589 (600-1) | 1880-1½<br>589 (600-1½) | 1980-2¼<br>689 (700-2¼) | 2040-2¾<br>749 (800-2¾) |

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

OKLAHOMA CITY, OKLAHOMA

35°25'N-97°23'W

TINKER AFB (KTIK)

Orig 09211

LOC RWY 12

SC-1, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 17

| TACAN TIK Chan 105 | APCH CRS 172° | Rwy ldg 11,100 TDZE 1267 Arpt Elev 1291 |
|---|---|---|

AL-299 [USAF]

TINKER AFB (KTIK)

* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climb to 4000 on TIK TACAN R-172 to 15 DME and hold.

| ATIS ★ | OKE CITY APP CON | TINKER TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 270.1 | 124.2 336.4 | 124.45 251.05 | 121.8 275.8 | 119.7 335.8 | |

** When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 2 miles, CAT D vis to 2¼ miles, CAT E vis to 2½ miles.

Straight-in minimum visibility increased to no light minimum due to offset final approach course.

Max holding 230 KIAS

R-352 172° 352°

1649 (IAF) TIK

CAROO 15

CAUTION: Final approach course offset 710' left of rwy extended centerline 3000' from threshold.

2749 1400 CARAT TIK 5.1

1735 1613 1605

4000 022° (22.5) R-042

TINKER Chan 105 TIK

1949 1470 2049 1874

WILL ROGERS 114.1 IRW Chan 88

NIDUE TIK 15

2048 20 NM 1565

172° 352°

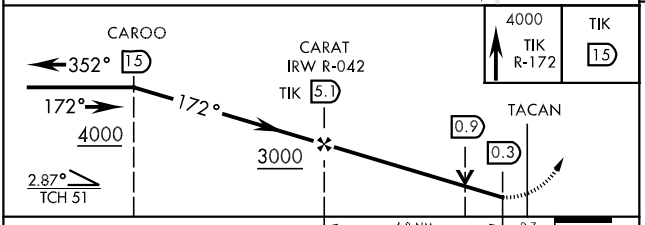
Max holding 230 KIAS

R-172

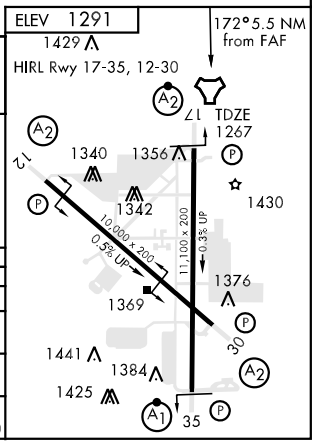
MSA TIK 25 NM

170° 4000 2800 080° 270° 3200

EMERG SAFE ALT 100 NM 4700




4000 TIK R-172 TIK 15




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17 | 1720/50 | 453 (500-1) | 1720/60 453 (500-1¼) | 1720-1½ 453 (500-1½) | |
| CIRCLING * | 1880-1 | 589 (600-1) | 1880-1½ 589 (600-1½) | 1980-2¼ 689 (700-2¼) | 2040-2¾ 749 (800-2¾) |
| S-ASR 17 ** | 2000/40 733 (800-¾) | 2000/50 733 (800-1) | 2000-1¾ 733 (800-1¾) | 2000-2 733 (800-2) | 2000-2¼ 733 (800-2¼) |

# TACAN RWY 35

| TACAN TIK Chan 105 | APCH CRS 354° | Rwy ldg 11,100 TDZE 1291 Arpt Elev 1291 | AL-299 [USAF] | TINKER AFB (KTIK) |
|---|---|---|---|---|

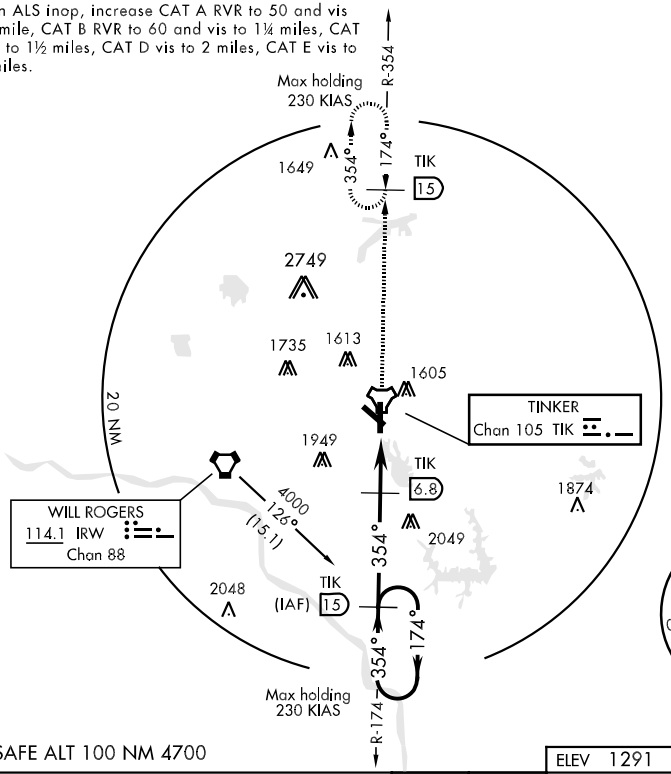
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CDE increase vis by ½ mile.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

ALSF-1 (A1)

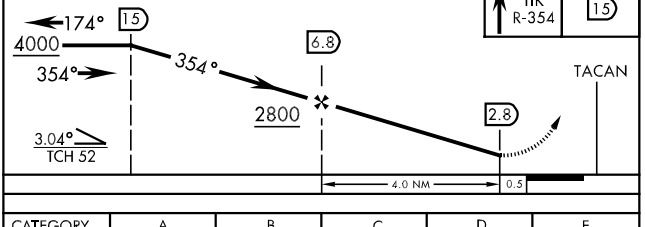
MISSED APPROACH: Climb to 4000 on TIK TACAN R-354 to 15 DME and hold.

| ATIS ★ | OKE CITY APP CON | TINKER TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 270.1 | 124.2 336.4 | 124.45 251.05 | 121.8 275.8 | 119.7 335.8 | |

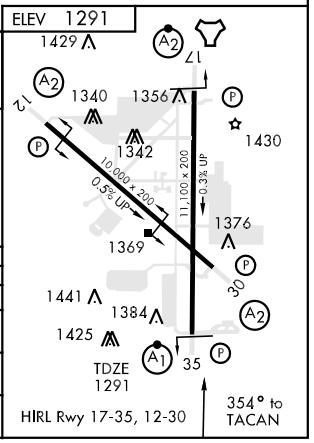
*** When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1½ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.




EMERG SAFE ALT 100 NM 4700




4000 TIK R-354 / TIK 15




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35 * | 1800/24 | 509 (600-½) | 1800/50 | 509 (600-1) | 1800/60 509 (600-1¼) |
| CIRCLING ** | 1880-1 | 589 (600-1) | 1880-1½ 589 (600-1½) | 1980-2¼ 689 (700-2¼) | 2040-2¾ 749 (800-2¾) |
| S-ASR 35*** | 1940/24 649 (700-½) | 1940/40 649 (700-¾) | 1940/60 649 (700-1¼) | 1940-1½ 649 (700-1½) | 1940-1¾ 649 (700-1¾) |

# VOR/DME-A or TACAN-A

| VORTAC IRW | APCH CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.1 | 246° | TDZE | N/A |
| Chan 88 | | Arpt Elev | 1291 |

AL-299 [USAF]

TINKER AFB (KTIK)

* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

MISSED APPROACH: Climbing left turn to 3000, commence turn prior to IRW R-066/10 DME, then direct to IRW R-066/25 DME and hold.

| ATIS ★ | OKE CITY APP CON | TINKER TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 270.1 | 120.45 288.325 | 124.45 251.05 | 121.8 275.8 | 119.7 335.8 | |

CAUTION: VFR flyway west of TIK, sfc to 3000

WILEY POST
113.4 PWA
Chan 81

WILL ROGERS
114.1 IRW
Chan 88

2746
2749
1613
1679
1535
1419
1609
1537
1629
1542
1688

PWA R-100
ZERMA IRW 17
IRW 10
246°
066°
R-066

(IAF) LABNE IRW 25

Max holding 230 KIAS

MSA IRW 25 NM
4000
3200
240°
060°

EMERG SAFE ALT 100 NM 4700

10 NM

Prior to IRW R-066 10 | 3000 | IRW R-066 25

LABNE IRW R-066 25 066° 3000

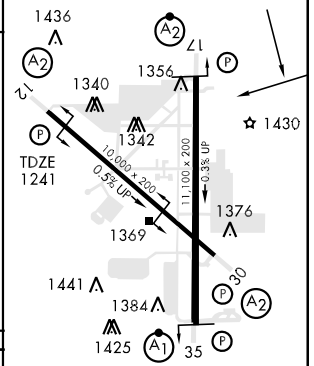
ZERMA PWA R-100 IRW 17 246°

IRW 12 2300

5 NM

ELEV 1291

246° 5 NM from FAF




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING * | 1920-1 | 629 (700-1) | 1920-1¾ 629 (700-1¾) | 1980-2¼ 689 (700-2¼) | 2040-2¾ 749 (800-2¾) |

HIRL Rwy 17-35, 12-30



SC-1, 14 JAN 2010 to 11 FEB 2010

# VOR/DME RWY 12

| VOR/DME PWA | APCH CRS | Rwy ldg 10,000 / TDZE 1241 / Arpt Elev 1291 |
|---|---|---|
| 113.4 Chan 81 | 110° | |

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles, CAT E vis to 2¼ miles.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS (A2)

MISSED APPROACH: Climb to 3100 direct to PWA R-110/20 DME and hold.

| ATIS ★ | OKE CITY APP CON | TINKER TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 270.1 | 120.45 288.325 | 124.45 251.05 | 121.8 275.8 | 119.7 335.8 | |

CAUTION: VFR flyway west of TIK, sfc to 3000'

Max holding 230 KIAS
Max holding alt 4000

290°
110°
R-290

2746
2749

PWA 8

110°
1613
1735

IAF
WILEY POST
113.4 PWA
Chan 81

1679
PWA 11
1542

R-033
10 NM

1605

Max holding 230 KIAS
110°
290°
R-110
PWA 20

WILL ROGERS
114.1 IRW
Chan 88

2049

MSA PWA 25 NM
150°
4000
290°
3400

SC-1, 14 JAN 2010 to 11 FEB 2010

EMERG SAFE ALT 100 NM 4700

PWA VOR/DME
290°
4000
110°
110°
3200
2100
3.05°
TCH 47

IRW R-033 PWA 8
PWA 11
PWA 13

5 NM
0.5

3100
PWA R-110
PWA R-110 20

ELEV 1291

110° 5.5 NM from FAF

1436
1356
1340
1342
1430
TDZE 1241
10,000 x 200
0.5% UP
11,100 x 200
0.3% UP
1376
1369
1441
1425
1384
30
35
A1
A2
P

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-12 * | 1900/40 | 659 (700-¾) | 1900-1½ 659 (700-1½) | 1900-1¾ 659 (700-1¾) | 1900-2 659 (700-2) |
| CIRCLING ** | 1900-1 | 609 (700-1) | 1900-1¾ 609 (700-1¾) | 1980-2¼ 689 (700-2¼) | 2040-2¾ 749 (800-2¾) |

HIRL Rwy 17-35, 12-30

# VOR/DME RWY 30

| VOR/DME PWA | APCH CRS | Rwy ldg 10,000 |
|---|---|---|
| 113.4 | 292° | TDZE 1276 |
| Chan 81 | | Arpt Elev 1291 |

AL-299 [USAF]

TINKER AFB (KTIK)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.
** CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

SALS A2

MISSED APPROACH: Climbing right turn to 3800, then direct to the PWA R-112/26 DME and hold.

| ATIS ★ | OKE CITY APP CON | TINKER TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 270.1 | 120.45 288.325 | 124.45 251.05 | 121.8 275.8 | 119.7 335.8 | |

CAUTION: VFR flyway west of TIK, sfc to 3000

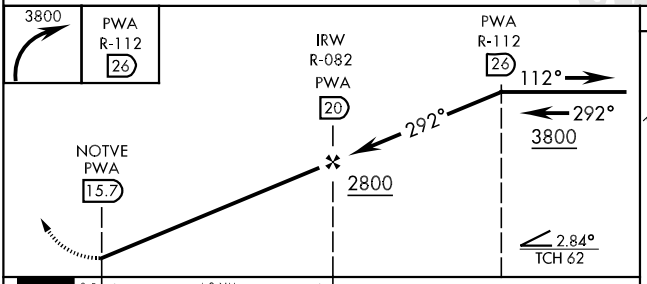
WILEY POST
113.4 PWA
Chan 81

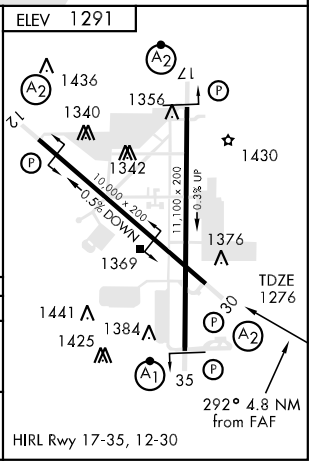
WILL ROGERS
114.1 IRW
Chan 88

2746
2749
1613
1679
1436
1605
1629
1545
1542
1399
1874
1386
2049
10 NM
R-082
292°
112°
R-112
(IAF)
PWA
26
PWA
20
Max holding
230 KIAS
Max holding
alt 3800

MSA PWA 2.5 NM
150°
4000
290°
3400

EMERG SAFE ALT 100 NM 4700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-30 * | 1840/50 | 564 (600-1) | 1840/60<br>564<br>(600-1¼) | 1840-1½<br>564<br>(600-1½) | 1840-1¾<br>564<br>(600-1¾) |
| CIRCLING ** | 1880-1 | 589 (600-1) | 1880-1½<br>589<br>(600-1½) | 1980-2¼<br>689<br>(700-2¼) | 2040-2¾<br>749<br>(800-2¾) |

| LOC I-OKM | APP CRS | Rwy Idg | 5150 |
|---|---|---|---|
| 109.1 | 176° | TDZE | 720 |
| | | Apt Elev | 720 |

# ILS or LOC RWY 18

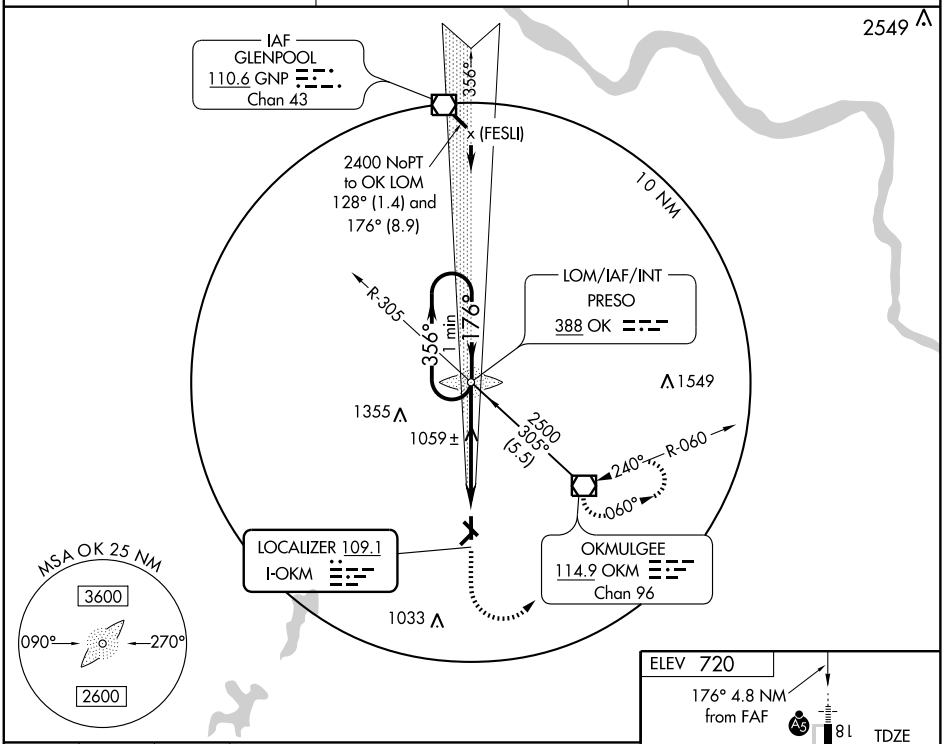
OKMULGEE RGNL (OKM)

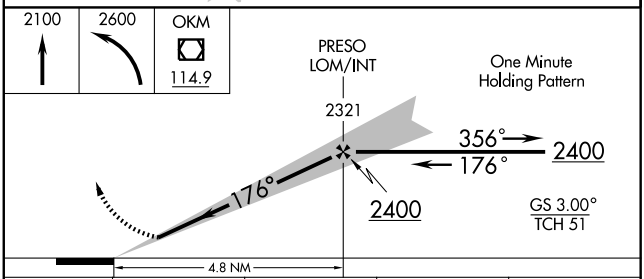
▼ ▲ NA — If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.

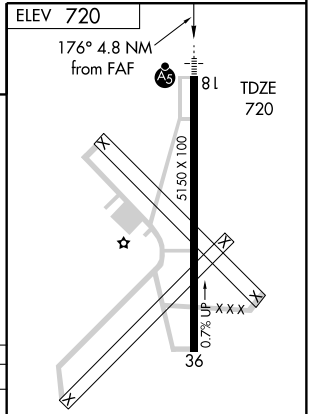
MALSR

MISSED APPROACH: Climb to 2100 then climbing left turn to 2600 direct OKM VOR/DME and hold.

| AWOS-3 | TULSA APP CON | UNICOM |
|---|---|---|
| 118.225 | 119.85 338.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | 920-½ 200 (200-½) | | | NA |
| S-LOC 18 | 1320-½ 600 (600-½) | | 1320-1 600 (600-1) | NA |
| CIRCLING | 1320-1 600 (600-1) | | 1320-1½ 600 (600-1½) | NA |

MIRL Rwy 18-36 L

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5150 |
|---|---|---|---|
| CH 82105 | 176° | TDZE | 720 |
| W18A | | Apt Elev | 720 |

# RNAV (GPS) RWY 18

## OKMULGEE RGNL (OKM)

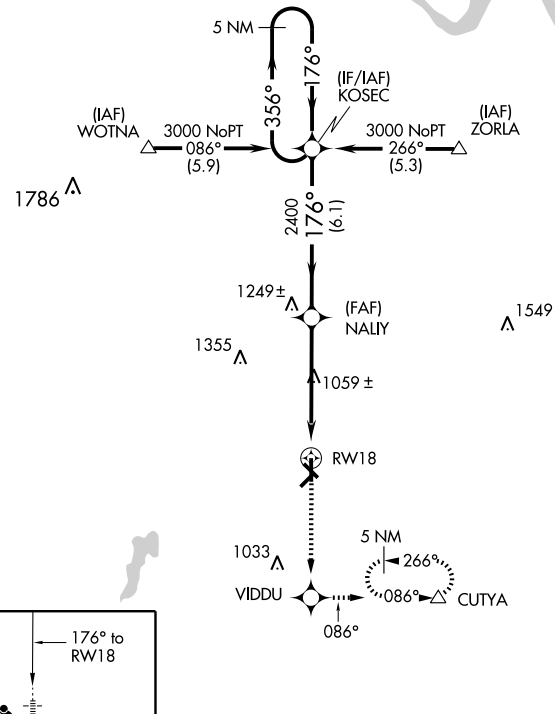
▼ If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 80 feet.
▲ DME/DME RNP-0.3 NA. VDP NA with Tulsa Intl altimeter setting.

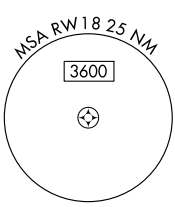
MALSR

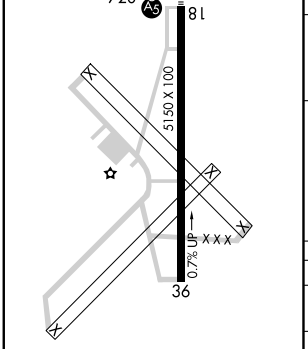
MISSED APPROACH: Climb to 3000 direct VIDDU and left turn via 086° track to CUTYA and hold, continue climb-in-hold to 3000.

| AWOS-3 | TULSA APP CON | UNICOM |
|---|---|---|
| 118.225 | 119.85 338.3 | 123.0 (CTAF) L |

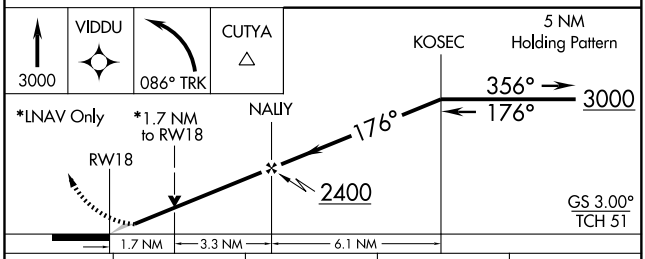
Procedure NA for arrivals at WOTNA on V532 northwest bound.




MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 970-½ 250 (300-½) | | | NA |
| LNAV MDA | 1320-½ 600 (600-½) | | 1320-1 600 (600-1) | NA |
| CIRCLING | 1320-1 600 (700-1) | | 1320-1½ 600 (700-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME OKM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.9 | 240° | TDZE | N/A |
| Chan 96 | | Apt Elev | 720 |

# VOR-A

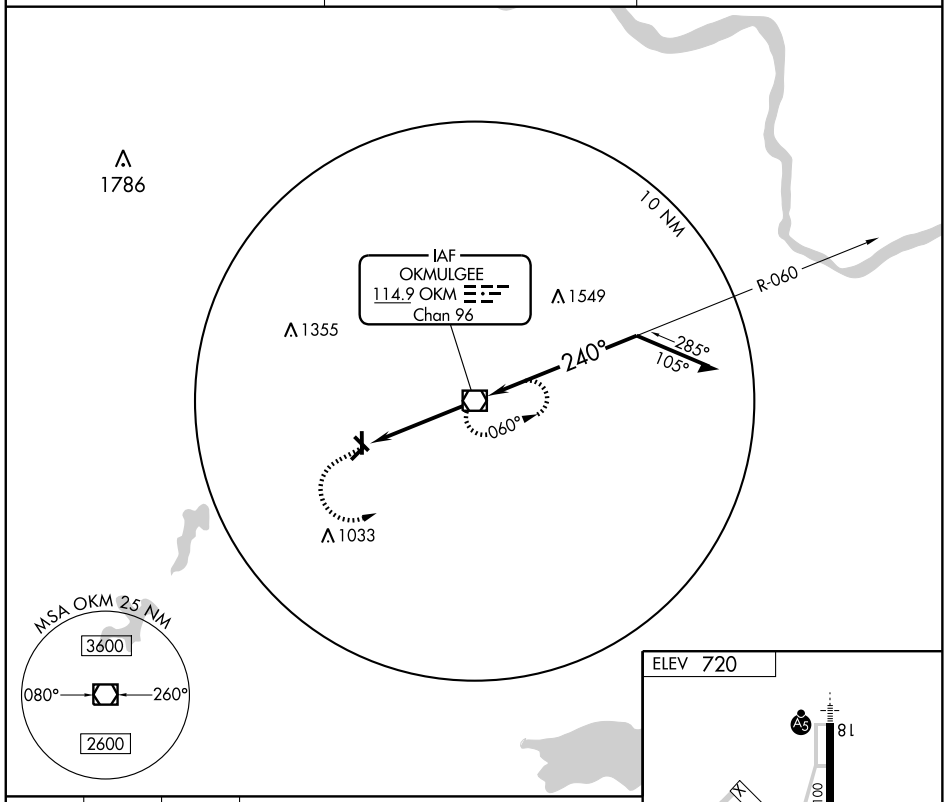
OKMULGEE RGNL (OKM)

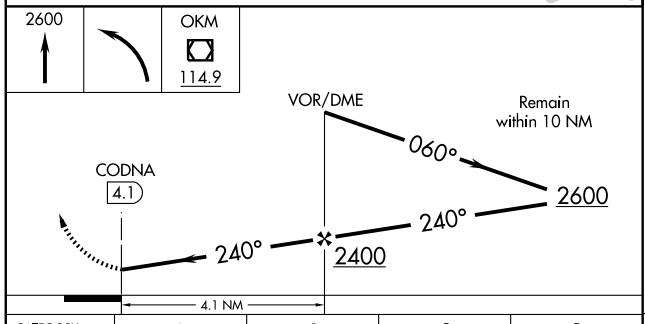
▼ NA

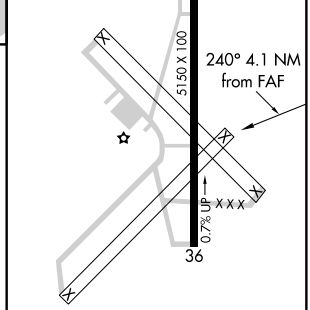
If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA's 80 feet.

MISSED APPROACH: Climb to 2600 then left turn direct OKM VOR/DME and hold.

| AWOS-3 | TULSA APP CON | UNICOM |
|---|---|---|
| 118.225 | 119.85 338.3 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1140-1<br>420 (500-1) | 1180-1<br>460 (500-1) | 1300-1½<br>580 (600-1½) | NA |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB PVJ | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 384 | 344° | TDZE | 953 |
| | | Apt Elev | 968 |

# NDB RWY 35

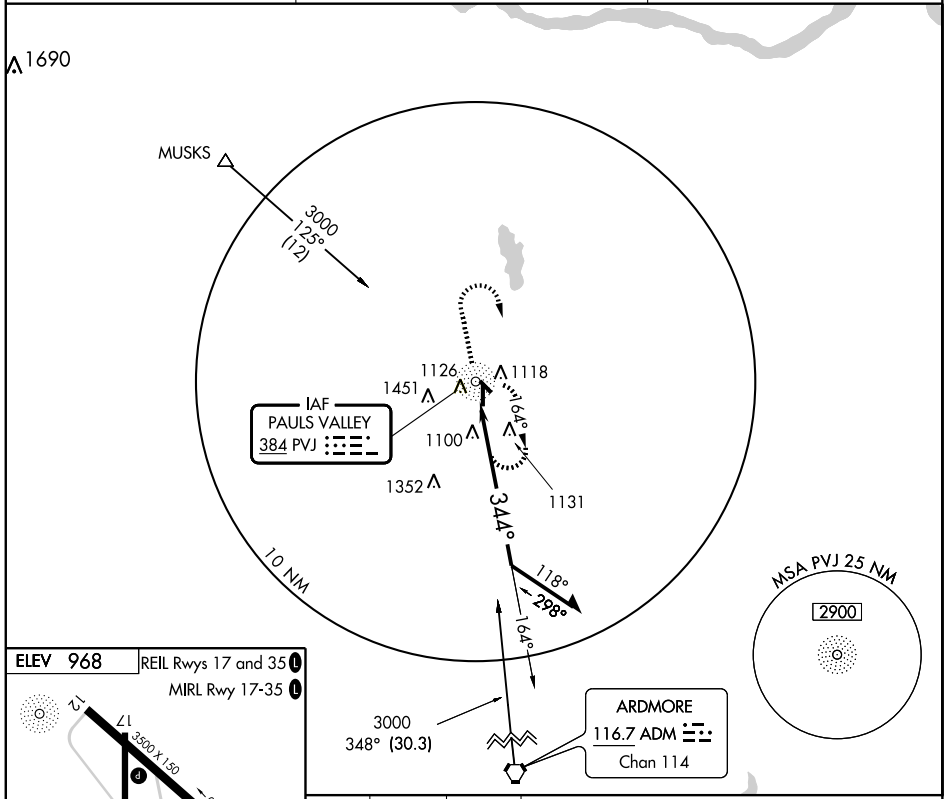
PAULS VALLEY MUNI (PVJ)

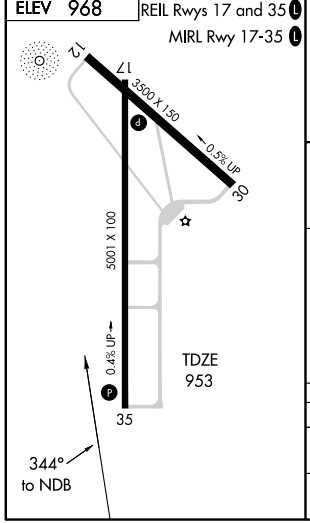
NA

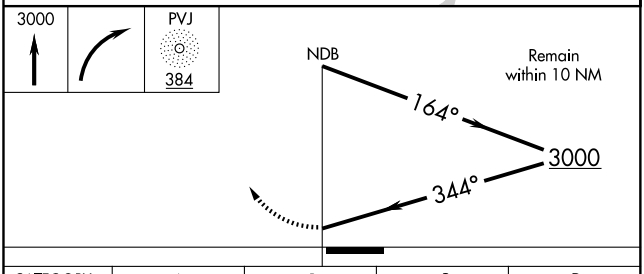
If local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 then right turn direct PVJ NDB and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.675 | 128.1 327.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1520-1 | 567 (600-1) | 1520-1½ 567 (600-1½) | 1520-1¾ 567 (600-1¾) |
| CIRCLING | 1520-1 | 552 (600-1) | 1540-1½ 572 (600-1½) | 1800-2¾ 832 (900-2¾) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 354° | TDZE | 953 |
| | Apt Elev | 968 |

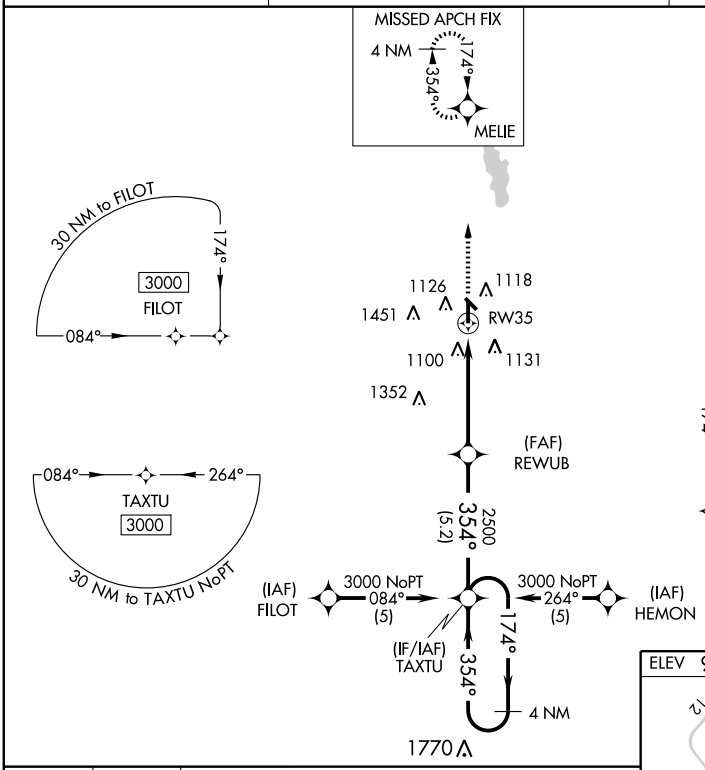
# RNAV (GPS) RWY 35

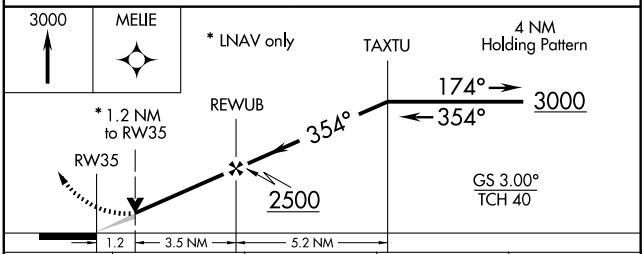
PAULS VALLEY MUNI (PVJ)

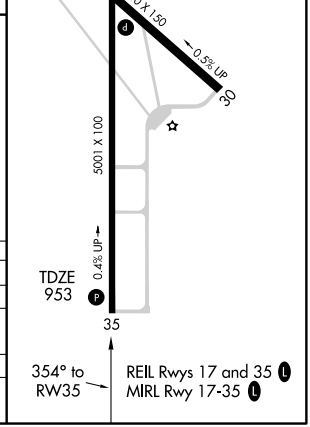
| NA | MISSED APPROACH: Climb to 3000 direct MELIE and hold. |
|---|---|

If local altimeter setting not received, use Ardmore Downtown Executive altimeter setting and increase all MDAs 100 feet. Baro-VNAV and VDP NA with Ardmore Downtown Executive altimeter setting. Baro-VNAV NA below -16C (4F). DME/DME RNP -0.3 NA.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.675 | 128.1 327.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1422-1¾ 469 (500-1¾) | | | |
| LNAV MDA | 1360-1 407 (400-1) | | 1360-1¼ 407 (400-1¼) | |
| CIRCLING | 1480-1 512 (600-1) | 1500-1 532 (600-1) | 1540-1½ 572 (600-1½) | 1800-2¾ 832 (900-2¾) |

SC-1, 14 JAN 2010 to 11 FEB 2010

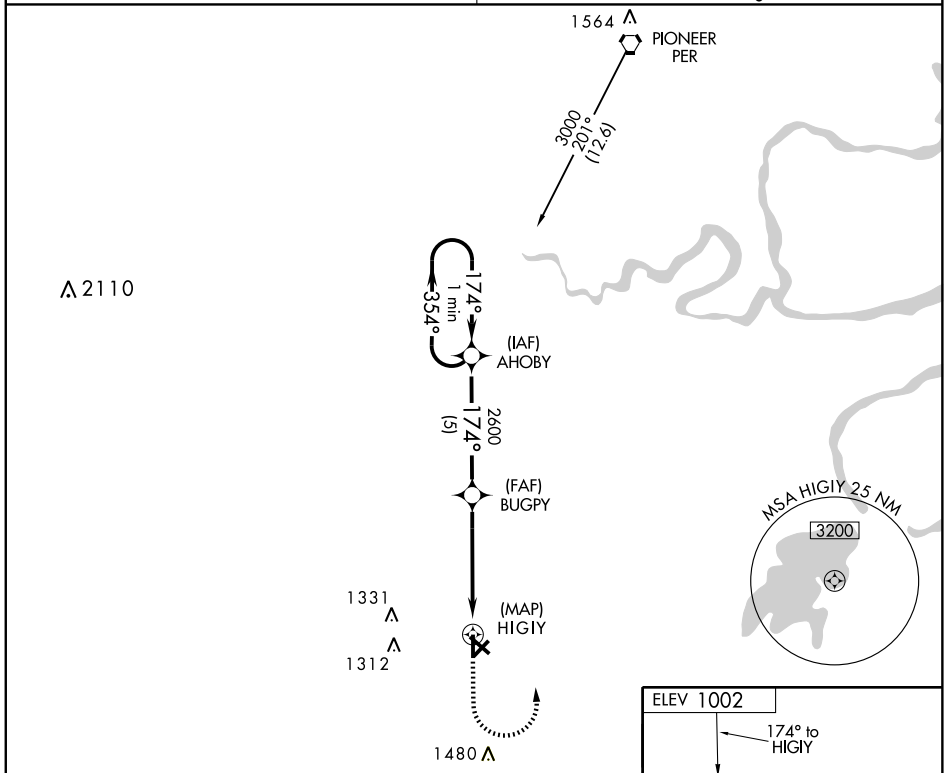
| APP CRS | Rwy Idg | 5110 |
|---|---|---|
| 174° | TDZE | 993 |
| | Apt Elev | 1002 |

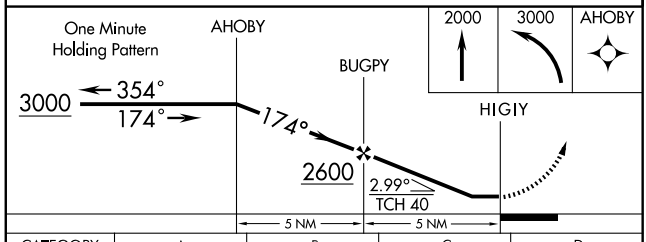
# GPS RWY 17

PERRY MUNI (F22)

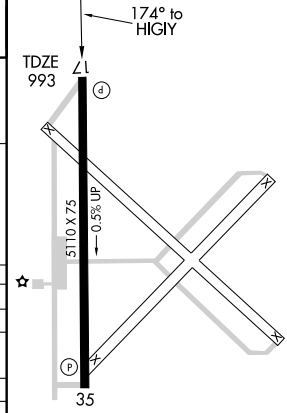
| NA | Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting. | MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AHOBY WP and hold. |
|---|---|---|

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 127.8 319.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1360-1 367 (400-1) | | | NA |
| CIRCLING | 1480-1 478 (500-1) | | 1480-1½ 478(500-1½) | NA |
| PONCA CITY ALTIMETER SETTING MINIMUMS | | | | |
| S-17 | 1420-1 427 (500-1) | | 1420-1¼ 427 (500-1¼) | NA |
| CIRCLING | 1540-1 538 (600-1) | | 1540-1½ 538 (600-1½) | NA |




MIRL Rwy 17-35 L
REIL Rwy 17 and 35

SC-1, 14 JAN 2010 to 11 FEB 2010

PERRY, OKLAHOMA AL-6798 (FAA)

| VORTAC PER | APP CRS | Rwy Idg | 5110 |
|---|---|---|---|
| 113.2 | 189° | TDZE | 993 |
| Chan 79 | | Apt Elev | 1002 |

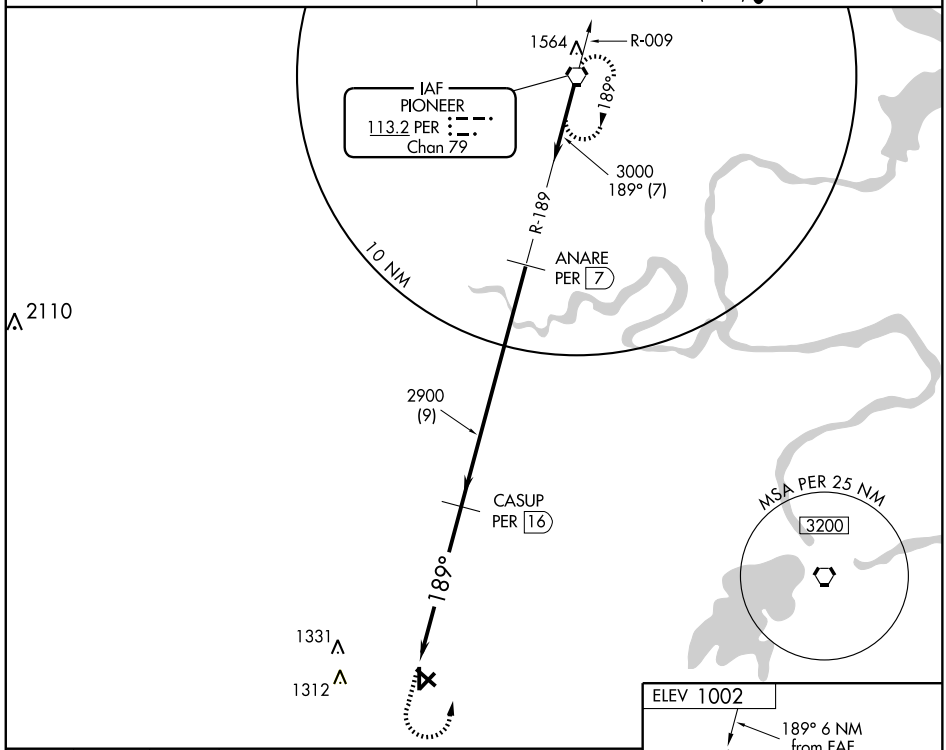
# VOR/DME RWY 17

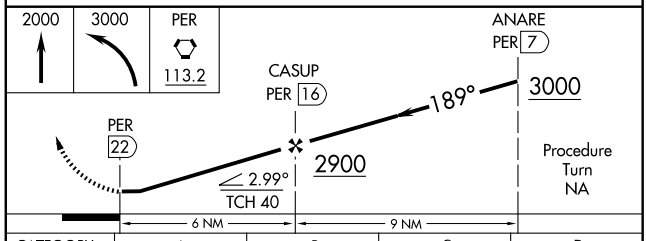
PERRY MUNI (F22)

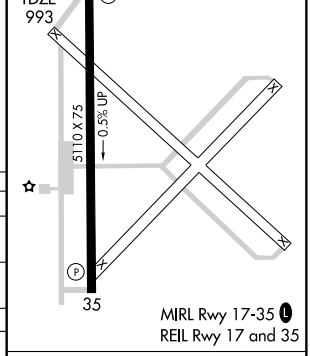
NA Obtain local altimeter setting on CTAF; when not received, use Ponca City altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct PER VORTAC and hold.

| KANSAS CITY CENTER | UNICOM |
|---|---|
| 127.8 319.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1420-1<br>427 (500-1) | 1420-1¼<br>427 (500-1¼) | 1420-1½<br>427 (500-1½) | NA |
| CIRCLING | 1480-1<br>478 (500-1) | 1480-1¼<br>478 (500-1¼) | 1480-1½<br>478 (500-1½) | NA |
| PONCA CITY ALTIMETER SETTING MINIMUMS | | | | |
| S-17 | 1460-1<br>467 (500-1) | 1460-1¼<br>467 (500-1¼) | 1460-1½<br>467 (500-1½) | NA |
| CIRCLING | 1520-1<br>518 (600-1) | 1520-1¼<br>518 (600-1¼) | 1520-1½<br>518 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-PNC | APP CRS | Rwy Idg | 7201 |
|---|---|---|---|
| 111.9 | 175° | TDZE | 1004 |
| Chan 56 | | Apt Elev | 1008 |

# ILS or LOC/DME RWY 17

PONCA CITY RGNL (PNC)

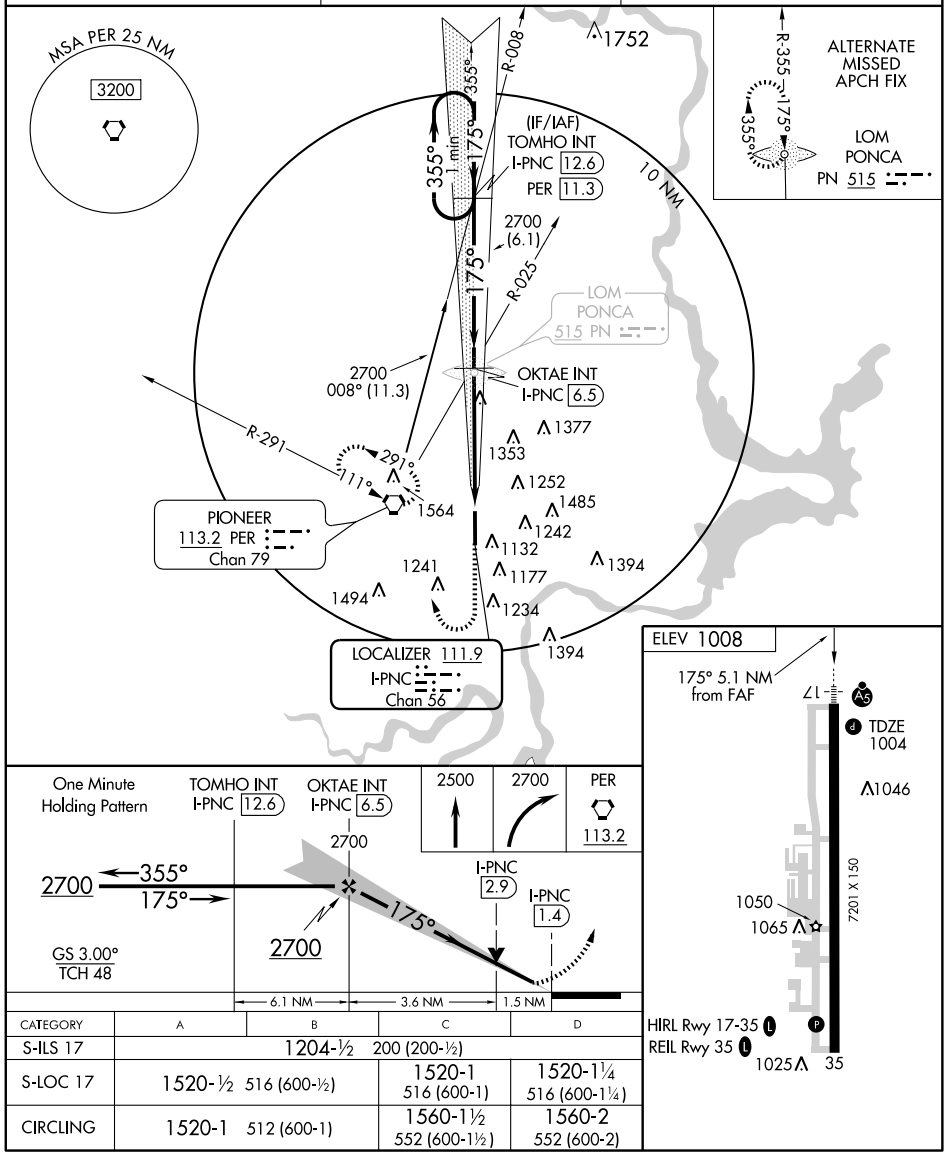
When local altimeter setting not received, use Winfield-Arkansas City altimeter setting and increase S-ILS 17 DA 82 feet and all MDA 100 feet; increase S-LOC Cat C and D and circling Cat C visibility ¼ mile. For inoperative MALSR, when using Winfield-Arkansas City altimeter setting, increase S-ILS 17 visibility to 1 mile all Cats. VDP NA when using Winfield-Arkansas City altimeter setting.

NA

MALSR

MISSED APPROACH: Climb to 2500 then climbing right turn to 2700 direct PER VORTAC and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 134.075 | 127.8 319.1 | 123.0 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 1204-½ 200 (200-½) | | | |
| S-LOC 17 | 1520-½ 516 (600-½) | | 1520-1 516 (600-1) | 1520-1¼ 516 (600-1¼) |
| CIRCLING | 1520-1 512 (600-1) | | 1560-1½ 552 (600-1½) | 1560-2 552 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 50408 W17A | APP CRS 175° | Rwy Idg 7201 TDZE 1004 Apt Elev 1008 |
|---|---|---|

# RNAV (GPS) RWY 17

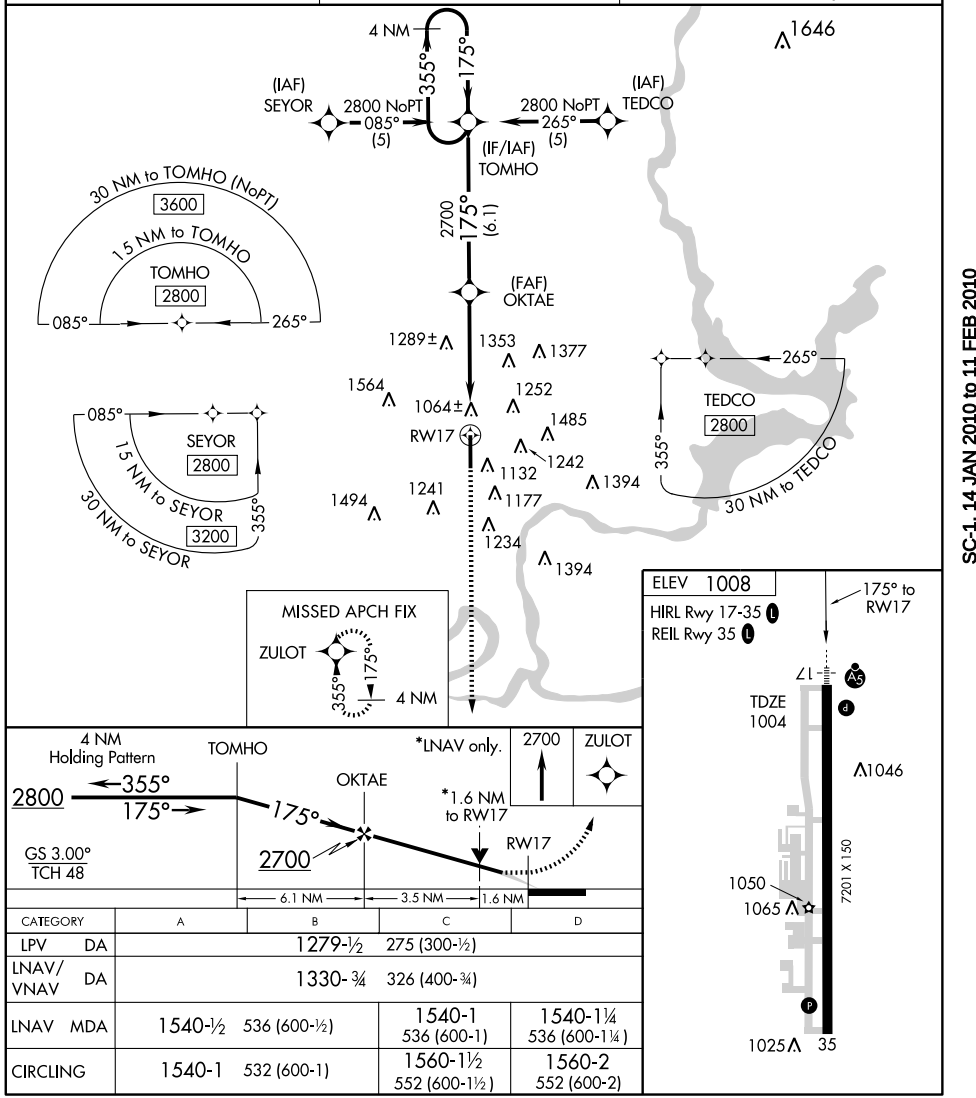
PONCA CITY RGNL (PNC)

For inoperative MALSR, increase LPV visibility to 1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats LNAV Cat C and Cat D and circling Cat C visibility ¼ mile. VDP NA when using Winfield-Arkansas City altimeter setting. For inoperative MALSR when using Winfield-Arkansas City altimeter setting, increase LPV and LNAV/VNAV visibility ¼ mile all Cats, increase LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting.

MALSR

MISSED APPROACH: Climb to 2700 direct ZULOT and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 134.075 | 127.8 319.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1279-½ 275 (300-½) | | | |
| LNAV/VNAV DA | 1330- ¾ 326 (400-¾) | | | |
| LNAV MDA | 1540-½ 536 (600-½) | | 1540-1 536 (600-1) | 1540-1¼ 536 (600-1¼) |
| CIRCLING | 1540-1 532 (600-1) | | 1560-1½ 552 (600-1½) | 1560-2 552 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

PONCA CITY, OKLAHOMA

AL-603 (FAA)

| WAAS | APP CRS | Rwy Idg | 7201 |
|---|---|---|---|
| CH 93808 | 355° | TDZE | 1008 |
| W35A | | Apt Elev | 1008 |

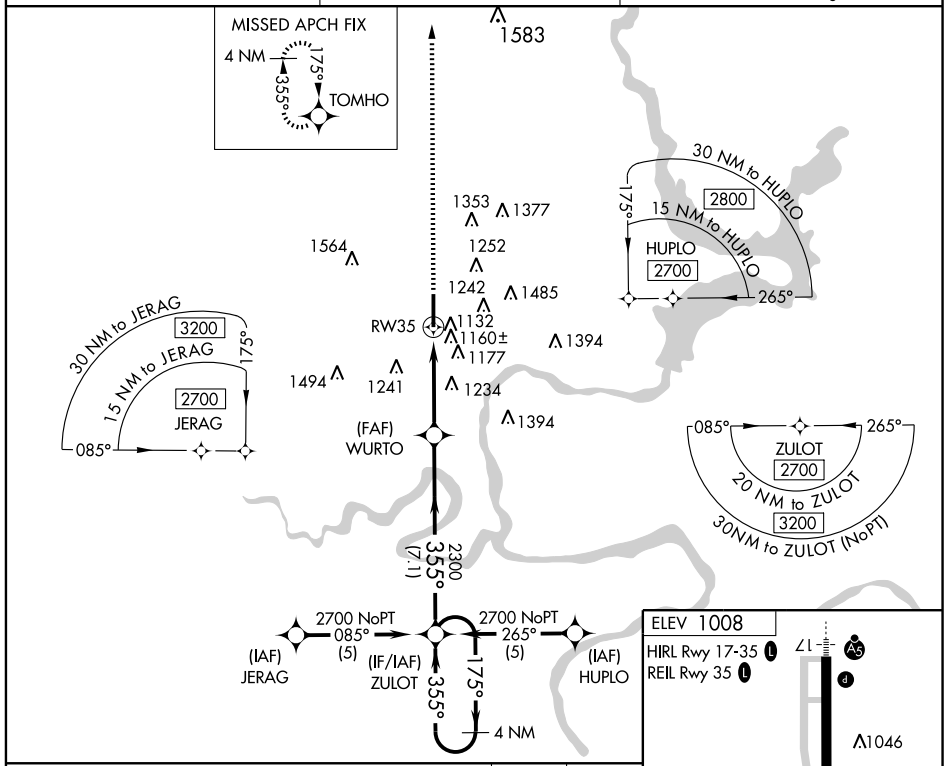
# RNAV (GPS) RWY 35

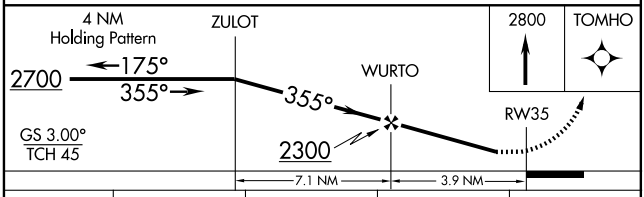
PONCA CITY RGNL (PNC)

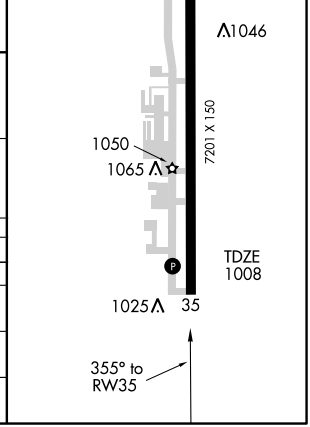
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. When local altimeter setting not received use Winfield-Arkansas City altimeter setting and increase all DA 82 feet and MDA 100 feet; increase Cat C circling visibility ¼ mile, increase LNAV Cat C, D visibility ¼ mile, LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV NA when using Winfield-Arkansas City altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2800 direct TOMHO and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 134.075 | 127.8 319.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 1295-1 | 287 (300-1) | |
| LNAV/VNAV DA | | 1478-1¾ | 470 (500-1¾) | |
| LNAV MDA | 1540-1 532 (600-1) | | 1540-1½ 532 (600-1½) | 1540-1¾ 532 (600-1¾) |
| CIRCLING | 1540-1 532 (600-1) | | 1560-1½ 552 (600-1½) | 1560-2 552 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC PER | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.2 | 111° | TDZE | N/A |
| Chan 79 | | Apt Elev | 1007 |

# VOR-A

PONCA CITY RGNL (PNC)

MISSED APPROACH: Climb to 2700 then left turn direct PER VORTAC and hold.

| ASOS | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 134.075 | 127.8 319.1 | 123.0 (CTAF) L |

(IAF) BIKCA

2700 NoPT PER 15 Arc

R-291

2300 NoPT 111° (15)

(IAF) DOREC PER 15

R-335

336° 156°

111° 291°

IAF PIONEER 113.2 PER Chan 79

1646 1353 1377 1252 1564 1485 1242 1132 1394 1177 1494 1241 1234 1394

10 NM

MSA PER 25 NM 3200

ELEV 1007

HIRL Rwy 17-35 L

REIL Rwy 35 L

17 35 1034± 1046 1050 1065 7201 X 150 1025

111° 2.7 NM from FAF

Remain within 10 NM

VORTAC

291° 111°

2700 2300

2700 PER 113.2

PER 2.7

2.7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1460-1 453 (500-1) | 1480-1 473 (500-1) | 1560-1½ 553 (600-1½) | 1560-2 553 (600-2) |

FAF to MAP 2.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:42 | 1:48 | 1:21 | 1:05 | 0:54 |

SC-1, 14 JAN 2010 to 11 FEB 2010

POTEAU, OKLAHOMA AL-6321 (FAA)

| APP CRS | Rwy Idg | 4006 |
|---|---|---|
| 187° | TDZE | 451 |
| | Apt Elev | 451 |

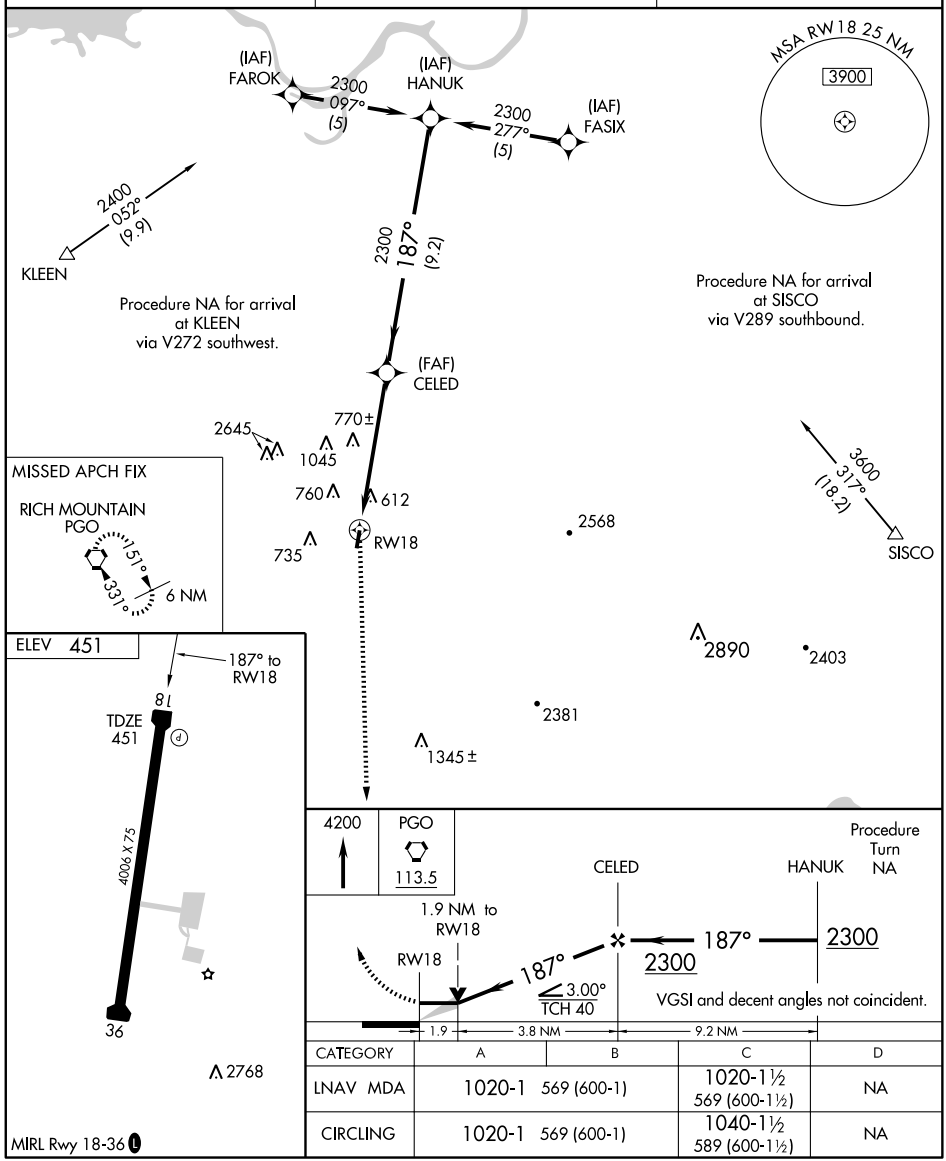
# RNAV (GPS) RWY 18

## POTEAU/ROBERT S. KERR (RKR)

If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4200 direct PGO VORTAC and hold.

| AWOS-3 | RAZORBACK APP CON ★ | UNICOM |
|---|---|---|
| 120.625 | 120.9 343.75 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 | 569 (600-1) | 1020-1½ 569 (600-1½) | NA |
| CIRCLING | 1020-1 | 569 (600-1) | 1040-1½ 589 (600-1½) | NA |

MIRL Rwy 18-36 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4006 |
|---|---|---|
| 007° | TDZE | 451 |
| | Apt Elev | 451 |

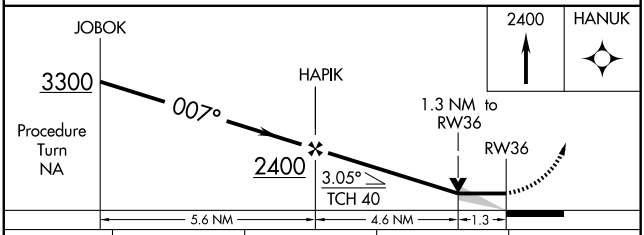
# RNAV (GPS) RWY 36
## POTEAU/ROBERT S. KERR (RKR)

NA — If local altimeter setting not received, use Fort Smith Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Fort Smith Rgnl altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

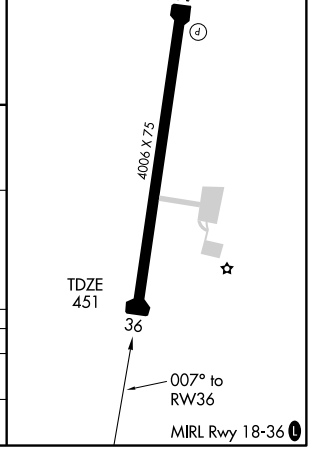
MISSED APPROACH: Climb to 2400 direct HANUK WP and hold.

| AWOS-3 | RAZORBACK APP CON ★ | UNICOM |
|---|---|---|
| 120.625 | 120.9 343.75 | 122.8 (CTAF) L |

KLEEN
168° 3500 (21.3)
2645
1045
760
612
735
RW36
MISSED APCH FIX
4 NM
007° 187°
HANUK
2568
2890
2403
(FAF)
HAPIK
879 ±
2381
1345±
2400 007° (5.6)
(IAF)
GOSRE
3300 097° (5)
1992
JOBOK
3300 277° (5)
(IAF)
FEGUK
3400 275° (17.8)
BATEZ
2549
3300 347° (5.2)
(IAF)
BAYAP
4200 331° (4)
2451
2680
RICH MOUNTAIN
PGO
MSA RW36 25 NM
3900
Procedure NA for arrivals on PGO VORTAC airway radials 271 CW 031.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 | 469 (500-1) | 920-1¼ 469 (500-1¼) | NA |
| CIRCLING | 920-1 | 469 (500-1) | 1040-1½ 589 (600-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC PGO 113.5 Chan 82 | APP CRS 354° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 451 |
|---|---|---|

# VOR/DME-A

## POTEAU/ROBERT S. KERR (RKR)

MISSED APPROACH: Climbing right turn to 4000 direct FSM VORTAC and hold.

| AWOS-3 | RAZORBACK APP CON ★ | UNICOM |
|---|---|---|
| 120.625 | 120.9 343.75 | 122.8 (CTAF) L |

MISSED APCH FIX
046°
226°
FORT SMITH
110.4 FSM
Chan 41

10 NM
2645
1045
760
612
735
2568
2890
2403
2381
IXUSY
PGO 13.5
1345 ±
354°
(7.5)
2700
1992
EZOHU
PGO 6
2549
R-354
IAF
RICH MOUNTAIN
113.5 PGO
Chan 82
MSA PGO 25 NM
4000
2451
(6)
354°
4200
2680

ELEV 451
8l
d
4006 X 75
36
354° 6.6 NM from FAF
MIRL Rwy 18-36 L

4000
FSM
110.4
EZOHU
PGO 6
IXUSY
PGO 13.5
4200
354°
PGO
20.1
2700
Procedure Turn NA
6.6 NM
7.5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1020-1<br>569 (600-1) | 1020-1¼<br>569 (600-1¼) | 1100-1¾<br>649 (700-1¾) | NA |

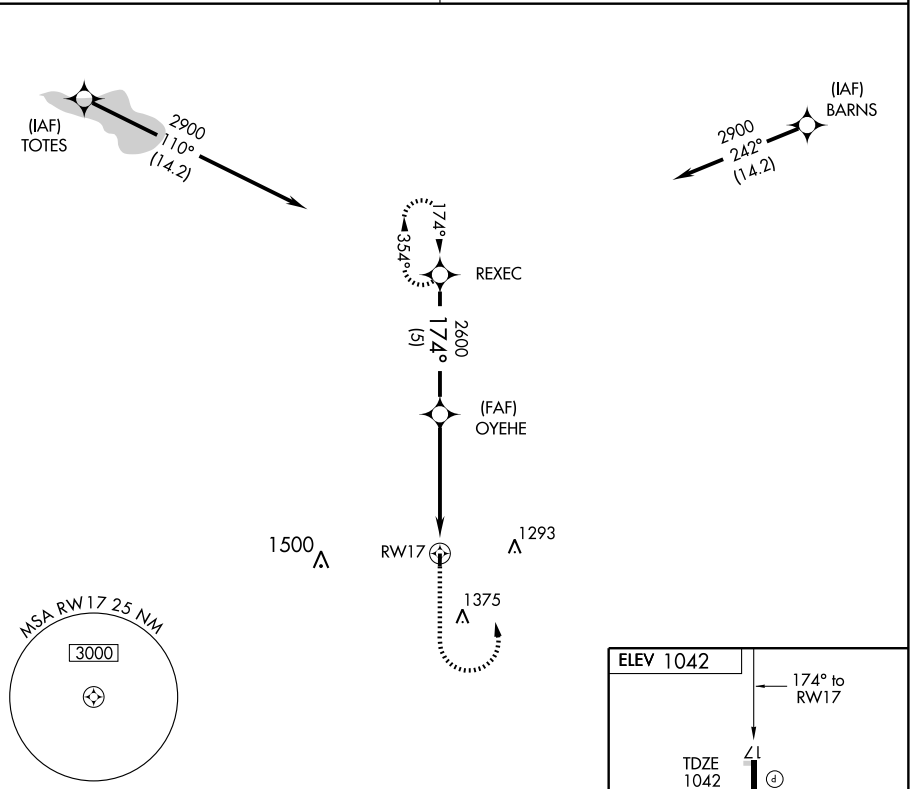
SC-1, 14 JAN 2010 to 11 FEB 2010

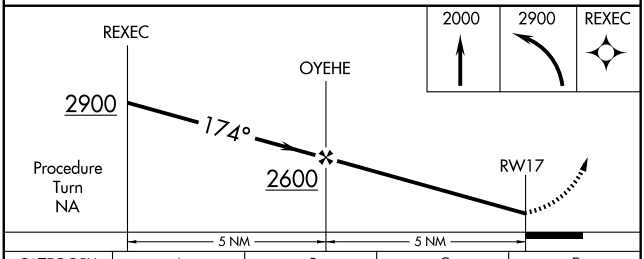
| APP CRS | Rwy Idg | 2757 |
|---|---|---|
| 174° | TDZE | 1042 |
| | Apt Elev | 1042 |

# GPS RWY 17
## PRAGUE MUNI (047)

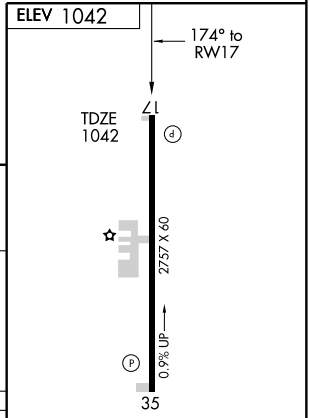
| NA | Use Oklahoma City/Will Rogers World altimeter setting. | MISSED APPROACH: Climb to 2000 then climbing left turn to 2900 direct REXEC and hold. |
|---|---|---|

| FORT WORTH CENTER | CTAF |
|---|---|
| 132.2 338.35 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1660-1 | 618 (700-1) | 1660-1¾<br>618 (700-1¾) | NA |
| CIRCLING | 1660-1 | 618 (700-1) | 1660-1¾<br>618 (700-1¾) | NA |




MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

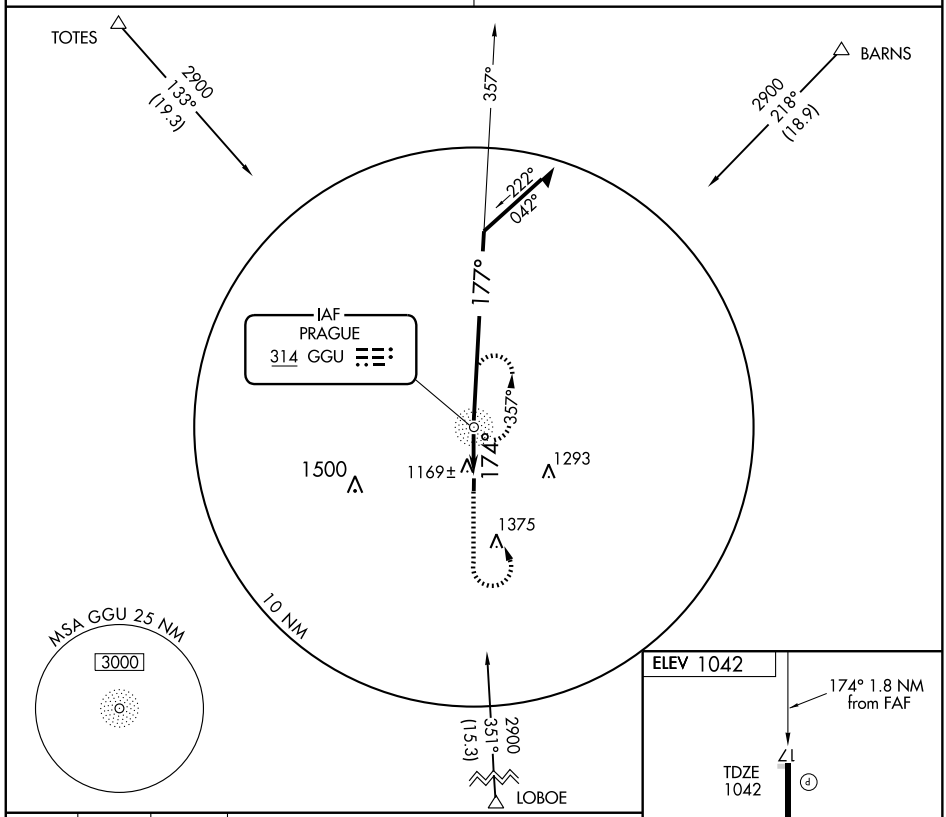
| NDB GGU 314 | APP CRS 174° | Rwy Idg 2757 TDZE 1042 Apt Elev 1042 |
|---|---|---|

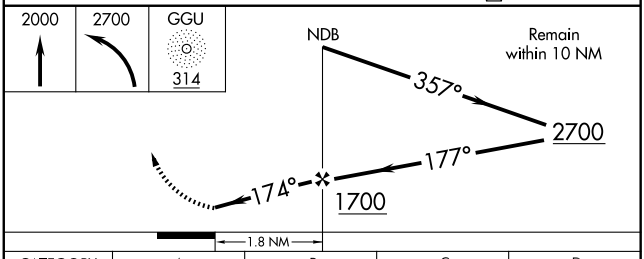
# NDB RWY 17

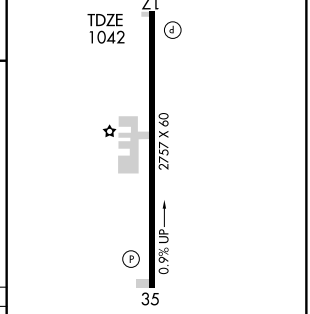
PRAGUE MUNI (047)

| NA | Use Oklahoma City/Will Rogers World altimeter setting. | MISSED APPROACH: Climb to 2000 then climbing left turn to 2700 direct GGU NDB and hold. |
|---|---|---|

| FORT WORTH CENTER | CTAF |
|---|---|
| 132.2 338.35 | 122.9 L |




MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1620-1 | 578 (600-1) | 1620-1½ 578 (600-1½) | NA |
| CIRCLING | 1620-1 | 578 (600-1) | 1620-1½ 578 (600-1½) | NA |

FAF to MAP 1.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 1:48 | 1:12 | 0:54 | 0:43 | 0:36 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| TUL VORTAC | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.4 | 077° | TDZE | N/A |
| Chan 91 | | Apt Elev | 622 |

# VOR/DME or GPS-A

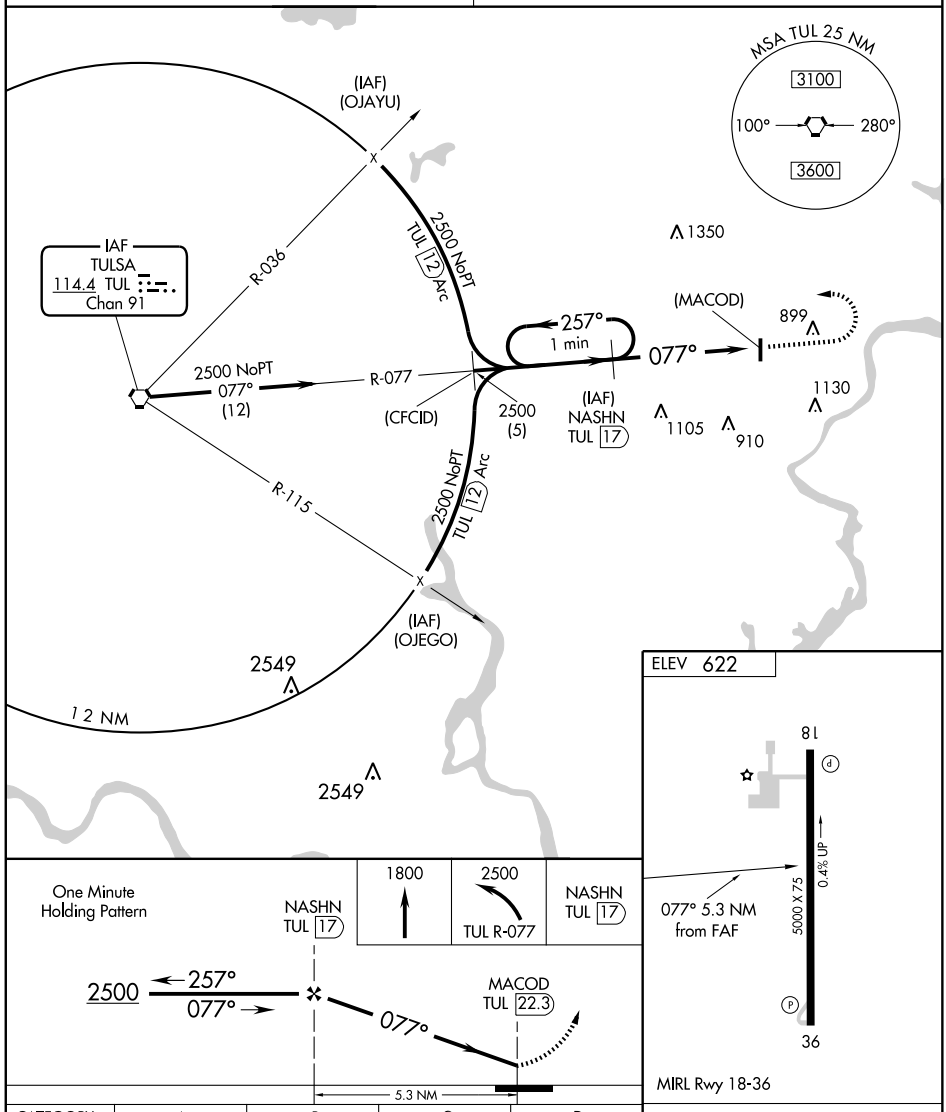
## PRYOR/MID-AMERICA INDUSTRIAL (H71)

NA

Use Tulsa Intl altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 via TUL R-077 to NASHN/17 DME and hold.

| TULSA APP CON | UNICOM |
|---|---|
| 119.1 351.8 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1<br>778 (800-1) | 1400-1¼<br>778 (800-1¼) | 1400-2¼<br>778 (800-2¼) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

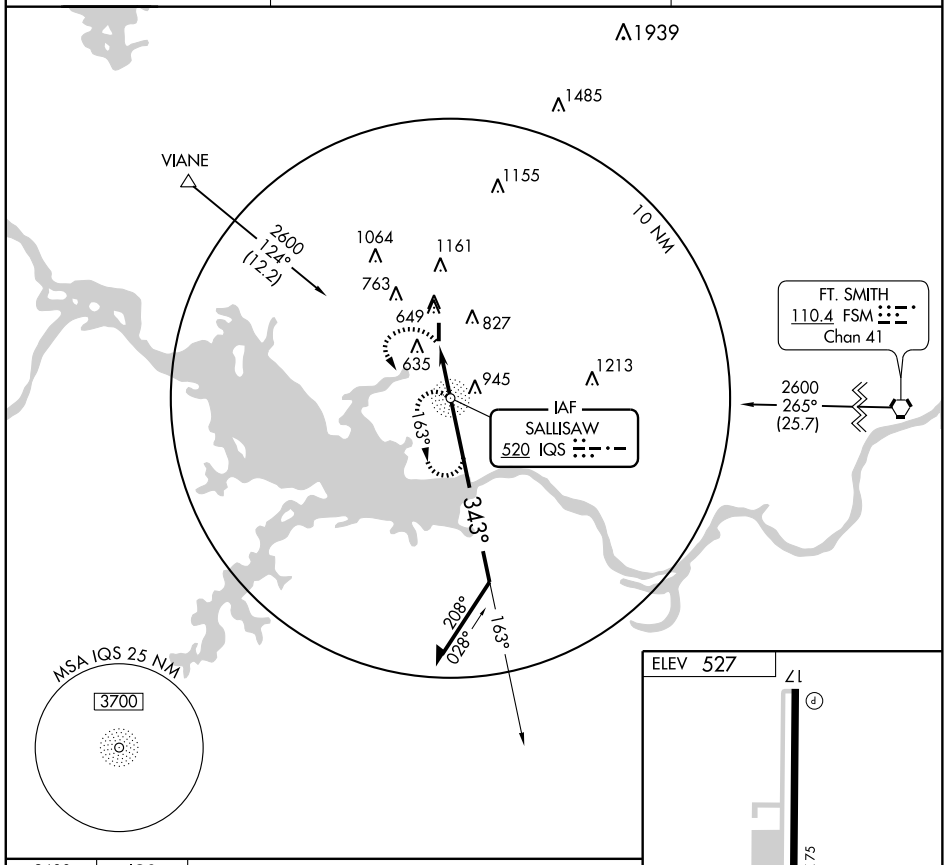
| NDB IQS | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 520 | 343° | TDZE | N/A |
| | | Apt Elev | 527 |

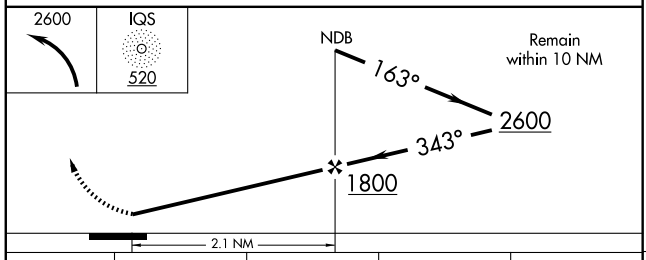
# NDB-A
## SALLISAW MUNI (JSV)

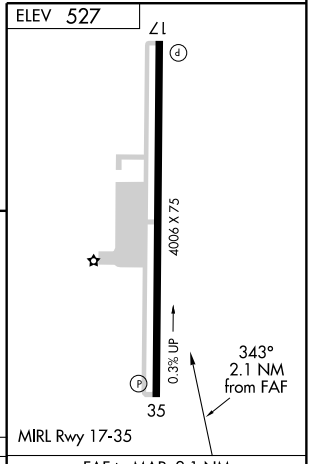
NA

MISSED APPROACH: Climbing left turn to 2600 direct IQS NDB and hold.

| AWOS-3 | RAZORBACK APP CON ★ | UNICOM |
|---|---|---|
| 118.475 | 120.9 343.75 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1140-1 | 613 (700-1) | 1140-1¾ 613 (700-1¾) | NA |

FAF to MAP 2.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |

SC-1, 14 JAN 2010 to 11 FEB 2010

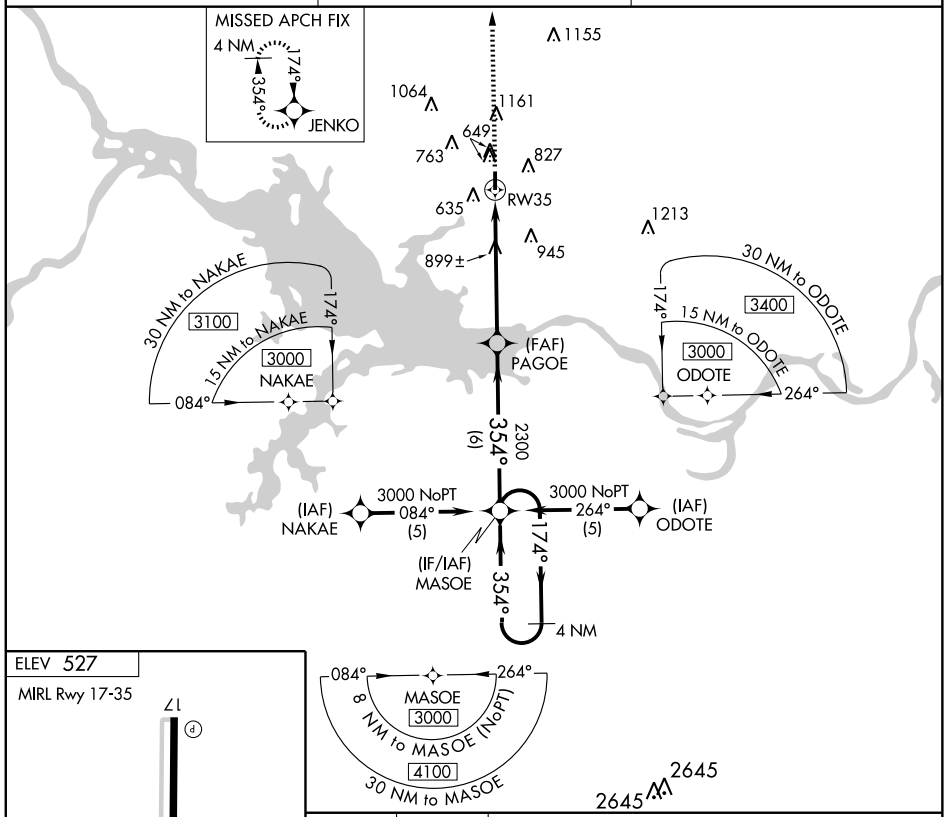
| APP CRS | Rwy Idg | 4006 |
|---|---|---|
| 354° | TDZE | 527 |
| | Apt Elev | 527 |

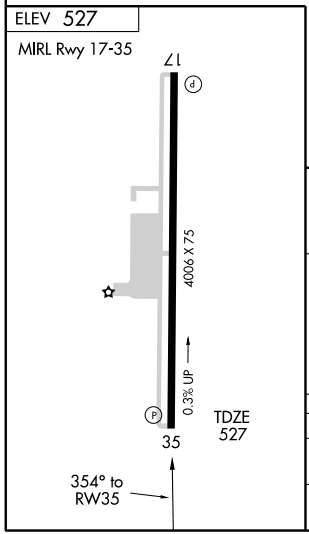
# RNAV (GPS) RWY 35
## SALLISAW MUNI (JSV)

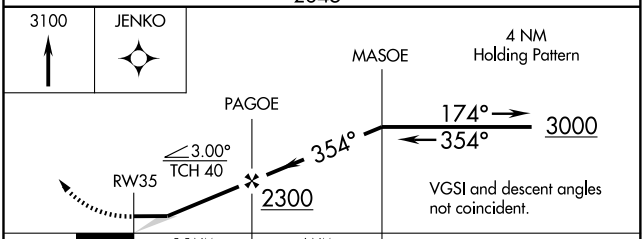
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct JENKO WP and hold.

| AWOS-3 | RAZORBACK APP CON ★ | UNICOM |
|---|---|---|
| 118.475 | 120.9 343.75 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1 633 (700-1) | | 1160-1¾ 633 (700-1¾) | NA |
| CIRCLING | 1160-1 633 (700-1) | | 1160-1¾ 633 (700-1¾) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB OWP | APP CRS | Rwy Idg | 5799 |
|---|---|---|---|
| 362 | 340° | TDZE | 891 |
| | | Apt Elev | 891 |

# NDB RWY 35

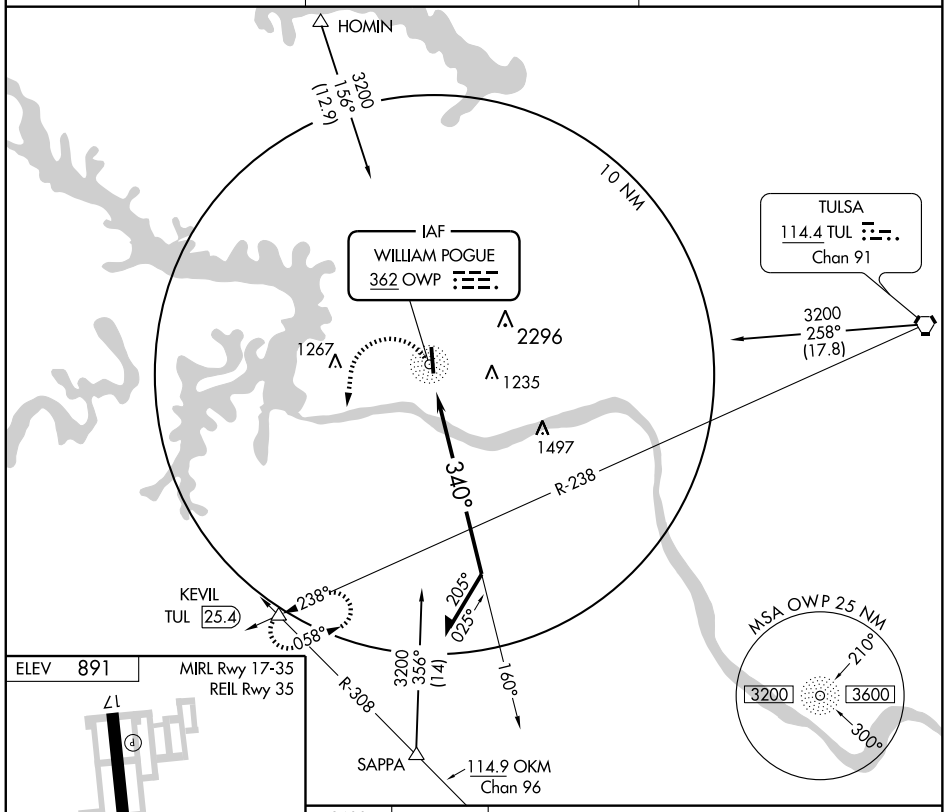
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

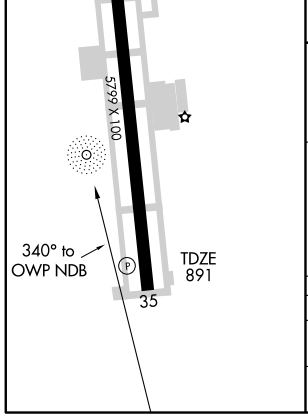
When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet.

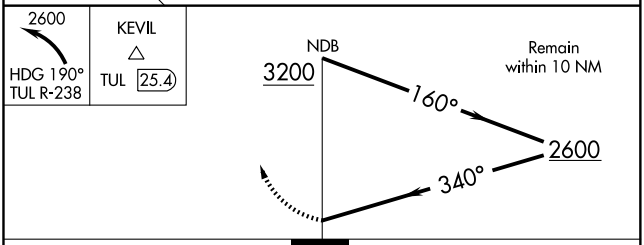
NA

MISSED APPROACH: Climbing left turn to 2600 via heading 190° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

| AWOS-3 | TULSA APP CON | UNICOM |
|---|---|---|
| 118.325 | 124.0 338.3 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1520-1 | 629 (700-1) | 1520-1¾<br>629 (700-1¾) | NA |
| CIRCLING | 1520-1 | 629 (700-1) | 1520-1¾<br>629 (700-1¾) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5799 |
|---|---|---|
| 169° | TDZE | 889 |
| | Apt Elev | 892 |

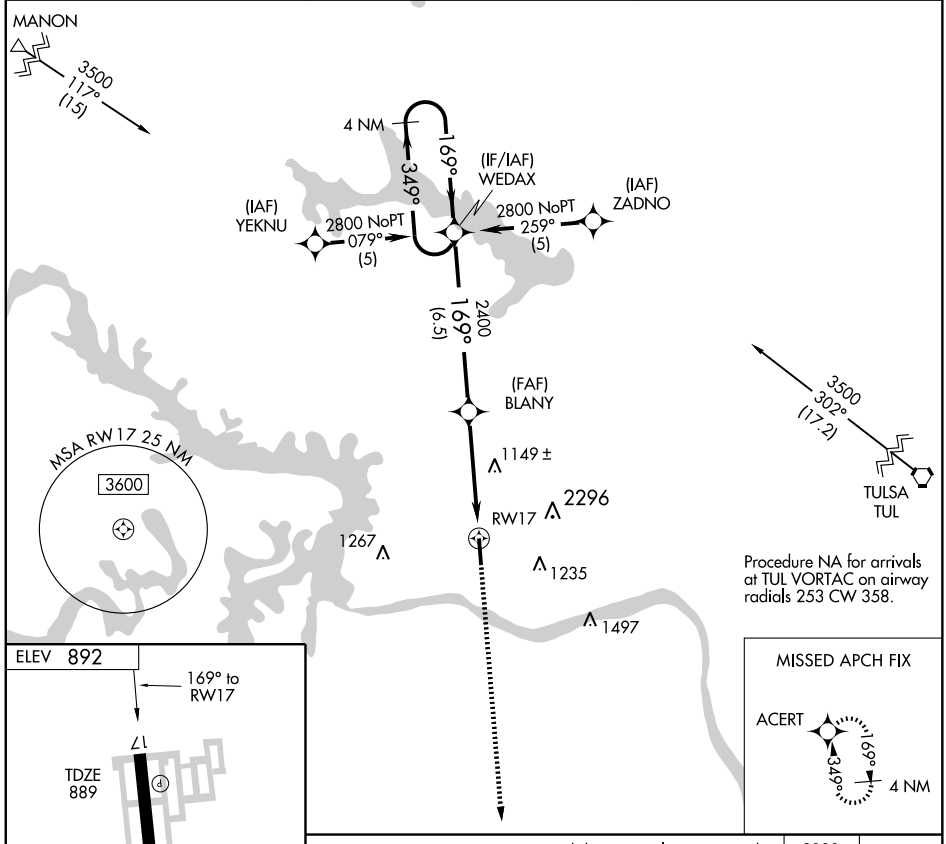
# RNAV (GPS) RWY 17

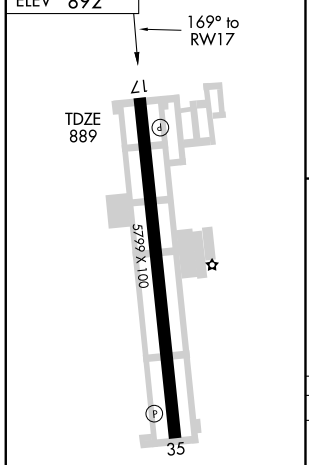
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

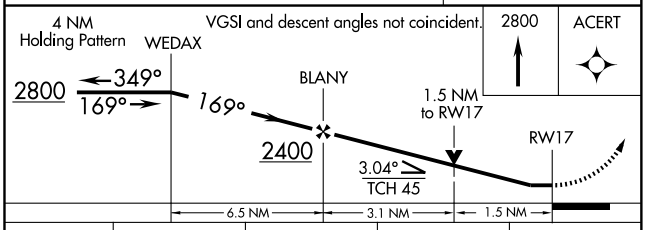
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all MDA 60 feet. Increase Cat C circling visibility ¼ mile. VDP NA when using Tulsa altimeter setting.

MISSED APPROACH: Climb to 2800 direct ACERT and hold.

| AWOS-3 | TULSA APP CON | UNICOM |
|---|---|---|
| 118.325 | 124.0 338.3 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1400-1 | 511 (600-1) | 1400-1½ 511 (600-1½) | NA |
| CIRCLING | 1440-1 | 548 (600-1) | 1440-1½ 548 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 57912 W35A | APP CRS 349° | Rwy Idg 5799 TDZE 892 Apt Elev 892 |
|---|---|---|

# RNAV (GPS) RWY 35

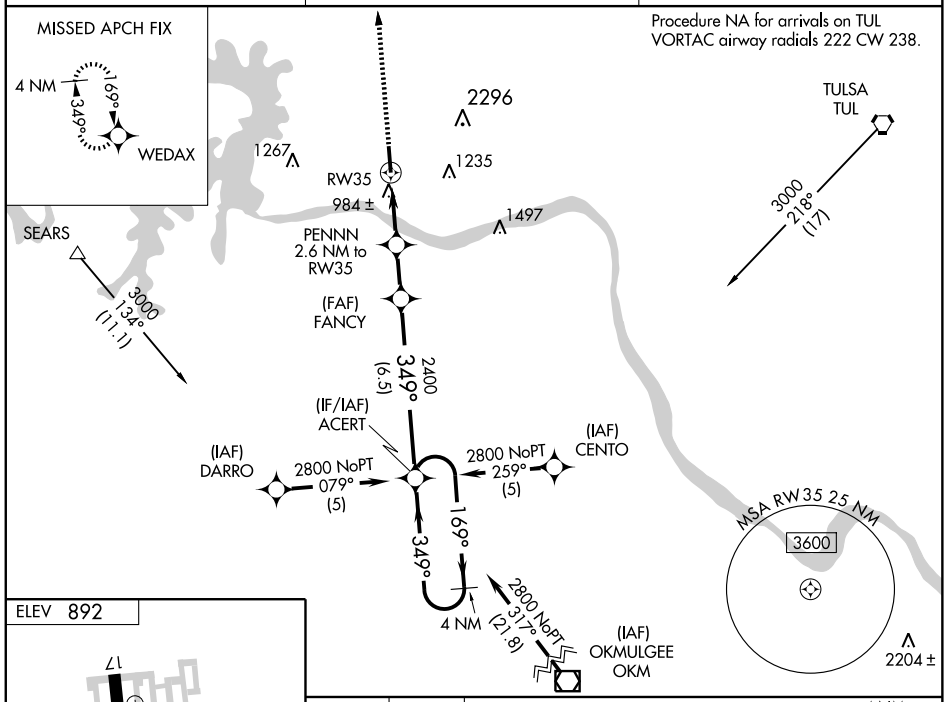
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

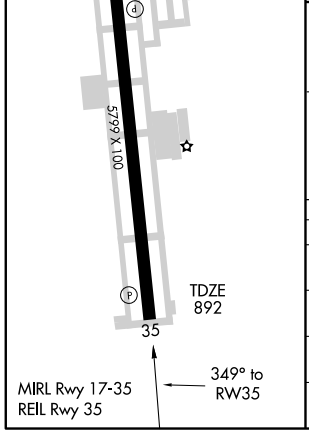
Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA/MDA 60 feet and increase LPV, LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C visibility ¼ mile.

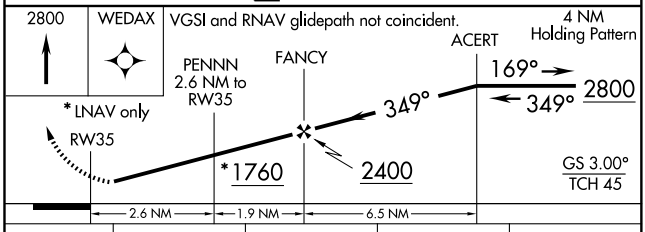
NA

MISSED APPROACH: Climb to 2800 direct WEDAX and hold.

| AWOS-3 | TULSA APP CON | UNICOM |
|---|---|---|
| 118.325 | 124.0 338.3 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1202-1 310 (400-1) | | | NA |
| LNAV/VNAV DA | 1317-1½ 425 (500-1½) | | | NA |
| LNAV MDA | 1240-1 348 (400-1) | | | NA |
| CIRCLING | 1440-1 548 (600-1) | | 1440-1½ 548 (600-1½) | NA |

| VOR/DME GNP 110.6 Chan 43 | APP CRS 144° | Rwy Idg N/A TDZE N/A Apt Elev 892 |
|---|---|---|

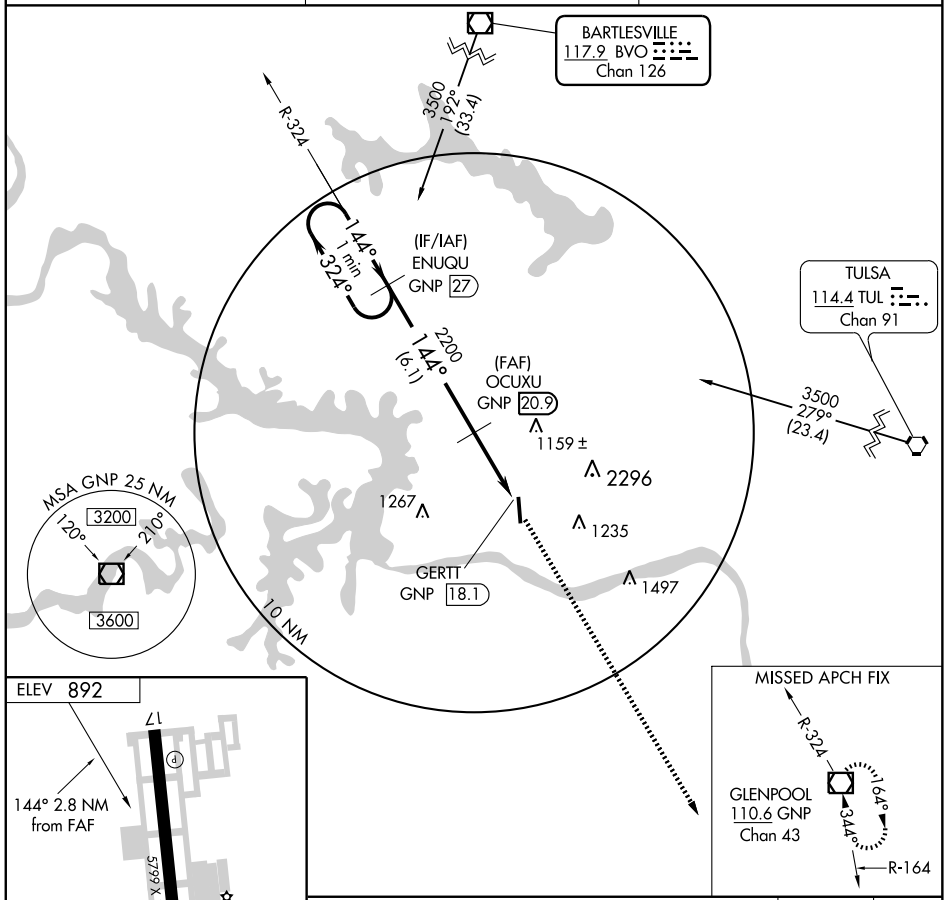
# VOR/DME-A

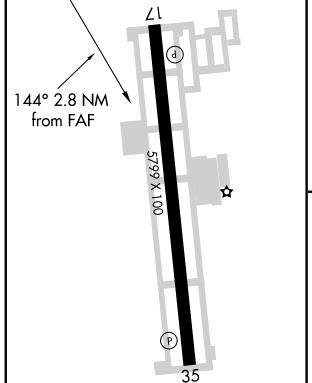
SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)

▼ NA When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 60 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 via GNP R-324 to GNP VOR/DME and hold.

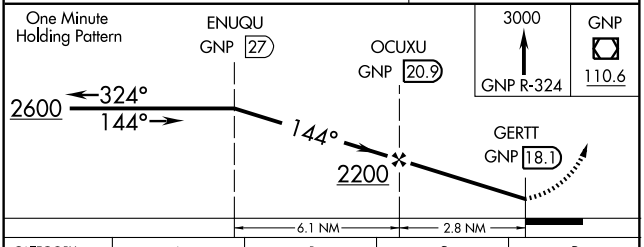
| AWOS-3 | TULSA APP CON | UNICOM |
|---|---|---|
| 118.325 | 124.0 338.3 | 122.7 (CTAF) |




REIL Rwy 35
MIRL Rwy 17-35




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1440-1 548 (600-1) | | 1440-1½ 548 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| SRE NDB | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 278 | 162° | TDZE | 1024 |
| | | Apt Elev | 1024 |

# NDB RWY 16

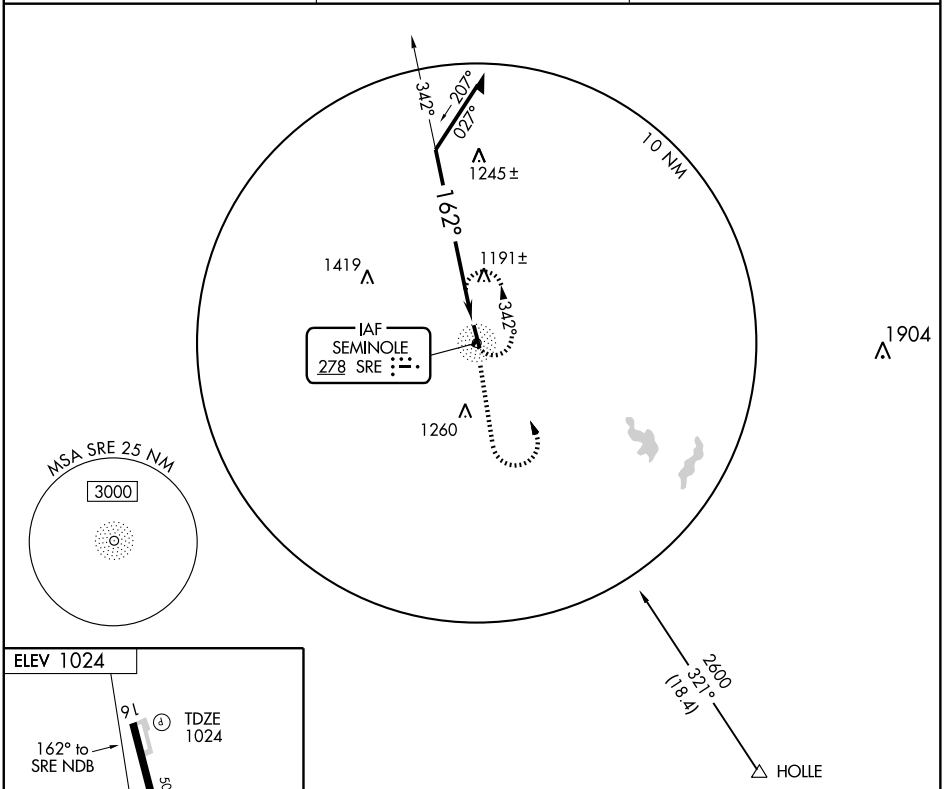
SEMINOLE MUNI (SRE)

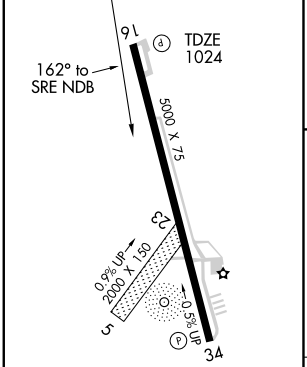
If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2600 direct SRE NDB and hold.

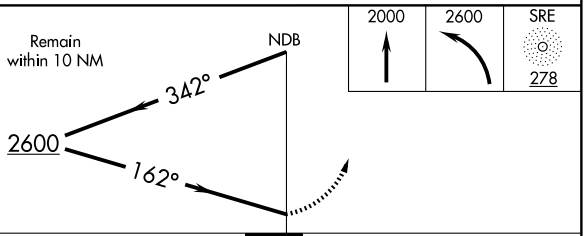
| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.625 | 132.2 338.35 | 122.8 (CTAF) L |




REIL Rwy 16-34
MIRL Rwy 16-34 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 1660-1 | 636 (700-1) | 1660-1¾ 636 (700-1¾) | NA |
| CIRCLING | 1660-1 | 636 (700-1) | 1660-1¾ 636 (700-1¾) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 160° | TDZE | 1024 |
| | Apt Elev | 1024 |

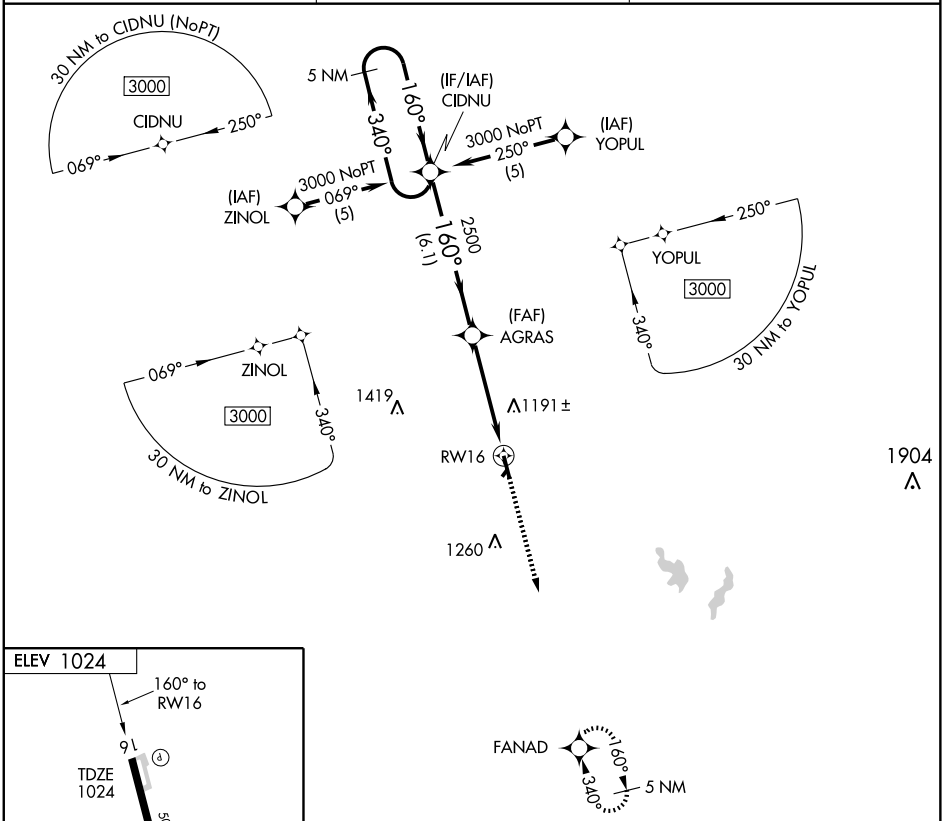
# RNAV (GPS) RWY 16

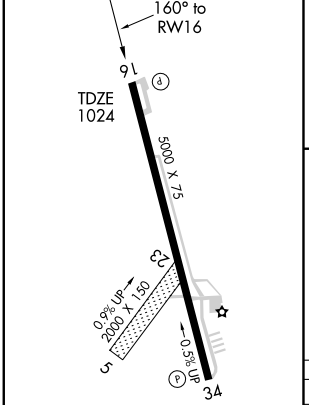
SEMINOLE MUNI (SRE)

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Shawnee Rgnl altimeter setting and increase all MDAs 40 feet.

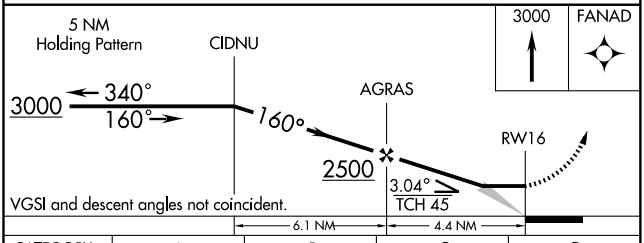
MISSED APPROACH: Climb to 3000 direct FANAD and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.625 | 132.2 338.35 | 122.8 (CTAF) L |




REIL Rwy 16-34
MIRL Rwy 16-34 L

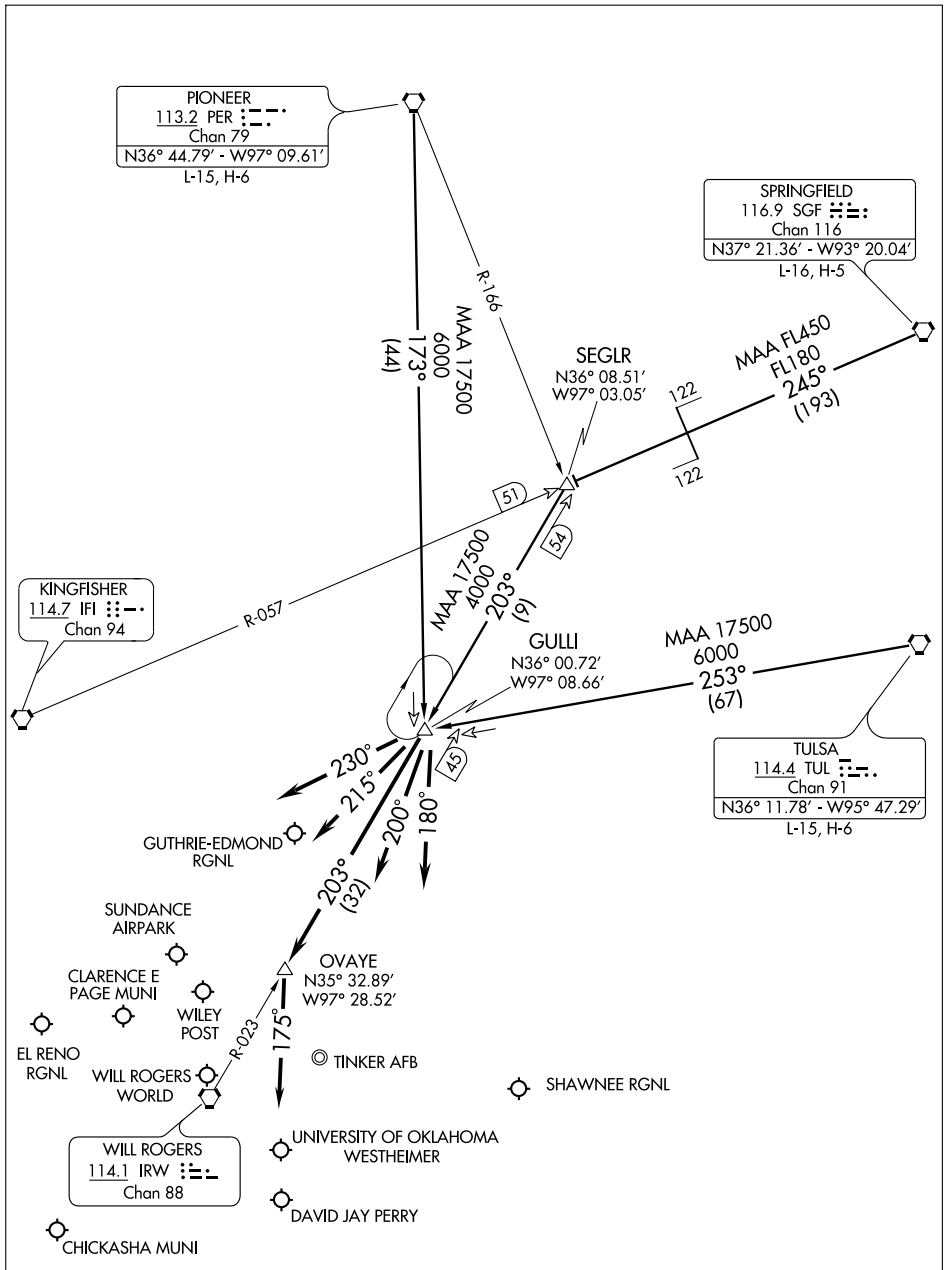



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1500-1 | 476 (500-1) | 1500-1¼ 476 (500-1¼) | NA |
| CIRCLING | 1500-1 | 476 (500-1) | 1560-1½ 536 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

# GULLI ONE ARRIVAL (GULLI.GULLI1)

OKLAHOMA CITY, OKLAHOMA




NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# GULLI ONE ARRIVAL (GULLI.GULLI1)



## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GULLI INT. Thence . . . .
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . .
TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to GULLI INT. Thence . . . .

ALL AIRCRAFT LANDING NORTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

ALL AIRCRAFT LANDING SOUTH:

. . . . For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.

. . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.

. . . . For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-HNQ | APP CRS | Rwy Idg | 5997 |
|---|---|---|---|
| 108.75 | 175° | TDZE | 1073 |
| | | Apt Elev | 1073 |

# ILS or LOC RWY 17

SHAWNEE RGNL (SNL)

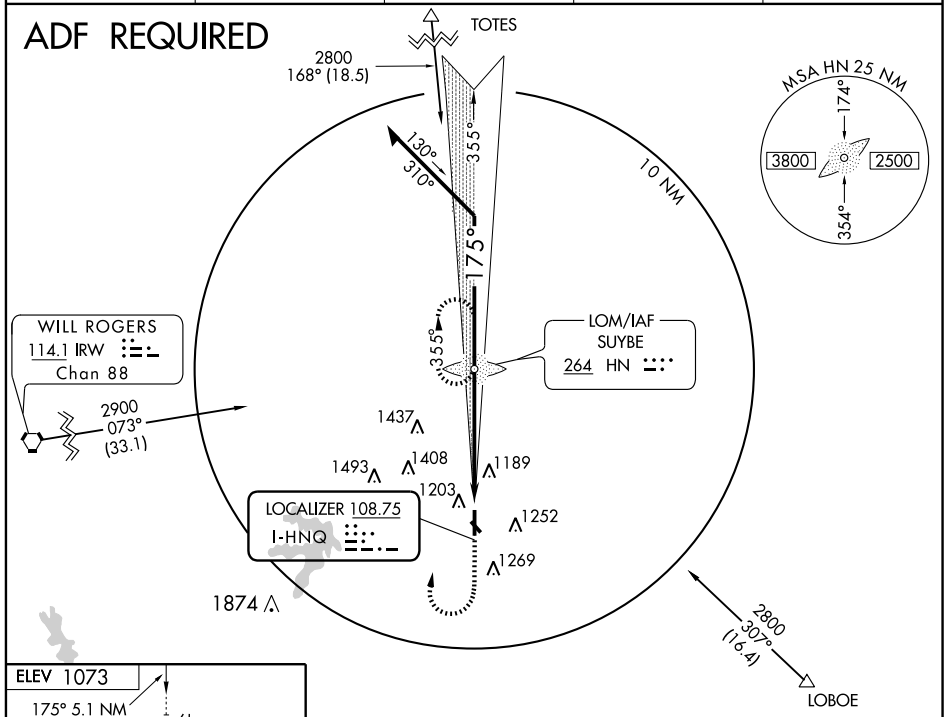
NA — If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all DA/MDAs 80 feet.

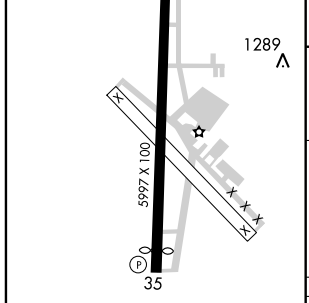
MALSR

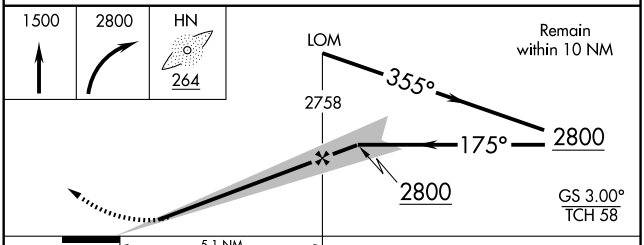
MISSED APPROACH: Climb to 1500 then climbing right turn to 2800 direct SUYBE LOM and hold.

| AWOS-3 | OKE CITY APP CON | FORT WORTH CENTER | GCO | UNICOM |
|---|---|---|---|---|
| 118.275 | 120.45 288.325 | 132.2 338.35 | 121.725 | 122.7 (CTAF) |

ADF REQUIRED




MIRL Rwy 17-35

REIL Rwys 17 and 35

1161

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 1273-½ 200 (200-½) | | | NA |
| S-LOC 17 | 1420-½ 347 (400-½) | | | NA |
| CIRCLING | 1600-1 527 (600-1) | | 1600-1½ 527 (600-1½) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

SHAWNEE, OKLAHOMA AL-586 (FAA)

| APP CRS | Rwy Idg | 5997 |
|---|---|---|
| 175° | TDZE | 1073 |
| | Apt Elev | 1073 |

# RNAV (GPS) RWY 17

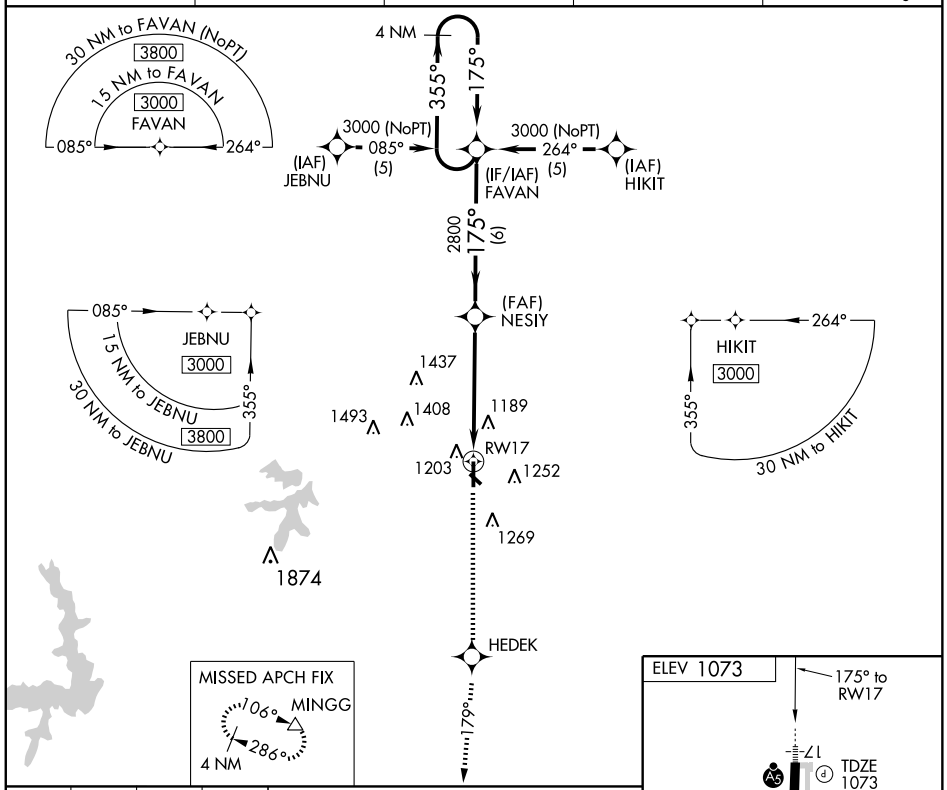
SHAWNEE RGNL (SNL)

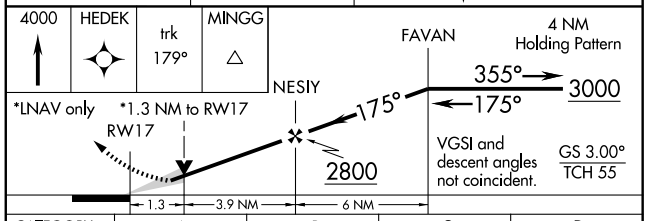
NA If local altimeter setting not received, use Chandler Rgnl altimeter setting and increase all DA/MDAs 80 feet. Baro-VNAV NA below -17C (+2F); Baro-VNAV NA when using Chandler Rgnl altimeter setting. VDP NA when using Chandler Rgnl altimeter setting. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

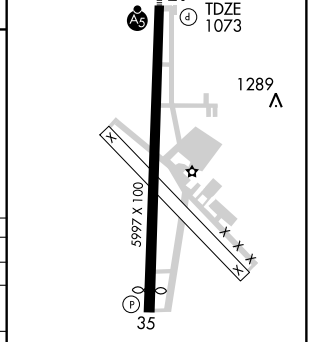
MALSR

MISSED APPROACH: Climb to 4000 direct HEDEK and via 179° track to MINGG and hold.

| AWOS-3 | OKE CITY APP CON | FORT WORTH CENTER | GCO | UNICOM |
|---|---|---|---|---|
| 118.275 | 120.45 288.325 | 132.2 338.35 | 121.725 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1440-¾ 367 (400-¾) | | | NA |
| LNAV MDA | 1540-½ 467 (500-½) | | 1540-¾ 467 (500-¾) | NA |
| CIRCLING | 1600-1¼ 527 (600-1¼) | | 1600-1½ 527 (600-1½) | NA |

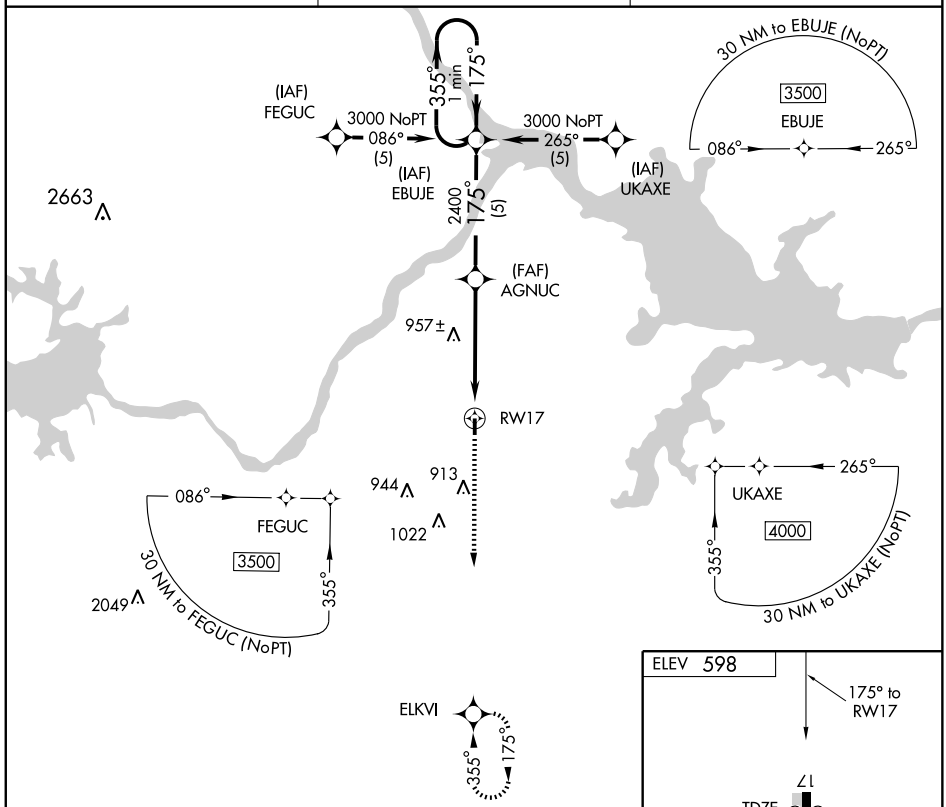
SC-1, 14 JAN 2010 to 11 FEB 2010

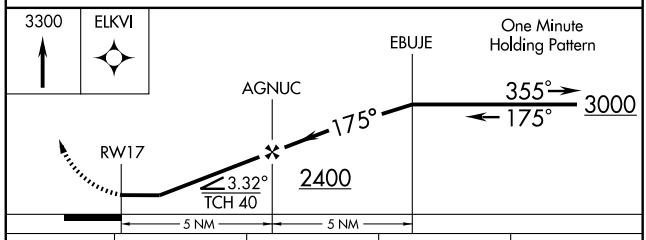
| APP CRS | Rwy Idg | 3511 |
|---|---|---|
| 175° | TDZE | 598 |
| | Apt Elev | 598 |

# GPS RWY 17
## STIGLER RGNL (GZL)

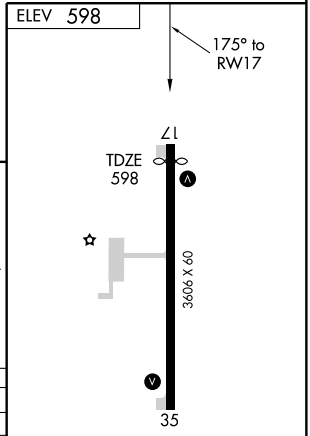
| NA | Use Fort Smith altimeter setting. | MISSED APPROACH: Climb to 3300 direct ELKVI WP and hold. |
|---|---|---|

| AWOS-3 | FORT WORTH CENTER | CTAF |
|---|---|---|
| 118.575 | 132.2 338.35 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| FORT SMITH ALTIMETER SETTING MINIMUMS | | | | |
| S-17 | 1360-1<br>762 (800-1) | 1360-1¼<br>762 (800-1¼) | NA | |
| CIRCLING | 1360-1<br>762 (800-1) | 1360-1¼<br>762 (800-1¼) | NA | |




LIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

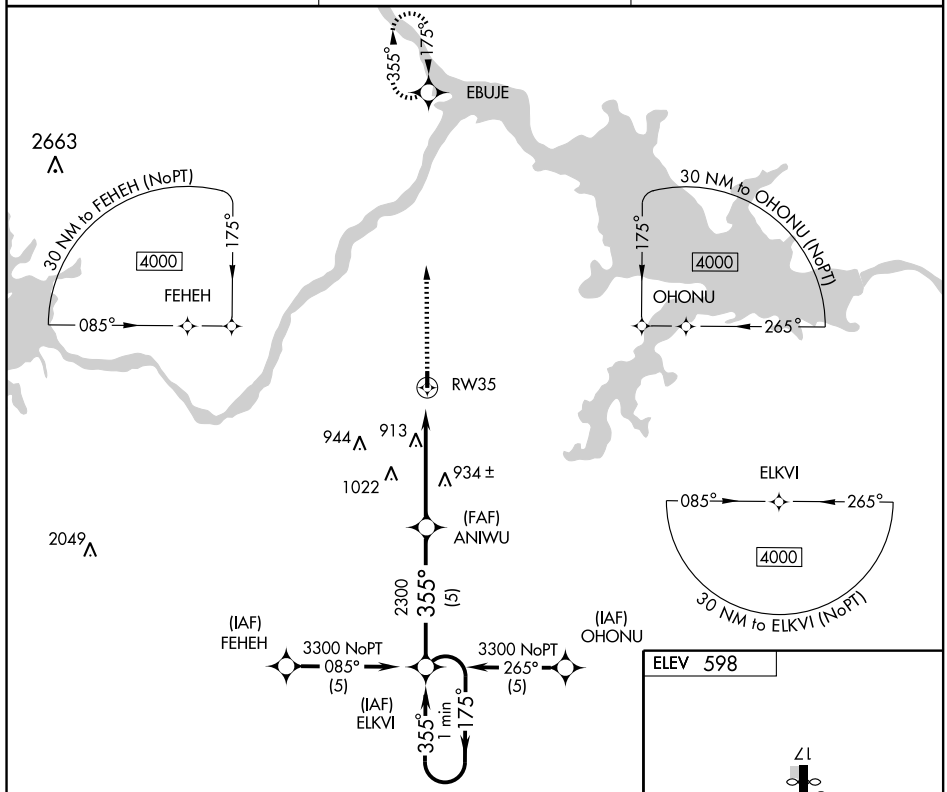
STIGLER, OKLAHOMA AL-9467 (FAA)

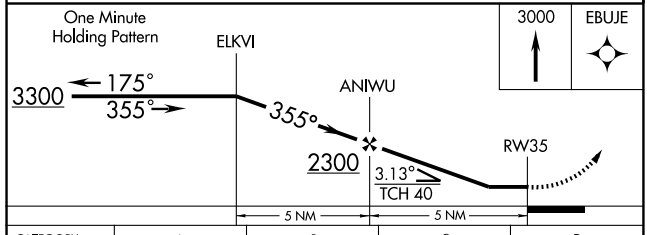
| APP CRS | Rwy Idg | 3606 |
|---|---|---|
| 355° | TDZE | 598 |
| | Apt Elev | 598 |

# GPS RWY 35
STIGLER RGNL (GZL)

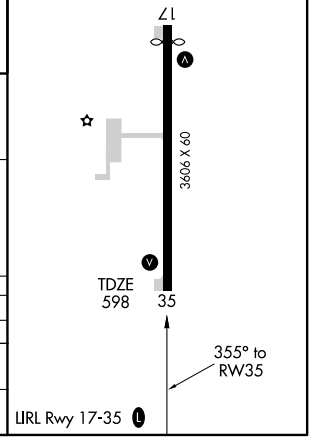
| NA | Use Fort Smith altimeter setting. | MISSED APPROACH: Climb to 3000 direct EBUJE WP and hold. |
|---|---|---|

| AWOS-3 | FORT WORTH CENTER | CTAF |
|---|---|---|
| 118.575 | 132.2 338.35 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| FORT SMITH ALTIMETER SETTING MINIMUMS | | | | |
| S-35 | 1340-1<br>742 (800-1) | 1340-1 ¼<br>742 (800-1 ¼ ) | NA | |
| CIRCLING | 1340-1<br>742 (800-1) | 1340-1 ¼<br>742 (800-1 ¼ ) | NA | |



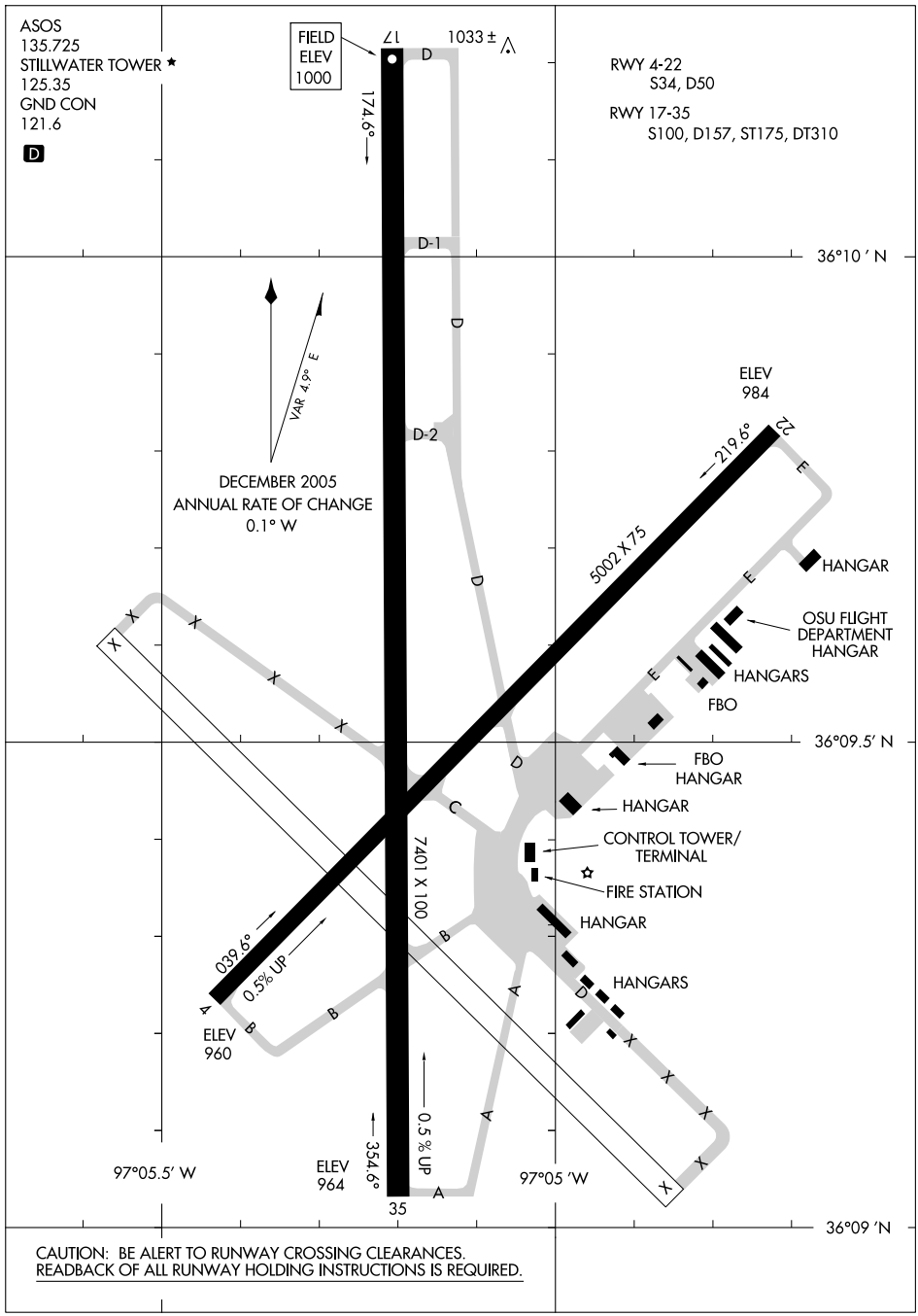

SC-1, 14 JAN 2010 to 11 FEB 2010

09183

# AIRPORT DIAGRAM

AL-5151 (FAA)

STILLWATER RGNL (SWO)
STILLWATER, OKLAHOMA




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-SWO 109.15 Chan 28(Y) | APP CRS 174° | Rwy Idg 7401 TDZE 1000 Apt Elev 1000 |
|---|---|---|

# ILS or LOC RWY 17

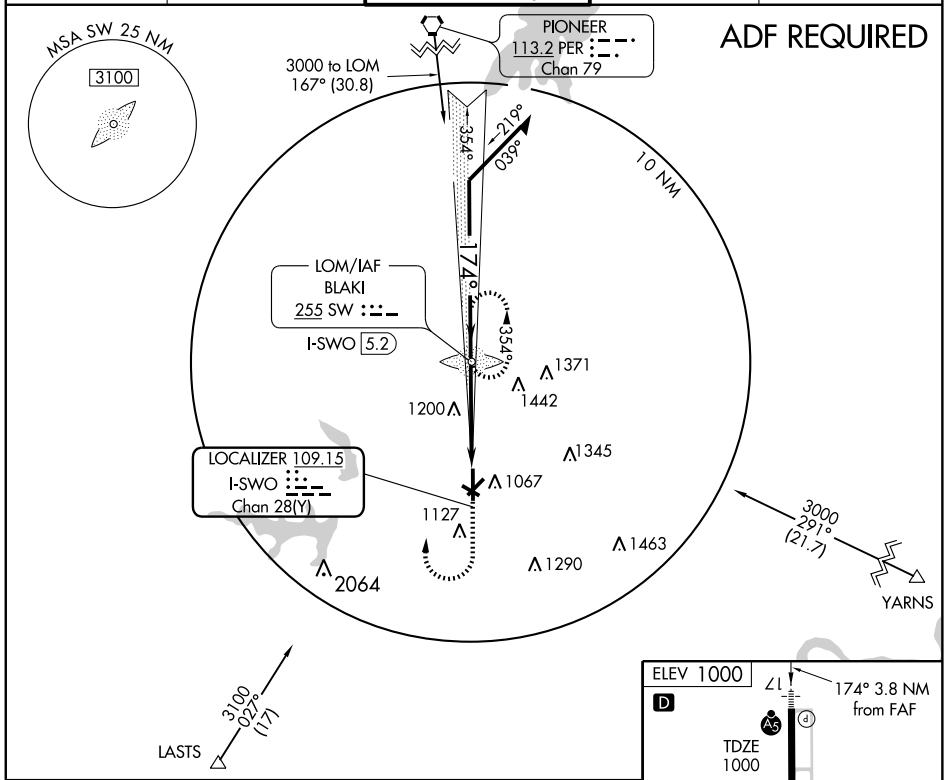
STILLWATER RGNL (SWO)

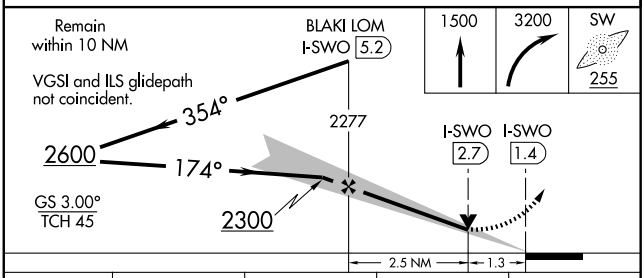
A If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP NA with Ponca City Rgnl altimeter setting.

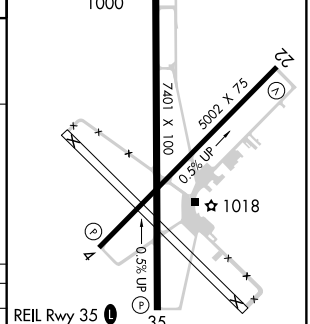
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3200 direct BLAKI LOM and hold.

| ASOS 135.725 | KANSAS CITY CENTER 128.3 291.7 | STILLWATER TOWER ★ 125.35 (CTAF) L | GND CON 121.6 | UNICOM 122.95 |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 1200-½ 200 (200-½) | | | |
| S-LOC 17 | 1460-½ 460 (500-½) | | 1460-¾ 460 (500-¾) | 1460-1 460 (500-1) |
| CIRCLING | 1460-1 460 (500-1) | | 1460-1½ 460 (500-1½) | 1560-2 560 (600-2) |

FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOM SW | APP CRS | Rwy Idg | 7401 |
|---|---|---|---|
| 255 | 175° | TDZE | 1000 |
| | | Apt Elev | 1000 |

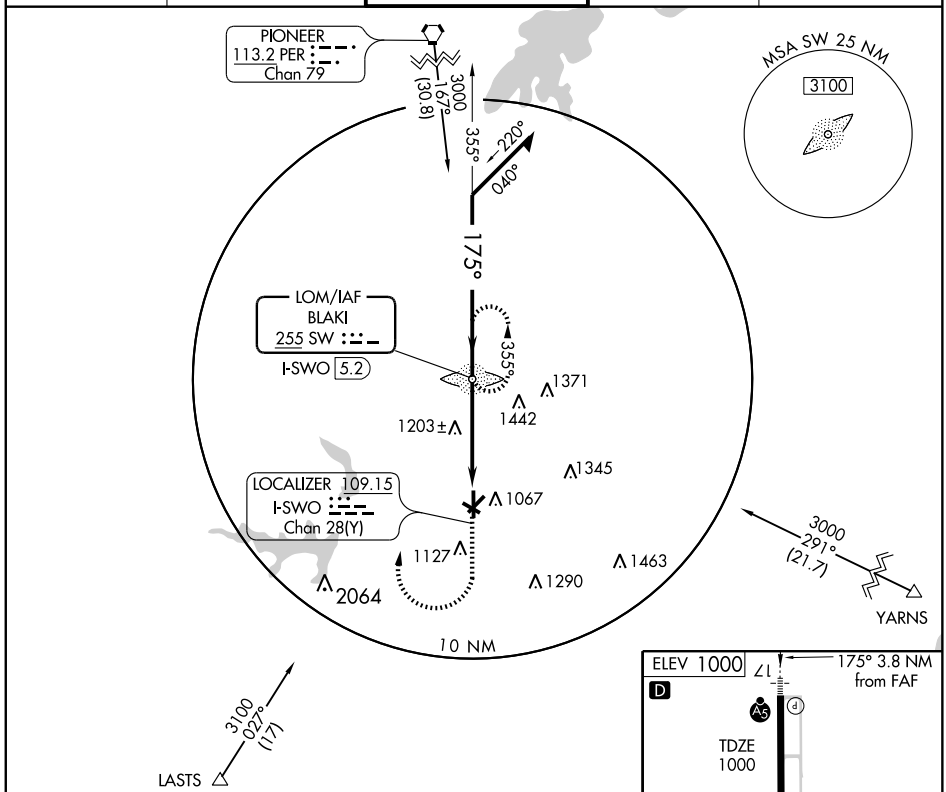
# NDB RWY 17
## STILLWATER RGNL (SWO)

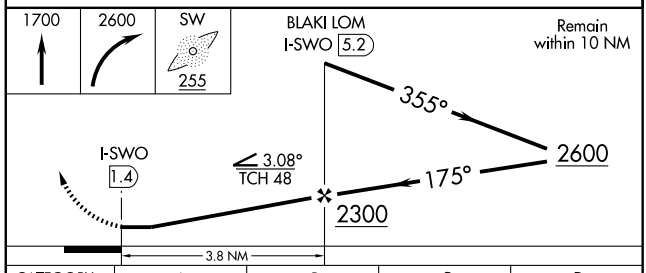
⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDAs 80 feet.

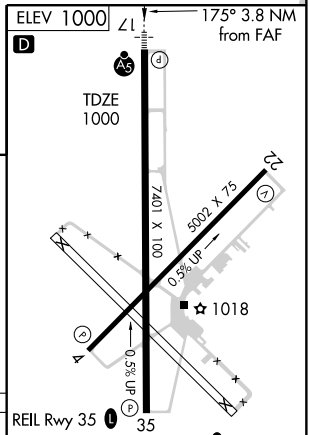
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 2600 direct SW LOM and hold.

| ASOS | KANSAS CITY CENTER | STILLWATER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.725 | 128.3 291.7 | 125.35 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1520-¾ 520 (600-¾) | | 1520-1 520 (600-1) | 1520-1½ 520 (600-1½) |
| CIRCLING | 1520-1 520 (600-1) | | 1520-1½ 520 (600-1½) | 1560-2 560 (600-2) |

FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 90108 W17A | APP CRS 174° | Rwy Idg 7401 TDZE 1000 Apt Elev 1000 |
|---|---|---|

# RNAV (GPS) RWY 17

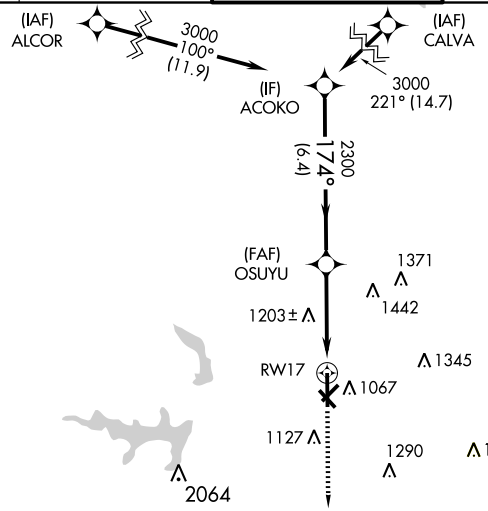
STILLWATER RGNL (SWO)

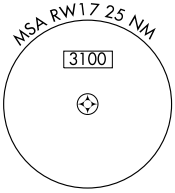
If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all DA/MDAs 80 feet. VDP and Baro-VNAV NA when using Ponca City Rgnl altimeter setting. Baro-VNAV NA below -17C (2F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV visibility to ¾ mile all Cats.

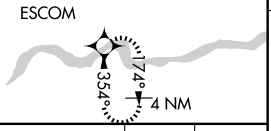
MALSR

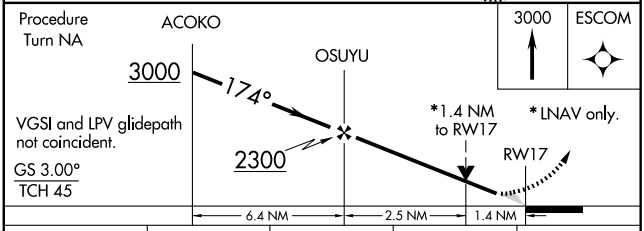
MISSED APPROACH: Climb to 3000 direct ESCOM WP and hold.

| ASOS | KANSAS CITY CENTER | STILLWATER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.725 | 128.3 291.7 | 125.35 (CTAF) | 121.6 | 122.95 |

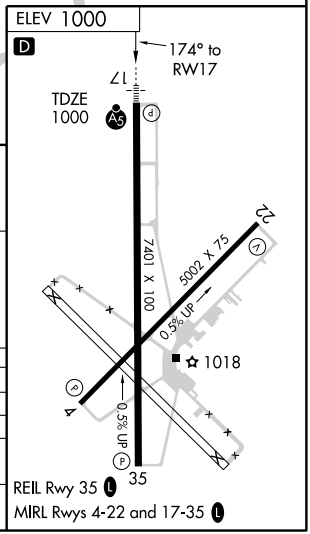



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 1250-½ | 250 (300-½) | |
| LNAV/VNAV DA | | 1420-1 | 420 (500-1) | |
| LNAV MDA | 1480-½ 480 (500-½) | | 1480-¾ 480 (500-¾) | 1480-1 480 (500-1) |
| CIRCLING | 1480-1½ 480 (500-1½) | | | 1560-2 560 (600-2) |




SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 354° | Rwy Idg | 7401 |
| | TDZE | 964 |
| | Apt Elev | 1000 |

# RNAV (GPS) RWY 35

STILLWATER RGNL (SWO)

⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDAs 80 feet. VDP NA with Ponca City Rgnl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct ACOKO WP and hold.

| ASOS | KANSAS CITY CENTER | STILLWATER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.725 | 128.3 291.7 | 125.35 (CTAF) | 121.6 | 122.95 |

4 NM 174° 354° ACOKO

1371 1442 1200 1345 1067 RW35 1127 1463 1290 2064

MSA RW35 25 NM 3100

(FAF) BADIC

Procedure NA for arrivals at ALTOR WP on V140 southwest bound.

2600 354° (6.1)

(IAF) ALTOR 3000 083° (15.9)

(IF) ESCOM

3000 333° (13.6) (IAF) TOTES

ELEV 1000 D

REIL Rwy 35 L
MIRL Rwys 4-22 and 17-35 L

17 A5 7401 X 100 5002 X 75 0.5% UP 1018 0.5% UP 35 TDZE 964 354° to RW35

3000 ACOKO

ESCOM Procedure Turn NA

BADIC 3000 354° 2600

1.2 NM to RW35 RW35 3.05° TCH 45

VGSI and descent angles not coincident.

1.2 3.7 NM 6.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 416 (400-1) | | 1380-1¼ 416 (400-1¼) | |
| CIRCLING | 1400-1 400 (500-1) | 1460-1 460 (500-1) | 1460-1½ 460 (500-1½) | 1560-2 560 (600-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

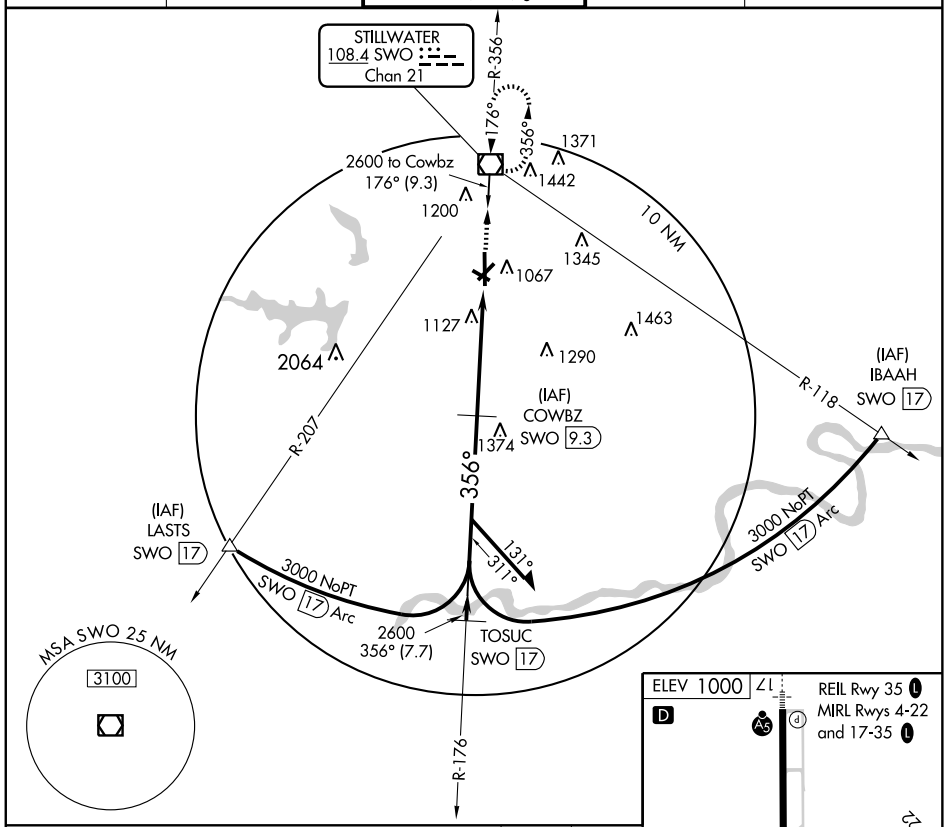
| VOR/DME SWO | APP CRS | Rwy Idg | 7401 |
|---|---|---|---|
| 108.4 | 356° | TDZE | 964 |
| Chan 21 | | Apt Elev | 1000 |

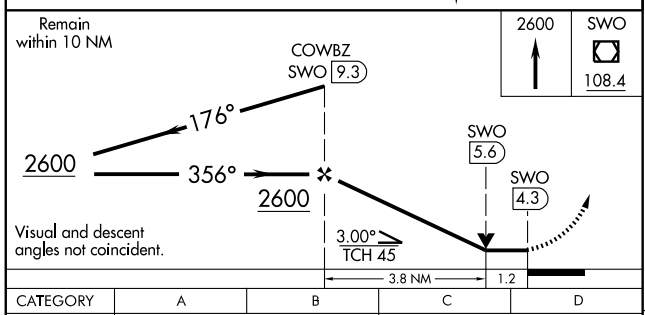
# VOR/DME RWY 35
STILLWATER RGNL (SWO)

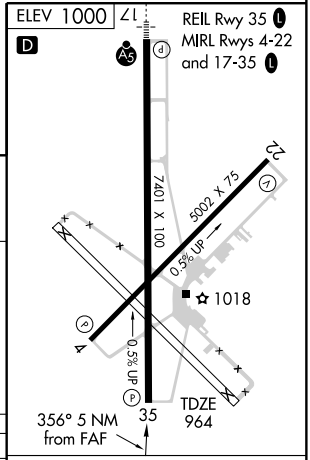
⚠ If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA'S 80 feet. VDP NA with Ponca City altimeter setting.

MISSED APPROACH: Climb to 2600 direct SWO VOR/DME and hold.

| ASOS | KANSAS CITY CENTER | STILLWATER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.725 | 128.3 291.7 | 125.35 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1380-1 416 (400-1) | | 1380-1¼ 416 (400-1¼) | |
| CIRCLING | 1400-1 400 (500-1) | 1460-1 460 (500-1) | 1460-1½ 460 (500-1½) | 1560-2 560 (600-2) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME SWO | APP CRS | Rwy Idg | 7401 |
|---|---|---|---|
| 108.4 | 178° | TDZE | 1000 |
| Chan 21 | | Apt Elev | 1000 |

# VOR RWY 17

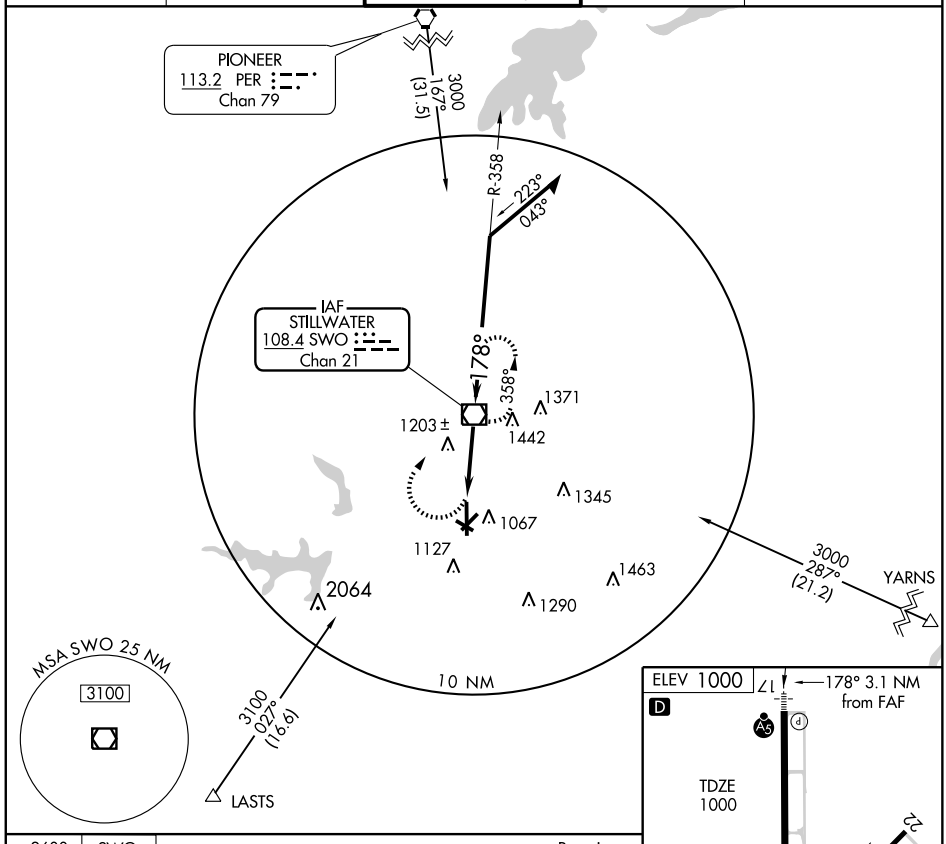
## STILLWATER RGNL (SWO)

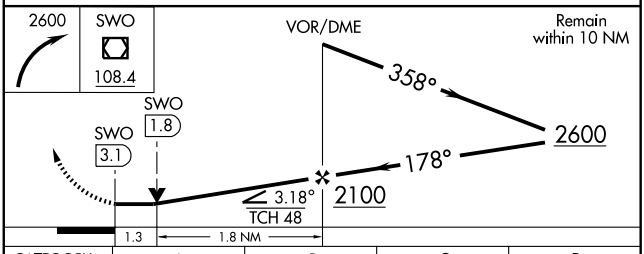
If local altimeter setting not received, use Ponca City Rgnl altimeter setting and increase all MDA's 80 feet. VDP NA with Ponca City altimeter setting. For inoperative MALSR increase S-17 Cats A/B visibility to 1 mile.

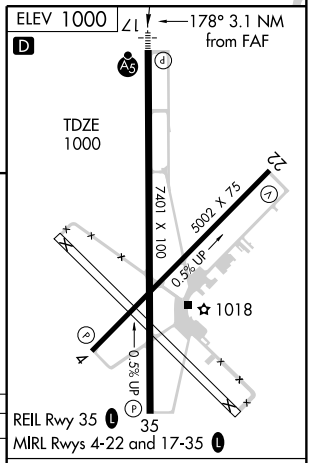
MALSR

MISSED APPROACH: Climbing right turn to 2600 direct SWO VOR/DME and hold.

| ASOS | KANSAS CITY CENTER | STILLWATER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 135.725 | 128.3 291.7 | 125.35 (CTAF) L | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1460-¾ 460 (500-¾) | | | 1460-1 460 (500-1) |
| CIRCLING | 1460-1 460 (500-1) | | 1460-1½ 460 (500-1½) | 1560-2 560 (600-2) |

FAF to MAP 3.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| NDB TQH | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| 215 | 180° | TDZE | 873 |
| | | Apt Elev | 873 |

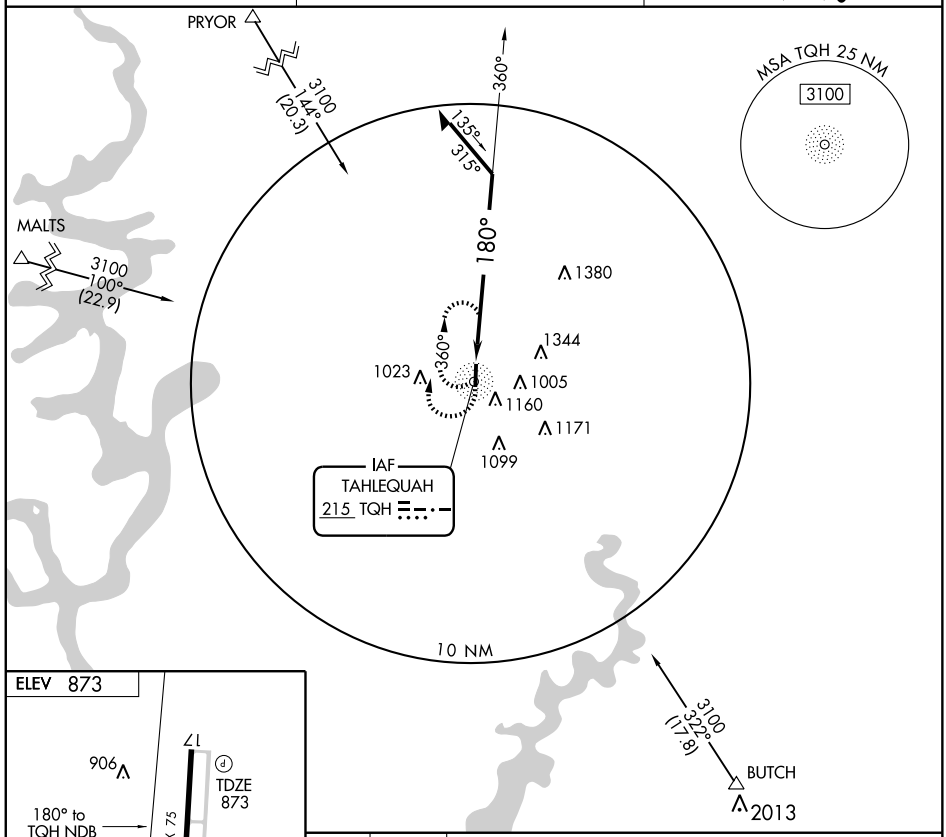
# NDB RWY 17

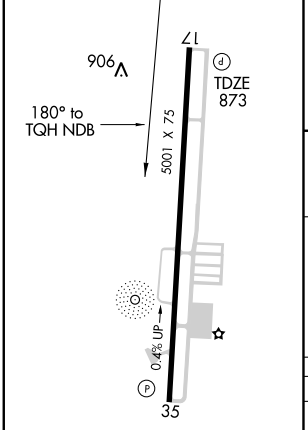
TAHLEQUAH MUNI (TQH)

NA

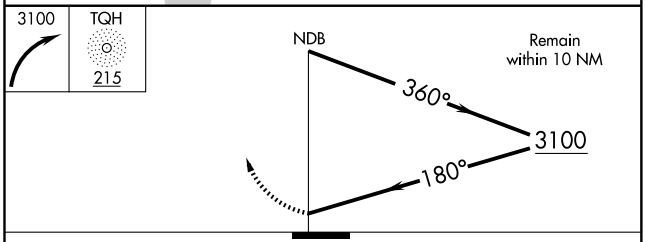
MISSED APPROACH: Climbing right turn to 3100 in TQH NDB holding pattern.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.425 | 126.1 269.0 | 122.8 (CTAF) L |




MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1660-1<br>787 (800-1) | 1660-1¼<br>787 (800-1¼) | 1660-2¼<br>787 (800-1¼) | NA |
| CIRCLING | 1660-1<br>787 (800-1) | 1660-1¼<br>787 (800-1¼) | 1660-2¼<br>787 (800-1¼) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 177° | TDZE | 874 |
| | Apt Elev | 874 |

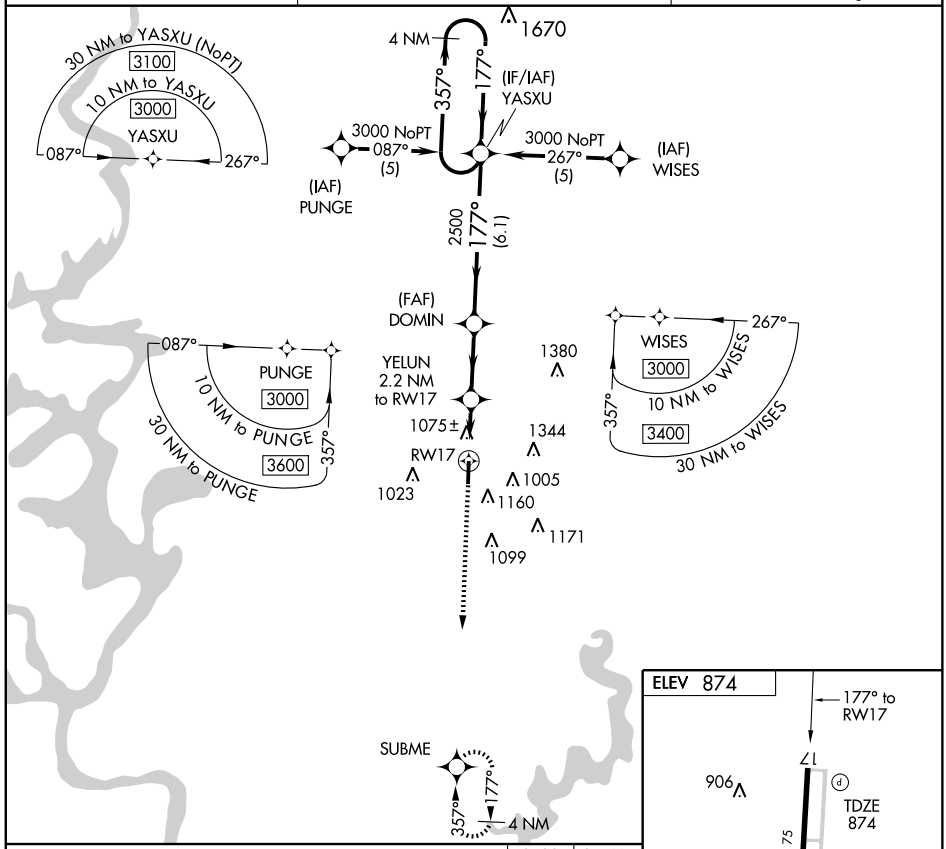
# RNAV (GPS) RWY 17

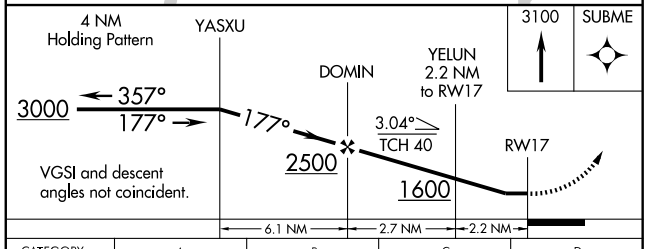
TAHLEQUAH MUNI (TQH)

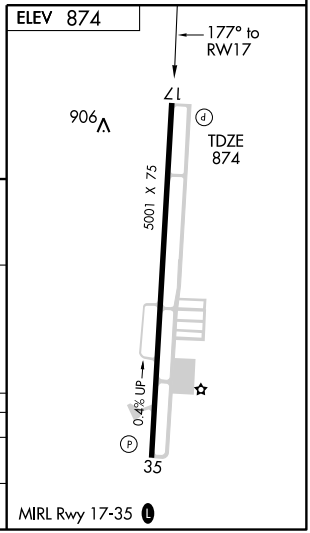
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C visibility ¼ mile, circling Cat B ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3100 direct SUBME and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.425 | 126.1 269.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1380-1 | 506 (600-1) | 1380-1½ 506 (600-1½) | NA |
| CIRCLING | 1520-1 | 646 (700-1) | 1520-1¾ 646 (700-1¾) | NA |

MIRL Rwy 17-35 L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5001 |
|---|---|---|---|
| CH 90207 | 357° | TDZE | 874 |
| W35A | | Apt Elev | 874 |

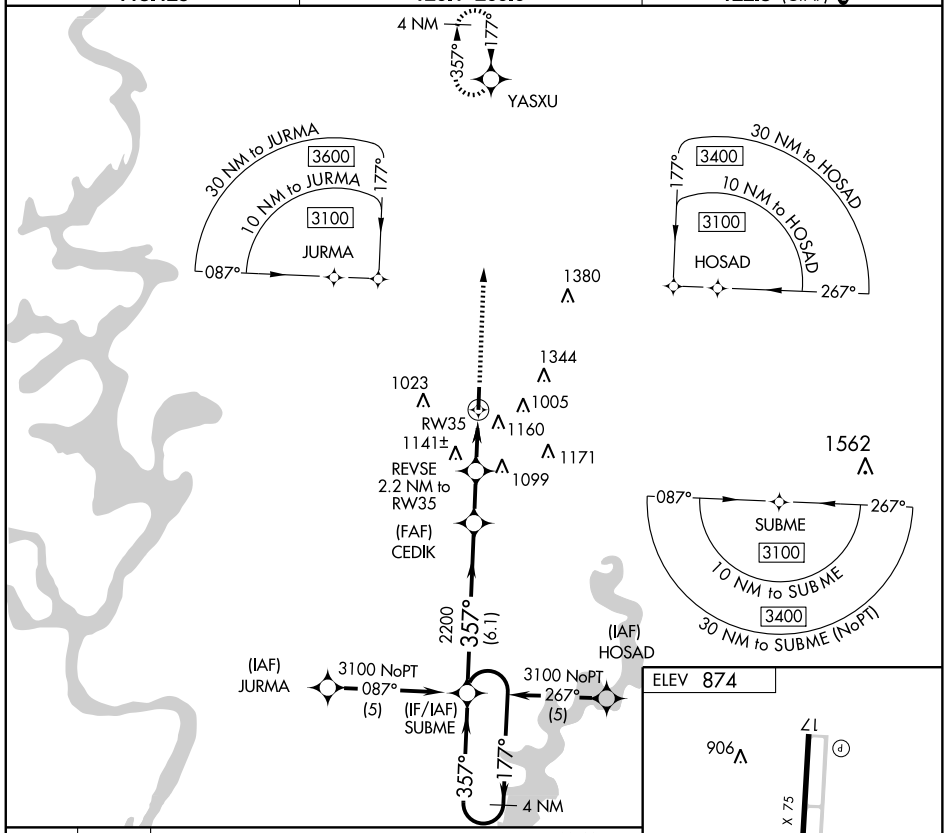
# RNAV (GPS) RWY 35

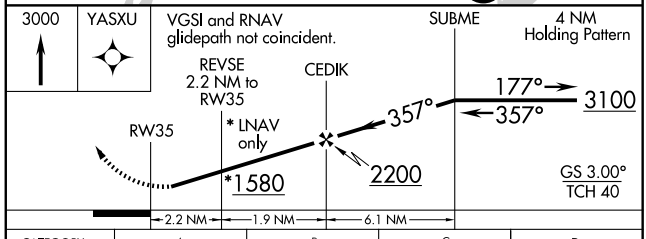
TAHLEQUAH MUNI (TQH)

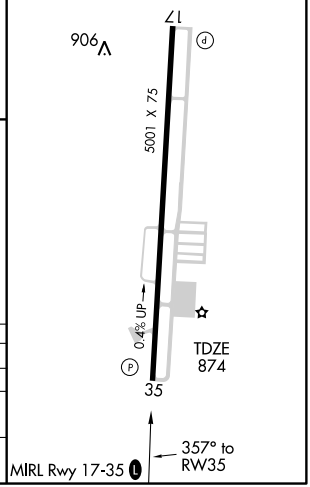
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Muskogee altimeter setting and increase all DAs 92 feet and all LPV visibilities ¼ mile; increase all MDAs 100 feet and LNAV Cat C visibility ¼ mile, circling Cat B ¼ mile and Cat C ½ mile.

MISSED APPROACH: Climb to 3000 direct YASXU and hold.

| AWOS-3 | MEMPHIS CENTER | UNICOM |
|---|---|---|
| 118.425 | 126.1 269.0 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1124-1 | 250 (300-1) | | NA |
| LNAV MDA | 1400-1 | 526 (600-1) | 1400-1½ 526 (600-1½) | NA |
| CIRCLING | 1520-1 | 646 (700-1) | 1520-1¾ 646 (700-1¾) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

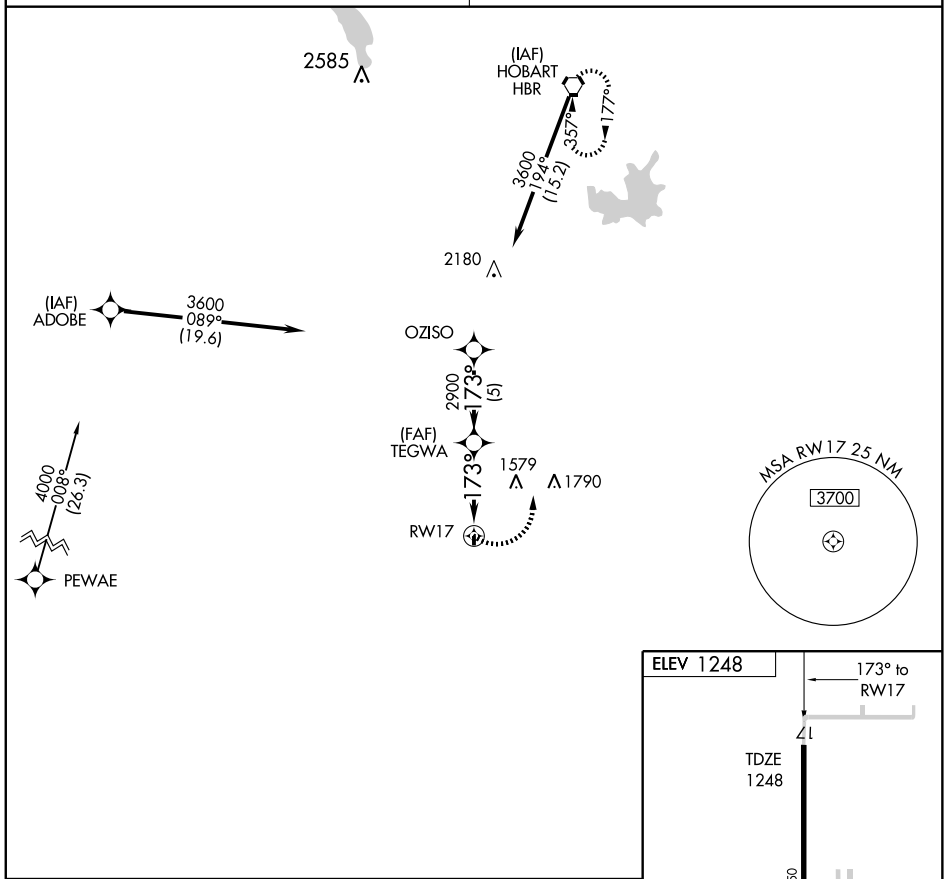
| APP CRS | Rwy Idg | 3062 |
|---|---|---|
| 173° | TDZE | 1248 |
| | Apt Elev | 1248 |

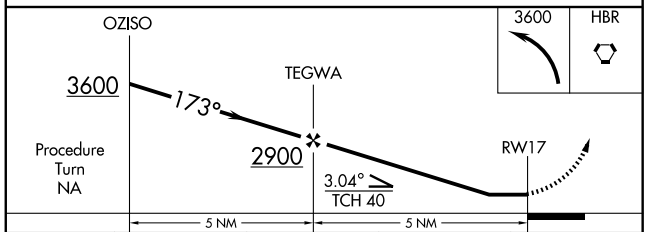
# GPS RWY 17
## TIPTON MUNI (108)

NA Use Altus AFB altimeter setting.

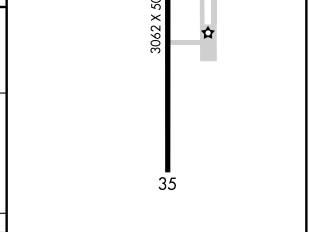
MISSED APPROACH: Climbing left turn to 3600 direct HBR VORTAC and hold.

| ALTUS APP CON★ | CTAF |
|---|---|
| 125.1 257.725 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1760-1 | 512 (600-1) | NA | |
| CIRCLING | 1780-1 | 532 (600-1) | NA | |




MIRL Rwy 17-35

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC HBR | APP CRS | Rwy Idg | 3062 |
|---|---|---|---|
| 111.8 | 183° | TDZE | 1248 |
| Chan 55 | | Apt Elev | 1248 |

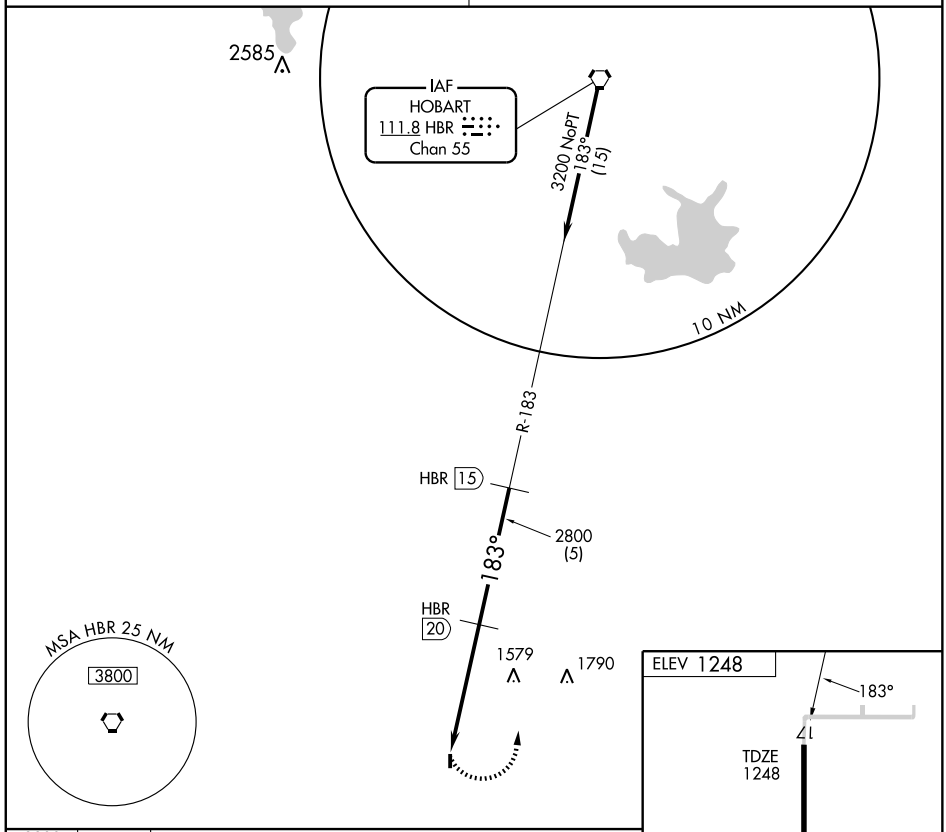
# VOR/DME RWY 17

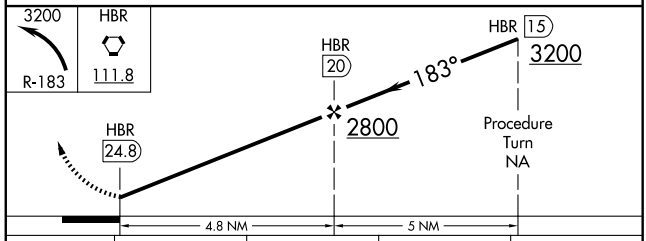
TIPTON MUNI (108)

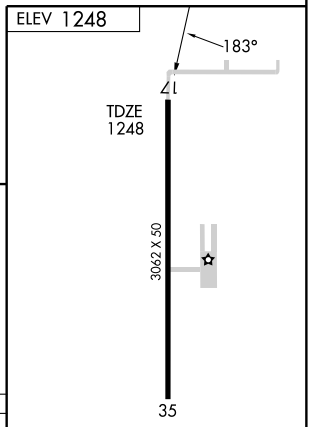
NA Use Altus AFB, OK altimeter setting.

MISSED APPROACH: Climbing left turn to 3200 to HBR VORTAC via R-183.

| ALTUS APP CON ★ | CTAF |
|---|---|
| 125.1 257.725 | 122.9 |




MIRL Rwy 17-35

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 2000-1 752 (800-1) | 2000-1¼ 752 (800-1¼) | NA | |
| CIRCLING | 2000-1 752 (800-1) | 2000-1¼ 752 (800-1¼) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

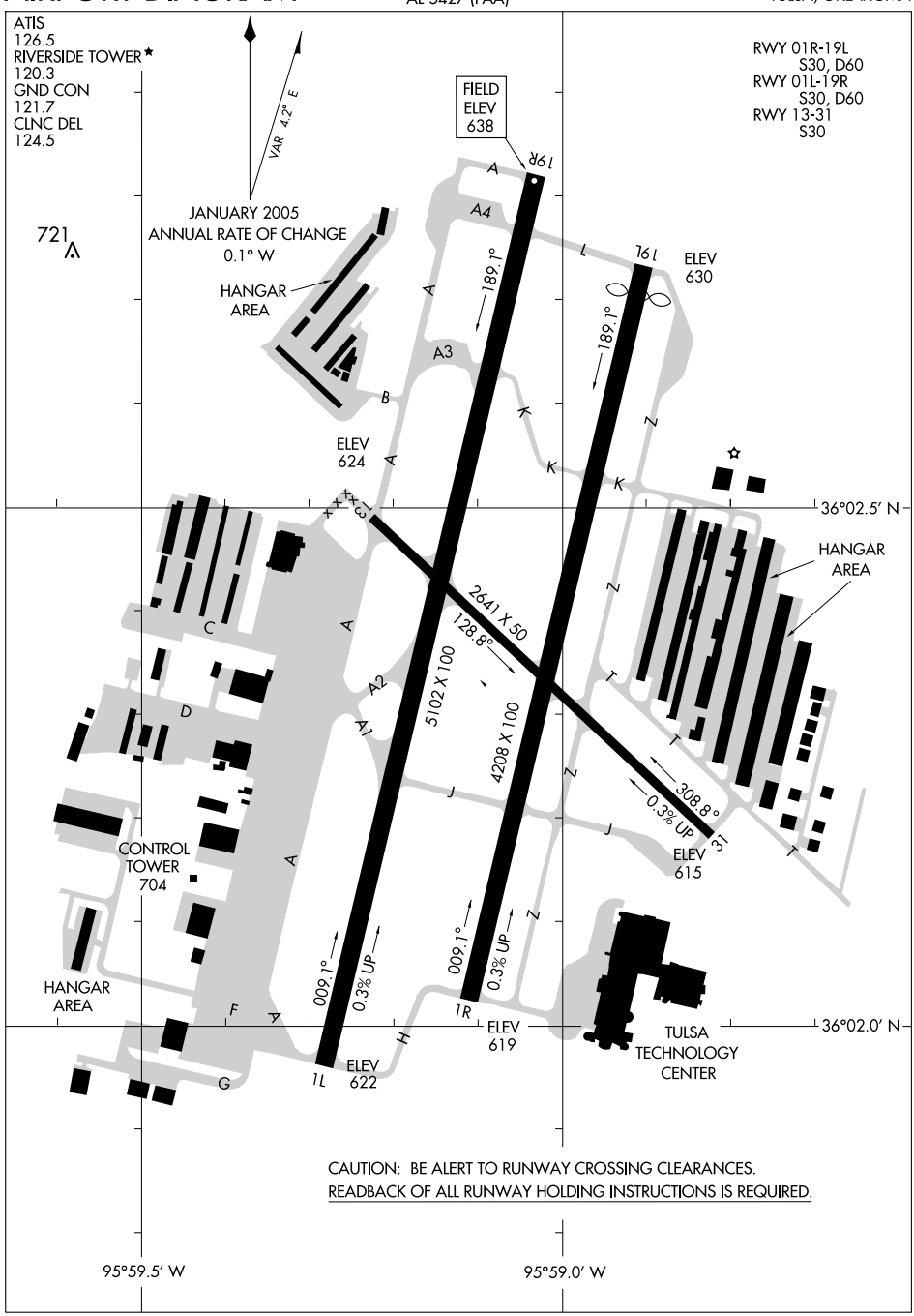
SC-1. 14 JAN 2010 to 11 FEB 2010

09295

# AIRPORT DIAGRAM

AL-5427 (FAA)

TULSA/ RICHARD LLOYD JONES JR. (RVS)
TULSA, OKLAHOMA




SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC I-RVS | APP CRS | Rwy 1L ldg | 5102 | Rwy 1R ldg | 4208 |
|---|---|---|---|---|---|
| 109.95 | 007° | TDZE | 626 | TDZE | 624 |
| | | Apt Elev | 638 | Apt Elev | 638 |

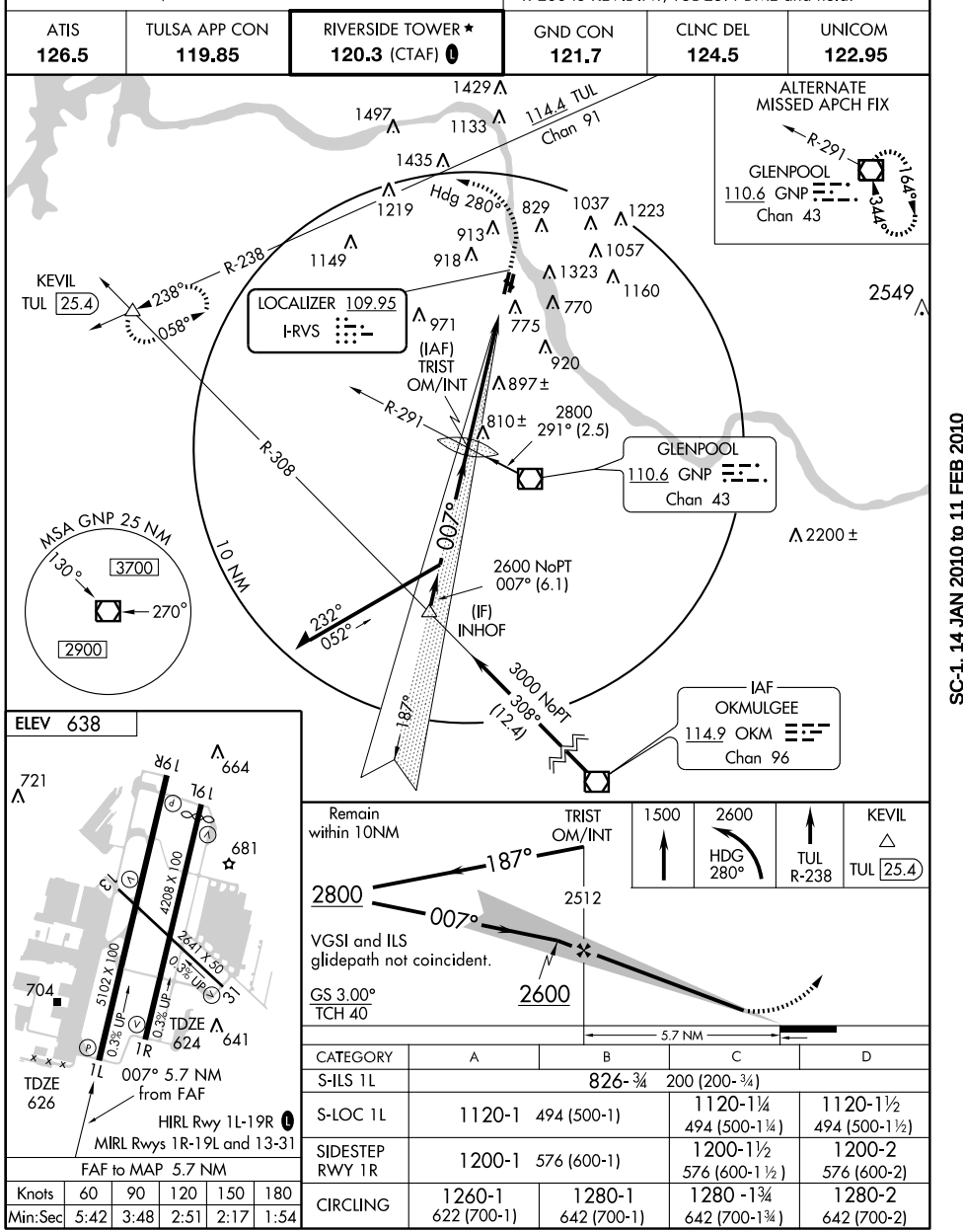
# ILS or LOC RWY 1L

TULSA/ RICHARD LLOYD JONES JR. (RVS)

Circling NA northeast of Rwys 31 and 19L. If local altimeter setting not received, use Tulsa Intl altimeter setting: increase DA to 856 feet; increase all MDAs 40 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

| ATIS | TULSA APP CON | RIVERSIDE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.5 | 119.85 | 120.3 (CTAF) L | 121.7 | 124.5 | 122.95 |










| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1L | 826-¾ | 200 (200-¾) | | |
| S-LOC 1L | 1120-1 494 (500-1) | | 1120-1¼ 494 (500-1¼) | 1120-1½ 494 (500-1½) |
| SIDESTEP RWY 1R | 1200-1 576 (600-1) | | 1200-1½ 576 (600-1½) | 1200-2 576 (600-2) |
| CIRCLING | 1260-1 622 (700-1) | 1280-1 642 (700-1) | 1280 -1¾ 642 (700-1¾) | 1280-2 642 (700-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 97321 W01A | APP CRS 007° | Rwy Idg 5102 TDZE 626 Apt Elev 638 |
|---|---|---|

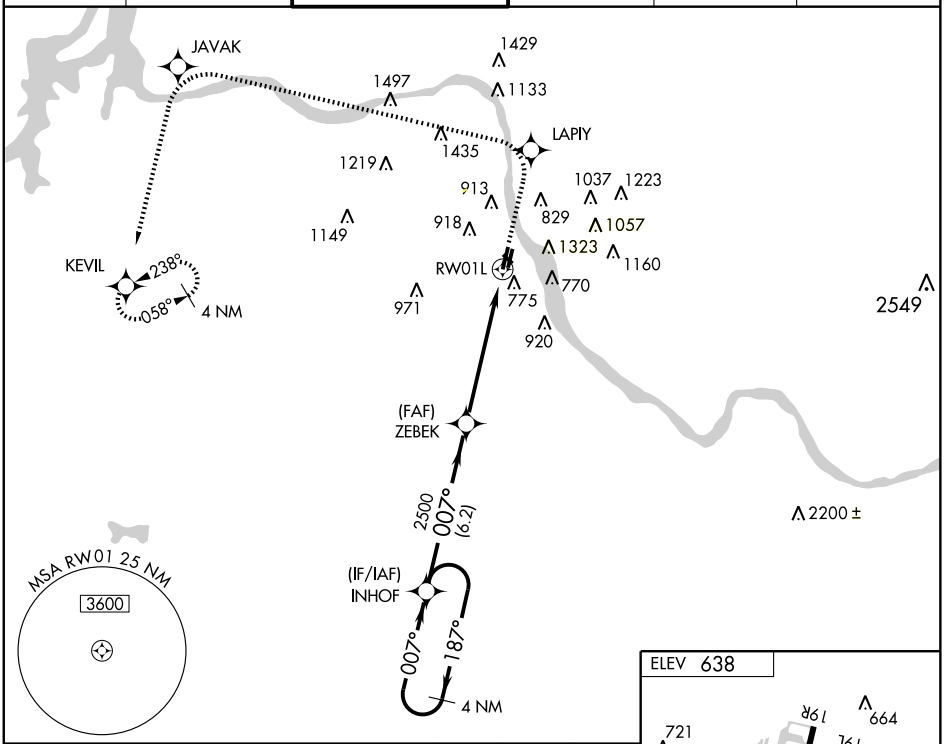
# RNAV (GPS) RWY 1L

TULSA/RICHARD LLOYD JONES JR. (RVS)

DME/DME RNP-0.3 NA. VDP NA when using Tulsa Intl altimeter setting. If local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DAs/MDAs 40 feet. Circling NA northeast of runways 31 and 19L.

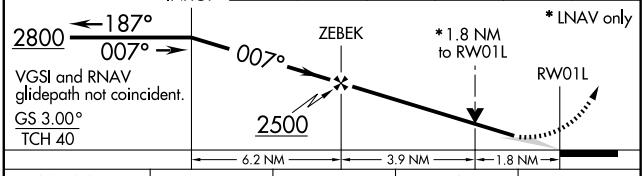
MISSED APPROACH: Climb to 2600 direct LAPIY, then left turn via 277° track to JAVAK, then left turn via 187° track to KEVIL and hold.

| ATIS | TULSA APP CON | RIVERSIDE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.5 | 119.85 | 120.3 (CTAF) L | 121.7 | 124.5 | 122.95 |

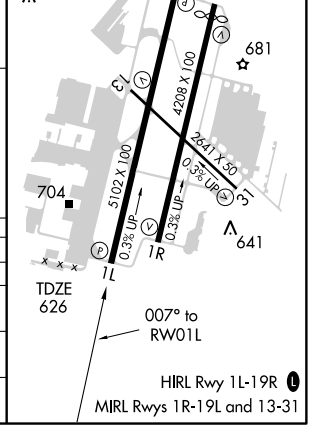



4 NM Holding Pattern

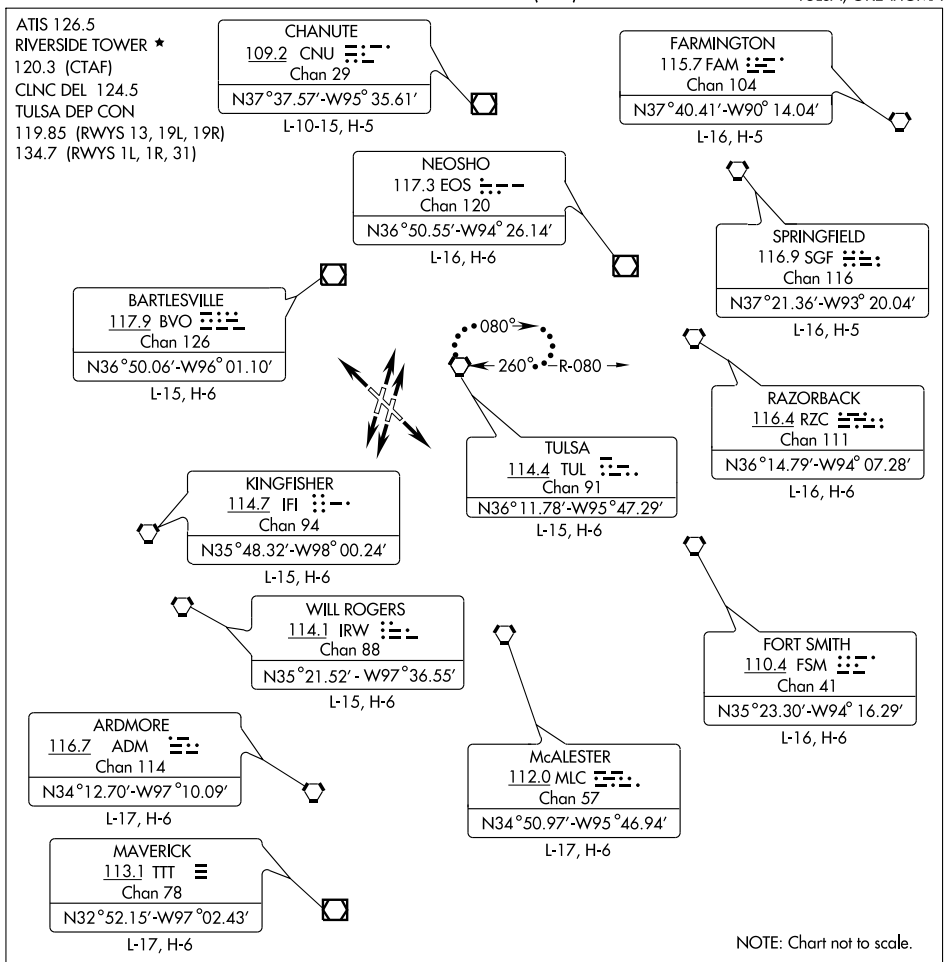
| 2600 | LAPIY | TRK 277° | JAVAK | TRK 187° | KEVIL |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 930-1 304 (300-1) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1220-1 594 (600-1) | | 1220-1½ 594 (600-1½) | 1220-1¾ 594 (600-1¾) |
| CIRCLING | 1260-1 622 (700-1) | 1280-1 642 (700-1) | 1280-1¾ 642 (700-1¾) | 1280-2 642 (700-2) |




SC-1, 14 JAN 2010 to 11 FEB 2010




## DEPARTURE ROUTE DESCRIPTION

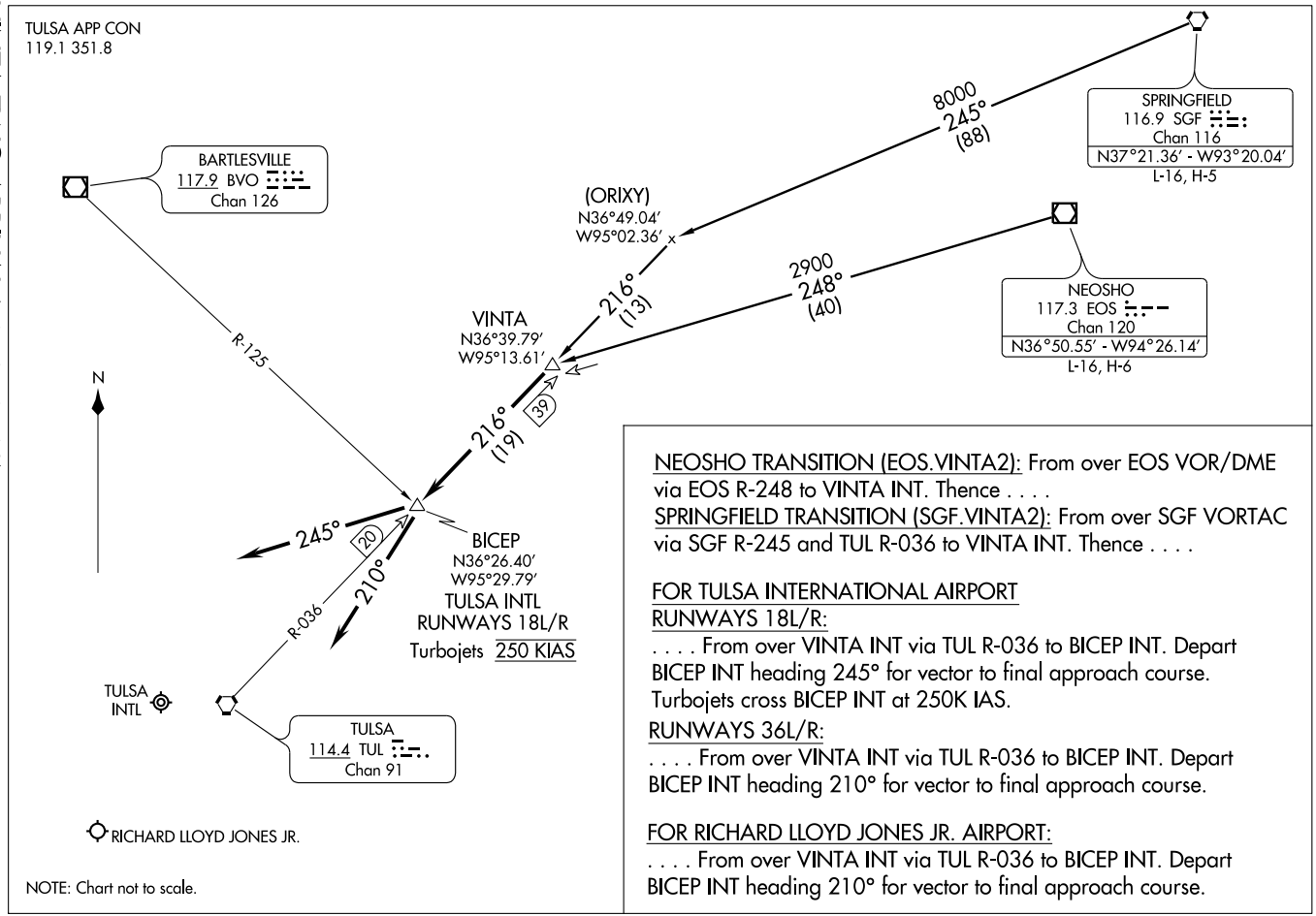
Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

# VINTA TWO ARRIVAL (VINTA.VINTA2)








NOTE: Chart not to scale.

NEOSHO TRANSITION (EOS.VINTA2): From over EOS VOR/DME via EOS R-248 to VINTA INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.VINTA2): From over SGF VORTAC via SGF R-245 and TUL R-036 to VINTA INT. Thence . . . .

FOR TULSA INTERNATIONAL AIRPORT

RUNWAYS 18L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 245° for vector to final approach course. Turbojets cross BICEP INT at 250K IAS.

RUNWAYS 36L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

FOR RICHARD LLOYD JONES JR. AIRPORT:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

| VORTAC TUL | APP CRS | Rwy Idg | NA |
|---|---|---|---|
| 114.4 | 037° | TDZE | NA |
| Chan 91 | | Apt Elev | 638 |

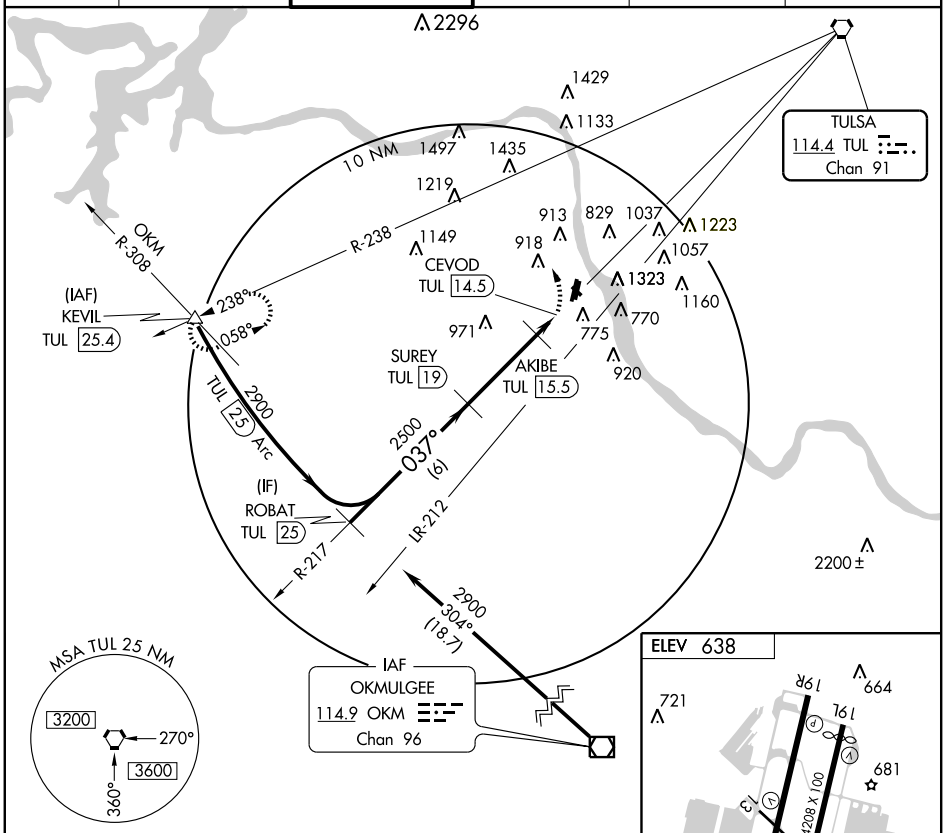
# VOR/DME-A

TULSA/RICHARD LLOYD JONES JR. (RVS)

When local altimeter setting not received, use Tulsa Intl altimeter setting and increase MDA 40 feet; increase Cat C/D visibilities ¼ mile. Circling NA northeast of Rwys 31 and 19L.

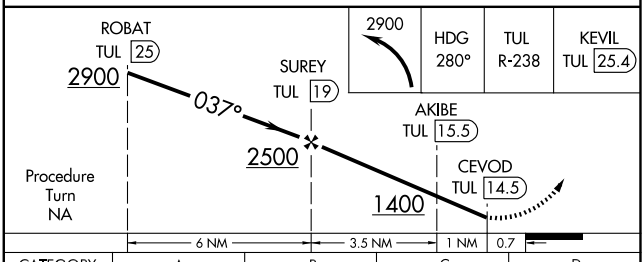
MISSED APPROACH: Climbing left turn to 2900 via heading 280° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

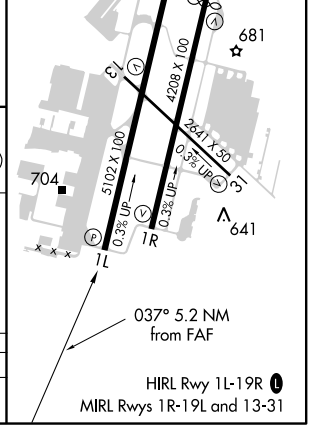
| ATIS | TULSA APP CON | RIVERSIDE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.5 | 119.85 | 120.3 (CTAF) L | 121.7 | 124.5 | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1260-1<br>622 (700-1) | 1280-1<br>642 (700-1) | 1280-1¾<br>642 (700-1¾ ) | 1280-2<br>642 (700-2) |

HIRL Rwy 1L-19R L
MIRL Rwys 1R-19L and 13-31

SC-1, 14 JAN 2010 to 11 FEB 2010

| VOR/DME GNP | APP CRS | Rwy Idg | 5102 |
|---|---|---|---|
| 110.6 | 344° | TDZE | 626 |
| Chan 43 | | Apt Elev | 638 |

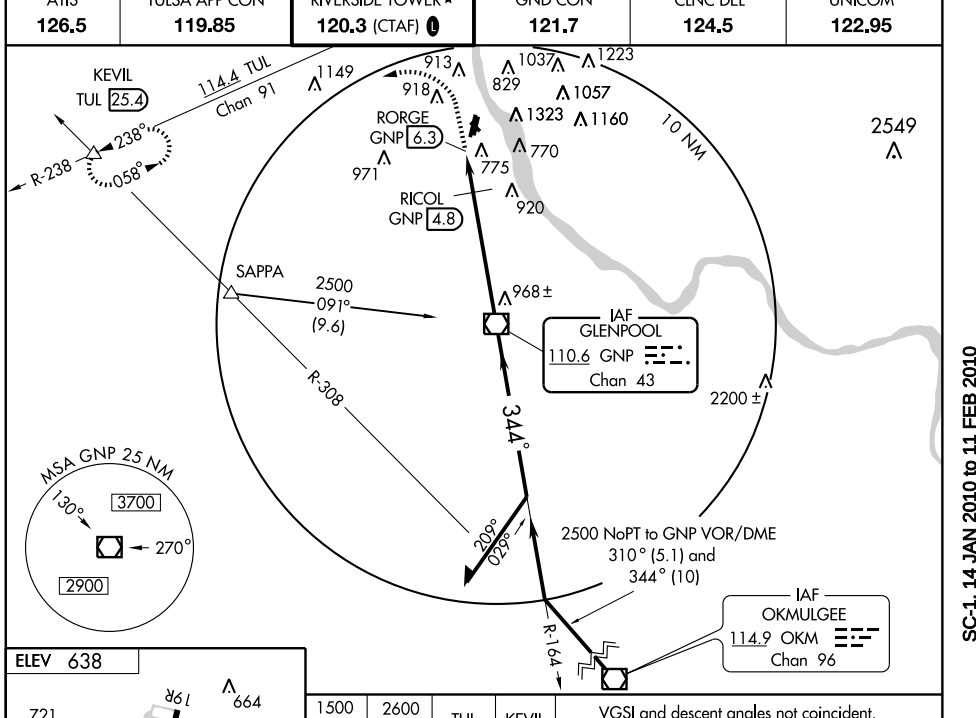
# VOR RWY 1L

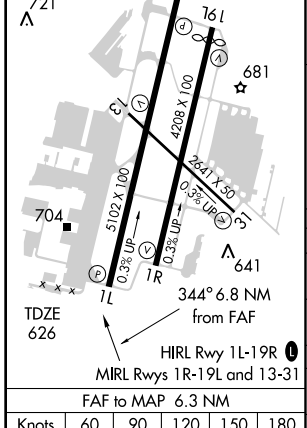
TULSA/ RICHARD LLOYD JONES JR. (RVS)

Circling not authorized northeast of Rwys 31 and 19L. If local altimeter setting not received; use Tulsa Intl altimeter setting and increase all MDAs 40 ft.

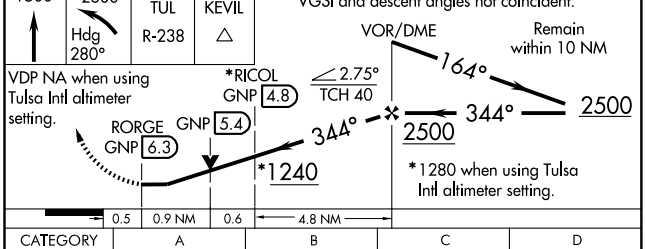
MISSED APPROACH: Climb to 1500 then climbing left turn to 2600 via heading 280° and TUL VORTAC R-238 to KEVIL Int and hold.

| ATIS | TULSA APP CON | RIVERSIDE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.5 | 119.85 | 120.3 (CTAF) | 121.7 | 124.5 | 122.95 |




| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |



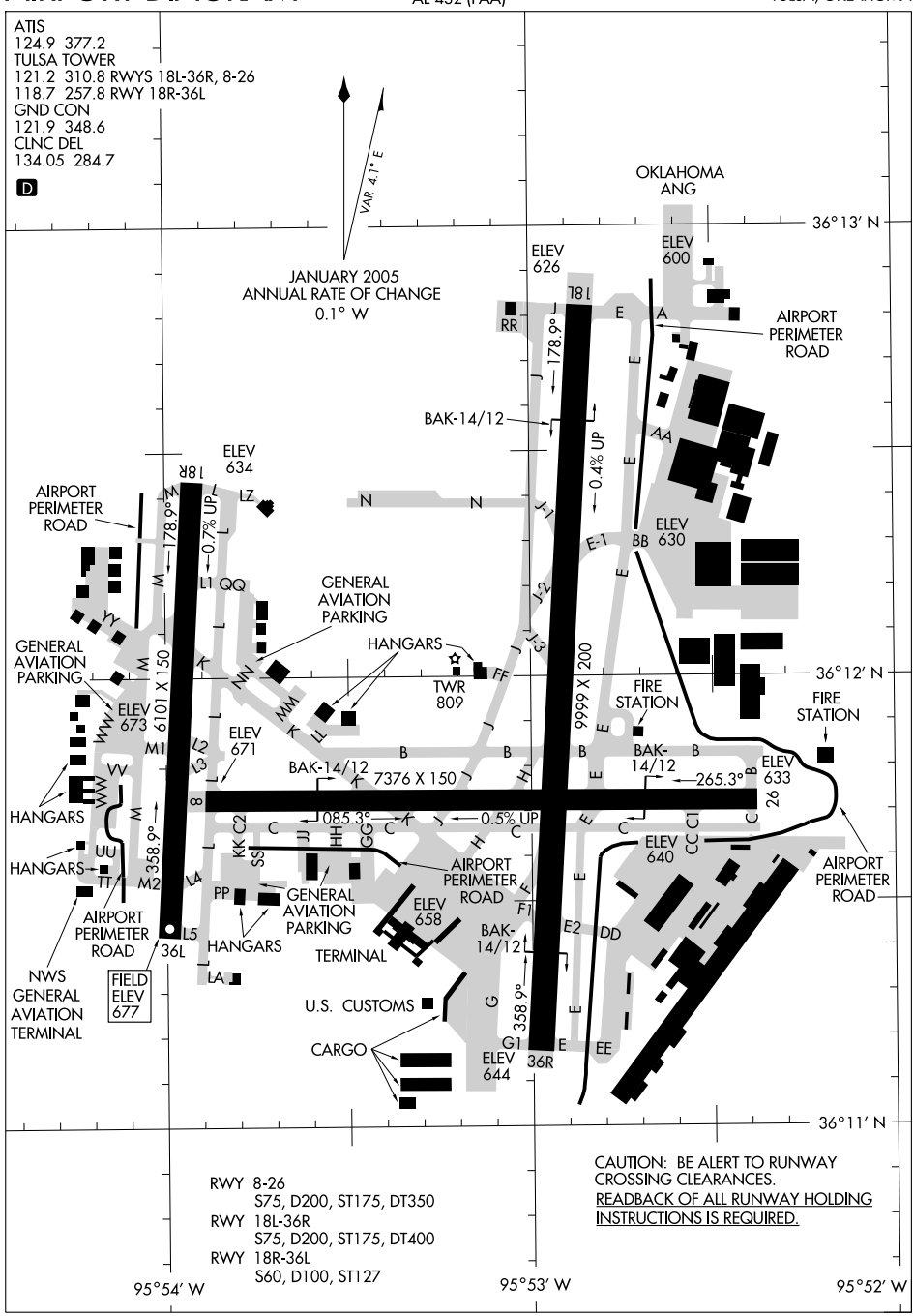

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1L | 1240-1 614 (700-1) | | 1240-1¾ 614 (700-1¾) | 1240-2 614 (700-2) |
| CIRCLING | 1260-1 622 (700-1) | 1280-1 642 (700-1) | 1280-1¾ 642 (700-1¾) | 1280-2 642 (700-2) |
| RICOL FIX MINIMUMS | | | | |
| S-1L | 1080-1 454 (500-1) | | 1080-1¼ 454 (500-1¼) | 1080-1½ 454 (500-1½) |
| CIRCLING | 1260-1 622 (700-1) | 1280-1 642 (700-1) | 1280-1¾ 642 (700-1¾) | 1280-2 642 (700-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-432 (FAA)

TULSA INTL (TUL)
TULSA, OKLAHOMA




SC-1, 14 JAN 2010 to 11 FEB 2010

# HI-VOR/DME or TACAN RWY 26

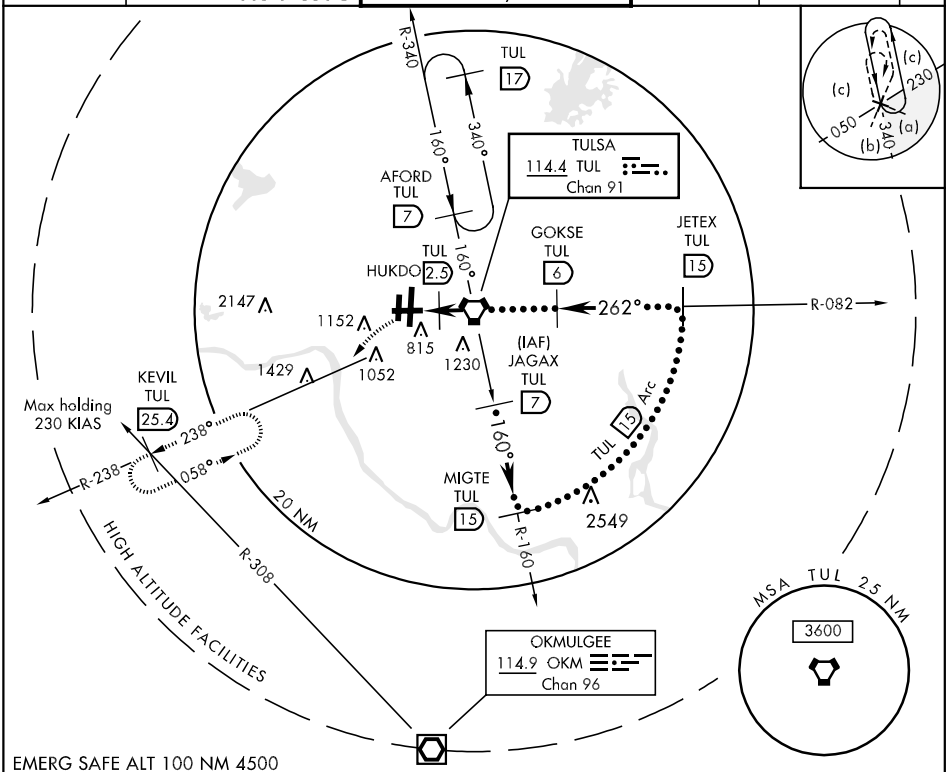
| VORTAC TUL 114.4 Chan 91 | APCH CRS 262° | Rwy ldg 7376 TDZE 651 Arpt Elev 677 |
|---|---|---|

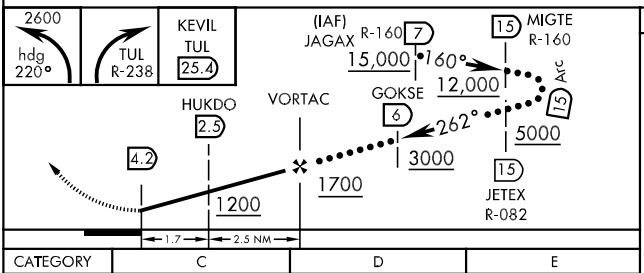
JAL-432 [USAF] — TULSA INTL (KTUL)

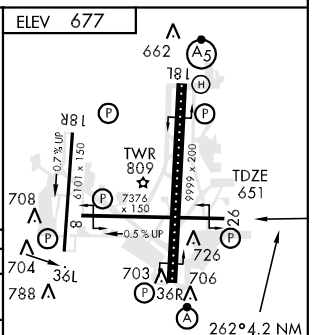
* CAT E circling not authorized S of Rwy 08-26.

MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL INT/TUL 25.4 DME and hold.

| ATIS | TULSA APP CON | TULSA TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 124.9 377.2 | 175°- 354° 124.0 338.3<br>355°- 174° 119.1 351.8 | 121.2 310.8 Rwys 18L-36R, 8-26<br>118.7 257.8 Rwy 18R-36L | 121.9 348.6 | 134.05 284.7 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-26 | 1060-1¼ 409 (400-1¼) | | 1060-1½ 409 (400-1½) |
| CIRCLING * | 1140-1½ 463 (500-1½) | 1300-2 623 (700-2) | 1300-2¼ 623 (700-2¼) |
| S-ASR 26 | 1060-1¼ 409 (400-1¼) | | 1060-1½ 409 (400-1½) |

MIRL Rwy 8-26
REIL Rwy 8, 18R, 26, 36L
TDZL/CL Rwy 36R
HIRL Rwy 18L-36R, 18R-36L

| LOC/DME I-DWE | APP CRS | Rwy Idg | 9999 |
|---|---|---|---|
| 109.7 | 177° | TDZE | 641 |
| Chan 34 | | Apt Elev | 677 |

# ILS or LOC RWY 18L

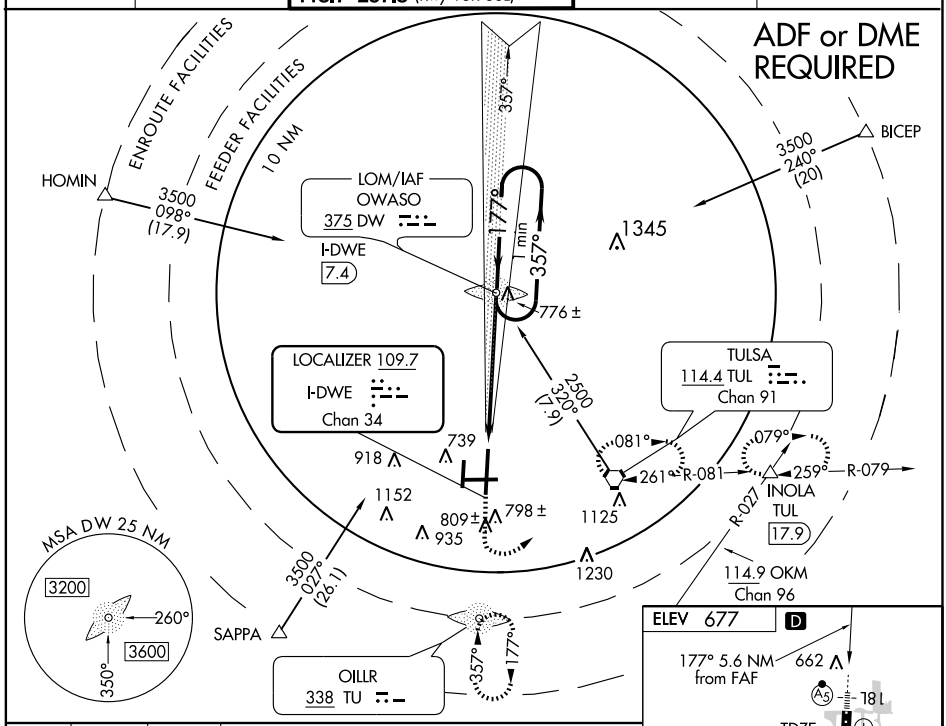
TULSA INTL (TUL)

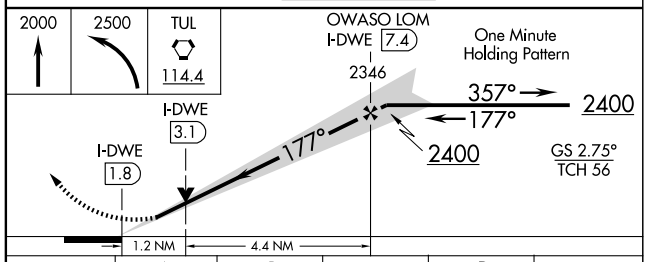
Circling NA for Cat. E south of runway 8-26.
Autopilot coupled approach NA below 1288.
ASR For inoperative MALSR, increase S-LOC 18L Cat. E visibility to 1½ mile and, increase S-ILS 18L Cat. E visibility to RVR 4000.

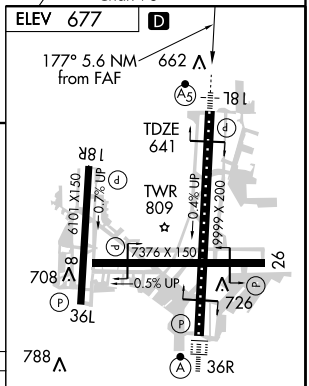
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 1800 then climbing left turn to 3500 via TUL VORTAC R-079 to INOLA INT/17.9 DME and hold E, RT, 259° inbound.)

| ATIS | TULSA APP CON | TULSA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 377.2 | 124.0 338.3 | 121.2 310.8 (Rwys 18L-36R, 8-26)<br>118.7 257.8 (Rwy 18R-36L) | 121.9 348.6 | 134.05 284.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 18L | 841/24 200 (200-½) | | | | |
| S-LOC 18L | 1040/24 399 (400-½) | | | 1040/40 399 (400-¾) | 1040/50 399 (400-1) |
| CIRCLING | 1120-1 443 (500-1) | 1140-1 463 (500-1) | 1140-1½ 463 (500-1½) | 1300-2 623 (700-2) | 1300-2¼ 623 (700-2¼) |

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

SC-1, 14 JAN 2010 to 11 FEB 2010

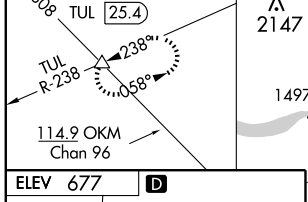
| LOC I-TJY | APP CRS | Rwy Idg | 6101 |
|---|---|---|---|
| 111.1 | 177° | TDZE | 667 |
| | | Apt Elev | 677 |

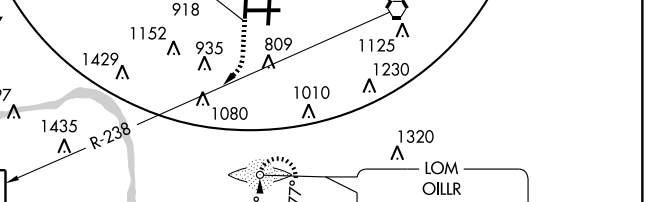
# ILS or LOC RWY 18R
TULSA INTL (TUL)

ASR

MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 via TUL VORTAC R-238 to KEVIL INT/TUL 25.4 DME and hold.

| ATIS | TULSA APP CON | TULSA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 377.2 | 124.0 338.3 | 121.2 310.8 (Rwys 18L-36R, 8-26)<br>118.7 257.8 (Rwy 18R-36L) | 121.9 348.6 | 134.05 284.7 |




TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18R | 867-¾ 200 (200-¾) | | | |
| S-LOC 18R | 1080-1 413 (500-1) | | 1080-1¼ 413 (500-1¼) | |
| CIRCLING | 1120-1 443 (500-1) | 1140-1 463 (500-1) | 1140-1½ 463 (500-1½) | 1300-2 623 (700-2) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-TUL | APP CRS | Rwy Idg | 9999 |
|---|---|---|---|
| 110.3 | 357° | TDZE | 650 |
| Chan 40 | | Apt Elev | 677 |

# ILS or LOC RWY 36R

TULSA INTL (TUL)

For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and increase S-LOC 36R Cat E visibility to 2¼ mile. YEPUT fix minimums: For inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

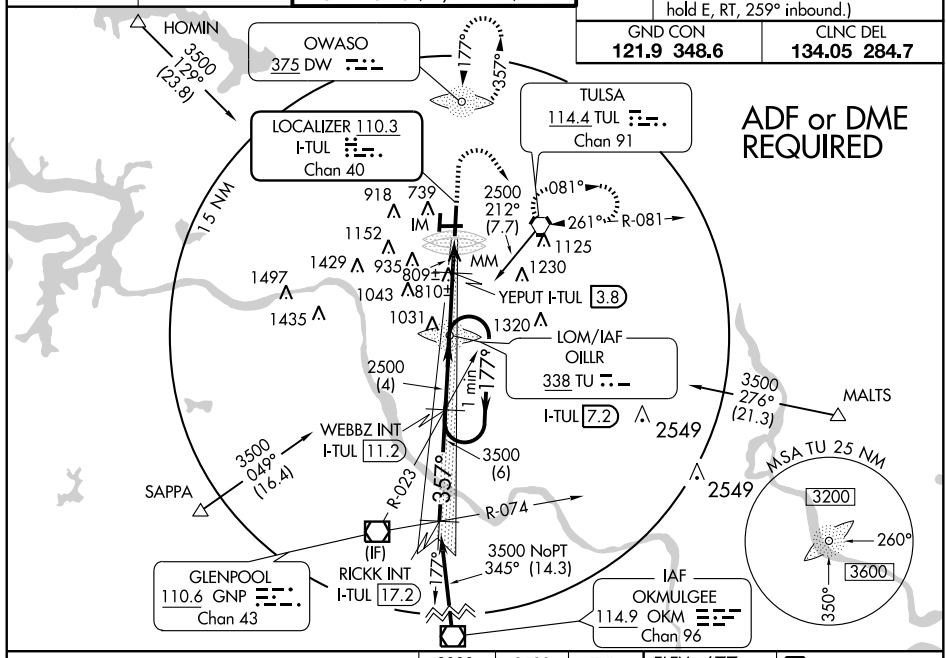
ASR

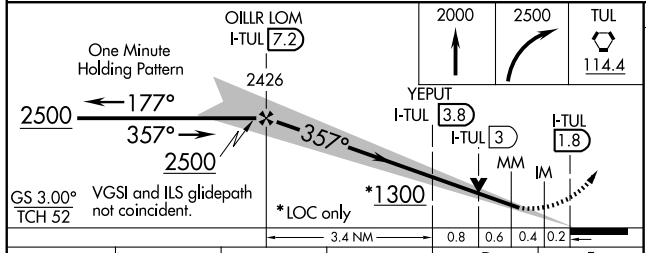
ALSF-2

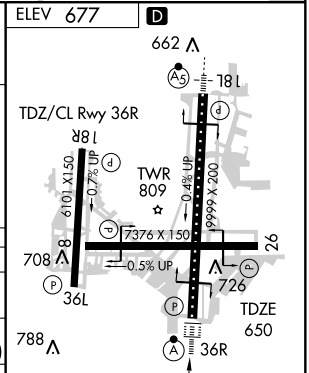
MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E, RT, 259° inbound.)

| ATIS | TULSA APP CON | TULSA TOWER |
|---|---|---|
| 124.9 377.2 | 124.0 338.3 | 121.2 310.8 (Rwys 18L-36R, 8-26)<br>118.7 257.8 (Rwy 18R-36L) |

| GND CON | CLNC DEL |
|---|---|
| 121.9 348.6 | 134.05 284.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 36R | 850/18 200 (200-½) | | | | 850/24 200 (200-½) |
| S-LOC 36R | 1300/24 650 (700-½) | | 1300/60 650 (700-1¼) | 1300-1½ 650 (700-1½) | 1300-1¾ 650 (700-1¾) |
| CIRCLING | 1300-1 623 (700-1) | | 1300-1¾ 623 (700-1¾) | 1300-2 623 (700-2) | NA |
| YEPUT FIX MINIMUMS | | | | | |
| S-LOC 36R | 1060/24 410 (400-½) | | 1060/40 410 (400-¾) | | 1060/50 410 (400-1) |
| CIRCLING | 1120-1 443 (500-1) | 1140-1 463 (500-1) | 1140-1½ 463 (500-1½) | 1300-2 623 (700-2) | NA |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

SC-1, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-TUL | APP CRS | Rwy Idg | 9999 |
|---|---|---|---|
| 110.3 Chan40 | 357° | TDZE | 650 |
| | | Apt Elev | 677 |

# ILS RWY 36R (CAT II)

## TULSA INTL (TUL)

For inoperative ALSF, increase S-ILS 36R Cat E visibility to RVR 4000, and increase S-LOC 36R Cat E visibility to 2¼ mile. YEPUT fix minimums: For ASR inoperative ALSF, increase S-LOC 36R Cat E visibility to 1½ mile.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct TUL VORTAC and hold. (TACAN aircraft climb to 2000 then climbing right turn to 3500 via TUL VORTAC R-079 to INOLA INT/ 17.9 DME and hold E, RT, 259° inbound.)

| ATIS | TULSA APP CON | TULSA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 377.2 | 124.0 338.3 | 121.2 310.8 (Rwys 18L-36R, 8-26)<br>118.7 257.8 (Rwy 18R-36L) | 121.9 348.6 | 134.05 284.7 |

ADF or DME REQUIRED

HOMIN
3500
129°
(23.8)

OWASO
375 DW

LOCALIZER 110.3
I-TUL
Chan 40

TULSA
114.4 TUL
Chan 91

15 NM

177°
357°

081°
261°
R-081

IM
MM

2500
212°
(7.7)

1125
1230

918 739
1152
1429 935
809±
1043 810±
1497
1435
1031
1320

YEPUT I-TUL 3.8

LOM/IAF
OILLR
338 TU

I-TUL 7.2

2549

2500
(4)

1 min
177°

3500
276°
(21.3)
MALTS

WEBBZ INT
I-TUL 11.2

3500
049°
(16.4)
SAPPA

3500
(6)

357°
R-023
R-074

MSA TU 25 NM
3200
260°
3600
350°

(IF)
RICKK INT
I-TUL 17.2

177°
3500 NoPT
345° (14.3)

GLENPOOL
110.6 GNP
Chan 43

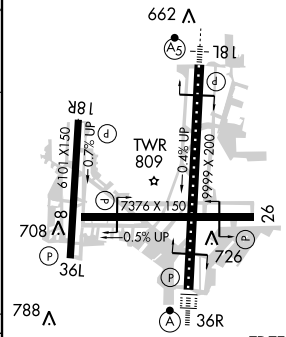
IAF
OKMULGEE
114.9 OKM
Chan 96

ELEV 677 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36R | RA 116/12 100 DA 750 | | | |

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED




TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 7376 |
|---|---|---|
| 083° | TDZE | 671 |
| | Apt Elev | 677 |

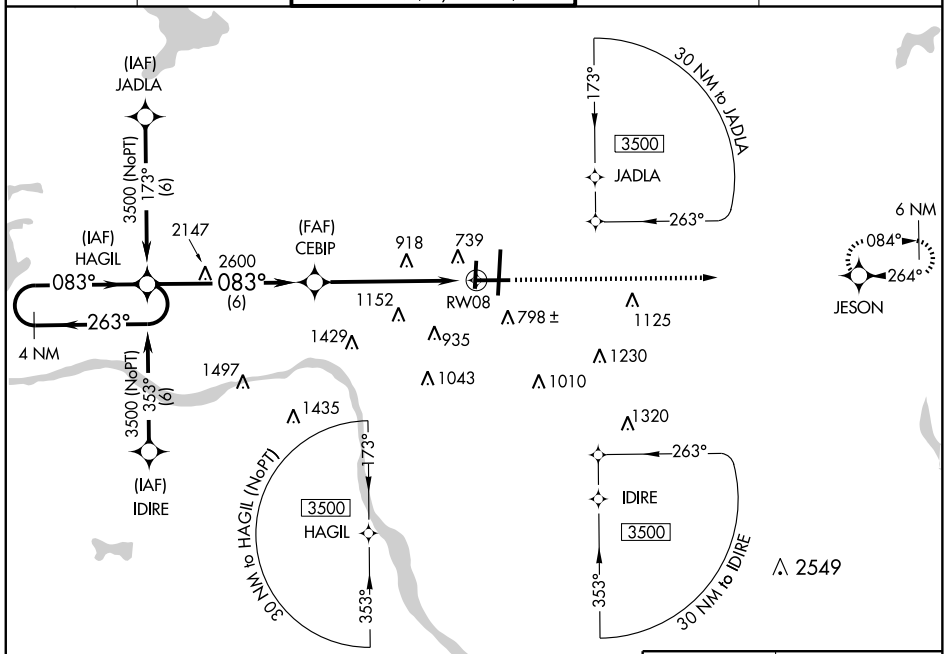
# RNAV (GPS) RWY 8

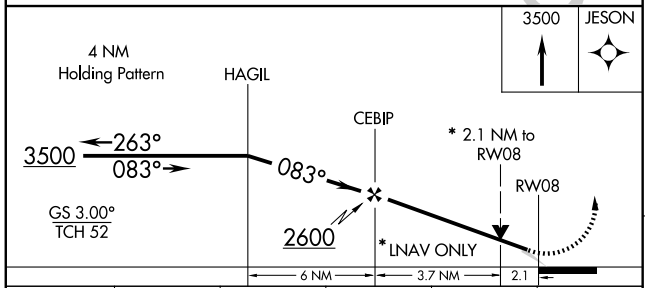
TULSA INTL (TUL)

Cat. E circling not authorized south of Rwy 8-26.
NA Baro-VNAV NA BELOW -16°C (3°F).
ASR DME/DME RNP-0.3 NA.

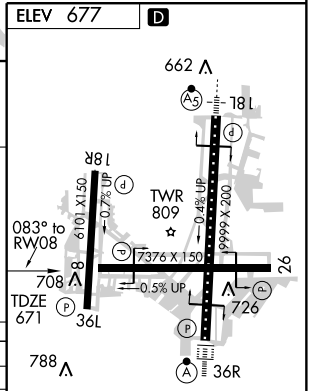
MISSED APPROACH: Climb to 3500 direct JESON and hold.

| ATIS | TULSA APP CON | TULSA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 377.2 | 124.0 338.3 | 121.2 310.8 (Rwys 18L-36R, 8-26)<br>118.7 257.8 (Rwy 18R-36L) | 121.9 348.6 | 134.05 284.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 1061-1¼ 390 (400-1¼ ) | | | | |
| LNAV MDA | 1380-1 709 (800-1) | | 1380-2 709 (800-2) | 1380-2¼ 709 (800-2¼ ) | 1380-2½ 709 (800-2½ ) |
| CIRCLING | 1380-1 703 (800-1) | | 1380-2 703 (800-2) | 1380-2¼ 703 (800-2¼ ) | 1380-2½ 703 (800-2½ ) |




TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 9999 |
|---|---|---|---|
| CH 93504 | 177° | TDZE | 641 |
| W18A | | Apt Elev | 677 |

# RNAV (GPS) RWY 18L
TULSA INTL (TUL)

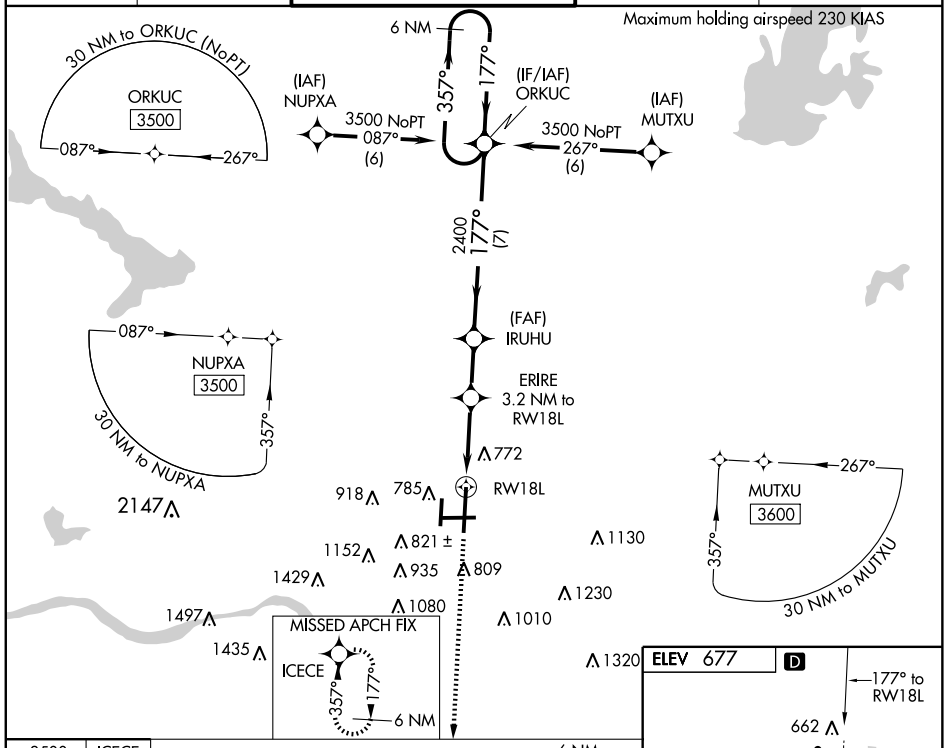
ASR: Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility ½ mile, LNAV/VNAV Cat E visibility to 1¾, and LNAV Cat E visibility to 1½.

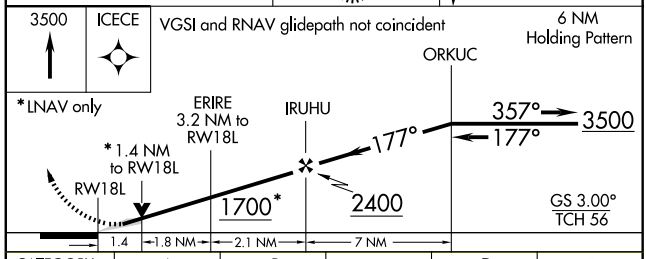
MALSR

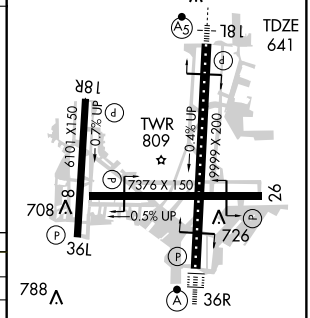
MISSED APPROACH: Climb to 3500 direct ICECE and hold.

| ATIS | TULSA APP CON | TULSA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 377.2 | 124.0 338.3 | 121.2 310.8 (Rwys 18L-36R, 8-26)<br>118.7 257.8 (Rwy 18R-36L) | 121.9 348.6 | 134.05 284.7 |

Maximum holding airspeed 230 KIAS




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 908/24 267 (300-½) | | | | |
| LNAV/VNAV DA | 1117/60 476 (500-1¼) | | | | |
| LNAV MDA | 1080/24 439 (500-½) | | 1080/40 439 (500-¾) | 1080/50 439 (500-1) | |
| CIRCLING | 1120-1 443 (500-1) | 1140-1 463 (500-1) | 1140-1½ 463 (500-1½) | 1300-2 623 (700-2) | 1300-2¼ 623 (700-2¼) |

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 69614 W18B | APP CRS 177° | Rwy Idg 6101 TDZE 667 Apt Elev 677 |
|---|---|---|

# RNAV (GPS) RWY 18R

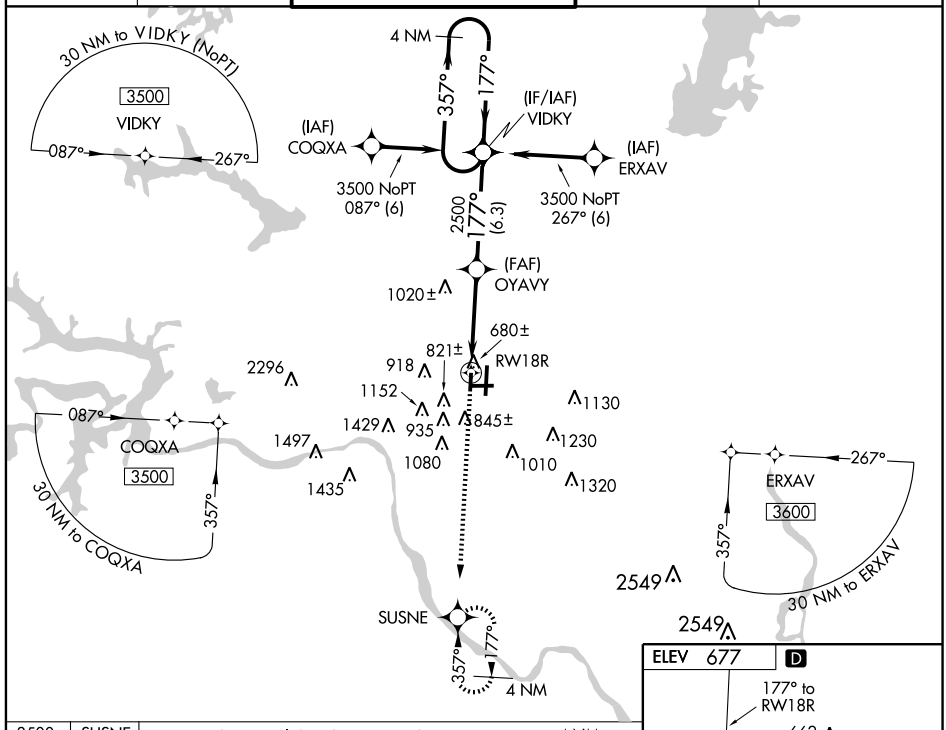
TULSA INTL (TUL)

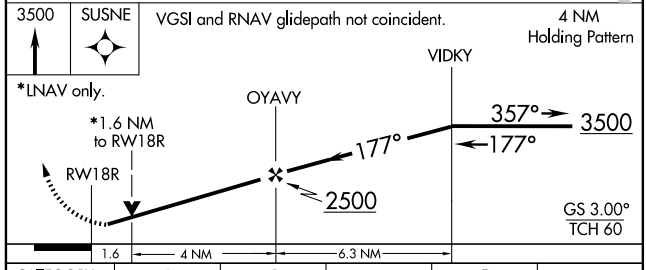
ASR

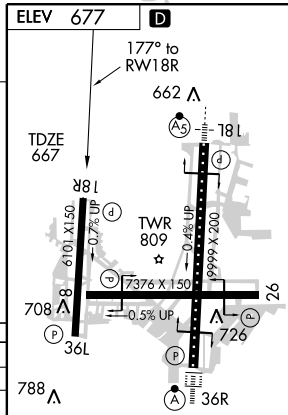
Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3500 direct SUSNE and hold

| ATIS | TULSA APP CON | TULSA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 377.2 | 124.0 338.3 | 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L) | 121.9 348.6 | 134.05 284.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 867-¾ 200 (200-¾) | | | | |
| LNAV/VNAV DA | 978-1¼ 311 (400-1¼) | | | | |
| LNAV MDA | 1160-1 493 (500-1) | | 1160-1¼ 493 (500-1¼) | 1160-1½ 493 (500-1½) | 1160-1¾ 493 (500-1¾) |
| CIRCLING | 1160-1 483 (500-1) | | 1160-1½ 483 (500-1½) | 1300-2 623 (700-2) | 1300-2¼ 623 (700-2¼) |

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 93814 W26A | APP CRS 263° | Rwy Idg 7376 TDZE 651 Apt Elev 677 |
|---|---|---|

# RNAV (GPS) RWY 26

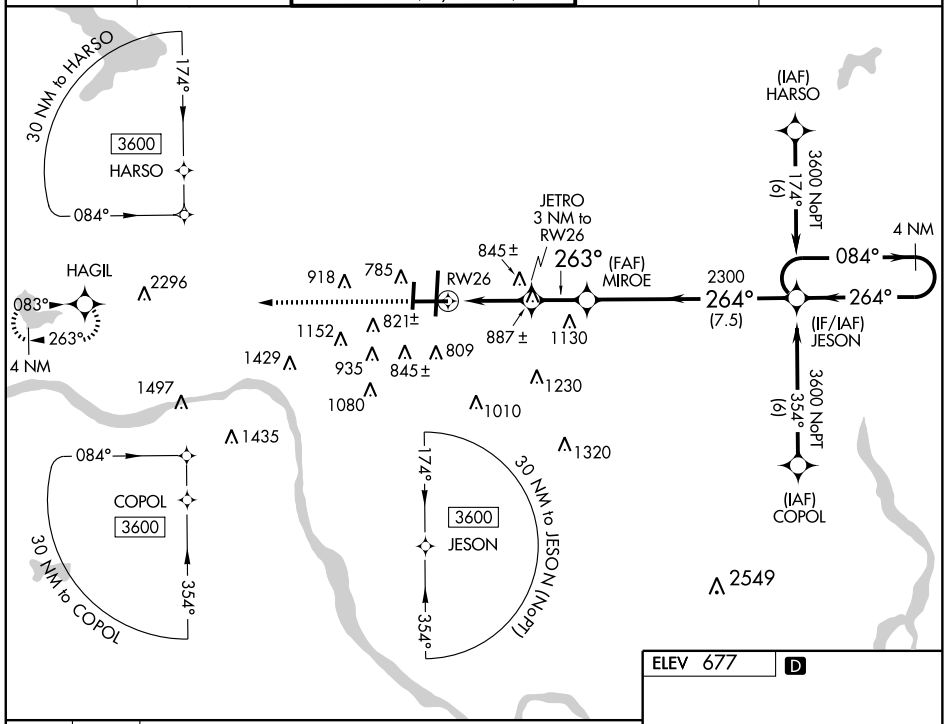
TULSA INTL (TUL)

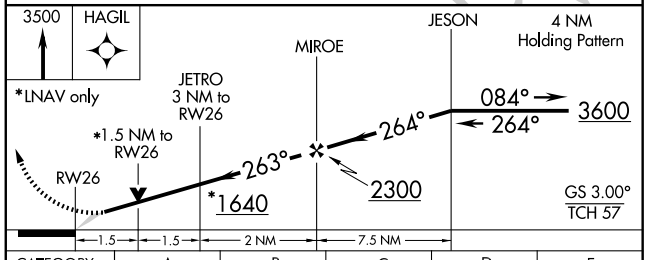
ASR

Circling NA for Cat E south of Rwy 8-26. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

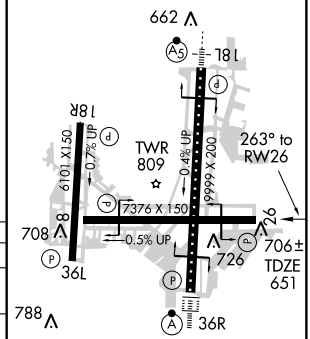
MISSED APPROACH: Climb to 3500 direct HAGIL and hold.

| ATIS | TULSA APP CON | TULSA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 377.2 | 124.0 338.3 | 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L) | 121.9 348.6 | 134.05 284.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 901-1 250 (300-1) | | | | |
| LNAV/VNAV DA | 1028-1¼ 377 (500-1¼) | | | | |
| LNAV MDA | 1160-1 509 (500-1) | | 1160-1½ 509 (500-1½) | | 1160-1¾ 509 (500-1¾) |
| CIRCLING | 1160-1 483 (500-1) | | 1160-1½ 483 (500-1½) | 1300-2 623 (700-2 ) | 1300-2¼ 623 (700-2¼) |




TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6101 |
|---|---|---|
| 357° | TDZE | 677 |
| | Apt Elev | 677 |

# RNAV (GPS) RWY 36L

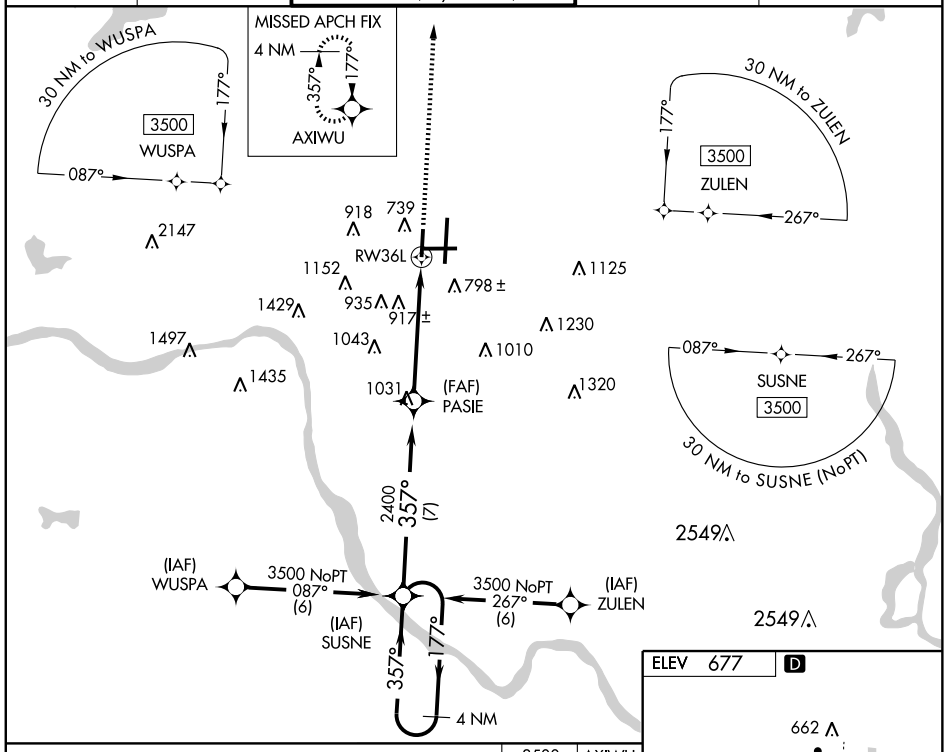
TULSA INTL (TUL)

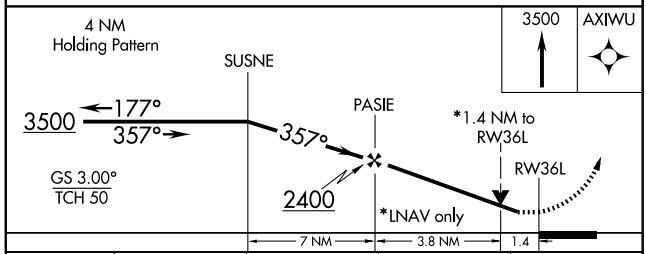
ASR

Cat. E circling not authorized south of Rwy 8-26.
Baro-VNAV NA BELOW -16°C (3°F).
DME/DME RNP-0.3 NA.

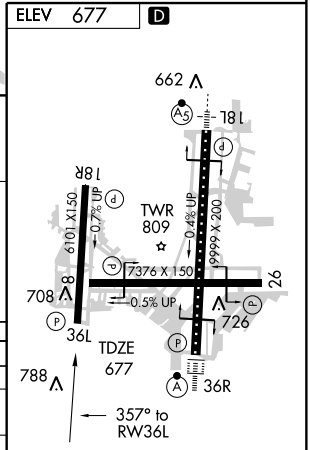
MISSED APPROACH: Climb to 3500 direct AXIWU and hold.

| ATIS | TULSA APP CON | TULSA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 377.2 | 124.0 338.3 | 121.2 310.8 (Rwys 18L-36R, 8-26)<br>118.7 257.8 (Rwy 18R-36L) | 121.9 348.6 | 134.05 284.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 1104-1½ 427 (500-1½) | | | |
| LNAV MDA | 1180-1 503 (600-1) | | 1180-1½ 503 (600-1½) | |
| CIRCLING | 1180-1 503 (600-1) | | 1180-1½ 503 (600-1½) | 1300-2 623 (700-2) |




TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 82214 W36A | APP CRS 357° | Rwy Idg 9999 TDZE 650 Apt Elev 677 |
|---|---|---|

# RNAV (GPS) RWY 36R
TULSA INTL (TUL)

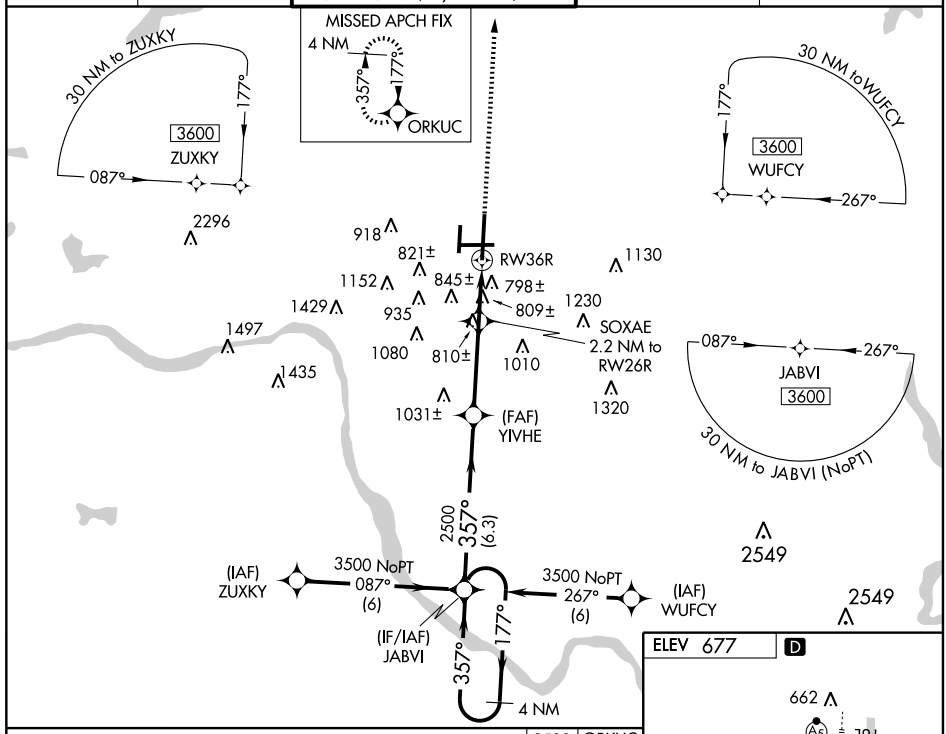
Circling NA for Cat E south of runway 8-26. For uncompensated Baro-VNAV system, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA. For inoperative ALSF increase LPV Cat E visibility ¼ mile, LNAV/VNAV Cat E and LNAV Cat E visibility ½ mile.

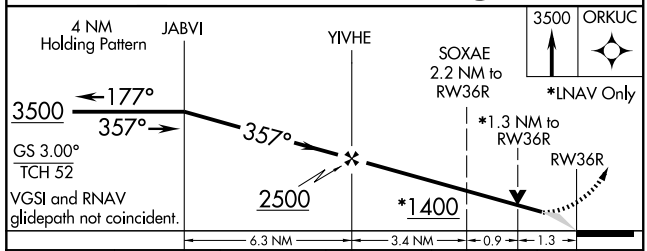
ASR

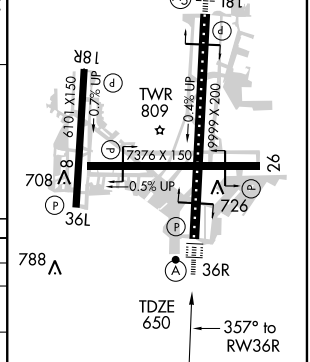
ALSF-2

MISSED APPROACH: Climb to 3500 direct ORKUC and hold.

| ATIS | TULSA APP CON | TULSA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 377.2 | 124.0 338.3 | 121.2 310.8 (Rwys 18L-36R, 8-26)<br>118.7 257.8 (Rwy 18R-36L) | 121.9 348.6 | 134.05 284.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 850/24 200 (200-½) | | | | |
| LNAV/VNAV DA | 1145/60 495 (500-1¼) | | | | |
| LNAV MDA | 1120/24 470 (500-½) | | 1120/40 470 (500-¾) | 1120/50 470 (500-1) | 1120/60 470 (500-1¼) |
| CIRCLING | 1120-1 443 (500-1) | 1140-1 463 (500-1) | 1140-1½ 463 (500-1½) | 1300-2 623 (700-2) | 1300-2¼ 623 (700-2¼) |

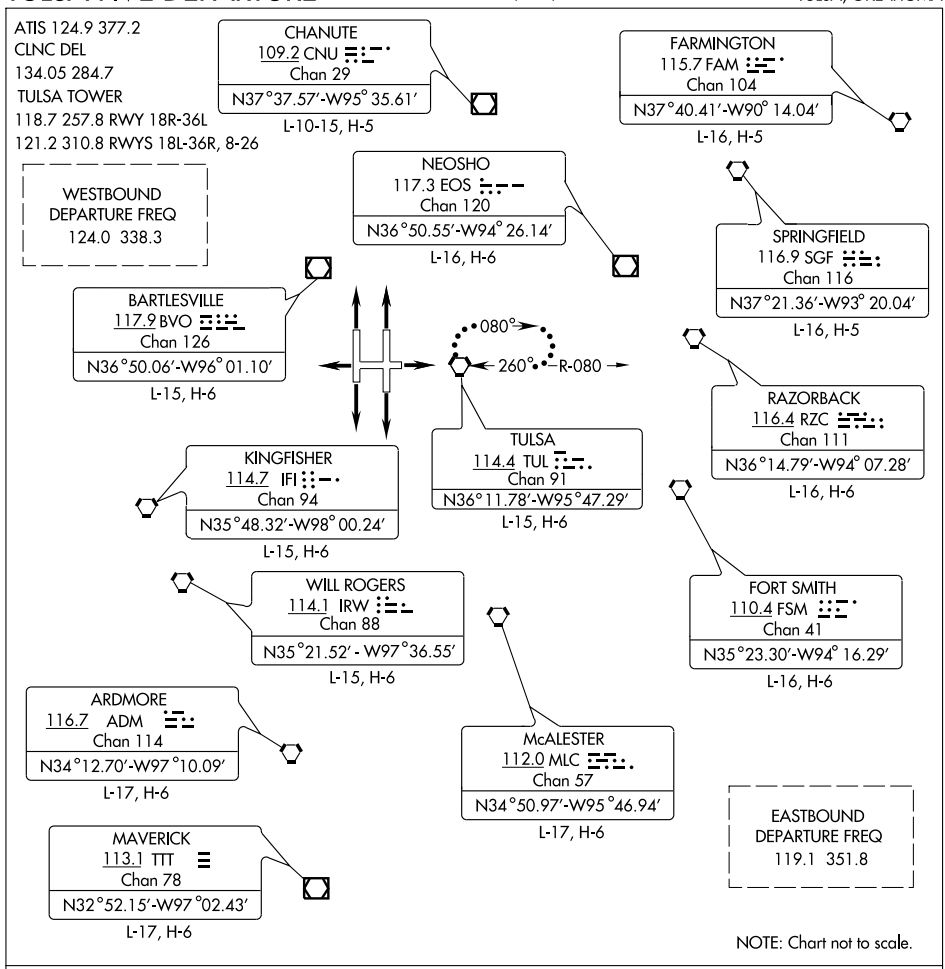
TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

# TULSA FIVE DEPARTURE

SL-432 (FAA)






## DEPARTURE ROUTE DESCRIPTION

Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

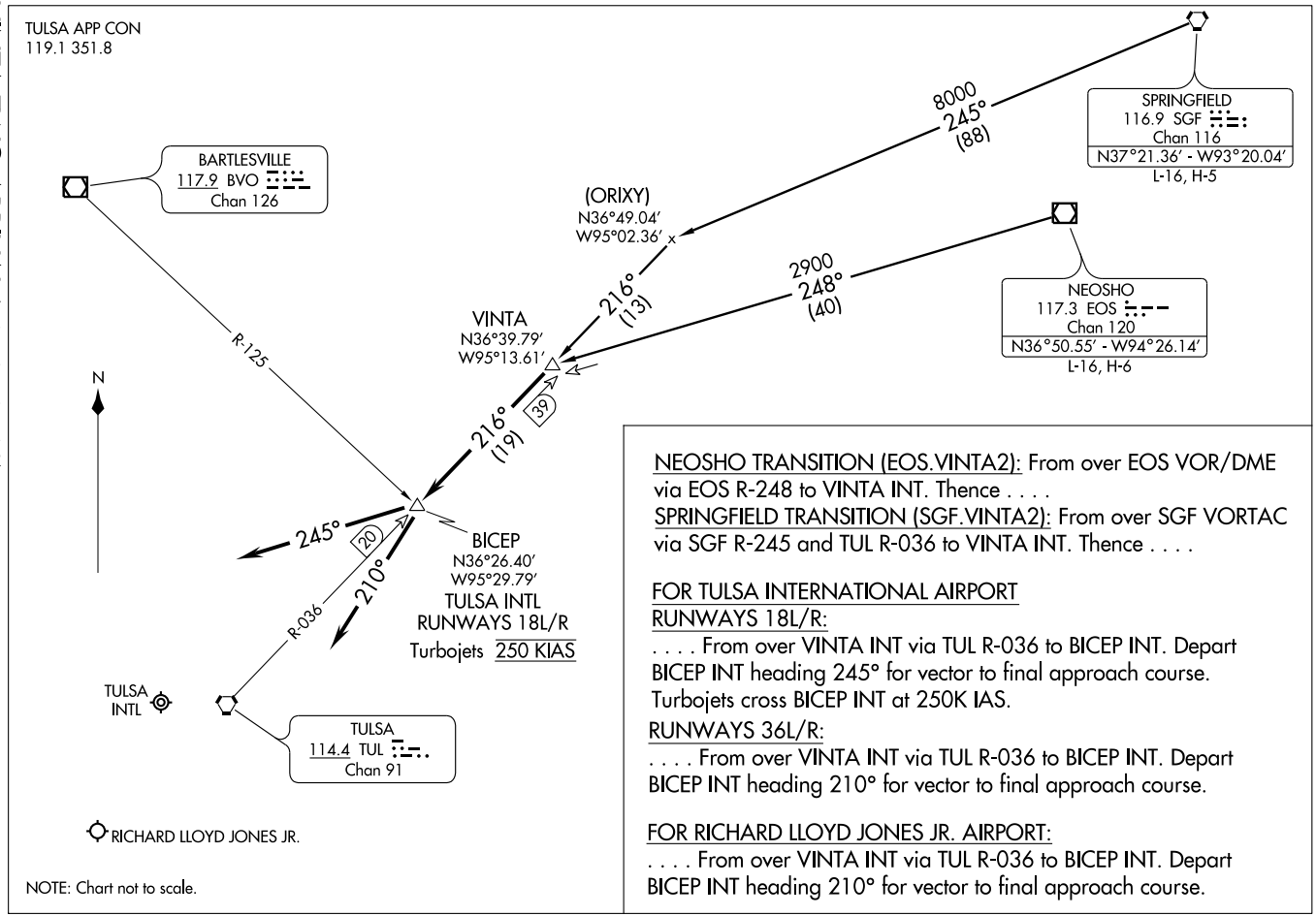
LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

SC-1, 14 JAN 2010 to 11 FEB 2010

# VINTA TWO ARRIVAL (VINTA.VINTA2)








NOTE: Chart not to scale.

NEOSHO TRANSITION (EOS.VINTA2): From over EOS VOR/DME via EOS R-248 to VINTA INT. Thence . . . .

SPRINGFIELD TRANSITION (SGF.VINTA2): From over SGF VORTAC via SGF R-245 and TUL R-036 to VINTA INT. Thence . . . .

FOR TULSA INTERNATIONAL AIRPORT

RUNWAYS 18L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 245° for vector to final approach course. Turbojets cross BICEP INT at 250K IAS.

RUNWAYS 36L/R:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

FOR RICHARD LLOYD JONES JR. AIRPORT:

. . . . From over VINTA INT via TUL R-036 to BICEP INT. Depart BICEP INT heading 210° for vector to final approach course.

| VORTAC TUL 114.4 Chan 91 | APP CRS 081° | Rwy Idg 7376 TDZE 671 Apt Elev 677 |
|---|---|---|

# VOR/DME or TACAN RWY 8

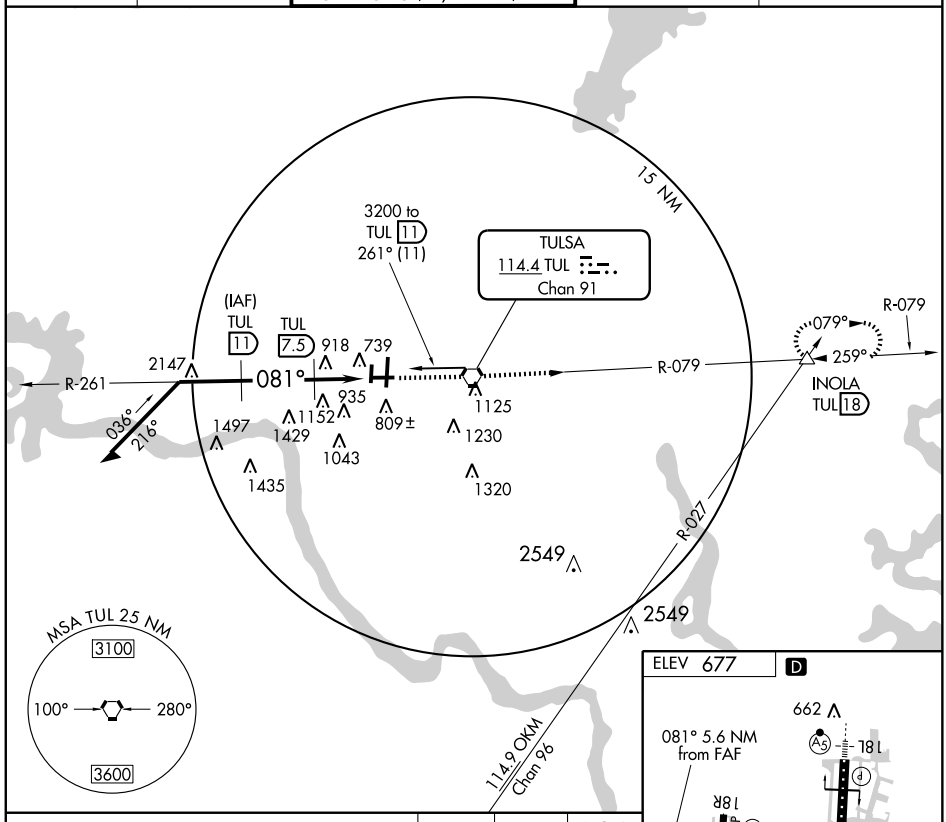
TULSA INTL (TUL)

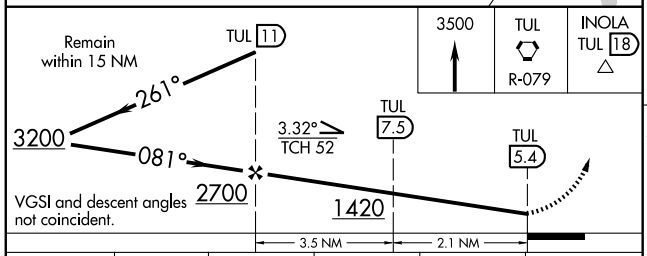
ASR

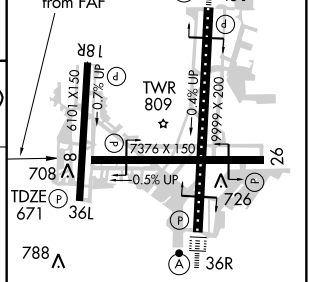
Cat. E circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climb to 3500 direct TUL VORTAC, then via TUL R-079 to INOLA Int and hold.

| ATIS | TULSA APP CON | TULSA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 377.2 | 124.0 338.3 | 121.2 310.8 (Rwys 18L-36R, 8-26)<br>118.7 257.8 (Rwy 18R-36L) | 121.9 348.6 | 134.05 284.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-8 | 1080-1 | 409 (500-1) | 1080-1¼ | 409 (500-1¼) | 1080-1½<br>409 (500-1½) |
| CIRCLING | 1120-1<br>443 (500-1) | 1140-1<br>463 (500-1) | 1140-1½<br>463 (500-1½) | 1300-2<br>623 (700-2) | 1300-2¼<br>623 (700-2¼) |

TDZ/CL Rwy 36R
HIRL Rwys 8-26, 18L-36R and 18R-36L
REIL Rwys 8, 18R, 26 and 36L

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC TUL 114.4 Chan 91 | APP CRS 262° | Rwy Idg 7376 TDZE 651 Apt Elev 677 |
|---|---|---|

# VOR or TACAN RWY 26

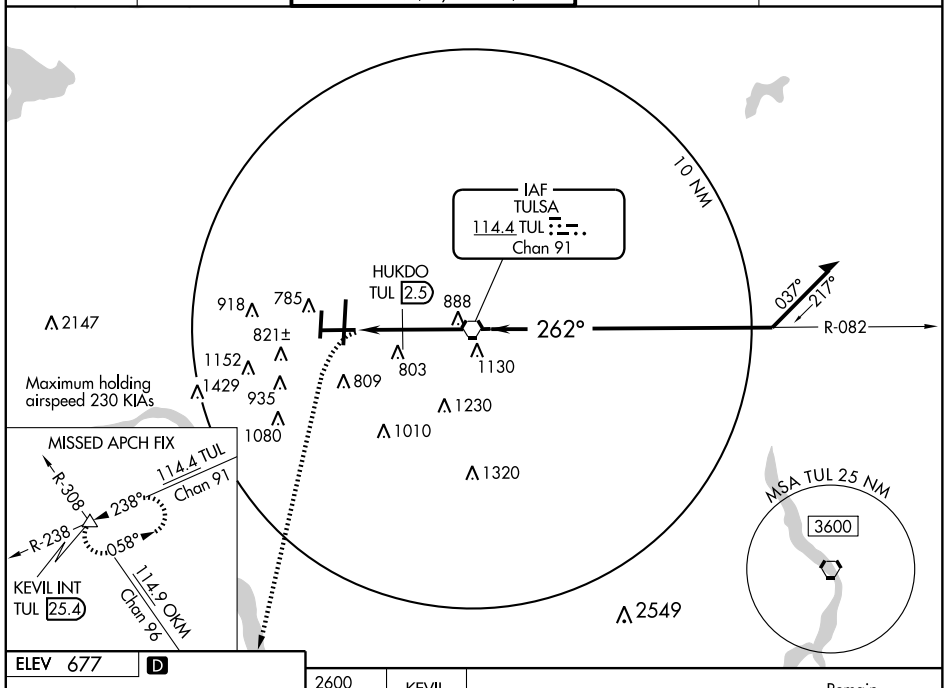
TULSA INTL (TUL)

ASR

Circling NA for Cat E south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 2600 via heading 220° and TUL R-238 to KEVIL Int/TUL 25.4 DME and hold.

| ATIS | TULSA APP CON | TULSA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 377.2 | 124.0 338.3 | 121.2 310.8 (Rwys 18L-36R, 8-26) 118.7 257.8 (Rwy 18R-36L) | 121.9 348.6 | 134.05 284.7 |




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-26 | 1200-1 549 (600-1) | | 1200-1½ 549 (600-1½) | 1200-1¾ 549 (600-1¾) | 1200-2 549 (600-2) |
| CIRCLING | 1200-1 523 (600-1) | | 1200-1½ 523 (600-1½) | 1300-2 623 (700-2) | 1300-2¼ 623 (700-2¼) |
| HUKDO FIX MINIMUMS | | | | | |
| S-26 | 1060-1 409 (500-1) | | 1060-1¼ 409 (500-1¼) | | 1060-1½ 409 (500-1½) |
| CIRCLING | 1120-1 443 (500-1) | 1140-1 463 (500-1) | 1140-1½ 463 (500-1½) | 1300-2 623 (700-2) | 1300-2¼ 623 (700-2¼) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3405 |
|---|---|---|
| 176° | TDZE | 594 |
| | Apt Elev | 598 |

# RNAV (GPS) RWY 18
## WAGONER/HEFNER-EASLEY (H68)

T
NA Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2500 direct TUSOC and hold.

| TULSA APP CON | CTAF |
|---|---|
| 119.1 351.8 | 122.9 |

4 NM
176°
356°
(IF/IAF)
TUSOC
NoPT for arrival at TUSOC on V140.
2500
176°
(8.7)
(FAF)
WAGUR
MSA RW18 25 NM
3600
2549
2549
805
1015
RW18
769±
723±
835
932

ELEV 598
176° to RW18
18
TDZE 594
0.4% UP
3405 X 60
36
MIRL Rwy 18-36

4 NM
Holding Pattern
TUSOC
WAGUR
2500
356°
176°
176°
2500
RW18
3.05°
TCH 37
8.7 NM
5.8 NM

2500 TUSOC

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 | 486 (500-1) | NA | |
| CIRCLING | 1180-1 | 582 (600-1) | NA | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3405 |
|---|---|---|
| 356° | TDZE | 598 |
| | Apt Elev | 598 |

# RNAV (GPS) RWY 36

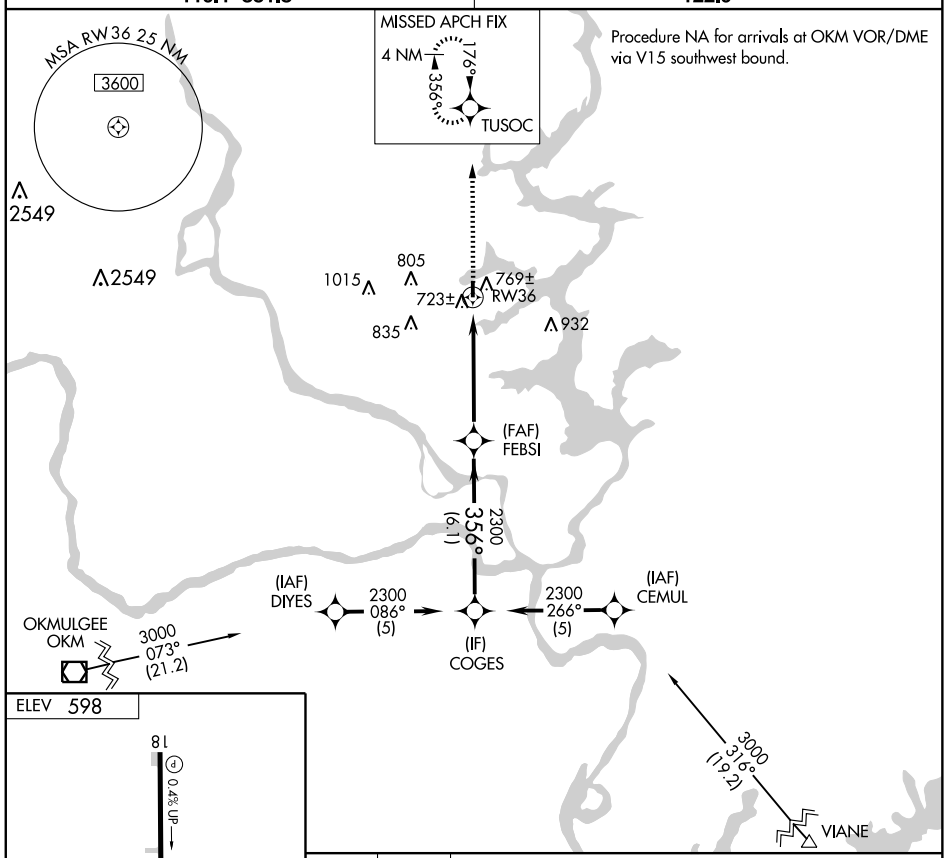
## WAGONER/HEFNER-EASLEY (H68)

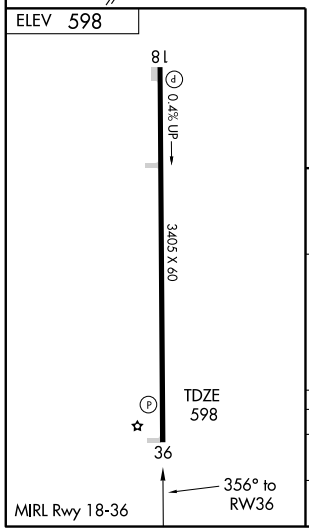
Use Muskogee altimeter setting; when not received, use Tahlequah altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA.

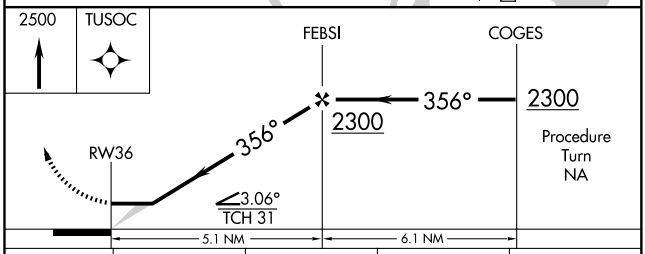
NA

MISSED APPROACH: Climb to 2500 direct TUSOC and hold.

| TULSA APP CON | CTAF |
|---|---|
| 119.1 351.8 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1 | 502 (600-1) | NA | |
| CIRCLING | 1180-1 | 582 (600-1) | NA | |

SC-1, 14 JAN 2010 to 11 FEB 2010

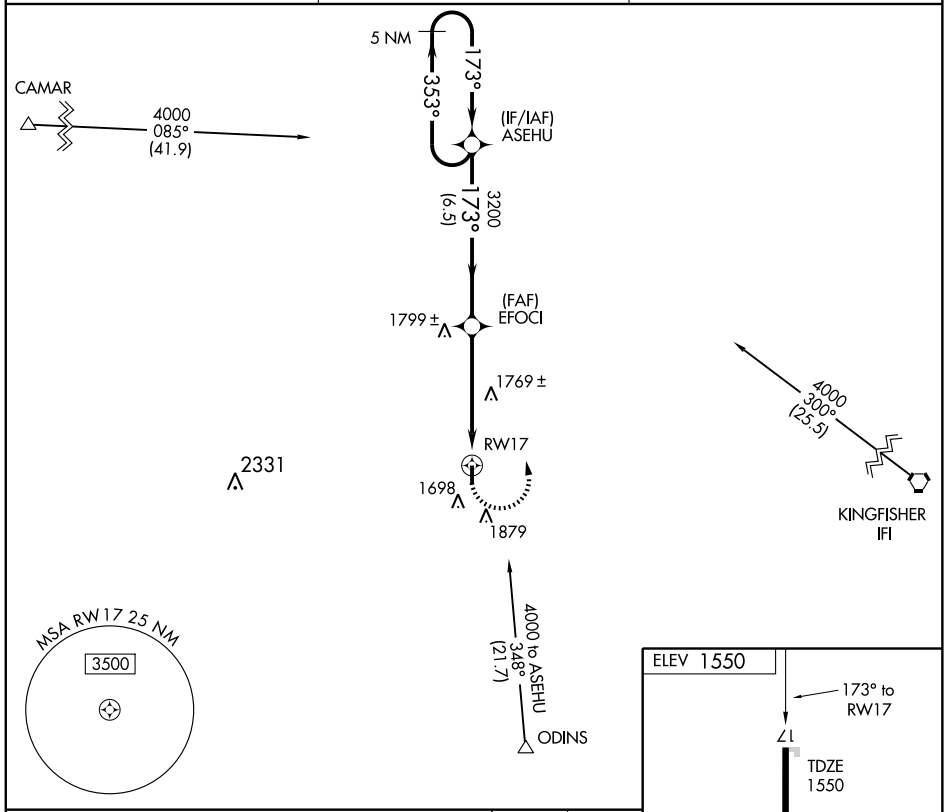
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 173° | TDZE | 1550 |
| | Apt Elev | 1550 |

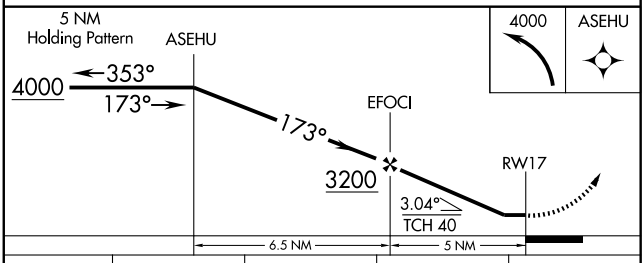
# RNAV (GPS) RWY 17
## WATONGA RGNL (JWG)

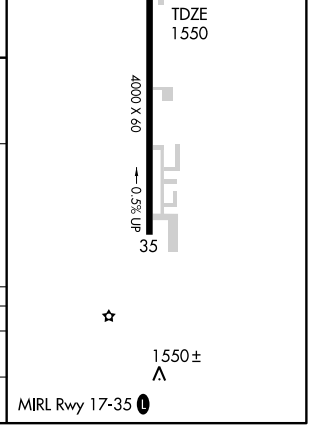
If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 100 feet.
NA
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 4000 direct ASEHU and hold.

| AWOS-3 | VANCE APP CON ★ | UNICOM |
|---|---|---|
| 134.175 | 120.525 306.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2060-1 510 (600-1) | | 2060-1½ 510 (600-1½) | NA |
| CIRCLING | 2060-1 510 (600-1) | 2240-1 690 (700-1) | 2240-2 690 (700-2) | NA |

SC-1, 14 JAN 2010 to 11 FEB 2010

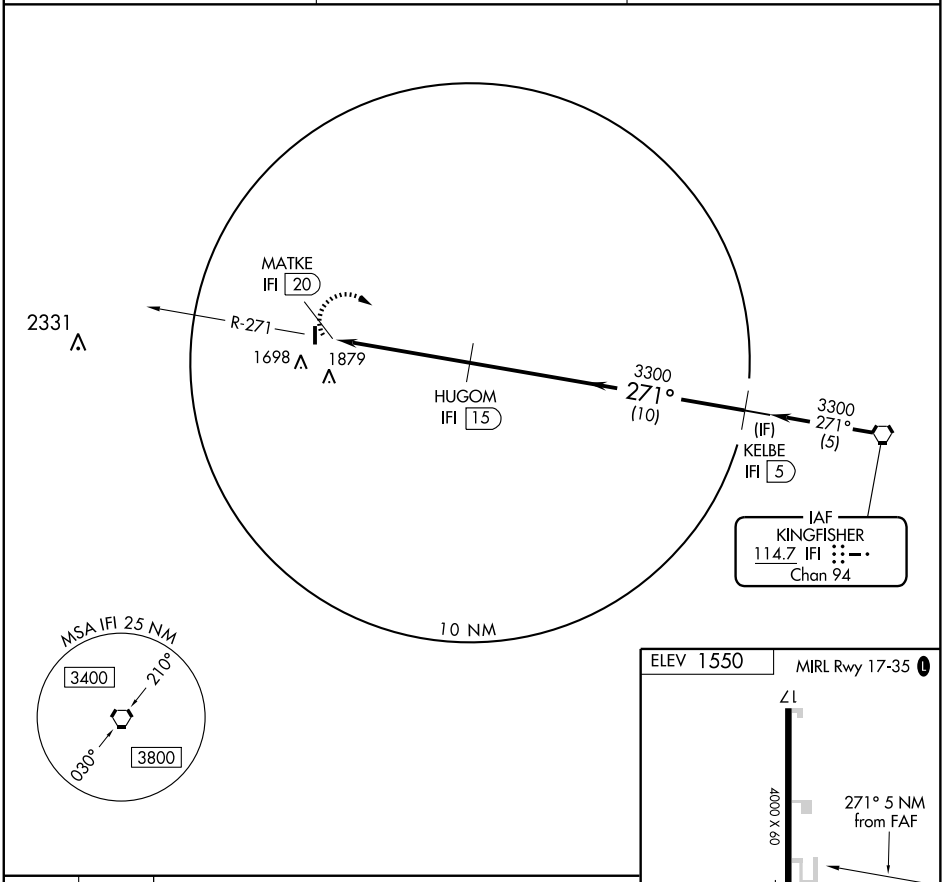
| VORTAC IFI 114.7 Chan 94 | APP CRS 271° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1550 |
|---|---|---|

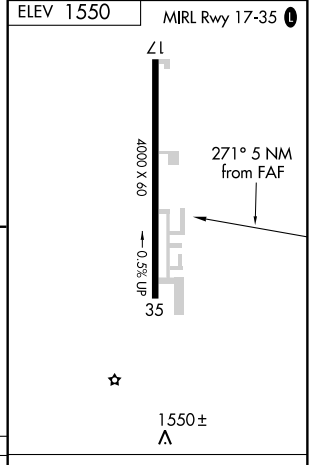
# VOR/DME-A
## WATONGA RGNL (JWG)

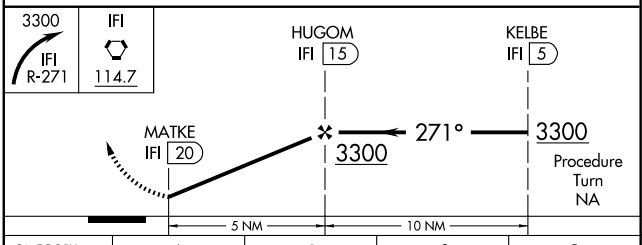
If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 3300 via IFI R-271 to IFI VORTAC.

| AWOS-3 | VANCE APP CON ★ | UNICOM |
|---|---|---|
| 134.175 | 120.525 306.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2180-1<br>630 (700-1) | 2240-1¼<br>690 (700-1¼) | 2240-2<br>690 (700-2) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4400 |
|---|---|---|
| 174° | TDZE | 1605 |
| | Apt Elev | 1605 |

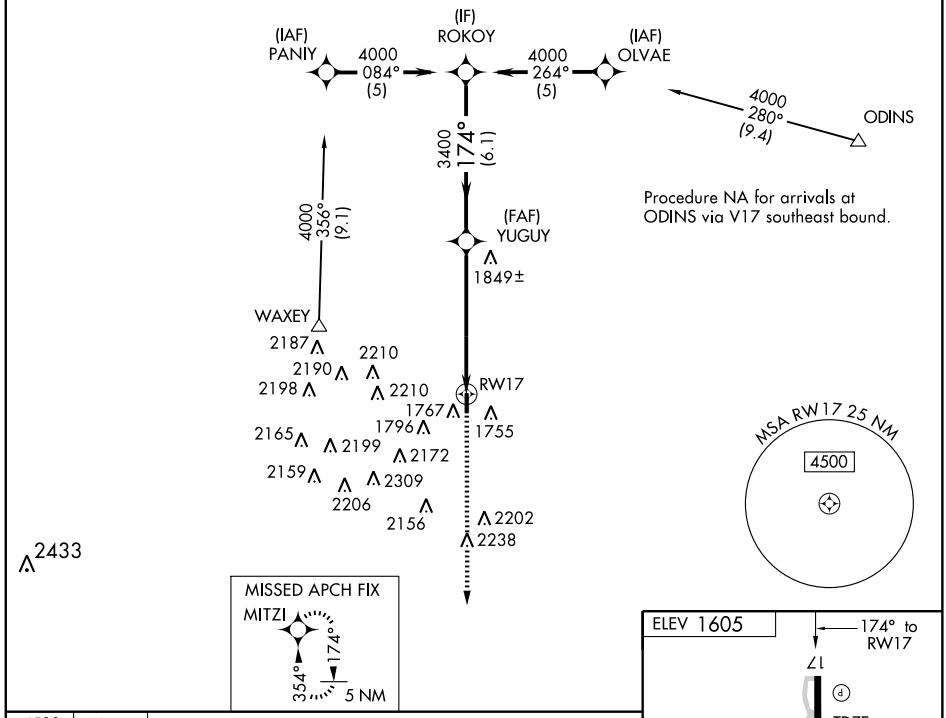
# RNAV (GPS) RWY 17

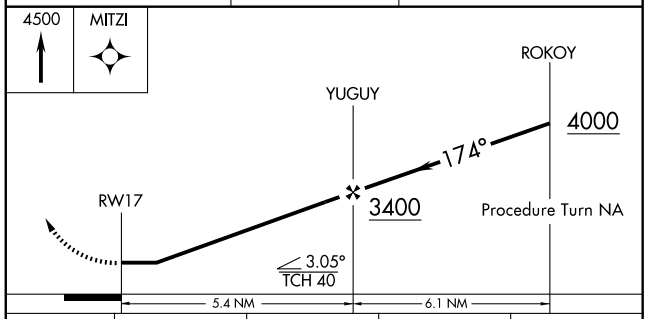
WEATHERFORD/THOMAS P. STAFFORD (OJA)

▼ NA — If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

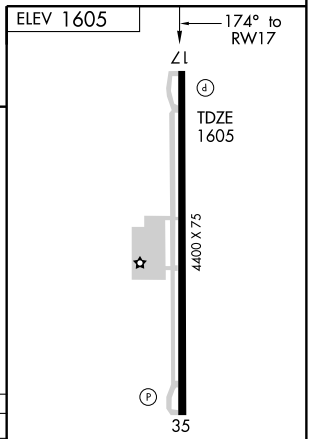
MISSED APPROACH: Climb to 4500 direct MITZI and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM | GCO |
|---|---|---|---|
| 118.575 | 128.4 269.375 | 122.8 (CTAF) | 135.075 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2100-1 495 (500-1) | | 2100-1¼ 495 (500-1¼) | NA |
| CIRCLING | 2100-1 495 (500-1) | 2120-1 515 (600-1) | 2140-1½ 535 (600-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4400 |
|---|---|---|
| 354° | TDZE | 1605 |
| | Apt Elev | 1605 |

# RNAV (GPS) RWY 35

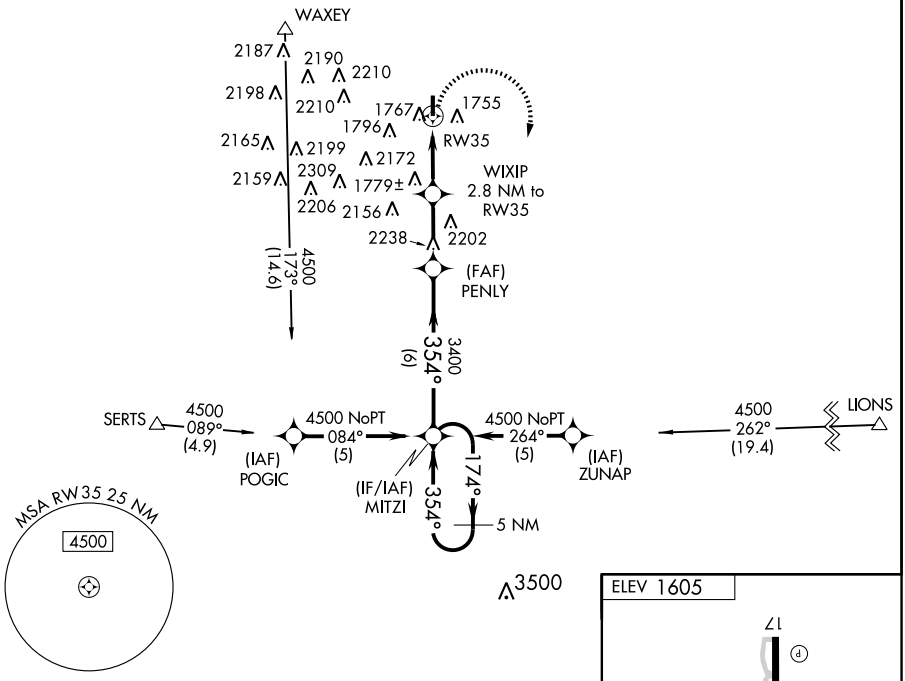
WEATHERFORD/ THOMAS P. STAFFORD (OJA)

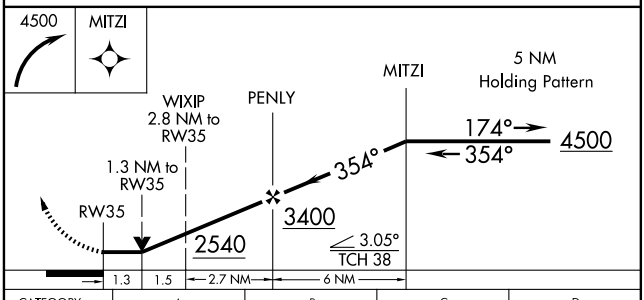
If local altimeter setting not received, use Clinton Rgnl altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Clinton Rgnl altimeter setting.

NA

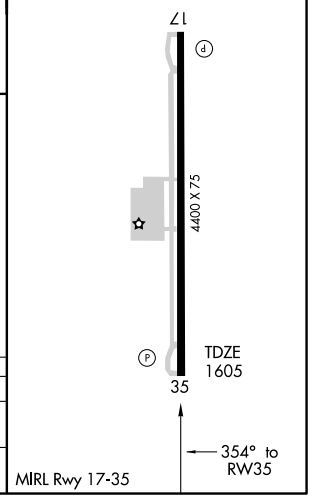
MISSED APPROACH: Climbing right turn to 4500 direct MITZI and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM | GCO |
|---|---|---|---|
| 118.575 | 128.4 269.375 | 122.8 (CTAF) | 135.075 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2040-1 435 (500-1) | | 2040-1¼ 435 (500-1¼) | NA |
| CIRCLING | 2080-1 475 (500-1) | 2120-1 515 (600-1) | 2140-1½ 535 (600-1½) | NA |




SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5502 |
|---|---|---|---|
| CH 70614 | 172° | TDZE | 2176 |
| W17A | | Apt Elev | 2189 |

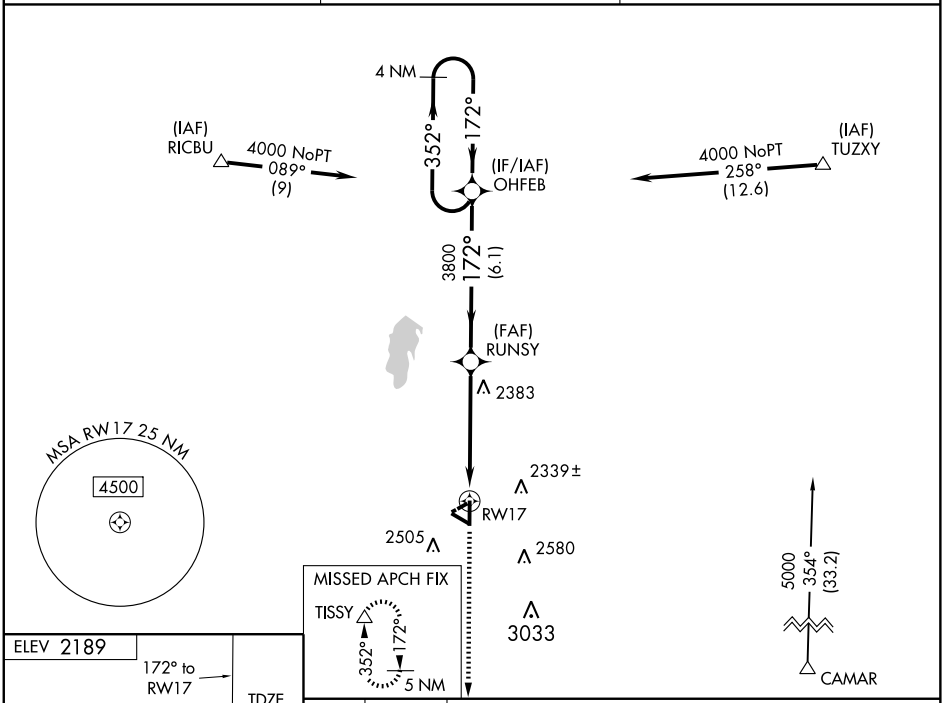
# RNAV (GPS) RWY 17

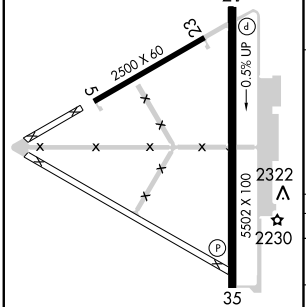
WOODWARD/ WEST WOODWARD (WWR)

Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet.

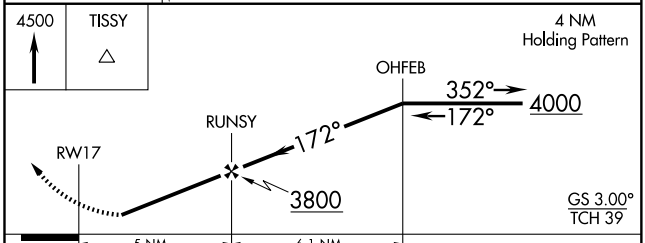
MISSED APPROACH: Climb to 4500 direct TISSY and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.425 | 126.95 379.2 | 122.8 (CTAF) |




MIRL Rwy 5-23 and 17-35




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2426-1 250 (300-1) | | | |
| LNAV/VNAV DA | 2572-1½ 396 (400-1½) | | | |
| LNAV MDA | 2700-1 524 (600-1) | | 2700-1½ 524 (600-1½) | 2700-1¾ 524 (600-1¾) |
| CIRCLING | 2700-1 511 (600-1) | | 2860-2 671 (700-2) | 2860-2¼ 671 (700-2¼) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 40314 W35A | APP CRS 352° | Rwy Idg 5502<br>TDZE 2189<br>Apt Elev 2189 |
|---|---|---|

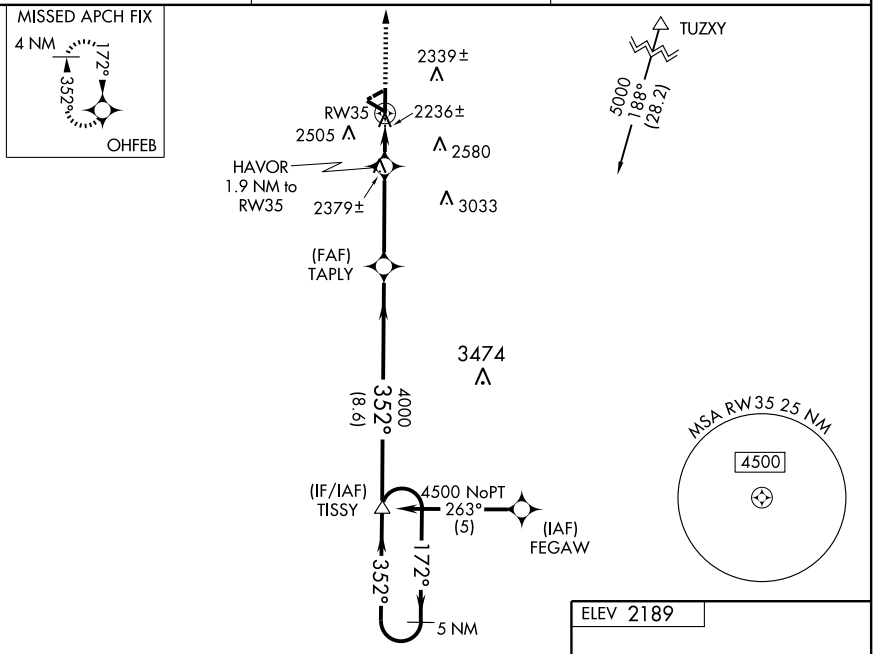
# RNAV (GPS) RWY 35

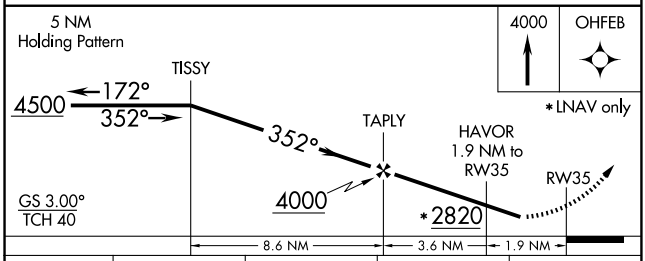
WOODWARD/ WEST WOODWARD (WWR)

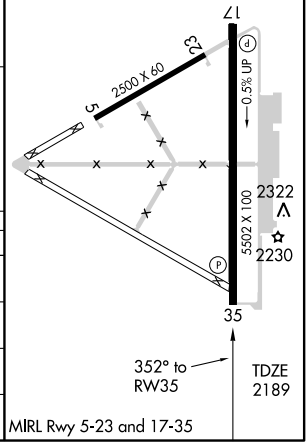
Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all LPA DA 40 feet, all LNAV/VNAV DA 304 feet, all MDA 40 feet. Increase LPV all Cats and LNAV Cat D visibilities ¼ mile, LNAV/VNAV all Cats visibility 1 mile.

MISSED APPROACH: Climb to 4000 direct OHFEB and hold.

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.425 | 126.95 379.2 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2470-1 281 (300-1) | | | |
| LNAV/VNAV DA | 2506-1¼ 317 (400-1¼) | | | |
| LNAV MDA | 2700-1 511 (600-1) | | 2700-1½ 511 (600-1½) | |
| CIRCLING | 2700-1 511 (600-1) | | 2860-2 671 (700-2) | 2860-2¼ 671 (700-2¼) |

SC-1, 14 JAN 2010 to 11 FEB 2010

| VORTAC GAG 115.6 Chan 103 | APP CRS 062° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 2188 |
|---|---|---|

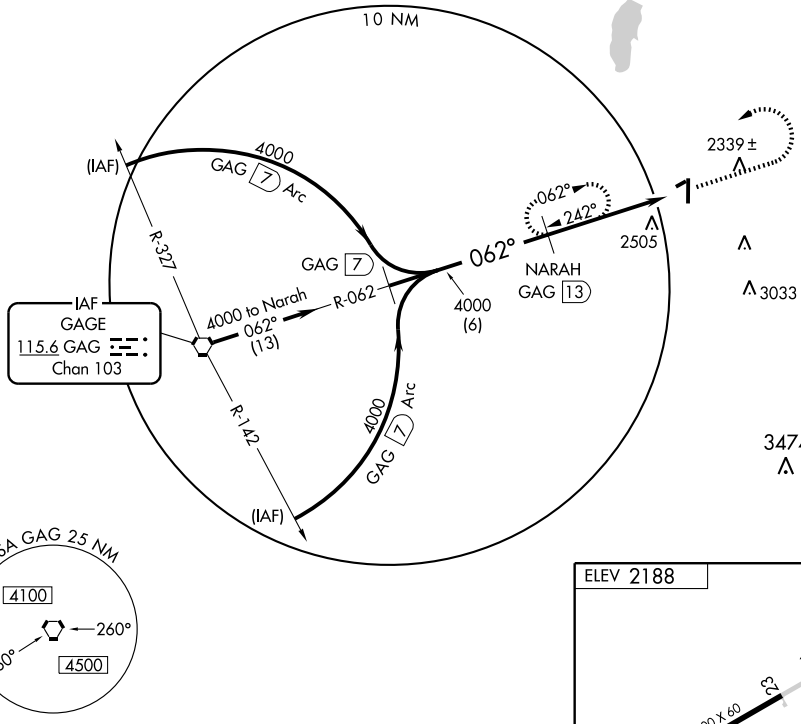
# VOR/DME-A

WOODWARD/ WEST WOODWARD (WWR)

If local altimeter setting not received, use Gage altimeter setting and increase all MDAs 60 feet; when neither received, procedure not authorized.

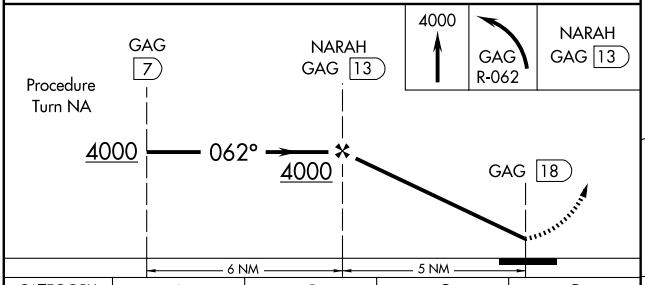
MISSED APPROACH: Climb to 4000, then left turn via GAG R-062 to NARAH 13 DME and hold.

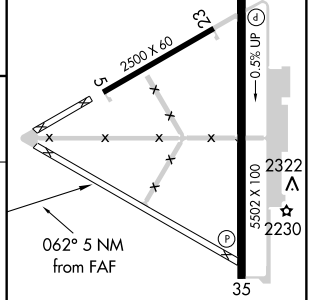
| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.425 | 126.95 379.2 | 122.8 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2820-1 | 632 (700-1) | 2860-2<br>672 (700-2) | 2860-2¼<br>672 (700-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-1, 14 JAN 2010 to 11 FEB 2010

INSTRUMENT APPROACH PROCEDURE CHARTS

# AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate AirportMinimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

**ABILENE, TX**

ABILENE RGNL ..... **ILS or LOC Rwy 35R[1]**
**LOC BC Rwy 17L[2]**
**RNAV (GPS) Rwy 22[3]**
**VOR Rwy 22[3]**

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.
[3]NA when local weather not available.

**AMARILLO, TX**

RICK HUSBAND
AMARILLO INTL ..... **ILS Rwy 4[13]**
**LDA/DME Rwy 22[23]**
**NDB Rwy 4[3]**
**RADAR-1[34]**
**VOR/DME Rwy 13[4]**
**VOR/DME Rwy 22[4]**
**VOR/DME Rwy 31[4]**
**VOR/DME A[4]**

[1]ILS, Category D, 700-2;Category E, 900-3. LOC, Category E, 900-3.
[2]LDA/GS, Category D, 700-2; Category E, 900-3. LDA, Category E, 900-3.
[3]NA when control tower closed.
[4]Category E, 900-3.

**ARLINGTON, TX**

ARLINGTON MUNI .. **ILS or LOC/DME Rwy 34[1]**
**RNAV (GPS) Rwy 34[2]**
**VOR /DME Rwy 34[2]**

[1]NA when control tower closed.
[2]NA when local weather not available.

NAME — ALTERNATE MINIMUMS

**BIG SPRING, TX**

BIG SPRING MC MAHON-WRINKLE ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR/DME Rwy 17**
**VOR/DME Rwy 35**

NA when local weather not available.

**BORGER, TX**

HUTCHINSON COUNTY ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR Rwy 17**
**VOR /DME Rwy 35**

NA when local weather not available.

**CANADIAN, TX**

HEMPHILL COUNTY ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**

NA when local weather not available.
Category D, 800-2½.

**CHILDRESS, TX**

CHILDRESS MUNI ..... **VOR Rwy 35**

NA when local weather not available.

**CLEBURNE, TX**

CLEBURNE MUNI ..... **RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**DALHART, TX**

DALHART
MUNI ..... **VOR/DME or GPS Rwy 35**
**VOR Rwy 17**
Category D, 800-2¼.

**DALLAS, TX**

ADDISON ..... **ILS or LOC Rwy 15[12]**
**ILS or LOC Rwy 33[12]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS) Rwy 33[3]**
[1]NA when control tower closed.
[2]ILS, Category D, 700-2.
[3]NA when local weather not available.

COLLIN COUNTY RGNL
AT MC KINNEY ..... **ILS or LOC Rwy 17[1]**
**RNAV (GPS) Rwy 17[2]**
**RNAV (GPS) Rwy 35[2]**
**VOR/DME-A[3]**
[1]ILS, NA. LOC, NA when control tower closed; NA when local weather not available.
[2]NA when local weather not available.
[3]Category C, 800-2¼; Category D, 800-2½.

DALLAS -LOVE FIELD ..... **ILS Rwy 13L[1]**
**ILS Rwy 13R[1]**
**ILS or LOC Rwy 31L[2]**
**ILS or LOC Rwy 31R[3]**
**RNAV (GPS) Rwy 31L[4]**
**RNAV (GPS) Y Rwy 13L[5]**
**RNAV (GPS) Y Rwy 13R[5]**
**RNAV (GPS) Z Rwy 13L[5]**
**RNAV (GPS) Z Rwy 13R[6]**
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]ILS, LOC, Categories A,B, 1100-2; Categories C,D,1100-3.
[3]ILS, LOC, Categories A,B, 900-2; Category C, 900-2¾; Category D, 900-3.
[4]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.
[5]Category D, 800-2¼.
[6]Category C, 800-2¼; Category D, 800-2½.

**DALLAS, TX (CON'T)**

DALLAS EXECUTIVE ..... **ILS or LOC Rwy 31[12]**
**RNAV (GPS) Rwy 17[34]**
**RNAV (GPS) Rwy 31[34]**
**RNAV (GPS) Rwy 35[34]**
**VOR/DME Rwy 17[34]**
**VOR Rwy 31[34]**
[1]NA when control tower closed.
[2]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[3]NA when local weather not available.
[4]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**DALLAS-FORT WORTH, TX**

DALLAS-FORT WORTH
INTL ..... **CONVERGING ILS Rwy 13R[1]**
**ILS or LOC Rwy 18L[2]**
**ILS or LOC Rwy 18R[2]**
[1]Categories A, B, C, 800-2¾.
[2]ILS, 700-2.

**DECATUR, TX**

DECATUR MUNI ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**FORT WORTH, TX**

FORT WORTH
ALLIANCE..... **ILS OR LOC RWY 16L**
**ILS or LOC Rwy 34R**
ILS, Category D, 700-2; Category E, 700-2¼.
LOC, Category E, 800-2¼.

FORT WORTH
SPINKS ..... **RNAV (GPS) Rwy 17R**
**RNAV (GPS) Rwy 35L**
NA when local weather not available.

**GAINESVILLE, TX**

GAINESVILLE MUNI ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

**GRAHAM, TX**

GRAHAM MUNI ..... **RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.

**GRAND PRAIRIE, TX**

GRAND PRAIRIE MUNI ... **RNAV (GPS) Rwy 35**
**VOR /DME Rwy 35,**800-2¼
NA when local weather not available.

**GREENVILLE, TX**

MAJORS ..... **ILS or LOC Rwy 17**
**LOC BC Rwy 35**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR /DME Rwy 17**
NA when local weather not available.
Category D, 800-2¾.

**HILLSBORO, TX**

HILLSBORO MUNI ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**LONGVIEW, TX**

EAST TEXAS RGNL ..... **ILS or LOC Rwy 13[123]**
**NDB Rwy 13[23]**
**RNAV (GPS) Rwy 13[13]**
**RNAV (GPS) Rwy 18[3]**
**RNAV (GPS) Rwy 31[13]**
**RNAV (GPS) Rwy 36[3]**
**VOR/DME or TACAN Rwy 13[13]**
**VOR/DME or TACAN Rwy 31[1]**

[1]Category E, 800-2½.
[2]NA when control tower closed.
[3]NA when local weather not available.

**LUBBOCK, TX**

LUBBOCK
PRESTON SMITH INTL .. **ILS or LOC Rwy 17R[1]**
**ILS or LOC Rwy 26[1]**
**RADAR-1[2]**
**RNAV (GPS) Rwy 8[2]**
**RNAV (GPS ) Rwy 17R[2]**
**RNAV (GPS) Rwy 26[2]**
**RNAV (GPS) Rwy 35L[2]**
**VOR/DME or TACAN Rwy 26[2]**

[1]ILS, Category E, 700-2½. LOC, Category E, 800-2½.
[2]Category E, 800-2½.

**MESQUITE, TX**

MESQUITE METRO ..... **LOC BC Rwy 35**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**MIDLOTHIAN/WAXAHACHIE, TX**

MID-WAY RGNL ..... **RNAV (GPS) Rwy 36**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**MOUNT PLEASANT, TX**

MOUNT
PLEASANT RGNL ..... **RNAV (GPS) Rwy 17[1]**
**RNAV (GPS) Rwy 35**
NA when local weather not available.
[1]Category D, 800-2¼.

**PARIS, TX**

COX FIELD ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR Rwy 35**
NA when local weather not available.

**PLAINVIEW, TX**

HALE COUNTY ..... **RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
NA when local weather not available.

**TERRELL, TX**

TERRELL MUNI ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**TYLER, TX**

TYLER POUNDS RGNL ..... **ILS Rwy 13[1]**
**RNAV (GPS) Rwy 13[2]**
**RNAV (GPS) Rwy 31[2]**
**VOR/DME Rwy 4[1]**
**VOR/DME Rwy 22[1]**
**VOR Rwy 31[1]**

[1]NA when control tower closed.
[2]NA when local weather not available.

**WICHITA FALLS, TX**

SHEPPARD AFB/
WICHITA FALLS MUNI ..... **RADAR-1**
NA when Sheppard approach control closed.

INSTRUMENT APPROACH PROCEDURE CHARTS

# AIFR ALTERNATE AIRPORT MINIMUMS

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NAME — ALTERNATE MINIMUMS

**ALICE, TX**

ALICE INTL ..... **RNAV (GPS) Rwy 13[1]**
**RNAV (GPS) Rwy 31[1]**
**VOR-A[2]**

[1]NA when local weather not available.
[2]Categories A,B, 900-2; Category C, 900-2¾, Category D, 900-3.

**AUSTIN, TX**

AUSTIN-BERGSTROM INTL ..... **ILS Rwy 17L**
**ILS or LOC Rwy 17R**
**ILS or LOC Rwy 35L**
**ILS Rwy 35R**

ILS, Category D, 700-2; Category E, 800-2½.
LOC, Category E, 800-2½.

**BRADY, TX**

CURTIS FIELD ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**

NA when local weather not available.

**BROWNSVILLE, TX**

BROWNSVILLE/SOUTH PADRE ISLAND INTL ..... **ILS or LOC Rwy 13R[12]**
**LOC BC Rwy 31L[1]**
**RNAV (GPS) Rwy 13R[2]**

[1]NA when control tower closed.
[2]NA when local weather not available.

**BROWNWOOD, TX**

BROWNWOOD RGNL ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**

NA when local weather not available.

**BURNET, TX**

BURNET MUNI/KATE CRADDOCK FIELD ..... **RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**

NA when local weather not available.
Category C, 800-2¼.

NAME — ALTERNATE MINIMUMS

**COMANCHE, TX**

COMANCHE COUNTY-CITY ..... **RNAV (GPS) Rwy 17**

NA when local weather not available.

**CORPUS CHRISTI, TX**

CORPUS CHRISTI INTL .. **ILS or LOC Rwy 13[1]**
**ILS or LOC Rwy 35[1]**
**LOC Rwy 31[2]**
**RNAV (GPS) Rwy 13[2]**
**RNAV (GPS) Rwy 31[2]**
**VOR or TACAN Rwy 17[2]**

[1]ILS, Category D, 700-2¼; Category E, 900-3.
LOC, Category D, 800-2¼; Category E, 900-3.
[2]Category D, 800-2¼; Category E, 900-3.

**COTULLA, TX**

COTULLA-LA SALLE COUNTY ..... **VOR-A**

NA when local weather not available.

**DEL RIO, TX**

DEL RIO INTL ..... **RNAV (GPS) Rwy 13**
**VOR-A[12]**
**VOR/DME-B[1]**

NA when local weather not available.
[1]NA when Del Rio APP CON closed.
[2]Category C, 800-2¼. Category D, 800-2½.

**EL PASO, TX**

EL PASO INTL ..... **ILS or LOC Rwy 22[1]**
**RADAR-1[2]**
**VOR Rwy 26L[2]**

[1]ILS, Category E, 800-2½. LOC,Category E, 800-2½.
[2]Category E, 800-2½.

**FALFURRIAS, TX**

BROOKS COUNTY ..... **RNAV (GPS) Rwy 17[1]**
**RNAV (GPS) Rwy 35**

NA when local weather not available.
[1]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**FORT HOOD/KILLEEN, TX**

ROBERT GRAY AAF ..... **ILS or LOC Rwy 15[1]**
**ILS or LOC Rwy 33[1]**
**NDB Rwy 15[2]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS) Rwy 33[3]**

[1]ILS, LOC, Category E, 800-2½.
[2]Category D, 800-2¼; Category E, 800-2½.
[3]Category E, 800-2½.

**FORT STOCKTON, TX**

FORT STOCKTON-
PECOS COUNTY ..... **RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**

NA when local weather not available.
Category D, 800-2½.

**FREDERICKSBURG, TX**

GILLESPIE COUNTY ..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
**VOR/DME-A**

Category C, 800-2¼.

**GEORGETOWN, TX**

GEORGETOWN MUNI ..... **RNAV (GPS) Rwy 11**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 29**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**HAMILTON, TX**

HAMILTON MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**

NA when local weather not available.

**HARLINGEN, TX**

VALLEY INTL ..... **ILS or LOC Rwy 17R[1]**
**LOC/DME BC Rwy 35L**

NA when control tower closed.
[1]ILS, Category D, 700-2.

**INGLESIDE, TX**

TP MC CAMPBELL ..... **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**

NA when local weather not available.

**KERRVILLE, TX**

KERRVILLE MUNI/LOUIS
SCHREINER FIELD ..... **LOC Rwy 30**
**RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
**VOR-A**

Category C, 800-2¼.

NAME ALTERNATE MINIMUMS

**KILLEEN, TX**

SKYLARK FIELD ..... **RNAV (GPS) Rwy 1**

NA when local weather not available.

**LAMPASAS, TX**

LAMPASAS ..... **RNAV (GPS) Rwy 34**
**VOR-A**

NA when local weather not available.

**LLANO, TX**

LLANO MUNI ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**

NA when local weather not available.

**LAREDO, TX**

LAREDO INTL ..... **ILS or LOC/DME Rwy 17R[1]**
**LOC/DME BC Rwy 35L[1]**
**NDB Rwy 17L[1]**
**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 17L**
**RNAV (GPS) Rwy 17R**
**RNAV (GPS) Rwy 32[2]**
**RNAV (GPS) Rwy 35L**
**VOR/DME or TACAN Rwy 14**
**VOR or TACAN Rwy 32[2]**

Category E, 800-2½.
[1]NA when control tower closed.
[2]NA when local weather not available

**MC ALLEN, TX**

MC ALLEN MILLER INTL . **ILS or LOC Rwy 13[1]**
**ILS or LOC Rwy 31[12]**
**RNAV (GPS) Rwy 31[2]**
**VOR Rwy 13[1]**

[1]NA when control tower closed.
[2]NA when local weather not available.

**MIDLAND, TX**

MIDLAND INTL ..... **ILS or LOC Rwy 10[12]**
**LOC BC Rwy 28[23]**
**RADAR-1[4]**
**RNAV (GPS) Rwy 10[5]**
**VOR/DME or TACAN Rwy 34L[3]**
**VOR or TACAN Rwy 16R[3]**

[1]ILS, LOC, Category E, 800-2½.
[2]NA when control tower closed.
[3]Category E, 800-2½.
[4]Category D, 800-2¼; Category E, 800-2½.
[5]NA when local weather not available.

**NEW BRAUNFELS, TX**

NEW
BRAUNFELS MUNI ..... **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 31**
**RNAV (GPS) Rwy 35**

NA when local weather not available.

NAME ALTERNATE MINIMUMS

**ODESSA, TX**

ODESSA-SCHLEMEYER FIELD ..... **NDB Rwy 20**
NA when control tower closed.

**PLEASANTON, TX**

PLEASANTON MUNI ..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

**PORT ARANSAS, TX**

MUSTANG BEACH ..... **RNAV (GPS) Rwy 12**
**RNAV (GPS) Rwy 30**
NA when local weather not available.

**PORT ISABEL, TX**

PORT ISABEL-CAMERON COUNTY ..... **RNAV (GPS) Rwy 13**
NA when local weather not available.

**ROBERT GRAY AAF(KGRK), TX**

FORT HOOD ..... **ILS or LOC Rwy 33[1]**
**RNAV (GPS) Rwy 15[2]**
**RNAV (GPS) Rwy 33[2]**
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.

**ROCKPORT, TX**

ARANSAS COUNTY ..... **RNAV (GPS) Rwy 14[1]**
**VOR/DME or TACAN-A[2]**
[1]NA when local weather not available.
[2]Category C, 800-2¼.

**ROCKSPRINGS, TX**

EDWARDS COUNTY ..... **VOR Rwy 14**
NA when local weather not available.

**SAN ANGELO, TX**

SAN ANGELO RGNL/MATHIS FIELD ..... **ILS Rwy 3[12]**
**LOC BC Rwy 21[2]**
**NDB Rwy 3[2]**
**VOR Rwy 21[2]**
**VOR/DME or TACAN Rwy 3[4]**
**RADAR-1[3]**
[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]NA when control tower closed.
[3]Category E, 800-2¼.
[4]Category E, 800-2½.

NAME ALTERNATE MINIMUMS

**SAN ANTONIO, TX**

SAN ANTONIO INTL ..... **ILS or LOC Rwy 12R[1]**
**RNAV (GPS) Rwy 12R[2]**
[1]ILS, 700-2.
[2]Categories A,B, 900-2; Category C, 900-2½; Category D, 900-2¾.

STINSON MUNI ..... **RNAV (GPS) Rwy 32**
**VOR Rwy 32**
NA when local weather not available.

**TEMPLE, TX**

DRAUGHON-MILLER CENTRAL TEXAS RGNL ..... **RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
NA when local weather not available.

**WACO, TX**

TSTC WACO ..... **ILS or LOC Rwy 17L[123]**
**NDB Rwy 35R[4]**
[1]NA when control tower closed.
[2]ILS,LOC,Category E, 800-2½.
[3]NA when local weather not available.
[4]NA when Waco Regional control tower closed.

WACO RGNL ..... **ILS or LOC Rwy 19**
**NDB Rwy 19**
**RADAR-1**
NA when control tower closed.

**WINK, TX**

WINKLER COUNTY ..... **RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**
**VOR Rwy 13**
NA when local weather not available.

INSTRUMENT APPROACH PROCEDURE CHARTS

# A IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME — ALTERNATE MINIMUMS

## ANGLETON/LAKE JACKSON, TX

BRAZORIA COUNTY ..... **RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**

NA when local weather not available.

## BEAUMONT-PORT ARTHUR, TX

SOUTHEAST TEXAS
RGNL ..... **ILS or LOC Rwy 12[123]**
**LOC BC Rwy 30[234]**
**RNAV (GPS) Rwy 12[35]**
**RNAV (GPS) Rwy 16[35]**
**RNAV (GPS) Rwy 30[35]**
**RNAV (GPS) Rwy 34[35]**
**VOR/DME Rwy 34[5]**
**VOR Rwy 12[5]**

[1]ILS, LOC, Categories A, B, 900-2; Category C, 900-2¼; Category D, 900-2½; Category E, 900-2¾.
[2]NA when control tower closed.
[3]NA when local weather not available.
[4]Category D, 800-2¼; Category E, 900-2¾.
[5]Category E, 900-2¾.

## COLLEGE STATION, TX

EASTERWOOD FIELD ..... **ILS or LOC Rwy 34[12]**
**LOC BC Rwy 16[23]**
**RNAV (GPS) Rwy 10[3]**
**RNAV (GPS) Rwy 16[3]**
**RNAV (GPS) Rwy 28[3]**
**RNAV (GPS) Rwy 34[3]**
**VOR/DME Rwy 28[4]**
**VOR or TACAN Rwy 10[3]**

[1]ILS, Category D, 700-2¼; Category E, 900-3. LOC, Category D, 800-2¼; Category E, 900-3.
[2]NA when control tower closed.
[3]Category D, 800-2¼; Category E, 900-3.
[4]Category D, 800-2¼.

NAME — ALTERNATE MINIMUMS

## GALVESTON, TX

SCHOLES INTL
AT GALVESTON ..... ILS or LOC Rwy 13[1]
RNAV (GPS) Rwy 13[2]
RNAV (GPS) Rwy 17[2]

[1]ILS, Category E, 700-2¼; LOC, Category E, 800-2¼.
[2]Category E 800-2¼.

## HOUSTON, TX

DAVID WAYNE HOOKS
MEMORIAL ..... **RNAV (GPS) Rwy 17R**
**RNAV (GPS) Rwy 35L**

NA when local weather not available.

ELLINGTON FIELD ..... **ILS Rwy 17R[1]**
**ILS Rwy 22[1]**
**ILS Rwy 35L[1]**
**RNAV (GPS) Rwy 22[2]**

[1]ILS, Category E, 700-2¼. LOC, Category E, 800-2¼.
[2]Category E, 800-2¼.

NAME ALTERNATE MINIMUMS

**HOUSTON, TX (CON'T)**

GEORGE BUSH INTERCONTINENTAL/
HOUSTON ..... **ILS or LOC Rwy 8R[1]**
**ILS or LOC Rwy 26L[2]**
[1]ILS,LOC, Category A,B, 900-2; Category C, 900-2½; Category D, 900-2¾; Category E, 900-3.
[2]ILS, Category A,B, 800-2; Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾. LOC, Category C, 800-2¼; Category D, 800-2½; Category E, 800-2¾.

LONE STAR EXECUTIVE . **RNAV (GPS) Rwy 14**
NA when local weather not available.

WILLIAM P. HOBBY ..... **ILS or LOC Rwy 4**
**ILS or LOC Rwy 12R**
**LOC Rwy 22**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 12R**
**RNAV (GPS) Rwy 22**
**VOR/DME Rwy 30L**
Category E, 900-3.

PEARLAND RGNL ..... **RNAV (GPS) Rwy 32**
**VOR-B**
NA when local weather not available.

SUGAR LAND RGNL ..... **RNAV (GPS) Rwy 17**
NA when local weather not available.

**HUNTSVILLE, TX**

HUNTSVILLE MUNI ..... **RNAV (GPS) Rwy 18**
**VOR/DME-A**
NA when local weather not available.

**JACKSONVILLE, TX**

CHEROKEE COUNTY ..... **RNAV (GPS) Rwy 14**
**VOR /DME Rwy 14**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**JASPER, TX**

JASPER COUNTY-BELL FIELD ... **NDB Rwy 18**
**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**LA GRANGE, TX**

FAYETTE RGNL
AIR CENTER ..... **RNAV (GPS) Rwy 16**
**RNAV (GPS) Rwy 34**
NA when local weather not available.

**LUFKIN, TX**

ANDELINA COUNTY ..... **VOR Rwy 33**
NA when local weather not available.

**ORANGE, TX**

ORANGE COUNTY ..... **RNAV (GPS) Rwy 22**
**VOR/DME Rwy 22**
NA when local weather not available.

**PALESTINE, TX**

PALESTINE MUNI ..... **RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
NA when local weather not available.

**PORT LAVACA, TX**

CALHOUN COUNTY ..... **RNAV (GPS) Rwy 14**
NA when local weather not available.

**VICTORIA, TX**

VICTORIA RGNL ..... **RNAV (GPS) Rwy 12L**
**RNAV (GPS) Rwy 30R**
**VOR Rwy 12L**
**VOR/DME Rwy 30R**
NA when local weather not available.

**WHARTON, TX**

WHARTON RGNL ..... **RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**
**VOR/DME-A**
NA when local weather not available.

## ABILENE, TX

Amdt. 9, MAR 22,2001 (FAA) ELEV **1791**

### ABILENE RGNL

**RADAR**- 125.0 338.3 (EAST), 127.2 282.3 (WEST)

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 17R | | AB | **2240**-1 | 469 | (500-1) | C | **2240**-1¼ | 469 | (500-1¼) |
| | | | D | **2240**-1½ | 469 | (500-1½) | | | | |
| | 35L | | AB | **2260**-1 | 474 | (500-1) | C | **2260**-1¼ | 474 | (500-1¼) |
| | | | D | **2260**-1½ | 474 | (500-1½) | | | | |
| | 35R | | AB | **2260**-½ | 484 | (500-½) | C | **2260**-¾ | 484 | (500-¾) |
| | | | D | **2260**-1 | 484 | (500-1) | | | | |
| CIRCLING | | | AB | **2260**-1 | 469 | (500-1) | C | **2360**-1½ | 569 | (600-1½) |
| | | | D | **2360**-2 | 569 | (600-2) | | | | |

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## AMARILLO, TX

Amdt.16, MAR 25 , 1999 (FAA) ELEV **3605**

### RICK HUSBAND AMARILLO INTL

**RADAR**-119.5 307.0

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 22 | | ABC | **3960**-¾ | 357 | (400-¾) | DE | **3960**-1¼ | 357 | (400-1¼) |
| | 31 | | ABC | **3960**-1 | 362 | (400-1) | D | **3960**-1¼ | 362 | (400-1¼) |
| | | | E | **NA** | | | | | | |
| | 13 | | ABC | **3980**-1 | 380 | (400-1) | D | **3980**-1¼ | 380 | (400-1¼) |
| | | | E | **NA** | | | | | | |
| | 4 | | AB | **4160**/24 | 555 | (600-½) | C | **4160**/50 | 555 | (600-1) |
| | | | D | **4160**/60 | 555 | (600-1¼) | E | **4160**-1½ | 555 | (600-1½) |
| CIRCLING | | | AB | **4160**-1 | 555 | (600-1) | C | **4160**-1½ | 555 | (600-1½) |
| | | | D | **4240**-2 | 635 | (700-2) | E | **4460**-3 | 855 | (900-3) |

When control tower closed, procedure not authorized.

## DYESS AFB (KDYS), TX (Abilene) (08297 USAF) ELEV 1789

**RADAR - (E)** 121.3 127.2 270.3 282.3

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR | 16[1] | | A | 2300/24 | 511 | (600-½) |
| | | | B | 2300/40 | 511 | (600-¾) |
| | | | C | 2300/50 | 511 | (600-1) |
| | | | DE | 2300-1½ | 511 | (600-1½) |
| | 34[2] | | AB | 2260/24 | 473 | (500-½) |
| | | | C | 2260/40 | 473 | (500-¾) |
| | | | D | 2260/50 | 473 | (500-1) |
| | | | E | 2260/60 | 473 | (500-1¼) |
| CIR | 16[3] | | A | 2340-1 | 551 | (600-1) |
| | | | B | 2340-1¼ | 551 | (600-1¼) |
| | | | C | 2340-1½ | 551 | (600-1½) |
| | | | D | 2360-2 | 571 | (600-2) |
| | | | E | 2460-2½ | 671 | (700-2½) |
| | 34[3] | | AB | 2340-1 | 551 | (600-1) |
| | | | C | 2340-1½ | 551 | (600-1½) |
| | | | D | 2360-2 | 571 | (600-2) |
| | | | E | 2460-2½ | 671 | (700-2½) |

[1]When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 1¼ miles, CAT C vis to 1½ miles, CAT DE vis to 2 miles. [2]When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles and CAT E to 1¾ miles. [3]Circling to parallel Assault Strip 162° restricted to 317 AG acft only. Circling at night to Assault Strip 342° requires MAJCOM/DO/A3 (or equivalent) approval due to 20:1 visual area penetrations.

## FORT WORTH NAS JRB (CARSWELL FLD) (KNFW), TX

(10014 USN) **ELEV 650**

**RADAR - (E)**[1] 128.775 371.875

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[2] | 17[3] | 3.0°/62/1074 | ABCDE | 836-¾ | 200 | (200-¾) |
| | 35[4] | 3.0°/59/1213 | ABCDE | 900-½ | 250 | (300-½) |
| PAR W/O GS[2] | 17 | | AB | 1080-1 | 444 | (500-1) |
| | | | C | 1080-1¼ | 444 | (500-1¼) |
| | | | DE | 1080-1½ | 444 | (500-1½) |
| | 35[5] | | AB | 1140-½ | 490 | (500-½) |
| | | | C | 1140-¾ | 490 | (500-¾) |
| | | | D | 1140-1 | 490 | (500-1) |
| | | | E | 1140-1¼ | 490 | (500-1¼) |
| ASR[2] | 17 | | AB | 1140-1¼ | 504 | (500-1¼) |
| | | | CD | 1140-1½ | 504 | (500-1½) |
| | | | E | 1140-1¾ | 504 | (500-1¾) |
| | 35[6] | | AB | 1180-¾ | 530 | (600-¾) |
| | | | C | 1180-1 | 530 | (600-1) |
| | | | DE | 1180-1¼ | 530 | (600-1¼) |
| CIR | 17-35[7][8] | | AB | 1220-1 | 570 | (600-1) |
| | | | C | 1220-1½ | 570 | (600-1½) |
| | | | D | 1280-2 | 630 | (700-2) |
| | | | E | 1300-2¼ | 650 | (700-2¼) |

[1]Opr 1300-0500Z++ Mon-Fri; clsd Sat, Sun and hol. Afld hr subject to chg by NOTAM. Base OPS/ ATC not manned outside of publ hrs. [2]No-NOTAM MP: PAR 1330-1530Z++ Tue; ASR 1330-1530Z++ Mon. [3]CAUTION: PAR TCH exceeds 60'. [4]When ALS inop, increase CAT AB vis to ¾ mile, CAT CDE to 1 mile. [5]When ALS inop, increase CAT AB vis to 1 mile, CAT C to 1¼ miles, CAT D to 1½ miles, CAT E to 1¾ miles. [6]When ALS inop, increase CAT AB vis to 1¼ miles, CAT C to 1½ miles, CAT DE 1¾ miles. [7]Circling not authorized E of Rwy 17-35. [8]When circling from ASR increase CAT AB vis to 1¼ miles.

## LUBBOCK, TX Amdt. 7, SEP 19, 1991 (FAA) ELEV 3282

### LUBBOCK PRESTON SMITH INTL

**RADAR**-119.2 351.8 ⚠

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 17R | | ABC | **3620**/24 | 339 | (400-½) | DE | **3620**/50 | 339 | (400-1) |
| | 35L | | ABC | **3640**-¾ | 387 | (400-¾) | DE | **3640**-1¼ | 387 | (400-1¼) |
| | 26 | | AB | **3680**-½ | 425 | (500-½) | C | **3680**-¾ | 425 | (500-¾) |
| | | | DE | **3680**-1 | 425 | (500-1) | | | | |
| CIRCLING | | | A | **3720**-1 | 439 | (500-1) | B | **3740**-1 | 459 | (500-1) |
| | | | C | **3740**-1½ | 459 | (500-1½) | D | **3840**-2 | 559 | (600-2) |
| | | | E | **3980**-2½ | 699 | (700-2½) | | | | |

Category D S-26 visibility increased ¼ mile for inoperative MALSR.
Category E S-26 visibility increased ½ mile for inoperative MALSR.
Category E S-17R visibility increased ¼ mile for inoperative MALSR.
Inoperative table does not apply to MALSR Rwy 17R for Category D.

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## WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS), TX

(Amdt 5, 09183 USAF) ELEV 1019

**RADAR**[12] - **(E)** Ctc SHEPPARD APP CON 118.2 269.025 ▽ ⚠ NA when Sheppard Approach Control closed. When ASR and IFF/SIF are out, PAR avbl via RADAR pickup fr ILS Rwy 33L.

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[3] | 15C[4] | 3.0°/46/954 | ABCDE | **1203**-½ | 200 | (200-½) |
| | 33C[4] | 3.0°/48/957 | ABCDE | **1189**-½ | 200 | (200-½) |
| | 15R[4] | 3.0°/55/1087 | ABCDE | **1198**-½ | 200 | (200-½) |
| | 33L[4] | 3.0°/56/1090 | ABCDE | **1200**-½ | 200 | (200-½) |
| ASR | 15C[7] | | ABCD | **1420**-¾ | 417 | (500-¾) |
| | | | E | **1420**-1 | 417 | (500-1) |
| | 15R[5] | | ABCD | **1420**-¾ | 422 | (500-¾) |
| | | | E | **1420**-1 | 422 | (500-1) |
| | 33L[6] | | ABC | **1440**-¾ | 440 | (500-¾) |
| | | | DE | **1440**-1 | 440 | (500-1) |
| | 33C[6] | | ABC | **1440**-¾ | 451 | (500-¾) |
| | | | DE | **1440**-1 | 451 | (500-1) |
| CIR[8] | All Rwy | | A | **1440**-1¼ | 421 | (500-1¼) |
| | | | B | **1480**-1¼ | 461 | (500-1¼) |
| | | | C | **1480**-1½ | 461 | (500-1½) |
| | | | D | **1580**-2 | 561 | (600-2) |
| | | | E | **2080**-3 | 1061 | (1100-3) |

[1]Sheppard APP CON clsd 0300-1200Z++ dly, ctc FORT WORTH CENTER 127.95 133.5. [2]MP ASR and PAR 1000-1200Z++ Mon-Fri. [3]ASR/PAR Not avbl when Sheppard APP CON is clsd. [4]When ALS inop, increase CAT ABCDE vis to ¾ mile. [5]When ALS inop, increase vis CAT ABCD to 1¼ miles, CAT E to 1½ miles. [6]When ALS inop, increase vis CAT ABC vis to 1¼ miles, CAT DE vis to 1½ miles. [7]When ALS inop, increase CAT ABCD vis to 1¼, CAT E vis to1½. [8]Circling not authorized West of Rwy 15R-33L.

## BIGGS AAF (KBIF), TX (Fort Bliss) (Amdt6, 06159 USA) ELEV 3948

**RADAR** - 124.15 307.0 NA

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| ASR[1] | 21 | | AB | 4360-½ | 412 | (500-½) |
| | | | CD | 4360-¾ | 412 | (500-¾) |
| | | | E | 4360-1 | 412 | (500-1) |
| CIR[2] | 21 | | A | 4360-1 | 412 | (500-1) |
| | | | B | 4400-1 | 452 | (500-1) |
| | | | C | 4400-1½ | 452 | (500-1½) |
| | | | DE | 4500-2 | 552 | (600-2) |

CAUTION: Steeply rising terrain exceeding 7100' 4 miles W of airport. 'When ALSF inop, increase CAT E visibility to 1½. ²CAT E circling W of Rwy 3-21 not authorized.

## CORPUS CHRISTI NAS (KNGP), (TRUAX FIELD) TX (08325 USN) ELEV 18

**RADAR - (E)** 6835 134.1 270.8 284.6 337.2 354.8

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[1] | 13R[2] | 3.0°/42/773 | ABCDE | 113-¼ | 100 | (100-¼) |
| | 17 | 3.0°/42/771 | ABCDE | 118-½ | 100 | (100-½) |
| | 31L | 3.0°/42/817 | ABCDE | 117-½ | 100 | (100-½) |
| | 35 | 3.0°/44/813 | ABCDE | 118-½ | 100 | (100-½) |
| PAR | 13L | | ABCDE | 320-1 | 307 | (400-1) |
| SIDESTEP[15] | 31R | | ABCDE | 400-1¼ | 383 | (400-1¼) |
| PAR W/O GS[1] | 17 | | ABCDE | 300-1¼ | 282 | (300-1¼) |
| | 13R[3] | | ABCDE | 320-1 | 307 | (400-1) |
| | 31L | | ABCDE | 400-1¼ | 383 | (400-1¼) |
| | 35 | | ABCDE | 400-1¼ | 382 | (400-1¼) |
| PAR W/O GS | 13L | | ABCDE | 320-1¼ | 307 | (400-1¼) |
| SIDESTEP[1] | 31R | | ABCDE | 400-1¼ | 383 | (400-1¼) |
| ASR | 13R[4] | | A | 480-¾ | 467 | (500-¾) |
| | | | B | 480-1 | 467 | (500-1) |
| | | | C | 480-1¼ | 467 | (500-1¼) |
| | | | DE | 480-1¾ | 467 | (500-1¾) |
| | 13L | | A | 400-1 | 382 | (400-1) |
| | | | B | 400-1¼ | 382 | (400-1¼) |
| | | | C | 400-1½ | 382 | (400-1½) |
| | | | DE | 400-2 | 382 | (400-2) |
| | 17 | | A | 420-1 | 402 | (500-1) |
| | | | B | 420-1¼ | 402 | (500-1¼) |
| | | | C | 420-1½ | 402 | (500-1½) |
| | | | DE | 420-2 | 402 | (500-2) |
| | 31R | | A | 440-1 | 422 | (500-1) |
| | | | B | 440-1¼ | 422 | (500-1¼) |
| | | | C | 440-1½ | 422 | (500-1½) |
| | | | DE | 440-2 | 422 | (500-2) |
| | 31L | | A | 440-1 | 423 | (500-1) |
| | | | B | 440-1¼ | 423 | (500-1¼) |
| | | | C | 440-1½ | 423 | (500-1½) |
| | | | DE | 440-2 | 423 | (500-2) |

## CORPUS CHRISTI NAS (KNGP)(CON'T), (TRUAX FIELD) TX (08325 USN)

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| | 35 | | A | 440-1 | 422 | (500-1) |
| | | | B | 440-1¼ | 422 | (500-1¼) |
| | | | C | 440-1½ | 422 | (500-1½) |
| | | | DE | 440-2 | 422 | (500-2) |
| | 4 | | A | 480-1 | 463 | (500-1) |
| | | | B | 480-1¼ | 463 | (500-1¼) |
| | | | C | 480-1½ | 463 | (500-1½) |
| | | | DE | 480-2 | 463 | (500-2) |
| CIR[6] | All Rwys | | AB | 480-1 | 462 | (500-1) |
| | | | C | 480-1½ | 462 | (500-1½) |
| | | | D | 580-2 | 562 | (600-2) |
| | | | E | 620-2¼ | 602 | (700-2¼) |

[1]No-NOTAM MP: PAR Mon-Fri 1100-1300Z++, exc 1st and 3rd Wed of month 1000-1300Z++. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to 1¼ mile. [4]When ALS inop, increase vis CAT A to 1 mile, CAT B to 1¼ mile, CAT C to 1½ mile, CAT DE to 2 miles. [5]Circling fr Sidestep NA. Sidestep NA prior to 2 miles fr touchdown. [6]Circling authorized only from ASR and PAR W/O GS. When circling from PAR W/O GS increase CAT AB vis to 1¼ mile.

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## EL PASO, TX

Amdt. 13C, MAR 12, 2009 (FAA) ELEV **3956**

### EL PASO INTL

**RADAR**- 124.25 298.85

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 22 | | ABC | **4320**/24 | 371 | (400-½) | DE | **4320**/50 | 371 | (400-1) |
| | 26L | | AB | **4380**-¾ | 422 | (500-1) | CDE | **4380**-1¼ | 422 | (500-1¼) |
| | 4 | | AB | **4400**-1 | 479 | (500-1) | C | **4400**-1¼ | 479 | (500-1¼) |
| | | | D | **4400**-1½ | 479 | (500-1½) | E | **4400**-1¾ | 479 | (500-1¾) |
| CIRCLING[1] | | | A | **4420**-1 | 462 | (500-1) | B | **4460**-1 | 502 | (600-1) |
| | | | C | **4460**-1½ | 502 | (600-1½) | D | **4520**-2 | 562 | (600-2) |
| | | | E | **4660**-2½ | 702 | (800-2½) | | | | |

[1]Category E circling west of airport NA.
Alternate Minimums: Standard, except Cat E 800-2½.
Inoperative table does not apply to Category C S-26L.
CAUTION: Steeply rising terrain 4.5 NM West of airport.
For inoperative MALSR increase categories D,E visibility to RVR 6000.

## KINGSVILLE NAS (KNQI), TX (09295 USN) ELEV 50

**RADAR[1] - (E)** 128.45x 300.4x 305.2x 310.8x 322.0x 325.2x 358.0x 363.6x 384.4x

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[8] | 35R[2] | 3.0°/34/623 | ABCDE | 148-¼ | 100 | (100-¼) |
| | 31L | 3.0°/33/596 | ABCDE | 144-½ | 100 | (100-½) |
| | 31R | 3.0°/37/679 | ABCDE | 145-½ | 100 | (100-½) |
| | 13L | 3.0°/35/653 | ABCDE | 149-½ | 100 | (100-½) |
| | 35L | 3.0°/33/618 | ABCDE | 149-½ | 100 | (100-½) |
| | 13R | 3.0°/33/625 | ABCDE | 150-½ | 100 | (100-½) |
| | 17L | 3.0°/35/652 | ABCDE | 150-½ | 100 | (100-½) |
| | 17R | 3.0°/36/684 | ABCDE | 150-½ | 100 | (100-½) |
| PAR W/O GS[8] | 31L | | ABCDE | 320-1¼ | 276 | (300-1¼) |
| | 31R | | ABCDE | 320-1¼ | 275 | (300-1¼) |
| | 17L | | ABCDE | 340-1¼ | 290 | (300-1¼) |
| | 17R | | ABCDE | 340-1¼ | 290 | (300-1¼) |
| | 35R[3] | | ABCDE | 400-¾ | 352 | (400-¾) |
| | 35L | | ABCDE | 400-1¼ | 351 | (400-1¼) |
| | 13L | | ABCDE | 420-1¼ | 371 | (400-1¼) |
| | 13R | | ABCDE | 480-1¼ | 430 | (500-1¼) |
| ASR | 35R[4] | | AB | 400-½ | 352 | (400-½) |
| | | | CDE | 400-¾ | 352 | (400-¾) |
| | 17L | | ABC | 400-1 | 350 | (400-1) |
| | | | DE | 400-1¼ | 350 | (400-1¼ ) |
| | 17R | | ABC | 400-1 | 350 | (400-1) |
| | | | DE | 400-1¼ | 350 | (400-1¼ ) |
| | 31L | | ABCD | 380-1 | 336 | (400-1) |
| | | | E | 380-1¼ | 336 | (400-1¼) |
| | 31R | | ABCD | 380-1 | 335 | (400-1) |
| | | | E | 380-1¼ | 335 | (400-1¼) |
| | 35L | | ABC | 400-1 | 351 | (400-1) |
| | | | DE | 400-1¼ | 351 | (400-1¼) |
| | 13L | | AB | 500-1 | 450 | (500-1) |
| | | | C | 500-1¼ | 450 | (500-1¼) |
| | | | DE | 500-1½ | 450 | (500-1½) |
| | 13R | | AB | 500-1 | 450 | (500-1) |
| | | | C | 500-1¼ | 450 | (500-1¼) |
| | | | DE | 500-1½ | 450 | (500-1½) |
| CIR[567] | All Rwys | | AB | 500-1 | 450 | (500-1) |
| | | | C | 500-1½ | 450 | (500-1½) |
| | | | D | 620-2 | 570 | (600-2) |
| | | | E | 680-2¼ | 630 | (700-2¼) |

[1]Use landing/taxi lights when conducting apch during VMC. [2]When ALS inop, increase vis CAT ABCDE to ½ mile. [3]When ALS inop, increase vis CAT ABCDE to 1¼ mile. [4]When ALS inop, increase vis CAT ABC to 1 mile, CAT DE to 1¼ mile. [5]CAT E circling not authorized SW of Rwy 13-31. [6]Circling authorized only from PAR W/O GS and ASR. [7]For Circling from PAR W/O GS increase CAT AB vis to 1¼ mile. [8]No NOTAM MP: PAR 1400-1600Z++Mon. Maint conducted next bus day if fld clsd on Mon.

## MIDLAND, TX
## MIDLAND INTL

Amdt 5, MAY 20,1999 (FAA) ELEV **2871**

**RADAR**- 124.6 290.4 A

| | RWYGS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 10 | ABC | **3260**/24 | 392 | (400-½) | DE | **3260**/50 | 392 | (400-1) |
| | 34L | AB | **3260**-1 | 403 | (400-1) | CD | **3260**-1¼ | 403 | (400-1¼) |
| | | E | **3260**-1½ | 403 | (400-1½) | | | | |
| | 16R | AB | **3280**-1 | 409 | (500-1) | CD | **3280**-1¼ | 409 | (500-1¼) |
| | | E | **3280**-1½ | 409 | (500-1½) | | | | |
| | 28 | AB | **3280**-¾ | 423 | (500-¾) | CD | **3280**-1¼ | 423 | (500-1¼) |
| | | E | **3280**-1½ | 423 | (500-1½) | | | | |
| | 4 | AB | **3300**-1 | 450 | (500-1) | C | **3300**-1¼ | 450 | (500-1¼) |
| | | DE | **3300**-1½ | 450 | (500-1½) | | | | |
| | 22 | AB | **3540**-1 | 687 | (700-1) | C | **3540**-2 | 687 | (700-2) |
| | | D | **3540**-2¼ | 687 | (700-2¼) | E | **3540**-2½ | 687 | (700-2½) |
| CIRCLING | | AB | **3540**-1 | 669 | (700-1) | C | **3540**-2 | 669 | (700-2) |
| | | D | **3540**-2¼ | 669 | (700-2¼) | E | **3600**-2½ | 729 | (800-2½) |

Inoperative table does not apply to MALS S-28 for Category C.
Category D and Category E S-10 visibility increases to RVR 6000 for inoperative MALSR .

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## ROBERT GRAY AAF (KGRK), TX (Fort Hood) (Amdt 8, 03051 USA) ELEV **1019**

RADAR **- (E)** 118.0 244.0 (GCA) A NA

| | RWY | GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 33 | 3.0°/64/1019 | AB | 1187-½ | 200 | (200-½) |
| | | | CDE | 1187-¾ | 200 | (200-¾) |
| | 15 | 3.0°/52/1026 | AB | 1219/24 | 200 | (200-½) |
| | | | CDE | 1219/40 | 200 | (200-¾) |
| ASR | 33 | | AB | 1460-¾ | 473 | (500-¾) |
| | | | C | 1460-1 | 473 | (500-1) |
| | | | D | 1460-1¼ | 473 | (500-1¼) |
| | | | E | 1460-1½ | 473 | (500-1½) |
| | 15 | | AB | 1520/40 | 501 | (600-¾) |
| | | | CD | 1520/60 | 501 | (600-1¼) |
| | | | E | 1520-1½ | 501 | (600-1½) |
| CIR[1] | All Rwy | | AB | 1520-1 | 501 | (600-1) |
| | | | C | 1560-1½ | 541 | (600-1½) |
| | | | D | 1580-2 | 561 | (600-2) |
| | | | E | 1740-2½ | 721 | (800-2½) |

[1]Circling not authorized W of Rwy 15-33.

## SAN ANGELO, TX

Amdt. 1, MAR 25, 1999 (FAA) ELEV **1917**

### SAN ANGELO RGNL/MATHIS FIELD

**RADAR**-125.35 354.1

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 36 | AB | **2460**-1 | 543 | (600-1) | C | **2460**-1½ | 543 | (600-1½) |
| | | D | **2460**-1¾ | 543 | (600-1¾) | E | **2460**-2 | 543 | (600-2) |
| | 18 | AB | **2480**-1 | 573 | (600-1) | C | **2480**-1½ | 573 | (600-1½) |
| | | D | **2480**-1¾ | 573 | (600-1¾) | E | **2480**-2 | 573 | (600-2) |
| CIRCLING | | AB | **2480**-1 | 563 | (600-1) | C | **2480**-1½ | 563 | (600-1½) |
| | | D | **2480**-2 | 563 | (600-2) | E | **2520**-2¼ | 603 | (700-2¼) |

Category E circling NA west of runway 18-36.

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## WACO, TX

Amdt. 1A, JUL 2, 2009 (FAA) ELEV **592**

### MC GREGOR EXECUTIVE

**RADAR**- 135.2 352.0

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 17 | AB | **1020**-1 | 430 | (500-1) | C | **1020**-1¼ | 430 | (500-1¼) |
| | | D | **NA** | | | | | | |
| CIRCLING | | A | **1040**-1 | 448 | (500-1) | B | **1060**-1 | 468 | (500-1) |
| | | C | **1060**-1½ | 468 | (500-1½) | D | **NA** | | |

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## WACO, TX

Amdt. 4, AUG 05, 2004 (FAA) ELEV **470**

### TSTC WACO

**RADAR**- 135.2 227.125

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 17L | AB | **1080**-½ | 611 | (700-½) | C | **1080**-1¼ | 611 | (700-1¼) |
| | | D | **1080**-1½ | 611 | (700-1½) | | | | |
| CIRCLING | | AB | **1080**-1 | 610 | (700-1) | C | **1080**-1¾ | 610 | (700-1¾) |
| | | D | **1080**-2 | 610 | (700-2) | | | | |

When Waco Regional approach control closed, ASR not authorized.

# WACO, TX

Amdt. 3, APR 6, 1995 (FAA)

ELEV **516**

## WACO RGNL

**RADAR**- 135.2 227.125 A

| | RWY GS/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|
| ASR | 19 | ABC | **880**/24 | 376 | (400-½) | D | **880**/50 | 376 | (400-1) |
| | 1 | ABC | **900**-1 | 390 | (400-1) | D | **900**-1¼ | 390 | (400-1¼) |
| | 14 | AB | **980**-1 | 468 | (500-1) | C | **980**-1¼ | 468 | (500-1¼) |
| | | D | **980**-1½ | 468 | (500-1½) | | | | |
| | 32 | AB | **1000**-1 | 484 | (500-1) | C | **1000**-1¼ | 484 | (500-1¼) |
| | | D | **1000**-1½ | 484 | (500-1½) | | | | |
| CIRCLING | | AB | **1000**-1 | 484 | (500-1) | C | **1000**-1½ | 484 | (500-1½) |
| | | D | **1080**-2 | 564 | (600-2) | | | | |

Category D S-19 visibility RVR 6000 with inoperative MALSR.

INSTRUMENT APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

**ABILENE, TX**

ABILENE RGNL (ABI)
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22,** 300-2½ or std. w/ min. climb of 233' per NM to 2200.

DEPARTURE PROCEDURE: **Rwy 17L,** climb heading 180° to 3200 before proceeding on course.

NOTE: **Rwy 4,** multiple trees beginning 1945' from DER, 872' left of centerline, up to 100' AGL/1859' MSL. Terrain 103' from DER, 59' right of centerline up to 0' AGL/1766' MSL. Terrain 121' from DER, 457' right of centerline, up to 0' AGL/1769' MSL. **Rwy 17L,** tower 7 NM from DER, right of centerline up to 543' AGL/2903' MSL. Tower 6 NM from DER, right of centerline up to 400' AGL/2699' MSL. Tower 7.7 NM from DER, left of centerline, up to 749' AGL/2957' MSL. Multiple trees beginning 151' from DER, 158' left of centerline, up to 100' AGL/1879' MSL. Multiple trees beginning 149' from DER, 355' right of centerline, up to 100' AGL/1879' MSL. **Rwy 22,** tower 1.9 NM from DER, 284' left of centerline, up to 306' AGL/2050' MSL. Mutliple trees beginning 119' from DER, 402' left of centerline up to 17' AGL/1769' MSL. Tower 4018' from DER, 225' right of centerline, up to 135' AGL/1869' MSL. Antenna on tower 1.9 NM from DER, 252' left of centerline, up to 306' AGL/2050' MSL.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

ABILENE RGNL (ABI) (CON'T)

**Rwy 35L,** tower 194' from DER, 516' right of centerline 100' AGL/1769' MSL. Multiple trees beginning 2047' from DER, 851' right of centerline, up to 100' AGL/1869' MSL. **Rwy 35R,** antenna 1154' from DER, 264' left of centerline 100' AGL/1821' MSL. Multiple trees beginning 2848' from DER, 242' left of centerline up to 100' AGL/1889' MSL. Multiple trees beginning 279' from DER, 328' right of centerline, up to 100' AGL/1889' MSL. Terrain 231' from DER, 66' left of centerline, up to 0' AGL/1805' MSL. Terrain 230' from DER, 190' right of centerline, up to 100' AGL/1805' MSL. **Rwy 17R,** multiple trees beginning 1013' from DER, 372' left of centerline, up to 100' AGL/1889' MSL. Multiple trees beginning 147' from DER, 370' right of centerline up to 100' AGL/1879' MSL.

**AMARILLO, TX**

RICK HUSBAND AMARILLO INTL

DEPARTURE PROCEDURE: **Rwy 22,** climb heading 218° to 4100 before turning northbound. **Rwy 31,** climbing right turn heading 360° to 5400 before turning westbound.

NOTE: **Rwy 31,** sign 23' from departure end of runway, 257' right of centerline, 6' AGL/3605' MSL.

TRADEWIND (TDW)
AMDT 2A 08185 (FAA)

TAKE-OFF MINIMUMS: **Rwys 5,23,** NA. **Rwy 35,** 600-2 or std. with a min. climb of 300´ per NM to 4600.

## ANDREWS, TX

ANDREWS COUNTY (E11)
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 400-2¼ or std. w/ min. climb of 229' per NM to 3700.

DEPARTURE PROCEDURE: **Rwy 11,** climb heading 114° to 3600 before turning left. **Rwy 29,** climb heading 294° to 3600 before turning left.

NOTE: **Rwy 34,** antenna 1189' from DER, 588' left of centerline, 52' AGL/3236' MSL. Poles beginning 181' from DER, 470' left of centerline, up to 36' AGL/3210' MSL. Bush 471' from DER, 92' left of centerline, 7' AGL/3186' MSL. Tree 1207' from DER, 587' left of centerline, 44' AGL/3228' MSL. Bushes beginning 282' from DER, 305' right of centerline, up to 10' AGL/3189' MSL. Tree 4780' from DER, 895' right of centerline, 100' AGL/3304' MSL.

## ARLINGTON, TX

ARLINGTON MUNI

DEPARTURE PROCEDURE: **Rwy 16,** climb heading 162° to 2500 before turning left. **Rwy 34,** climb heading 342° to 1400 before turning southeast bound.

NOTE: **Rwy 16,** multiple reils beginning 77' from departure end of runway, 127' right of centerline, 7' AGL/601' MSL. Multiple reils beginning 74' from departure end of runway, 126' left of centerline, 7' AGL/603' MSL. Tree 590' from departure end of runway, 480' right of centerline, 16' AGL/614' MSL. **Rwy 34,** tree 1083' from departure end of runway, 710' right of centerline, 35' AGL/670' MSL. Tree 705' from departure end of runway, 403' left of centerline, 38' AGL/654' MSL. Tree 231' from departure end of runway, 464' left of centerline, 35' AGL/642' MSL. Multiple trees beginning 1093' from departure end of runway, 415' right of centerline, up to 39' AGL/663' MSL.

**Chart note:** tower farm 7.2 NM southeast of airport up to 2549' MSL.

## ATLANTA, TX

HALL-MILLER MUNI

TAKE-OFF MINIMUMS: **Rwy 15,** 500-2or std. with a min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwys 5,33**, climb runway heading to 500 before turning.

NOTE: 248' AGL tower 1.09 NM southeast of departure end of runway 15.

## BIG SPRING, TX

BIG SPRING MCMAHON-WRINKLE

TAKE-OFF MINIMUMS: **Rwy 6,** 600-3 or std. with a min. climb gradient of 370' per NM to 3300.

DEPARTURE PROCEDURE: **Rwy 17,** climb runway heading to 3100 before turning left.

NOTE: **Rwy 6,** cross departure end of runway at or above 35' AGL/2608' MSL. Tank, 7047' from departure end of runway, 2180' left of centerline, 135' AGL/2859' MSL.

## BONHAM, TX

JONES FIELD

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 350´ per NM to 1100.

## BORGER, TX

HUTCHINSON COUNTY (BGD)
AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 200-1½ or std. w/ min. climb of 421' per NM to 3400.

NOTE: **Rwy 3,** tree 3200' from departure end of runway, 851' left of centerline, 100' AGL/3129' MSL. **Rwy 17,** pole 683' from departure end of runway, 396' right of centerline, 21' AGL/3090' MSL. Trees beginning 820' from departure end of runway, 279' right of centerline, up to 34' AGL/3093' MSL. Vehicle on road 219' from departure end of runway, 513' right to left of centerline, 15' AGL/3074' MSL. Vehicle on road 1141' from departure end of runway, 772' right to left of centerline, 17' AGL/3086' MSL. Trees beginning 1628' from departure end of runway, 207' left of centerline, up to 43' AGL/3112' MSL. Antenna 1427' from departure end of runway, 15' left of centerline, 46' AGL/3105' MSL. **Rwy 21,** bush 138' from departure end of runway, 109' right of centerline, 31' AGL/3040' MSL.

## BOWIE, TX

BOWIE MUNI (0F2)
ORIG 09071 (FAA)

NOTE: **Rwy 17,** tree 131' from DER, 311' right of centerline, 100' AGL/1169' MSL. Trees beginning 122' from DER, 313' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** tree 418' from DER, 299' left of centerline, 100' AGL/1206' MSL. Vehicle on road 726' from DER, 471' left of centerline, 15' AGL/1131' MSL.

## BRIDGEPORT, TX

BRIDGEPORT MUNI (XBP)
AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18,** 400-2 or std. w/ min. climb of 458' per NM to 1300. **Rwy 36,** 300-1¼ or std. w/ min. climb of 427' per NM to 1200.

NOTE: **Rwy 18,** trees beginning 2383' from DER, 504' right of centerline, up to 100' AGL/1169' MSL. Trees beginning 2438' from DER, 525' left of centerline, up to 100' AGL/1109' MSL. Tower 1.2 NM from DER, 664' left of centerline, 55' AGL/1046' MSL. Tower 1.2 NM from DER, 1121' left of centerline, 55' AGL/1042' MSL. **Rwy 36,** trees beginning 111' from DER, 21' right of centerline, up to 100' AGL/851' MSL. Trees beginning 607' from DER, 430' left of centerline, up to 100' AGL/1039' MSL. Hanger 12' from DER, 424' right of centerline, 17' AGL/827' MSL. Multiple poles and towers beginning 1064' from DER, 297' left of centerline, 43' AGL/969' MSL.

**BROWNFIELD, TX**

TERRY COUNTY (BFE)

ORIG 09295 (FAA)

NOTE: **Rwy 2,** aircraft on taxiway beginning at DER, 188' left of centerline, up to 17' AGL/3281' MSL. Vehicle on roadway, 121' from DER, 519' right of centerline, 15' AGL/3269' MSL. Hangar 591' from DER, 333' left of centerline, 30' AGL/3289' MSL. Tree 950' from DER, 179' right of centerline, 34' AGL/3299' MSL. **Rwy 13,** vehicles on roadway beginning 71' from DER, 61' left of centerline, up to 15' AGL/3269' MSL. **Rwy 20,** tree 2937' from DER, 1108' right of centerline, 75' AGL/3329' MSL. **Rwy 31,** vehicles on roadway beginning at DER, 198' left of centerline, up to 15' AGL/3284' MSL. Aircraft on taxiway beginning at DER, 253' right of centerline, up to 17' AGL/3281' MSL. Vehicles on roadway beginning 299' from DER, 14' right of centerline up to 15' AGL/3284' MSL. Hangar 572' from DER, 597' right of centerline, 30' AGL/3299' MSL. Tree 1832' from DER, 233' right of centerline, 75' AGL/3344' MSL.

**CADDO MILLS, TX**

CADDO MILLS MUNI

TAKE-OFF MINIMUMS: **Rwys 17L, 35R,** NA.

**CANADIAN, TX**

HEMPHILL COUNTY

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1¼ or std. with a min. climb of 282' per NM to 2700. **Rwy 18,** std. w/ min. climb of 239' per NM to 3600, or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18,** for climb in visual conditions cross Hemphill County Airport at or above 3600 before proceeding on course. **Rwy 22,** climb heading 216° to 3000 before turning left.

NOTE: **Rwy 4,** grain elevator 5728' from departure end of runway, 1384' left of centerline, 220' AGL/2580' MSL. Tower 1.1 NM from departure end of runway, 6' right of centerline, 123' AGL/2548' MSL. **Rwy 18,** terrain 361' from departure end of runway, 569' left of centerline, 0' AGL/2409' MSL.

**CLEBURNE, TX**

CLEBURNE MUNI (CPT)

ORIG 08045 (FAA)

NOTES: **Rwy 15,** Tree 484' from departure end of runway, 211' left of centerline, 100' AGL/959' MSL. Light pole 1329' from departure end of runway, 285' right of centerline, 30' AGL/889' MSL. **Rwy 33,** Trees and light pole beginning 355' from departure end of runway, 45' right of centerline, up to 100' AGL/979' MSL. Trees beginning 1631' from departure end of runway, 94' left of centerline, up to 100' AGL/979' MSL.

**COMMERCE, TX**

COMMERCE MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. with a min. climb 230' per NM to 900.

**DALHART, TX**

DALHART MUNI

TAKE-OFF MINIMUMS: **Rwy 3,** 600-2 or std. with a min. climb of 250´ per NM to 4400.

**DALLAS, TX**

ADDISON

TAKE-OFF MINIMUMS: **Rwy 15,** 400-2¼ or std. with a min. climb of 324' per NM to 1100.

NOTE: **Rwy 15,** multiple buildings beginning 1085' from departure end of runway, 21' left of centerline, up to 321' AGL/956' MSL. Building with antenna 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL. Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL. Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL. Road, railroad beginning 268' from departure end of runway, 5' right of centerline, up to 23' AGL/655' MSL. **Rwy 33,** multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL. Multiple buildings beginning 1225' from departure end of runway, 147' left of centerline, up to 37' AGL/697' MSL. Multiple buildings beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL. Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.

COLLIN COUNTY RGNL AT MC KINNEY (TKI)

AMDT 1 09351 (FAA)

NOTE: **Rwy 17,** bush 29' from DER, 499' right of centerline, 5' AGL/591' MSL. Obstruction light on DME 400' from DER, 266' right of centerline, 16' AGL/602' MSL. Trees 784' from DER, 574' right of centerline, 39' AGL/625' MSL. **Rwy 35,** trees 1060' from DER, 634' right of centerline, 65' AGL/605' MSL. Trees beginning 1532' from DER, 632' left of centerline, up to 79' AGL/626' MSL.

DALLAS EXECUTIVE

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2¾ or std. w/ min. climb of 275' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 13,** climb via heading 129° to 2600 before turning westbound. **Rwy 17,** climb via heading 174° to 2600 before turning westbound **Rwy 31,** climb via heading 309° to 1600 before turning southbound. **Rwy 35,** climb via heading 354° to 1600 before turning southbound.

NOTE: **Rwy 17,** tree 468' from departure end of runway, 454' left of centerline, 35' AGL/699' MSL. Tree 113' from departure end of runway, 516' right of centerline, 30' AGL/679' MSL. Tree 871' from departure end of runway, 405' left of centerline, 35' AGl/685' MSL. Tree 651' from departure end of runway, 303' right of centerline, 35' AGL/699' MSL. **Rwy 31,** tree 481' from departure end of runway, 552' right of centerline, 30' AGL/677' MSL. Tree 2978' from departure end of runway, 802' left of centerline, 46' AGL/732' MSL. **Rwy 35,** tree 534' from departure end of runway, 302' left of centerline, 34' AGL/671' MSL. Tree 745' from departure end of runway, 371' left of centerline, 35' AGL/672' MSL. Tree 972' from departure end of runway, 405' right of centerline, 35' AGL/675' MSL. **Rwy 13,** obstruction light on blast fence 109' from departure end of runway, 347' left of centerline, 6' AGL/658' MSL.

## DALLAS, TX (CON'T)

DALLAS-LOVE FIELD

TAKE-OFF MINIMUMS: **Rwy 13L,** std. with a min. climb of 289' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 13 R,** use BACHMAN DEPARTURE. **Rwy 18,** climb via heading 180° to 1300 before turning left. **Rwys 31L, 31R,** climb via heading 310° to 1200 before turning left.

NOTE: **Rwy 13L,** multiple poles and trees beginning 844' from departure end of runway, 515' left of centerline, up to 54' AGL/541' MSL. Crane 5270' from departure end of runway, 568' left of centerline, 130' AGL/630' MSL. Antenna on tank 1.5 NM from departure end of runway, 369' left of centerline, 208' AGL/712' MSL. **Rwy 18,** building 303' from departure end of runway, 354' right of centerline, 47' AGL/507' MSL. Tree 775' from departure end of runway, 138' right of centerline, 32' AGL/513' MSL. Tree 821' from departure end of runway, 329' right of centerline, 39' AGL/519' MSL. Tree 1031' from departure end of runway, 107' right of centerline, 49' AGL/530' MSL. Tree 1254' from departure end of runway, 399' left of centerline, 50' AGL/531' MSL. Tree 2004' from departure end of runway, 413' right of centerline, 55' AGL/536' MSL. **Rwy 31L,** multiple trees beginning 327' from departure end of runway, 374' right of centerline, up to 22' AGL/501' MSL. **Rwy 31R,** multiple trees beginning 366' from departure end of runway, 552' right of centerline, up to 29' AGL/505' MSL. Pole 39' from departure end of runwy, 501' left of centerline, 27' AGL/487' MSL. Pole 1531' from departure end of runway, 717' right of centerline, 61' AGL/521' MSL. Trees 2080' from departure end of runway, 644' right of centerline, 54' AGL/530' MSL. **Rwy 36,** tree 52' from departure end of runway, 390' left of centerline, 43' AGL/523' MSL. Obstructioin light on blast fence, 56' from departure end of runway, 298' right of centerline, 7' AGL/487' MSL. Trees 433' from departure end of runway, 357' right of centerline, 16' AGL/496' MSL. Trees 661' from departure end of runway, 95' left of centerline, 25' AGL/505' MSL. Building 898' from departure end of runway, 223' right of centerline, 25' AGL/505' MSL. Tree 1773' from departure end of runway, 240' right of centerline, 79' AGL/559' MSL. Multiple transmission line towers beginning 2577' from departure end of runway, 116' left of centerline, up to 68' AGL/556' MSL. Transmission line tower 2701' from departure end of runway, 818' right of centerline, 68' AGL/572' MSL.

## DALLAS-FORT WORTH, TX

DALLAS-FORT WORTH INTL

TAKE-OFF MINIMUMS: **Rwy 35R,** 200-1½ or std. w/ min. climb of 221' per NM to 800, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 35R,** climb heading 354° to 1200 before turning right .

NOTE: **Rwy 31L,** tree 1229' from departure end of runway, 730' right of centerline, 28' AGL/637' MSL. Transmission pole 3403' from departure end of runway, 1399' rightof centerline, 86' AGL/708' MSL. Multiple trees beginning 928' from departure end of runway, 724' left of centerline, up to 55' AGL/654' MSL. **Rwy 35R,** multiple buildings beginning 5443' from departure end of runway, 202' right of centerline, up to 173' AGL/714' MSL.

## DECATUR, TX

DECATUR MUNI (LUD)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. with a min. climb of 290' per NM to 3500, or 1400-2½ for climb in visual conditions. **Rwy 35,** std. with a min. climb of 315' per NM to 3500, or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 17, 35,** For climb in visual conditions, cross Decatur Muni Airport at or above 2400, before proceeding on course.

NOTE: **Rwy 17,** tower 5150' from departure end of runway, 896' right of centerline, 117' AGL/1173' MSL.

## DENTON, TX

DENTON MUNI

NOTE: **Rwy 17,** multiple trees beginning 190' from departure end of runway, 178' right of centerline, up to 66' AGL/665' MSL. Building 371' from departure end of runway, 261' left of centerline, 14' AGL/643' MSL. **Rwy 35,** tree 1242' from departure end of runway, 806' right of centerline, 63' AGL/692' MSL.

## DYESS AFB (KDYS),

ABILENE, TX . . . . . 08297

TAKE-OFF OBSTACLES: **RWY 16:** Tree, 100' AGL/1911' MSL, 2603' from DER, 484' right of centerline. Tree, 100' AGL/1888' MSL, 2720' from DER, 1153' left of centerline. Tree, 100' AGL/1885' MSL, 2679' from DER, 1218' left of centerline. Tree, 100' AGL/1888' MSL, 2203' from DER, 1150' right of centerline. Tree, 100' AGL/1888' MSL, 2194' from DER, 1177' right of centerline. Tree, 100' AGL/1885' MSL, 2639' from DER, 1207' left of centerline. Tree, 100' AGL/1885' MSL, 2621' from DER, 1173' left of centerline. Tree, 100' AGL/1885' MSL, 2616' from DER, 1201' left of centerline. Tree, 100' AGL/1885' MSL, 2576' from DER, 1190' left of centerline. **RWY 34:** Terrain, 1796' MSL, 173' from DER, 545' left of centerline. Terrain, 1791' MSL, 19' from DER, 499' left of centerline. ASSAULT STRIP 162°: Vehicle, 15' AGL/1871' MSL, 104' from DER, 525' right of centerline. Terrain, 0' AGL/1805' MSL, 22' from DER, 95' left of centerline. ASSAULT STRIP 342°: Tree, 100' AGL/1824' MSL, 2060' from DER, 249' right of centerline. Tree, 100' AGL/1824' MSL, 1768' from DER, 299' right of centerline. Tree, 100' AGL/1824' MSL, 1602' from DER, 89' right of centerline. Tree, 100' AGL/1826' MSL, 1335' from DER, 272' right of centerline. Tree, 100' AGL/1824' MSL, 1134' from DER, 344' right of centerline. Tower, 16' AGL/1807' MSL, 370' from DER, 226' right of centerline. Terrain, 0' AGL/1794' MSL, 17' from DER, 240' left of centerline.

## EASTLAND, TX

EASTLAND MUNI

TAKE-OFF MINIMUMS: **Rwy 35**, 300-1 ½ or std. with min. climb of 416' per NM to 1800.

NOTES: **Rwy 17**, multiple trees beginning 261' from departure end of runway left and right of centerline up to 100' AGL/1549' MSL. **Rwy 35**, multiple trees beginning 49' from departure end of runway 371' right of centerline and 871' from departure end of runway left and right of centerline up to 100' AGL/1689' MSL.

## FLOYDADA, TX

FLOYDADA MUNI (41F)
ORIG 09295 (FAA)

NOTE: **Rwy 17,** silo 3320' from DER, 355' right of centerline, 149' AGL/3329' MSL. Building 3648' from DER, 248' right of centerline, 108' AGL/3289' MSL. **Rwy 35,** road and vehicle beginning 525' from DER, 19' left and right of centerline, up to 15' AGL/3202' MSL.

## FORT WORTH, TX

BOURLAND FIELD (50F)
ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** std. w/ min. climb of 453' per NM to 1500 or 300-1 and min. climb of 211' per NM to 1500 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17,** for climb in visual conditions: cross Bourland Field at or above 1600 before proceeding on course.

NOTE: **Rwy 17,** trees beginning 65' from departure end of runway, 8' left of centerline, up to 30' AGL/969' MSL. **Rwy 35,** terrain beginning 15' from departure end of runway, 9' right of centerline, up to 981' MSL. Terrain beginning 91' from departure end of runway, 36' left of centerline, up to 959' MSL. Vehicle on road 276' from departure end of runway, 346' right of centerline, 17' AGL/869' MSL.

FORT WORTH ALLIANCE

TAKE-OFF MINIMUMS: **Rwy 16L,** 300-2¼ or std. w/ min. climb of 208' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient. Takeoff must occur no later than 1400' prior to departure end of runway. **Rwy 16R,** 300-2¼ or std. w/ min. climb of 210' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 16R,** climb heading 163° to 1200 before turning right.

NOTE: **Rwy 16L,** light pole 1285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL. Water tower 1.8 NM from departure end of runway, 3122' right of centerline, 148' AGL/954' MSL. **Rwy 16R,** fence 4' from departure end of runway, 250' right of centerline, 12' AGL/669' MSL. Water tower 1.8 NM from departure end of runway, 2521' right of centerline, 148' AGL/954' MSL. Tower 1.5 NM south of departure end of runway, 4138' right of centerline, 203' AGL/1002' MSL. **Rwy 34L,** fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL. Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL. **Rwy 34R,** antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.

## FORT WORTH, TX (CON'T)

FORT WORTH MEACHAM INTL

TAKE-OFF MINIMUMS: **Rwy 9,** 300-1½ or std. w/ min. climb of 216' per NM to 1000, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway. **Rwy 34,** 300-2 or std. w/ min. climb of 222' per NM to 1100, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 092° to 2000 before proceeding on course. **Rwy s 16, 17,** climb heading 164° to 2000 before proceeding on course.

NOTE: **Rwy 9,** windsock 293' from departure end of runway, 354' left of centerline, 51' AGL/721' MSL. Sign on building 481' from departure end of runway, 407' right of centerline, 39' AGL/702' MSL. Sign 2448' from departure end of runway, 540' left of centerline, 75' AGL/742' MSL. Grain elevators beginning 7085' from departure end of runway, 2191' left of centerline, 229' AGL/877' MSL. **Rwy 17,** bush 13' from departure end of runway, 160' right of centerline, 21' AGL/674' MSL. Antenna 953' from departure end of runway, 394' left of centerline, 72' AGL/722' MSL. Hangar 1380' from departure end of runway, 744' left of centerline, 43' AGL/703' MSL. **Rwy 27,** tree 239' from departure end of runway, 492' left of centerline, 35' AGL/685' MSL. **Rwy 34,** multiple trees 974' from departure end of runway, 62' right of centerline, up to 47' AGL/746' MSL. Grain elevator 1.52 NM from departure end of runway, 2775' right of centerline, 254' AGL/969' MSL. **Rwy 35,** tree 1' from departure end of runway, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from departure end of runway, 225' right of centerline, 45' AGL/699' MSL. Bush 55' from departure end of runway, 143' left of centerline, 21' AGL/681' MSL. Obstruction light on dam 1359' from departure end of runway, 1' right of centerline, 46' AGL/706' MSL.

FORT WORTH SPINKS

TAKE-OFF MINIMUMS: **Rwys 17L,35R**, NA. (Environmental)

DEPARTURE PROCEDURE: **Rwy 17R** climb heading 173° to 1200 before turning right.

NOTE: **Rwy 17R,** tree 4909' from departure end of runway, 1556' left of centerline, 60' AGL/830' MSL.

## FORT WORTH NAS JRB (CARSWELL FLD)(KNFW)

FORT WORTH, TX . . . . . 10014

**Rwy 17,** Cross DER at or above 6' AGL/656' MSL.

TAKE-OFF OBSTACLES: **Rwy 17,** rising terrain up to 670' MSL, 200'-600' from DER, 500'-560' right of centerline.

**GAINESVILLE, TX**
GAINESVILLE MUNI (GLE)
ORIG 09127 (FAA)
NOTE: **Rwy 17,** trees and poles beginning 1' from DER, 472' right and left of centerline, up to 25' AGL/819' MSL. **Rwy 30,** taxiways beginning 651' from DER, crossing centerline left to right 859' MSL. Trees and terrain beginning 2' from DER, 14' left and right of centerline, up to 64' AGL/890' MSL. **Rwy 35,** terrain, trees, poles, road, and vehicle beginning 149' from DER, 51' left of centerline, up to 95' AGL/940' MSL. Terrain and poles beginning 13' from DER, 85' right of centerline, up to 37' AGL/882' MSL.

**GLADEWATER, TX**
GLADEWATER MUNI
TAKE-OFF MINIMUMS: NOTE: **Rwy 14,** temp oil rig 390' MSL, 1853' from departure end of runway, 718' left of centerline.

**GRAHAM, TX**
GRAHAM MUNI
DEPARTURE PROCEDURE: **Rwys 17, 21,** climb runway heading to 2000 before proceeding on course.
NOTE: **Rwy 17,** light pole 21' from departure end of runway, 195' left of centerline, 30' AGL/1141' MSL. Light pole 86' from departure end of runway, 381' left of centerline, 50' AGL/1168' MSL.

**GRANBURY, TX**
GRANBURY RGNL
TAKE-OFF MINIMUMS: **Rwy 14,** 300-1.
NOTE: **Rwy 14,** power line 1922' from departure end of runway, 176' right of centerline, 52' AGL/862' MSL.

**GRAND PRAIRIE, TX**
GRAND PRAIRIE MUNI (GPM)
AMDT 4 09295 (FAA)
DEPARTURE PROCEDURE: **Rwy 17,** climbing right turn to 2000 via heading 200° and TTT R-180 to NINAE/TTT 24 DME before proceeding on course. DME Required. **Rwy 35,** climb heading 356° to 1400 before turning south.
NOTE: **Rwy 17,** antenna 190' from DER, 456' right of centerline, 26' AGL/615' MSL. Road, multiple poles and signs beginning 570' from DER, 410' right of centerline, up to 31' AGL/620' MSL. Tree 1506' from DER, 517' right of centerline, 37' AGL/617' MSL. **Rwy 35,** tree 837' from DER, 204' left of centerline, up to 100' AGL/665' MSL. Pole 2687' from DER, 122' left of centerline, up to 75' AGL/653' MSL.

**GREENVILLE, TX**
MAJORS (GVT)
AMDT 1 08269 (FAA)
NOTE: **Rwy 17,** trees beginning 1832' from departure end of runway, 397' right of centerline, up to 49' AGL/578' MSL.

**HASKELL, TX**
HASKELL MUNI
TAKE-OFF MINIMUMS: **Rwy 18,** 600-2 or std. with a min. climb of 340' per NM to 2300.
DEPARTURE PROCEDURE: **Rwy 18,** climb runway heading to 2300 before proceeding on course.

**HENDERSON, TX**
RUSK COUNTY
DEPARTURE PROCEDURE: **Rwy 12,** climb to 1100' before turning northbound. **Rwy 34,** climb to 2200' before turning westbound.

**HILLSBORO, TX**
HILLSBORO MUNI
TAKE-OFF MINIMUMS: **Rwy 16,** 600-3 or std. w/ min. climb of 250' per NM to 1500, or 1100-2 ½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 16,** for climb in visual conditions: Cross Hillsboro Muni Airport at or above 1600 before proceeding on course.

**LANCASTER, TX**
LANCASTER
TAKE-OFF MINIMUMS: **Rwy 31,** 200-1½ or std. w/ min. climb of 222' per NM to 800.
DEPARTURE PROCEDURE: **Rwy 31,** climb via heading 314° to 1900 before turning left.
NOTE: **Rwy 31,** multiple trees beginning 1133' from departure end of runway, 479' left of centerline, up to 40' AGL/541' MSL. Trees 886' from departure end of runway, 637' right of centerline, 35' AGL/536' MSL. Multiple poles beginning 5613' from departure end of runway, 1171' right of centerline, up to 101' AGL/661' MSL.

**LEVELLAND, TX**
LEVELLAND MUNI
TAKE-OFF MINIMUMS: **Rwy 26,** 600-3 or std. with a min. climb of 250' per NM to 4300. **Rwy 35,** 400-2 or std. with a min. climb of 230' per NM to 4000.
NOTE: **Rwy 26,** cross departure end of runway at or above 35' AGL/3537' MSL. **Rwy 35,** cross departure end of runway at or above 35' AGL/3540' MSL. **Rwy 35,** tower, 10,185 from departure end of runway, 2828' left of centerline, 304' AGL/3821 MSL.

**LONGVIEW, TX**
EAST TEXAS RGNL (GGG)
AMDT 1 08325 (FAA)
NOTE: **Rwy 13,** multiple trees 720' from departure end of runway, 547' left of centerline, up to 50' AGL/404' MSL. Multiple trees 1381' from departure end of runway, 600' right of centerline, up to 55' AGL/409' MSL. **Rwy 18,** multiple trees beginning 790' from departure end of runway, left and right of centerline, up to 94' AGL/459' MSL. **Rwy 31,** tree 1489' from departure end of runway, 842' left of centerline, 49' AGL/406' MSL. Tree 1737' from departure end of runway, 755' right of centerline, 63' AGL/420' MSL. **Rwy 36,** multiple trees beginning 1590' from departure end of runway, 520' left of centerline, up to 84' AGL/438' MSL. Tree 2384' from departure end of runway, 18' right of centerline, 65' AGL/419' MSL.

## MESQUITE, TX

MESQUITE METRO

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 175° to 900 before turning left.

NOTE: **Rwy 17,** multiple trees, sign and fences beginning 10' from departure end of runway, 362' left of centerline, up to 35' AGL/478' MSL. **Rwy 35,** hangar 53' from departure end of runway, 497' left of centerline, 23' AGL/470' MSL. Multiple trees and poles beginning 999' from departure end of runway, 708' left of centerline, up to 44' AGL/483' MSL. Bush 45' from departure end of runway, 466' right of centerline, 10' AGL/457' MSL. Pole 814' from departure end of runway, 288' right of centerline, 27' AGL/467' MSL. Construction equipment 892' from departure end of runway, 628' right of centerline, 59' AGL/489' MSL.

## MIDLOTHIAN/WAXAHACHIE, TX

MID-WAY

DEPARTURE PROCEDURE: **Rwy 18,** northbound departures climb runway heading to 1500 before proceeding on course. **Rwy 36,** northbound and westbound departures climb heading 020° to 2700 before proceeding on course.

## MINEOLA-QUITMAN, TX

WOOD COUNTY

NOTE: **Rwy 18,** trees 336' from departure end of runway, 484' right of centerline, 100' AGL/549' MSL. Trees 775' from departure end of runway 339' right of centerline, 100' AGL/559' MSL. Trees 942' from departure end of runway, 460' right of centerline, 100' AGL/559' MSL. Trees 23' from departure end of runway, 239' right of centerline, 100' AGL/534' MSL. Trees 33' from departure end of runway, 495' right of centerline, 100' AGL/534' MSL. Trees 239' from departure end of runway, 453' left of centerline, 100' AGL/539' MSL. Trees 11' from departure end of runway, 474' left of centerline, 100' AGL/529' MSL. Trees 16' from departure end of runway, 253' left of centerline, 100' AGL/529' MSL. Terrain 932' from departure end of runway, 204' right of centerline, 0' AGL/460' MSL. Terrain 326' from departure end of runway, 228' right of centerline, 0' AGL/443' MSL. Terrain 912' from departure end of runway, 308' left of centerline, 0' AGL/457' MSL. Terrain 629' from departure end of runway, 216' right of centerline, 0' AGL/450' MSL. Terrain 639' from departure end of runway, 472' right of centerline, 0' AGL/450' MSL. Terrain 922' from departure end of runway, 52' left of centerline, 0' AGL/457' MSL. Terrain 14' from departure end of runway, 17' left of centerline, 0' AGL/434' MSL. **Rwy 36,** trees 1 foot from departure end of runway, 240' right of centerline, 100' AGL/509' MSL. Trees 780' from departure end of runway, on centerline, 100' AGL/509' MSL. Trees 450' from departure end of runway, 270' left of centerline, 100' AGL/499' MSL. Trees 450' from departure end of runway, 350' right of centerline, 100' AGL/479' MSL.

## MINERAL WELLS, TX

MINERAL WELLS

TAKE-OFF MINIMUMS: **Rwy 31,** 500-3 or std. with a min. climb of 220' per NM to 1600.

NOTE: **Rwy 31,** cross departure end of runway at or above 35' AGL/948' MSL.

## MOUNT PLEASANT, TX

MOUNT PLEASANT RGNL (OSA)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1¼ or std. w/ min. climb of 309' per NM to 700, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1,600' prior to departure end of runway.

NOTE: **Rwy 17,** trees 1231' from departure end of runway, 679' right of centerline, 100' AGL/399' MSL. **Rwy 35,** tower 1.04 NM from departure end of runway, 1261' right of centerline, 180' AGL/539' MSL. Trees 695' from departure end of runway, 614' left of centerline, 100' AGL/469' MSL.

## PARIS, TX

COX FIELD

NOTE: **Rwy 17,** multiple trees beginning 88' from departure end of runway, 299' right of centerline, up to 50' AGL/558' MSL. **Rwy 35,** bushes and pole beginning 406' from departure end of runway, 402' left of centerline up to 35' AGL/573' MSL. Multiple trees beginning 161' from departure end of runway, 81' right of centerline, up to 50' AGL/578' MSL. **Rwy 32,** multiple trees beginning 716' from departure end of runway, 488' right of centerline, up to 50' AGL/568' MSL.

## PLAINS, TX

YOAKUM COUNTY (F98)

ORIG 08269 (FAA)

NOTE: **Rwy 3,** tree 948' from departure end of runway, 725' left of centerline, 50' AGL/3769' MSL. **Rwy 17,** vehicle on road 99' from departure end of runway, 476' right of centerline,15' AGL/3699' MSL. **Rwy 35,** vehicle on road 546' from departure end of runway, 527' left of centerline, 15' AGL/3714' MSL.

## ROCKWALL, TX

ROCKWALL MUNI

NOTE: **Rwy 17,** cross departure end of runway at or above 598' MSL/35' AGL. East-west road at departure end of runway, 10' AGL/574' MSL. East-west railroad track 860' from departure end of runway, 23' AGL/612' MSL. **Rwy 35,** cross departure end of runway at or above 594' MSL/35' AGL. Multiple transmission towers from 318' to 467' from departure end of runway, left and right of centerline, from 60' AGL/590' MSL to 75' AGL/614' MSL.

## SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

WICHITA FALLS,TX . . . . . AMDT 1 09351

DEPARTURE PROCEDURE: **Rwy 15R/15C/15L,** Climb on track 150° to 2500' before turning Westbound. **Rwy 17,** Climb heading 160° to 2500', intercept SPS VORTAC R-120 outbound. Cross SPS R-120/8 DME (HUNEP) at or below 2500', then climb and maintain 5000' or higher as assigned. Turn on course after reaching 3100'. **Rwy 35,** Climb heading 350° to 1500' then proceed on course.

TAKE-OFF OBSTACLES: **Rwy 17,** Light pole 31' AGL/1040' MSL, 837' from DER, 726' left of centerline. **Rwy 35,** Large frame aircraft parking, 56' AGL/1053' MSL, 337' from DER, 542' left of centerline. Large frame aircraft parking, 56' AGL/1053' MSL, 451' from DER, 573' left of centerline.

**SNYDER, TX**

WINSTON FIELD

DEPARTURE PROCEDURE: **Rwy 26,** climb via heading 263° to 3000 prior to turning northbound.

**SPEARMAN, TX**

SPEARMAN MUNI (E42)

ORIG 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 300-1¾ or std. w/ min. climb of 286' per NM to 3500.

NOTE: **Rwy 20,** Vehicle on road 174' from departure end of runway, 496' right of centerline, 15' AGL/3094' MSL. Tower 4330' from departure end of runway, 575' left of centerline, 100' AGL/3228' MSL. Tower 1.26 NM from departure end of runway, 2533' left of centerline, 250' AGL/3355' MSL.

**STEPHENVILLE, TX**

CLARK FIELD MUNI

NOTE: **Rwy 32,** trees beginning 1687' from departure end of runway, 124' right of centerline, 80' AGL/1389' MSL.

**STRATFORD, TX**

STRATFORD FIELD

TAKE-OFF MINIMUMS: **Rwy 22**, 400-2 or std. with a min. climb of 290' per NM to 4100.

**SULPHUR SPRINGS, TX**

SULPHUR SPRINGS MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2.

DEPARTURE PROCEDURE: **Rwys 18,36**, climb to 900 before proceeding east of airport.

**TERRELL, TX**

TERRELL MUNI

TAKE-OFF MINIMUMS: **Rwy 32,** std. with a min. climb of 430' per NM to 800.

NOTE: **Rwy 32,** cross departure end of runway at or above 35' AGL/508' MSL. **Rwy 32,** tower, 3364' from departure end of runway, 1069' left of centerline, 125' AGL/624' MSL.

**TYLER, TX**

TYLER POUNDS RGNL

NOTE: **Rwy 4,** road and vehicle 605' from departure end of runway, 643' left of centerline, 15' AGL/544' MSL. Multiple trees beginning 648' from departure end of runway, 301' right of centerline, up to 74' AGL/576' MSL. **Rwy 13,** road, antenna and multiple trees beginning 607' from departure end of runway, 272' left of centerline, up to 73' AGL/614' MSL. Multiple trees beginning 12' from departure end of runway, 290' right of centerline, up to 73' AGL/581' MSL. **Rwy 17,** tree 970' from departure end of runway, 362' left of centerline, 57' AGL/586' MSL. Tree 1339' from departure end of runway, 207' right of centerline, 69' AGL/578' MSL. **Rwy 22,** multiple trees beginning 166' from departure end of runway, 92' left of centerline, up to 86' AGL/605' MSL. Terrain and multiple trees beginning 28' from departure end of runway, 323' right of centerline, up to 46' AGL/626' MSL. **Rwy 31,** road and multiple trees beginning 326' from departure end of runway, 533' right of centerline, up to 78' AGL/564' MSL. Multiple trees beginning 907' from departure end of runway, 666' left of centerline, up to 67' AGL/556' MSL. **Rwy 35,** road 901' from departure end of runway, on centerline, 15' AGL/544' MSL. Multiple trees and tower beginning 1068' from departure end of runway, 303' right of centerline, up to 73' AGL/574' MSL.

**WICHITA FALLS, TX**

KICKAPOO DOWNTOWN

TAKE-OFF MINIMUMS: **Rwy 17**, 1100-2 or std. with a min. climb of 370' per NM to 2300. **Rwy 35,** 1100-2 or std. with a min. climb of 380' per NM to 2300.

WICHITA VALLEY

TAKE-OFF MINIMUMS: **Rwys 13,16**, turn right after take-off to avoid 2049´ tower 4 NM southeast of airport.

**WINNSBORO, TX**

WINNSBORO MUNI

DEPARTURE PROCEDURE: **Rwy 1,19**, climb runway heading to 1000 prior to turn.

INSTRUCTION APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

## ALICE, TX

ALICE INTL

NOTE: **Rwy 17**, multiple poles beginning 601' from departure end of runway, 413' right to 340' left of centerline, up to 36' AGL/204' MSL. Multiple trees beginning 205' from departure end of runway, 348' left to 317' right of centerline, up to 26' AGL/194' MSL. **Rwy 26,** building 797' from departure end of runway, 366' left of centerline, 30'AGL/208' MSL. Tree 812' from departure end of runway, 301' left of centerline, 27' AGL/205' MSL. Rod on OL DME, 715' from departure end of runway, 258' right of centerline, 21' AGL/ 199' MSL. Steel post 83' from departure end of runway, 344' right of centerline, 4' AGL/181' MSL. **Rwy 31,** rod on OL DME 388' from departure end of runway, 256' left of centerline, 21' AGL/199' MSL. Tree 439' from departure end of runway, 608' left of centerline, 16' AGL/194' MSL. Steel post 2 ' from departure end of runway, 251' right of centerline, 164' AGL/181' MSL. Tree 1067' from departure end of runway, 359' right of centerline, 28' AGL/206' MSL. **Rwy 35,** windmill 1461' from departure end of runway, 164' left of centerline, 140' AGL/214' MSL. Bush 330' from departure end of runway, 287' right of runway, 14' AGL/185' MSL.

| NAME | TAKE-OFF MINIMUMS |
|---|---|

## ALPINE, TX

ALPINE-CASPARIS MUNI

TAKE-OFF MINIMUMS: **Rwys 19, 23**, DAY 1700-2; NIGHT NA.

DEPARTURE PROCEDURE: **Rwy 1**, climb direct BWR NDB; **Rwys 5, 19, 23**, climbing left turn direct BWR NDB. **All aircraft** continue climb in holding pattern (Hold N, left turns, 194° inbound) (Maximum holding airspeed 175K) to 7000 before proceeding on course.

## AUSTIN, TX

AUSTIN-BERGSTROM INTL

DEPARTURE PROCEDURE: **Rwys 35L, 35R,** climb via heading 353° to 1800 before turning left on course.

NOTE: **Rwy 17L,** trees beginning 498' from departure end of runway, 576' left of centerline, up to 80' AGL/517' MSL. Tree 617' from departure end of runway, 585' right of centerline, 55' AGL/498' MSL. **Rwy 17R,** trees 1007' from departure end of runway, 739' right of centerline, up to 61' AGL/523' MSL. **Rwy 35R,** tree 817' from departure end of runway, 664' right of centerline, 55' AGL/528' MSL.

## AUSTIN, TX (CON'T)

LAKEWAY AIRPARK (3R9)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwys 16, 34,** 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 16, 34,** For climb in visual conditions cross Lakeway Airpark airport at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 16,** powerline 303' from departure end of runway, right and left of centerline, 79' AGL/967' MSL. Trees beginning 8243' from departure end of runway, 324' right of centerline, up to 50' AGL/1169' MSL. Road 114' from departure end of runway, right and left of centerline, 15' AGL/954' MSL. Tower 2.11 NM from departure end of runway, 1314' right of centerline, 195' AGL/1326' MSL. Towers starting 1.6 NM from departure end of runway, 4821' left of centerline, up to 150' AGL/1450' MSL. Tree 2085' from departure end of runway, 186' left of centerline, 50' AGL/969' MSL. **Rwy 34,** trees beginning 800' from departure end of runway, 426' left of centerline, up to 50' AGL/1009' MSL. Trees beginning 1374' from departure end of runway, 141' right of centerline, up to 50' AGL/969' MSL. House 499' from departure end of runway, on centerline, 50' AGL/969' MSL.

## BEEVILLE, TX

BEEVILLE MUNI

TAKE-OFF MINIMUMS: **Rwys 18, 36,** NA-environmental. **Rwy 30,** 300-2 or std. w/ min. climb of 239' per NM to 700.

NOTE: **Rwy 30,** tower 1.5 NM from departure end of runway 2566' right of centerline, 230' AGL/542' MSL.

## BIG LAKE, TX

REAGAN COUNTY

TAKE-OFF MINIMUMS: **Rwys 9, 27,** NA-environmental.

NOTE: **Rwy 16,** road 384' from departure end of runway, 603' right of centerline, 17' AGL/2716' MSL.

## BIGGS AAF (KBIF)

FORT BLISS, TX ..... 07130

**Rwy 21**: Left turn direct to ELP VORTAC, continue climb via R-130 to airway MEA or as directed by ATC. **Rwy 3**: Right turn direct to ELP VORTAC, continue climb via R-130 to airway MEA or as directed by ATC.

## BRADY, TX

CURTIS FIELD (BBD)
ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 8, 26,** NA-Environmental.

NOTES: **Rwy 17,** Light poles, trees, fence, terrain, and vehicle on road beginning 50' from departure end of runway, 362' left of centerline, up to 30' AGL/1827' MSL. Trees beginning 17' from departure end of runway, 216' right of centerline, up to 30' AGL/1818' MSL.

## BURNET, TX

BURNET MUNI KATE CRADDOCK FIELD (BMQ)
AMDT 1 09351 (FAA)

NOTE: **Rwy 1,** trees and cars beginning 362' from DER, 488' right of centerline, up to 100' AGL/1379' MSL. Trees and cars beginning 274' from DER, 86' left of centerline, up to 100' AGL/1419' MSL. **Rwy 19,** trees beginning 32' from DER, 103' right of centerline, up to 100' AGL/1379' MSL. Trees beginning 188' from DER, 332' left of centerline, up to 100' AGL/1369' MSL.

## CARRIZO SPRINGS, TX

DIMMIT COUNTY

DEPARTURE PROCEDURE: **Rwy 31**, climb runway heading to 1200 prior to left turn to avoid 1114' antenna west of airport.

## COMANCHE, TX

COMANCHE COUNTY-CITY

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.

NOTE: **Rwy 17,** road at departure end of runway, 134' right of centerline, 15' AGL/1394' MSL, road 784' from departure end of runway, 324' right of centerline, 15' AGL/1404' MSL. **Rwy 35,** trees beginning 464' from departure end of runway, across centerline, up to 50' AGL/1429' MSL.

## CORPUS CHRISTI, TX

CORPUS CHRISTI INTL (CRP)
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 400-2¾ or std. w/ min. climb of 229' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 31,** Climb heading 309° to 1200 before turning westbound.

NOTE: **Rwy 17,** antenna on building 24' AGL/64' MSL, 749' from departure end of runway, 694' left of centerline. **Rwy 35,** tower 401' AGL/423' MSL, 2.21 NM from departure end of runway, 3757' left of centerline.

## CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

CORPUS CHRISTI, TX. . . . . ORIG 08325

TAKE-OFF OBSTACLES: **Rwy 13L,** Powerline, 139' MSL, 3884' from DER, 457' left of centerline. Pylon, 112' MSL, 3304' from DER, 362' right of centerline. Pylon, 112' MSL, 3476' from DER, 1017' right of centerline. Pylon, 110' MSL, 3137' from DER, 299' left of centerline. Pylon, 107' MSL, 3561' from DER, 665' left of centerline. **Rwy 13R,** Powerline, 139' MSL, 4434' from DER, 1208' left of centerline. Pylon, 100' MSL, 3686' from DER, 1050' left of centerline.

## COTULLA, TX
COTULLA-LA SALLE COUNTY (COT)
ORIG 07354 (FAA)
NOTE: **Rwy 13,** road 2768' from departure end of runway, 53' left of centerline, 18' AGL/484' MSL. Tree 5520' from departure end of runway, 1764' left of centerline, 50' AGL/480' MSL. Tree 2 NM from departure end of runway, 778' left of centerline, 50' AGL/579' MSL. Tree 1264' from departure end of runway, 93' right of centerline, 50' AGL/499' MSL. Tree 1.3 NM from departure end of runway, 1116' right of centerline, 50' AGL/464' MSL. **Rwy 31,** railroad 2934' from departure end of runway, 153' right of centerline 23' AGL/472' MSL. Tree 1669' from departure end of runway, 66' right of centerline, 50' AGL/499' MSL. Tree 1.2 NM from departure end of runway, 2290' right of centerline, 50' AGL/562' MSL. Terrain beginning 80' from departure end of runway, 428' left of centerline, up to 496' MSL. Terrain 123' from departure end of runway, 379' right of centerline, 496' MSL.

## DEL RIO, TX
DEL RIO INTL
DEPARTURE PROCEDURE: **Rwy 13,** climb to 1500 prior to left turn.

## DEVINE, TX
DEVINE MUNI
TAKE-OFF MINIMUMS: **Rwy 35**, climb runway heading to 1000 prior to right turn.

## EAGLE PASS, TX
MAVERICK COUNTY MEMORIAL INTL (5T9)
ORIG 08269 (FAA)
NOTE: **Rwy 13,** vehicle on road 171' from departure end of runway, 393' right of centerline, 15' AGL/894' MSL.

## EDINBURG, TX
SOUTH TEXAS INTL AT EDINBURG
TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable to 15000' MSL in R-6317. **Rwy 14,** 276/37.9 NM, **Rwy 32,** 276/38.5 NM.
NOTE: **Rwy 14,** tree 1109' from departure end of runway, 525' right of centerline, 19' AGL/108' MSL. Terrain 20' from departure end of runway, 312' right of centerline, 0' AGL/74' MSL. **Rwy 32,** multiple poles beginning 831' from departure end of runway, 53' right of centerliine, up to 32' AGL/111' MSL. Road 640' from departure end of runway, 671' right of centerline, 17' AGL/96' MSL.

## EL PASO, TX
EL PASO INTL
TAKE-OFF MINIMUMS: **Rwys 8L, 26R,** NA. **Rwy 26L**, 3000-2 or std. with a min. climb of 490' per NM to 6300.
DEPARTURE PROCEDURE: **Rwy 4,** right turn. **Rwy 8R,** left turn, climb direct ELP VORTAC, continue climb via ELP R-150 to airway MEA or comply with RADAR vectors. **Rwy 22,** climbing left turn heading 120° to intercept and climb via ELP R-150 to airway MEA or comply with RADAR vectors. **Rwy 26L,** climbing left turn heading 120° to intercept and climb via ELP R-150 to airway MEA or comply with RADAR vectors. This departure requires compliance with published take-off minimums.

## FALFURRIAS, TX
BROOKS COUNTY (BKS)
AMDT 1 09127 (FAA)
TAKE-OFF MINIMUMS: **Rwy 32,** 400-2¼ or std. w/ min. climb of 249' per NM to 600. **Rwy 35,** std. w/ min. climb of 250' per NM to 800, or 500-3 w/ min. climb of 242' per NM to 800, or 900-2½ for climb in visual conditions.
DEPARTURE PROCEDURE: **Rwy 35**, for climb in visual conditions: cross Brooks County Airport at or above 900 MSL before proceeding on course.
NOTE: **Rwy 14,** vehicle on road, 29' from DER, 499' left of centerline, 15' AGL/129' MSL. Trees beginning 149' from DER, 523' left of centerline, up to 40' AGL/154' MSL. Trees beginning at DER, 415' right of centerline, up to 40' AGL/149' MSL. **Rwy 17,** vehicle on road, at DER, 364' left of centerline, 15' AGL/119' MSL. Trees beginning 15' from DER, 331' right of centerline, up to 40' AGL/149' MSL. Trees beginning 165' from DER, 126' left of centerline, up to 17' AGL/129' MSL. **Rwy 32,** road and trees beginning 587' from DER, 35' right of centerline, up to 40' AGL/149' MSL. Tower 1.9 NM from DER, 987' left of centerline, 298' AGL/418' MSL. **Rwy 35,** vehicle on raod, at DER, 360' right of centerline, 15' AGL/118' MSL. Tree 1010' from DER, 278' right of centerline, 29' AGL/138' MSL. Tower 2.6 NM from DER, 426' right of centerline, 414' AGL/539' MSL.

## FORT HOOD, TX
ROBERT GRAY AAF
NOTE: **Rwy 33,** pole 974' from departure end of runway, 746' left of centerline, 35' AGL/1050' MSL. Pole 1121' from departure end of runway, 746' left of centerline, 33' AGL/1048' MSL.

## FORT STOCKTON, TX
FORT STOCKTON-PECOS COUNTY (FST)
ORIG 09239 (FAA)
TAKE-OFF MINIMUMS: **Rwys 7, 11, 16, 25, 29, 34,** NA-Environmental. **Rwy 21,** 300-1 or std. w/ min. climb of 280' per NM to 3600.
DEPARTURE PROCEDURE: **Rwy 21,** climb heading 208° to 3600 before turning left.
NOTE: **Rwy 12,** tree 899' from DER, 310' right of centerline, 39' AGL/3049' MSL. **Rwy 21,** brush beginning 110' from DER, 222' right of centerline, up to 20' AGL/3159' MSL. Terrain beginning 124' from DER, 77' right of centerline, up to 3173' MSL. Terrain beginning 56' from DER, 132' left of centerline, up to 3111' MSL. Bush 236' from DER, 30' left of centerline, 6' AGL/3013' MSL. Vehicle on road, 2017' from DER, 973' left of centerline, 17' AGL/3066' MSL. **Rwy 30,** trees beginning 64' from DER, 354' left of centerline, up to 6' AGL/2995' MSL.

## FREDERICKSBURG, TX
GILLESPIE COUNTY
DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 139° to 2400 before proceeding on course. **Rwy 32**, climb via heading 319° to 2400 before proceeding on course.

**GEORGE WEST, TX**
LIVE OAK COUNTY
TAKE-OFF MINIMUMS: **Rwy 31,** 700-3 or std. with a min. climb of 230' per NM to 1000.
DEPARTURE PROCEDURE: **Rwy 13,** climb runway heading to 600 before turning right.
NOTE: **Rwy 31,** tower 22,101' from departure end of runway, 1716' left of centerline, 470' AGL/737' MSL.

**GEORGETOWN, TX**
GEORGETOWN MUNI (GTU)
ORIG 09351 (FAA)
NOTE: **Rwy 11,** numerous trees beginning at DER, 427' left of centerline, up to 30' AGL/789' MSL. Numerous trees beginning at DER, 205' right of centerline, up to 30' AGL/789' MSL. Tower 5361' from DER, 514' right of centerline, 179' AGL/894' MSL. **Rwy 18,** numerous trees beginning at DER, 216' right of centerline, up to 30' AGL/789' MSL. Numerous trees beginning 35' from DER, 259' left of centerline, up to 30' AGL/789' MSL. **Rwy 29,** numerous trees beginning 129' from DER, 475' left of centerline, up to 30' AGL/819' MSL. Numerous trees beginning 207' from DER, 529' right of centerline, up to 30' AGL/839' MSL. **Rwy 36,** numerous trees beginning 235' from DER, 302' right of centerline, up to 30' AGL/819' MSL. Numerous trees beginning 322' from DER, 346' left of centerline, up to 30' AGL/829' MSL. Tower 928' from DER, 684' right of centerline, 47' AGL/820' MSL.

**HAMILTON, TX**
HAMILTON MUNI (MNZ)
ORIG 09351 (FAA)
NOTE: **Rwy 18,** tree 689' from DER, 211' left of centerline, 40' AGL/1346' MSL. Vehicle on North-South road 849' from DER, on extended centerline, 15' AGL/1321' MSL. **Rwy 36,** trees beginning 621' from DER, 186' left of centerline, 40' AGL/1359' MSL. Trees 879' from DER, 87' right of centerline, 40' AGL/1359' MSL.

**HARLINGEN, TX**
VALLEY INTL
NOTE: **Rwy 13,** pole 1031' from departure end of runway, 465' left of centerline, 38' AGL/68' MSL. Pole 1055' from departure end of runway, 475' left of centerline, 38' AGL/68' MSL. **Rwy 17R,** fence 24' from departure end of runway, 499' right of centerline, 8' AGL/41' MSL. **Rwy 17L,** road (non-interstate) 416' from departure end of runway, on runway centerline, 20' AGL/51' MSL. Road (non-interstate) 410' from departure end of runway, 520' left of centerline, 20' AGL/50' MSL. **Rwy 31,** tree 983' from departure end of runway, 462' left of centerline, 42' AGL/69' MSL.

**HOOD AAF (KHLR)**
FORT HOOD (KILLEEN), TX .. . AMDT 2, 09351
TAKE-OFF MINIMUMS: **Rwy 16, 34** Standard*
* For Copter use only.

**JUNCTION, TX**
KIMBLE COUNTY
TAKE-OFF MINIMUMS: **Rwys 8, 17, 26, 35,** 700-2.

**KENEDY, TX**
KARNES COUNTY
TAKE-OFF MINIMUMS: **Rwy 34,** 600-3 or std. with a min. climb of 260' per NM to 800.

**KERRVILLE, TX**
KERRVILLE MUNI /LOUIS SCHREINER FIELD
TAKE-OFF MINIMUMS: **Rwy 3**, 400-1½ or std. with a min. climb of 394' per NM to 2100.
NOTE: **Rwy 3,** mulitple trees and poles beginning 203' from departure end of runway 46' left of centerline up to 49' AGL/1925' MSL. Multiple trees, poles and towers 136' from departure end of runway 11' right of course up to 50' AGL/1927' MSL. **Rwy 12,** multiple trees beginning 211' from departure end of runway 430' left of courseline up to 44' AGL/1644' MSL. Multiple trees beginning 93' from departure end of runway 321' right of centerline up to 49' AGL/1609' MSL. **Rwy 21,** multiple towers and trees beginning 522' from departure end of runway 52' left of centerline 50' AGL/1610' MSL. Multiple trees and poles beginning 288' from departure end of runway 141' right of centerline 50' AGL/1613' MSL. **Rwy 30,** multiple trees poles antennae beginning 248' from departure end of runway 953' left of centerline 51' AGL/1611' MSL. Multiple poles and trees beginning 275' from departure end of runway 351' right of centerline 55' AGL/1615' MSL.

**KILLEEN, TX**
SKYLARK FIELD (ILE)
AMDT 2 09015 (FAA)
DEPARTURE PROCEDURE: **Rwy 19,** climb heading 190° to 1900 before turning east.
NOTE: **Rwy 1,** multiple poles beginning 317' from departure end of runway, 384' left of centerline, up to 27' AGL/868' MSL. Tree, 973' from departure end of runway, 100' left of centerline, 28' AGL/876' MSL. Building, 486' from departure end of runway, 9' right of centerline, 13' AGL/854' MSL. Antenna, 351' from departure end of runway, 277' right of centerline, 11' AGL/852' MSL. **Rwy 19,** pole, 288' from departure end of runway, 588' right of centerline, 32' AGL/880' MSL. Building, 102' from departure end of runway, 411' right of centerline, 8' AGL/856' MSL. Vehicle on road, 232' from departure end of runway, 499' right of centerline, 15' AGL/867' MSL. Pole, 256' from departure end of runway, 497' left of centerline, 32' AGL/873' MSL. Building, 276' from departure end of runway, 342' left of centerline, 11' AGL/859' MSL. Building, 298' from departure end of runway, 83' left of centerline, 9' AGL/857' MSL.

**LAMPASAS, TX**
LAMPASAS (LZZ)
ORIG 09351 (FAA)
NOTE: **Rwy 16,** building 39' from DER, 374' left of centerline, 20' AGL/1189' MSL. Trees beginning 795' from DER, 217' right of centerline, up to 30' AGL/1189' MSL. **Rwy 34,** trees beginning 657' from DER, 147' left of centerline, up to 30' AGL/1249' MSL.

## LAREDO, TX

LAREDO INTL

DEPARTURE PROCEDURE: **Rwys 14, 17L/R, 32, 35L/R,** climb runway heading to 1500 before turning westbound.

## LAUGHLIN AFB (KDLF)

DEL RIO, TX . . . . . AMDT 2, 07270

TAKE-OFF OBSTACLES: **Rwy 13C**, taxiing aircraft 14' AGL/1079' MSL, 190' from DER, 222' right of centerline. Taxiing aircraft 14' AGL/1103' MSL, 84' from DER, 552' right of centerline. **Rwy 13L**, taxiing aircraft 14' AGL/ 1076' MSL, 7' from DER, 204' right of centerline. **Rwy 13R**, taxiing aircraft 12' AGL/1107' MSL, 149' from DER, 338' right of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 309' from DER, 501' left of centerline. Taxiing aircraft 14' AGL/1090' MSL, 141' from DER, 175' right of centerline. Taxiing aircraft 14' AGL/1090' MSL, 338' from DER, 204' left of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 389' from DER, 303' left of centerline. Taxiing aircraft 14' AGL/1113' MSL, 848' from DER, 603' right of centerline. **Rwy 31C**, vehicular traffic 10' AGL/1093' MSL 18' from DER, 462' right of centerline. **Rwy 31L**, taxiing aircraft 14' AGL/1091' MSL, 198' from DER, 172' right of centerline. Vehicular traffic 10' AGL/ 1108' MSL, 862' from DER, 550' left of centerline. Taxiing aircraft 14' AGL/1094' MSL 249' from DER, 327' right of centerline. Taxiing aircraft 14' AGL/ 1089' MSL, 178' from DER, 171' left of centerline. Pole 8' AGL/1104' MSL, 229' from DER, 568' left of centerline. Transmissometer 18' AGL/1095' MSL, 299' from DER, 301' left of centerline. **Rwy 31R**, terrain 0' AGL/1083' MSL, 0' from DER, 500' left of centerline. Windsock 0' AGL/1102' MSL, 25' from DER, 496' left of centerline. Terrain 0' AGL/1085' MSL, 89' from DER, 489' right of centerline. Taxiing aircraft 14' AGL/ 1090' MSL, 11' from DER, 175' left of centerline. Railroad 23' AGL/1122' MSL, 1429' from DER, 468' right of centerline.

## LLANO, TX

LLANO MUNI (AQO)

ORIG 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwys 13, 31,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 354° to 1900 before proceeding on course.

NOTE: **Rwy 17,** tree 11' from DER, 364' left of centerline, 25' AGL/1144' MSL. Trees 811' from DER, 242' left of centerline, 25' AGL/1124' MSL. **Rwy 35,** hangar 209' from DER, 497' right of centerline, 30' AGL/ 1149' MSL. Tree 485' from DER, 265' right of centerline, 25' AGL/1144' MSL. Vehicles on North-South road, 270' left of centerline, 15' AGL/1114' MSL. Vehicles on road 390' from DER, crosses centerline East-West, 15' AGL/ 1134' MSL.

## MARFA, TX

MARFA MUNI (MRF)

ORIG 08157 (FAA)

TAKE-OFF MINIMUMS: CAUTION: Unmarked balloon and cable to 14000' MSL in R-6318. **Rwys 8, 26,** NA-Environmental.

DEPARTURE PROCEDURE: **Rwy 3,** climbing right turn direct MRF VOR/DME. **Rwy 12,** climb direct MRF VOR/DME. **Rwys 21, 30,** climbing left turn direct MRF VOR/DME. All Aircraft climb in MRF VOR/DME holding pattern (SE, LT, 313° inbound) to cross MRF VOR/DME at or above MEA for direction of flight.

NOTE: **Rwy 3,** vehicle on road abeam departure end of runway, 300' left of centerline, 15' AGL/4864' MSL. **Rwy 12,** vehicle on road 483' from departure end of runway, 616' left of centerline, 15' AGL/4854' MSL. **Rwy 21,** building and greenhouses beginning 34' from departure end of runway, 495' left of centerline, 35' AGL/4852' MSL.

## MASON, TX

MASON COUNTY (T92)

ORIG 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 394' per NM to 1800.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 181° to 2100' before turning right.

NOTE: **Rwy 13,** terrain beginning 7' from departure end of runway, 100' left of centerline, up to 1523' MSL. Tree 1506' from departure end of runway, 254' left of centerline, 100' AGL/1639' MSL. **Rwy 17,** tree 4503' from departure end of runway, 405' left of centerline, 100' AGL/1619' MSL. Terrain beginning 162' from departure end of runway, 179' right of centerline, up to 1520' MSL. **Rwy 31,** tree 1590' from departure end of runway, 411' left of centerline, 100' AGL/1629' MSL. Terrain beginning 61' from departure end of runway, 51' right of centerline, up to 1513' MSL. Powerlines beginning 2999' from departure end of runway, left and right of centerline, up to 79' AGL/1585' MSL. **Rwy 35,** trees beginning 4019' from departure end of runway, 151' left of centerline, up to 100' AGL/1699' MSL. Tower 4519' from departure end of runway, 361' right of centerline, 55' AGL/1635' MSL.

## MC ALLEN, TX

MC ALLEN MILLER INTL (MFE)

AMDT 1 08353 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36,** 300-2½, or std. with a min. climb of 298' per NM to 500'.

NOTE: **Rwy 13,** multiple trees beginning 792' from departure end of runway, 593' left of centerline, 44' AGL/ 159' MSL. **Rwy 31,** multiple trees beginning 708' from departure end of runway, 361' left of centerline, 43' AGL/ 157' MSL. Multiple trees beginning 1018' from departure end of runway, 626' right of centerline, 38' AGL/142' MSL. **Rwy 36,** light pole 581' from departure end of runway, on centerline, 17' AGL/122' MSL. Multiple buildings and trees beginning 624' from departure end of runway, 36' left of centerline, 24' AGL/129' MSL. Tower 197' from departure end of runway, 335' left of centerline, 38' AGL/140' MSL. Multiple buildings, poles, and towers beginning 635' from departure end of runway, right of centerline, 25' AGL/394' MSL.

## MIDLAND, TX

MIDLAND AIRPARK

TAKE-OFF MINIMUMS: **Rwy 16,** 700-1, or std. with a min. climb of 300' per NM to 3500.

DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading to 3500, then climb on course.

MIDLAND INTL (MAF)

ORIG 09015 (FAA)

NOTE: **Rwy 4,** tower 1547' from departure end of runway, 727' left of centerline, 93' AGL/2961' MSL. Dome 1234' from departure end of runway, 675' left of centerline, 36' AGL/2900' MSL. **Rwy 10,** rod 467' from departure end of runway, 254' right of centerline, 20' AGL/2874' MSL. Sign 2219' from departure end of runway, 793' left of centerline, 48' AGL/2912' MSL. Pole 1563' from departure end of runway, 733' left of centerline, 31' AGL/2895' MSL. **Rwy 16L,** tree 217' from departure end of runway, 536' right of centerline, 100' AGL/2944' MSL. Sign 94' from departure end of runway, 365' left of centerline, 26' AGL/2875' MSL. Poles beginning 324' from departure end of runway, 277' left of centerline, 29' AGL/2874' MSL. Vehicle on road 382' from departure end of runway, 269' left of centerline, 17' AGL/2860' MSL. Train 553' from departure end of runway, 498' left of centerline, 23' AGL/2867' MSL. Vehicle on road 384' from departure end of runway, 549' left of centerline, 17' AGL/2866' MSL. Train 783' from departure end of runway, 17' left of centerline, 23' AGL/2869' MSL.

**Rwy 16R,** tree 3717' from departure end of runway, 1419' right of centerline, 100' AGL/2954' MSL. **Rwy 22,** antenna 2747' from departure end of runway, 962' right of centerline, 100' AGL/2964' MSL. Tower 2813' from departure end of runway, 1049' right of centerline, 102' AGL/2964' MSL. Hangar 1113' from departure end of runway, 600' right of centerline, 46' AGL/2905' MSL. Tree 5361' from departure end of runway, 1869' right of centerline, 100' AGL/2989' MSL. **Rwy 34R,** vehicle on road 258' from departure end of runway, 253' right of centerline, 17' AGL/2881' MSL. Tree 255' from departure end of runway, 81' right of centerline, 11' AGL/2875' MSL. Fence post 29' from departure end of runway, 263' right of centerline, 4' AGL/2868' MSL. Vehicle on road 447' from departure end of runway, 11' right of centerline, 15' AGL/2880' MSL. Pole 1279' from departure end of runway, 117' left of centerline, 29' AGL/2903' MSL. Fence 85' from departure end of runway, 257' left of centerline, 5' AGL/2869' MSL. Fence post 185' from departure end of runway, 71' left of centerline, 5' AGL/2869' MSL.

## MONAHANS, TX

ROY HURD MEMORIAL

TAKE-OFF MINIMUMS: **Rwys 1, 12**, 400-1 or std. with a min. climb of 300' per NM to 3100.

## NEW BRAUNFELS, TX

NEW BRAUNFELS MUNI

DEPARTURE PROCEDURE: **Rwy 31,** climb heading 308° to 2600 before turning right. **Rwy 35,** climb heading 353° to 2200 before turning left.

NOTE: **Rwy 31,** multiple trees and antenna beginning 1125' from departure end of runway, 592' left of centerline, up to 47' AGL/706' MSL. Road 1014' from departure end of runway, 439' right of centerline, 15' AGL/687' MSL.

## ODESSA, TX

ODESSA-SCHLEMEYER FIELD (ODO)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20,** 400-2½ or std. w/ a min. climb of 225' per NM to 3400, or alternatively, with standard take-off minimums and normal 200' per NM climb gradient, take-off must occur no later than 2100' prior to DER.

NOTE: **Rwy 2,** vehicle on roadway 184' from DER, left and right of centerline, 15' AGL/3024' MSL. **Rwy 16,** building 466' from DER, 487' left of centerline, 50' AGL/3029' MSL. Powerlines 896' from DER, left and right of centerline, 30' AGL/2984' MSL. **Rwy 20,** tower 2.3 miles from DER, 1311' left of centerline, 340' AGL/3287' MSL. **Rwy 29,** rising terrain, trees, and poles beginning 8' from DER, 495' right of centerline, up to 27' AGL/3012' MSL. **Rwy 34,** airplane on taxiway 21' from DER, 362' left of centerline, up to 17' AGL/3001' MSL. Vehicles on roadway beginning 48' from DER, left and right of centerline, up to 16' AGL/3014' MSL. Buildings and hangers beginning 739' from DER, left and right of centerline, up to 50' AGL/3044' MSL.

## OZONA, TX

OZONA MUNI

TAKE-OFF MINIMUMS: **Rwy 16,** 300-1 or std. with a min. climb of 445' per NM to 2700. **Rwy 34,** 200-1½ or std. with a min. climb of 380' per NM to 2600.

NOTE: **Rwy 16,** trees 3686' from departure end of runway, 354' left of centerline, 100' AGL/2560' MSL. Trees 4436' from departure end of runway, 355' left of centerline, 100' AGL/2574' MSL. **Rwy 34,** trees 1363' from departure end of runway, 638' left of centerline, 100' AGL/2529' MSL. Trees 3479' from departure end of runway, 791' left of centerline, 100' AGL/2535' MSL. Trees 7679' from departure end of runway, 932' left of centerline, 100' AGL/2593' MSL.

## PLEASANTON, TX

PLEASANTON MUNI (PEZ)

AMDT 1 08325 (FAA)

NOTE: **Rwy 16,** vehicle on road 108' from departure end of runway, 285' left of centerline, 15' AGL/424' MSL. Fence 135' from departure end of runway, 194' left of centerline, 3' AGL/412' MSL. Fence 235' from departure end of runway, 38' right of centerline, 3' AGL/412' MSL. Trees beginning 246' from departure end of runway, 56' left of centerline, up to 100' AGL/529' MSL. Trees beginning 173' from departure end of runway, 154' right of centerline, up to 100' AGL/529' MSL. **Rwy 34,** vehicle on road 136' from departure end of runway, left to right of centerline, up to 15' AGL/444' MSL. Fence 191' from departure end of runway, 251' left of centerline, 3' AGL/442' MSL. Trees beginning 210' from departure end of runway, 51' left of centerline, up to 100' AGL/539' MSL. Tree 172' from departure end of runway, 74' right of centerline, 100' AGL/529' MSL.

## PORT ARANSAS, TX

MUSTANG BEACH (RAS)
AMDT 1 09015 (FAA)

NOTE: **Rwy 12,** transmission towers and poles beginning 43' from departure end of runway, 28' right of centerline, up to 81' AGL/86' MSL. Building 2435' from departure end of runway, 967' right of centerline, 130' AGL/135' MSL. Transmission towers and poles beginning 1141' from departure end of runway, 13' left of centerline, up to 83' AGL/88' MSL. **Rwy 30,** boat 1657' from departure end of runway, 915' left of centerline, 50' AGL/50' MSL.

## PORT ISABEL, TX

PORT ISABEL-CAMERON COUNTY (PIL)
AMDT 2 08213 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 400-2 or std. with a min. climb of 253' per NM to 500.

NOTE: **Rwy 3,** trees beginning 178' from departure end of runway, 27' left of centerline, up to 100' AGL/114' MSL. **Rwy 8,** trees beginning 2046' from departure end of runway, 511' right of centerline, up to 100' AGL/119' MSL. Trees beginning 1981' from departure end of runway, 118' right of centerline, up to 100' AGL/119' MSL. **Rwy 13,** trees beginning 530' from departure end of runway, 32' left of centerline, up to 100' AGL/119' MSL. **Rwy 17,** trees beginning 911' from departure end of runway, 84' left of centerline, up to 100' AGL/119' MSL. **Rwy 35,** trees beginning 15' from departure end of runway, 4' left of centerline, up to 100' AGL/114' MSL.

## ROBSTOWN, TX

NUECES COUNTY

TAKE-OFF MINIMUMS: **Rwy 13,** 1000-3, or std. with a min. climb of 390' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 130° to 1200 prior to turning north or east.

## ROCKPORT, TX

ARANSAS COUNTY

NOTE: **Rwy 14,** road plus vehicle 500' from departure end of runway, 593' left of centerline, 17' AGL/40' MSL. **Rwy 18,** antenna 5599' from departure end of runway, 602' left of centerline, 160' AGL/171' MSL. **Rwy 32,** road plus vehicle 291' from departure end of runway, 533' left of centerline, 17' AGL/40' MSL. **Rwy 36,** road plus vehicle 576' from departure end of runway, 597' left of centerline, 17' AGL/40' MSL.

## ROCKSPRINGS, TX

EDWARDS COUNTY

NOTE: **Rwy 14,** multiple trees beginning 1076' from departure end of runway, 22' right of centerline, up to 100' AGL/2459' MSL. **Rwy 32,** fence 101' from departure end of runway, 35' left of centerline, 5' AGL/2374' MSL. Multiple trees beginning 318' from departure end of runway, 71' left of centerline, up to 100' AGL/2479' MSL. Multiple trees beginning 992' from departure end of runway, 532' right of centerline, up to 100' AGL/2479' MSL.

## SAN ANGELO, TX

SAN ANGELO RGNL/MATHIS FIELD

TAKE-OFF MINIMUMS: **Rwys 27, 36**, 900-2 or std. with a min. climb of 240' per NM to 2800.

## SAN ANTONIO, TX

BOERNE STAGE FIELD

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 346° to 2800 before turning westbound.

NOTE: **Rwy 17,** multiple trees and light poles along tree line beginning 6' from departure end of runway, 128' right of centerline, up to 50' AGL/1427' MSL. Multiple trees and light poles along tree line beginning 81' from departure end of runway, 144' left of centerline, up to 50' AGL/1409' MSL. **Rwy 35,** multiple trees and poles beginning 204' from departure end of runway, 7' left of centerline, up to 50' AGL/1422' MSL. Multiple trees and poles beginning 205' from departure end of runway, 24' right of centerline, up to 50' AGL/1423' MSL. Hangar 80' from departure end of runway, 222' right of centerline, up to 50' AGL/1397' MSL.

SAN ANTONIO INTL (SAT)
ORIG 09183 (FAA)

NOTE: **Rwy 3,** tree 734' from DER, 695' left of centerline, 31' AGL/793' MSL. **Rwy 12R,** antenna on tower 1034' from DER, 723' right of centerline, 42' AGL/820' MSL. Building and vent on building beginning 3801' from DER, 1488' right of centerline, 117' AGL/881' MSL. **Rwy 21,** antenna on hangar and flagpole beginning 1198' from DER, 700' right of centerline, up to 39' AGL/825' MSL. Sign 2713' from DER, 1034' right of centerline, 71' AGL/857' MSL. **Rwy 30L,** tower and poles beginning 1931' from DER, 834' left of centerline, up to 42' AGL/892' MSL. Sign 2435' from DER, 1042' right of centerline, 54' AGL/873' MSL. **Rwy 30R,** rod on obstruction light 1261' from DER, 591' left of centerline, 57' AGL/854' MSL.

## SAN ANTONIO, TX (CON'T)

STINSON MUNI (SSF)
AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** Std. w/ min climb of 225' per NM to 1900 or 1000-2½ for climb in visual conditions. **Rwy 27,** 300-1¾ or std. w/ min. climb of 221' per NM to 900, or alternatively, with standard takeoff minimums and normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 9,** For climb in visual conditions, cross Stinson Muni Airport at or above 1400 MSL before proceeding on course. **Rwy 14,** Climb heading 137° to 1200 before turning left. **Rwy 32,** Climb heading 317° to 1500 before turning right.

NOTES: **Rwy 9,** Vehicle on road 285' from departure end of runway, 380' left of centerline, 15' AGL/584' MSL. Trees beginning 1653' from departure end of runway, 435' right of centerline, up to 70'AGL/629' MSL. **Rwy 14,** Vehicle on road 114' from departure end of runway, on centerline extending 373' left of centerline, up to 15' AGL/564' MSL. Trees beginning 72' from departure end of runway, 79' right of centerline, up to 70' AGL/607' MSL. Trees beginning 232' from departure end of runway, 54' left of centerline, up to 70' AGL/618' MSL. Transmission line tower 4205' from departure end of runway, 133' right of centerline, 119' AGL/663' MSL. **Rwy 27,** Fence 41' from departure end of runway, 30' right of centerline, 8' AGL/584' MSL. Vehicle on road 108' from departure end of runway, 202' right of centerline, 15' AGL/584' MSL. Vehicle on road 123' from departure end of runway, 113' right of centerline, 15' AGL/596' MSL. Trees and poles beginning 229' from departure end of runway, 117' right of centerline, up to 70' AGL/645' MSL. Trees and poles beginning 599' from departure end of runway, 6' left of centerline, up to 70' AGL/634' MSL. Tank beginning 1.32 NM from departure end of runway, 1338' right of centerline, 179' AGL/799' MSL. Building 1422' from departure end of runway, 432' right of centerline, 40' AGL/627' MSL. Building 2133' from departure end of runway, 36' left of centerline, 55' AGL/635' MSL. **Rwy 32,** Fence 17' from departure end of runway, 80' left of centerline, 8' AGL/578' MSL. Vehicle on road 54' from departure end of runway, 199' left of centerline, 15' AGL/586' MSL. Trees beginning 164' from departure end of runway, 125' right of centerline, up to 70' AGL/639' MSL. Trees and poles beginning 43' from departure end of runway, 41' left of centerline, up to 75' AGL/668' MSL. DER, 591' left of centerline, 57' AGL/854' MSL. arcos, tx

## SAN MARCOS, TX

SAN MARCOS MUNI

TAKE-OFF MINIMUMS: **Rwy 31,** std. with a min. climb of 211' per NM to 2600, or 1500-3 for climb in visual conditions. **Rwy 35,** std. with a min. climb of 214' per NM to 2600, or 1500-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 31, 35,** for climb in visual conditions: cross San Marcos Municipal Airport at or above 1200.

NOTE: **Rwy 8,** tree 942' from departure end of runway, 259' left of centerline, 33' AGL/612' MSL. **Rwy 26,** pole 1217' from departure end of runway, 550' right of centerline, 35' AGL/624' MSL. **Rwy 31,** multiple poles 1062' from departure end of runway, 604' right of centerline, 33' AGL/621' MSL.

## SINTON, TX

ALFRED C. BUBBA THOMAS

DEPARTURE PROCEDURE: **Rwy 14,** climb runway heading to 800 prior to turning east.

## SONORA, TX

SONORA MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 700-2. **Rwy 36,** 300-1.

## TEMPLE, TX

DRAUGHON-MILLER CENTRAL TEXAS RGNL

DEPARTURE PROCEDURE: **Rwy 2,** climb on heading between 085° clockwise to 200° or 345° counter clockwise to 200° from departure end of runway, or minimum climb of 313' per NM to 3300 for all other courses. **Rwy 33,** climb on heading between 070° clockwise to150° or 330° counter clockwise to 150° from departure end of runway, or minimum climb of 235' per NM to 3200 for all other courses.

NOTE: **Rwy 2,** multiple bushes and trees beginning 176' from departure end of runway 491' left of centerline, up to 34' AGL/699' MSL. Tree 279' from departure end of runway, 361' right of centerline, 15' AGL/680' MSL. **Rwy 15,** bush 158' from departure end of runway, 412' left of centerline, 7' AGL/676' MSL, tree 941' from departure end of runway, 743' right of centerline, 32' AGL/701' MSL.

## TAYLOR, TX

TAYLOR MUNI (T74)
ORIG 08269 (FAA)

NOTE: **Rwy 17,** numerous trees beginning at departure end of runway, 180' right of centerline up to 50' AGL/591' MSL. Terrain beginning 1700' from departure end of runway, 380' left of centerline, up to 601' MSL.

## VAN HORN, TX

CULBERSON COUNTY

TAKE-OFF MINIMUMS: **Rwys 17, 21,** 2100-2 or std. with a min. climb of 500' per NM to 5000. **Rwy 25**, NA.

DEPARTURE PROCEDURE: **Rwys 3,17,21,35,** climb runway heading to 5000 then climbing right turn direct VHN NDB and climb in VHN NDB holding pattern to MEA, before proceeding on course. **Rwy 7,** climb runway heading to 5000 then climbing left turn direct VHN NDB and climb in VHN NDB holding pattern to MEA, before proceeding on course.

## WACO, TX

MC GREGOR EXECUTIVE

TAKE-OFF MINIMUMS: **Rwys 4, 17, 22, 35**, 2000-3 or std. with a min. climb of 280' per NM to 3000.

DEPARTURE PROCEDURE: **Rwys 17,22,** climb via ACT R-195 to 3000 before proceeding on course. **Rwys 4, 35,** climb runway heading to 3000 before proceeding on course.

**WACO, TX (CON'T)**

TSTC-WACO (CNW)

ORIG 08269 (FAA)

NOTE: **Rwy 17L,** terrain 198' from departure end of runway, 467' right of centerline, 464' MSL. **Rwy 17R,** vehicle on road 137' from departure end of runway, 487' right of centerline, 15' AGL/474' MSL. Trees beginning 872' from departure end of runway, 238' right of centerline, up to 100' AGL/529' MSL. Trees beginning 1239' from departure end of runway, 74' left of centerline, up to 100' AGL/512' MSL. **Rwy 35L,** trees beginning 3386' from departure end of runway, 529' left of centerline, up to 100' AGL/579' MSL. **Rwy 35R,** trees beginning 2606' from departure end of runway, 1042' right of centerline, up to 100' AGL/579' MSL. Tree 2094' from departure end of runway, 910' left of centerline, 45' AGL/524' MSL.

**WINK, TX**

WINKLER COUNTY (INK)

ORIG 09127 (FAA)

DEPARTURE PROCEDURE: **Rwy 13,** climb heading 147° to 3400 before proceeding on course.

NOTE: **Rwy 13,** vehicles on road beginning 535' from DER, from left to right of centerline, up to 15' AGL/2829' MSL.

INSTRUCTION APPROACH PROCEDURE CHARTS

# IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME TAKE-OFF MINIMUMS

## ANGLETON/LAKE JACKSON, TX

BRAZORIA COUNTY (LBX)
AMDT 1 08157 (FAA)
NOTE: **Rwy 35,** tree 1510' from departure end of runway, 721' left of centerline, 48' AGL/68' MSL.

## BAYTOWN, TX

R W J AIRPARK
NOTE: **Rwy 8,** trees abeam departure end of runway, 147' left of centerline, 45' AGL/72' MSL. Poles 236' from departure end of runway, 90' right of centerline, 30' AGL/57' MSL. **Rwy 14,** trees 314' from departure end of runway, 44' right of centerline, 35' AGL/87' MSL. Road 125' from departure end of runway, 15' AGL/42' MSL. **Rwy 26,** powerlines 460' from departure end of runway, 32' AGL/62' MSL. Road 550' from departure end of runway, 15' AGL/50' MSL. **Rwy 32,** road 220' from departure end of runway, 15' AGL/48' MSL.

NAME TAKE-OFF MINIMUMS

## BEAUMONT, TX

BEAUMONT MUNI (BMT)
ORIG 09015 (FAA)
TAKE-OFF MINIMUMS: **Rwys 16,34,** NA - Obstacles.
NOTE: **Rwy 13,** multiple trees, poles and buildings beginning 82' from departure end of runway, 2' left of centerline, up to 74' AGL/106' MSL. Multiple trees, poles and signs beginning 441' from departure end of runway, 22' right of centerline, up to 73' AGL/105' MSL. Vehicle on road 152' from departure end of runway, 428' left of centerline, 15' AGL/46' MSL. Train on railroad 545' from departure end of runway, 506' right of centerline, 23' AGL/57' MSL. **Rwy 31,** multiple trees, poles and transmission line towers beginning 81' from departure end of runway, 2' left of centerline, up to 64' AGL/94' MSL. Multiple trees, poles, and transmission line towers beginning 241' from departure end of runway, 4' right of centerline, up to 56' AGL/88' MSL. Train on railroad 375' from departure end of runway, 354' right of centerline, 23' AGL/55' MSL.

## BEAUMONT/PORT ARTHUR, TX

SOUTHEAST TEXAS RGNL (BPT)

ORIG 09351 (FAA)

NOTE: **Rwy 12,** multiple trees beginning 1024' from DER, 202' left of centerline, up to 43' AGL/48' MSL. Trees 1676' from DER, 778' right of centerline, 51' AGL/56' MSL. **Rwy 16,** multiple trees beginning 580' from DER, 519' right of centerline, up to 51' AGL/56' MSL. **Rwy 30,** trees 1005' from DER, 629' right of centerline, 54' AGL/64' MSL. Multiple trees beginning 1041' from DER, 617' left of centerline, up to 67' AGL/77' MSL. **Rwy 34,** building 770' from DER, 386' right of centerline, 28' AGL/38' MSL. Multiple trees beginning 1274' from DER, 398' right of centerline, up to 70' AGL/80' MSL. Multiple trees beginning 1288' from DER, 218' left of centerline, up to 72' AGL/82' MSL. Tower 1487' from DER, 398' right of centerline, 60' AGL/75' MSL.

## BRENHAM, TX

BRENHAM MUNI

DEPARTURE PROCEDURE: **Rwys 16, 34**, climb to 700, prior to turning westbound.

## BRYAN, TX

COULTER FIELD

NOTE: **Rwy 15,** vehicle on road 266' from departure end of runway, on centerline, 17' AGL/386' MSL. Multiple trees and poles beginning 169' from departure end of runway, 339' right of centerline, up to 20' AGL/389' MSL. Multiple trees and poles beginning 203' from departure end of runway, 245' left of centerline, up to 35' AGL/400' MSL. **Rwy 33,** multiple poles and T-L towers beginning 36' from departure end of runway, 207' left of centerline, up to 35' AGL/382' MSL. Trees 508' from departure end of runway, 290' right of centerline, 25' AGL/371' MSL.

## CALDWELL, TX

CALDWELL MUNI

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1.

## COLLEGE STATION, TX

EASTERWOOD FIELD

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1¾ or std. with a min. climb of 207' per NM to 700.

NOTE: **Rwy 4,** building 1.3 NM from departure end of runway, 257' left of centerline, 214' AGL/564' MSL. Trees 434' from departure end of runway, 303' right of centerline, 25' AGL/343' MSL. **Rwy 10,** trees 10' from departure end of runway, 321' right of centerline, 26' AGL/344' MSL. Trees 114' from departure end of runway, 350' left of centerline, 22' AGL/340' MSL. **Rwy 22,** trees 71' from departure end of runway, 381' right of centerline, 25' AGL/332' MSL. Trees 122' from departure end of runway, 382' left of centerline, 26' AGL/333' MSL. **Rwy 28,** trees 1842' from departure end of runway, 422' left of centerline, 65' AGL/385' MSL. Trees 840' from departure end of runway, 367' right of centerline, 30' AGL/350' MSL. **Rwy 34,** trees 818' from departure end of runway, 639' left of centerline 48' AGL/369' MSL. Trees 1091' from departure end of runway, 646' right of centerline, 31' AGL/352' MSL.

## EAGLE LAKE, TX

EAGLE LAKE

TAKE-OFF MINIMUMS: **Rwy 17**, 200-1, or std. with a min. climb of 420' per NM to 500.

NOTE: **Rwy 17,** tower 3068' from departure end of runway, 793' left of centerline, 192' AGL/317' MSL.

## GALVESTON, TX

SCHOLES INTL AT GALVESTON (GLS)

AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17,** 300-1 or std. w/ min. climb of 502' per NM to 300.

NOTE: **Rwy 13,** bush 381' from departure end of runway, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from departure end of runway, 490' left of centerline, 6' AGL/11' MSL. Tree 343' from departure end of runway, 468' right of centerline, 12' AGL/17' MSL. **Rwy 17,** building 3057' from departure end of runway, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from departure end of runway, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from departure end of runway, 551' right of centerline, up to 55' AGL/60' MSL. Tree 460' from departure end of runway, 316' right of centerline, 22' AGL/29' MSL. **Rwy 31,** multiple cranes beginning 4341' from departure end of runway, 1017' left of centerline, up to 131' AGL/131' MSL. **Rwy 35,** tree 730' from departure end of runway, 501' right of centerline, 27' AGL/32' MSL.

## HOUSTON, TX

DAVID WAYNE HOOKS MEMORIAL (DWH)

AMDT 3 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwys 17L, 35R,** NA-Environmental. **Waterways 17, 35,** NA - air traffic.

NOTE: **Rwy 17R,** multiple trees beginning 708' from departure end of runway, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from departure end of runway, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from departure end of runway, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from departure end of runway, 294' right of centerline, up to 45' AGL/189' MSL. **Rwy 35L,** multiple trees and poles beginning 144' from departure end of runway, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from departure end of runway, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from departure end of runway, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from departure end of runway, on centerline 15' AGL/166' MSL. Building 894' from departure end of runway, 231' right of centerline, 23' AGL/173' MSL.

## HOUSTON, TX (CON'T)

ELLINGTON FIELD (EFD)
AMDT 2 08157 (FAA)

NOTE: **Rwy 17R,** pole 1489' from departure end of runway, 817' right of centerline, 40' AGL/74' MSL. **Rwy 22,** antenna on building 1998' from departure end of runway, 598' right of centerline, 54' AGL/83' MSL. Obstruction light on glide slope 327' from departure end of runway, 543' left of centerline, 39' AGL/68' MSL. **Rwy 35R,** tree 1597' from departure end of runway, 32' left of centerline, 33' AGL/80' MSL. **Rwy 35L,** multiple trees beginning 1118' from departure end of runway, 679' right of centerline, up to 37' AGL/ 77' MSL. Crane 2352' from departure end of runway, 1024' left of centerline, 37' AGL/ 97' MSL.

GEORGE BUSH INTERCONTINENTAL/
HOUSTON (IAH)
AMDT 2 08157 (FAA)

NOTE: **Rwy 8L,** tree 2866' from departure end of runway, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from departure end of runway, 106' right of centerline, up to 80' AGL/174' MSL. **Rwy 15L,** multiple trees 2638' from departure end of runway, 758' right of centerline, up to 76' AGL/160' MSL. **Rwy 15R,** tower 1431' from departure end of runway, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from departure end of runway, 621' left of centerline, 49' AGL/133' MSL. **Rwy 26R,** pole 950' from departure end of runway, 660' right of centerline, 40' AGL/129' MSL. **Rwy 33R,** tree 2868' from departure end of runway, 1027' right of centerline, 73' AGL/172' MSL.

HOUSTON EXECUTIVE (TME)

DEPARTURE PROCEDURE: **Rwy 36,** Climb heading 355° to 700 before turning east.

NOTE: **Rwy 36,** power poles from left to right beginning 703' from departure end of runway, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

HOUSTON-SOUTHWEST (AXH)
AMDT 5 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 9,** climb heading 089° to 2000 before turning left. **Rwy 27**, climb heading 269° to 2200 before turning right.

NOTE: **Rwy 9,** multiple hangars beginning 239' from departure end of runway, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from departure end of runway, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from departure end of runway, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from departure end of runway, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from departure end of runway, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from departure end of runway, 68' left of centerline, up to 58' AGL/122' MSL. **Rwy 27,** multiple trees beginning 1050' from departure end of runway, 40' left of centerline, up to 71' AGL/140' MSL. Vehicle and road 99' from departure end of runway, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from departure end of runway, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from departure end of runway, 131' right of centerline, up to 41' AGL/110' MSL.

## HOUSTON, TX (CON'T)

LONE STAR EXECUTIVE (CXO)
AMDT 2 08157 (FAA)

NOTE: **Rwy 1,** multiple trees beginning 1899' from departure end of runway, 11' left of centerline, up to 80' AGL/314' MSL. Obstruction light on glideslope 387' from departure end of runway, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from departure end of runway, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from departure end of runway, 134' right of centerline, up to 79' AGL/313' MSL. **Rwy 14,** multiple trees beginning 1655' from departure end of runway, 408' left of centerline, up to 81' AGL/300' MSL. Obstruction light on DME 401' from departure end of runway, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from departure end of runway, 80' right of centerline, up to 77' AGL/306' MSL. **Rwy 19,** multiple trees beginning 17' from departure end of runway, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from departure end of runway, 156' right of centerline, up to 80' AGL/305' MSL. **Rwy 32,** vehicle and road 602' from departure end of runway, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from departure end of runway, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from departure end of runway, 990' right of centerline, 106' AGL/325' MSL.

PEARLAND RGNL

DEPARTURE PROCEDURE: **Rwy 14,** climb heading 139° to 1600 before proceeding south through southwest. **Rwy 32,** climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14,** multiple trees beginning 199' from departure end of runway, 226' right of centerline, up to 66' AGL/100' MSL. Vehicle on road 398' from departure end of runway, 405' left of centerline, 9' AGL/55' MSL. Trees 1287' from departure end of runway, 453' left of centerline, up to 56' AGL/90' MSL. **Rwy 32,** multiple trees beginning 690' from departure end of runway, 81' left of centerline, up to 79' AGL/128' MSL. Multiple poles beginning 745' from departure end of runway, 24' left of centerline, up to 40' AGL/80' MSL. Multiple trees and poles beginning 29' from departure end of runway, 11' right of centerline, up to 64' AGL/104' MSL. Building 237' from departure end of runway, 520' right of centerline, 32' AGL/72' MSL.

SUGAR LAND RGNL (SGR)
AMDT 7 08157 (FAA)

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 170° to 1500 before turning eastbound. **Rwy 35,** climb heading 350° to 1100 before turning southbound.

NOTE: **Rwy 17,** multiple poles beginning 436' from departure end of runway, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from departure end of runway, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from departure end of runway, 270' left of centerline, up to 44' AGL/ 111' MSL. **Rwy 35,** vehicle and road 65' from departure end of runway , 2' right of centerline, 15' AGL/ 96' MSL. Multiple trees beginning 37' from departure end of runway , 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from departure end of runway , 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from departure end of runway , 65' left of centerline, up to 81' AGL/155' MSL.

**HOUSTON, TX (CON'T)**

WEISER AIR PARK (EYQ)

AMDT 2 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9,** 200-1 or std. w/ min. climb of 399' per NM to 400.

NOTE: **Rwy 9,** tank 4127' from departure end of runway, 1455' left of centerline, 147' AGL/282' MSL. **Rwy 27,** railroad 462' from departure end of runway, 555' left of centerline, 23' AGL/165' MSL. Vehicle and road 650' from departure end of runway, 7' left of centerline, 17' AGL/159' MSL.

WEST HOUSTON (IWS)

AMDT 3 09295 (FAA)

NOTE: **Rwy 15,** vehicles on roadway beginning abeam DER, left and right of centerline, up to 15' AGL/124' MSL. Building 177' from DER, 398' left of centerline, 18' AGL/126' MSL. Trees beginning 178' from DER, 289' right of centerline, up to 100' AGL/209' MSL. **Rwy 33,** building 265' from DER, 364' left of centerline, 33' AGL/143' MSL. Trees beginning 2706' from DER, 700' left of centerline, up to 100' AGL/214' MSL. Trees beginning 3159' from DER, 747' right of centerline, up to 100' AGL/216' MSL.

**HOUSTON, TX (CON'T)**

WILLIAM P. HOBBY (HOU)

AMDT 5 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** 300-1 or std. w/ min. climb of 270' per NM to 300. **Rwy 17,** 300-1. **Rwy 22,** std. w/ min. climb of 290' per NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17,** climb heading 174° to 700 before turning westbound. **Rwy 30L,** climb heading 309° to 800 before turning westbound. **Rwy 30R,** climb heading 309° to 800 before turning westbound.

NOTE: **Rwy 4,** pole 4403' from departure end of runway, 1609' right of centerline, 121' AGL/166' MSL. Light on building 1562' from departure end of runway, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from departure end of runway, 1223' right on centerline, 139' AGL/174' MSL. Light on flagpole 4618' from departure end of runway, 768' right of centerline, 117' AGL/161' MSL NE, **Rwy 12L,** antenna on hanger 1548' from departure end of runway, 424' left of centerline, 45' AGL/85' MSL. **Rwy 12R,** vehicle and road 514' from departure end of runway, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from departure end of runway, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from departure end of runway, 492' left of centerline, 4' AGL/45' MSL. Vehicle and road 176' from departure end of runway, 497' left of centerline, 17' AGL/55' MSL. Pole 1011' from departure end of runway, 696' left of centerline, 33' AGL/73' MSL. Tree 1256' from departure end of runway, 783' left of centerline, 38' AGL/78' MSL. **Rwy 17,** multiple poles beginning 606' from departure end of runway, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from departure end of runway, 689' right of centerline, 100' AGL/150' MSL. Antenna on building 620' from departure end of runway, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from departure end of runway, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector 1214' from departure end of runway, 258' left of centerline, 32' AGL/77' MSL. **Rwy 22,** pole 727' from departure end of runway, 626' right of centerline, 28' AGL/77' MSL. Tree 1310' from departure end of runway, 679' right of centerline, 27' AGL/76' MSL. Antenna on light pole 1805' from departure end of runway, 968' right of centerline, 60' AGL/109' MSL. **Rwy 30L,** antenna on building 547' from departure end of runway, 274' right of centerline, 23' AGL/69' MSL. Multiple poles beginning 341' from departure end of runway, 501' left of centerline, up to 39' AGL/84' MSL. Multiple trees beginning 1392' from departure end of runway, 466' left of centerline, up to 78' AGL/118' MSL. **Rwy 30R,** pole 1096' from departure end of runway, 785' right of centerline, 29' AGL/75' MSL. Antenna on building 500' from departure end of runway, 525' left of centerline, 33' AGL/69' MSL. **Rwy 35,** antenna on light pole 738' from departure end of runway, 519' right of centerline, 40' AGL/86' MSL. Light pole 1119' from departure end of runway, 353' right of centerline, 31' AGL/77' MSL. Antenna on building 66' from departure end of runway, 471' left of centerline, 33' AGL/69' MSL.

### HUNTSVILLE, TX
HUNTSVILLE MUNI
DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 700 before turning.

### JACKSONVILLE, TX
CHEROKEE COUNTY
DEPARTURE PROCEDURE: **Rwy 14,** climb via heading 135° to 1200 before proceeding on course.

### JASPER, TX
JASPER COUNTY-BELL FIELD (JAS)
ORIG 09239 (FAA)
NOTE: **Rwy 18,** trees beginning 2081' from DER, 118' left of centerline, up to 100' AGL/327' MSL. Trees beginning 690' from DER, 87' right of centerline, up to 100' AGL/329' MSL. **Rwy 36,** hangar 320' from DER, 504' left of centerline, 27' AGL/236' MSL. Trees beginning 534' from DER, 139' left of centerline, up to 100' AGL/329' MSL. Pole 1968' from DER, 409' left of centerline, 33' AGL/262' MSL. Bush 94' from DER, 476' right of centerline, 8' AGL/217' MSL. Trees beginning 514' from DER, 6' right of centerline, up to 100' AGL/354' MSL. Hangar 1176' from DER, 675' right of centerline, 30' AGL/249' MSL. Tower 1246' from DER, 611' right of centerline, 40' AGL/258' MSL.

### KOUNTZE/SILSBEE, TX
HAWTHORNE FIELD (45R)
ORIG 08045 (FAA)
NOTE: **Rwy 13,** Terrain 3' from departure end of runway, 81' right of centerline, 0' AGL/69' MSL. Trees beginning 64' from departure end of runway, 277' right of centerline, up to 50' AGL/119' MSL. Tree 111' from departure end of runway, 516' left of centerline, 50' AGL/124' MSL. Terrain 172' from departure end of runway, 119' left of centerline, 0' AGL/74' MSL. **Rwy 31,** Terrain 109' from departure end of runway, 134' left of centerline, 0' AGL/74' MSL. Tree 536' from departure end of runway, 457' right of centerline, 50' AGL/114' MSL.

### LA GRANGE, TX
FAYETTE RGNL AIR CENTER (3T5)
ORIG 08157 (FAA)
NOTE: **Rwy 16,** tree 140' from departure end of runway, 276' right of centerline, 100' AGL/432' MSL. Tree 612' from departure end of runway, 551' left of centerline, 100' AGL/422' MSL. Road with vehicle 942' from departure end of runway, 667' left of centerline, 15' AGL/350' MSL.

### LA PORTE, TX
LA PORTE MUNI (T41)
AMDT 4 08157 (FAA)
DEPARTURE PROCEDURE: **Rwy 30,** climb heading 301° to 700 before turning right. **Rwy 12,** climb heading 121° to 500 before turning right.
NOTE: **Rwy 5,** stack 2.1 NM from departure end of runway, 3297' left of centerline, 330' AGL/334' MSL. **Rwy 12,** pole 131' from departure end of runway, 261' right of centerline, 14' AGL/38' MSL. Stack 2.2 NM from departure end of runway, 1.6 NM right of centerline, 479' AGL/499' MSL.

### LIBERTY, TX
LIBERTY MUNI
TAKE-OFF MINIMUMS: **Rwys 16, 34,** 2000-3 or std. with a min. climb of 270' per NM to 2100.
DEPARTURE PROCEDURE: **Rwys 16, 34**, eastbound departures climb runway heading to 2100 before proceeding on course.

### LIVINGSTON, TX
LIVINGSTON MUNI
TAKE-OFF MINIMUMS: **Rwys 12,30,** 300-1.

### LUFKIN, TX
ANGELINA COUNTY
NOTE: **Rwy 7,** multiple trees and terrain beginning 75' from departure end of runway, 39' left of centerline, up to 85' AGL/381' MSL. Multiple trees beginning 148' from departure end of runway, 334' right of centerline, up to 75' AGL/371' MSL. **Rwy 15,** multiple trees beginning 261' from departure end of runway, 142' right of centerline, up to 53' AGL/327' MSL. Multiple trees and terrain beginning 21' from departure end of runway, 146' left of centerline, up to 53' AGL/327' MSL. **Rwy 25,** multiple trees beginning 1767' from departure end of runway, 283' right of centerline, up to 78' AGL/362' MSL. Multiple trees beginning 1366' from departure end of runway, 145' left of centerline, up to 69' AGL/353' MSL. **Rwy 33,** multiple trees and pole beginning 289' from departure end of runway, 247' right of centerline, up to 71' AGL/360' MSL. Multiple trees and road beginning 574' from departure end of runway, 4' left of centerline, up to 74' AGL/363' MSL.

### NACOGDOCHES, TX
A. L. MANGHAM JR. RGNL
TAKE-OFF MINIMUMS: **Rwy 36**, 1000-3 or std. with a min. climb of 220' per NM to 1000.
DEPARTURE PROCEDURE: **Rwys 15, 18, 33, 36**, climb runway heading to 1000 before proceeding on course.

### NAVASOTA, TX
NAVASOTA MUNI
DEPARTURE PROCEDURE: **Rwy 35**, climb runway heading to 2100 before turning eastbound.

### ORANGE, TX
ORANGE COUNTY (ORG)
ORIG 09295 (FAA)
TAKE-OFF MINIMUMS: **Rwy 4,** 400-1¼ or std. w/ min. climb of 425' per NM to 500. **Rwys 13, 31,** NA-Environmental.
NOTE: **Rwy 4,** trees beginning 893' from DER, 513' right of centerline, up to 30' AGL/87' MSL. Trees beginning 1856' from DER, 550 left of centerline, up to 30' AGL/66' MSL. Transmission poles beginning 2518' from DER, left and right of centerline, up to 73' AGL/83' MSL. Tower 6401' from DER, 1900' left of centerline, 283' AGL/298' MSL. **Rwy 22,** trees beginning at DER, left and right of centerline, up to 30' AGL/39' MSL.

**PALESTINE, TX**

PALESTINE MUNI

TAKE-OFF MINIMUMS: **Rwy 9**, std. with a min. climb of 313' per NM to 1200, or 600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9,** for climb in visual conditions: cross Palestine Municipal Airport at or above 1200.

NOTE: **Rwy 9,** multiple trees and terrain beginning 1.5 NM from departure end of runway, 2404' left of centerline, up to 100' AGL/739' MSL. Terrain 1.6 NM from departure end of runway, 1545' right of centerline, 601' MSL.

**VICTORIA, TX**

VICTORIA RGNL (VCT)

ORIG 08325 (FAA)

NOTE: **Rwy 12R,** trees beginning 810' from departure end of runway, 606' right of centerline, up to 40' AGL/139' MSL. Train on railroad 797' from departure end of runway, 303' right of centerline, 23' AGL/148' MSL. Pole 947' from departure end of runway, 62' right of centerline, 32' AGL/131' MSL. Hopper 1124' from departure end of runway, 417' left of centerline, 35' AGL/134' MSL. **Rwy 17,** DME on building 598' from departure end of runway, 421' left of centerline, 19' AGL/118' MSL. **Rwy 35,** bush 105' from departure end of runway, 171' right of centerline, 12' AGL/116' MSL. Bush 247' from departure end of runway, 92' right of centerline, 12' AGL/116' MSL.

**WHARTON,TX**

WHARTON RGNL (ARM)

ORIG 09239 (FAA)

NOTE: **Rwy 32,** vehicle on roads beginning 26' from DER, 312' right of centerline, up to 17' AGL/113' MSL. Buildings beginning 40' from DER, 338' right of centerline, up to 26' AGL/125' MSL. Poles beginning 140' from DER, 467' right of centerline, up to 43' AGL/142' MSL. Tree 828' from DER, 509' right of centerline, 28' AGL/127' MSL. Fence 24' from DER, 288' left of centerline, 4' AGL/103' MSL. Tree 1147' from DER, 425' left of centerline, 41' AGL/140' MSL.

09183

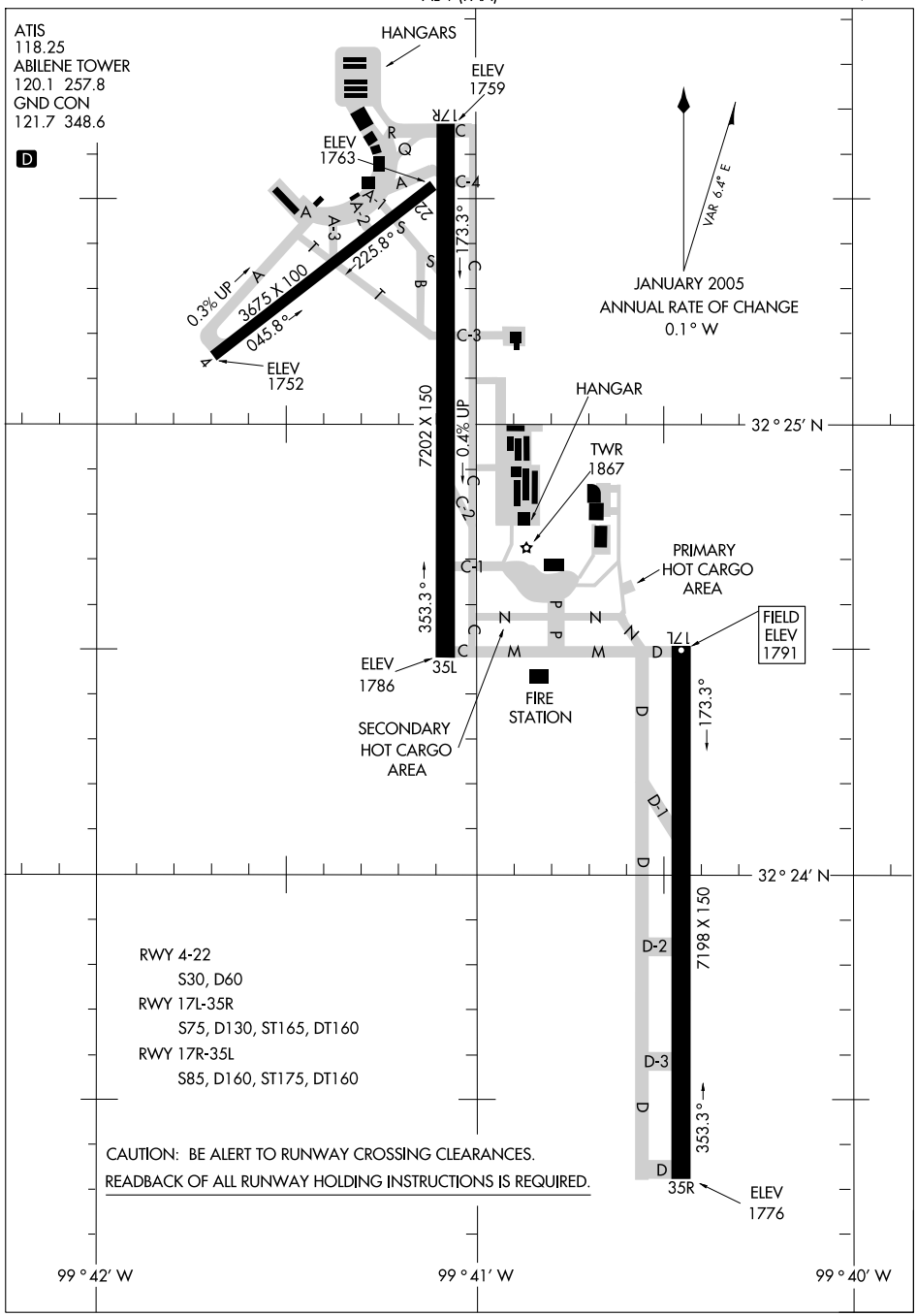
# AIRPORT DIAGRAM

ABILENE/ABILENE RGNL (ABI)
ABILENE, TEXAS

AL-1 (FAA)

ATIS
118.25
ABILENE TOWER
120.1 257.8
GND CON
121.7 348.6

D




SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-ABI | APP CRS | Rwy Idg | 7198 |
|---|---|---|---|
| 110.3 | 352° | TDZE | 1775 |
| Chan 40 | | Apt Elev | 1790 |

# ILS or LOC RWY 35R
ABILENE RGNL (ABI)

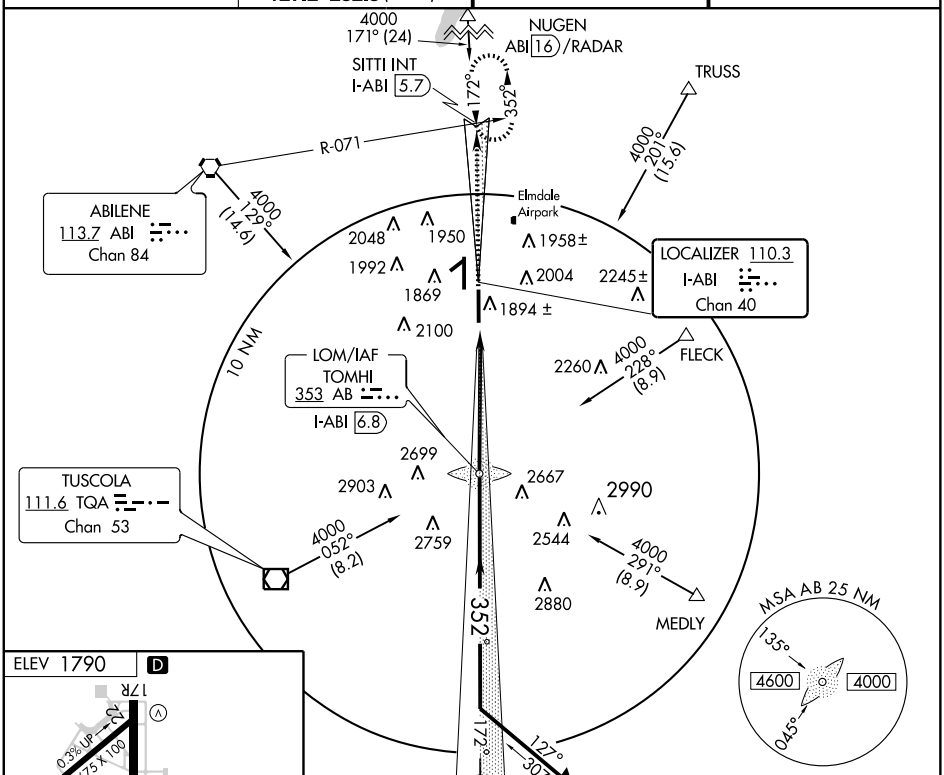
ASR

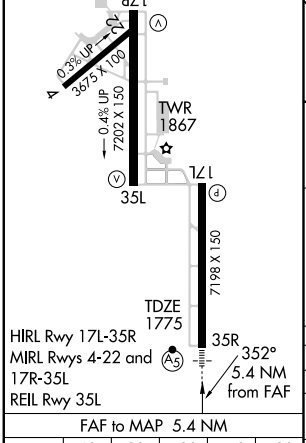
* Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3500 on I-ABI north course to SITTI INT and hold.

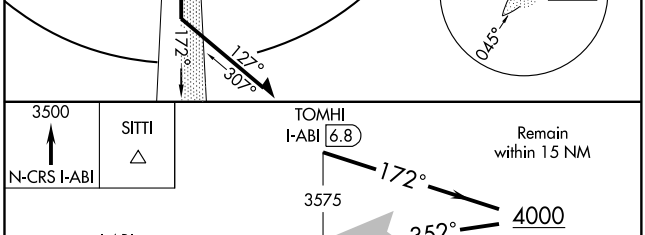
| ATIS | ABILENE APP CON | ABILENE TOWER | GND CON |
|---|---|---|---|
| 118.25 | 125.0 338.3 (EAST)<br>127.2 282.3 (WEST) | 120.1 257.8 | 121.7 348.6 |




FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




| | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35R | * 1975/24 200 (200-½) | | | | |
| S-LOC 35R | 2260/24 485 (500-½) | | 2260/40 485 (500-¾) | 2260/50 485 (500-1) | 2260/60 485 (500-1¼) |
| CIRCLING | 2260-1 470 (500-1) | | 2360-1½ 570 (600-1½) | 2360-2 570 (600-2) | 2400-2¼ 610 (700-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

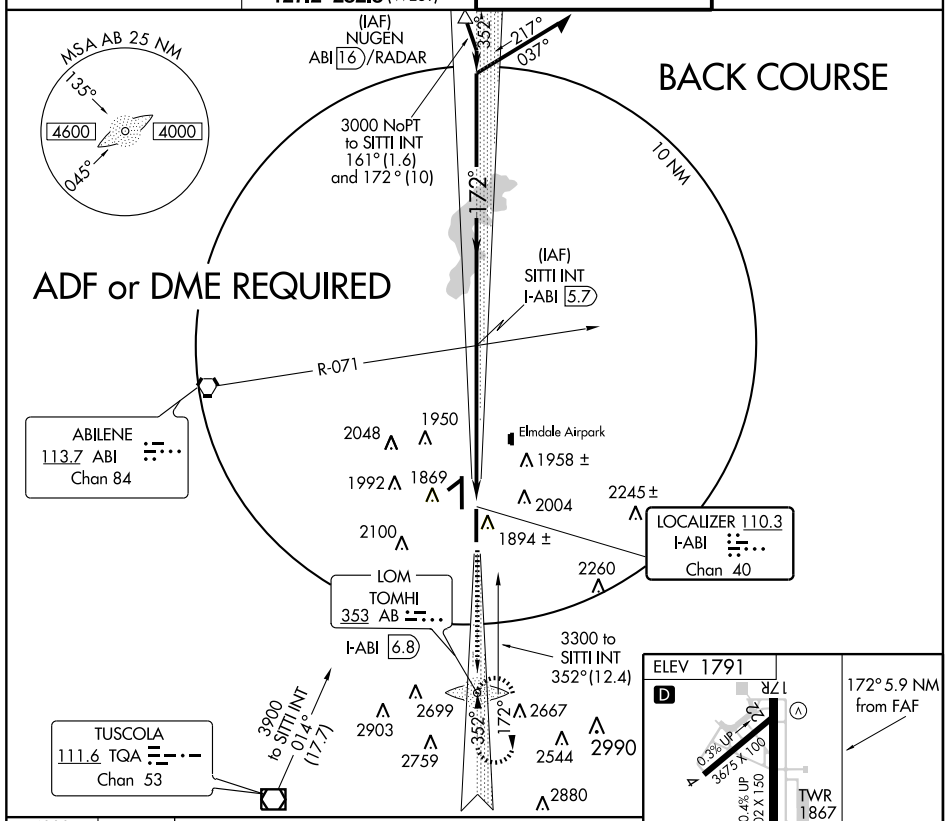
| LOC/DME I-ABI | APP CRS | Rwy Idg | 7198 |
|---|---|---|---|
| 110.3 | 172° | TDZE | 1791 |
| Chan 40 | | Apt Elev | 1791 |

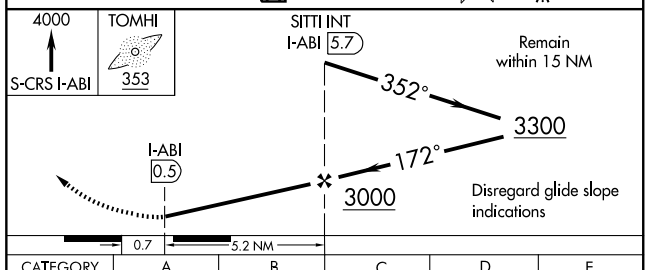
# LOC BC RWY 17L
ABILENE RGNL (ABI)

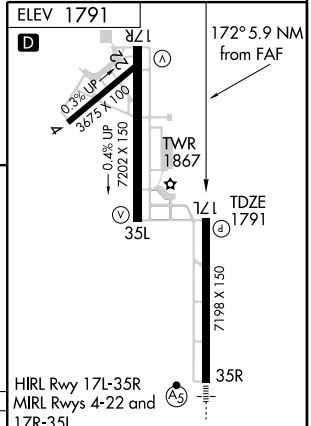
ASR

MISSED APPROACH: Climb to 4000 via I-ABI south course to TOMHI LOM/I-ABI 6.8 DME and hold.

| ATIS | ABILENE APP CON | ABILENE TOWER | GND CON |
|---|---|---|---|
| 118.25 | 125.0 338.3 (EAST) 127.2 282.3 (WEST) | 120.1 257.8 | 121.7 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17L | 2140-1 349 (400-1) | | | 2140-1¼ 349 (400-1¼) | |
| CIRCLING | 2260-1 469 (500-1) | | 2360-1½ 569 (600-1½) | 2360-2 569 (600-2) | 2400-2¼ 609 (700-2¼) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOM AB | APP CRS | Rwy Idg | 7198 |
|---|---|---|---|
| 353 | 352° | TDZE | 1775 |
| | | Apt Elev | 1790 |

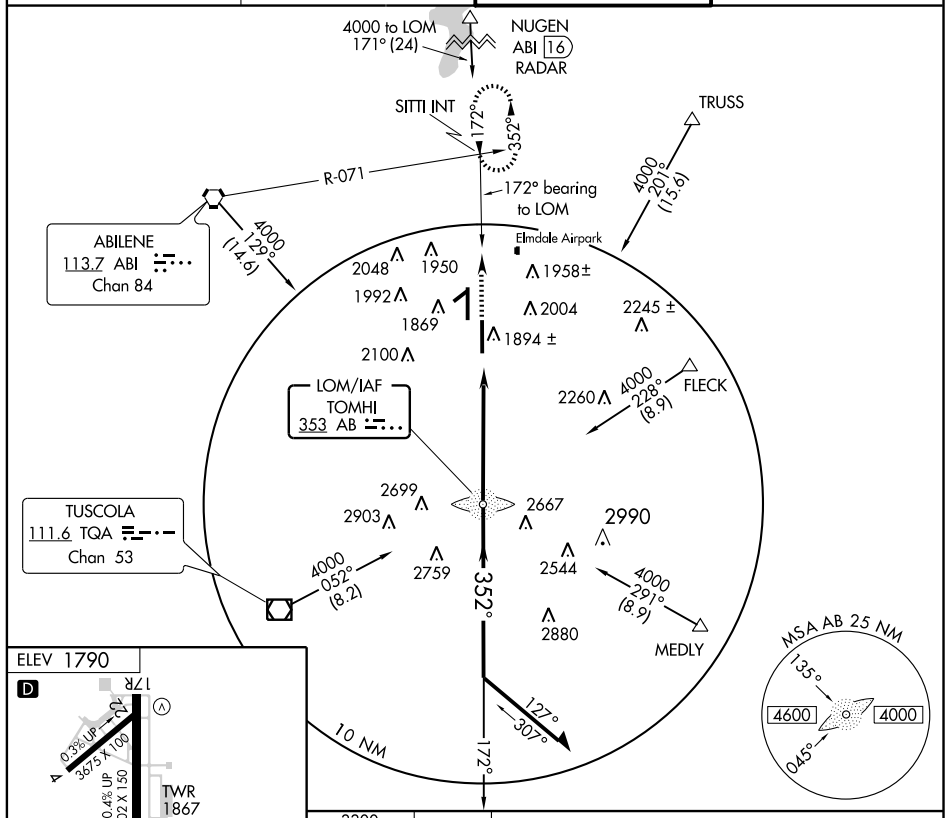
# NDB RWY 35R
ABILENE RGNL (ABI)

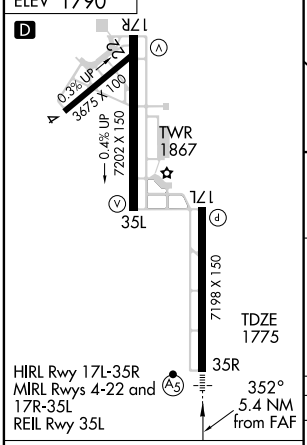
ASR

MALSR

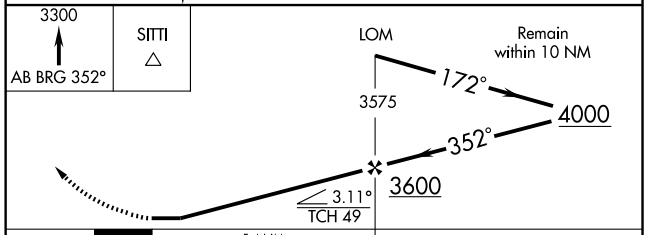
MISSED APPROACH: Climb to 3300 via AB bearing 352° to SITTI INT and hold.

| ATIS | ABILENE APP CON | ABILENE TOWER | GND CON |
|---|---|---|---|
| 118.25 | 125.0 338.3 (EAST)<br>127.2 282.3 (WEST) | 120.1 257.8 | 121.7 348.6 |




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35R | 2320/40 | 545 (600-¾) | 2320/50<br>545 (600-1) | 2320-1½<br>545 (600-1½) |
| CIRCLING | 2320-1 | 530 (600-1) | 2360-1½<br>570 (600-1½) | 2360-2<br>570 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 7198 |
|---|---|---|
| 172° | TDZE | 1791 |
| | Apt Elev | 1791 |

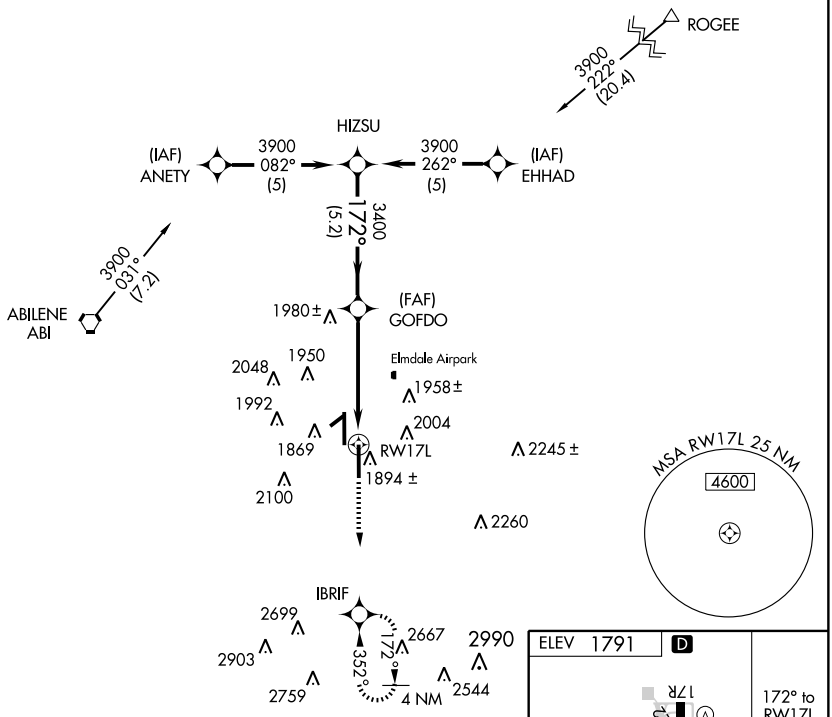
# RNAV (GPS) RWY 17L
ABILENE RGNL (ABI)

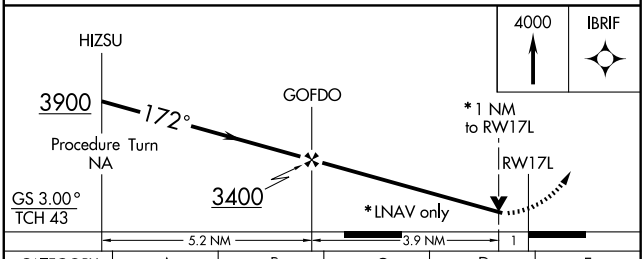
NA
ASR

DME/DME RNP-0.3 NA.

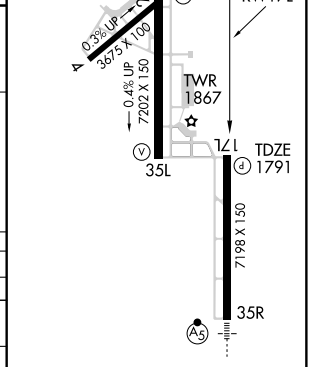
MISSED APPROACH: Climb to 4000 direct IBRIF and hold.

| ATIS | ABILENE APP CON | ABILENE TOWER | GND CON |
|---|---|---|---|
| 118.25 | 125.0 338.3 (EAST)<br>127.2 282.3 (WEST) | 120.1 257.8 | 121.7 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 2120-1¼ 329 (400-1¼) | | | | |
| LNAV MDA | 2140-1 349 (400-1) | | | 2140-1¼ 349 (400-1¼) | |
| CIRCLING | 2260-1¼ 469 (500-1¼) | 2260-1¼ 469 (500-1¼) | 2360-1½ 569 (600-1½) | 2360-2 569 (600-2) | 2400-2¼ 609 (700-2¼) |




HIRL Rwy 17L-35R
MIRL Rwys 4-22 and 17R-35L
REIL Rwy 35L

| APP CRS | Rwy Idg | 3675 |
|---|---|---|
| 224° | TDZE | 1764 |
| | Apt Elev | 1791 |

# RNAV (GPS) RWY 22

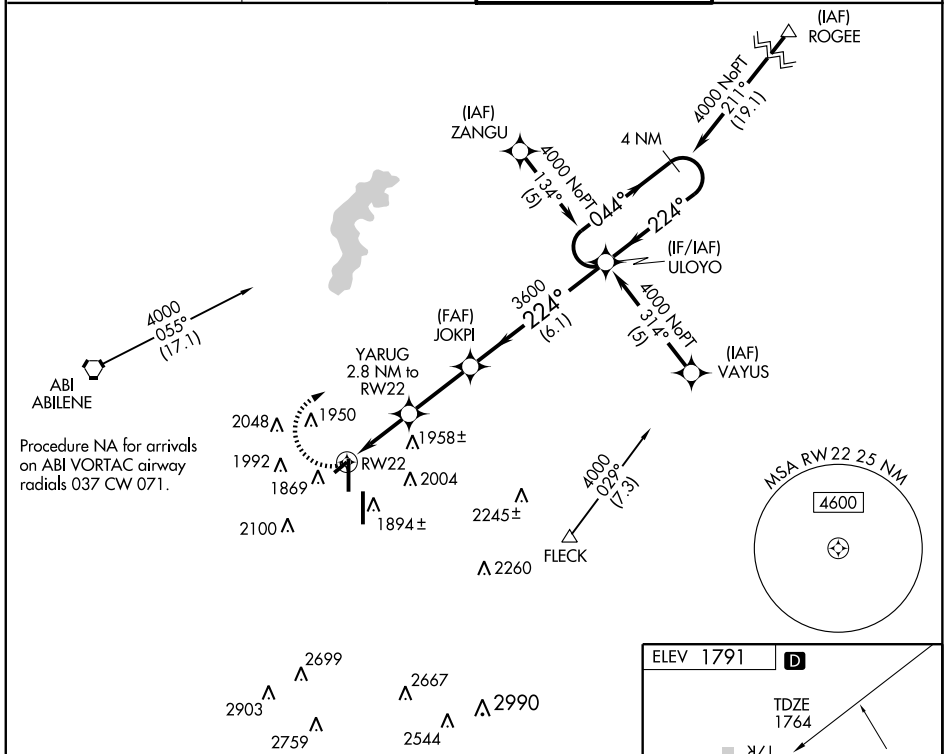
ABILENE RGNL (ABI)

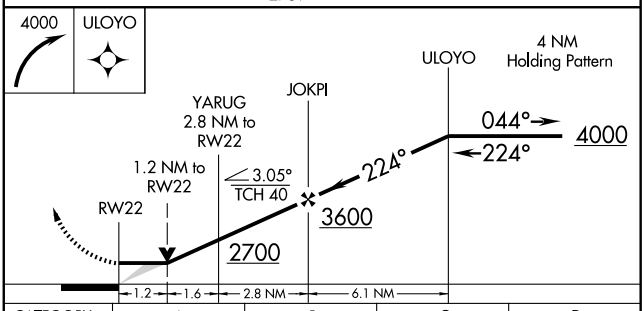
T A ASR

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile. VDP NA when using Dyess AFB altimeter setting.

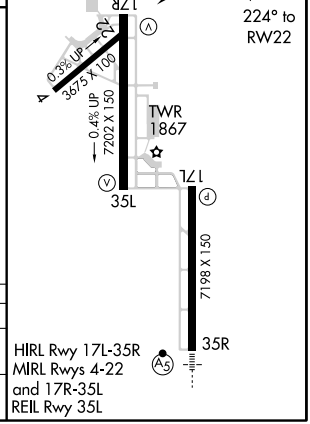
MISSED APPROACH: Climbing right turn to 4000 direct ULOYO and hold.

| ATIS | ABILENE APP CON | ABILENE TOWER | GND CON |
|---|---|---|---|
| 118.25 | 125.0 338.3 (EAST)<br>127.2 282.3 (WEST) | 120.1 257.8 | 121.7 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2180-1 416 (500-1) | | 2180-1¼ 416 (500-1¼) | |
| CIRCLING | 2260-1 469 (500-1) | | 2260-1½ 469 (500-1½) | 2360-2 569 (600-2) |




SC-2, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 35R

ABILENE RGNL (ABI)

| APP CRS | Rwy Idg | 7198 |
|---|---|---|
| 352° | TDZE | 1776 |
| | Apt Elev | 1791 |

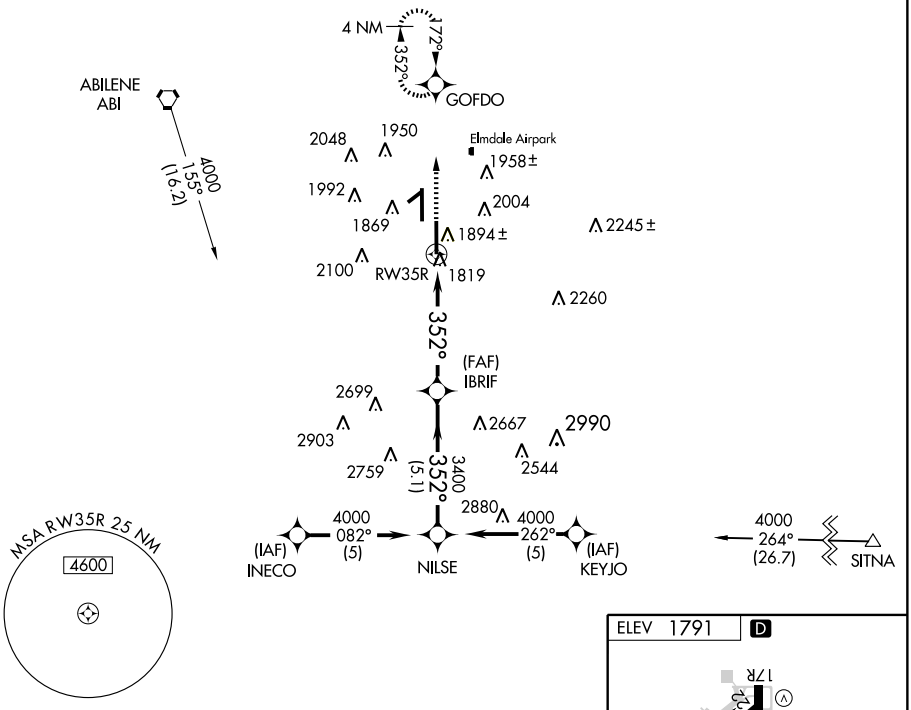
NA ASR

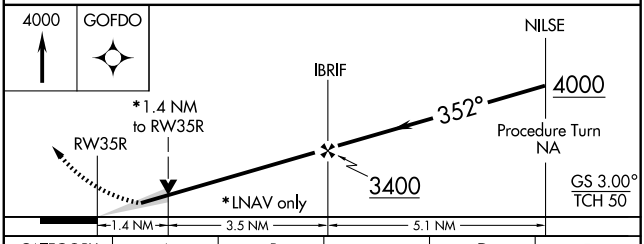
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro VNAV NA below -30°C (-22°F) For inoperative SSALR, increase LNAV/VNAV Cat D, E visibility to RVR 5000.

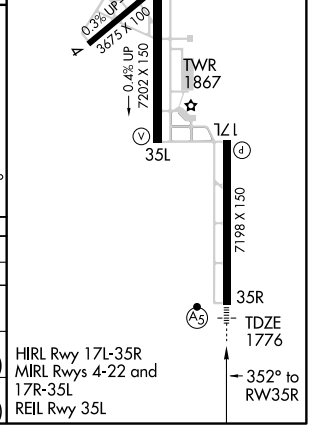
MALSR

MISSED APPROACH: Climb to 4000 direct GOFDO and hold.

| ATIS | ABILENE APP CON | ABILENE TOWER | GND CON |
|---|---|---|---|
| 118.25 | 125.0 338.3 (EAST)<br>127.2 282.3 (WEST) | 120.1 257.8 | 121.7 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 2080/24 304 (400-½) | | | 2080/40 304 (400-¾) | |
| LNAV MDA | 2260/24 484 (500-½) | | 2260/40 484 (500-¾) | 2260/50 484 (500-1) | 2260/60 484 (500-1¼) |
| CIRCLING | 2260-1 469 (500-1) | | 2360-1½ 569 (600-1½) | 2360-2 569 (600-2) | 2400-2¼ 609 (700-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR ABI | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.7 | 105° | TDZE | N/A |
| Chan 84 | | Apt Elev | 1790 |

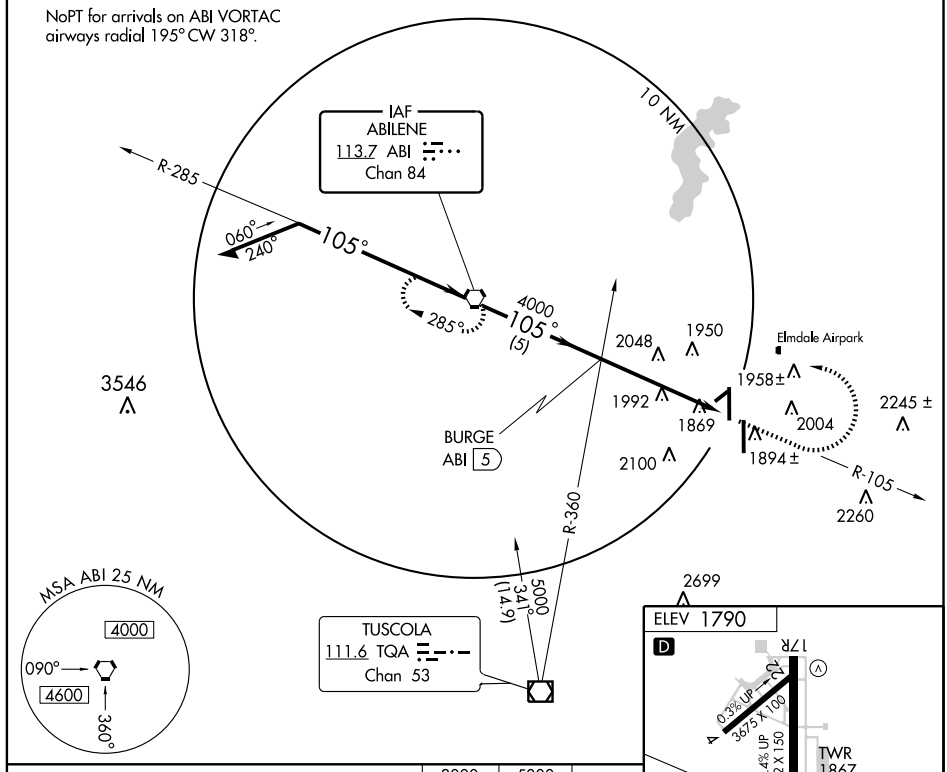
# VOR-A
## ABILENE RGNL (ABI)

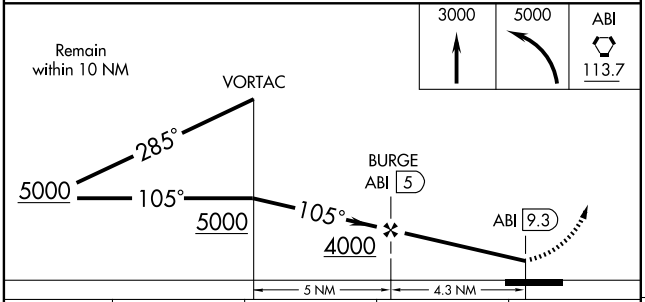
ASR

MISSED APPROACH: Climb to 3000, then climbing left turn to 5000 direct ABI VORTAC and hold.

| ATIS | ABILENE APP CON | ABILENE TOWER | GND CON |
|---|---|---|---|
| 118.25 | 125.0 338.3 (EAST) 127.2 282.3 (WEST) | 120.1 257.8 | 121.7 348.6 |

NoPT for arrivals on ABI VORTAC airways radial 195° CW 318°.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2300-1 510 (600-1) | | 2360-1½ 570 (600-1½) | 2360-2 570 (600-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR/DME TQA | APP CRS | Rwy Idg | 3675 |
|---|---|---|---|
| 111.6 | 200° | TDZE | 1764 |
| Chan 53 | | Apt Elev | 1791 |

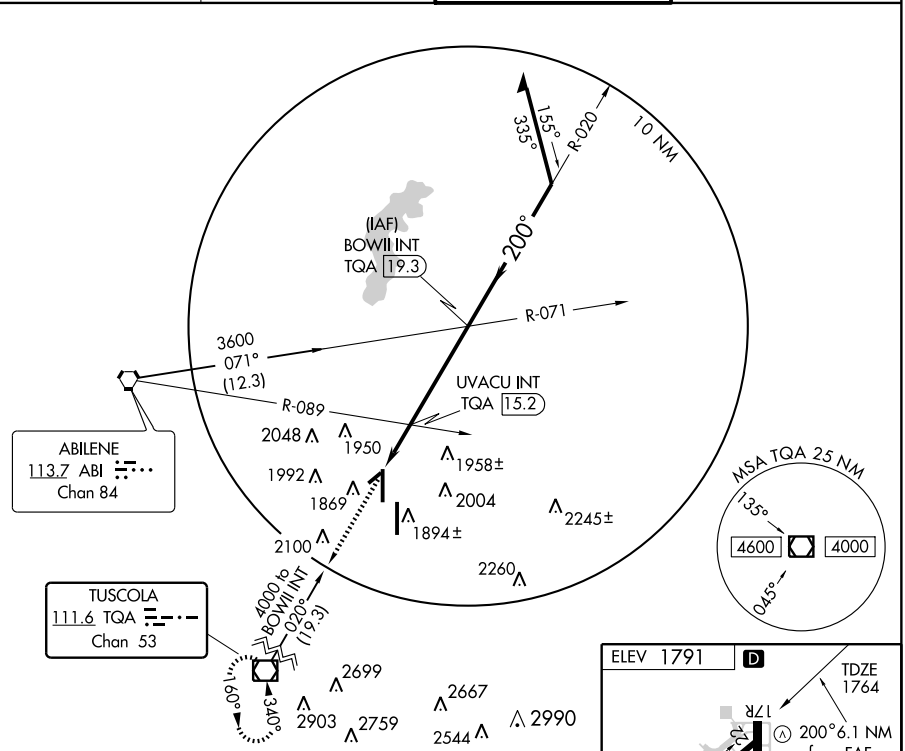
# VOR RWY 22
## ABILENE RGNL (ABI)

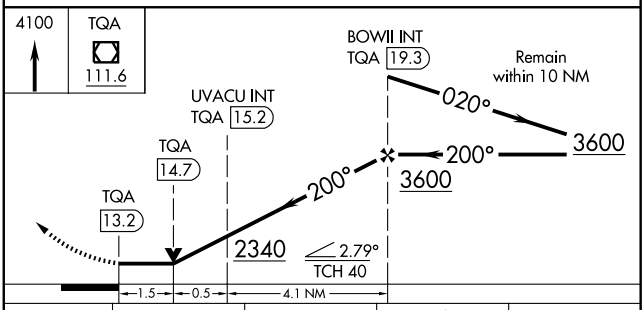
ASR

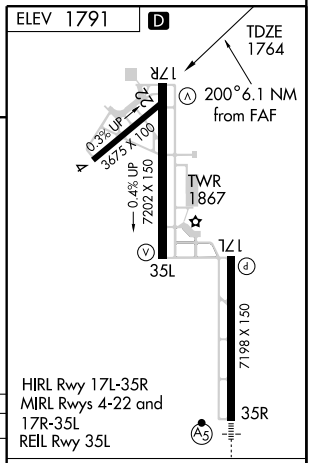
VDP NA when using Dyess AFB altimeter setting. When local altimeter setting not received, use Dyess AFB altimeter setting and increase all MDA 40 feet and increase S-22 Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 4100 direct TQA VOR/DME and hold.

| ATIS | ABILENE APP CON | ABILENE TOWER | GND CON |
|---|---|---|---|
| 118.25 | 125.0 338.3 (EAST)<br>127.2 282.3 (WEST) | 120.1 257.8 | 121.7 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 2240-1 | 476 (500-1) | 2240-1¼<br>476 (500-1¼) | 2240-1½<br>476 (500-1½) |
| CIRCLING | 2260-1 | 469 (500-1) | 2260-1½<br>469 (500-1½) | 2360-2<br>569 (600-2) |

FAF to MAP 6.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

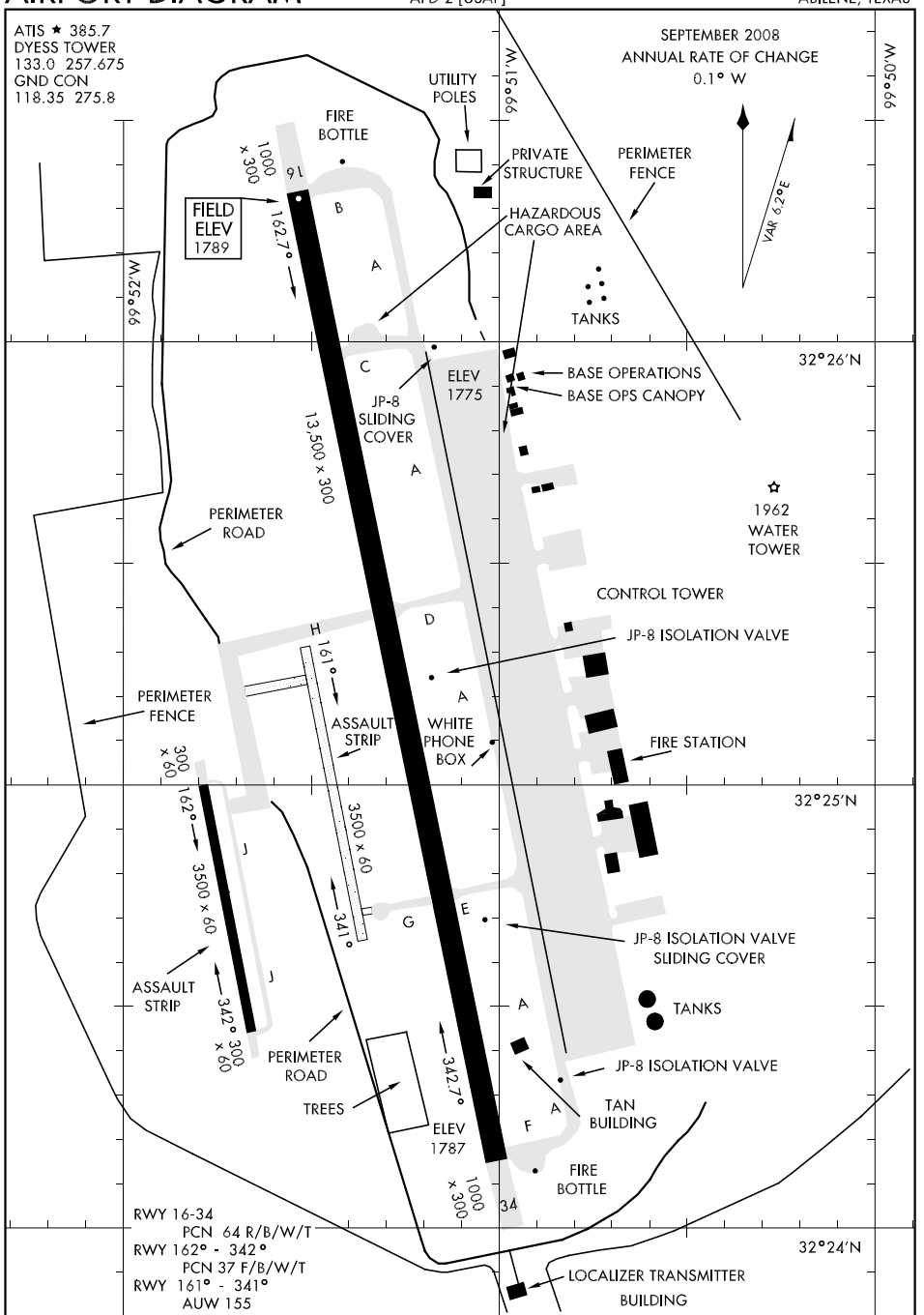
SC-2, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

DYESS AFB (KDYS)

AFD-2 [USAF]

ABILENE, TEXAS




RWY 16-34
PCN 64 R/B/W/T
RWY 162° - 342°
PCN 37 F/B/W/T
RWY 161° - 341°
AUW 155

SC-2, 14 JAN 2010 to 11 FEB 2010

# HI-ILS RWY 16

| LOC I-TYY | APCH CRS | Rwy ldg 13,500 / TDZE 1789 / Arpt Elev 1789 |
|---|---|---|
| 109.9 | 161° | JAL-2 [USAF] |

DYESS AFB (KDYS)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
*** When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

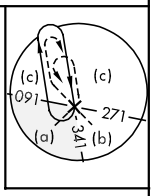
ALSF-1 (A1)

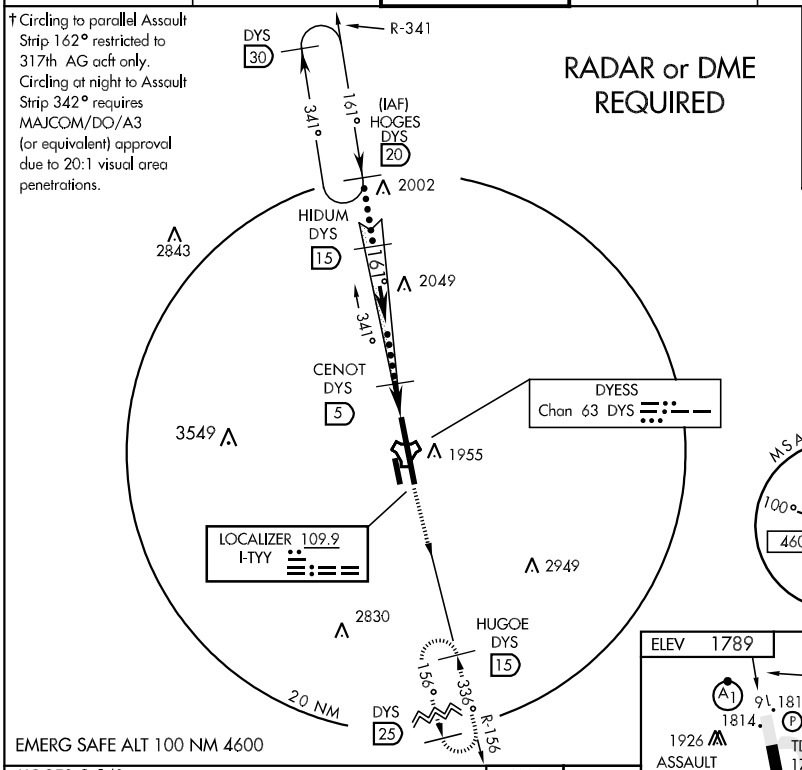
MISSED APPROACH: Climb to 4000 via DYS R-156 to HUGOE and hold.

| ATIS ★ | ABILENE APP CON | DYESS TOWER | GND CON | ASR |
|---|---|---|---|---|
| 385.7 | 125.0 338.3 EAST<br>127.2 282.3 WEST | 133.0 257.675 | 118.35 275.8 | |

† Circling to parallel Assault Strip 162° restricted to 317th AG acft only. Circling at night to Assault Strip 342° requires MAJCOM/DO/A3 (or equivalent) approval due to 20:1 visual area penetrations.

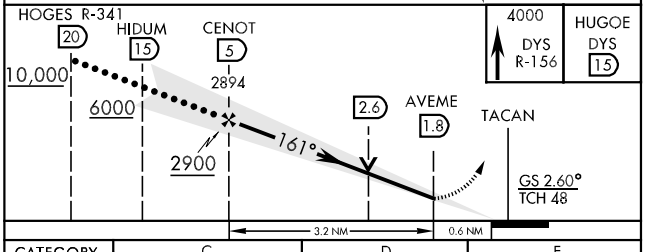
RADAR or DME REQUIRED

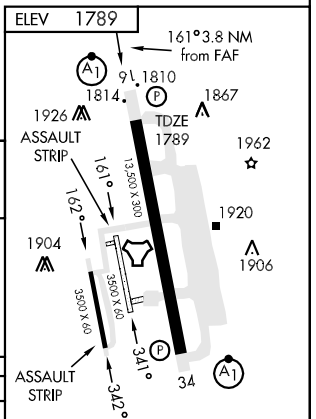



EMERG SAFE ALT 100 NM 4600




LIRL Rwy 162°-342°
HIRL Rwy 16-34

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 16 * | 1989/24 | 200 (200-½) | |
| S-LOC 16 ** | 2220/40 431 (500-¾) | 2220/50 431 (500-1) | |
| CIRCLING † | 2340-1½<br>551 (600-1½) | 2360-2<br>571 (600-2) | 2460-2½<br>671 (700-2½) |
| S-ASR 16 *** | 2300/50<br>511 (600-1) | 2300-1½ 511 (600-1½) | |

FAF to MAP 3.2 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 1:36 | 1:22 | 1:12 | 1:04 | 0:58 |

# HI-ILS RWY 34

| LOC I-DYS | APCH CRS | Rwy ldg 13,500 TDZE 1787 Arpt Elev 1789 |
|---|---|---|
| 109.9 | 341° | |

JAL-2 [USAF]

DYESS AFB (KDYS)

▼ * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1 (A1)

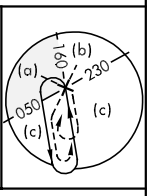
MISSED APPROACH: Climb to 4000 via DYS R-345 to BIMET and hold.

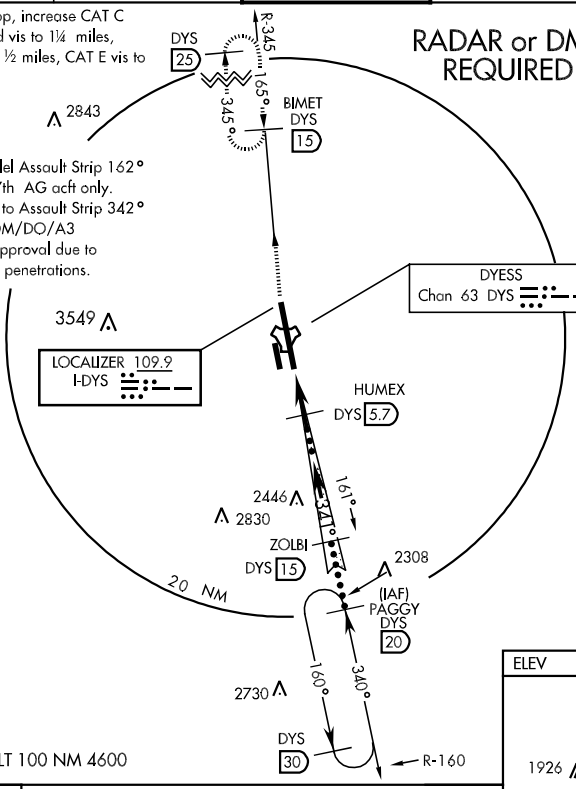
| ATIS ★ | ABILENE APP CON | DYESS TOWER | GND CON | ASR |
|---|---|---|---|---|
| 385.7 | 125.0 338.3 EAST<br>127.2 282.3 WEST | 133.0 257.675 | 118.35 275.8 | |

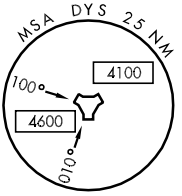
*** When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

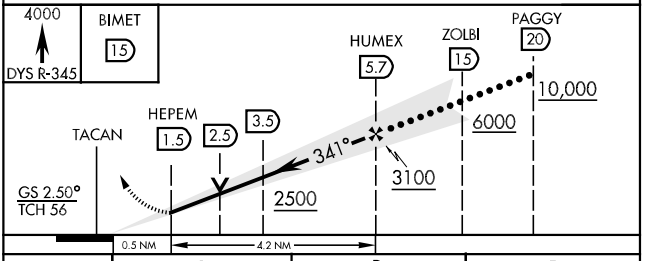
† Circling to parallel Assault Strip 162°
Restricted to 317th AG acft only.
Circling at night to Assault Strip 342° requires MAJCOM/DO/A3 (or equivalent) approval due to 20:1 visual area penetrations.

RADAR or DME REQUIRED



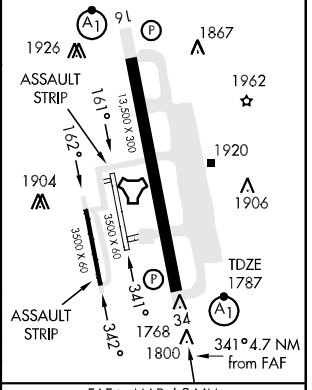




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 34 * | 1987/24 200 (200-½) | | |
| S-LOC 34 ** | 2240/40 453 (500-¾) | 2240/50 453 (500-1) | |
| CIRCLING † | 2340-1½ 551 (600-1½) | 2360-2 571 (600-2) | 2460-2½ 671(700-2½) |
| S-ASR 34 *** | 2260/40 473 (500-¾) | 2260/50 473 (500-1) | 2260/60 473 (500-1¼) |

ELEV 1789

LIRL Rwy 162°-342°
HIRL Rwy 16-34




FAF to MAP 4.2 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:06 | 1:48 | 1:35 | 1:24 | 1:16 |



SC-2, 14 JAN 2010 to 11 FEB 2010

# HI-TACAN RWY 16

| TACAN | APCH CRS | Rwy ldg / TDZE / Arpt Elev | JAL-2 [USAF] | DYESS AFB (KDYS) |
|---|---|---|---|---|
| DYS Chan 63 | 165° | 13,500 / 1789 / 1789 | | |

▼* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

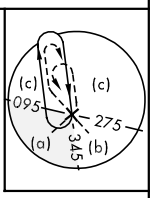
ALSF-1 (A1)

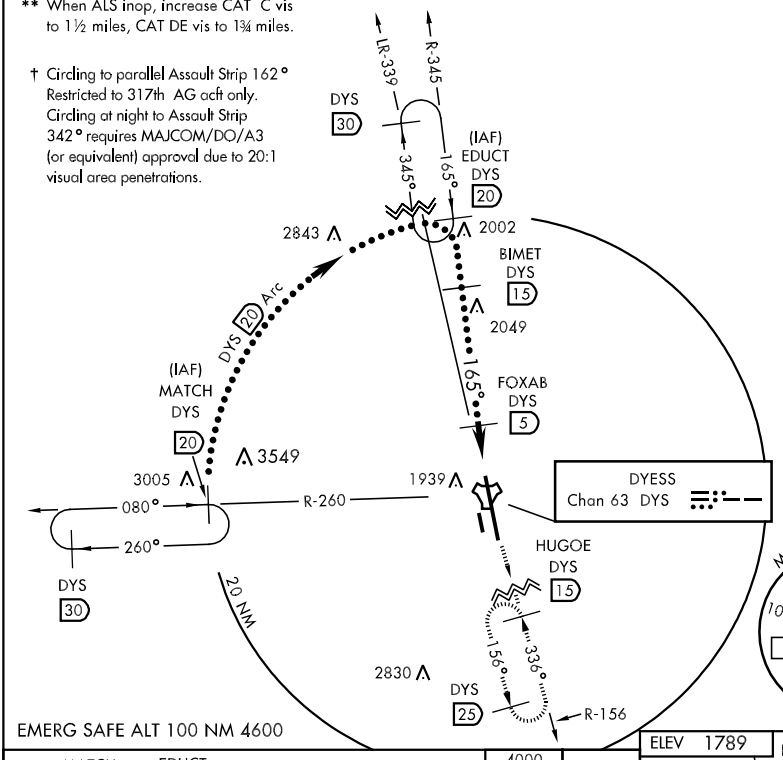
MISSED APPROACH: Climb to 4000 via DYS R-156 to HUGOE and hold.

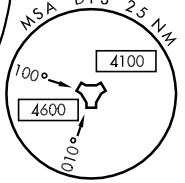
| ATIS ★ | ABILENE APP CON | DYESS TOWER | GND CON | ASR |
|---|---|---|---|---|
| 385.7 | 125.0 338.3 EAST<br>127.2 282.3 WEST | 133.0 257.675 | 118.35 275.8 | |

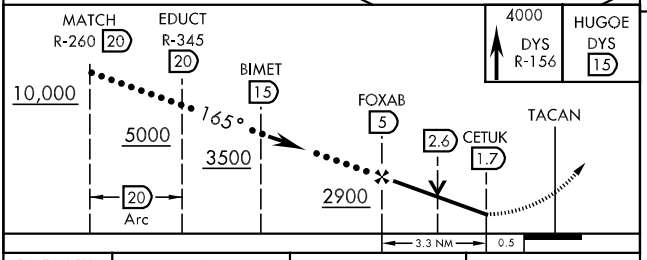
** When ALS inop, increase CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

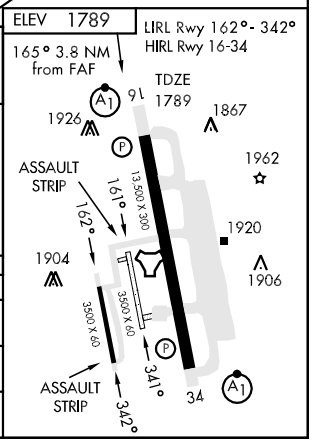
† Circling to parallel Assault Strip 162° Restricted to 317th AG acft only. Circling at night to Assault Strip 342° requires MAJCOM/DO/A3 (or equivalent) approval due to 20:1 visual area penetrations.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-16 * | 2220/40<br>431 (500-¾) | 2220/50 | 431 (500-1) |
| CIRCLING † | 2340-1½<br>551 (600-1½) | 2360-2<br>571 (600-2) | 2460-2½<br>671 (700-2½) |
| S-ASR 16 ** | 2300/50<br>511 (600-1) | 2300-1½ | 511 (600-1½) |

# HI-TACAN RWY 34

| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| DYS Chan 63 | 336° | 13,500 | 1787 | 1789 |

JAL-2 [USAF]

DYESS AFB (KDYS)

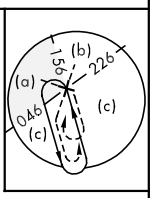
▼ * When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** When ALS inop, increase CAT C RVR to 60 and vis to 1¾ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

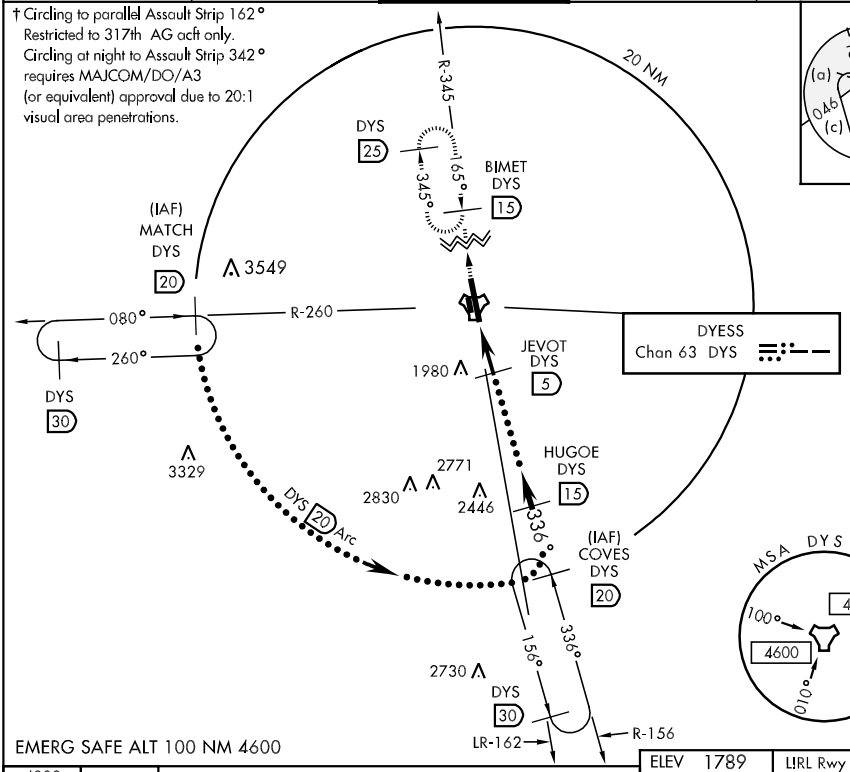
ALSF-1

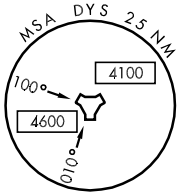
MISSED APPROACH: Climb to 4000 via DYS R-345 to BIMET and hold.

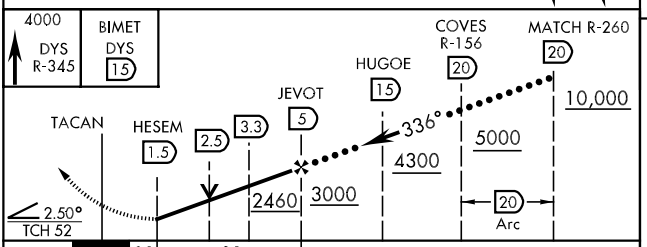
| ATIS ★ | ABILENE APP CON | DYESS TOWER | GND CON | ASR |
|---|---|---|---|---|
| 385.7 | 125.0 338.3 EAST<br>127.2 282.3 WEST | 133.0 257.675 | 118.35 275.8 | |

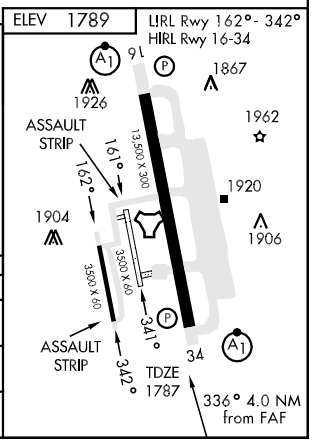
† Circling to parallel Assault Strip 162°
Restricted to 317th AG acft only.
Circling at night to Assault Strip 342°
requires MAJCOM/DO/A3
(or equivalent) approval due to 20:1
visual area penetrations.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-34 * | 2240/40<br>453 (500-¾) | 2240/50<br>453 (500-1) | |
| CIRCLING † | 2340-1½<br>551 (600-1½) | 2360-2<br>571 (600-2) | 2460-2½<br>671(700-2½) |
| S-ASR 34 ** | 2260/40<br>473 (500-¾) | 2260/50<br>473 (500-1) | 2260/60<br>473 (500-1¼) |

# ILS RWY 16

| LOC I-TYY | APCH CRS | Rwy ldg 13,500 / TDZE 1789 / Arpt Elev 1789 | AL-2 [USAF] | DYESS AFB (KDYS) |
|---|---|---|---|---|
| 109.9 | 161° | | | |

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

ALSF-1

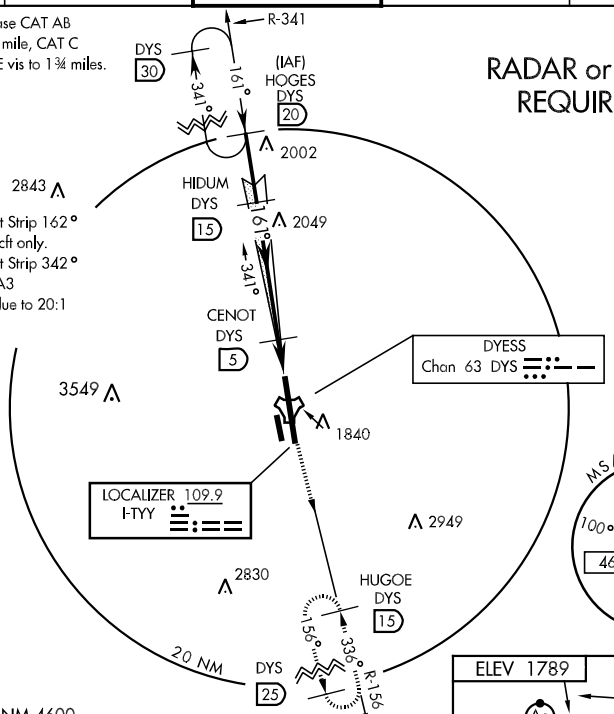
MISSED APPROACH: Climb to 4000 via DYS R-156 to HUGOE and hold.

| ATIS ★ | ABILENE APP CON | DYESS TOWER | GND CON | ASR |
|---|---|---|---|---|
| 385.7 | 125.0 338.3 EAST<br>127.2 282.3 WEST | 133.0 257.675 | 118.35 275.8 | |

*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

† Circling to parallel Assault Strip 162°
Restricted to 317th AG acft only.
Circling at night to Assault Strip 342° requires MAJCOM/DO/A3 (or equivalent) approval due to 20:1 visual area penetrations.

RADAR or DME REQUIRED

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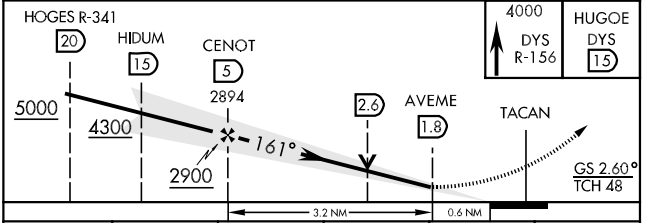
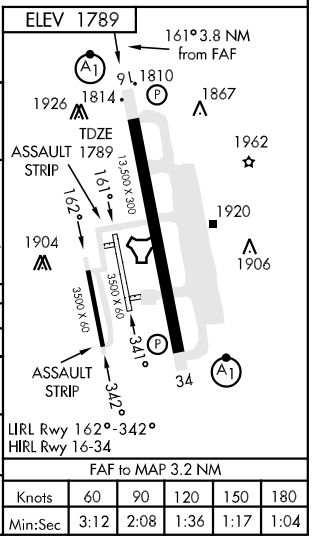



LIRL Rwy 162°-342°
HIRL Rwy 16-34

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 16 * | 1989/24 200 (200-½) | | | | |
| S-LOC 16 ** | 2220/24 431 (500-½) | | 2220/40 431 (500-¾) | 2220/50 431 (500-1) | |
| CIRCLING † | 2340-1 551 (600-1) | | 2340-1½ 551 (600-1½) | 2360-2 571 (600-2) | 2460-2½ 671 (700-2½) |
| S-ASR 16 *** | 2300/24 511 (600-½) | 2300/40 511 (600-¾) | 2300/50 511 (600-1) | 2300-1½ 511 (600-1½) | |

FAF to MAP 3.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

# ILS RWY 34

| LOC I-DYS | APCH CRS | Rwy ldg 13,500 / TDZE 1787 / Arpt Elev 1789 | AL-2 [USAF] | DYESS AFB (KDYS) |
|---|---|---|---|---|
| 109.9 | 341° | | | |

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼, CAT DE vis to 1½ miles.

ALSF-1

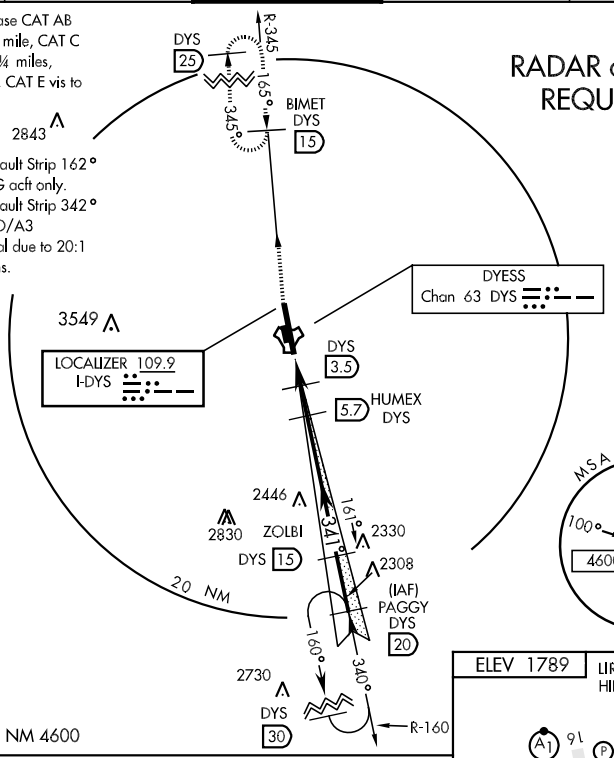
MISSED APPROACH: Climb to 4000 via DYS R-345 to BIMET and hold.

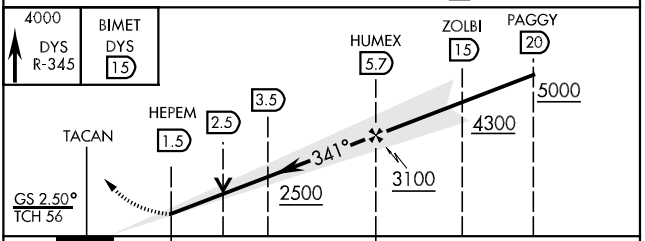
| ATIS ★ | ABILENE APP CON | DYESS TOWER | GND CON | ASR |
|---|---|---|---|---|
| 385.7 | 125.0 338.3 EAST<br>127.2 282.3 WEST | 133.0 257.675 | 118.35 275.8 | |

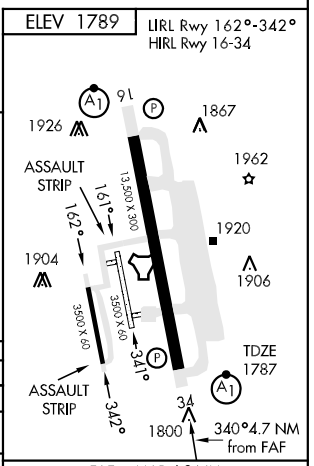
*** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

† Circling to parallel Assault Strip 162°. Restricted to 317th AG acft only. Circling at night to Assault Strip 342° requires MAJCOM/DO/A3 (or equivalent) approval due to 20:1 visual area penetrations.

RADAR or DME REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 34 * | 1987/24 200 (200-½) | | | | |
| S-LOC 34** | 2240/24 453 (500-½) | | 2240/40 453 (500-¾) | 2240/50 453 (500-1) | |
| CIRCLING † | 2340-1 551 (600-1) | | 2340-1½ 551 (600-1½) | 2360-2 571 (600-2) | 2460-2½ 671 (700-2½) |
| S-ASR 34 *** | 2260/24 473 (500-½) | | 2260/40 473 (500-¾) | 2260/50 473 (500-1) | 2260/60 473 (500-1¼) |

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

# TACAN RWY 16

| TACAN | APCH CRS | Rwy ldg | 13,500 |
|---|---|---|---|
| DYS | 165° | TDZE | 1789 |
| Chan 63 | | Arpt Elev | 1789 |

AL-2 [USAF]

DYESS AFB (KDYS)

▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

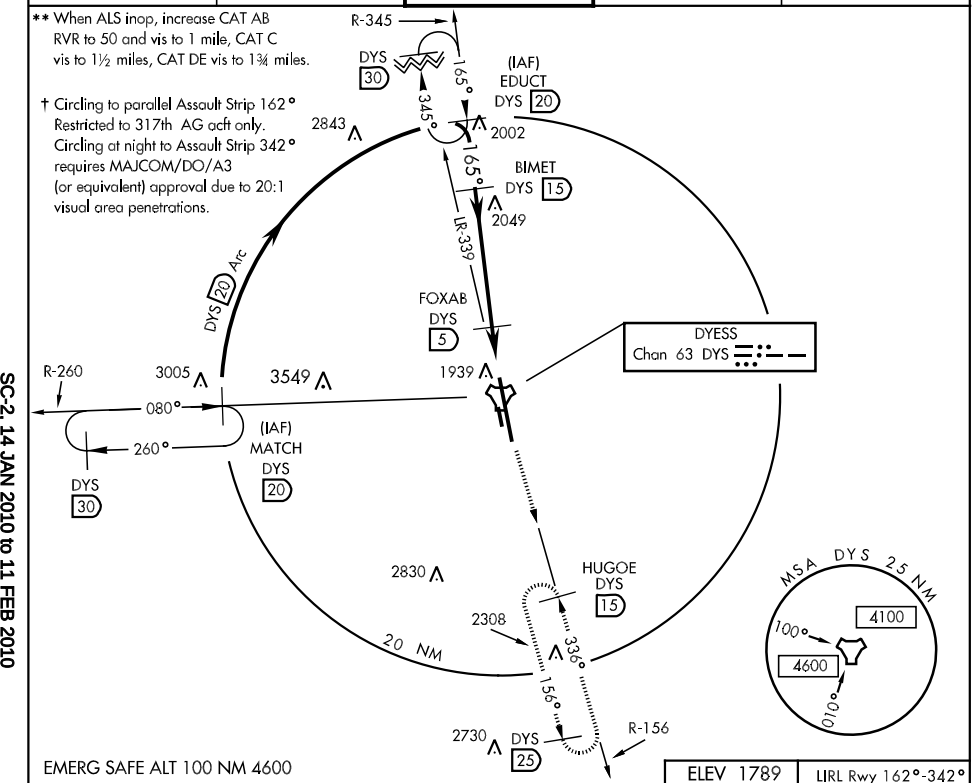
ALSF-1

MISSED APPROACH: Climb to 4000 out DYS R-156 to HUGOE and hold.

| ATIS ★ | ABILENE APP CON | DYESS TOWER | GND CON | ASR |
|---|---|---|---|---|
| 385.7 | 125.0 338.3 EAST<br>127.2 282.3 WEST | 133.0 257.675 | 118.35 275.8 | |

** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

† Circling to parallel Assault Strip 162° Restricted to 317th AG acft only. Circling at night to Assault Strip 342° requires MAJCOM/DO/A3 (or equivalent) approval due to 20:1 visual area penetrations.

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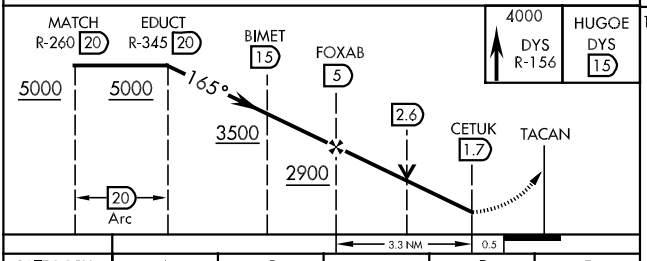
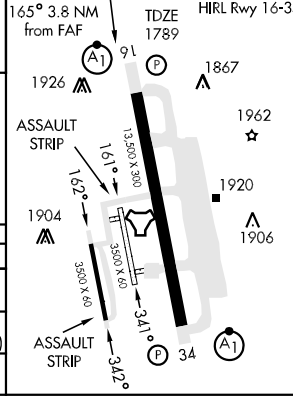



4000 DYS R-156 | HUGOE DYS 15

ELEV 1789

LIRL Rwy 162°-342° HIRL Rwy 16-34




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-16* | 2220/24 | 431 (500-½) | 2220/40<br>431 (500-¾) | 2220/50 | 431 (500-1) |
| CIRCLING † | 2340-1 | 551 (600-1) | 2340-1½<br>551 (600-1½) | 2360-2<br>571 (600-2) | 2460-2½<br>671 (700-2½) |
| S-ASR 16** | 2300/24<br>511 (600-½) | 2300/40<br>511 (600-¾) | 2300/50<br>511 (600-1) | 2300/60 | 511 (600-1¼) |

# TACAN RWY 34

| TACAN DYS Chan 63 | APCH CRS 336° | Rwy ldg 13,500 TDZE 1787 Arpt Elev 1789 | AL-2 [USAF] | DYESS AFB (KDYS) |
|---|---|---|---|---|

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.

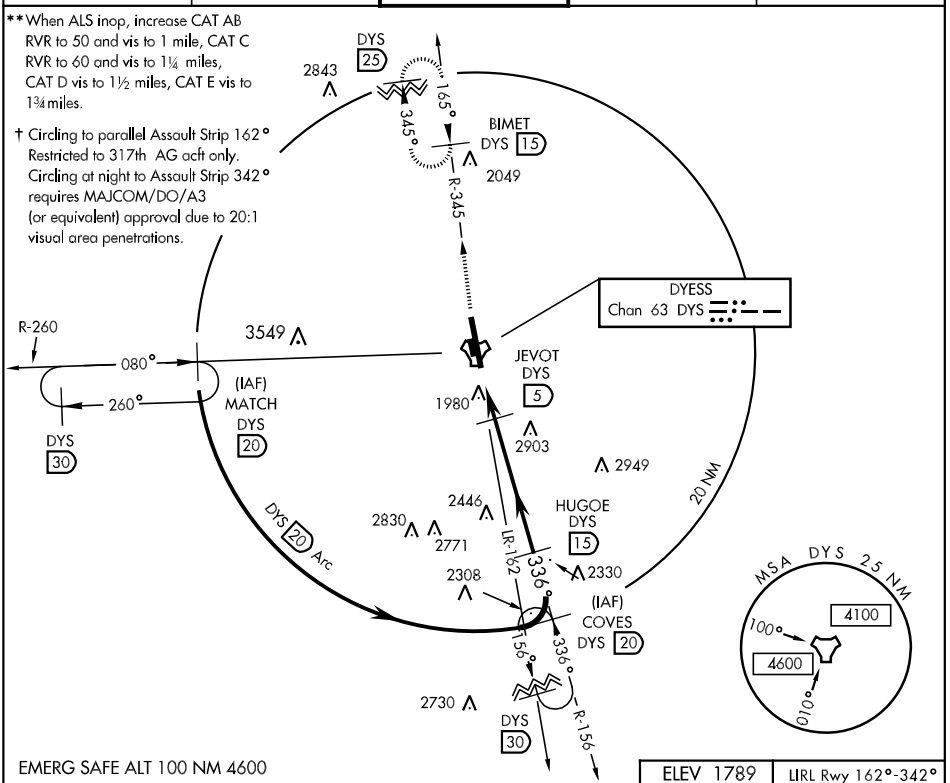
ALSF-1

MISSED APPROACH: Climb to 4000 out DYS R-345 to BIMET and hold.

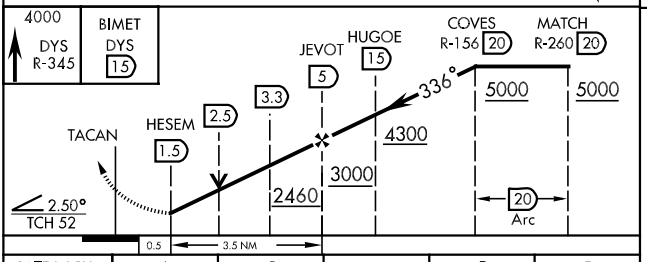
| ATIS ★ | ABILENE APP CON | DYESS TOWER | GND CON | ASR |
|---|---|---|---|---|
| 385.7 | 125.0 338.3 EAST<br>127.2 282.3 WEST | 133.0 257.675 | 118.35 275.8 | |

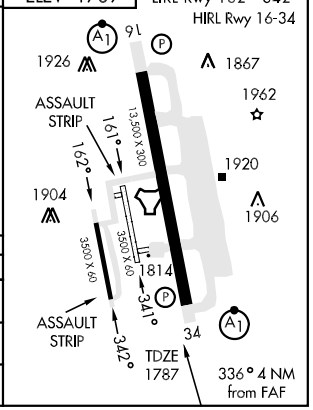
**When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

† Circling to parallel Assault Strip 162° Restricted to 317th AG acft only. Circling at night to Assault Strip 342° requires MAJCOM/DO/A3 (or equivalent) approval due to 20:1 visual area penetrations.




EMERG SAFE ALT 100 NM 4600




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-34* | 2240/24 | 453 (500-½) | 2240/40 453 (500-¾) | 2240/50 | 453 (500-1) |
| CIRCLING† | 2340-1 | 551 (600-1) | 2340-1½ 551 (600-1½) | 2360-2 571 (600-2) | 2460-2½ 671(700-2½) |
| S-ASR 34** | 2260/24 | 473 (500-½) | 2260/40 473 (500-¾) | 2260/50 473 (500-1) | 2260/60 473 (500-1¼) |



SC-2, 14 JAN 2010 to 11 FEB 2010

# VOR/DME RWY 16

| VOR/DME TQA | APCH CRS | Rwy Idg 13,500 |
|---|---|---|
| 111.6 | 160° | TDZE 1789 |
| Chan 53 | | Arpt Elev 1789 |

AL-2 [USAF]

DYESS AFB (KDYS)

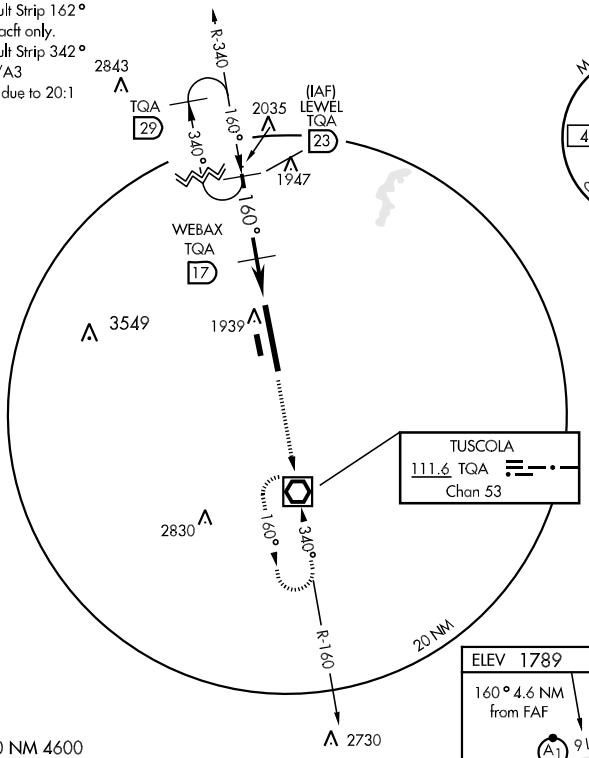
▼ * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.

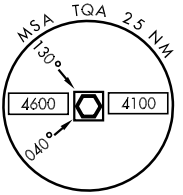
ALSF-1

MISSED APPROACH: Climb and maintain 4000 proceed direct TQA and hold.

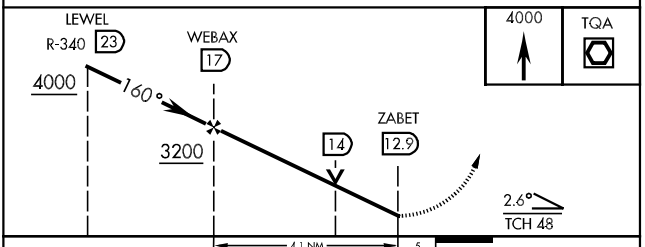
| ATIS ★ | ABILENE APP CON | DYESS TOWER | GND CON | ASR |
|---|---|---|---|---|
| 385.7 | 125.0 338.3 EAST<br>127.2 282.3 WEST | 133.0 257.675 | 118.35 275.8 | |

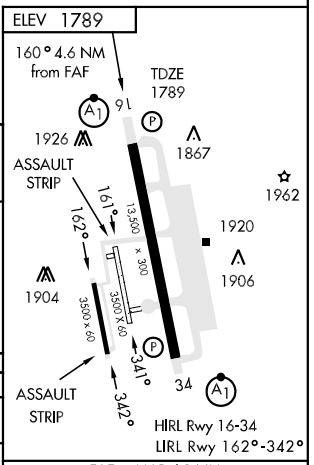
† Circling to parallel Assault Strip 162°
Restricted to 317th AG acft only.
Circling at night to Assault Strip 342°
requires MAJCOM/DO/A3
(or equivalent) approval due to 20:1
visual area penetrations.




EMERG SAFE ALT 100 NM 4600




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-16 * | 2300/24 511 (600-½) | | 2300/50 511 (600-1) | | 2300/60 511 (600-1¼) |
| CIRCLING † | 2340-1 551 (600-1) | | 2340-1½ 551 (600-1½) | 2360-2 571 (600-2) | 2460-2½ 671 (700-2½) |
| S-ASR 16** | 2300/24 511 (600-½) | 2300/40 511 (600-¾) | 2300/50 511 (600-1) | 2300/60 511 (600-1¼) | |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:24 | 2:03 | 1:38 | 1:22 |



SC-2, 14 JAN 2010 to 11 FEB 2010

# VOR/DME RWY 34

| VOR/DME TQA 111.6 Chan 53 | APCH CRS 340° | Rwy ldg 13,500 TDZE 1787 Arpt Elev 1789 | AL-2 [USAF] | DYESS AFB (KDYS) |
|---|---|---|---|---|

* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

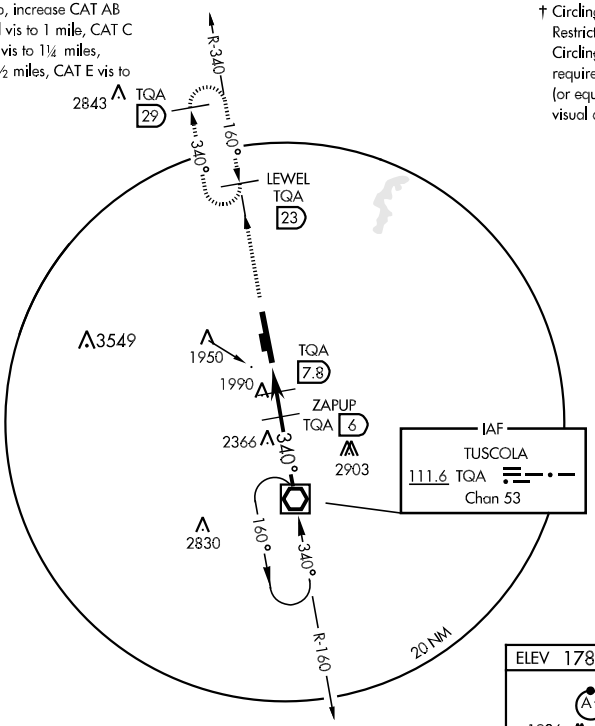
ALSF-1

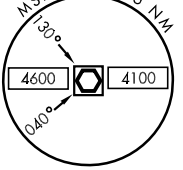
MISSED APPROACH: Climb to 4000 via TQA VOR/DME R-340 to LEWEL and hold.

| ATIS ★ | ABILENE APP CON | DYESS TOWER | GND CON | ASR |
|---|---|---|---|---|
| 385.7 | 125.0 338.3 EAST<br>127.2 282.3 WEST | 133.0 257.675 | 118.35 275.8 | |

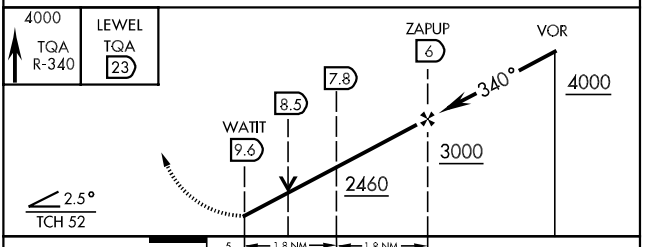
** When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

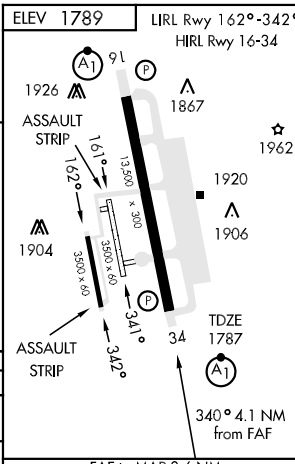
† Circling to parallel Assault Strip 162° Restricted to 317th AG acft only. Circling at night to Assault Strip 342° requires MAJCOM/DO/A3 (or equivalent) approval due to 20:1 visual area penetrations.




EMERG SAFE ALT 100 NM 4600




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-34 * | 2260/24 | 473 (500-½) | 2260/40<br>473 (500-¾) | 2260/50<br>473 (500-1) | 2260/60<br>473 (500-1¼) |
| CIRCLING † | 2340-1 | 551 (600-1) | 2340-1½<br>551 (600-1½) | 2360-2<br>571 (600-2) | 2460-2½<br>671 (700-2½) |
| S-ASR 34** | 2260/24 | 473 (500-½) | 2260/40<br>473 (500-¾) | 2260/50<br>473 (500-1) | 2260/60<br>473 (500-1¼) |

FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

| LOC/DME I-ALI | APP CRS | Rwy Idg | 5997 |
|---|---|---|---|
| 109.3 | 308° | TDZE | 174 |
| Chan 30 | | Apt Elev | 178 |

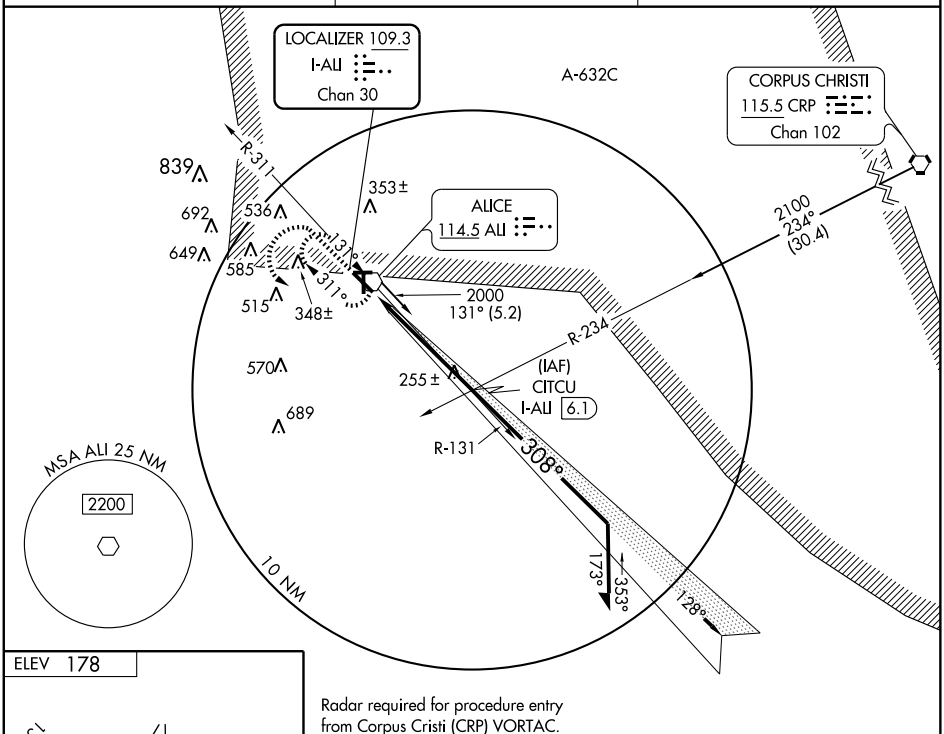
# LOC/DME RWY 31
ALICE INTL (ALI)

If local altimeter setting not received, use Nueces County altimeter setting and increase all MDAs 20 feet. NA VDP NA when using Nueces County altimeter setting.

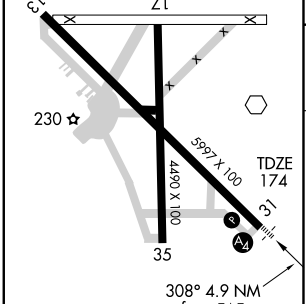
MALS

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct ALI VOR and hold.

| ASOS | KINGSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 119.225 | 119.9 290.45 | 123.0 (CTAF) L |

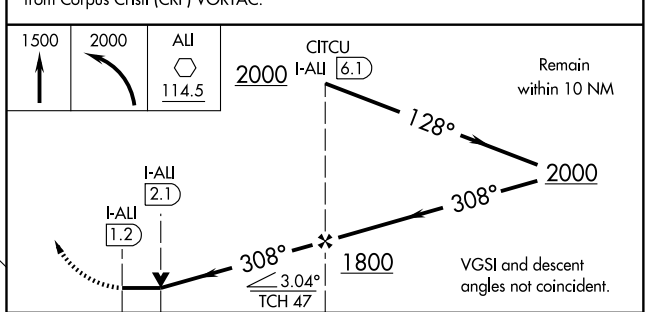



Radar required for procedure entry from Corpus Cristi (CRP) VORTAC.




REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 520-¾ 346 (400-¾) | | | 520-1¼ 346 (400-1¼) |
| CIRCLING | 600-1 422 (500-1) | 640-1 462 (500-1) | 640-1½ 462 (500-1½) | 740-2 562 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

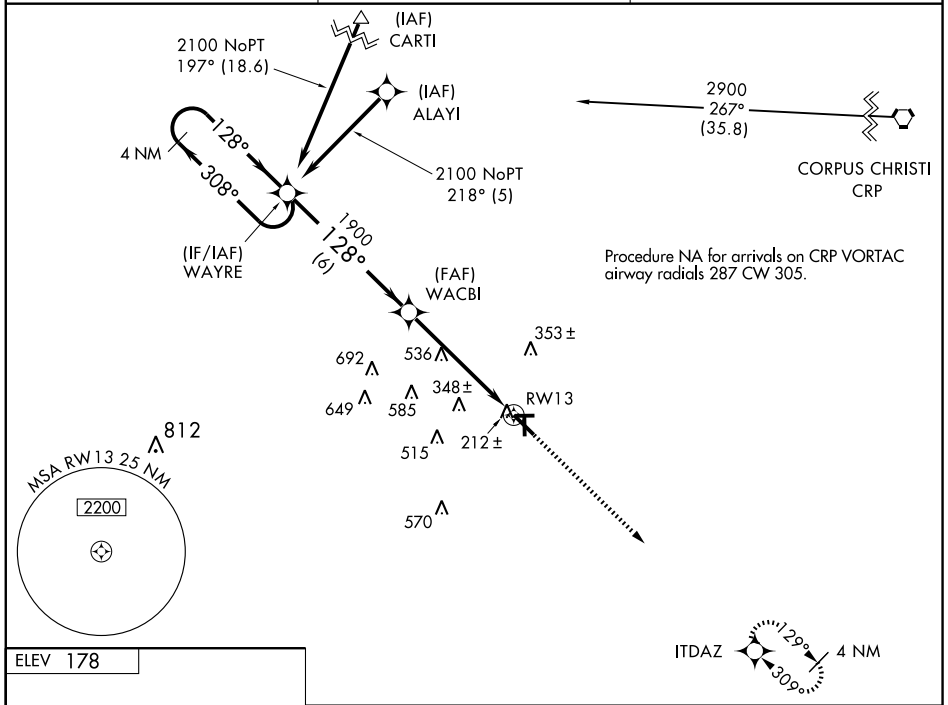
| APP CRS | Rwy Idg | 5997 |
|---|---|---|
| 128° | TDZE | 178 |
| | Apt Elev | 178 |

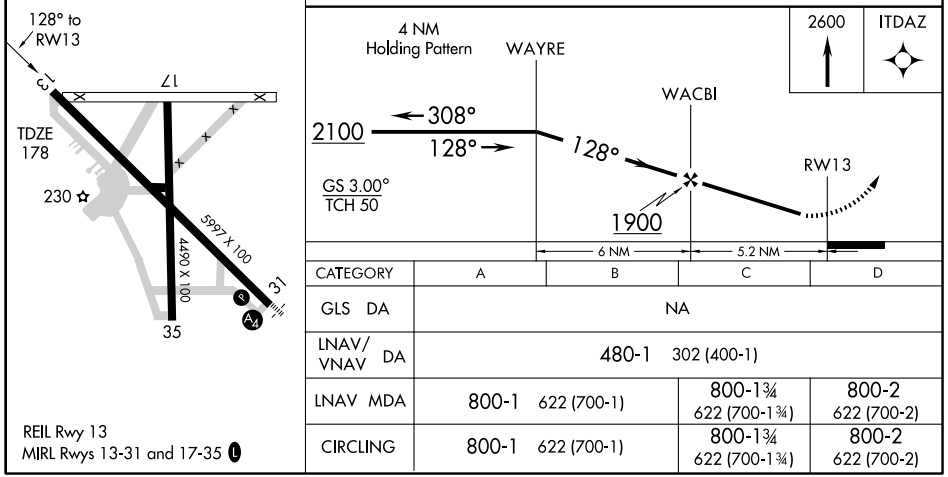
# RNAV (GPS) RWY 13
## ALICE INTL (ALI)

If local altimeter setting not received, use Nueces County altimeter setting and increase all DA and MDA 20 feet. DME/DME RNP-0.3 NA. BARO VNAV NA below -15°C (5°F).

MISSED APPROACH: Climb to 2600 direct ITDAZ and hold.

| ASOS | KINGSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 119.225 | 119.9 290.45 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | 480-1 302 (400-1) | | | |
| LNAV MDA | 800-1 622 (700-1) | | 800-1¾ 622 (700-1¾) | 800-2 622 (700-2) |
| CIRCLING | 800-1 622 (700-1) | | 800-1¾ 622 (700-1¾) | 800-2 622 (700-2) |

REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5997 |
|---|---|---|---|
| Chan 81813 | 309° | TDZE | 174 |
| W31A | | Apt Elev | 178 |

# RNAV (GPS) RWY 31
## ALICE INTL (ALI)

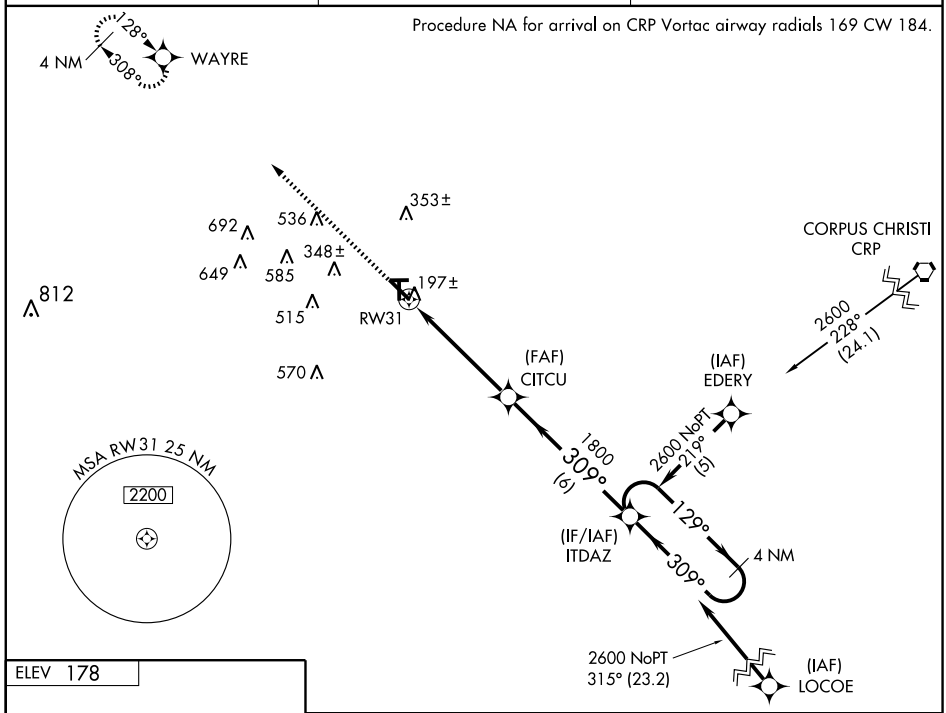
If local altimeter setting not received, use Nueces County altimeter setting and increase all DA and MDA 20 feet. BARO VNAV NA below -15°C (5°F).
DME/DME RNP-0.3 NA. For inoperative MALS increase LPV all Cats visibility to 1.

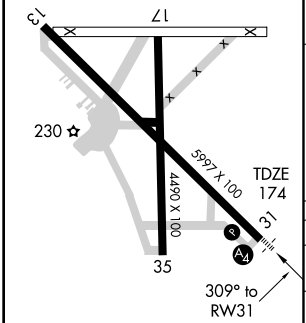
MALS

MISSED APPROACH: Climb to 2100 direct WAYRE and hold.

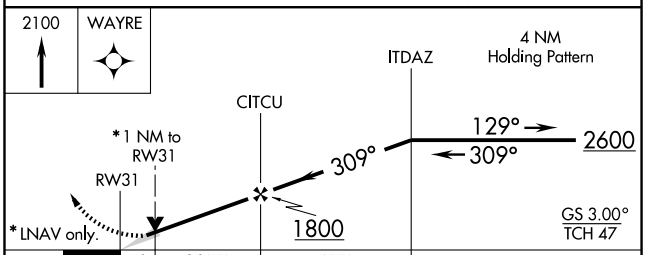
| ASOS | KINGSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 119.225 | 119.9 290.45 | 123.0 (CTAF) L |

Procedure NA for arrival on CRP Vortac airway radials 169 CW 184.




REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 430-¾ 256 (300-¾) | | | 430-1 256 (300-1) |
| LNAV/ VNAV DA | 460-¾ 286 (300-¾) | | | 460-1 286 (300-1) |
| LNAV MDA | 520-¾ 346 (400-¾) | | | 520-1¼ 346 (400-1¼) |
| CIRCLING | 600-1 422 (500-1) | 640-1 462 (500-1) | 640-1½ 462 (500-1½) | 740-2 562 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

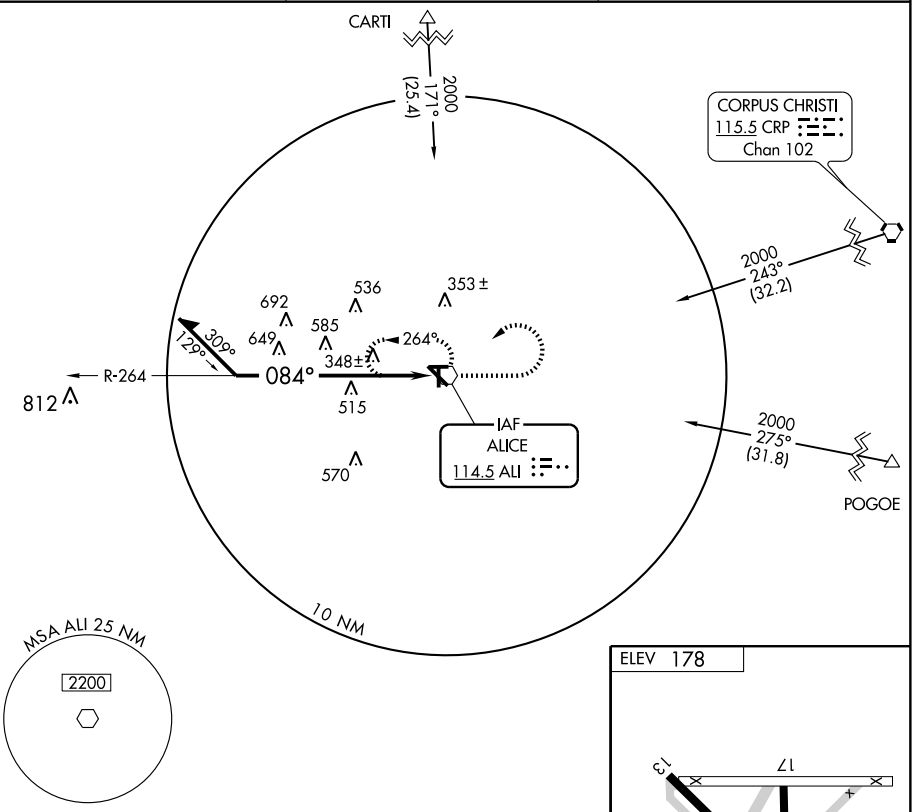
| VOR ALI 114.5 | APP CRS 084° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 178 |
|---|---|---|

# VOR-A
## ALICE INTL (ALI)

If local altimeter setting not received, use Nueces County altimeter setting and increase all MDA 20 feet.

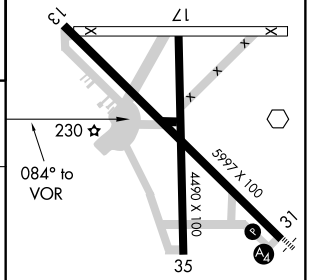
MISSED APPROACH: Climb to 1500, then climbing left turn to 2000 direct ALI VOR and hold.

| ASOS | KINGSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 119.225 | 119.9 290.45 | 123.0 (CTAF) L |

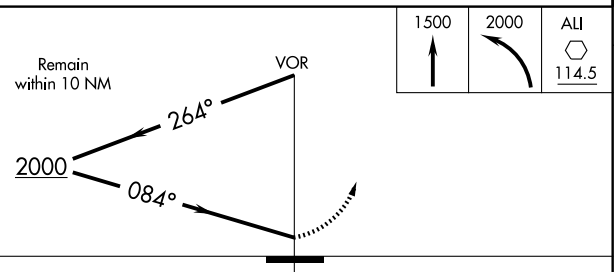









REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1¼ 882 (900-1¼) | | 1060-2¾ 882 (900-2¾) | 1060-3 882 (900-3) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VOR ALI | APP CRS | Rwy Idg | 5997 |
|---|---|---|---|
| 114.5 | 325° | TDZE | 174 |
| | | Apt Elev | 178 |

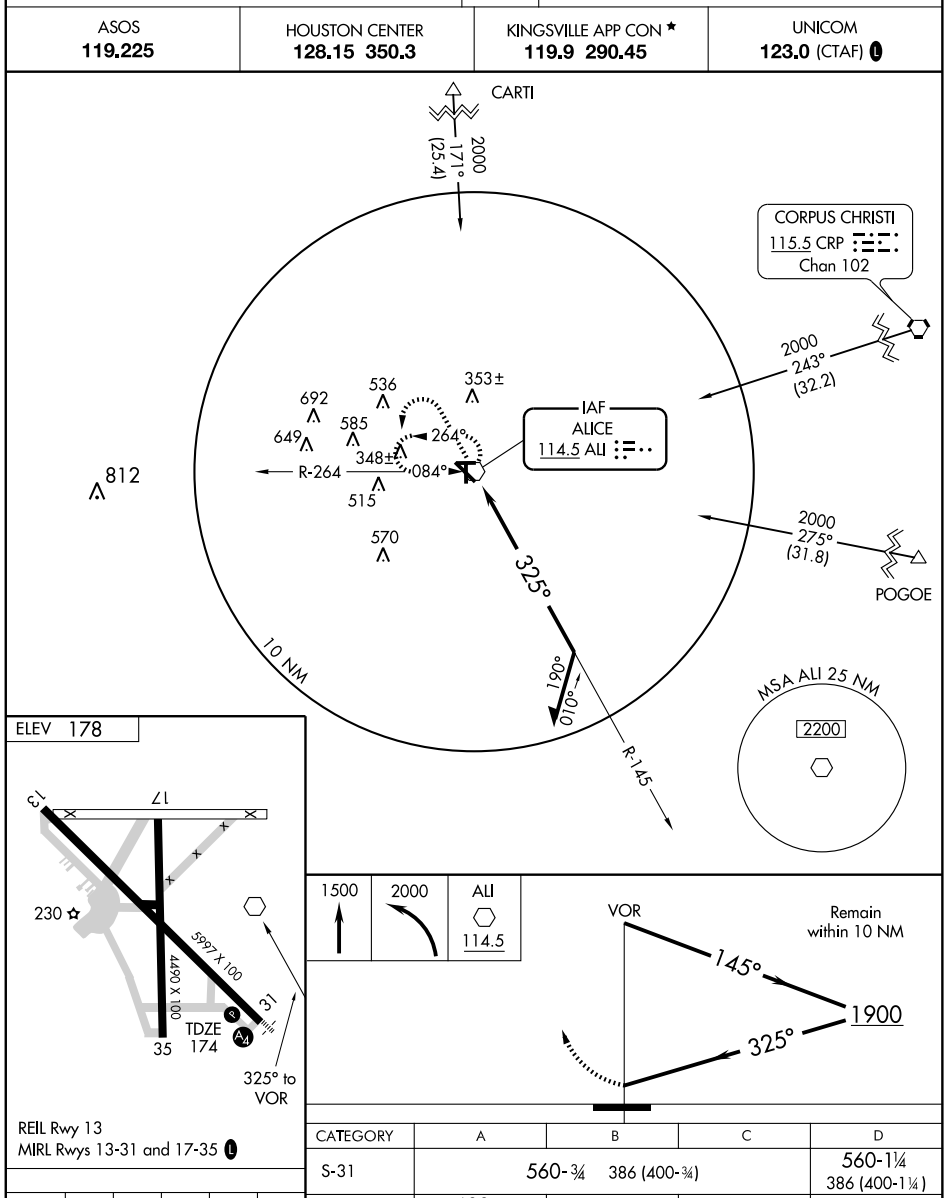
# VOR RWY 31
## ALICE INTL (ALI)

If local altimeter setting not received, use Nueces County altimeter setting and increase all MDA 20 feet.

MALS

MISSED APPROACH: Climb to 1500, then climbing left turn to 2000 direct ALI VOR and hold.

| ASOS | HOUSTON CENTER | KINGSVILLE APP CON ★ | UNICOM |
|---|---|---|---|
| 119.225 | 128.15 350.3 | 119.9 290.45 | 123.0 (CTAF) L |




REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 560-¾ 386 (400-¾) | | | 560-1¼ 386 (400-1¼) |
| CIRCLING | 600-1 422 (500-1) | 640-1 462 (500-1) | 640-1½ 462 (500-1½) | 740-2 562 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6003 |
|---|---|---|
| 194° | TDZE | 4480 |
| | Apt Elev | 4513 |

# GPS RWY 19

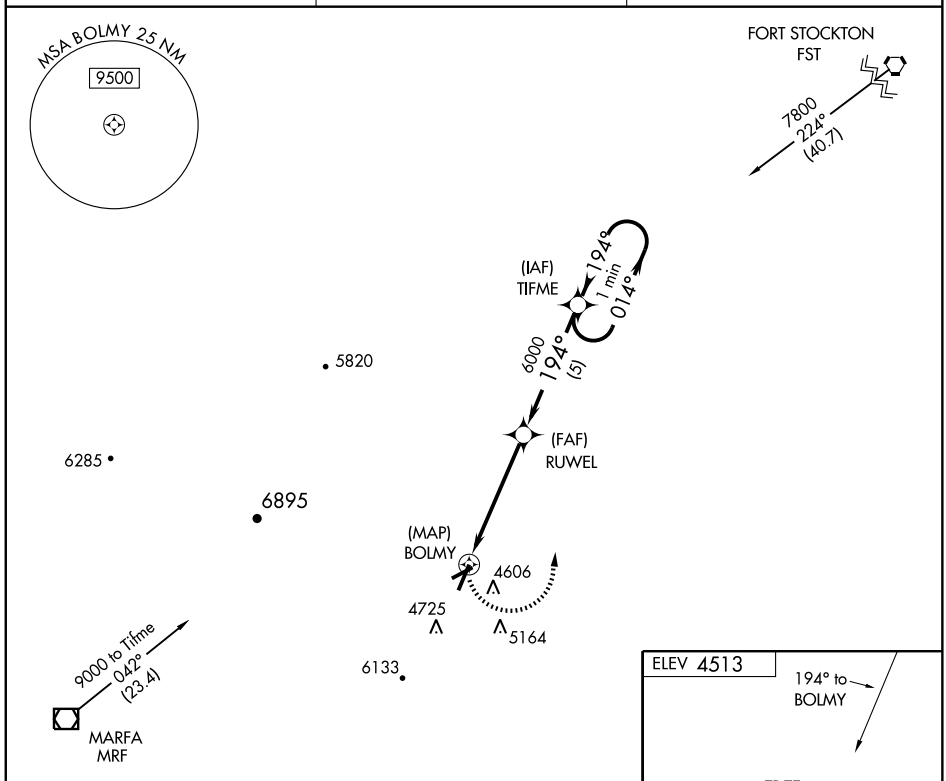
## ALPINE-CASPARIS MUNI (E38)

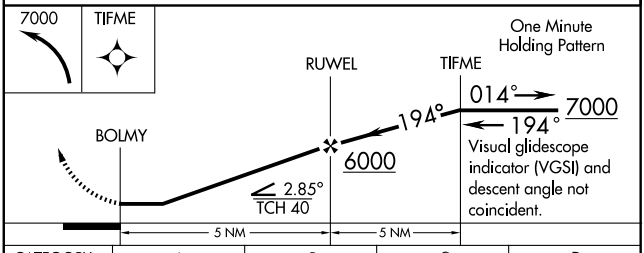
Circling not authorized west of runway 1-19.

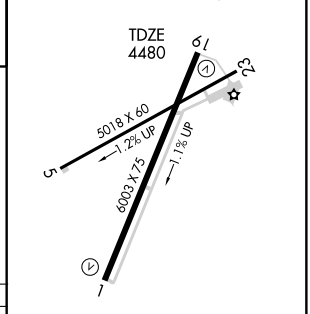
NA

MISSED APPROACH: Immediate climbing left turn to 7000 direct TIFME WP and hold.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 119.025 | 135.875 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 5100-1 620 (600-1) | | 5100-1¾ 620 (600-1¾) | NA |
| CIRCLING | 5100-1 587 (600-1) | 5120-1 607 (700-1) | 5280 2¼ 767 (800-2¼) | NA |

MIRL Rwys 1-19 and 5-23 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| NBD BWR | APP CRS | Rwy Idg | 6003 |
|---|---|---|---|
| 412 | 194° | TDZE | 4480 |
| | | Apt Elev | 4513 |

# NDB RWY 19

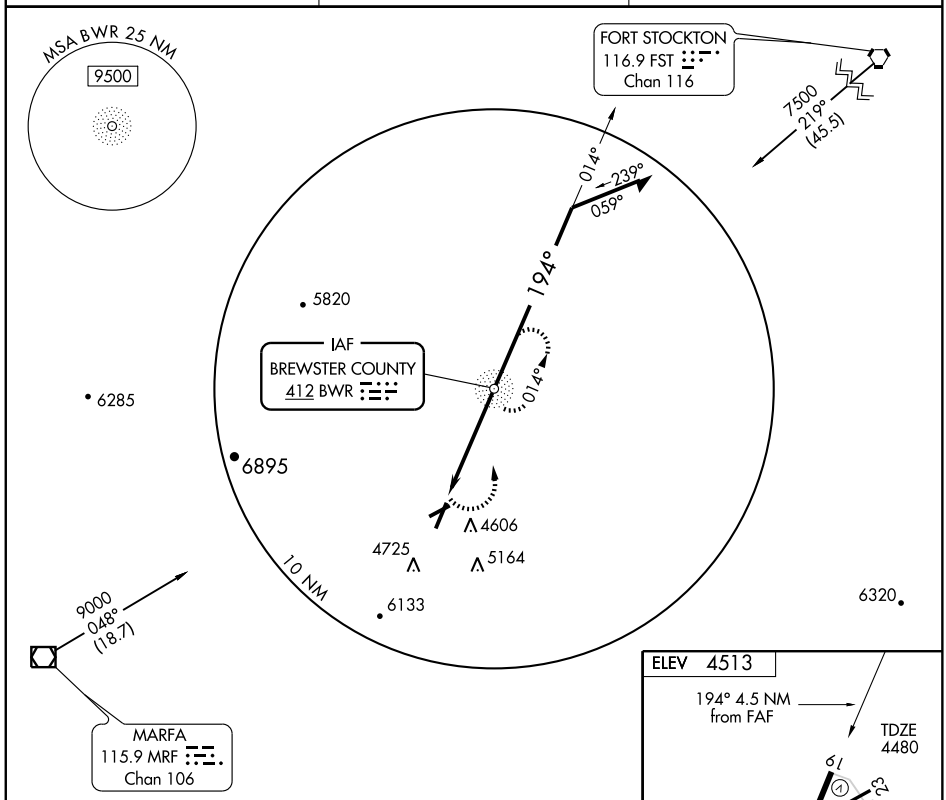
## ALPINE-CASPARIS MUNI (E38)

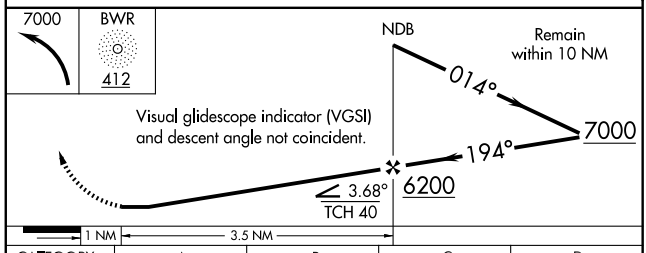
Circling not authorized west of runway 1-19.

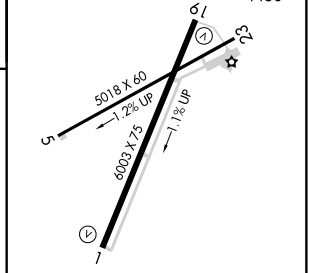
NA

MISSED APPROACH: Immediate climbing left turn to 7000 direct BWR NDB and hold.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 119.025 | 135.875 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 5100-1¼ 620 (600-1¼) | | 5100-1¾ 620 (600-1¾) | NA |
| CIRCLING | 5100-1¼ 587 (600-1¼) | 5120-1¼ 607 (700-1¼) | 5280-2¼ 767 (800-2¼) | NA |

MIRL Rwys 1-19 and 5-23 L

FAF to MAP 3.5 NM

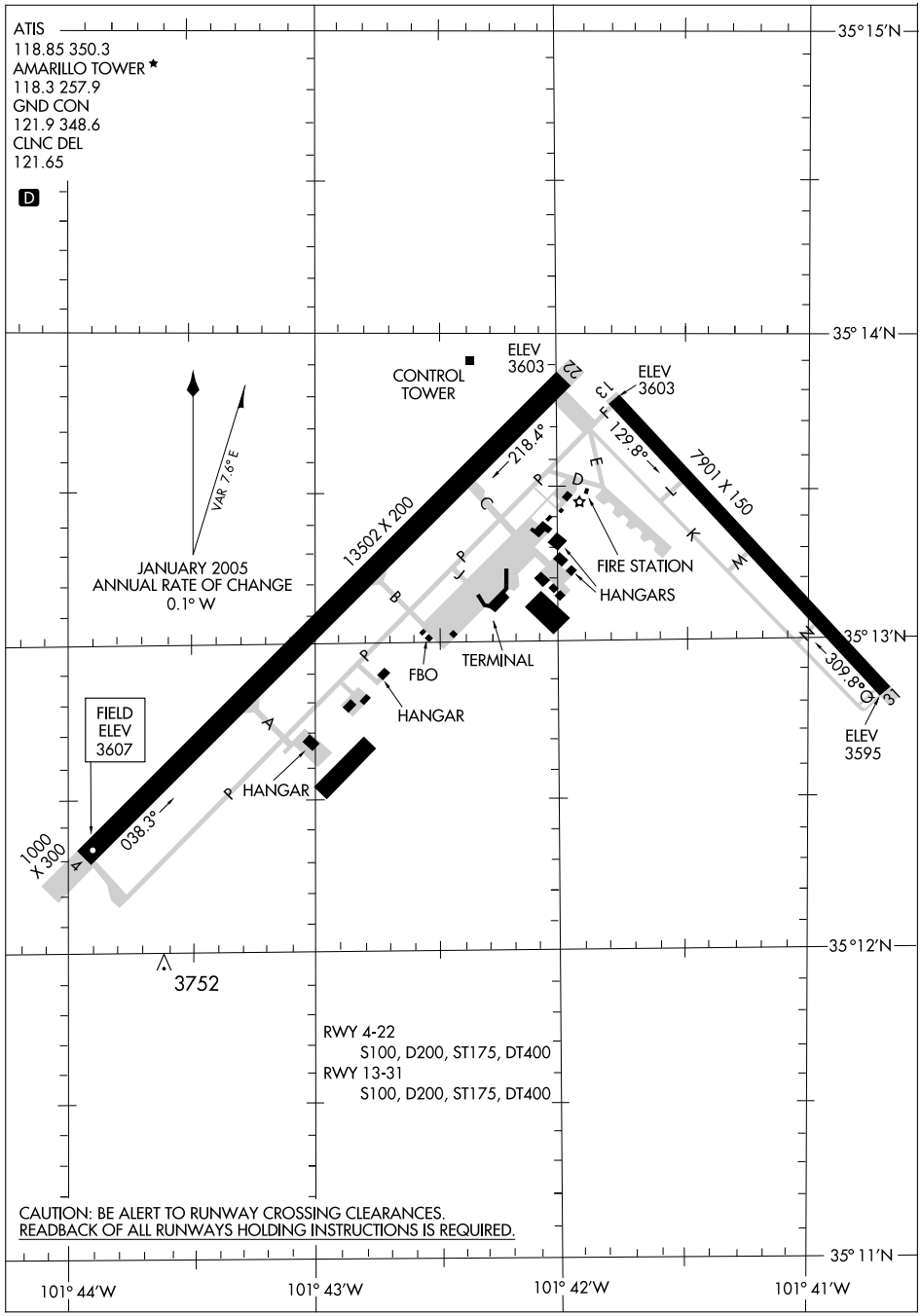
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

SC-3, 14 JAN 2010 to 11 FEB 2010

09183

# AIRPORT DIAGRAM

AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)
AL-19 (FAA)
AMARILLO, TEXAS




SC-2, 14 JAN 2010 to 11 FEB 2010

AMARILLO, TEXAS

# HI-VOR/DME or TACAN RWY 4

| VOR/DME PNH | APCH CRS | Rwy ldg 13,502 |
|---|---|---|
| 116.6 | 037° | TDZE 3607 |
| Chan 113 | | Arpt Elev 3607 |

JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

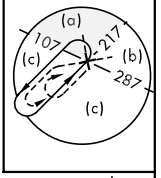
▼ * For inop ALS, increase CAT D vis to 1¼ miles, CAT E vis to 1½ miles.

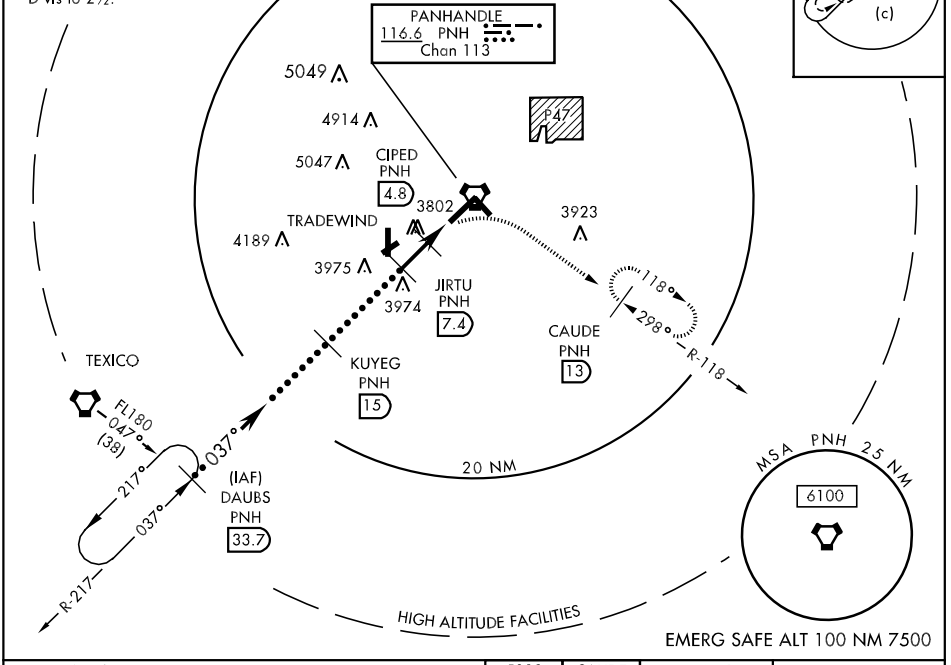
MALSR

MISSED APPROACH: Climbing right turn to 5000 via heading 090° and PNH VORTAC R-118 to CAUDE INT/PNH 13 DME and hold.

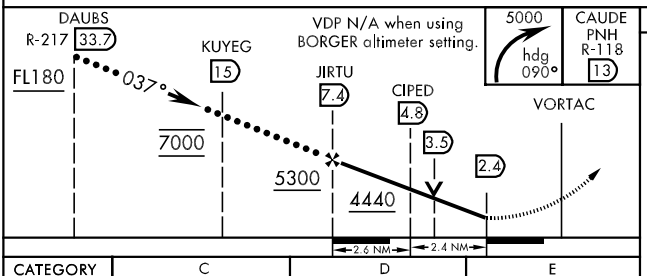
| ATIS | AMARILLO APP CON | AMARILLO TOWER★ | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 (161°- 339°)<br>124.8 319.15 (340°- 160°) | 118.3 L 257.9 | 121.9 348.6 | 121.65 | |

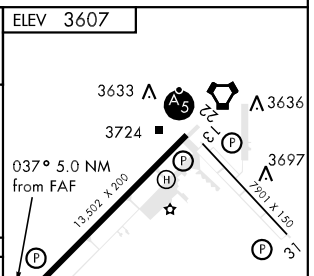
† When local altimeter setting is not available use BORGER altimeter setting and increase all MDAs 160 feet; increase CAT C RVR to 50, CAT D RVR to 60, CAT E vis to 1½. Circling CAT C vis to 1¾, CAT D vis to 2½.




EMERG SAFE ALT 100 NM 7500




| CATEGORY | C | D | E |
|---|---|---|---|
| S-4 * † | 4020/40<br>413 (500-¾) | 4020/50<br>413 (500-1) | |
| CIRCLING † | 4080-1½<br>473 ( 500-1½) | 4240-2<br>633 (700-2) | 4460-3<br>853 (900-3) |
| S-ASR-4 | 4160/50<br>555 (600-1) | 4160/60<br>555 (600-1¼) | 4160-1½<br>555 (600-1½) |

AMARILLO, TEXAS 35°13'N-101°42'W RICK HUSBAND AMARILLO INTL (KAMA)

Amdt 1 08241

HI-VOR/DME or TACAN RWY 4

SC-2, 14 JAN 2010 to 11 FEB 2010

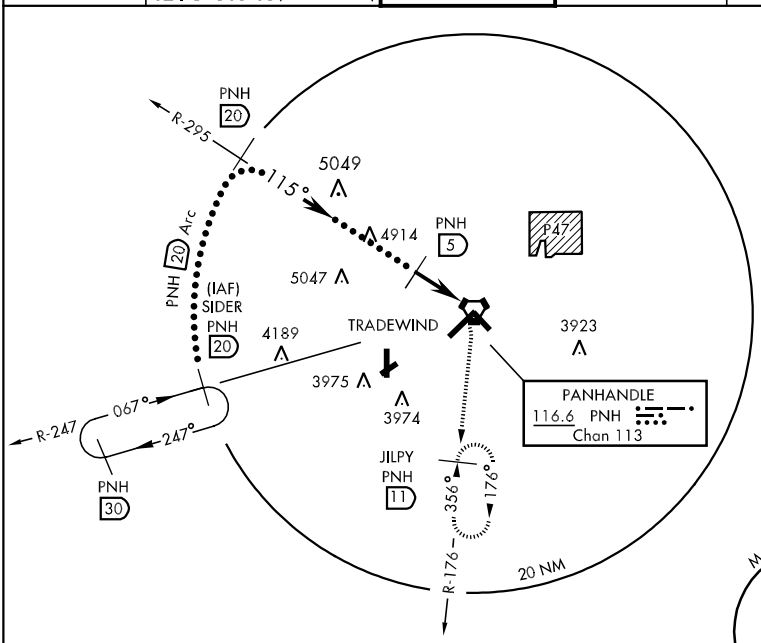
# HI-VOR/DME or TACAN RWY 13

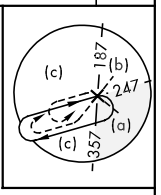
| VOR/DME PNH 116.6 Chan 113 | APCH CRS 115° | Rwy ldg 7901 TDZE 3600 Arpt Elev 3607 |
|---|---|---|

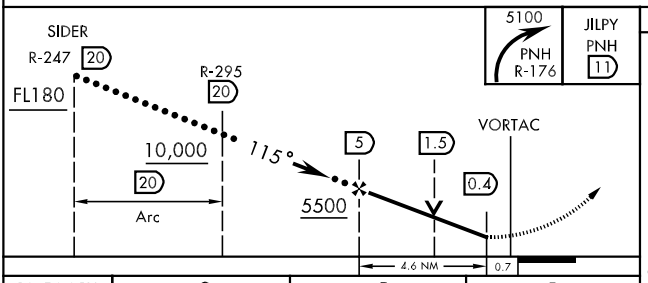
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

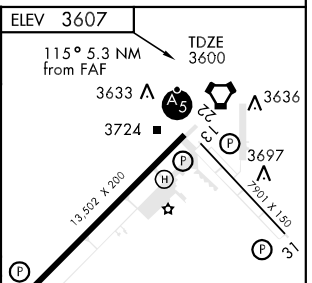
MISSED APPROACH: Climbing right turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

| ATIS | AMARILLO APP CON | AMARILLO TOWER★ | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 (161°- 339°)<br>124.8 319.15 (340°- 160°) | 118.3 L 257.9 | 121.9 348.6 | 121.65 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-13 | 3980-1<br>380 (400-1) | 3980-1¼<br>380 (400-1¼) | |
| CIRCLING | 4080-1½<br>475 ( 500-1½) | 4240-2<br>635 (700-2) | 4460-3<br>855 (900-3) |
| S-ASR-13 | 3980-1<br>380 (400-1) | 3980-1¼<br>380 (400-1¼) | NA |

HIRL Rwy 4-22 and 13-31
REIL Rwy 13 L,31

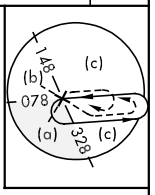
# HI-VOR/DME or TACAN RWY 22

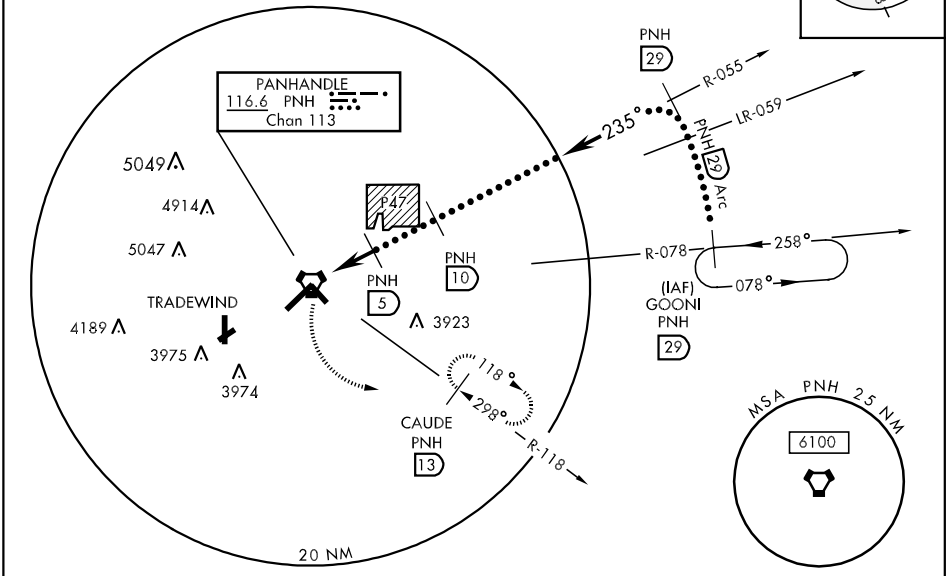
| VOR/DME PNH 116.6 Chan 113 | APCH CRS 235° | Rwy ldg 13,502 TDZE 3603 Arpt Elev 3607 | JAL-19 [USAF] | RICK HUSBAND AMARILLO INTL (KAMA) |
|---|---|---|---|---|

MALSR

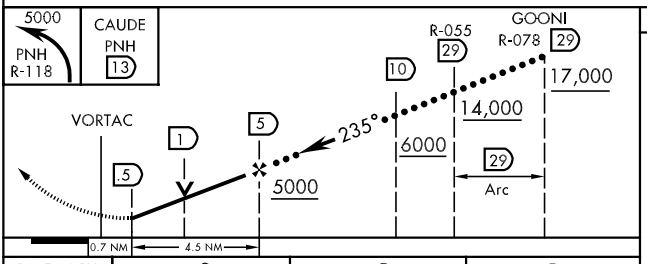
MISSED APPRAOCH: Climbing left turn to 5000 via PNH R-118 to CAUDE INT/PNH 13 DME and hold.

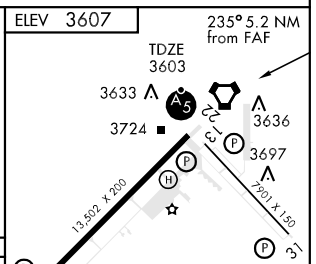
| ATIS | AMARILLO APP CON | AMARILLO TOWER★ | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 (161°- 339°)<br>124.8 319.15 (340°- 160°) | 118.3 L 257.9 | 121.9 348.6 | 121.65 | |




EMERG SAFE ALT 100 NM 7500




| CATEGORY | C | D | E |
|---|---|---|---|
| S-22 | 3960-½<br>357 (400-½) | 3960-1<br>357 (400-1) | |
| CIRCLING | 4080-1½<br>475 ( 500-1½) | 4240-2<br>635 (700-2) | 4460-3<br>855 (900-3) |
| S-ASR-22 | 3960- ¾<br>357 (400-¾) | 3960-1¼<br>357 (400-1¼) | |

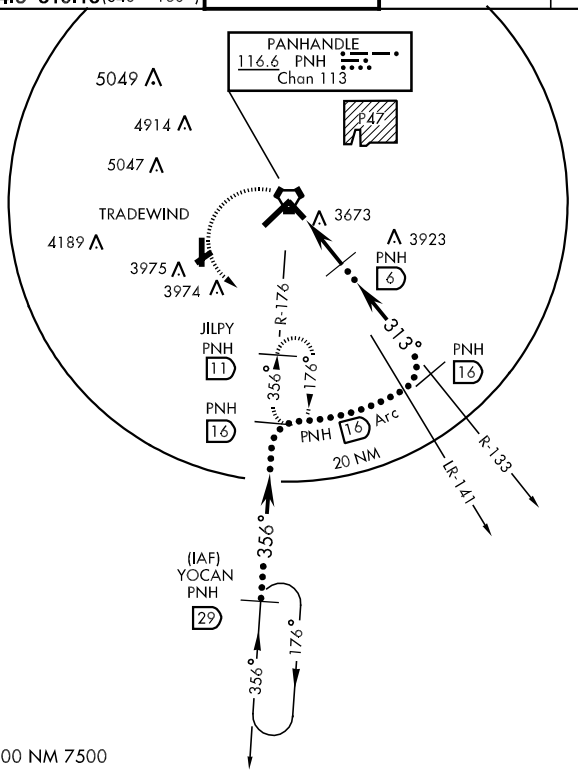
# HI-VOR/DME or TACAN RWY 31

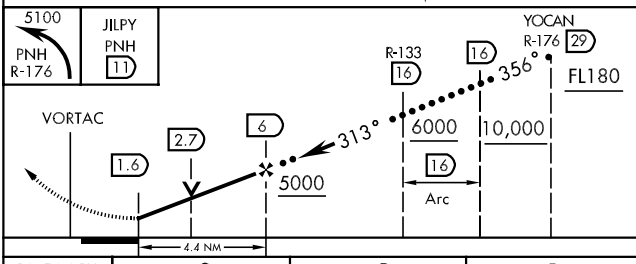
| VOR/DME PNH 116.6 Chan 113 | APCH CRS 313° | Rwy ldg 7901 TDZE 3598 Arpt Elev 3607 |
|---|---|---|

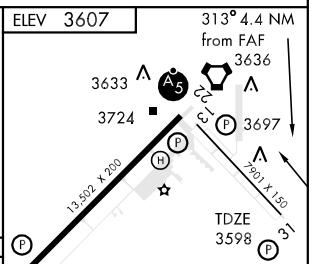
JAL-19 [USAF] RICK HUSBAND AMARILLO INTL (KAMA)

MISSED APPROACH: Climbing left turn to 5100 via PNH R-176 to JILPY/PNH 11 DME and hold.

| ATIS | AMARILLO APP CON | AMARILLO TOWER★ | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 (161°- 339°)<br>124.8 319.15 (340°- 160°) | 118.3 257.9 | 121.9 348.6 | 121.65 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-31 | 3960-1<br>362 (400-1) | 3960-1¼<br>362 (400-1¼) | |
| CIRCLING | 4080-1½<br>475 ( 500-1½) | 4240-2<br>635 (700-2) | 4460-3<br>855 (900-3) |
| S-ASR-31 | 3960-1<br>362 (400-1) | 3960-1¼<br>362 (400-1¼) | NA |

HIRL Rwy 4-22 and 13-31
REIL Rwys 13, 31

| LOC I-AMA | APP CRS | Rwy Idg | 13502 |
|---|---|---|---|
| 110.3 | 038° | TDZE | 3605 |
| | | Apt Elev | 3605 |

# ILS RWY 4

## AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

ASR

MALSR

MISSED APPROACH: Climb to 4100, then climbing right turn to 5000 via PNH R-118 to CAUDE INT/13 DME and hold.

| ATIS | AMARILLO APP CON★ | AMARILLO TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 | 118.3 (L) (CTAF) 257.9 | 121.9 348.6 | 121.65 |

ADF or DME REQUIRED

PANHANDLE 116.6 PNH Chan 113

P-47

BGD 108.6 Chan 23

4932 4914 5047 4144 3880 4098 3743

5300 to LOM 217° (7.5)

(IAF) R-261 (IAF) R-078

Tradewind

5500 NoPT PNH 14 Arc

5500 082° (14)

LR-226 5300 038° (6.4) LR-209

LOCALIZER 110.3 I-AMA

R-118 R-176

SIDER

LOM/IAF PANDE 251 AM PNH 7.4

CAUDE PNH 13 118° 298°

218° 353° 173°

5300 NoPT PNH 14 Arc

5500 284° (31) DOGIN

MSA AM 25 NM 190° 6100 060° 5300

10 NM 5500 344° (23.9) YOCAN

Remain within 10 NM

LOM* PNH 7.4 218° 5272 5300 038° 5300

GS 3.00° TCH 44

| 4100 | 5000 | CAUDE |
|---|---|---|
| | PNH R-118 | PNH 13 |

* Procedure turn not authorized for Cat. E.

5.0 NM

ELEV 3605 D

3633 3636 3724 3697 3768 3752 TDZE 3605

13,502 × 200 7,001 × 150

038° 5 NM from FAF

REIL Rwy 13 (L)
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS-4 | 3805/24 200 (200-½) | | | | |
| S-LOC-4 | 4000/24 395 (400-½) | | | 4000/40 395 (400-¾) | 4000/50 395 (400-1) |
| CIRCLING | 4080-1 475 (500-1) | | 4080-1½ 475 (500-1½) | 4240-2 635 (700-2) | 4460-3 855 (900-3) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC I-RIQ | APP CRS | Rwy Idg | 13502 |
|---|---|---|---|
| 111.1 | 214° | TDZE | 3603 |
| Chan 48 | | Apt Elev | 3605 |

# LDA/DME RWY 22

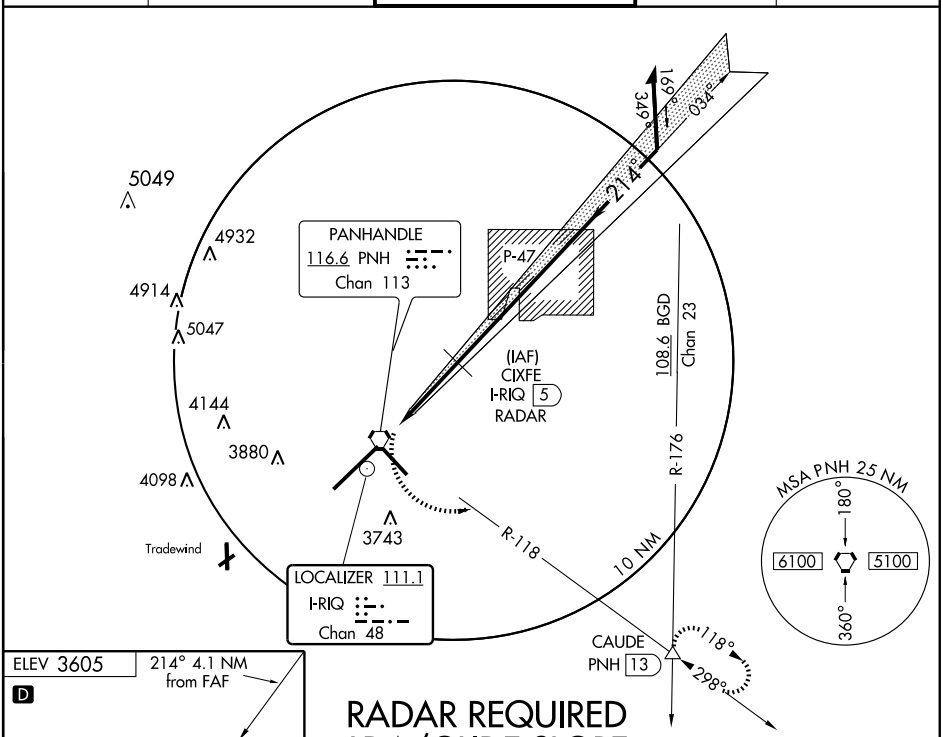
## AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

T A ASR — Final approach course offset 4.45 degrees intersects the runway centerline 2509' from Rwy 22. For inoperative MALSR, increase S-LDA 22 Cat D and E visibilities to 1,S-LDA/GS22 to ¾ all Cats.

MALSR

MISSED APPROACH: Climbing left turn to 5000 via PNH VORTAC R-118 to CAUDE Int and hold.

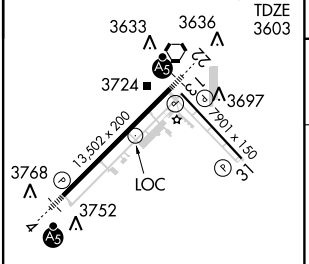
| ATIS | AMARILLO APP CON ★ | AMARILLO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 | 118.3 L (CTAF) 257.9 | 121.9 348.6 | 121.65 |




SC-2, 14 JAN 2010 to 11 FEB 2010

ELEV 3605 — 214° 4.1 NM from FAF

D

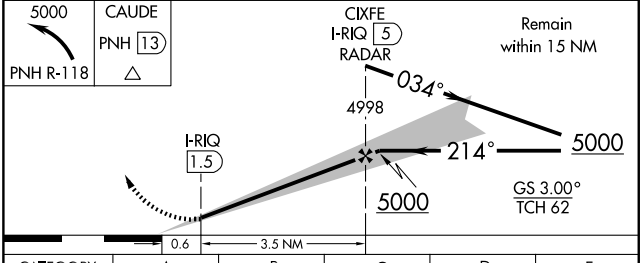



REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

## RADAR REQUIRED
## LDA/GLIDE SLOPE

5000 PNH R-118 — CAUDE PNH 13

CIXFE I-RIQ 5 RADAR — Remain within 15 NM




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LDA/GS-22 | 3853-½ 250 (300-½) | | | | |
| LDA-22 | 3900-½ 297 (300-½) | | | 3900-¾ 297 (300-¾) | |
| CIRCLING | 4080-1 475 (500-1) | | 4080-1½ 475 (500-1½) | 4240-2 635 (700-2) | 4460-3 855 (900-3) |

| LOM AM | APP CRS | Rwy Idg | 13502 |
|---|---|---|---|
| 251 | 038° | TDZE | 3605 |
| | | Apt Elev | 3605 |

# NDB RWY 4

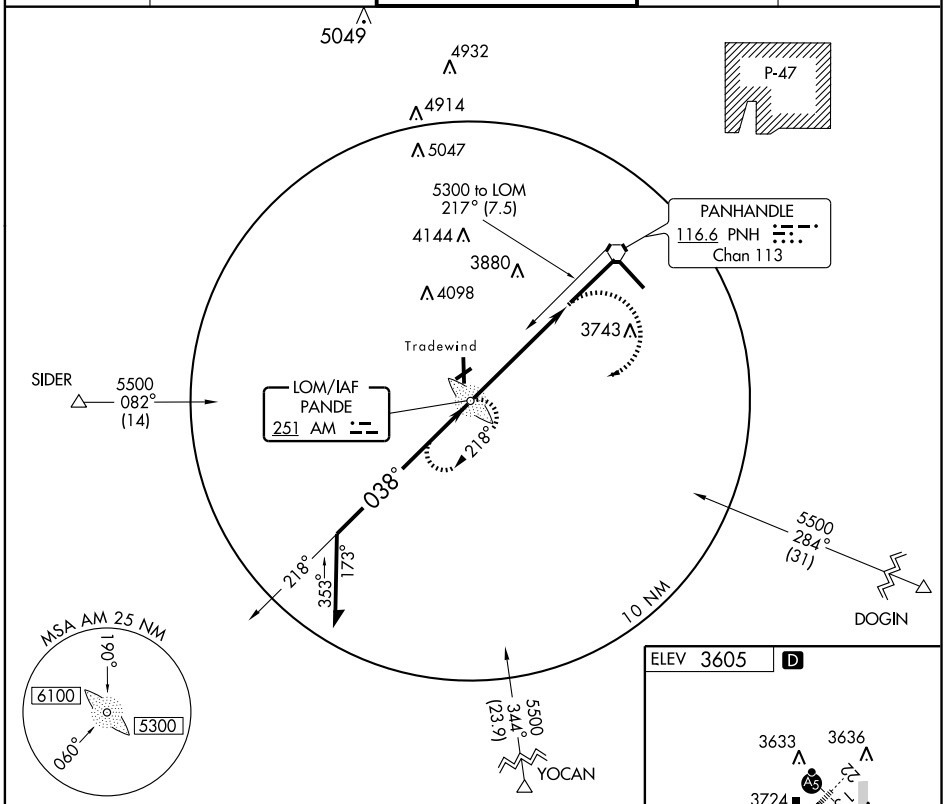
## AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

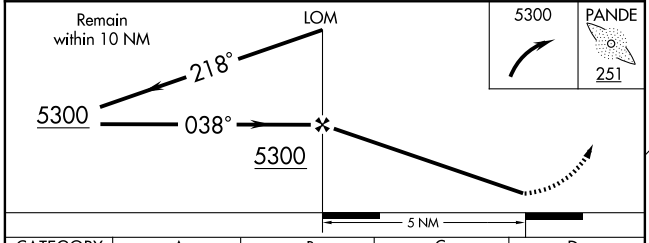
ASR

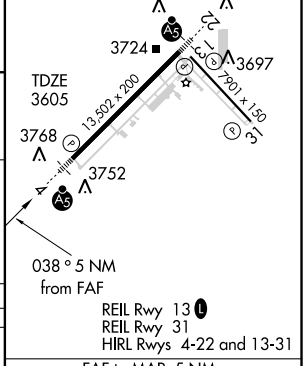
MALSR

MISSED APPROACH: Climbing right turn to 5300 direct PANDE LOM and hold.

| ATIS | AMARILLO APP CON ★ | AMARILLO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 | 118.3 L (CTAF) 257.9 | 121.9 348.6 | 121.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 4220/40 | 615 (700-¾) | 4220/60 615 (700-1¼) | 4220-1¾ 615 (700-1¾) |
| CIRCLING | 4220-1 | 615 (700-1) | 4220-1¾ 615 (700-1¾) | 4240-2 635 (700-2) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SC-2, 14 JAN 2010 to 11 FEB 2010

AMARILLO, TEXAS

AL-19 (FAA)

| APP CRS | Rwy Idg | 13,502 |
|---|---|---|
| 038° | TDZE | 3607 |
| | Apt Elev | 3607 |

# RNAV (GPS) RWY 4

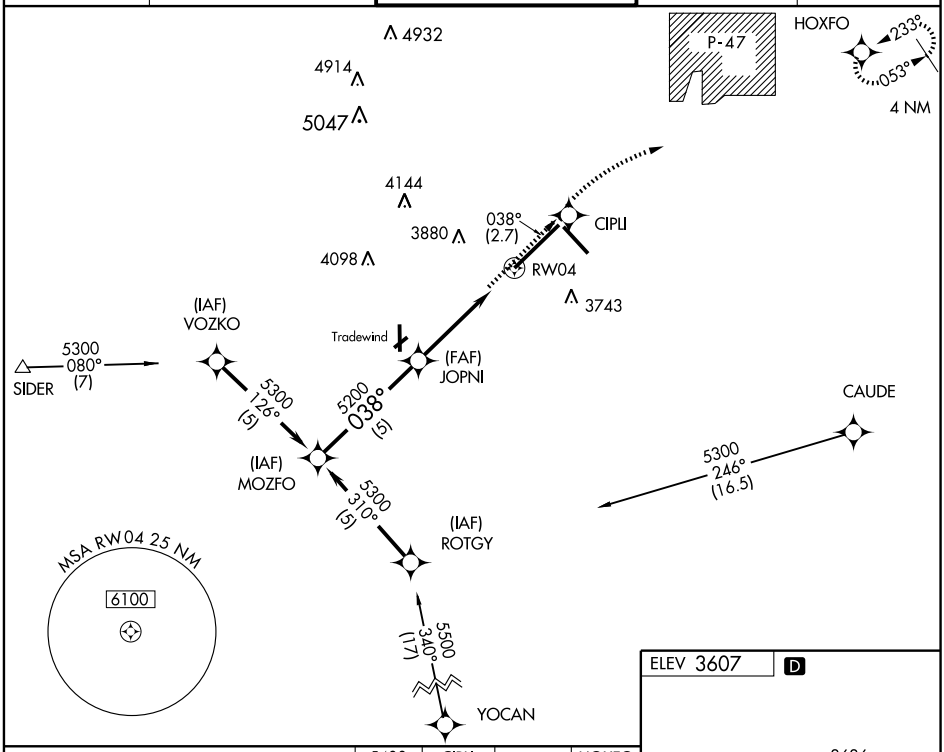
## AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

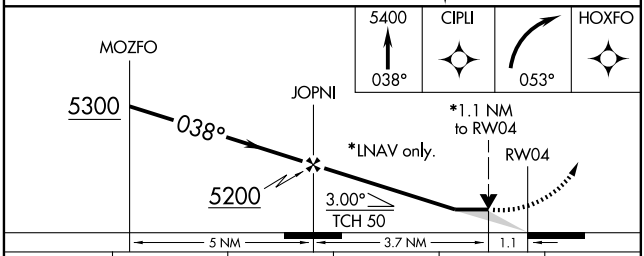
NA ASR — GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Baro-VNAV NA below -22°C (-7°F). For inoperative MALSR increase LNAV Cat D visibility to 6000 RVR.

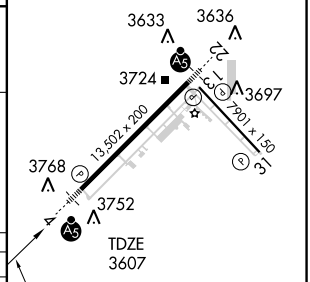
MALSR

MISSED APPROACH: Climb to 5400 via course 038° to CIPLI then right turn via course 053° to HOXFO and hold.

| ATIS | AMARILLO APP CON ★ | AMARILLO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 | 118.3 L (CTAF) 257.9 | 121.9 348.6 | 121.65 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/ VNAV DA | 4020/50 413 (500-1) | | | | |
| LNAV MDA | 4020/24 413 (500-½) | | 4020/40 413 (500-¾) | 4020/50 413 (500-1) | |
| CIRCLING | 4080-1½ 473 (500-1½) | | | 4240-2 633 (700-2) | 4460-3 853 (900-3) |

HIRL Rwys 4-22 and 13-31
REIL Rwy 13 L
REIL Rwy 31

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 7901 |
|---|---|---|
| 129° | TDZE | 3602 |
| | Apt Elev | 3607 |

# RNAV (GPS) RWY 13

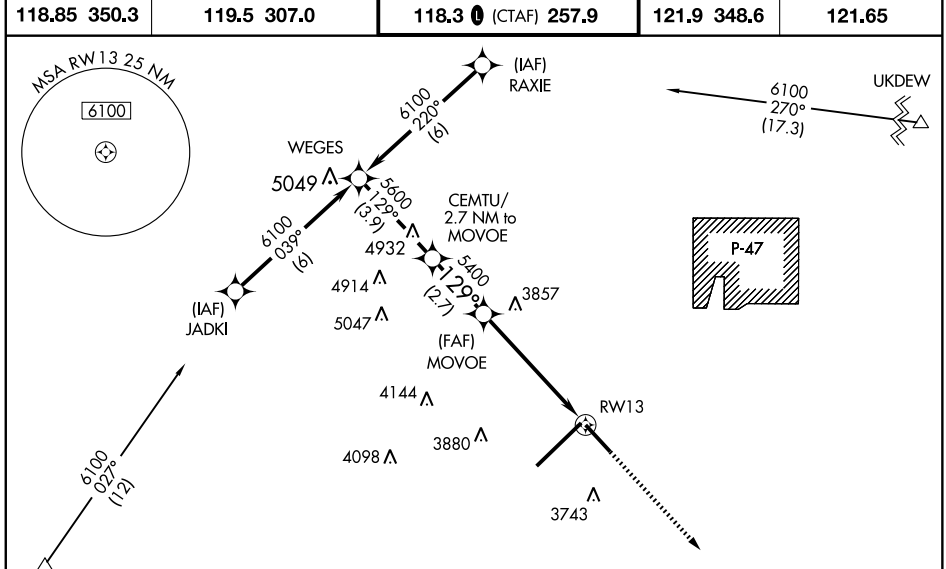
## AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)

NA
ASR

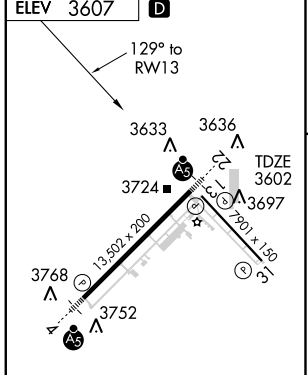
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6000 direct CEVEX and hold.

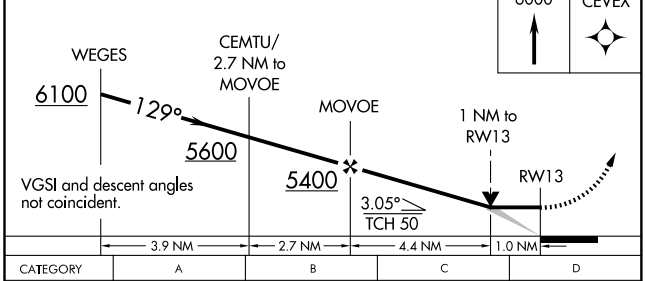
| ATIS | AMARILLO APP CON ★ | AMARILLO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 | 118.3 L (CTAF) 257.9 | 121.9 348.6 | 121.65 |




Procedure NA for arrivals at SIDER Int on V-402 southwest bound and at UKDEW Int on V-12-280 northeast bound.




REIL Rwy13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3980-1 378 (400-1) | | | 3980-1¼ 378 (400-1¼) |
| CIRCLING | 4080-1 473 (500-1) | | 4080-1½ 473 (500-1½) | 4240-2 633 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 13,502 |
|---|---|---|
| 233° | TDZE | 3606 |
| | Apt Elev | 3607 |

# RNAV (GPS) RWY 22

## AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)

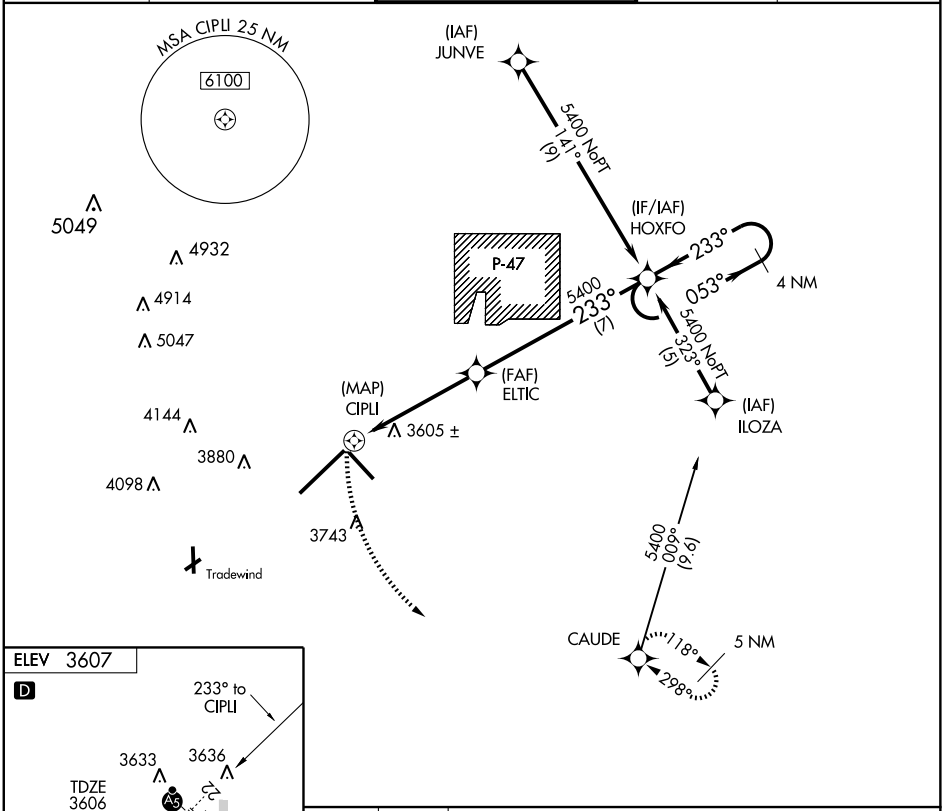
NA
ASR

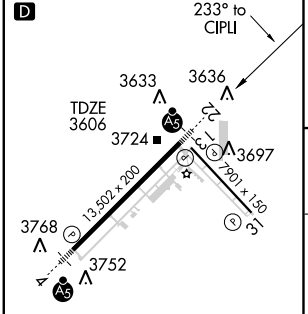
Inoperative table does not apply to Cat D and E. DME/DME RNP-0.3 NA.

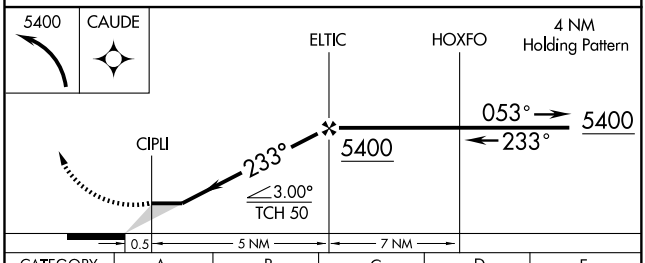
MALSR

MISSED APPROACH: Climbing left turn to 5400 direct CAUDE and hold

| ATIS | AMARILLO APP CON ★ | AMARILLO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 | 118.3 L (CTAF) 257.9 | 121.9 348.6 | 121.65 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 3960-½ 354 (400-½) | | | 3960-1 | 354 (400-1) |
| CIRCLING | 4080-1 | 473 (500-1) | 4080-1½ 473 (500-1½) | 4240-2 633 (700-2) | 4460-3 853 (900-3) |

HIRL Rwys 4-22 and 13-31
REIL Rwy 13 L
REIL Rwy 31

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 7901 |
|---|---|---|
| 310° | TDZE | 3600 |
| | Apt Elev | 3607 |

# RNAV (GPS) RWY 31

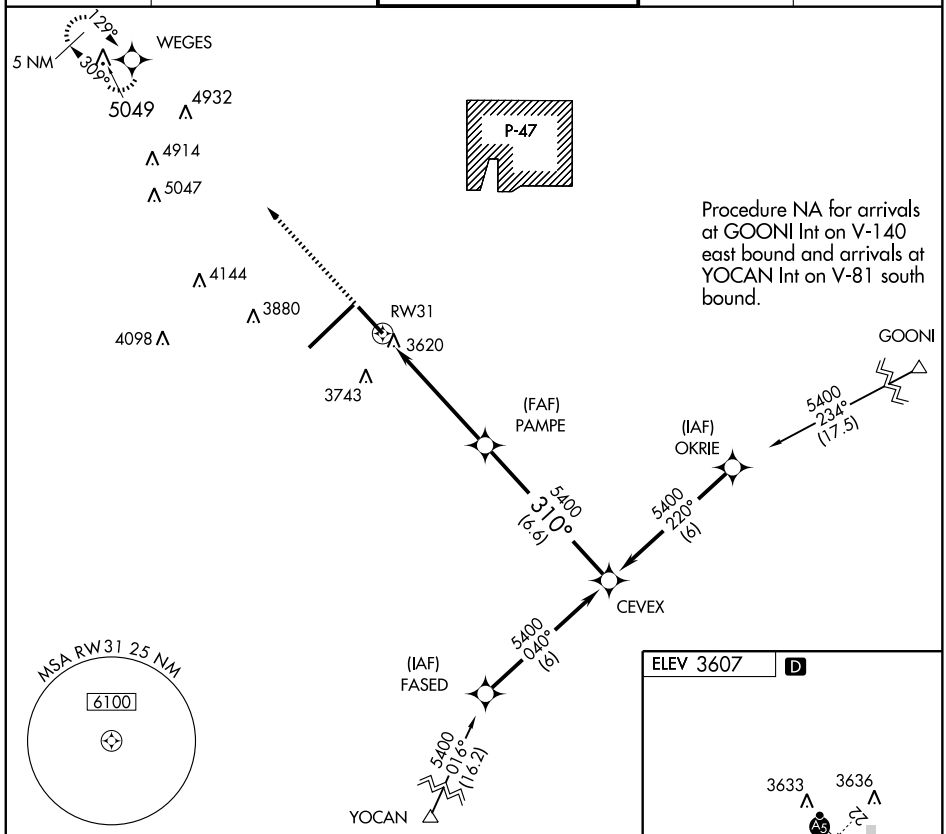
AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)

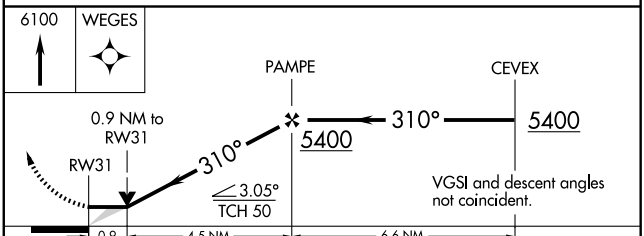
NA
ASR

GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

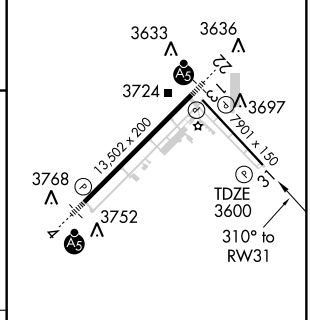
MISSED APPROACH: Climb to 6100 direct WEGES and hold.

| ATIS | AMARILLO APP CON★ | AMARILLO TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 | 118.3 L (CTAF) 257.9 | 121.9 348.6 | 121.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3940-1 340 (400-1) | | | |
| CIRCLING | 4080-1 473 (500-1) | | 4080-1½ 473 (500-1½) | 4240-2 633 (700-2) |




REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC PNH | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.6 | 214° | TDZE | N/A |
| Chan 113 | | Apt Elev | 3605 |

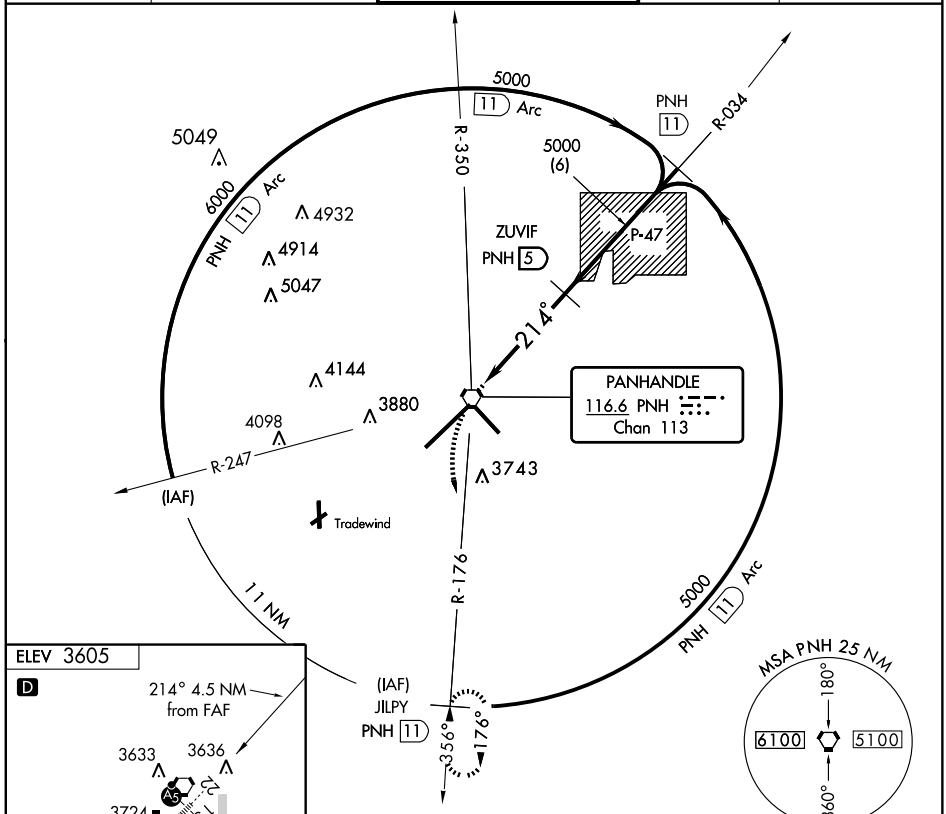
# VOR/DME-A

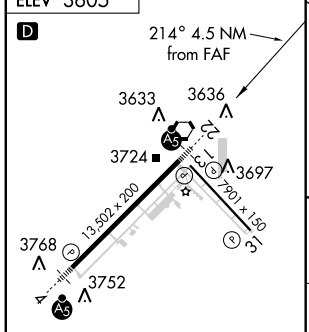
## AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

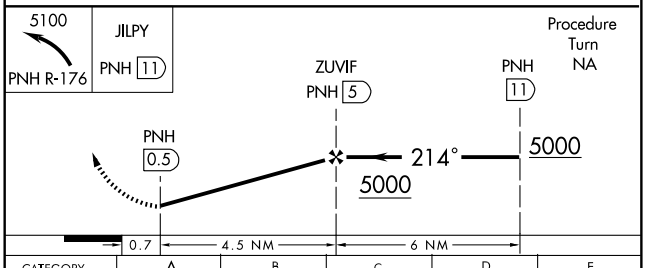
T
A
ASR

MISSED APPROACH: Climbing left turn to 5100 via PNH-176 to JILPY/11 DME and hold.

| ATIS | AMARILLO APP CON ★ | AMARILLO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 | 118.3 L (CTAF) 257.9 | 121.9 348.6 | 121.65 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING | 4080-1 | 473 (500-1) | 4080-1½ 473 (500-1½) | 4240-2 633 (700-2) | 4460-3 853 (900-3) |

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 14 JAN 2010 to 11 FEB 2010

AMARILLO,TEXAS

| VORTAC PNH | APP CRS | Rwy Idg | 7901 |
|---|---|---|---|
| 116.6 | 115° | TDZE | 3600 |
| Chan 113 | | Apt Elev | 3605 |

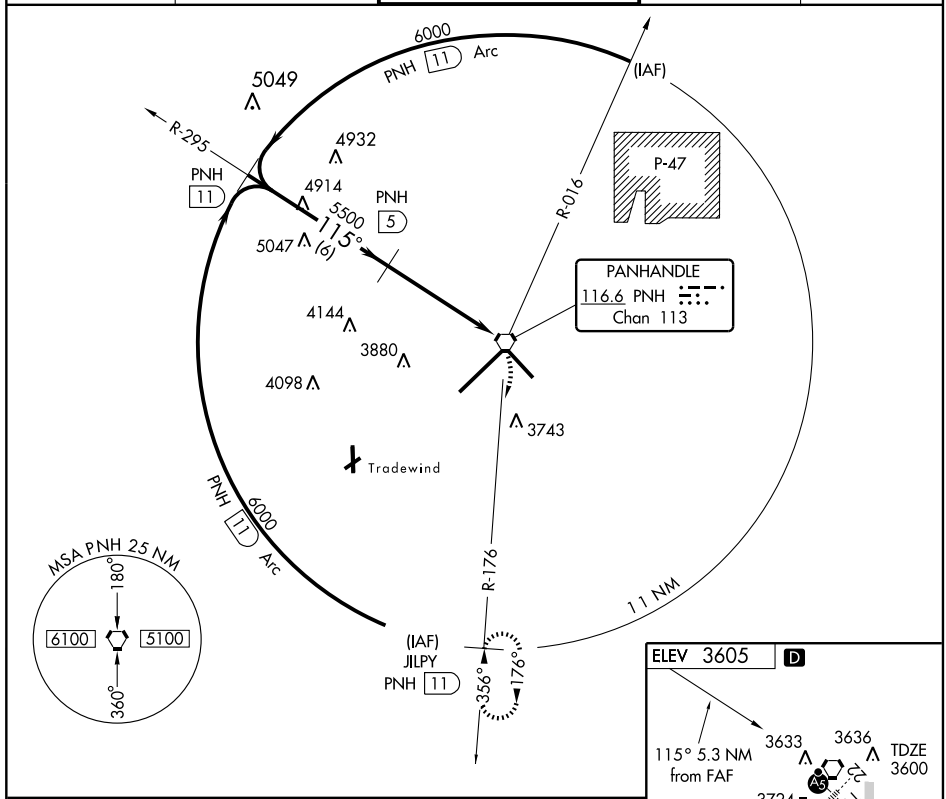
# VOR/DME RWY 13

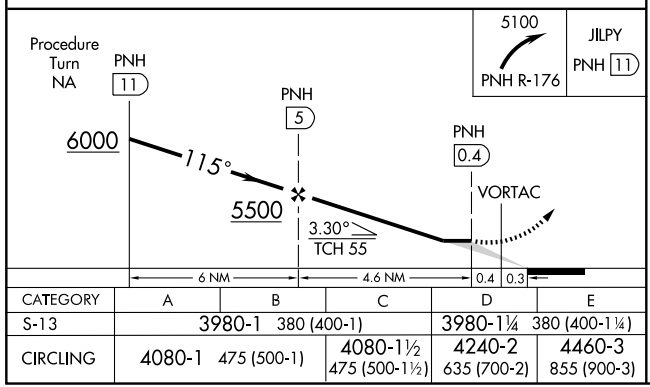
## AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

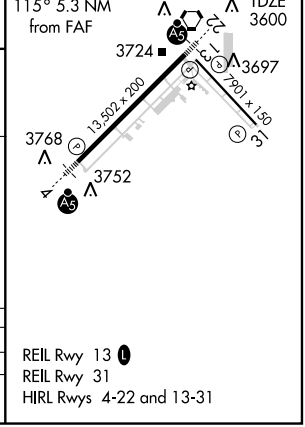
T
A
ASR

MISSED APPROACH: Climbing right turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

| ATIS | AMARILLO APP CON★ | AMARILLO TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 | 118.3 L (CTAF) 257.9 | 121.9 348.6 | 121.65 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-13 | 3980-1 380 (400-1) | | | 3980-1¼ 380 (400-1¼) | |
| CIRCLING | 4080-1 475 (500-1) | | 4080-1½ 475 (500-1½) | 4240-2 635 (700-2) | 4460-3 855 (900-3) |

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC PNH 116.6 Chan 113 | APP CRS 235° | Rwy Idg 13502 TDZE 3603 Apt Elev 3605 |
|---|---|---|

# VOR/DME RWY 22

AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

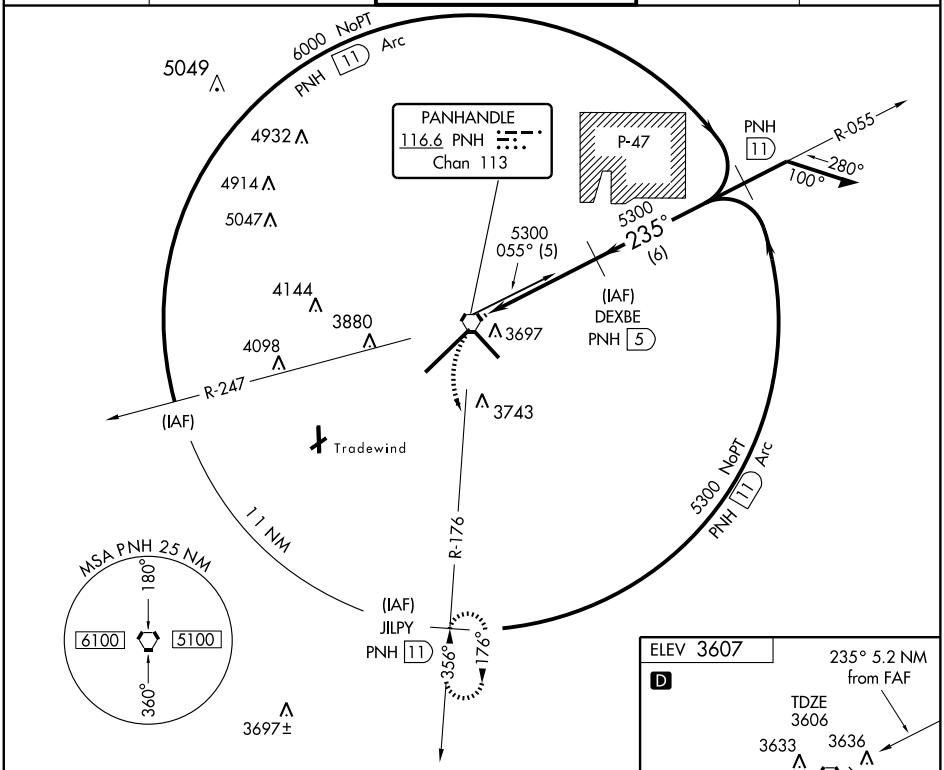
ASR

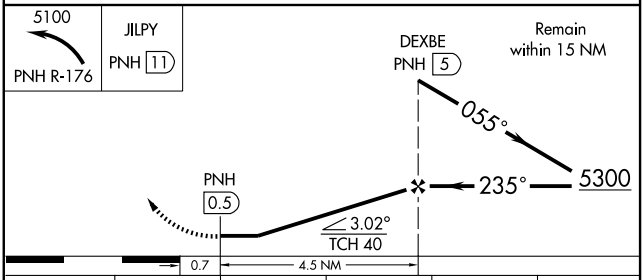
For inoperative MALSRS, increase S-22 visibility CAT D and E to 1¼.

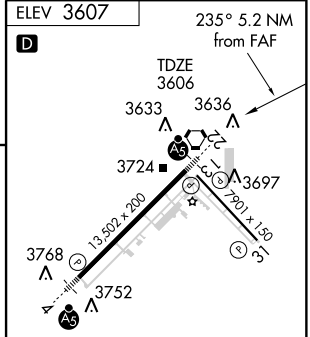
MALSR

MISSED APPROACH: Climbing left turn to 5100 via PNH R-176 to JILPY/11 DME and hold.

| ATIS | AMARILLO APP CON ★ | AMARILLO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 | 118.3 L (CTAF) 257.9 | 121.9 348.6 | 121.65 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-22 | 3960-½ 354 (400-½) | | | 3960-1 354 (400-1) | |
| CIRCLING | 4080-1 473 (500-1) | | 4080-1½ 473 (500-1½) | 4240-2 633 (700-2) | 4460-3 853 (900-3) |

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 14 JAN 2010 to 11 FEB 2010

AMARILLO,TEXAS

AL-19 (FAA)

# VOR/DME RWY 31

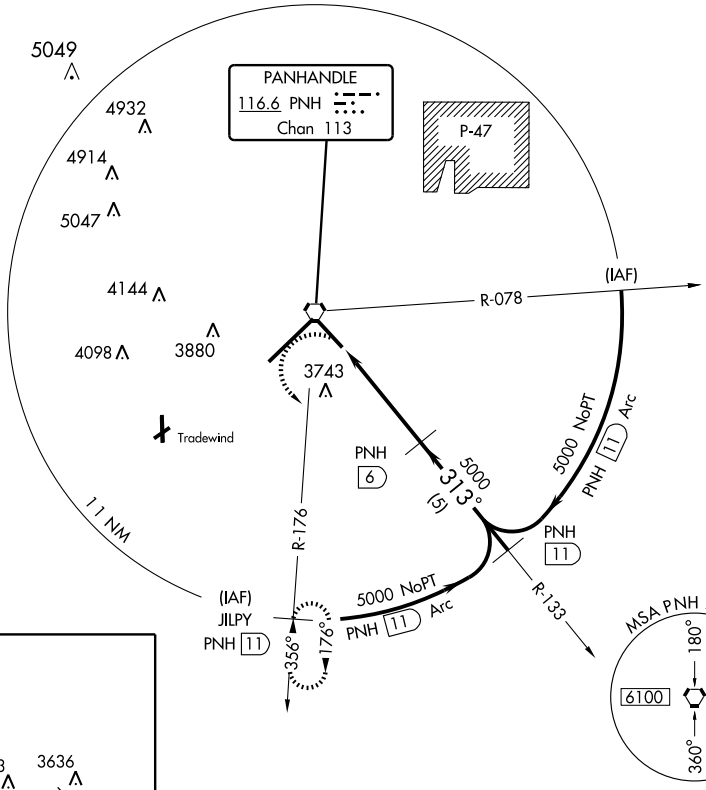
## AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

| VORTAC PNH | APP CRS | Rwy Idg | 7901 |
|---|---|---|---|
| 116.6 | 313° | TDZE | 3598 |
| Chan 113 | | Apt Elev | 3605 |

ASR

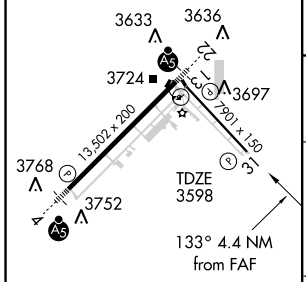
MISSED APPROACH: Climbing left turn to 5100 via PNH-176 to JILPY/11 DME and hold.

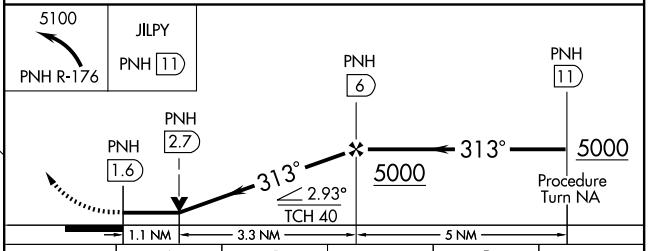
| ATIS | AMARILLO APP CON ★ | AMARILLO TOWER★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 | 118.3 L (CTAF) 257.9 | 121.9 348.6 | 121.65 |




ELEV 3605

D




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-31 | 3960-1 362 (400-1) | | | 3960-1¼ 362 (400-1¼) | |
| CIRCLING | 4080-1 475 (500-1) | | 4080-1½ 475 (500-1½) | 4240-2 635 (700-2) | 4460-3 855 (900-3) |

REIL Rwy 13 L
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 14 JAN 2010 to 11 FEB 2010

AMARILLO,TEXAS

| VORTAC PNH | APP CRS | Rwy Idg 13,502 |
|---|---|---|
| 116.6 | 235° | TDZE 3603 |
| Chan 113 | | Apt Elev 3605 |

# VOR RWY 22

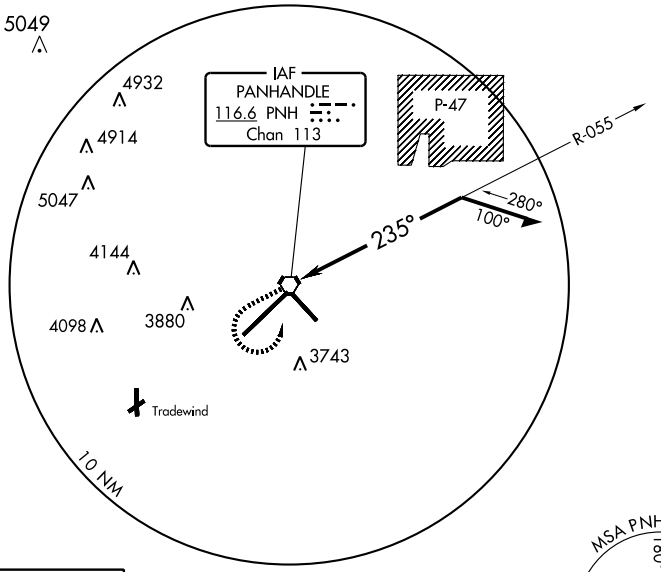
## AMARILLO/ RICK HUSBAND AMARILLO INTL (AMA)

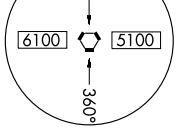
ASR

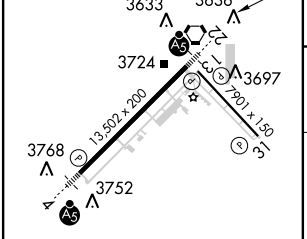
MALSR

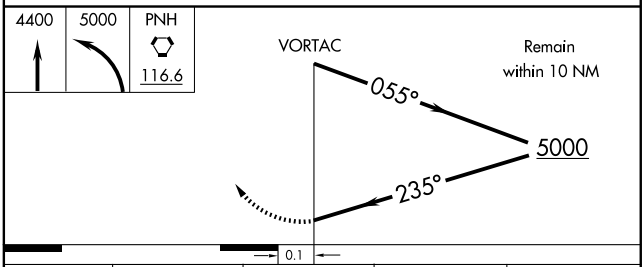
MISSED APPROACH: Climb to 4400, then climbing left turn to 5000 direct PNH VORTAC.

| ATIS | AMARILLO APP CON ★ | AMARILLO TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.85 350.3 | 119.5 307.0 | 118.3 (L) (CTAF) 257.9 | 121.9 348.6 | 121.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 4080-½ | 477 (500-½) | 4080-¾ 477 (500-¾) | 4080-1 477 (500-1) |
| CIRCLING | 4080-1 | 475 (500-1) | 4080-1½ 475 (500-1½) | 4240-2 635 (700-2) |

REIL Rwy 13 (L)
REIL Rwy 31
HIRL Rwys 4-22 and 13-31

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4809 |
|---|---|---|
| 352° | TDZE | 3642 |
| | Apt Elev | 3648 |

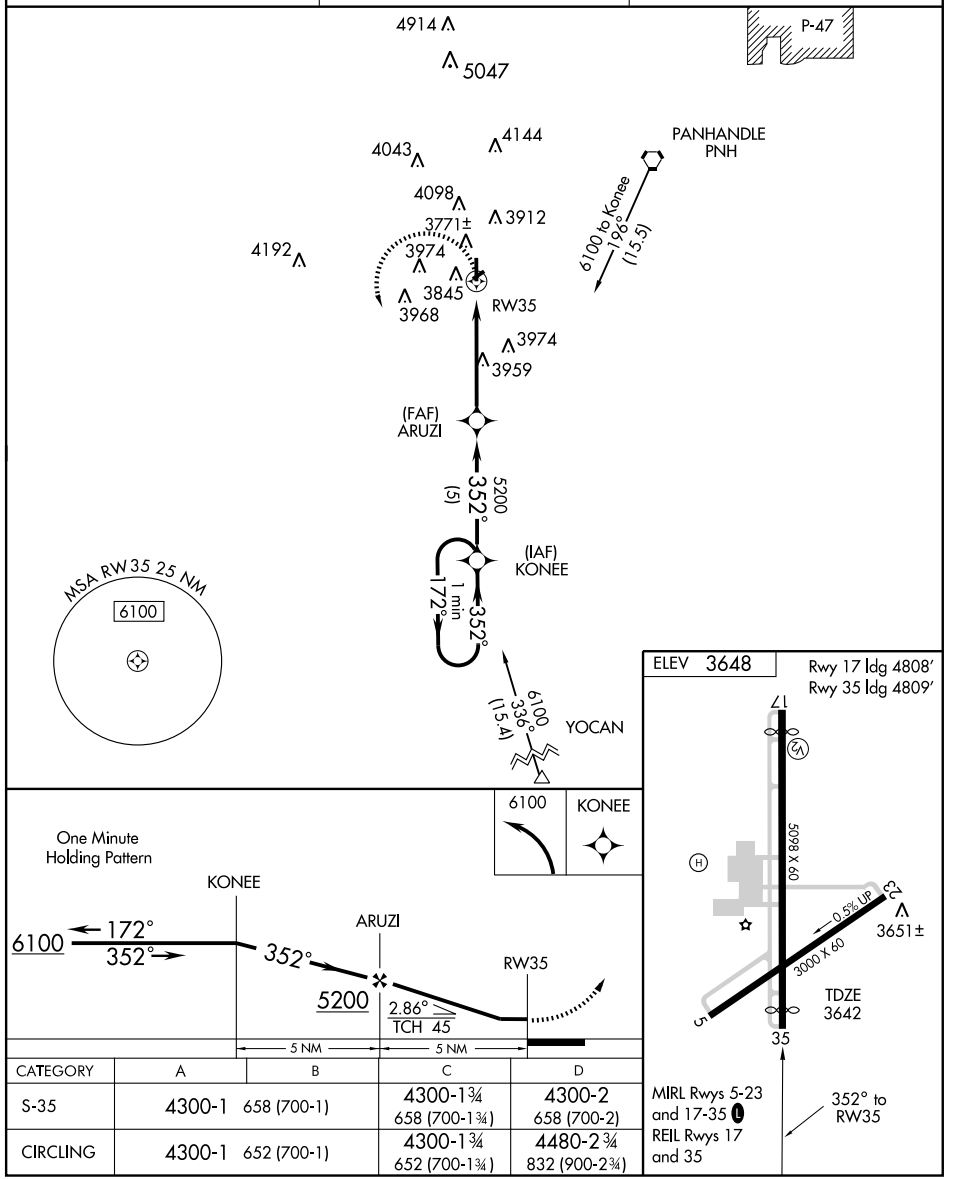
# GPS RWY 35

## AMARILLO/ TRADEWIND (TDW)

Use Rick Husband Amarillo Intl altimeter setting.
NA Circling not authorized to runway 5-23.

MISSED APPROACH: Climbing left turn to 6100 direct KONEE WP and hold.

| AMARILLO APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|
| 119.5 307.0 | 125.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 4300-1 | 658 (700-1) | 4300-1¾ 658 (700-1¾) | 4300-2 658 (700-2) |
| CIRCLING | 4300-1 | 652 (700-1) | 4300-1¾ 652 (700-1¾) | 4480-2¾ 832 (900-2¾) |

SC-2. 14 JAN 2010 to 11 FEB 2010

| NDB AM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 251 | 313° | TDZE | N/A |
| | | Apt Elev | 3648 |

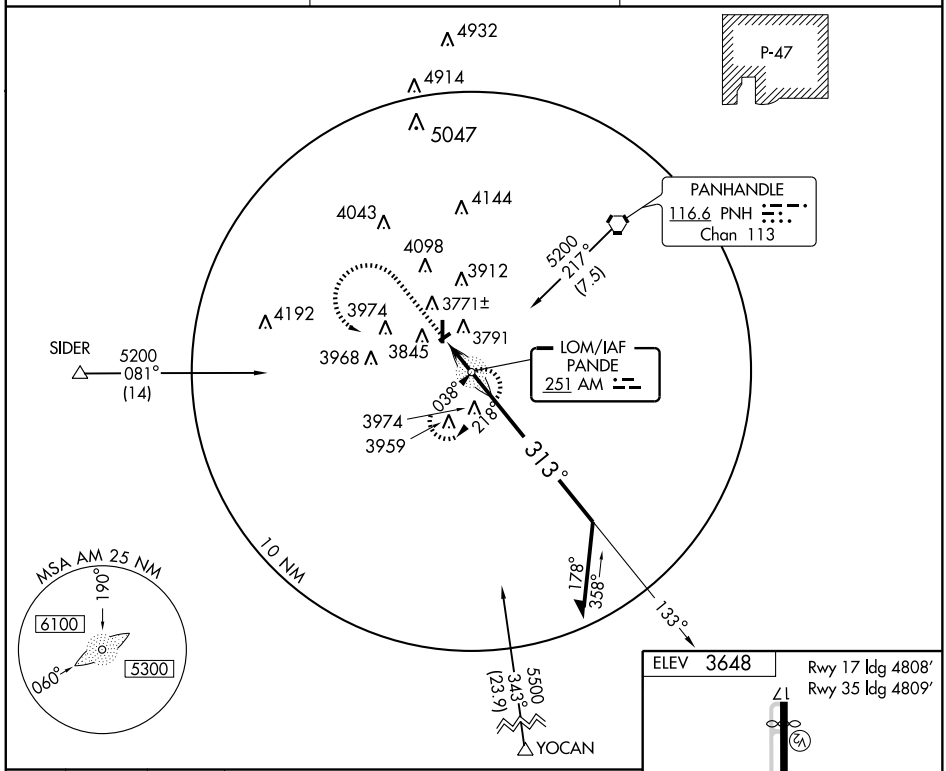
# NDB-A

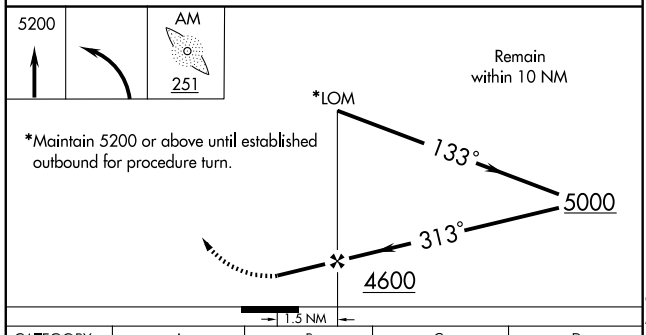
## AMARILLO/ TRADEWIND (TDW)

Use Rick Husband Amarillo Intl altimeter setting.
Circling not authorized to runway 5-23.

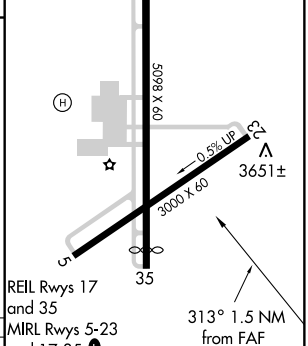
MISSED APPROACH: Climb to 5200, then left turn direct AM LOM and hold.

| AMARILLO APP CON * | CLNC DEL | UNICOM |
|---|---|---|
| 119.5 307.0 | 125.4 | 122.8 (CTAF) L |



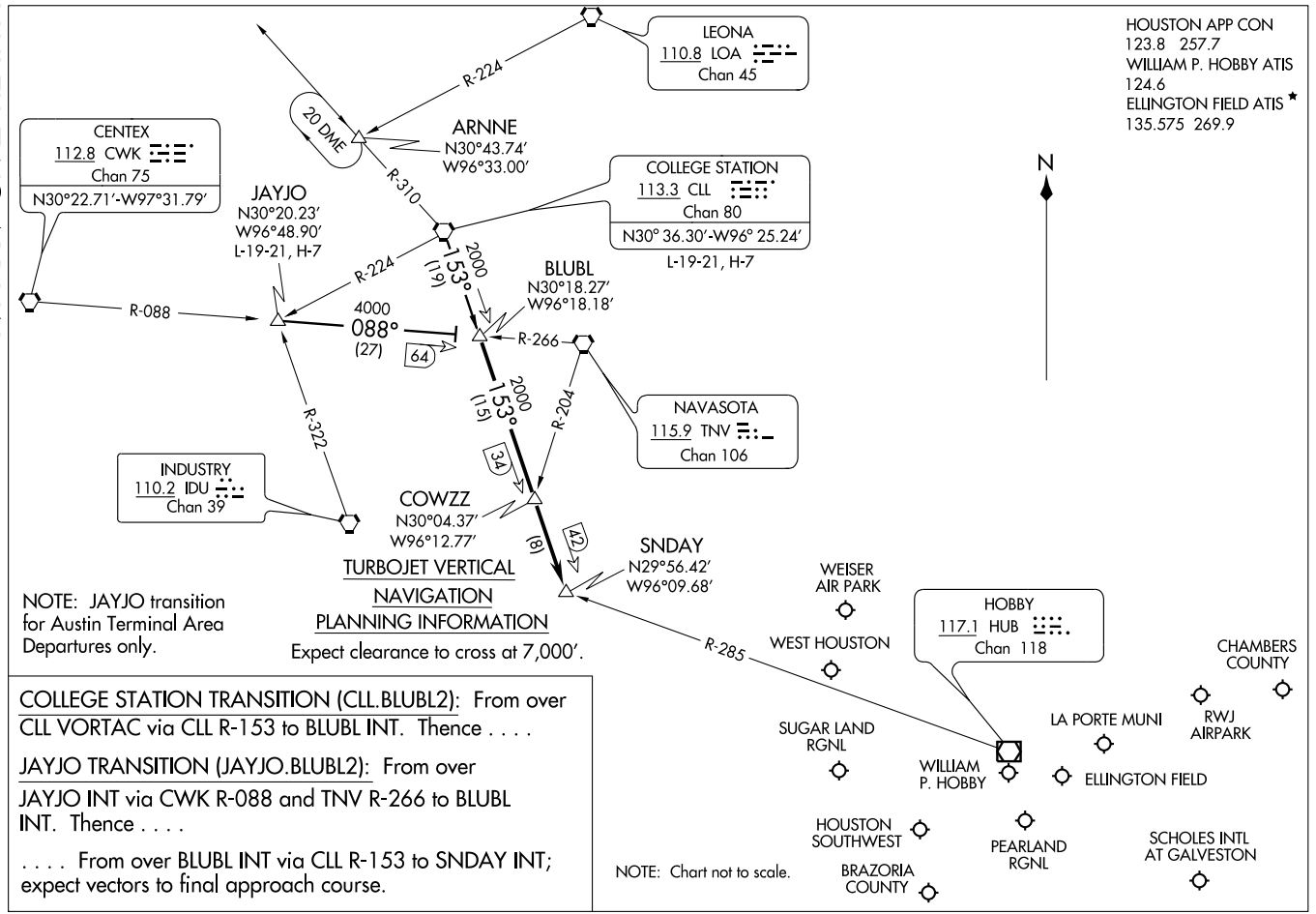

*Maintain 5200 or above until established outbound for procedure turn.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4220-1<br>572 (600-1) | 4260-1<br>612 (700-1) | 4260-1¾<br>612 (700-1¾) | 4480-2¾<br>832 (900-2¾) |

| FAF TO MAP 1.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:30 | 1:00 | 0:45 | 0:36 | 0:30 |

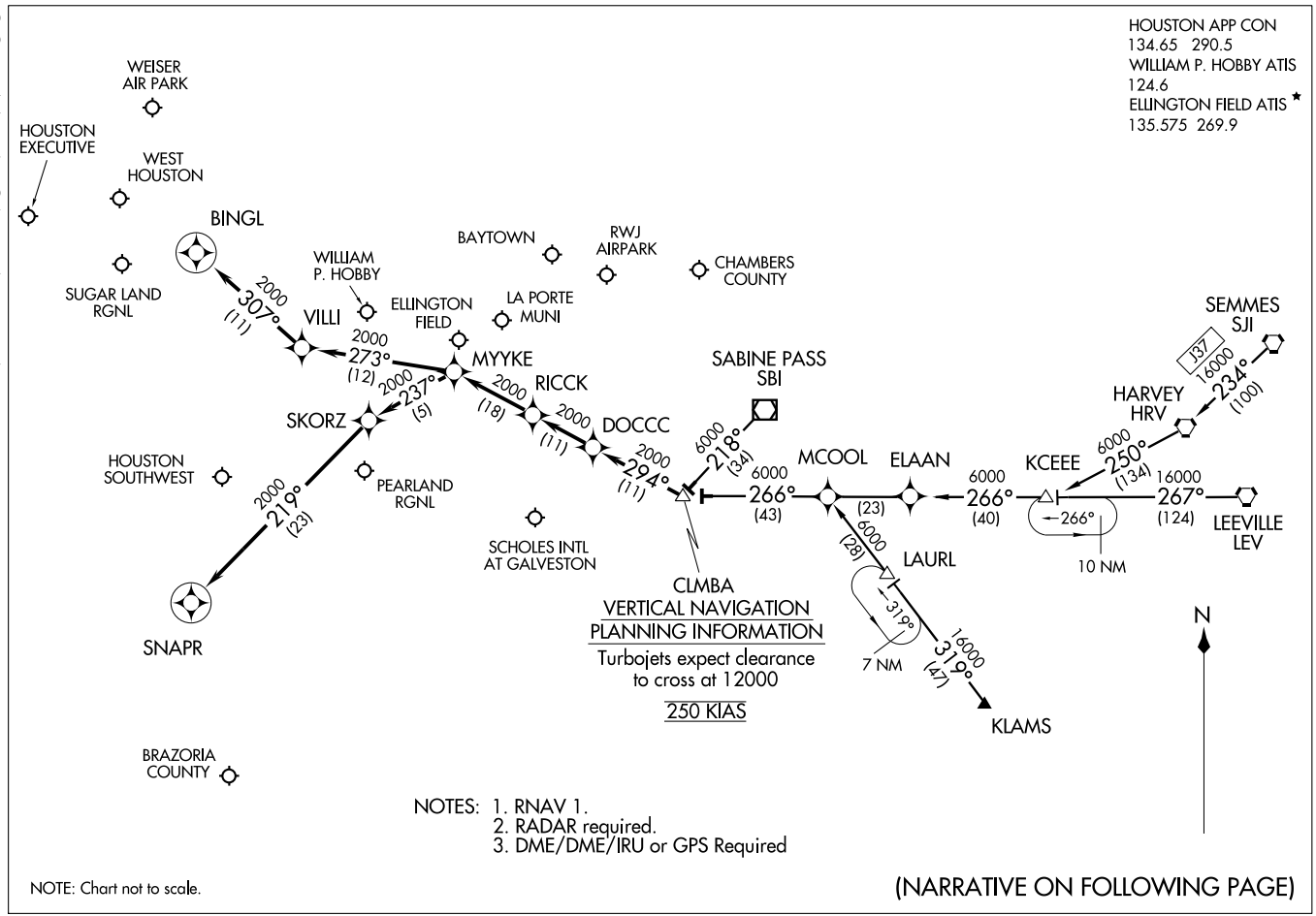
SC-2, 14 JAN 2010 to 11 FEB 2010




COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 14 JAN 2010 to 11 FEB 2010

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

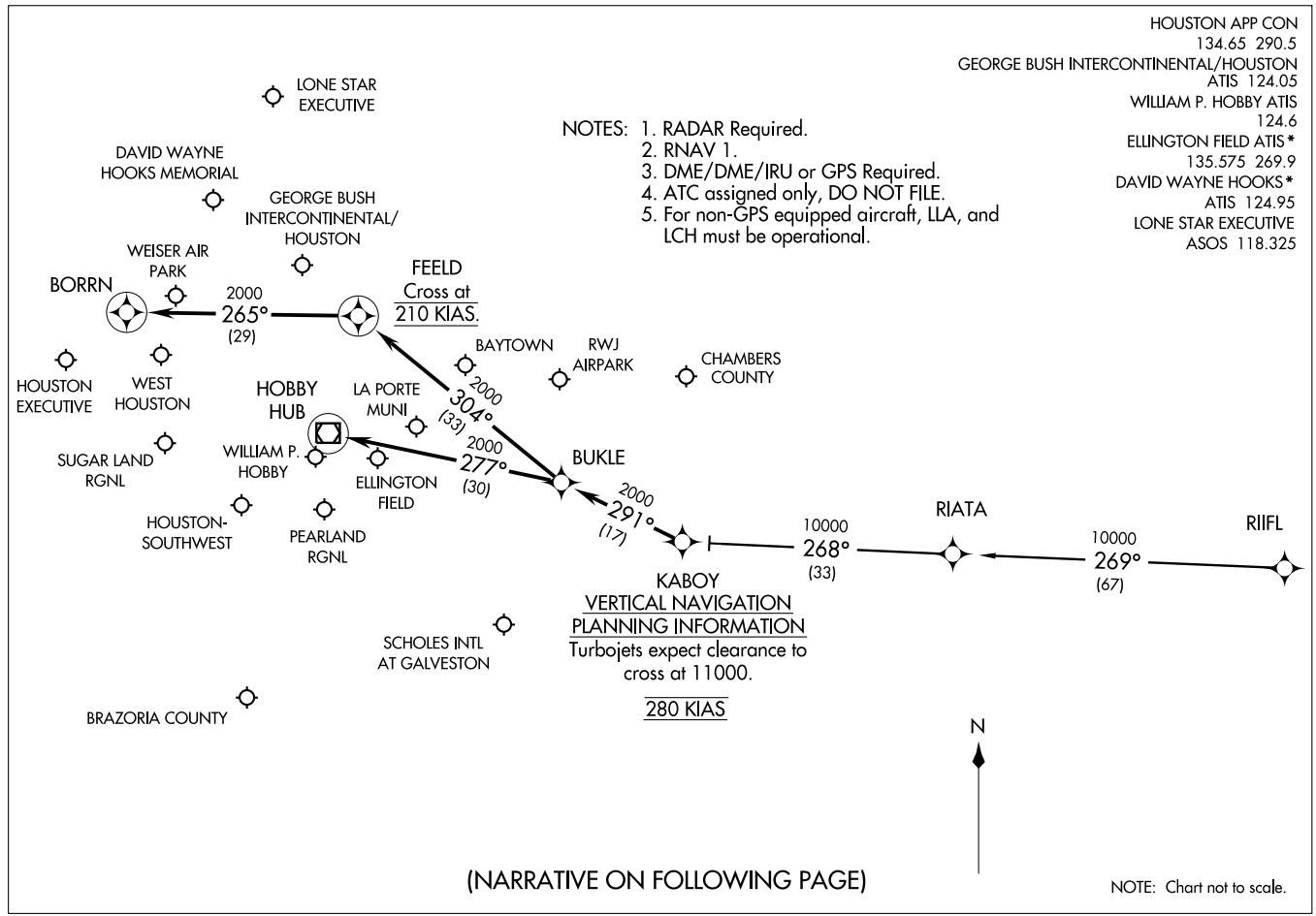
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

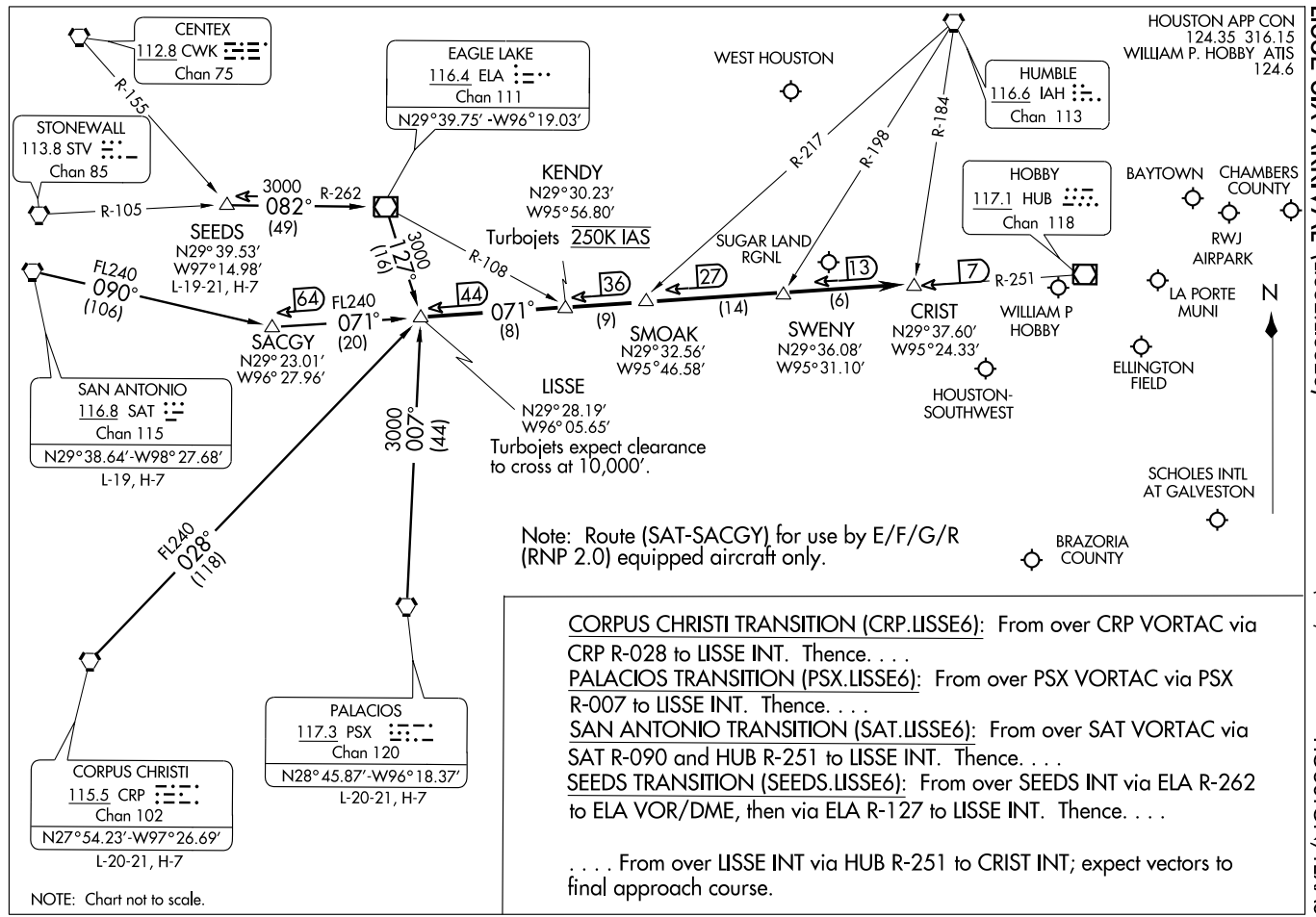
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LISSE SIX ARRIVAL (LISSE.LISSE6)






CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

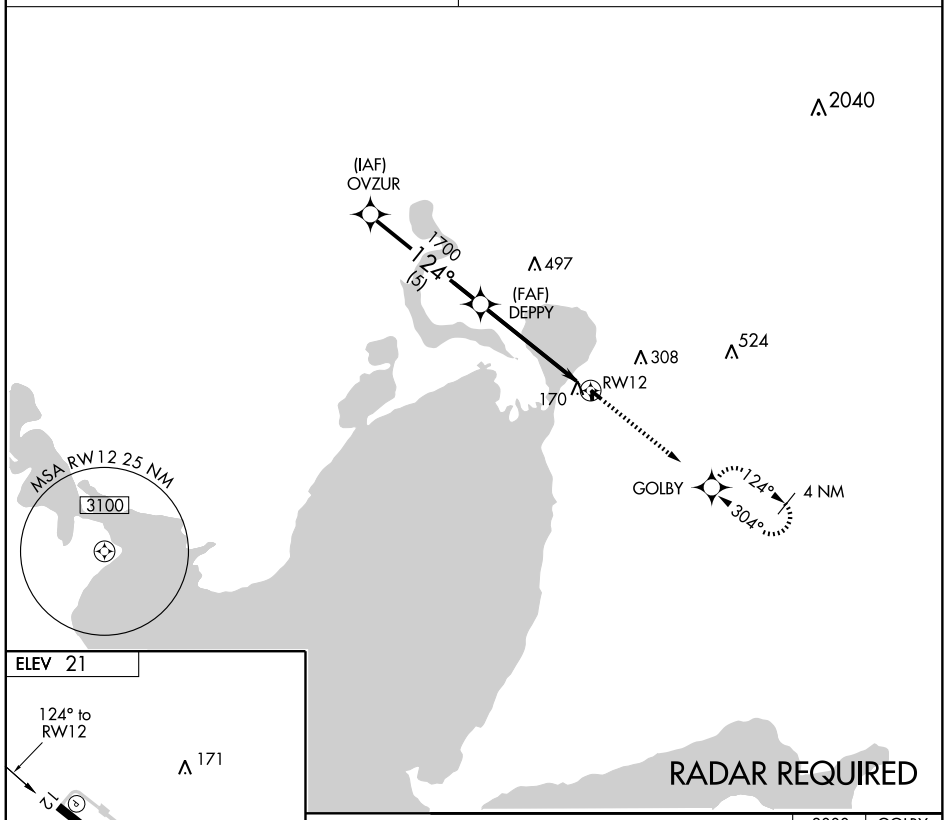
ST-198 (FAA)

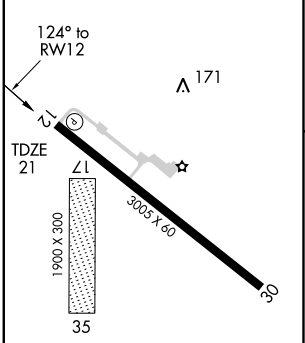
| APP CRS | Rwy Idg | 3005 |
|---|---|---|
| 124° | TDZE | 21 |
| | Apt Elev | 21 |

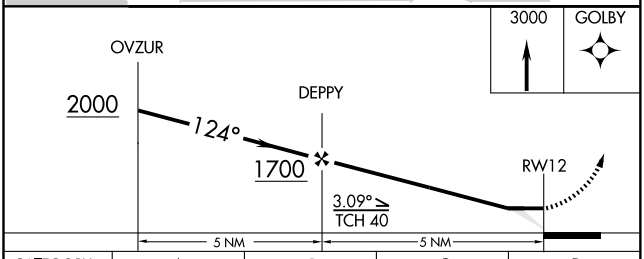
# RNAV (GPS) RWY 12

## ANAHUAC/CHAMBERS COUNTY (T00)

| NA | MISSED APPROACH: |
|---|---|
| Use Houston William P. Hobby altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA | Climb to 3000 direct GOLBY WP and hold. |
| **HOUSTON APP CON** 134.45 281.4 | **CTAF** 122.9 L |



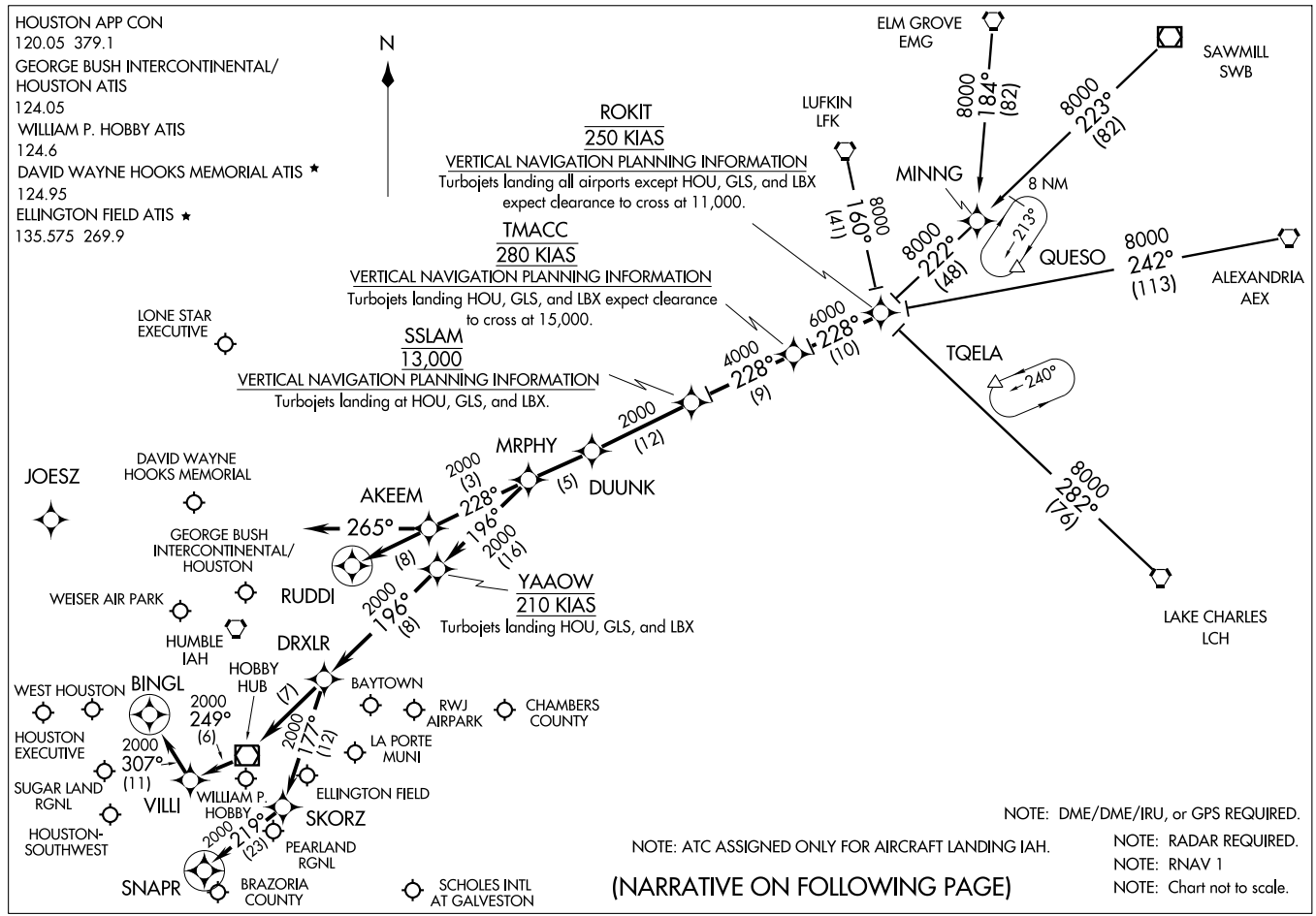




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 | 539 (600-1) | 560-1½ 539 (600-1½) | NA |
| CIRCLING | 620-1 | 599 (600-1) | 620-1½ 599 (600-1½) | NA |

MIRL Rwy 12-30 L
LIRL Rwy 12-30

SC-5, 14 JAN 2010 to 11 FEB 2010




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 65813 W16A | APP CRS 155° | Rwy Idg 5816 TDZE 3174 Apt Elev 3174 |
|---|---|---|

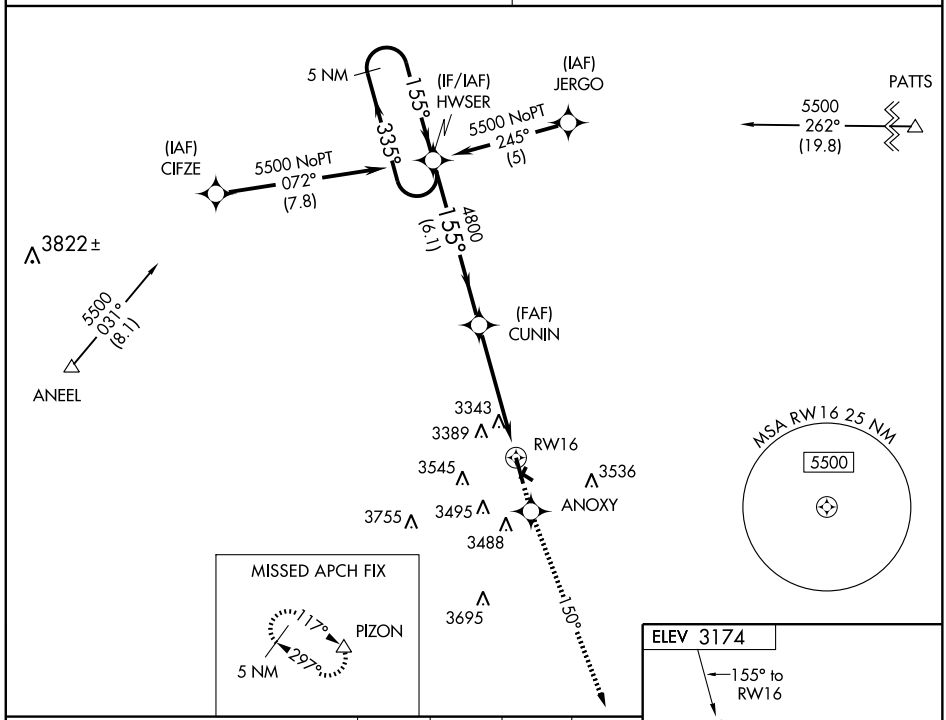
# RNAV (GPS) RWY 16
## ANDREWS COUNTY (E11)

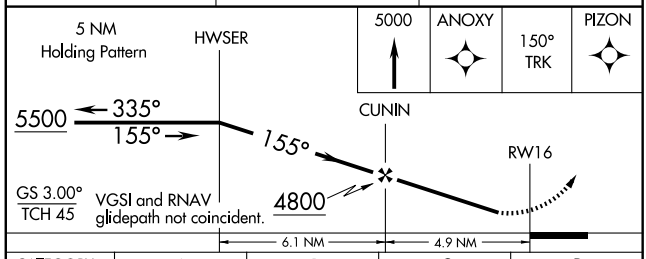
Circling NA west of rwy 16/34. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Midland altimeter setting; when not received use Big Spring altimeter setting and increase all DA 95 feet, all MDA 100 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and circling Cat C visibility ¼ mile.

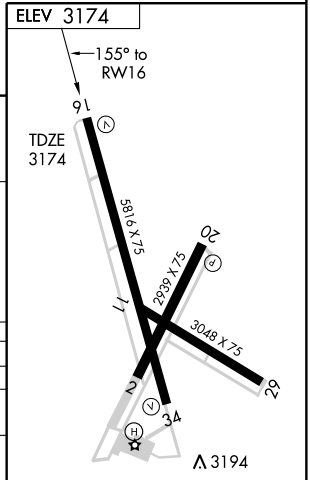
MISSED APPROACH: Climb to 5000 direct ANOXY and via track 150° to PIZON and hold.

MIDLAND APP CON ★ 121.1 290.4

UNICOM 122.8 (CTAF) L

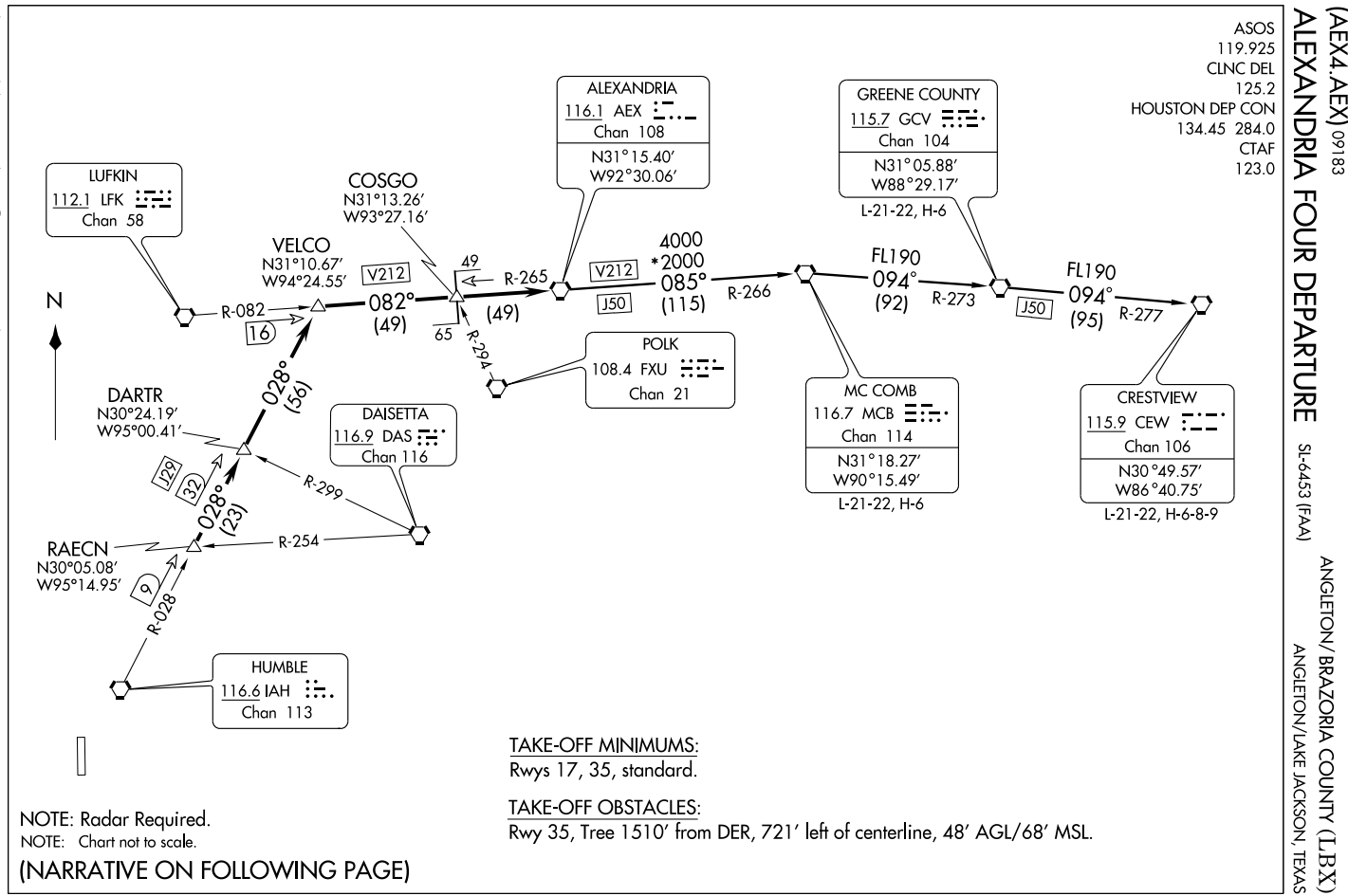



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3533-1¼ 359 (400-1¼) | | | NA |
| LNAV/VNAV DA | 3802-2¼ 628 (700-2¼) | | | NA |
| LNAV MDA | 3780-1 606 (700-1) | | 3780-1¾ 606 (700-1¾) | NA |
| CIRCLING | 3780-1 606 (700-1) | | 3780-1¾ 606 (700-1¾) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010




TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

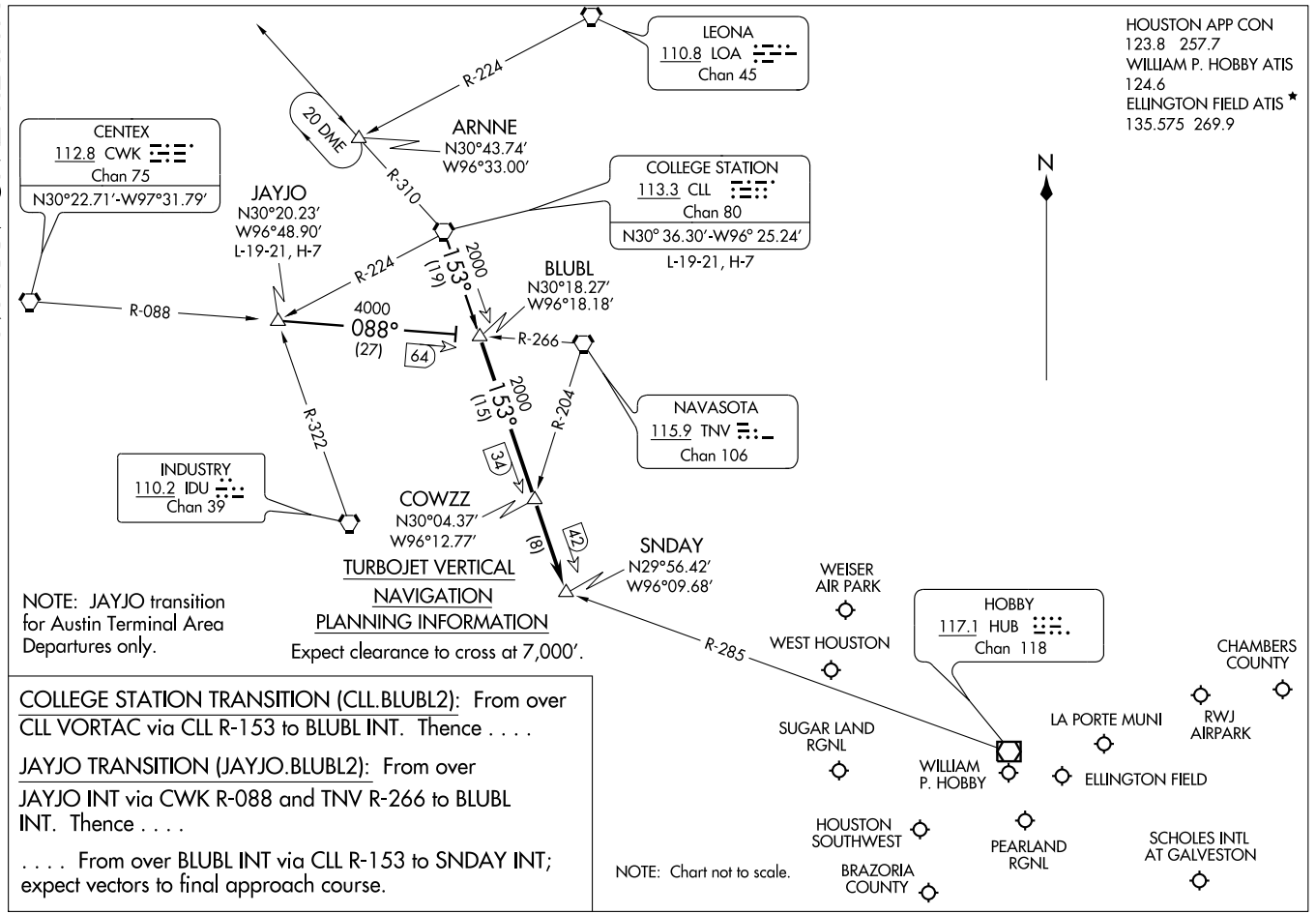
. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

## THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.




COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

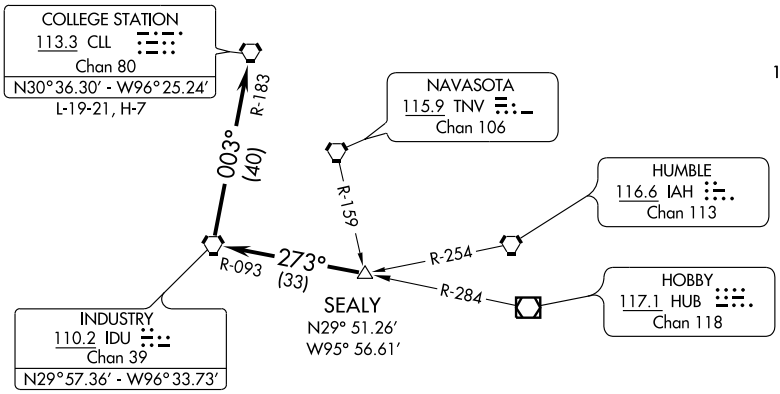
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

# COLLEGE TWO DEPARTURE

SL-6453 (FAA)



CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0
ASOS
119.925




TAKE-OFF MINIMUMS:
Rwys 17, 35 standard.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

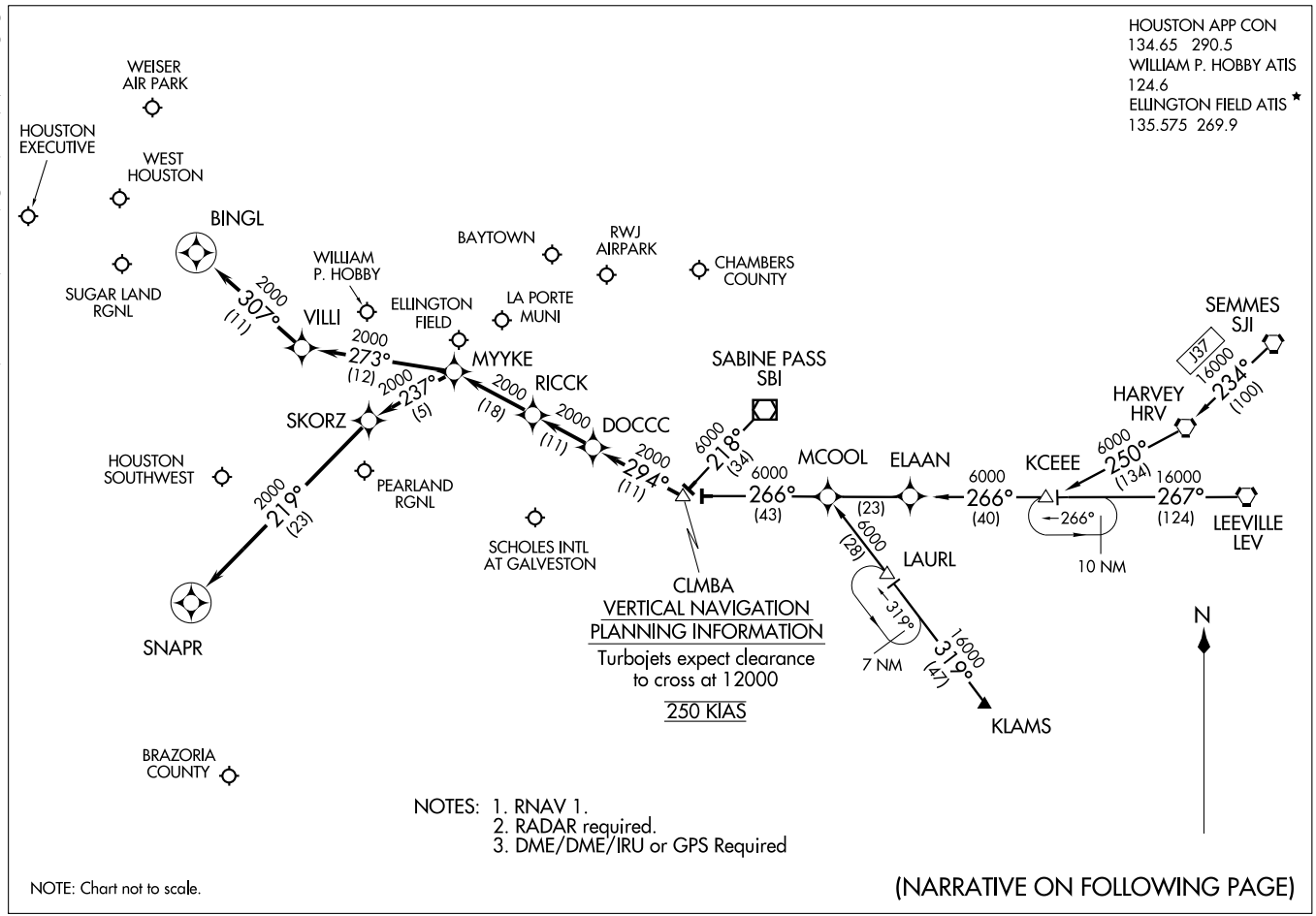
NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

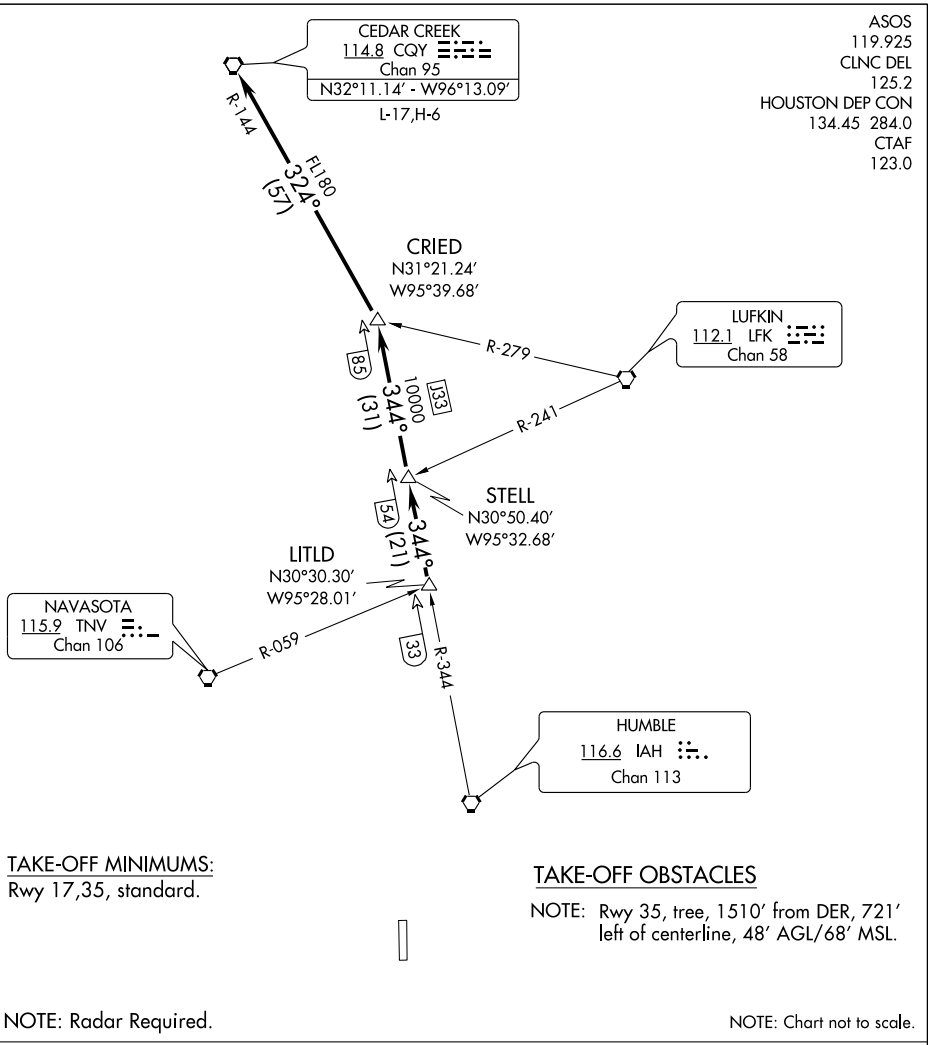
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 14 JAN 2010 to 11 FEB 2010

# CRIED THREE DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS




TAKE-OFF MINIMUMS:
Rwy 17,35, standard.

TAKE-OFF OBSTACLES

NOTE: Rwy 35, tree, 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010

(ELD1.ELD) 08157

# EL DORADO ONE DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: Radar required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082

ENJOY
N31°16.73′
W94°19.82′

028° (7)
9.5

VELCO
N31°10.67′
W94°24.55′

028° (56)

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

028° (23)
32

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

9

R-028

HUMBLE
116.6 IAH
Chan 113

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

## TAKE-OFF OBSTACLES

Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

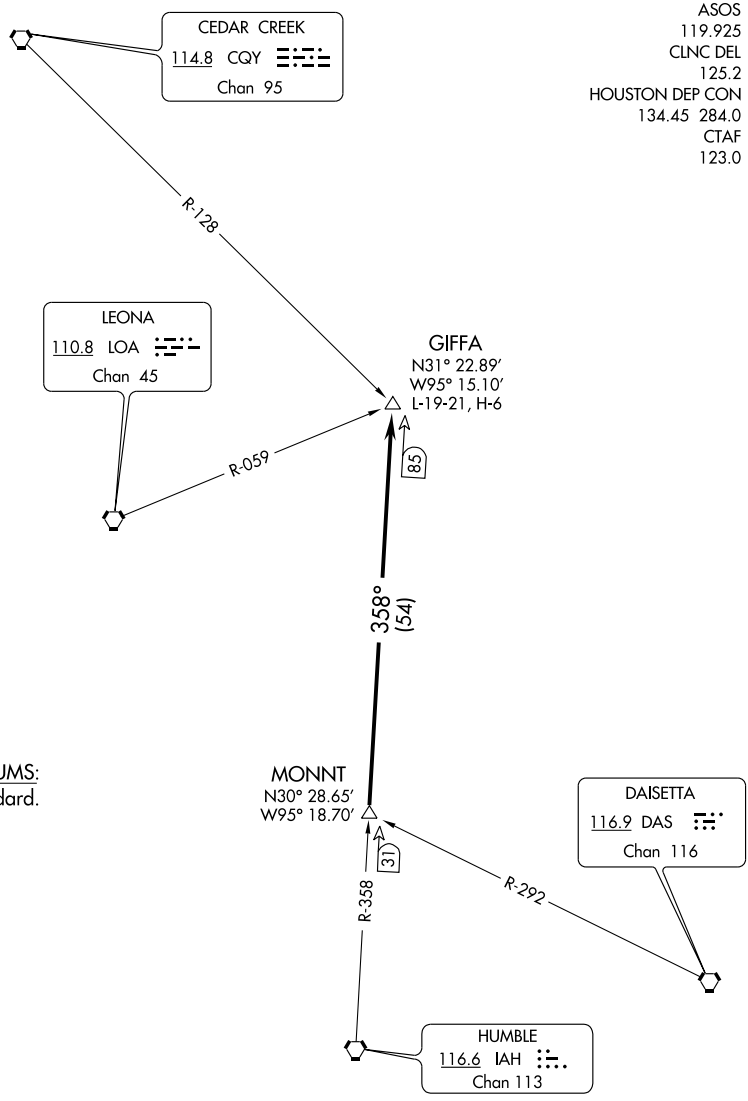
(GIFFA3.GIFFA) 09071

# GIFFA THREE DEPARTURE

SL-6453 (FAA)

ANGLETON/ BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0




TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC I-LBX | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 109.1 | 175° | TDZE | 25 |
| | | Apt Elev | 25 |

# ILS or LOC RWY 17

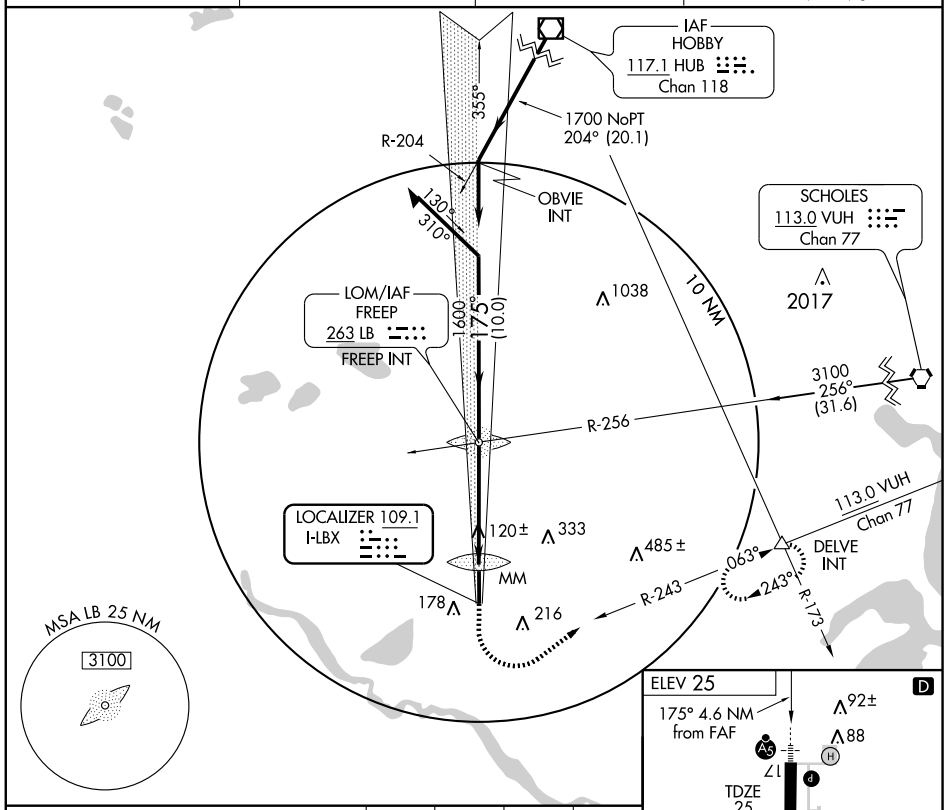
ANGLETON/ BRAZORIA COUNTY (LBX)

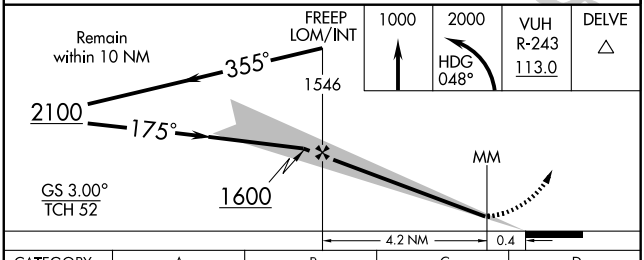
If local altimeter setting not received; use William P. Hobby altimeter setting and increase all DAs/MDAs 100 feet. Circling not authorized east of Rwy 17-35.

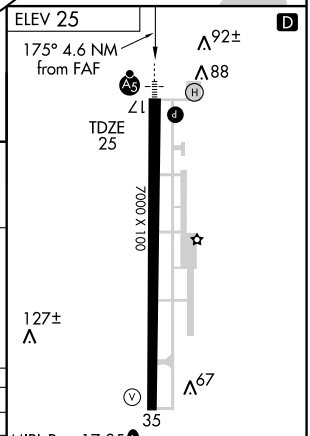
MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 via heading 048° and VUH VORTAC R-243 to DELVE Int and hold.

| ASOS | HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.925 | 134.45 284.0 | 125.2 | 123.0 (CTAF) |



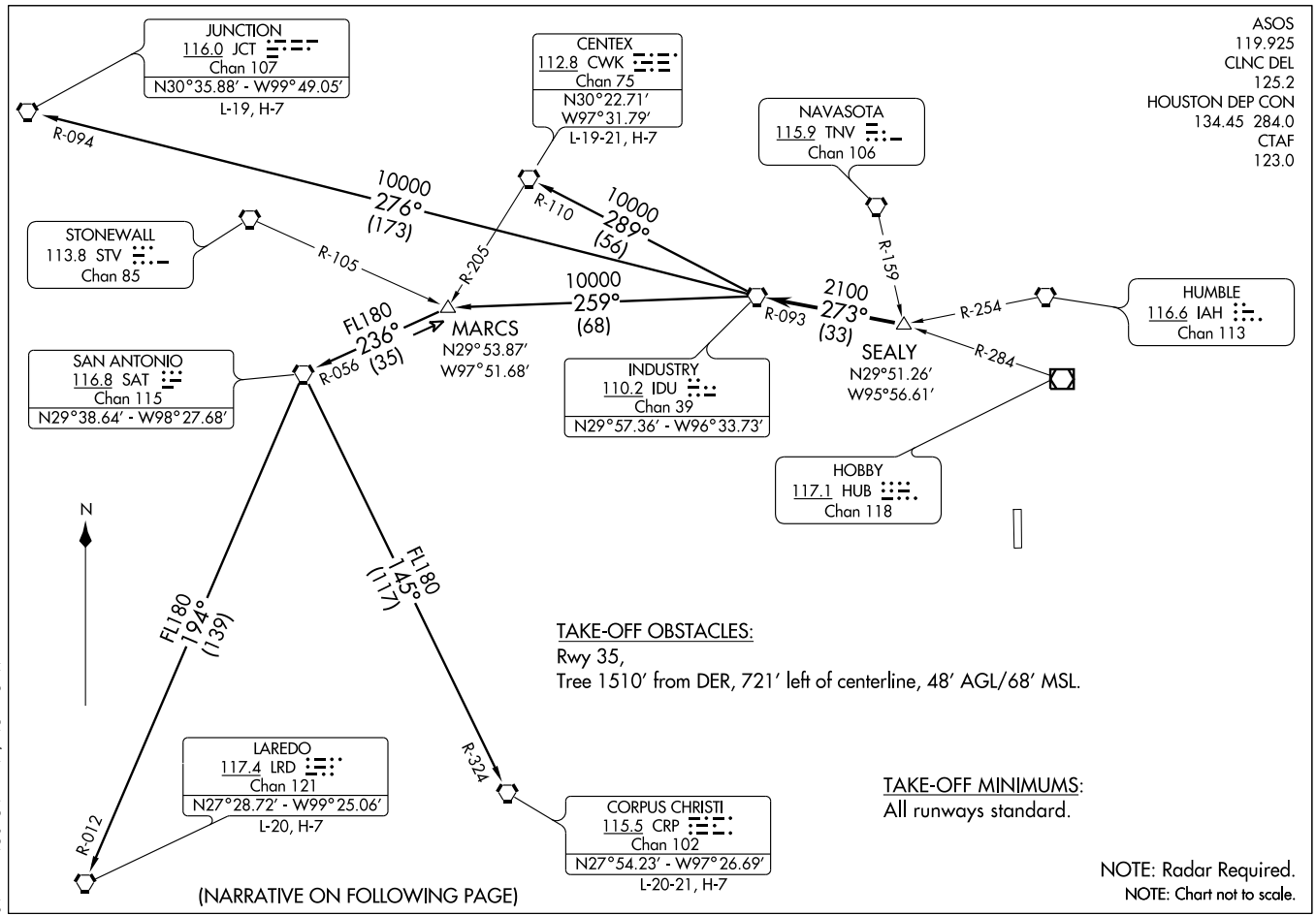




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 225-½ 200 (200-½) | | | |
| S-LOC 17 | 420-½ 395 (400-½) | | | 420-¾ 395 (400-¾) |
| CIRCLING | 480-1 455 (500-1) | | 480-1½ 455 (500-1½) | 580-2 555 (600-2) |

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

SC-5, 14 JAN 2010 to 11 FEB 2010




(IDU3.IDU) 08157

# INDUSTRY THREE DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)

ANGLETON/LAKE JACKSON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

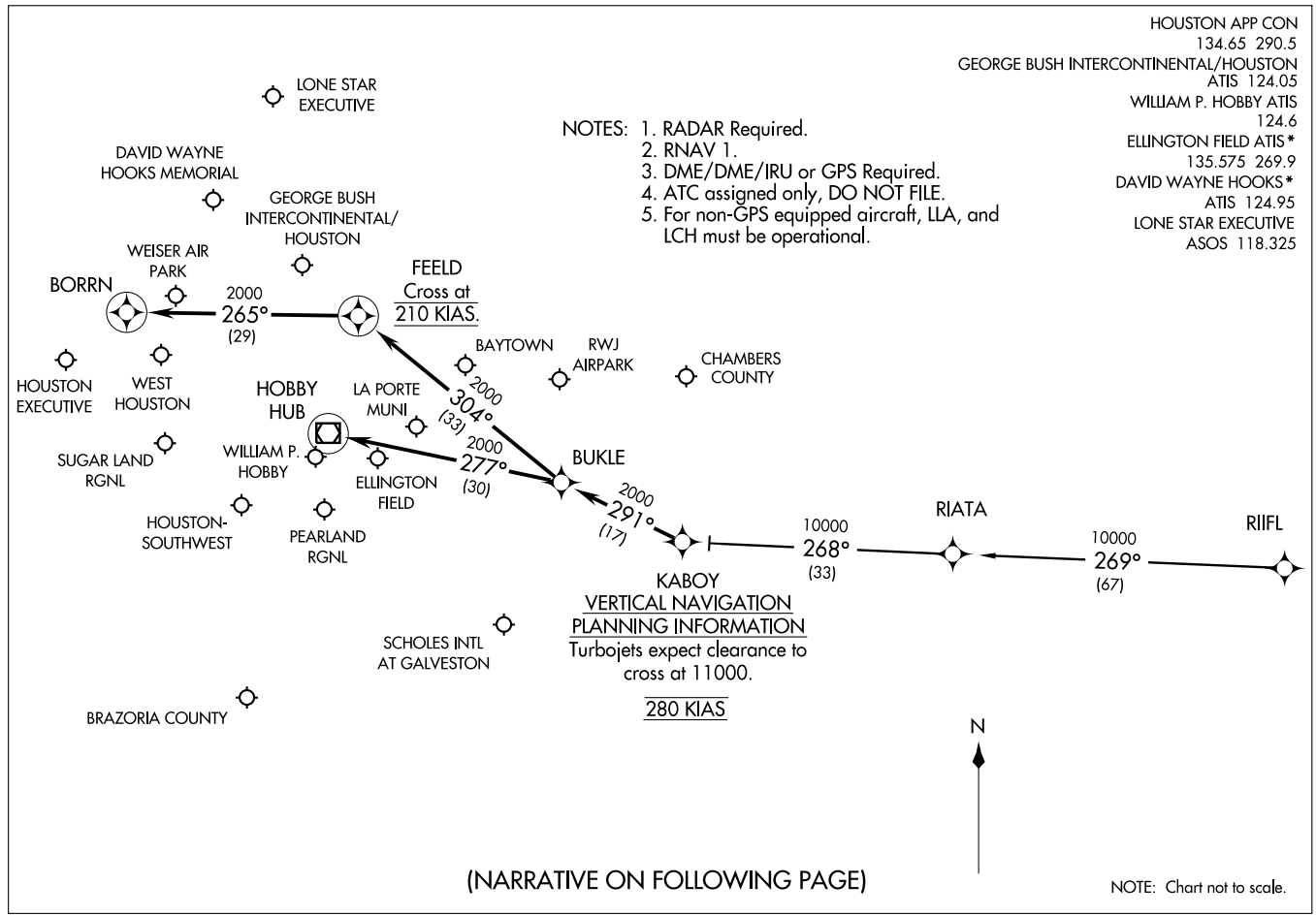
. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

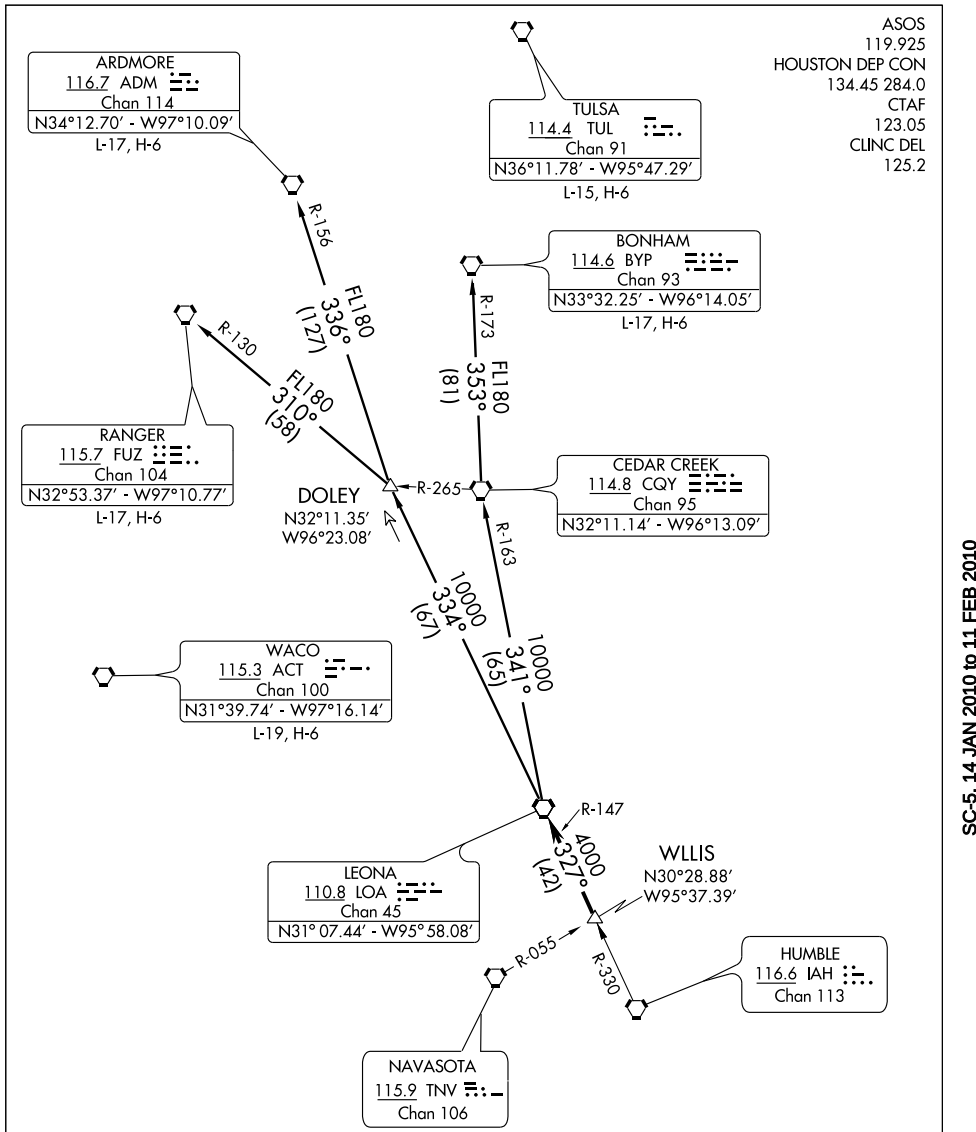
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LEONA SIX DEPARTURE

SL-6453 (FAA)

ANGLETON/BRAZORIA COUNTY (LBX)
ANGLETON/LAKE JACKSON, TEXAS




TAKE-OFF MINIMUMS:
Rwy 17, 35 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

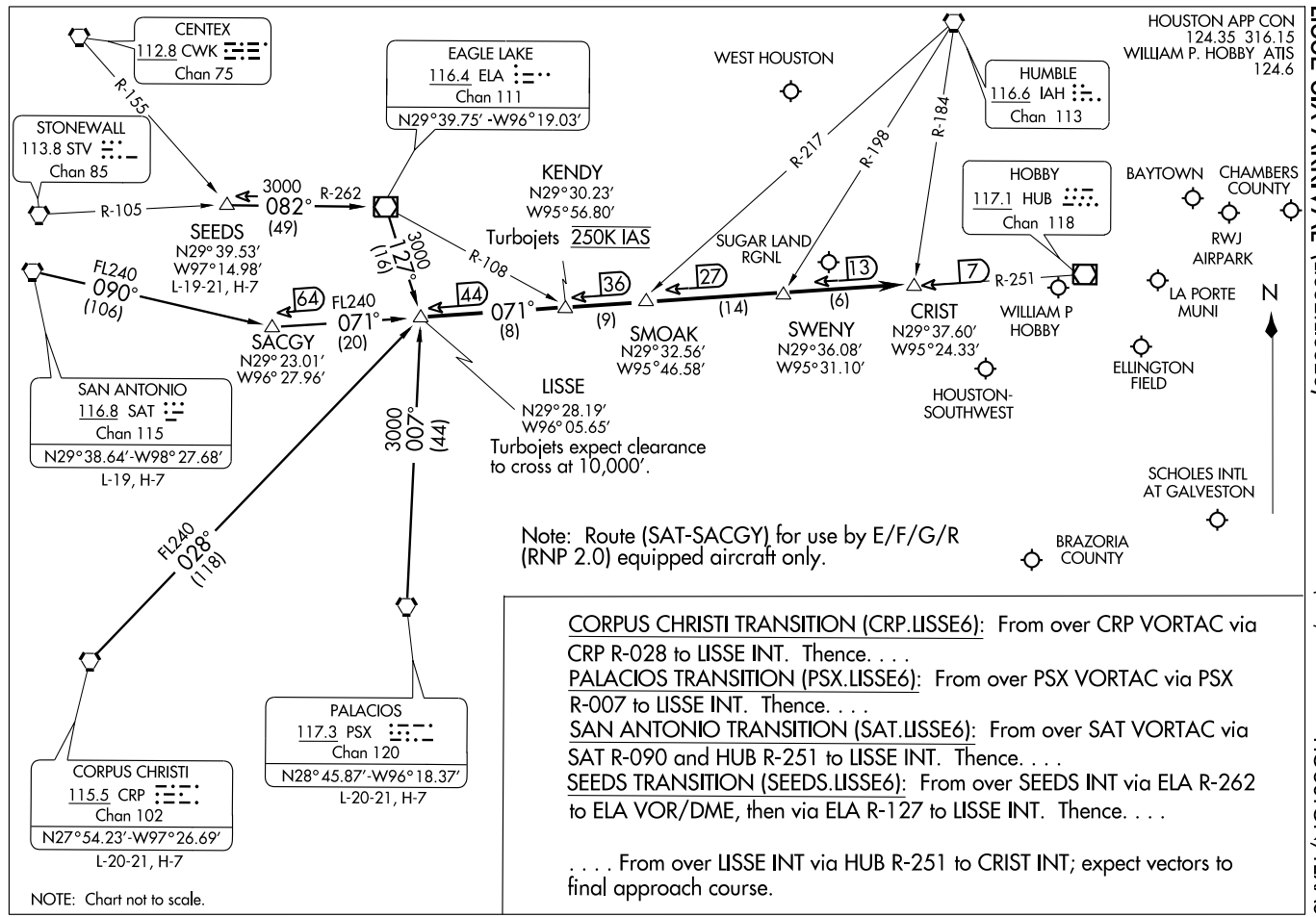
RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

# LISSE SIX ARRIVAL (LISSE.LISSE6)






CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

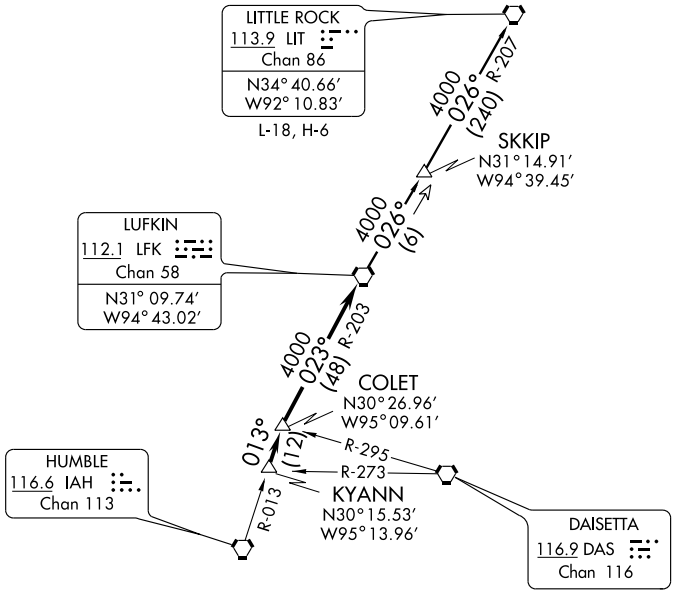
. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

ST-198 (FAA)

# LUFKIN FIVE DEPARTURE

SL-6453 (FAA)

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0




TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510′ from DER, 721′ left of centerline, 48′ AGL/68′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

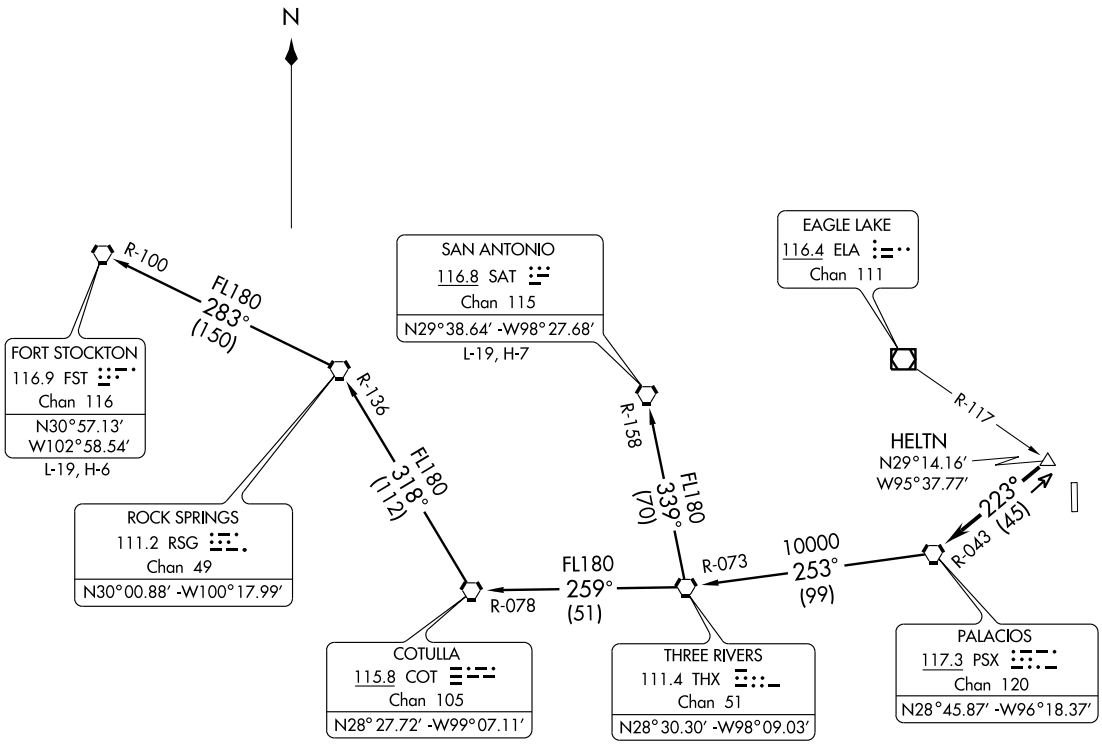
. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

# PALACIOS THREE DEPARTURE (PSX3.PSX) 08157

ANGLETON/ BRAZORIA COUNTY (LBX) SL-6453 (FAA) ANGLETON/LAKE JACKSON, TEXAS

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0




TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

# PALACIOS THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

| WAAS | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| Ch 70316 | 175° | TDZE | 25 |
| W17A | | Apt Elev | 25 |

# RNAV (GPS) RWY 17

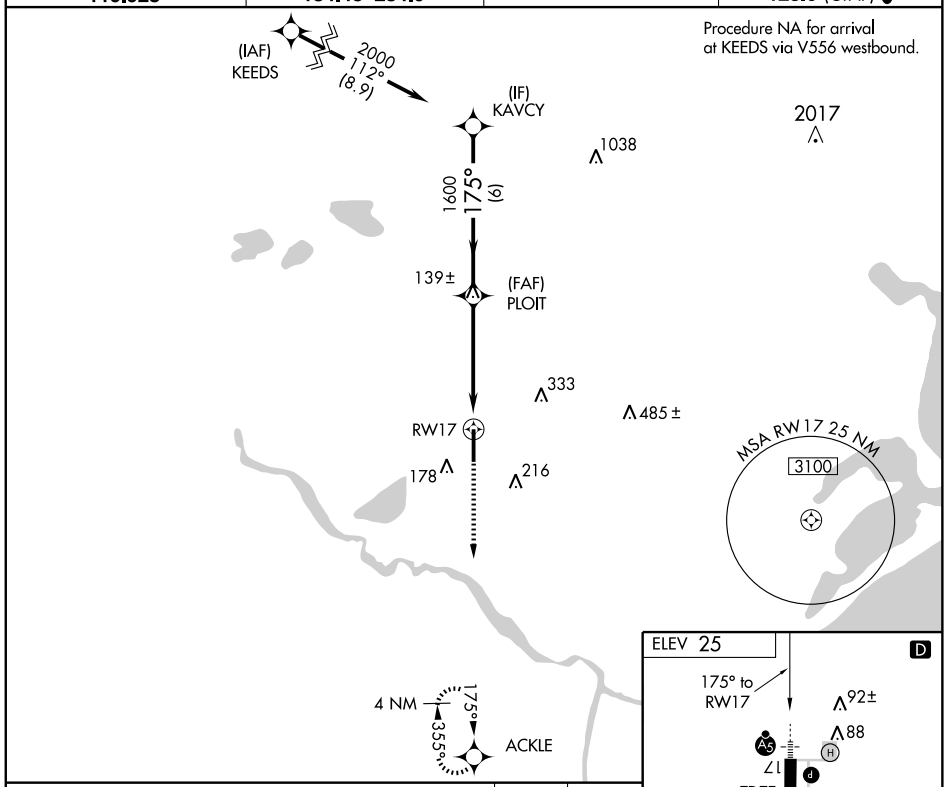
## ANGLETON/BRAZORIA COUNTY (LBX)

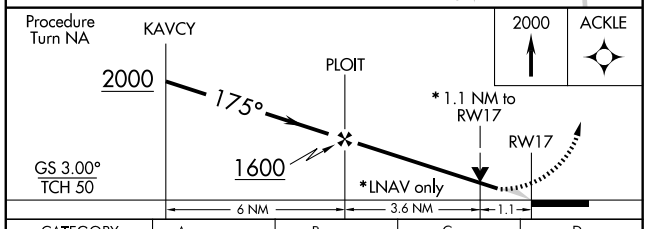
T DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use William P. Hobby altimeter setting and increase all
A DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting. Circling NA east of runway 17-35. For inoperative MALSR, increase LPV visibility to 1 mile all Cats, LNAV Cat D visibility to 1¼ mile.

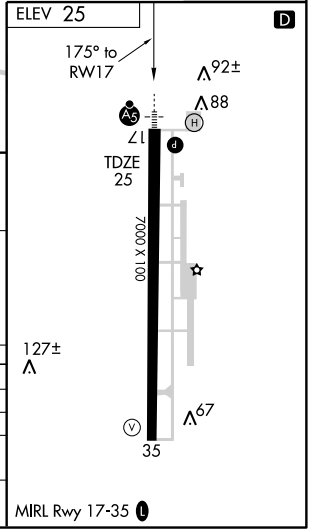
MALSR

MISSED APPROACH: Climb to 2000 direct ACKLE and hold.

| ASOS | HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.925 | 134.45 284.0 | 125.2 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 282-½ 257 (300-½) | | | |
| LNAV/VNAV DA | 360-¾ 335 (400-¾) | | | |
| LNAV MDA | 420-½ 395 (400-½) | | | 420-1 395 (400-1) |
| CIRCLING | 480-1¼ 455 (500-1¼) | | 480-1½ 455 (500-1½) | 580-2 555 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS Ch **77516** W35A | APP CRS **355°** | Rwy Idg **7000** TDZE **25** Apt Elev **25** |
|---|---|---|

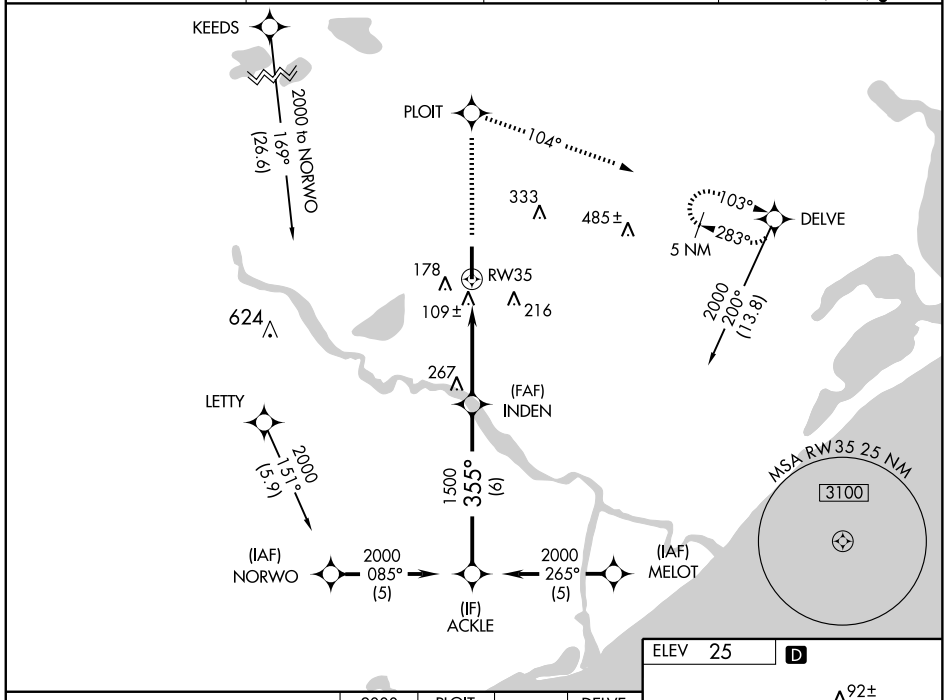
# RNAV (GPS) RWY 35

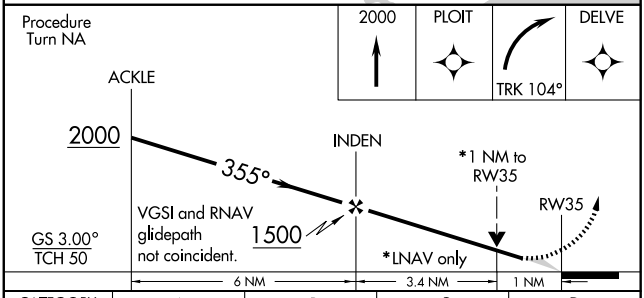
ANGLETON/BRAZORIA COUNTY (LBX)

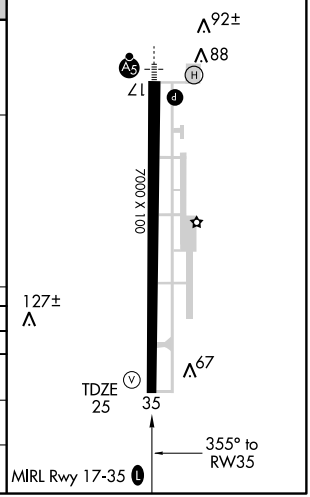
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). If local altimeter setting not received, use William P. Hobby altimeter setting and increase all DAs/MDAs 100 feet. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting. Circling NA east of runway 17-35.

MISSED APPROACH: Climb to 2000 direct PLOIT and right turn via 104° track to DELVE and hold.

| ASOS | HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| **119.925** | **134.45 284.0** | **125.2** | **123.0** (CTAF) |

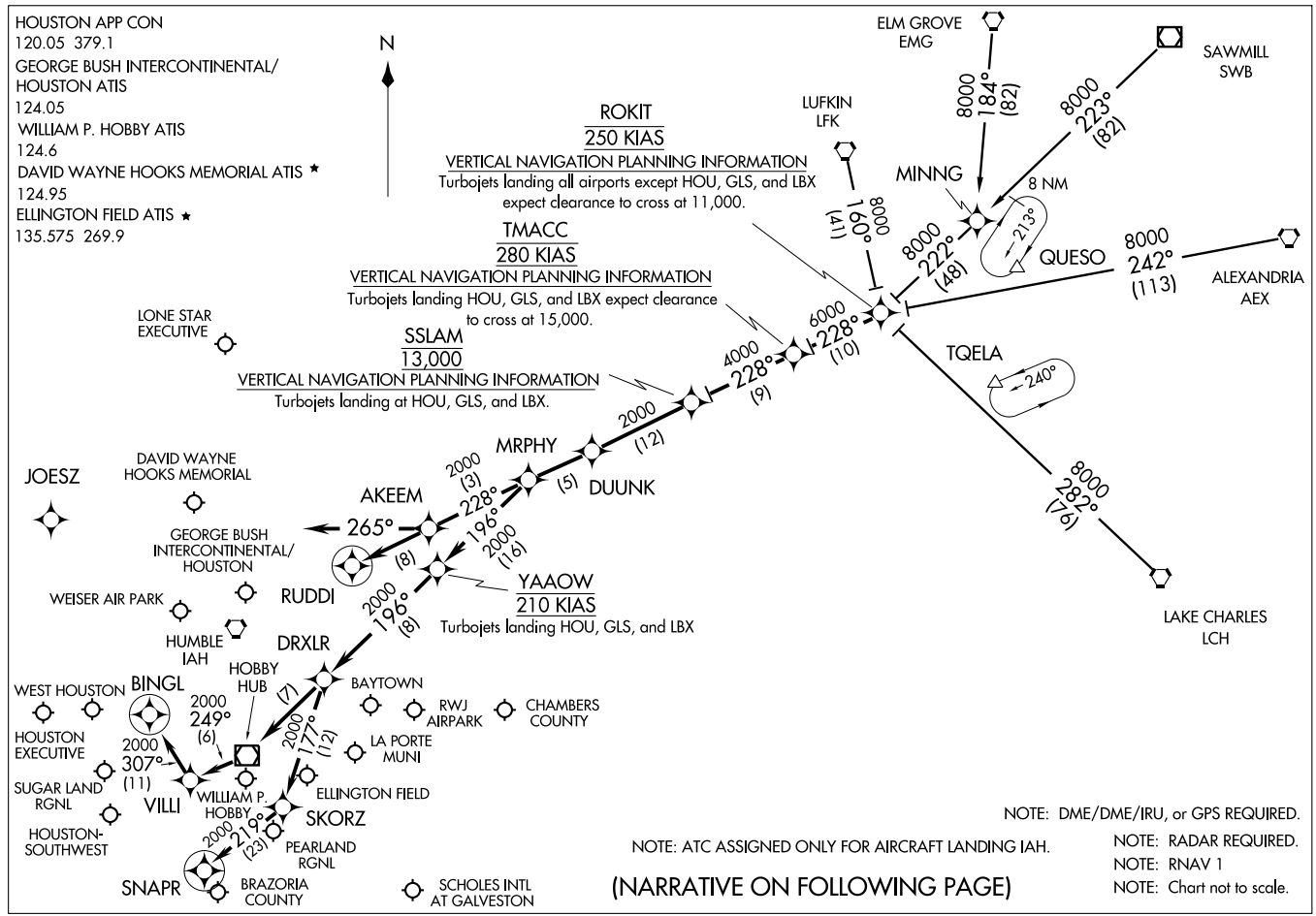



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 275-¾ | 250 (300-¾) | | |
| LNAV/VNAV DA | 428-1½ | 403 (500-1½) | | |
| LNAV MDA | 420-1 | 395 (400-1) | | 420-1¼ 395 (400-1¼) |
| CIRCLING | 480-1½ | 455 (500-1½) | | 580-2 555 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 14 JAN 2010 to 11 FEB 2010

# SABINE PASS ONE DEPARTURE (RNAV)

(SBI1.SBI) 09071

SL-6453 (FAA)

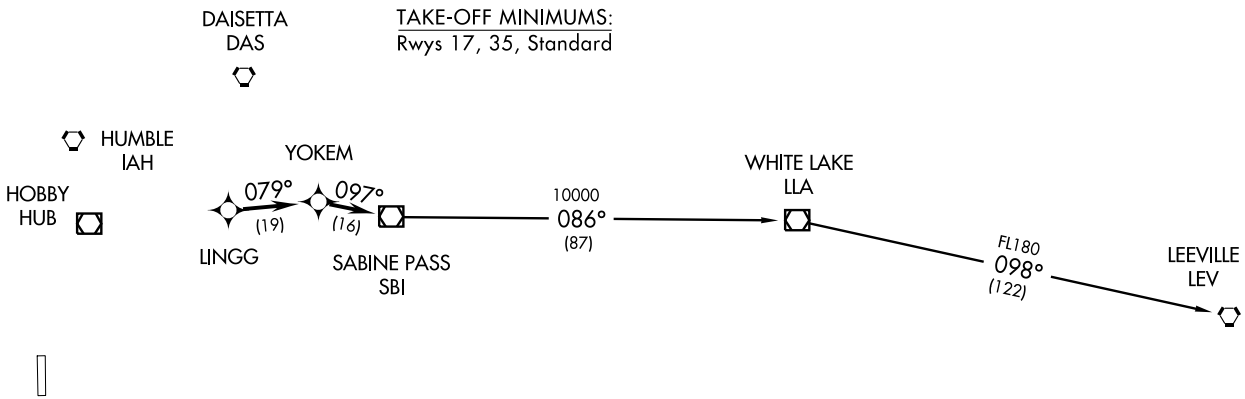
ANGLETON/BRAZORIA COUNTY (LBX)

ANGLETON/LAKE JACKSON, TEXAS

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0

TAKE-OFF MINIMUMS:
Rwys 17, 35, Standard




## DEPARTURE ROUTE DESCRIPTION

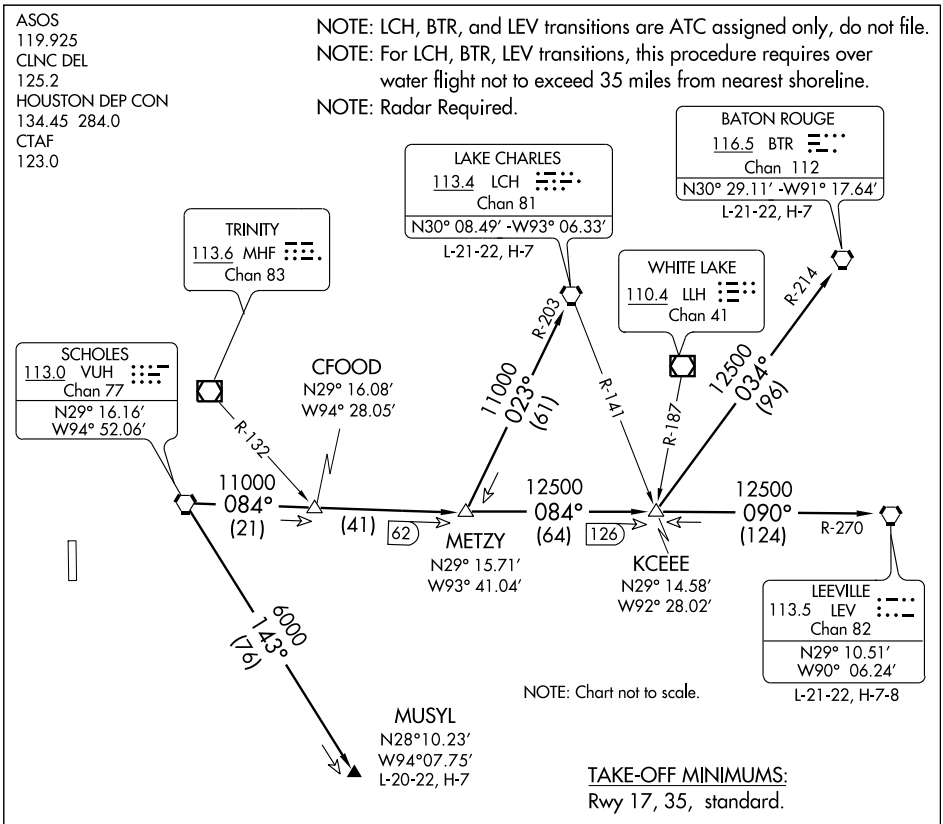
When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

NOTE: Chart not to scale.




TAKE-OFF OBSTACLES:
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/68' MSL.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000', expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

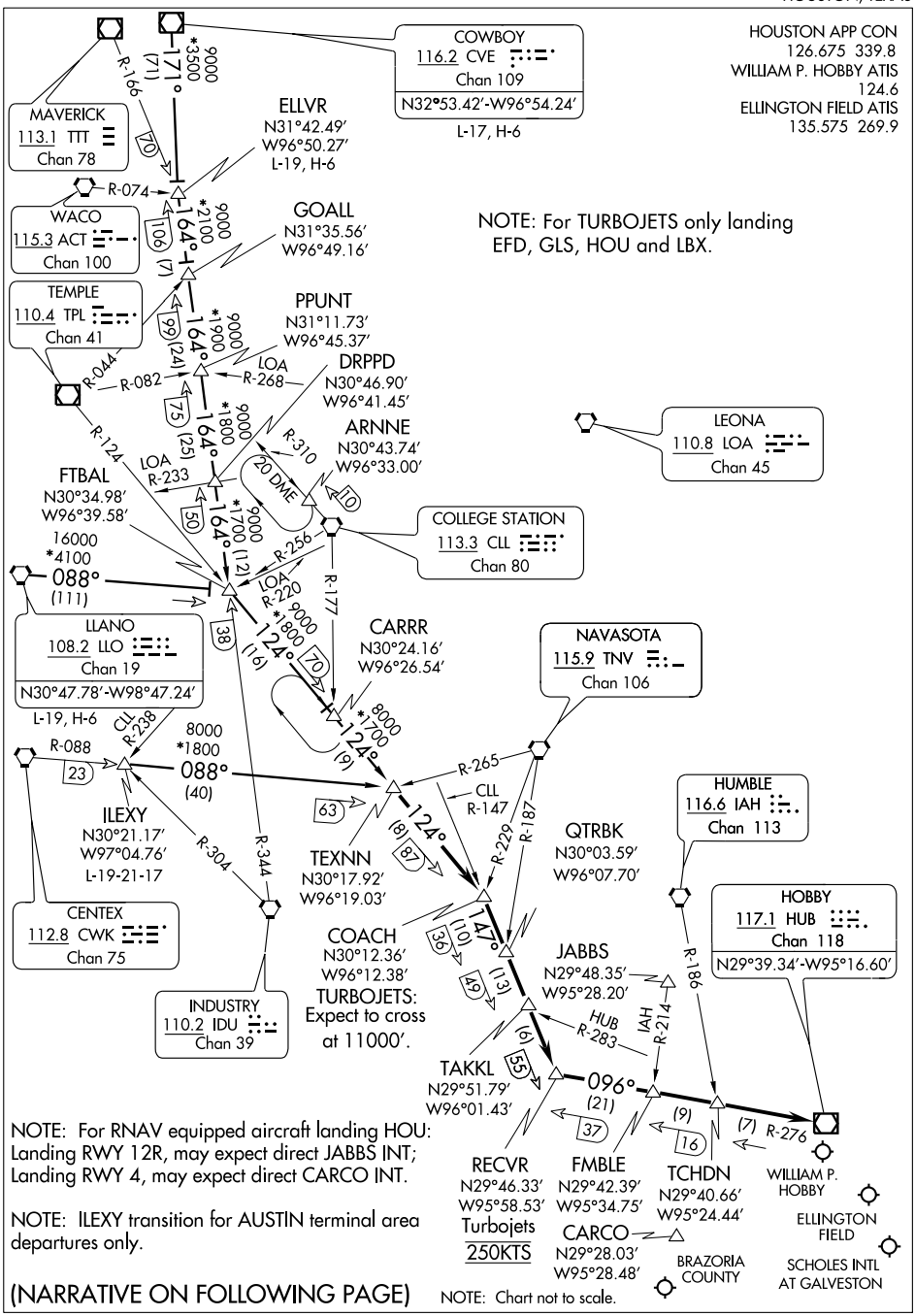
MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.



SC-5, 14 JAN 2010 to 11 FEB 2010

# TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)

WILLIAM P. HOBBY
HOUSTON, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

# TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)



## ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

. . . . LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR.

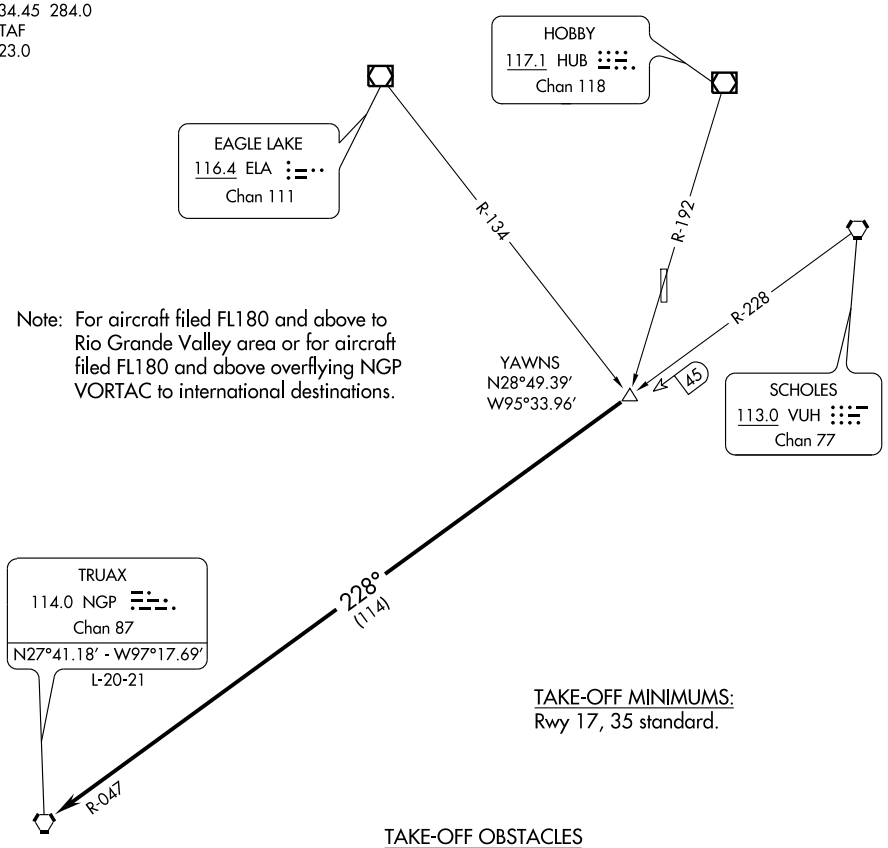
SC-5, 14 JAN 2010 to 11 FEB 2010

# TRUAX TWO DEPARTURE





ASOS
119.925
CLNC DEL
125.2
HOUSTON DEP CON
134.45 284.0
CTAF
123.0




Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 17, 35 standard.

TAKE-OFF OBSTACLES
Rwy 35, Tree 1510' from DER, 721' left of centerline, 48' AGL/ 68' MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

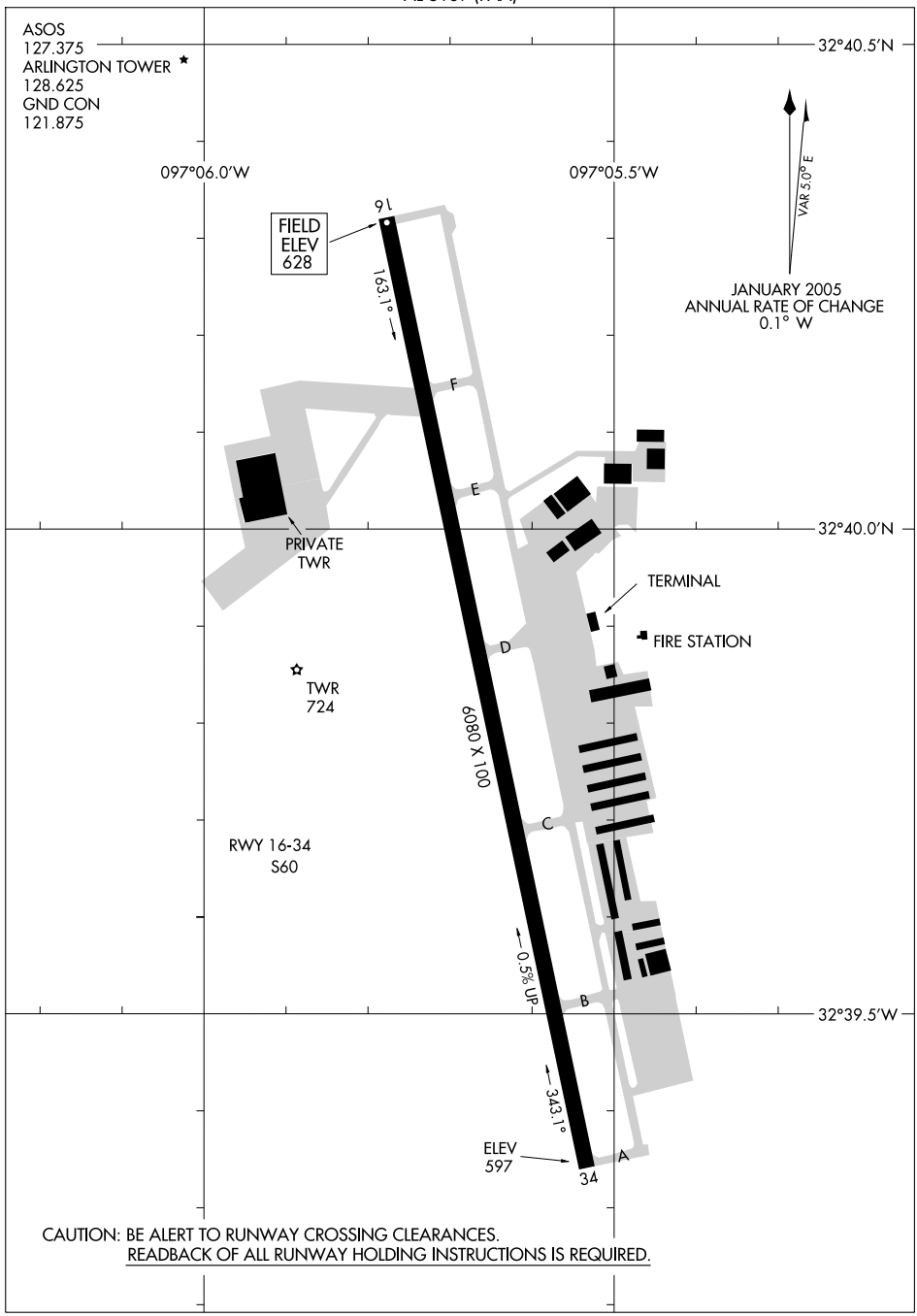
09239

# AIRPORT DIAGRAM

AL-5189 (FAA)

## ARLINGTON MUNI (GKY)

ARLINGTON, TEXAS




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-2, 14 JAN 2010 to 11 FEB 2010

# DALLAS NINE DEPARTURE





CLNC DEL (When tower closed)
118.85
REGIONAL DEP CON
135.975 379.9 (SOUTH)
CTAF 128.625

TAKE-OFF MINIMUMS:
Rwys 16,34: Standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

ORTRO
N33°41.47′
W94°12.75′

055° (117) R-235

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

R-320

151

FL230 064° (75)

SULPHUR SPRINGS
109.0 SLR
Chan 27

R-244

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

FL200 077° (125) R-262

5000 (38) 76

6500 064° (79)

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

R-324

R-254

FL200 097° (206) R-281

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

NOBLY
N33°04.94′
W96°19.96′

R-184

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

R-182

5000 (39) 76

R-312

14000 072° (134)

064° (38)

074° (36)

R-181

SOLDO
N32°51.92′
W96°19.94′
L-17

5000 081° (49)

R-261

SHRLY
N32°44.60′
W94°18.17′

R-187

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

084° (36)

094° (36)

R-180

R-183

6000 (34)

94 10000 079° (44)

R-259 (25) (25)

CLARE
N32°45.66′
W96°19.93′

71

POTEN
N32°39.33′
W95°40.03′

R-346

TEKBE
N32°42.80′
W94°47.73′

14000 111° (116) R-291

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

N

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

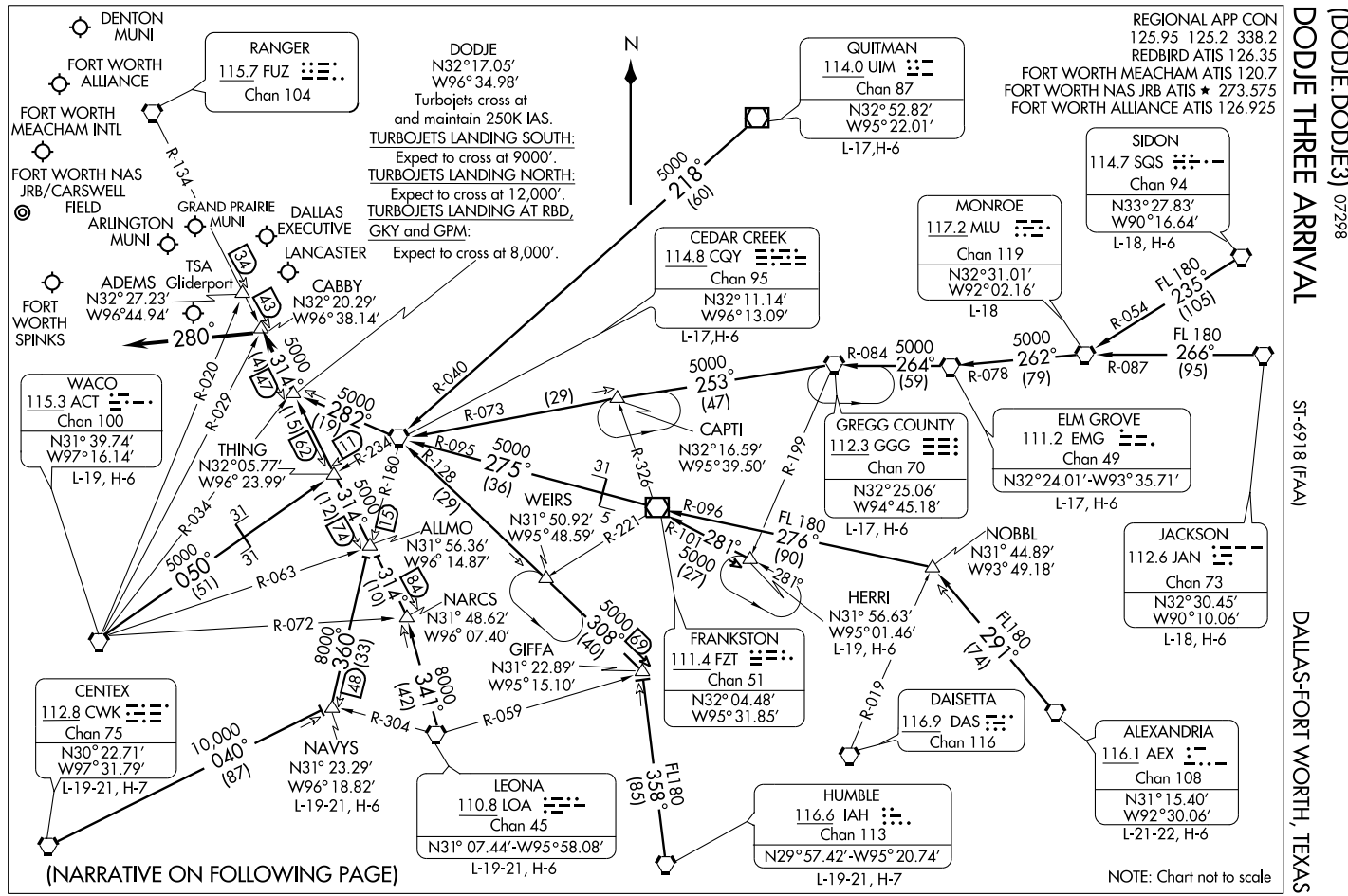
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
FL 180
266°
(95)
R-078
R-084
5000
264°
(59)
5000
253°
(47)
CAPTI
N32°16.59′
W95°39.50′
R-073
(29)
R-040
R-095
5000
275°
(36)
R-128
(29)
R-199
R-326
31
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
NOBBL
N31° 44.89′
W93° 49.18′
FL180
291°
(74)
HERRI
N31° 56.63′
W95°01.46′
L-19, H-6
R-019
DAISETTA
116.9 DAS
Chan 116
ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′
L-21-22, H-6
HUMBLE
116.6 IAH
Chan 113
N29°57.42′-W95° 20.74′
L-19-21, H-7
FL180
358°
(85)
R-059
R-304
8000
341°
(42)
8000
360°
(33)
R-072
R-063
5000
050°
(51)
R-034
31
31
5000
314°
(74)
(12)
13
R-180
R-234
R-029
R-020
5000
282°
(19)
11
5000
314°
(47)
(15)
62
43
34
280°
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95°15.10′
WEIRS
N31° 50.92′
W95° 48.59′
R-221
5
31
R-096
FL 180
276°
(90)
R-101
281°
5000
(27)
281°
5000
308°
(40)
69
314°
(10)
84
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
10,000
040°
(87)
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
148
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

# DODJE THREE ARRIVAL (DODJE.DODJE3)



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

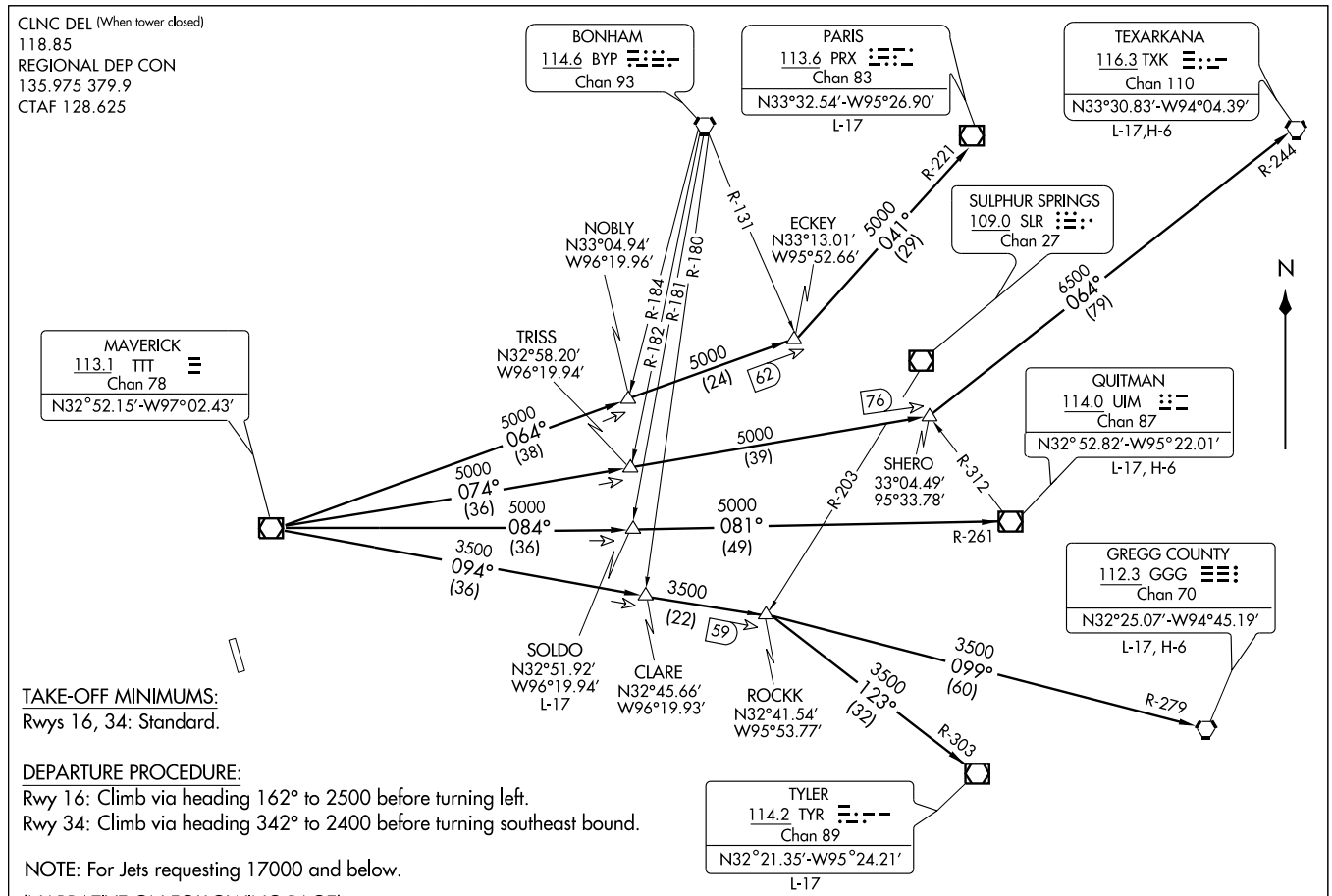
SC-2, 14 JAN 2010 to 11 FEB 2010

# GARLAND THREE DEPARTURE

SI-5189 (FAA)

ARLINGTON MUNI (GKY)

ARLINGTON, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

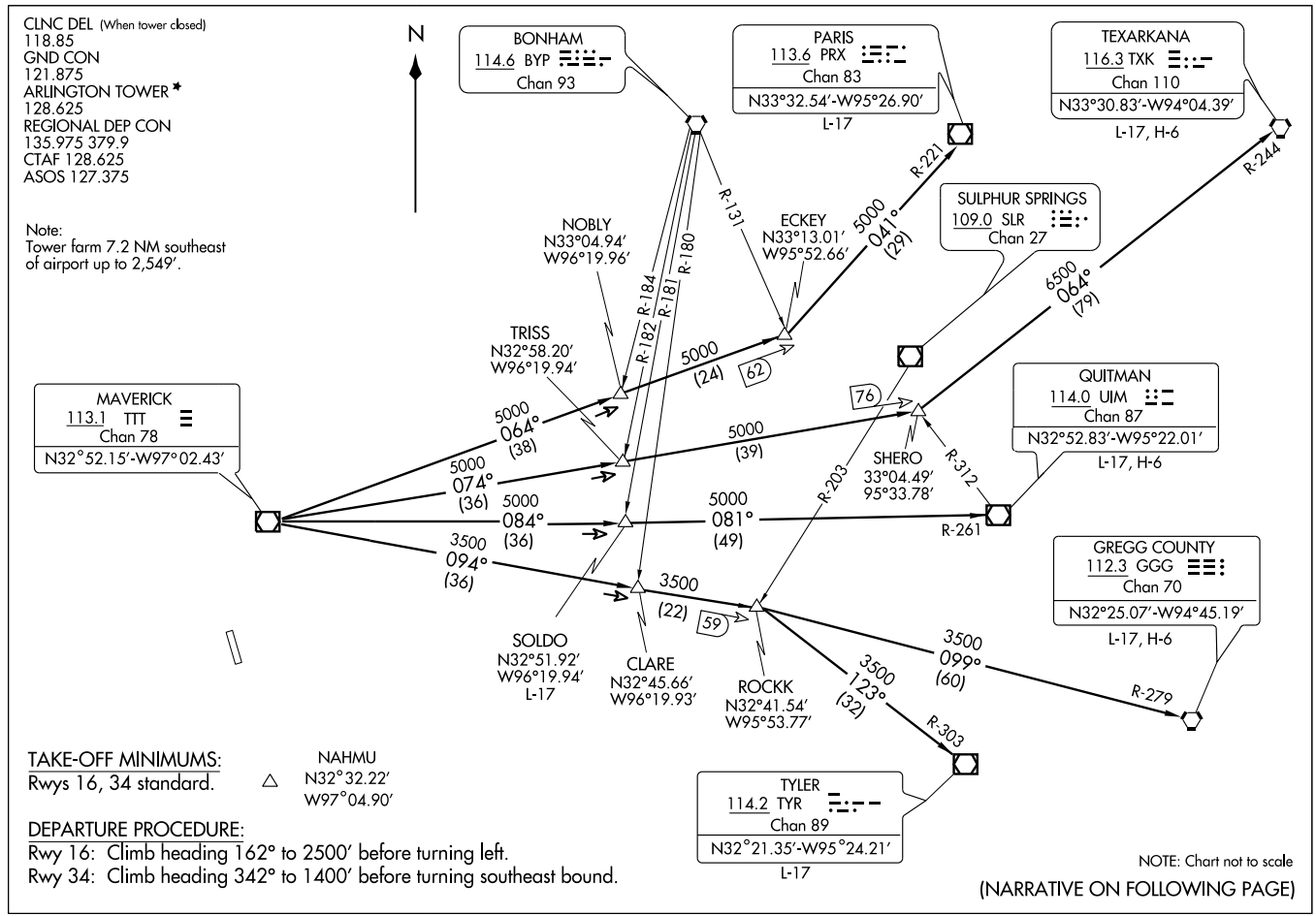
LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 14 JAN 2010 to 11 FEB 2010

# HUBBARD SIX DEPARTURE

SI-5189 (FAA)

ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS



# HUBBARD SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 16:
Multiple REILS beginning 77′ from departure end of runway, 127′ right of centerline, 7′ AGL/601′ MSL. Multiple REILS beginning 74′ from departure end of runway, 126′ left of centerline, 7′ AGL/603′ MSL. Tree 590′ from departure end of runway, 480′ right of centerline, 16′ AGL/614′ MSL.
Rwy 34:
Tree 1,083′ from departure end of runway, 710′ right of centerline, 35′ AGL/670′ MSL. Tree 705′ from departure end of runway, 403′ left of centerline, 38′ AGL/654′ MSL′. Tree 231′ from departure end of runway, 464′ left of centerline, 35′ AGL/642′ MSL. Multiple trees beginning 1.093′ from departure end of runway, 415′ right of centerline, up to 39′ AGL/663′ MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-GKY | APP CRS | Rwy Idg 6080 |
|---|---|---|
| 111.55 | 342° | TDZE 620 |
| Chan 52(Y) | | Apt Elev 628 |

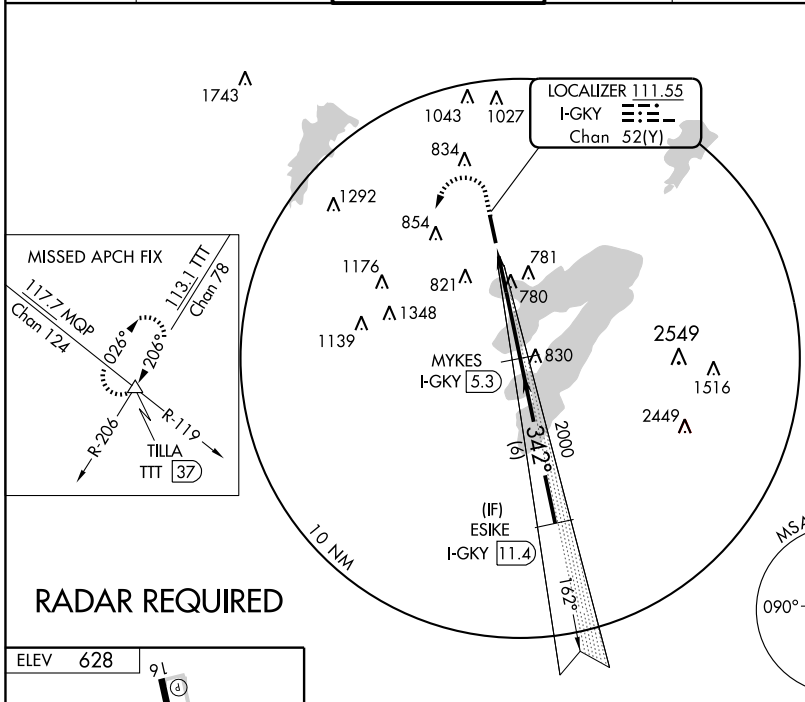
# ILS or LOC/DME RWY 34

ARLINGTON MUNI (GKY)

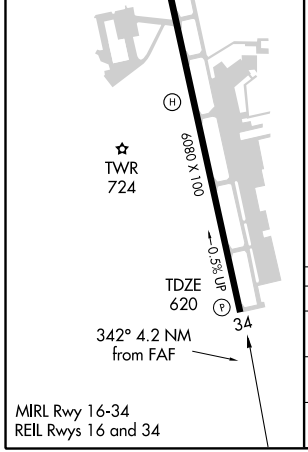
If local altimeter setting not received, use Grand Prairie Muni altimeter setting.

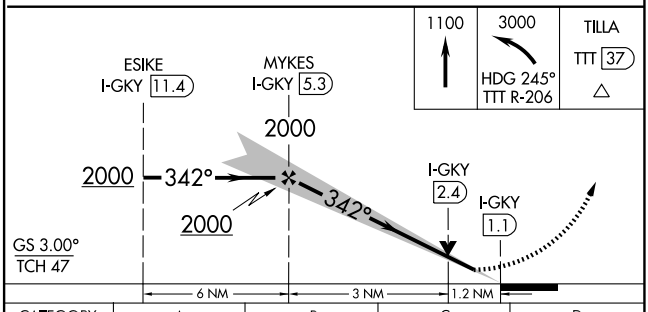
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 via heading 245° and TTT VOR/DME R-206 to TILLA Int/37 DME and hold.

| ASOS | REGIONAL APP CON | ARLINGTON TOWER ★ | GND CON | CLNC DEL | CTAF |
|---|---|---|---|---|---|
| 127.375 | 135.975 379.9 | 128.625 | 121.875 | 118.85 (When tower closed) | 128.625 L |




## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | 820-¾ 200 (200-¾) | | | NA |
| S-LOC 34 | 1040-1 420 (500-1) | | 1040-1¼ 420 (500-1¼) | NA |
| CIRCLING | 1080-1 452 (500-1) | | 1080-1½ 452 (500-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

(JPOOL4.TTT) 09351

# JOE POOL FOUR DEPARTURE

SL-5189 (FAA)

ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS

CLNC DEL (When tower closed)
118.85
GND CON
121.875
ARLINGTON TOWER ★
128.625
REGIONAL DEP CON
135.975 379.9
CTAF 128.625
ASOS 127.375

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TAKE-OFF MINIMUMS:
Rwys 16, 34 standard.

DEPARTURE PROCEDURE:
Rwy 16: Climb via heading 162° to 2500 before turning left.
Rwy 34: Climb via heading 342° to 1400 before turning southeast bound.

186° (36)
156° (37)
166° (35)
176° (35)
V369
TSA Gliderport

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

CEDAR CREEK
114.8 CQY
Chan 95

R-072
R-074
R-273
R-275

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

156° (25)
62

BRDEN
N31°53.06'
W96°39.80'

GLEN ROSE
115.0 JEN
Chan 97

4000
177° (38)
8000 (45)
7000 (35)
6000 (23)

R-357
70

ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TNV
R-334
11 NM
154°
85

TORNN
N31°31.22'
W96°30.88'
H-6

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

R-074
R-093
R-120
80

LEONA
110.8 LOA
Chan 45

6000
156° (22)
187

R-268

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

12000
193° (70)
7000
154° (69)

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

R-334

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

R-012

NAVASOTA
115.9 TNV
Chan 106

R-307

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

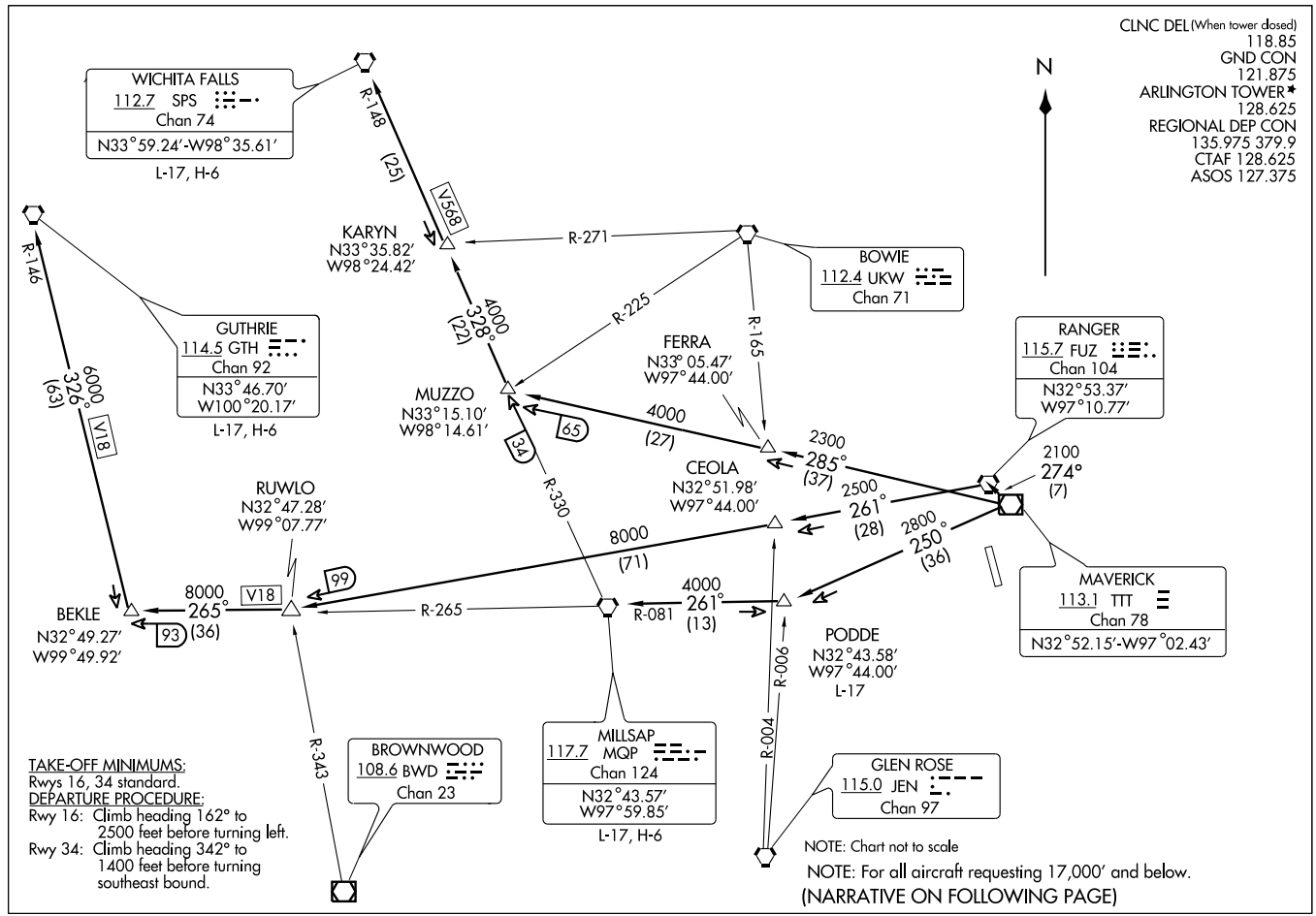
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 14 JAN 2010 to 11 FEB 2010

# KINGDOM SEVEN DEPARTURE SL-5189 (FAA)





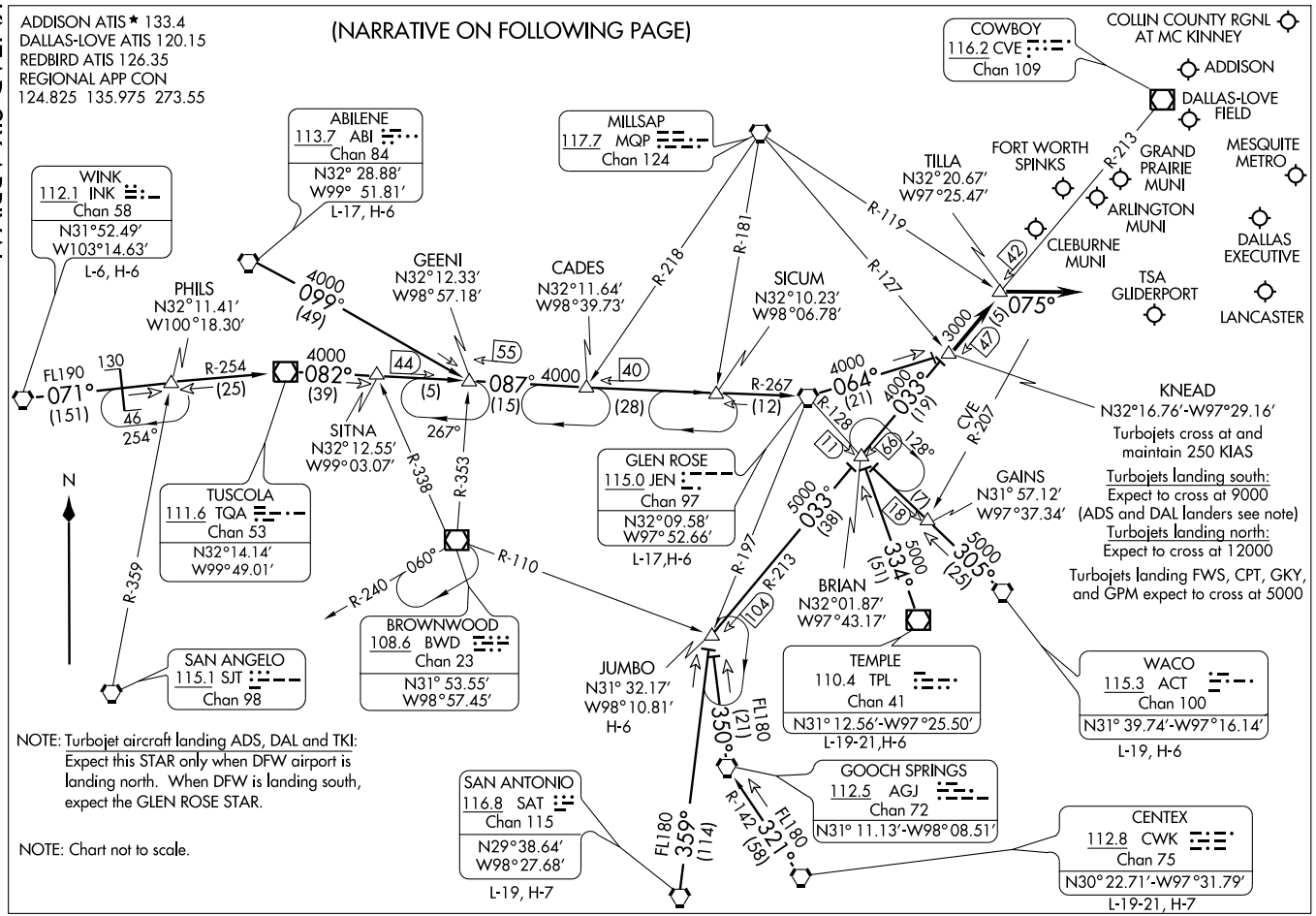

TAKE-OFF MINIMUMS:
Rwys 16, 34 standard.
DEPARTURE PROCEDURE:
Rwy 16: Climb heading 162° to 2500 feet before turning left.
Rwy 34: Climb heading 342° to 1400 feet before turning southeast bound.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 16, Multiple REILS beginning 77′ from DER, 127′ right of centerline, 7′ AGL/601′ MSL. Multiple REILS beginning 74′ from DER, 126′ left of centerline, 7′ AGL/603′ MSL. Tree 590′ from DER, 480′ right of centerline, 16′ AGL/614′ MSL.
Note: Rwy 34, Tree 1,083′ from DER, 710′ right of centerline, 35′ AGL/670′ MSL. Tree 705′ from DER, 403′ left of centerline, 38′ AGL/654′ MSL. Tree 231′ from DER, 464′ left of centerline, 35′ AGL/642′ MSL. Multiple trees beginning 1093′ from DER, 415′ right of centerline, up to 39′ AGL/663′ MSL.


ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55
(NARRATIVE ON FOLLOWING PAGE)
COWBOY
116.2 CVE
Chan 109
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
GRAND PRAIRIE MUNI
ARLINGTON MUNI
DALLAS EXECUTIVE
LANCASTER
TSA GLIDERPORT
CLEBURNE MUNI
FORT WORTH SPINKS
TILLA
N32°20.67′
W97°25.47′
ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6
PHILS
N32°11.41′
W100°18.30′
GEENI
N32°12.33′
W98°57.18′
CADES
N32°11.64′
W98°39.73′
SICUM
N32°10.23′
W98°06.78′
FL190
071°
(151)
130
46
254°
R-254
(25)
4000
082°
(39)
4000
099°
(49)
44
(5)
55
087°
4000
(15)
40
(28)
R-267
(12)
4000
064°
(21)
4000
033°
(19)
R-218
R-181
R-119
R-127
R-128
R-207
CVE
42
13000
151
147
075°
KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000 (ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000
GAINS
N31° 57.12′
W97°37.34′
N
R-359
SITNA
N32°12.55′
W99°03.07′
267°
R-338
R-353
TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′
GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6
11
66
128°
17
18
5000
033°
(38)
5000
334°
(51)
5000
305°
(25)
R-197
R-213
104
BRIAN
N32°01.87′
W97°43.17′
R-240
060°
R-110
BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′
SAN ANGELO
115.1 SJT
Chan 98
JUMBO
N31° 32.17′
W98°10.81′
H-6
TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6
FL180
350°
(21)
GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7
FL180
359°
(114)
R-142
321°
(58)
CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7
NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

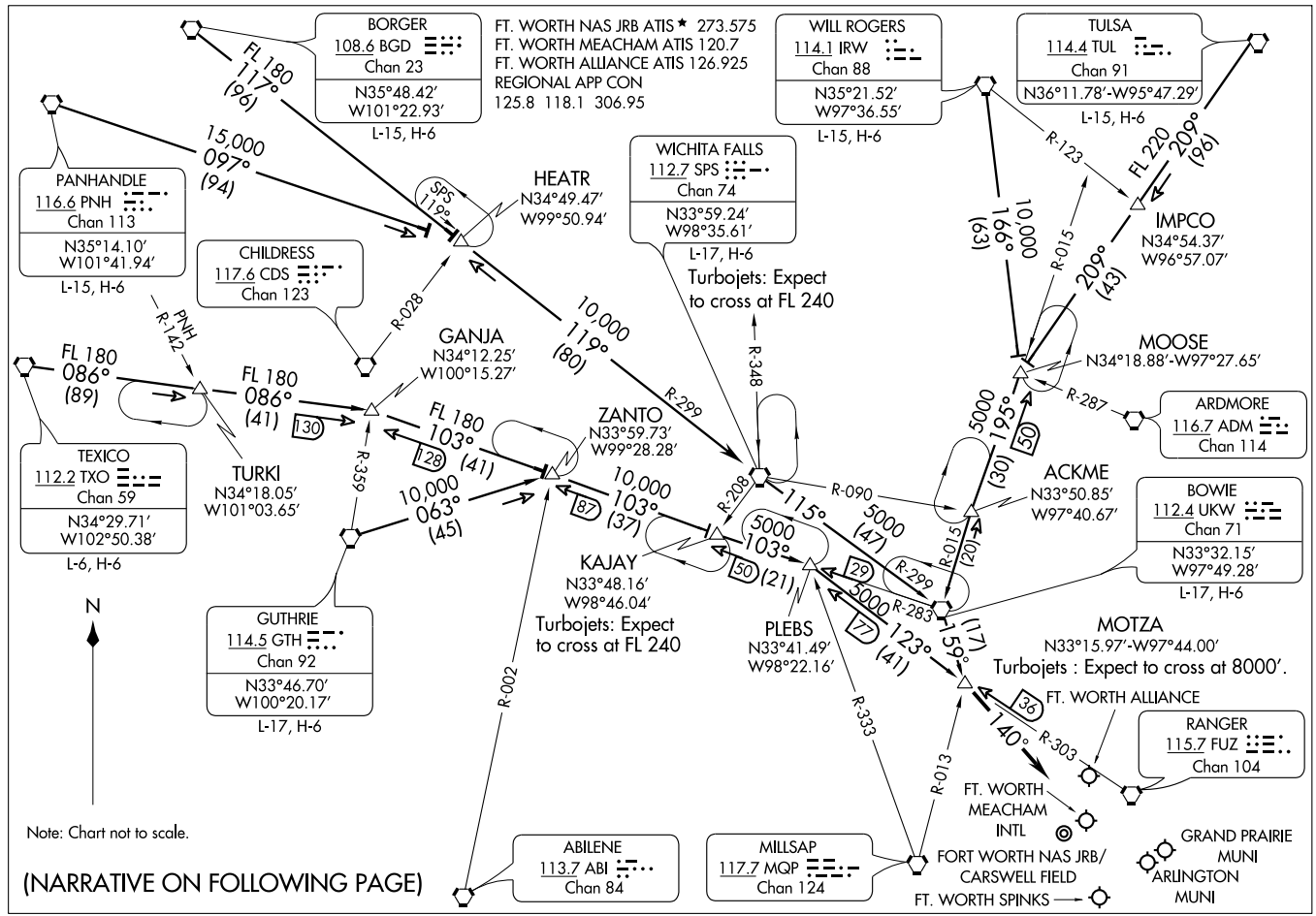
SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
FL 180
117°
(96)
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
15,000
097°
(94)
CHILDRESS
117.6 CDS
Chan 123
R-028
PNH
R-142
HEATR
N34°49.47′
W99°50.94′
SPS
119°
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
Turbojets: Expect
to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
R-123
FL 220
209°
(96)
IMPCO
N34°54.37′
W96°57.07′
10,000
166°
(63)
R-015
209°
(43)
MOOSE
N34°18.88′-W97°27.65′
R-287
ARDMORE
116.7 ADM
Chan 114
5000
195°
(30)
50
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
R-090
5000
(47)
R-015
(20)
R-299
R-283
5000
123°
(41)
177
159°
(17)
MOTZA
N33°15.97′-W97°44.00′
Turbojets : Expect to cross at 8000′.
FT. WORTH ALLIANCE
36
140°
R-303
RANGER
115.7 FUZ
Chan 104
R-013
FT. WORTH
MEACHAM
INTL
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
R-333
PLEBS
N33°41.49′
W98°22.16′
R-348
10,000
119°
(80)
R-299
GANJA
N34°12.25′
W100°15.27′
FL 180
086°
(89)
FL 180
086°
(41)
130
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
R-359
FL 180
103°
(41)
128
ZANTO
N33°59.73′
W99°28.28′
10,000
063°
(45)
10,000
103°
(37)
87
R-208
115°
KAJAY
N33°48.16′
W98°46.04′
Turbojets: Expect
to cross at FL 240
5000
103°
50
(21)
29
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
R-002
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

# MOTZA SIX ARRIVAL



## ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

ARLINGTON, TEXAS

AL-5189 (FAA)

| WAAS | APP CRS | Rwy Idg | 6080 |
|---|---|---|---|
| CH 56227 | 342° | TDZE | 620 |
| W34A | | Apt Elev | 628 |

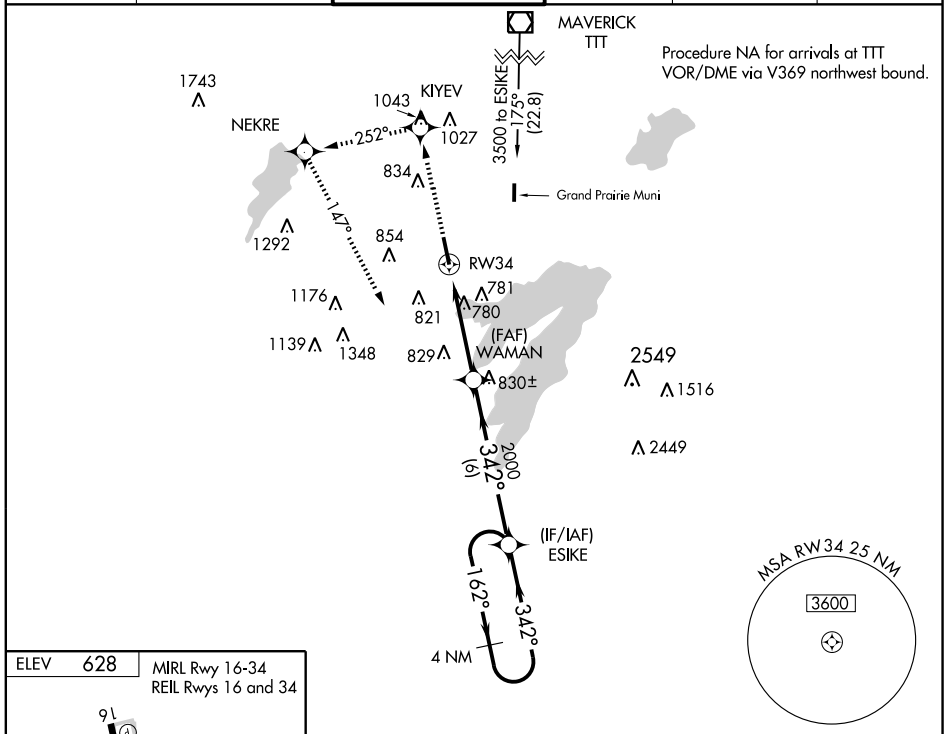
# RNAV (GPS) RWY 34

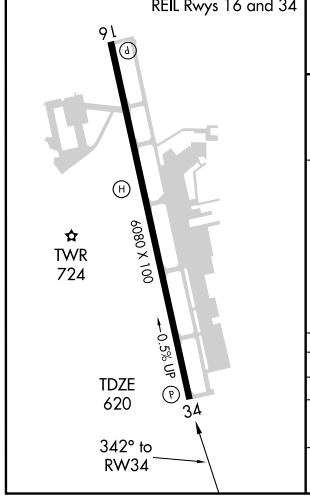
ARLINGTON MUNI (GKY)

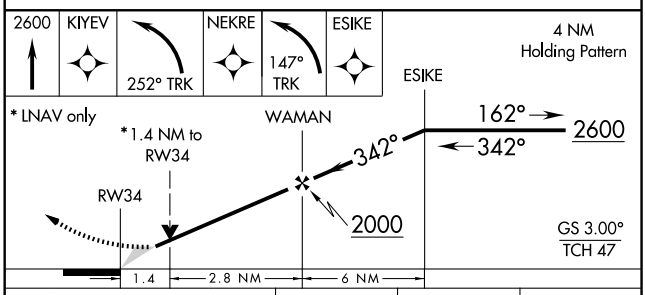
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Grand Prairie Muni altimeter setting.

MISSED APPROACH: Climb to 2600 direct KIYEV and left turn via 252° track to NEKRE and left turn via 147° track to ESIKE and hold.

| ASOS | REGIONAL APP CON | ARLINGTON TOWER ★ | GND CON | CLNC DEL | CTAF |
|---|---|---|---|---|---|
| 127.375 | 135.975 379.9 | 128.625 | 121.875 | 118.85 (When tower closed) | 128.625 L |

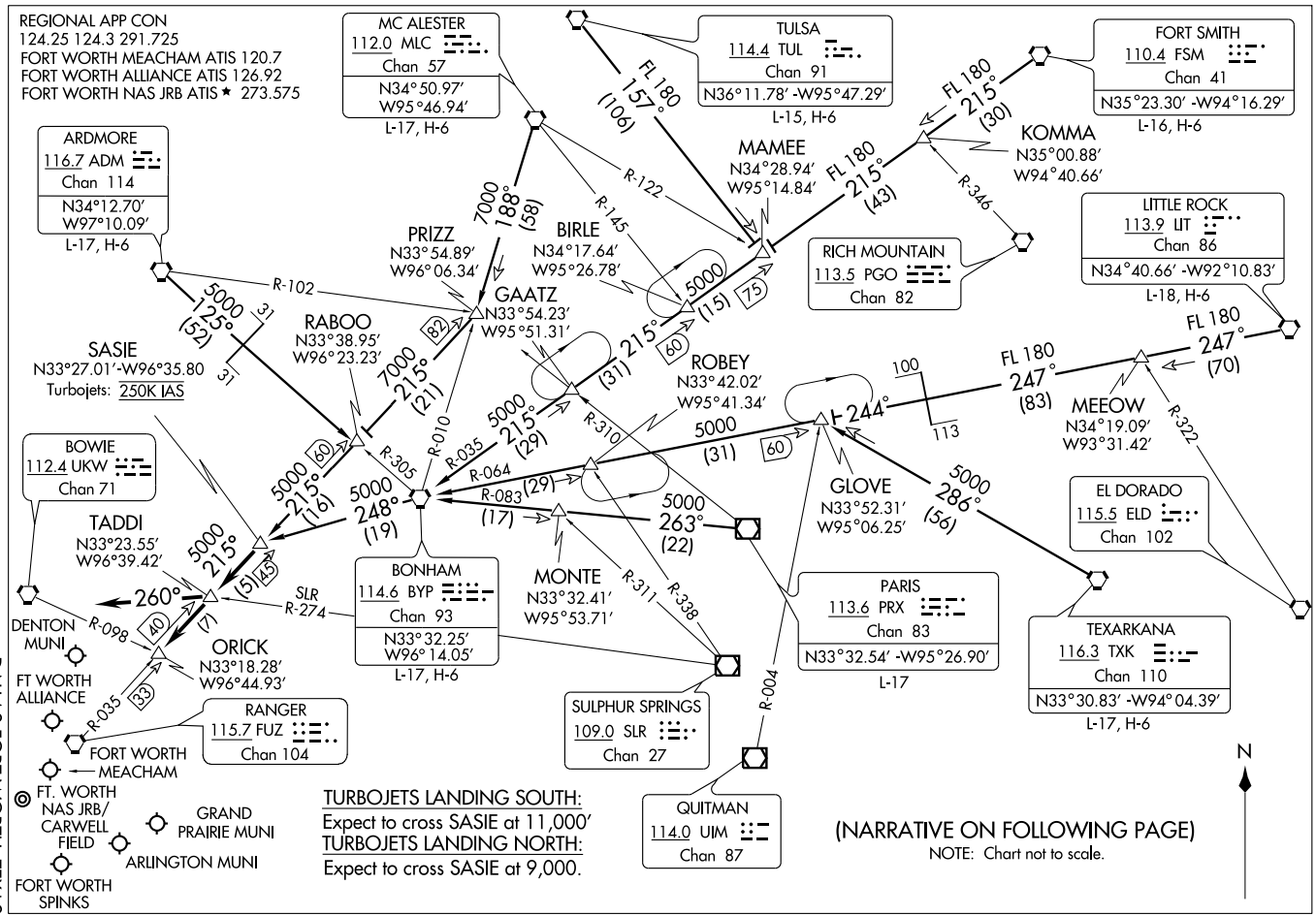



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 957-1¼ 337 (400-1¼) | | | NA |
| LNAV MDA | 1080-1 460 (500-1) | | 1080-1¼ 460 (500-1¼) | NA |
| CIRCLING | 1100-1 472 (500-1) | | 1100-1½ 472 (500-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010




SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

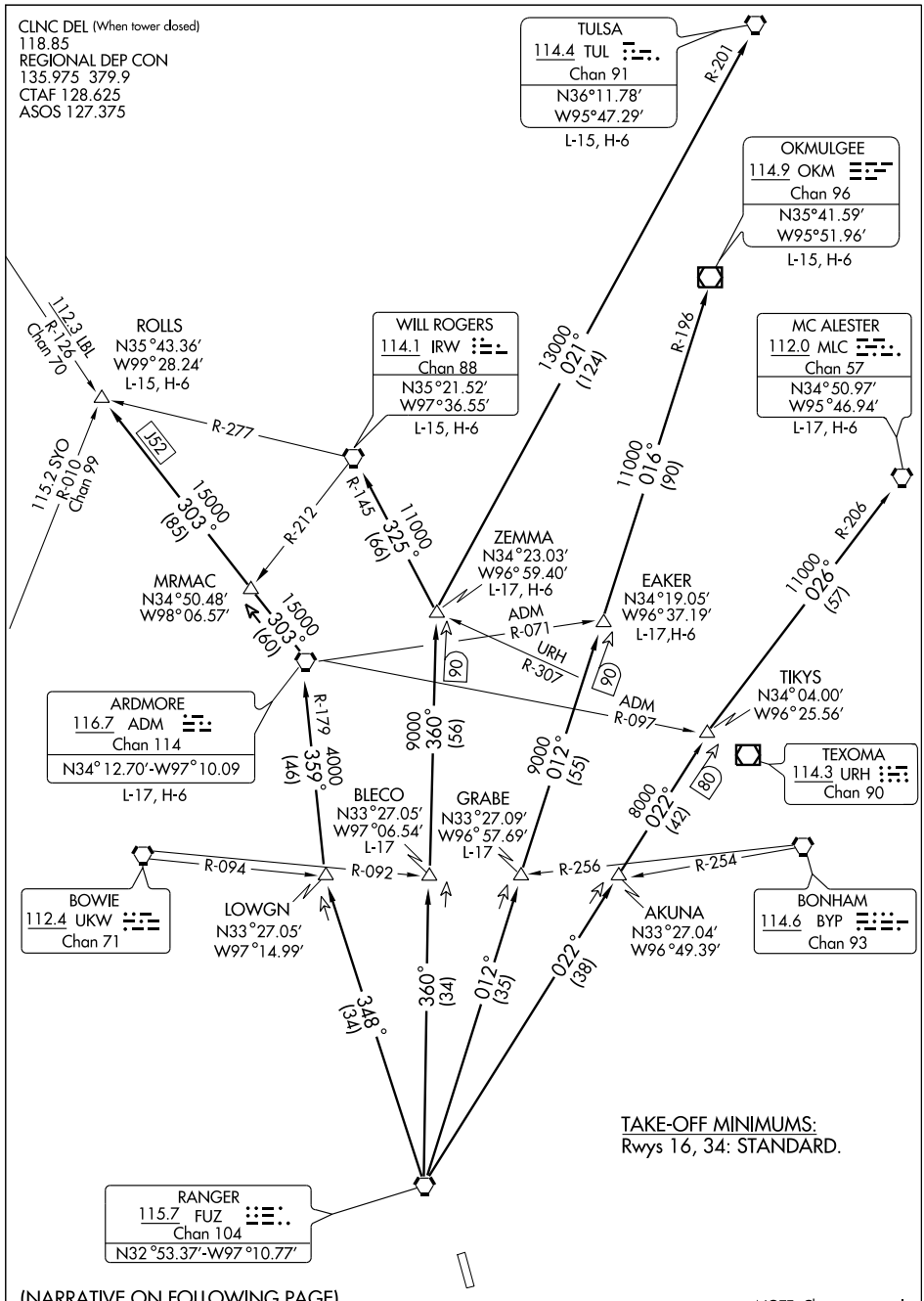
ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

# TEXOMA ONE DEPARTURE

SL-5189 (FAA)

ARLINGTON, TEXAS

CLNC DEL (When tower closed)
118.85
REGIONAL DEP CON
135.975 379.9
CTAF 128.625
ASOS 127.375




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 14 JAN 2010 to 11 FEB 2010

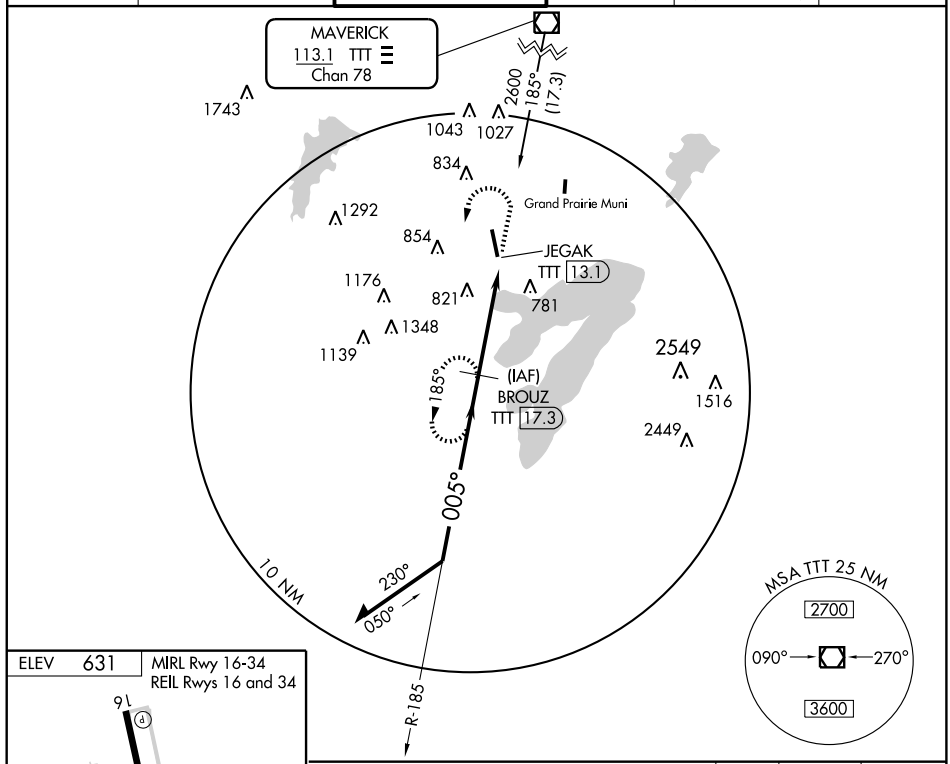
| VOR/DME TTT | APP CRS | Rwy Idg | 6080 |
|---|---|---|---|
| 113.1 | 005° | TDZE | 619 |
| Chan 78 | | Apt Elev | 631 |

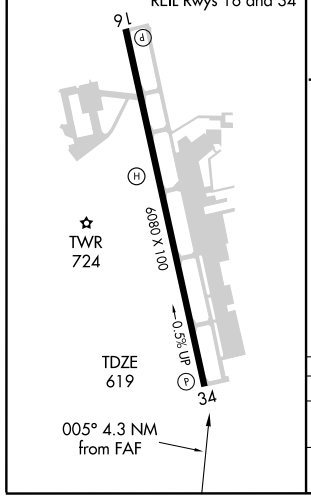
# VOR/DME RWY 34
## ARLINGTON MUNI (GKY)

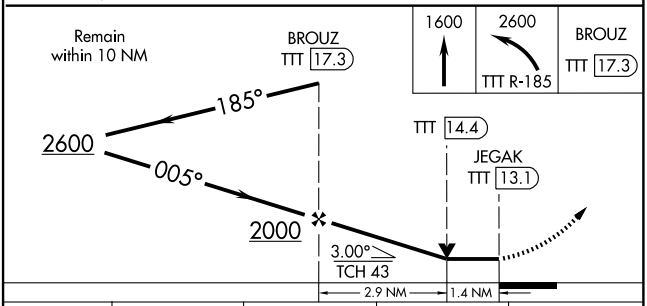
If local altimeter setting not received, use Grand Prairie Muni altimeter setting.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2600 via TTT R-185 to BROUZ/17.3 DME and hold.

| ASOS | REGIONAL APP CON | ARLINGTON TOWER★ | GND CON | CLNC DEL | CTAF |
|---|---|---|---|---|---|
| 127.375 | 135.975 379.9 | 128.625 | 121.875 | 118.85 (When tower closed) | 128.625 L |

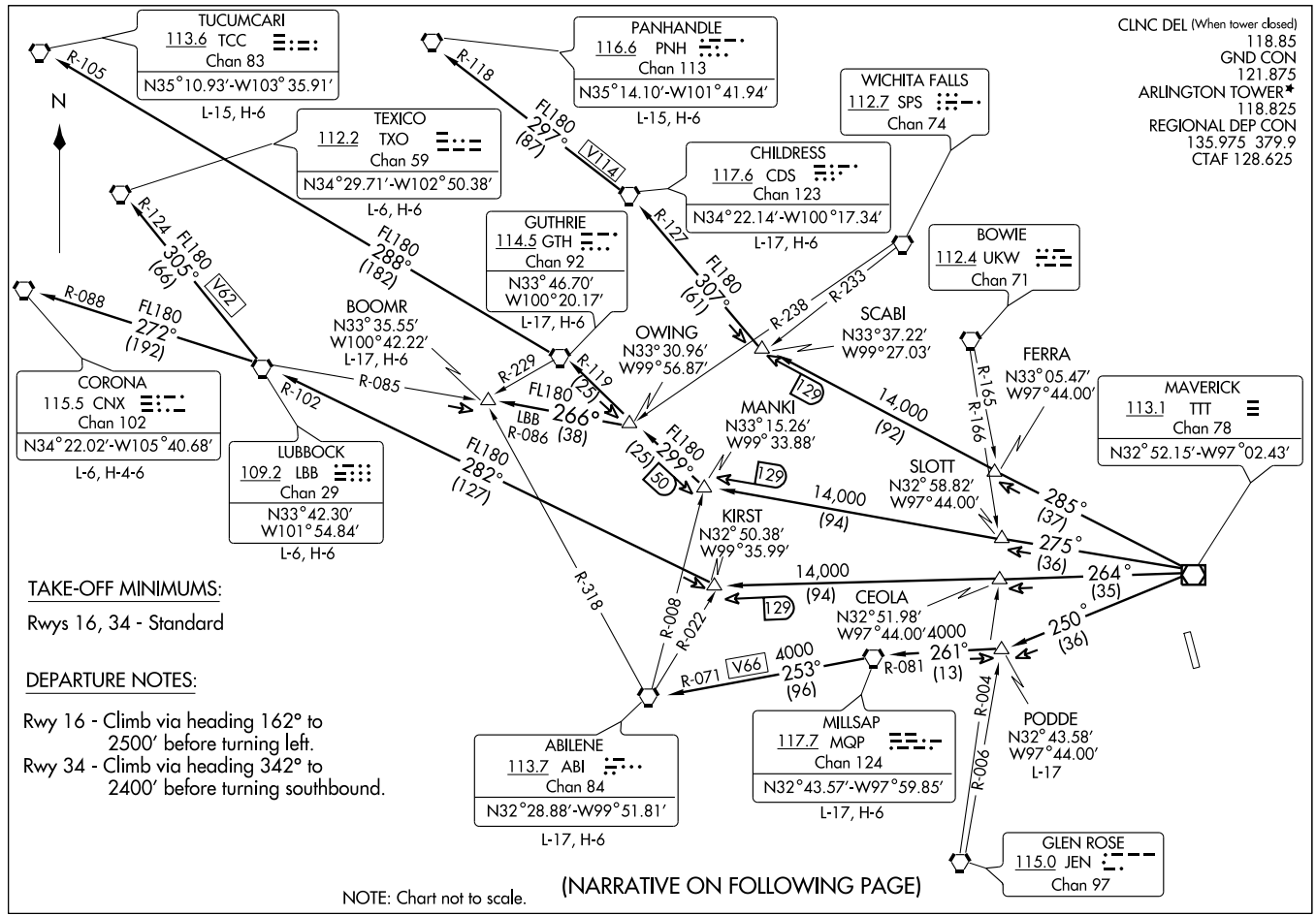



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 1080-1 461 (500-1) | | 1080-1¼ 461 (500-1¼) | NA |
| CIRCLING | 1080-1 449 (500-1) | 1100-1 469 (500-1) | 1100-1½ 469 (500-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010


TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6
WICHITA FALLS
112.7 SPS
Chan 74
TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6
CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17, H-6
GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6
BOWIE
112.4 UKW
Chan 71
BOOMR
N33°35.55'
W100°42.22'
L-17, H-6
OWING
N33°30.96'
W99°56.87'
SCABI
N33°37.22'
W99°27.03'
FERRA
N33°05.47'
W97°44.00'
CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6
LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6
MANKI
N33°15.26'
W99°33.88'
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
SLOTT
N32°58.82'
W97°44.00'
KIRST
N32°50.38'
W99°35.99'
CEOLA
N32°51.98'
W97°44.00'
ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17, H-6
PODDE
N32°43.58'
W97°44.00'
L-17
GLEN ROSE
115.0 JEN
Chan 97
CLNC DEL (When tower closed)
118.85
GND CON
121.875
ARLINGTON TOWER*
118.825
REGIONAL DEP CON
135.975 379.9
CTAF 128.625
TAKE-OFF MINIMUMS:
Rwys 16, 34 - Standard
DEPARTURE NOTES:
Rwy 16 - Climb via heading 162° to 2500′ before turning left.
Rwy 34 - Climb via heading 342° to 2400′ before turning southbound.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

CLNC DEL (When tower closed)
118.85
GND CON
121.875
ARLINGTON TOWER ★
128.625
REGIONAL DEP CON
135.975 379.9 (SOUTH)
CTAF 128.625

NOTE: Tower farm 7.2 NM southeast of airport up to 2549′ MSL.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.40′
L-17, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.83′-W95°22.01′
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26′
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39′-W92°40.63′
L-22, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

FL230 055° (117) R-235
R-320
FL230 (151)
FL230 (75)
6500 064° (79) R-244
R-187
5000 (38) (76) R-324
R-184
R-182
R-181
5000 064° (38)
5000 074° (36)
5000 084° (36)
5000 094° (36)
5000 (39) (76)
R-312
14,000 072° (134) R-254
FL200 077° (125) R-262
FL200 097° (206) R-281
5000 081° (49) R-261
R-180
5000 (34)
R-183
94
9000 079° (44)
71
50
(25) (25)
R-259
14,000 111° (116)
R-346
R-291

NOTE: For Props requesting FL240 and above.

TAKE-OFF MINIMUMS:
Rwys 16,34: Standard.

DEPARTURE PROCEDURE:
Rwy 16: Climb via heading 162° to 2500 before turning left.
Rwy 34: Climb via heading 342° to 1400 before turning southeast bound.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

(WYLIE5.TTT) 07298
WYLIE FIVE DEPARTURE
SL-5189 (FAA)
ARLINGTON MUNI (GKY)
ARLINGTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

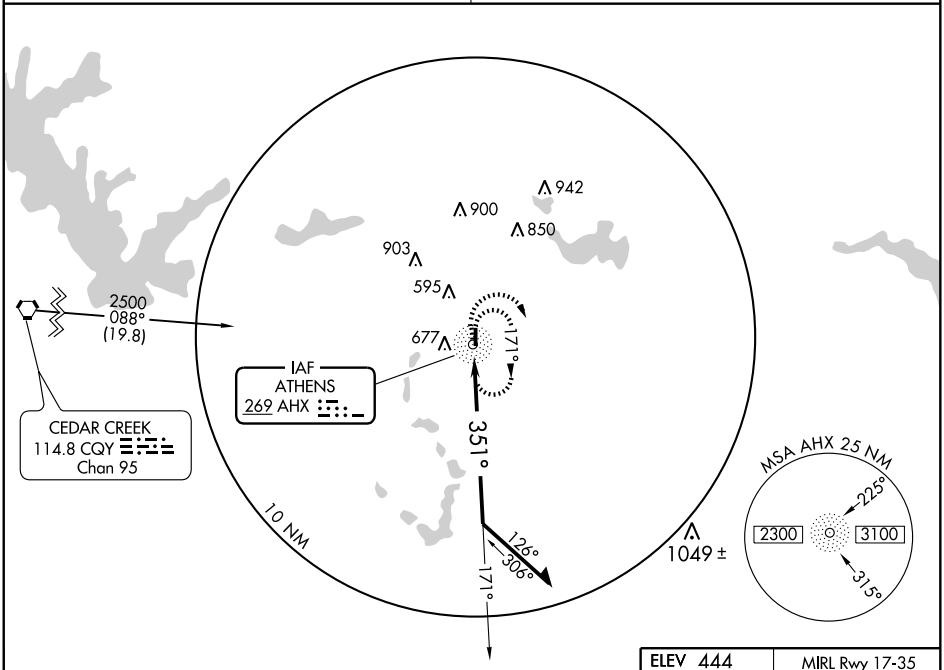
TAKE-OFF OBSTACLES:
Rwy 16, multiple Reils beginning 77' from departure end of runway, 127' right of centerline, 7' AGL/601' MSL. Multiple Reils beginning 74' from departure end of runway, 126' left of centerline, 7' AGL/603' MSL. Tree 590' from departure end of runway, 480' right of centerline, 16' AGL/614' MSL.
Rwy 34, tree 1083' from departure end of runway, 710' right of centerline, 35' AGL/670' MSL. Tree 705' from departure end of runway, 403' left of centerline, 38' AGL/654' MSL. Tree 231' from departure end of runway, 464' left of centerline, 35' AGL/642' MSL. Multiple trees 1093' from departure end of runway, 415' to 576' right of centerline, up to 39' AGL/663' MSL.

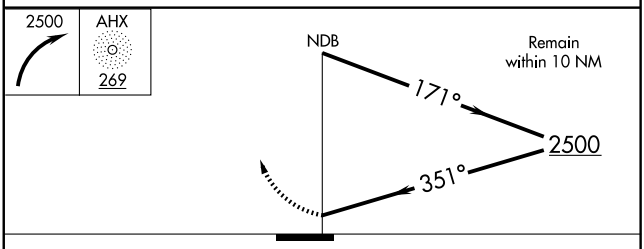
SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB AHX 269 | APP CRS 351° | Rwy Idg 3988<br>TDZE 444<br>Apt Elev 444 |
|---|---|---|

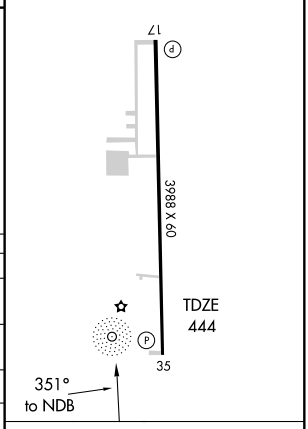
# NDB RWY 35
ATHENS MUNI (F44)

| | |
|---|---|
| ⚠ NA — Use Tyler Pounds altimeter setting. If not received, use East Texas Rgnl altimeter setting. When neither received, procedure not authorized. | MISSED APPROACH: Climbing right turn to 2500 in AHX NDB holding pattern. |
| FORT WORTH CENTER<br>**135.25 265.1** | UNICOM<br>**123.0** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1140-1 696 (700-1) | | 1140-2<br>696 (700-2) | NA |
| CIRCLING | 1140-1 696 (700-1) | | 1140-2<br>696 (700-2) | NA |
| EAST TEXAS RGNL ALTIMETER SETTING MINIMUMS | | | | |
| S-35 | 1200-1<br>756 (800-1) | 1200-1¼<br>756 (800-1¼) | 1200-2¼<br>756 (800-2¼) | NA |
| CIRCLING | 1200-1<br>756 (800-1) | 1200-1¼<br>756 (800-1¼) | 1200-2¼<br>756 (800-2¼) | NA |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB ATA | APP CRS | | |
|---|---|---|---|
| 347 | 053° | Rwy Idg | 3800 |
| | | TDZE | 280 |
| | | Apt Elev | 280 |

# NDB RWY 5

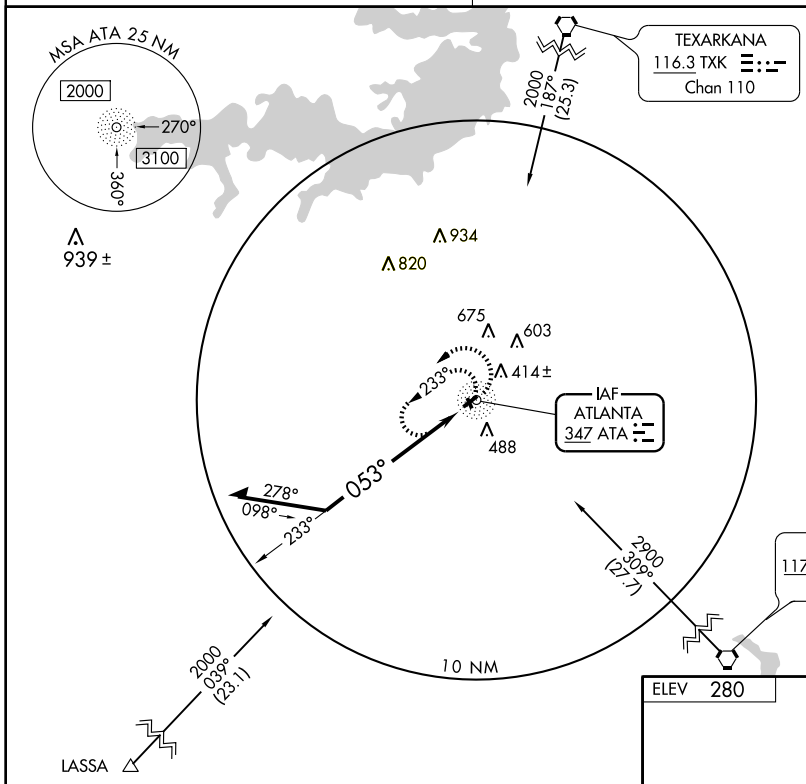
ATLANTA/HALL-MILLER MUNI (ATA)

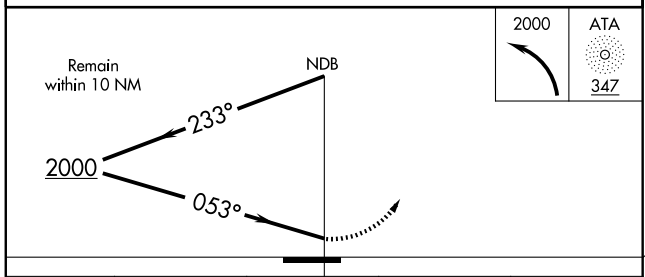
NA

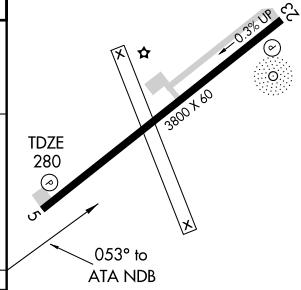
Visibility reduction by helicopters NA. Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet and all Cat B visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2000 in ATA NDB holding pattern.

| FORT WORTH CENTER | CTAF |
|---|---|
| 123.925 269.475 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1220-1¼ | 940 (1000-1¼) | NA | |
| CIRCLING | 1220-1¼ | 940 (1000-1¼) | NA | |

MIRL Rwy 5-23
REIL Rwys 5 and 23

SC-2, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 5

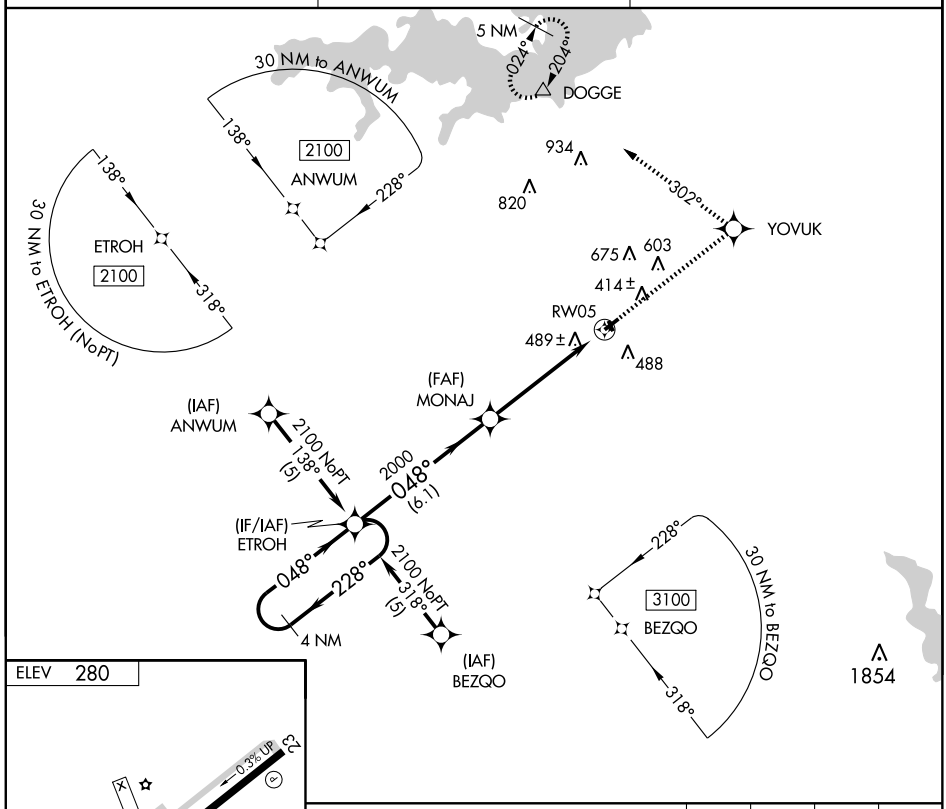
ATLANTA/HALL-MILLER MUNI (ATA)

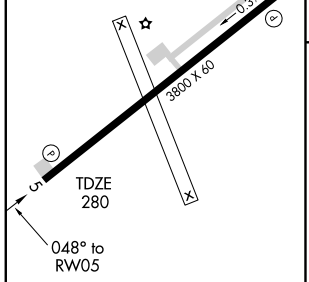
| APP CRS | Rwy Idg | 3800 |
|---|---|---|
| 048° | TDZE | 280 |
| | Apt Elev | 280 |

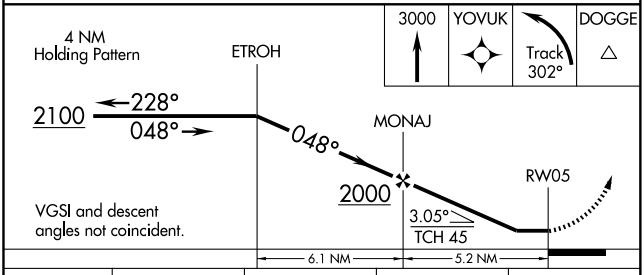
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Texarkana altimeter setting, when not received use Mount Pleasant altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 3000 direct YOVUK and left turn via 302° track to DOGGE and hold.

| TEXARKANA ASOS | FORT WORTH CENTER | CTAF |
|---|---|---|
| 120.2 | 123.925 269.475 | 122.9 |



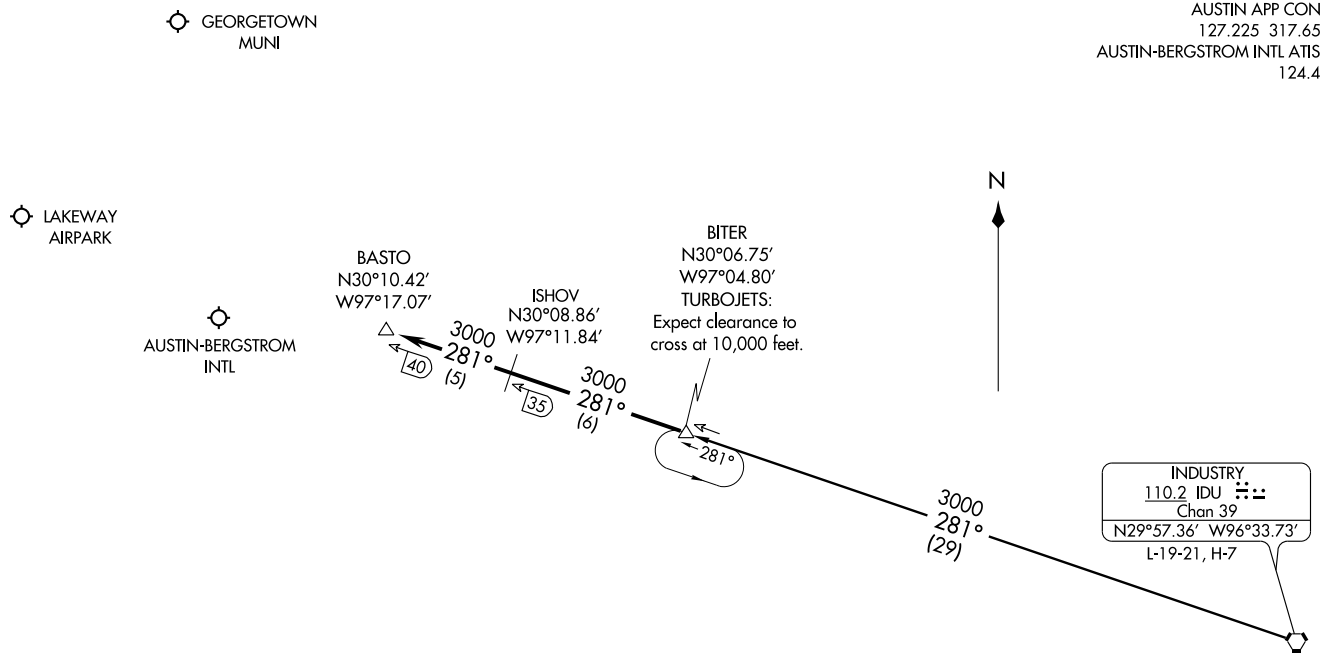




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 | 580 (600-1) | NA | |
| CIRCLING | 920-1 | 640 (700-1) | NA | |

MIRL Rwy 5-23
REIL Rwys 5 and 23

SC-2, 14 JAN 2010 to 11 FEB 2010




NOTE: DME Required.

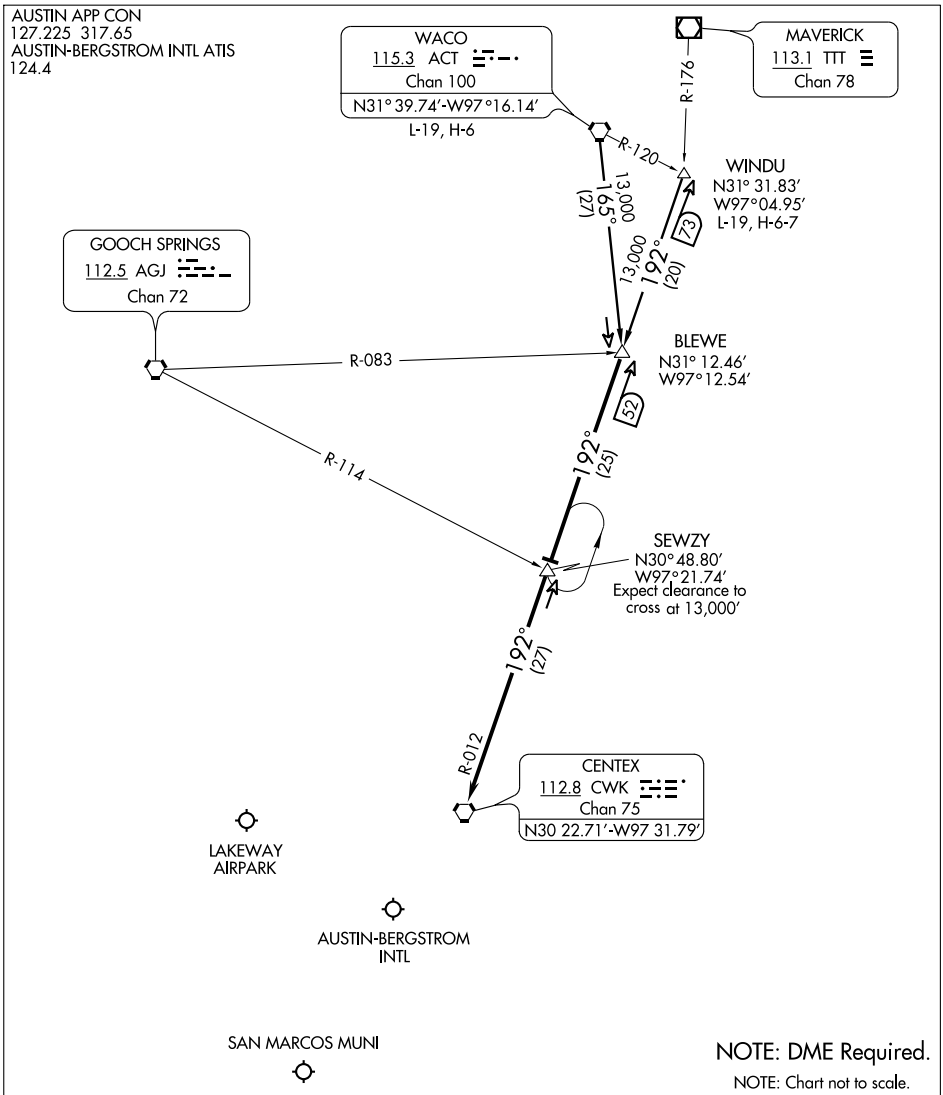
NOTE: Chart not to scale.

INDUSTRY TRANSITION (IDU.BITER4 ): From over IDU VORTAC via IDU R-281 to BITER INT. Thence . . . .

. . . . From over BITER INT via IDU R-281 to BASTO INT (MEA 3000). Expect radar vectors to final approach.

# BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS



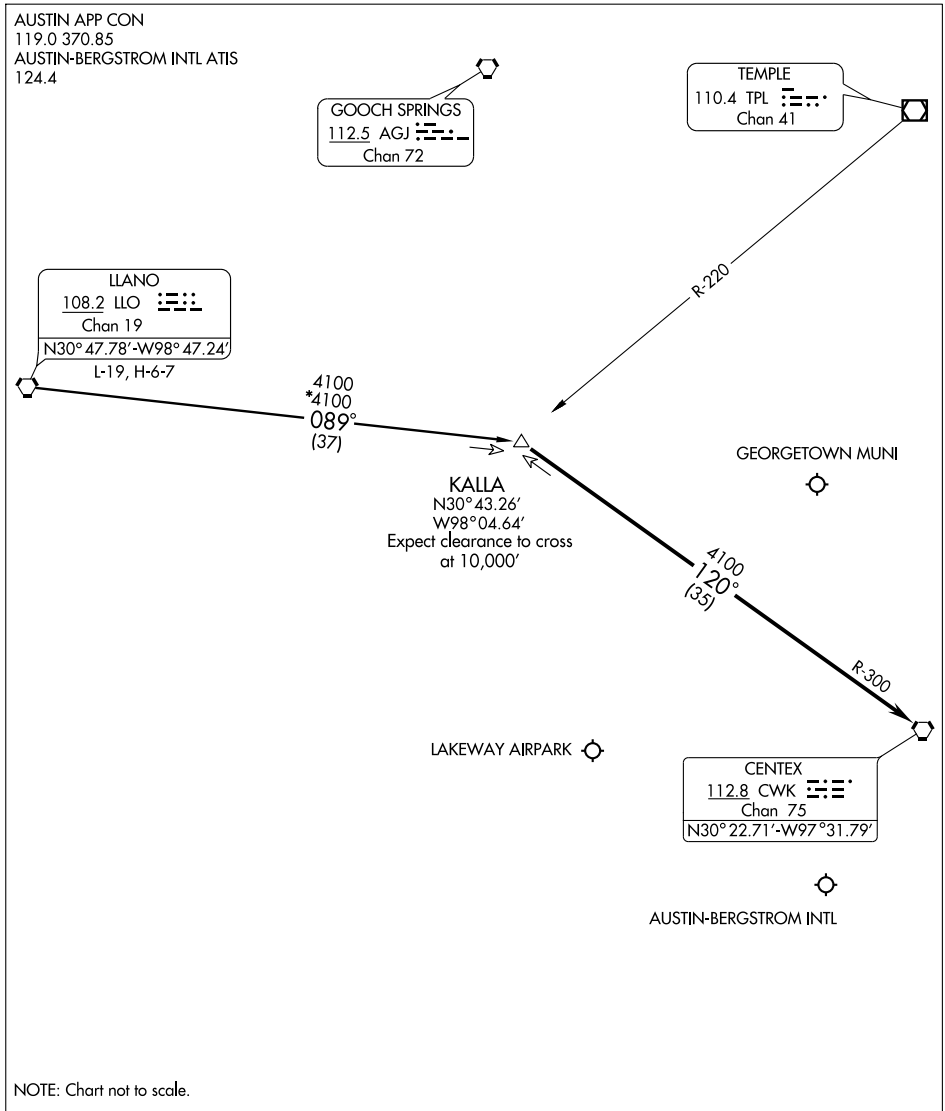

WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

# KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS




NOTE: Chart not to scale.

LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .

. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3148 |
|---|---|---|
| 162° | TDZE | 903 |
| | Apt Elev | 909 |

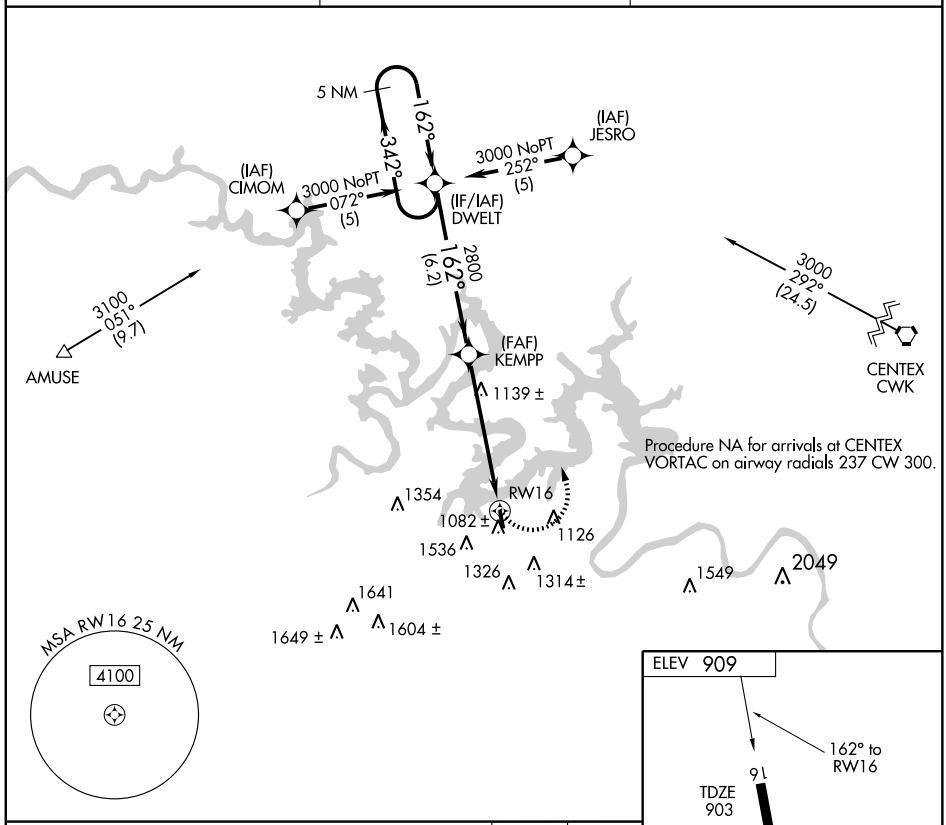
# RNAV (GPS) RWY 16

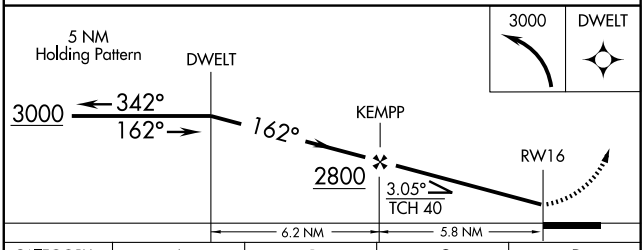
AUSTIN/ LAKEWAY AIRPARK (3R9)

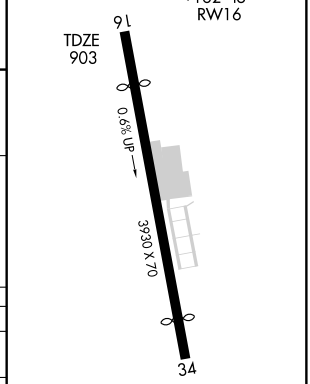
Use Georgetown Muni altimeter setting; if not received, use Austin-Bergstrom Intl altimeter setting and increase all MDAs 40 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct DWELT and hold.

| GEORGETOWN | AUSTIN APP CON | UNICOM |
|---|---|---|
| AWOS-3 **135.425** | **119.0 370.85** | **123.0** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680-1<br>*777* (800-1) | 1680-1¼<br>*777* (800-1¼) | 1680-2¼<br>*777* (800-2¼) | NA |
| CIRCLING | 1680-1<br>*771* (800-1) | 1980-1½<br>1071 (1100-1½) | 1980-3<br>1071 (1100-3) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC CWK 112.8 Chan 75 | APP CRS 081° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 909 |
|---|---|---|

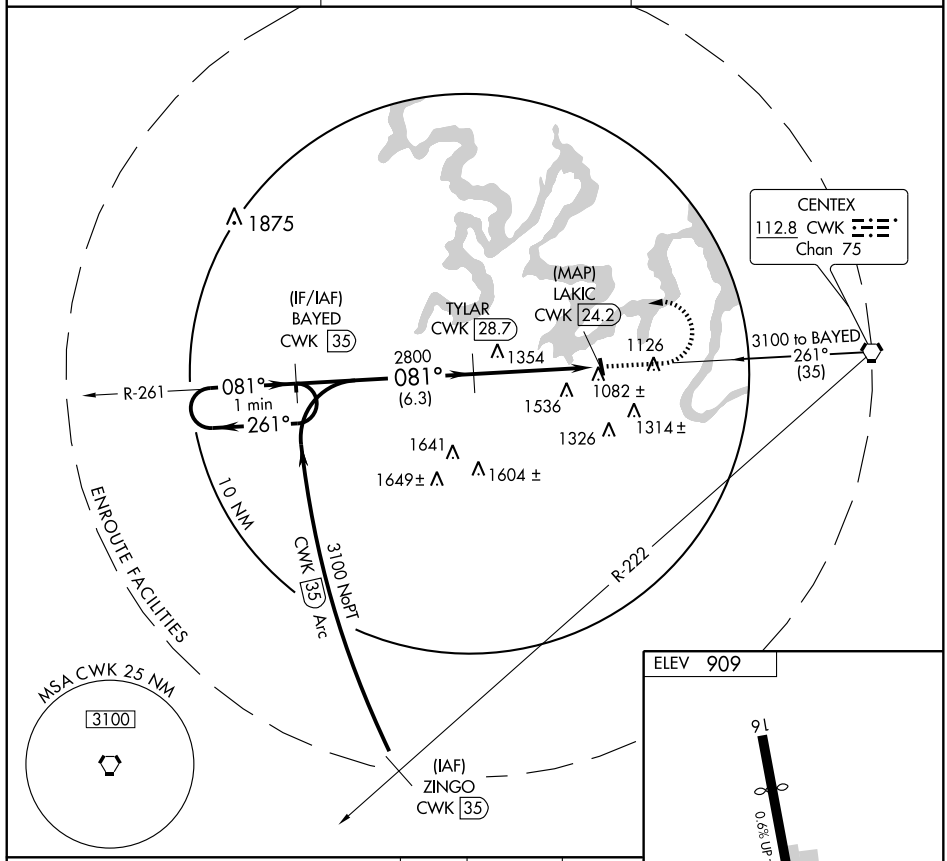
# VOR/DME-A

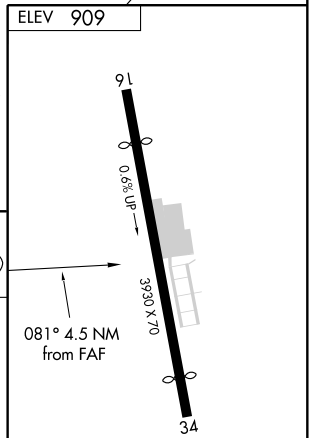
AUSTIN/ LAKEWAY AIRPARK (3R9)

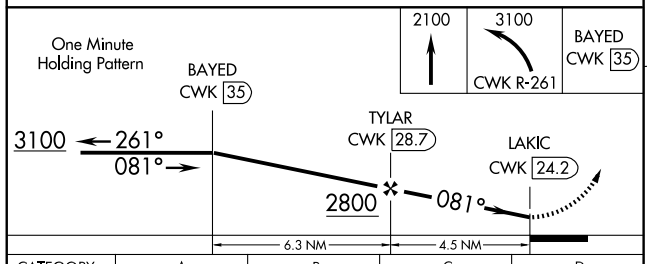
▼ NA Use Georgetown Muni altimeter setting; if not received, use Austin-Bergstrom Intl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2100 then climbing left turn to 3100 via CWK VORTAC R-261 to BAYED/35 DME and hold.

| GEORGETOWN AWOS-3 135.425 | AUSTIN APP CON 119.0 370.85 | UNICOM 123.0 (CTAF) |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1920-1¼<br>1011 (1100-1¼) | 1980-1½<br>1071 (1100-1½) | 1980-3<br>1071 (1100-3) | NA |

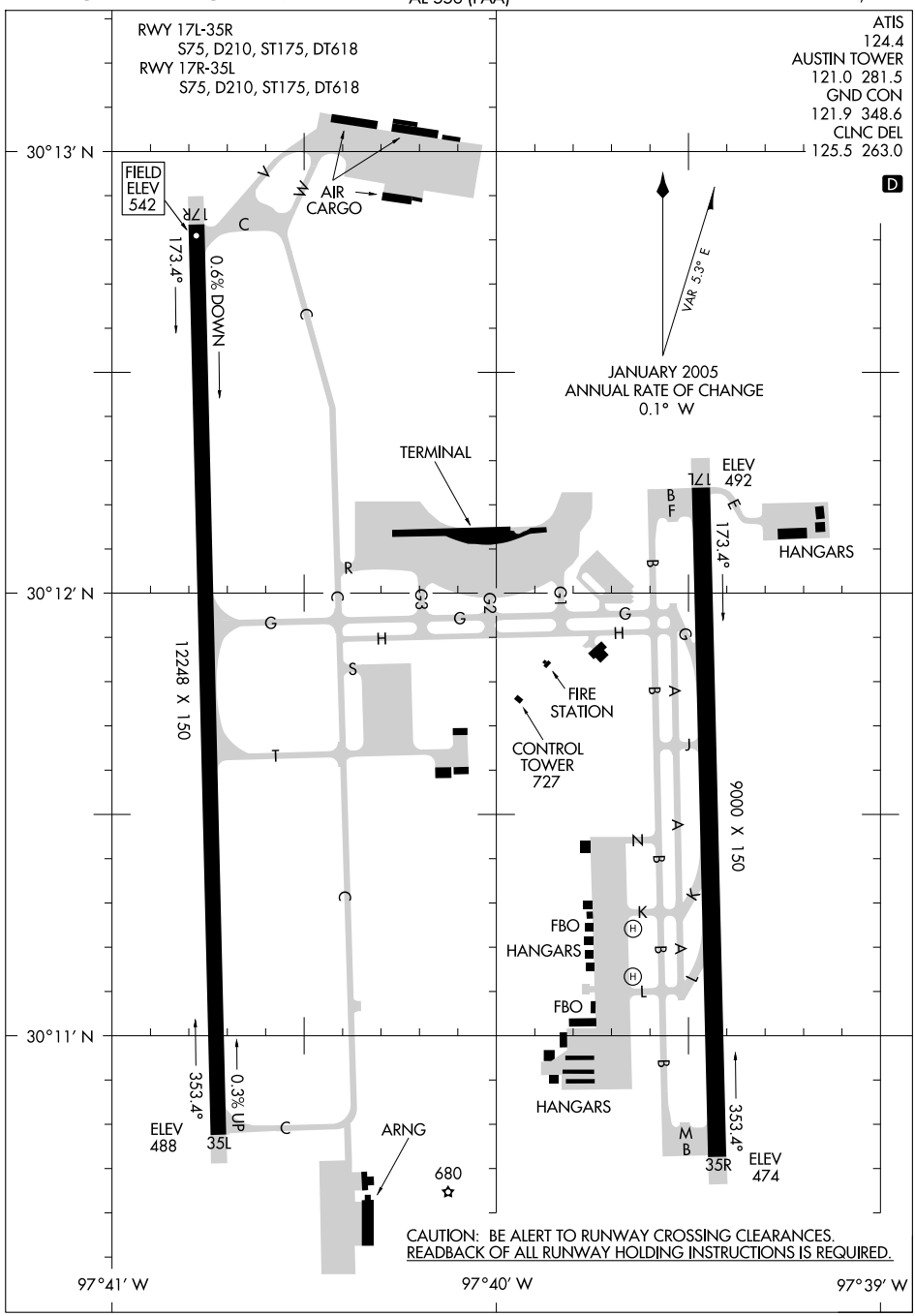
SC-3, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-556 (FAA)

## AUSTIN-BERGSTROM INTL (AUS)

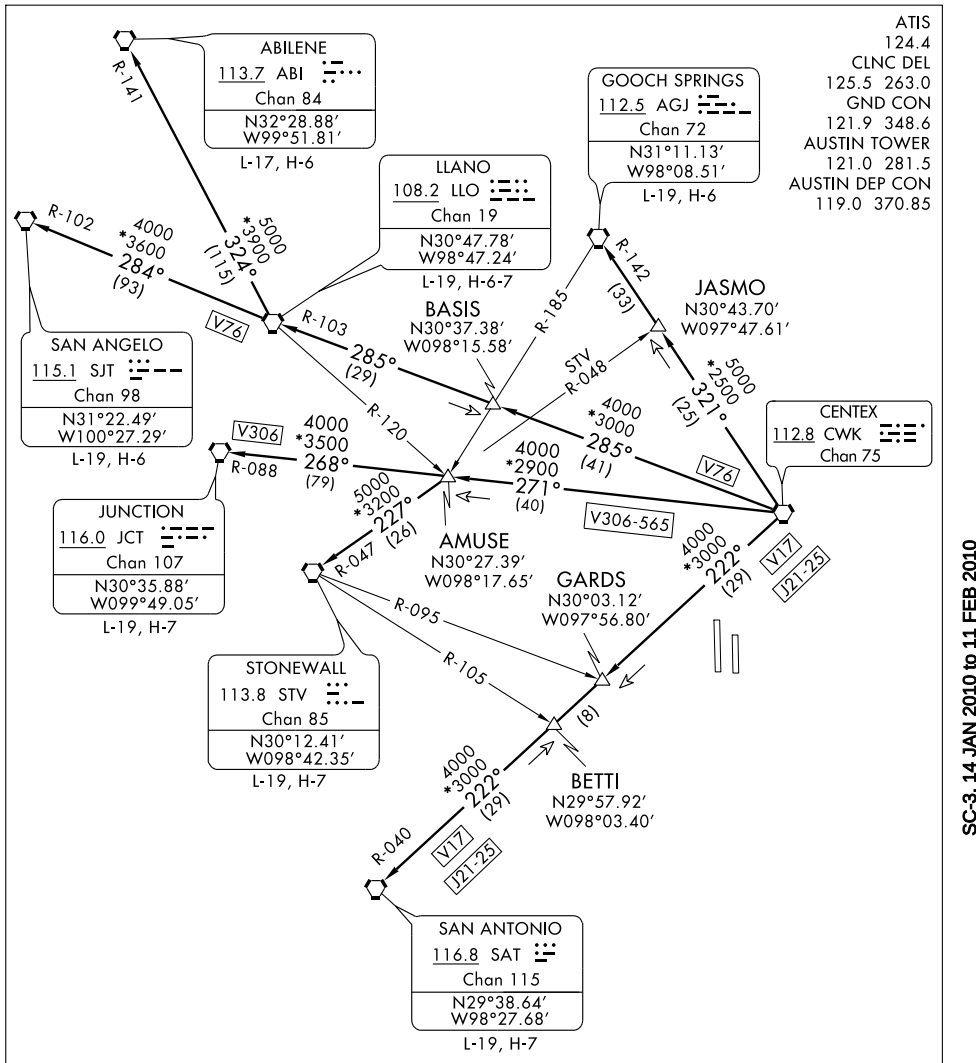
AUSTIN, TEXAS




SC-3, 14 JAN 2010 to 11 FEB 2010

# AUSTIN THREE DEPARTURE

SL-556 (FAA)




TAKE-OFF MINIMUMS:

Rwys 17L/R, 35L/R: Standard.

TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Trees beginning 498′ from DER, 576′ left of centerline, up to 80′ AGL/517′ MSL.
Tree 617′ from DER, 585′ right of centerline, 55′ AGL/498′ MSL.
Rwy 17R: Trees 1007′ from DER, 739′ right of centerline, up to 61′ AGL/523′ MSL.
Rwy 35R: Tree 817′ from DER, 664′ right of centerline, 55′ AGL/528′ MSL.

NOTE: RADAR required.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 35L/R,17L/R: Fly tower assigned heading for vectors, maintain 4000, expect filed altitude 10 minutes after departure, thence via assigned transition.

ABILENE TRANSITION (AUS3.ABI): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC, then via LLO R-324 and ABI R-141 to ABI VORTAC.

GOOCH SPRINGS TRANSITION (AUS3.AGJ): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC.

JUNCTION TRANSITION (AUS3.JCT): From over CWK VORTAC via CWK R-271 and JCT R-088 to JCT VORTAC.

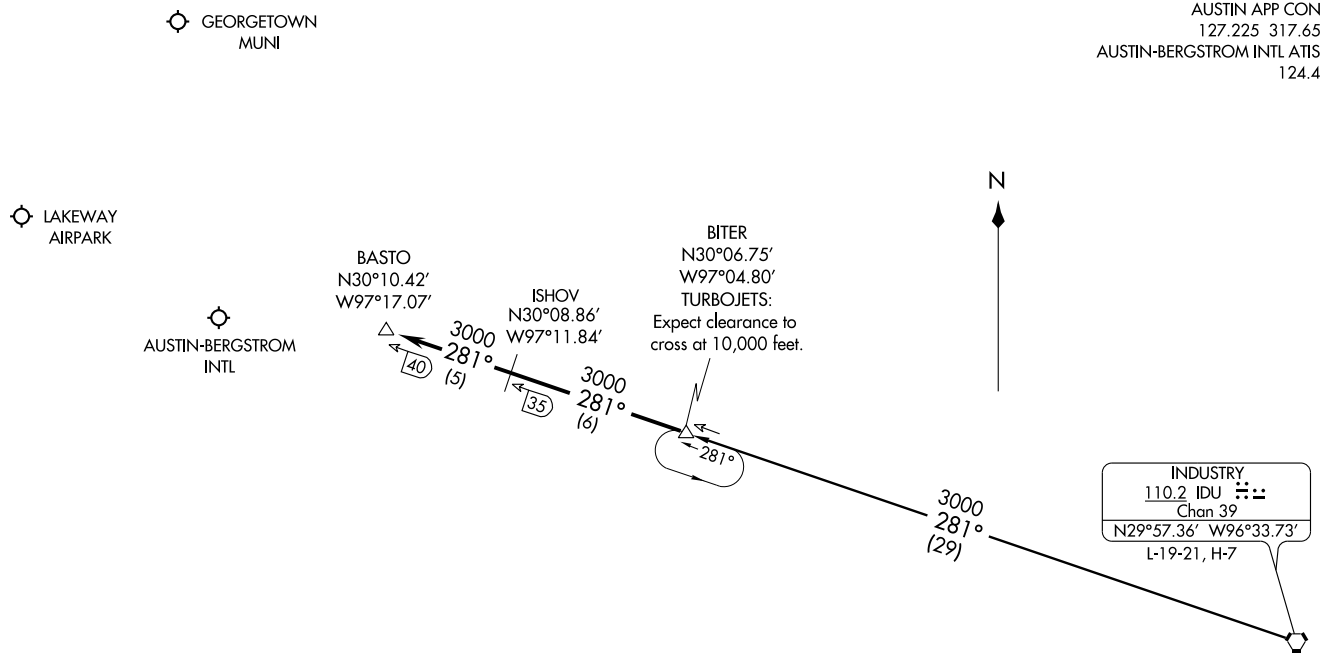
LLANO TRANSITION (AUS3.LLO): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC.

SAN ANGELO TRANSITION (AUS3.SJT): From over CWK VORTAC via CWK R-285 and LLO R-103 to LLO VORTAC, then via LLO R-284 and SJT R-102 to SJT VORTAC.

SAN ANTONIO TRANSITION (AUS3.SAT): From over CWK VORTAC via CWK R-222 and SAT R-040 to SAT VORTAC.

STONEWALL TRANSITION (AUS3.STV): From over CWK VORTAC via CWK R-271 to AMUSE INT, then via STV R-047 to STV VORTAC.

SC-3, 14 JAN 2010 to 11 FEB 2010




NOTE: DME Required.

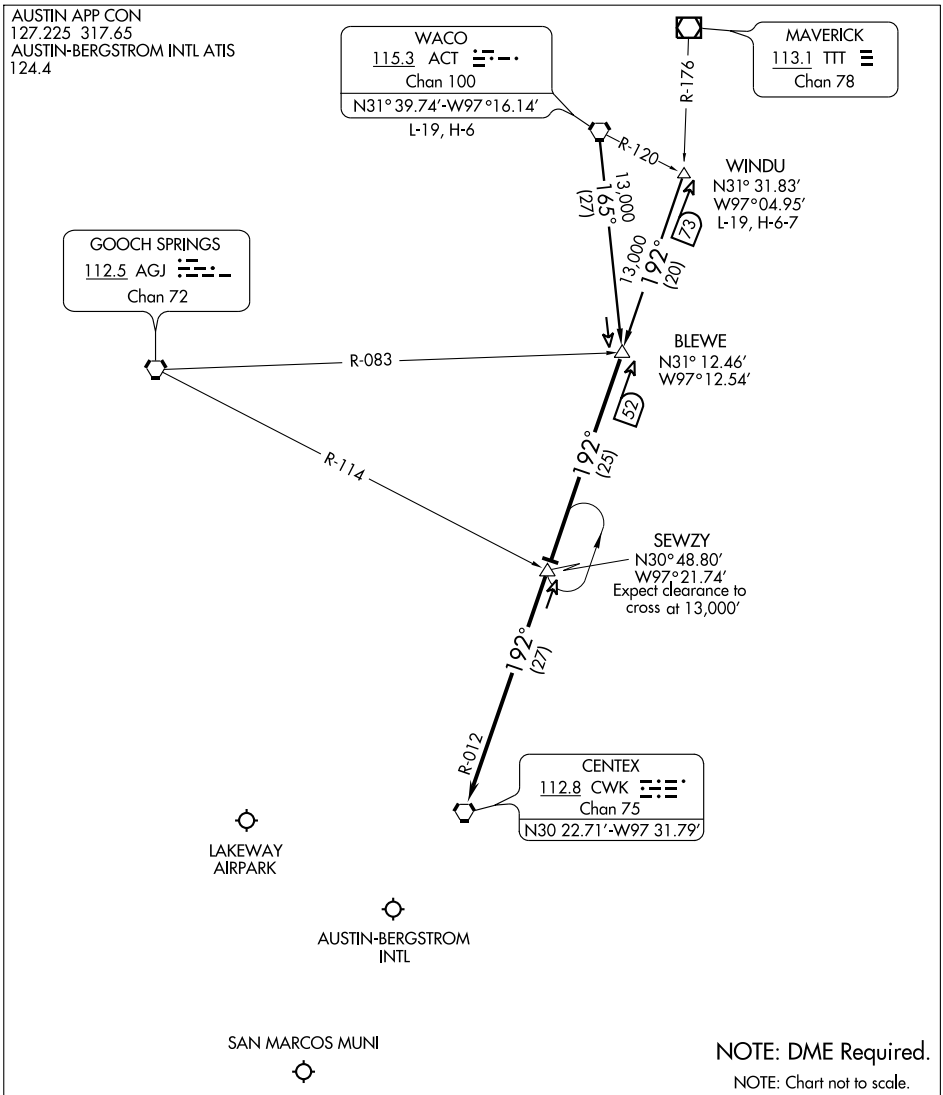
NOTE: Chart not to scale.

INDUSTRY TRANSITION (IDU.BITER4 ): From over IDU VORTAC via IDU R-281 to BITER INT. Thence . . . .

. . . . From over BITER INT via IDU R-281 to BASTO INT (MEA 3000). Expect radar vectors to final approach.

# BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS




WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

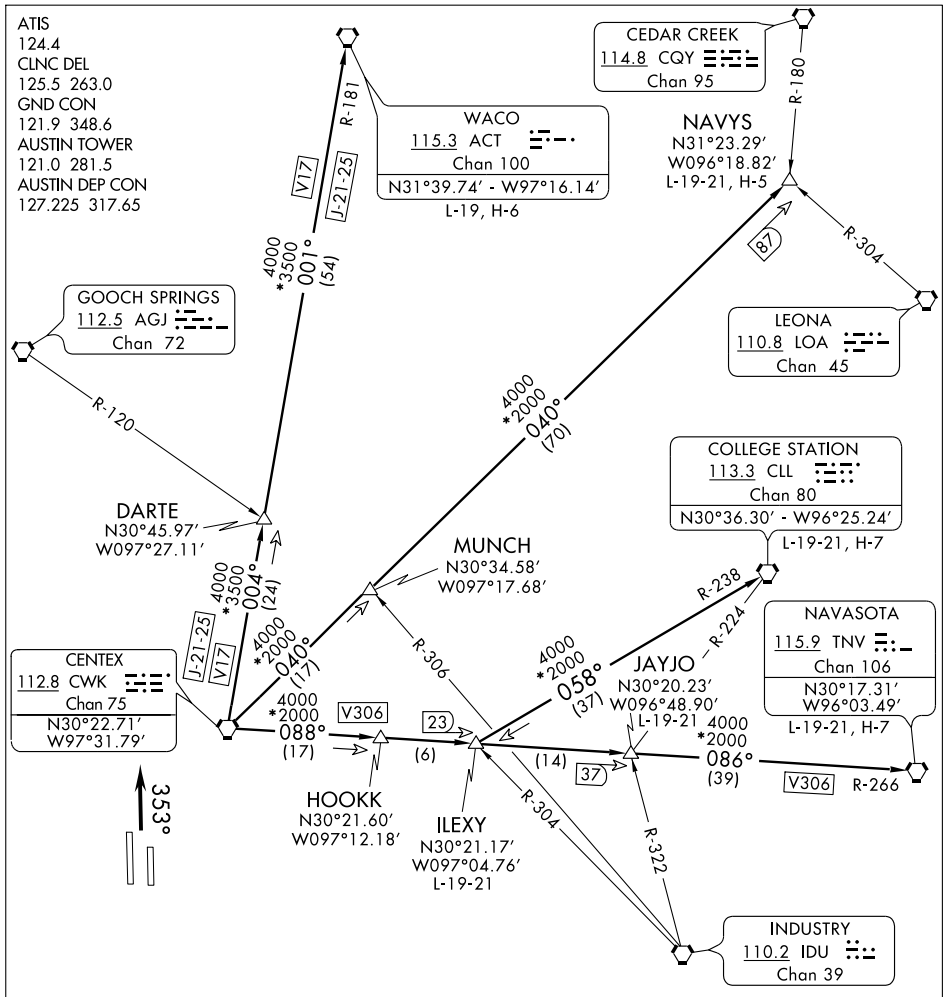
WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

# CENTEX FOUR DEPARTURE

SL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)
AUSTIN, TEXAS




NOTE: Radar Required.

TAKE-OFF MINIMUMS:
Rwys 17L/R, 35L/R: Standard.

TAKE-OFF OBSTACLE NOTES:

Rwy 17L: Trees beginning 498' from DER, 576' left of centerline, up to 80' AGL/517' MSL.
Tree 617' from DER, 585' right of centerline, 55' AGL/498' MSL.
Rwy 17R: Trees 1007' from DER, 739' right of centerline, up to 61' AGL/523' MSL.
Rwy 35R: Tree 817' from DER, 664' right of centerline, 55' AGL/528' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 35L: Climb via heading 353° to 1800. Thence . . . .

TAKEOFF RWY 35R: Climb via heading 353° to 1800. Thence . . . .

TAKEOFF RWY 17 L/R: Climb via assigned heading. Thence . . . .

. . . . climb to 4000 via radar vectors to assigned transition. Expect filed altitude 10 minutes after departure.

COLLEGE STATION TRANSITION (CWK4.CLL): (For aircraft requesting 13,000' MSL to FL230.) From over CWK VORTAC via CWK R-088 to ILEXY INT, then via CLL R-238 to CLL VORTAC.

ILEXY TRANSITION (CWK4.ILEXY): (For turboprop and turbojet aircraft landing HOU; for turbojet aircraft landing EFD, GLS or LBX; for all aircraft landing IAH.) From over CWK VORTAC via CWK R-088 to ILEXY INT.

JAYJO TRANSITION (CWK4.JAYJO): (For piston aircraft landing HOU; for piston and turboprop aircraft landing EFD, GLS, or LBX; for all aircraft landing other West/South Houston terminal area airports.) From over CWK VORTAC via CWK R-088 to JAYJO INT.

NAVASOTA TRANSITION (CWK4.TNV): From over CWK VORTAC via CWK R-088 and TNV R-266 to TNV VORTAC.

NAVYS TRANSITION (CWK4.NAVYS): (For aircraft landing DFW terminal area requesting FL230 and below.) From over CWK VORTAC via CWK R-040 to NAVYS INT.

WACO TRANSITION (CWK4.ACT): (For aircraft requesting 12,000' MSL and below.) From over CWK VORTAC via CWK R-004 and ACT R-181 to ACT VORTAC.

SC-3, 14 JAN 2010 to 11 FEB 2010

AUSTIN, TEXAS

AL-556 (FAA)

| LOC/DME I-GFQ | APP CRS | Rwy Idg | 12248 |
|---|---|---|---|
| 110.95 | 173° | TDZE | 542 |
| Chan 46 (Y) | | Apt Elev | 542 |

# ILS or LOC RWY 17R

AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 17L.

MALS

MISSED APPROACH: Climb to 1000, then climbing right turn to 3100 via CWK VORTAC R-222 to GARDS Int/CWK 29.2 DME and hold.

| ATIS | AUSTIN APP CON | AUSTIN TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.4 | 127.225 317.65 (355°-175°)<br>119.0 370.85 (176°-354°) | 121.0 281.5 | 121.9 348.6 | 125.5 263.0 | 122.95 |

RADAR REQUIRED

MSA CWK 25 NM

120°

3100

2600

025°

353°

(IF)

CHADE INT

I-GFQ 14.6

RADAR

CENTEX

112.8 CWK

Chan 75

R-281

R-253

R-230

R-222

173°

*#2900

(4)

BROMS INT

I-GFQ 10.6

RADAR

*2100

(3.8)

HOMAL INT

I-GFQ 6.8

RADAR

2049

1402

1638

1448

1034

688±

580±

659

846

799

695±

819

842

1030

#2100 when authorized by ATC

* LOC only

10 NM

LOCALIZER 110.95

I-GFQ

Chan 46 (Y)

MISSED APCH FIX

GARDS

CWK 29.2

CWK R-222

113.8 STV

Chan 85

R-095

042°

222°

R-222

ALTERNATE MISSED APCH FIX

CREED LOM

BS 255

173°

353°

ELEV 542

D

173° 4.6 NM from FAF

17R

0.6% DOWN

TDZE 542

17L

12,248 X 150

9000 X 150

727

0.3% UP

680

35L

35R

TDZ/CL Rwys 17L and 35R

HIRL Rwy 17L-35R and 17R-35L

FAF to MAP 4.6 NM

CHADE INT I-GFQ 14.6 RADAR

BROMS INT I-GFQ 10.6 RADAR

HOMAL INT I-GFQ 6.8 RADAR

#4000

173°

#3400

*#2900

*2100

2100

I-GFQ 3.3

I-GFQ 2.2

GS 3.00°

TCH 59

#2100 when authorized by ATC.

4 NM | 3.8 NM | 3.5 NM | 1.1

| 1000 | 3100 | GARDS |
|---|---|---|
| ↑ | CWK R-222 | △ CWK 29.2 |

* LOC only

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17R | 742/40 200 (200-¾) | | | | |
| S-LOC 17R | 940/40 398 (400-¾) | | | 940/60 398 (400-1¼) | 940-1½ 398 (400-1½) |
| CIRCLING | 1040-1 498 (500-1) | | 1040-1½ 498 (500-1½) | 1160-2 618 (700-2) | 1260-2½ 718 (800-2½) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-BSM | APP CRS | Rwy Idg | 12248 |
|---|---|---|---|
| 110.95 | 353° | TDZE | 496 |
| Chan 46 (Y) | | Apt Elev | 542 |

# ILS or LOC RWY 35L

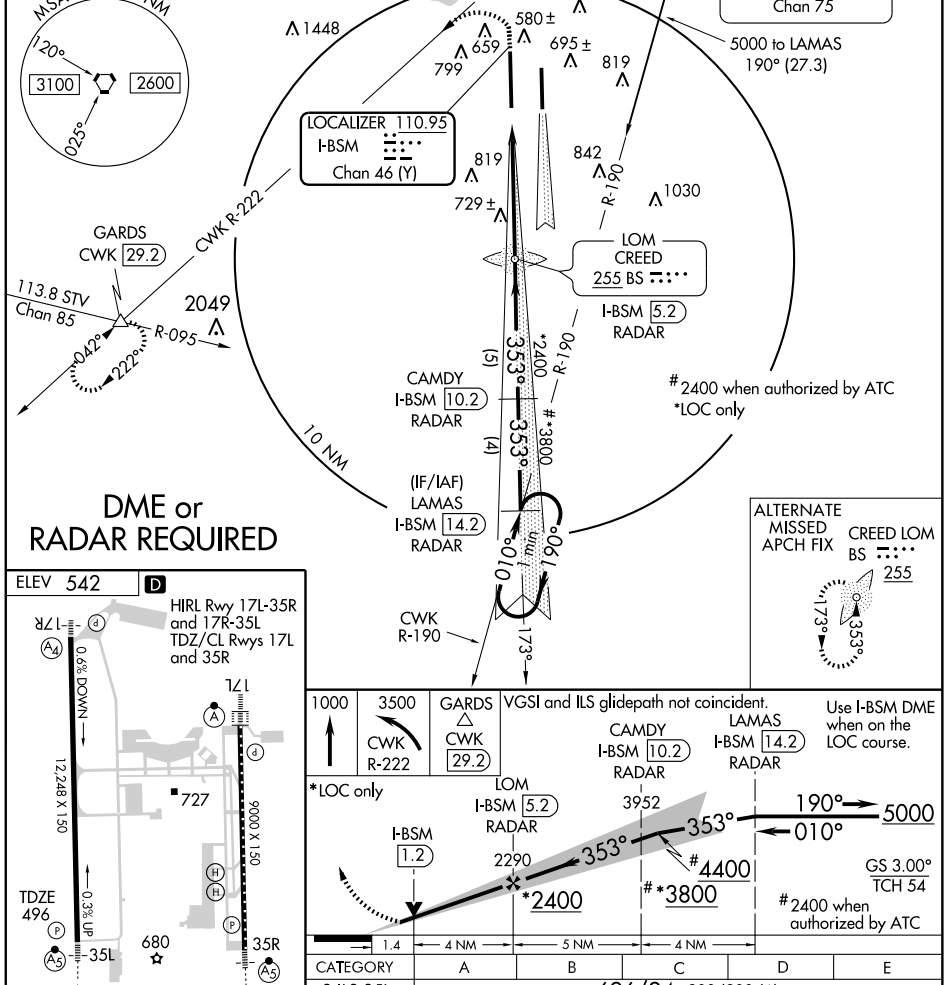
## AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 35R. For inoperative MALSR, increase S-ILS 35L Cat E visibility to RVR 4000, and S-LOC 35L Cat E visibility to 1¾ mile. ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 3500 via CWK VORTAC R-222 to GARDS Int/CWK 29.2 DME and hold.

| ATIS | AUSTIN APP CON | AUSTIN TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.4 | 127.225 317.65 (355°-175°)<br>119.0 370.85 (176°-354°) | 121.0 281.5 | 121.9 348.6 | 125.5 263.0 | 122.95 |




## DME or RADAR REQUIRED




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35L | ** 696/24 200 (200-½) | | | | |
| S-LOC 35L | 980/24 484 (500-½) | | 980/40 484 (500-¾) | 980/50 484 (500-1) | 980/60 484 (500-1¼) |
| CIRCLING | 1040-1 498 (500-1) | | 1040-1½ 498 (500-1½) | 1160-2 618 (700-2) | 1260-2½ 718 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-VNK | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 110.5 | 173° | TDZE | 492 |
| Chan 42 | | Apt Elev | 542 |

# ILS RWY 17L

AUSTIN-BERGSTROM INTL (AUS)

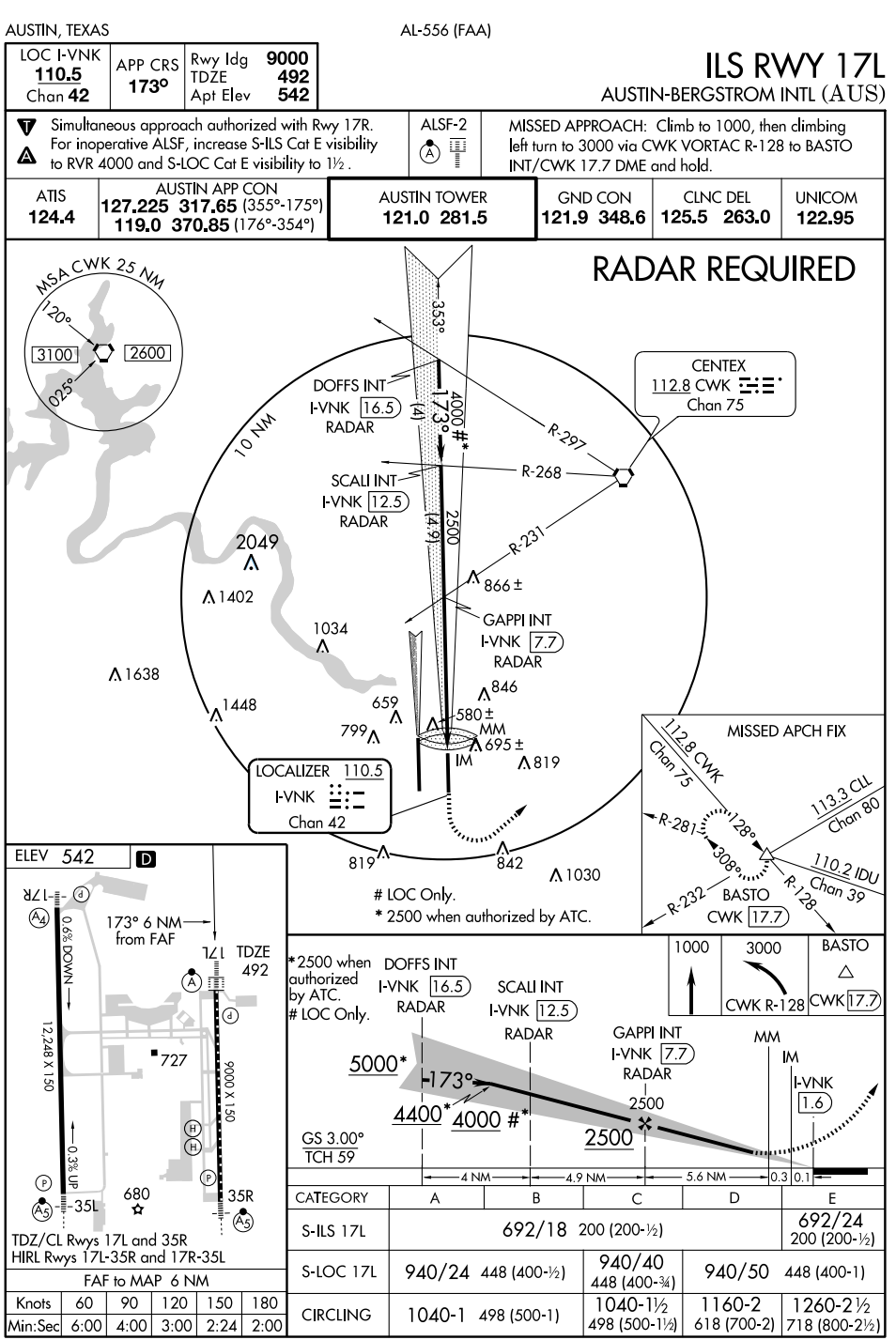
Simultaneous approach authorized with Rwy 17R.
For inoperative ALSF, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

| ATIS | AUSTIN APP CON | AUSTIN TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.4 | 127.225 317.65 (355°-175°)<br>119.0 370.85 (176°-354°) | 121.0 281.5 | 121.9 348.6 | 125.5 263.0 | 122.95 |

RADAR REQUIRED










FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17L | 692/18 200 (200-½) | | | | 692/24 200 (200-½) |
| S-LOC 17L | 940/24 448 (400-½) | | 940/40 448 (400-¾) | 940/50 448 (400-1) | |
| CIRCLING | 1040-1 498 (500-1) | | 1040-1½ 498 (500-1½) | 1160-2 618 (700-2) | 1260-2½ 718 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-VNK | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 110.5 | 173° | TDZE | 492 |
| Chan 42 | | Apt Elev | 542 |

# ILS RWY 17L (CAT II)
AUSTIN-BERGSTROM INTL (AUS)

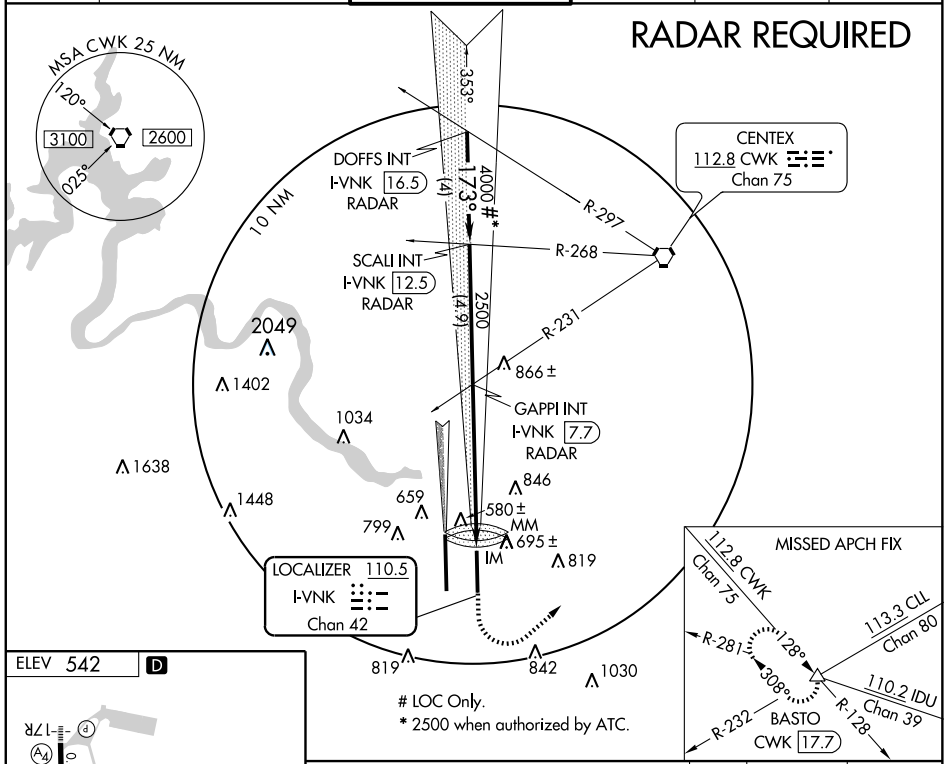
Simultaneous approach authorized with Rwy 17R.
For inoperative ALSF, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

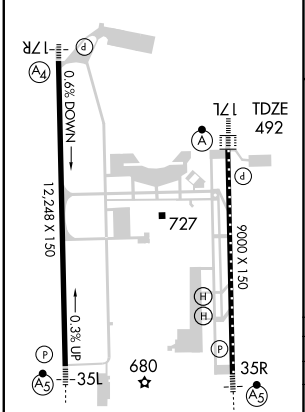
| ATIS | AUSTIN APP CON | AUSTIN TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.4 | 127.225 317.65 (355°-175°)<br>119.0 370.85 (176°-354°) | 121.0 281.5 | 121.9 348.6 | 125.5 263.0 | 122.95 |

RADAR REQUIRED

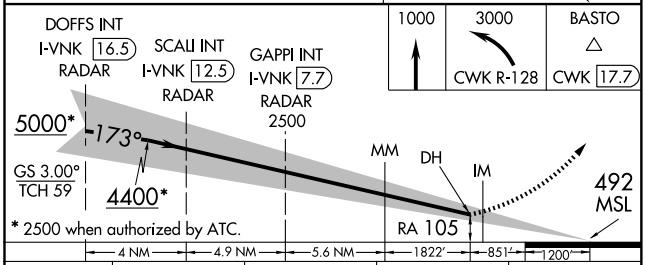









HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | RA 105/12 100 DA 592 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3, 14 JAN 2010 to 11 FEB 2010

AUSTIN, TEXAS

AL-556 (FAA)

| LOC I-VNK 110.5 Chan 42 | APP CRS 173° | Rwy Idg 9000 TDZE 492 Apt Elev 542 |
|---|---|---|

# ILS RWY 17L (CAT III)

AUSTIN-BERGSTROM INTL (AUS)

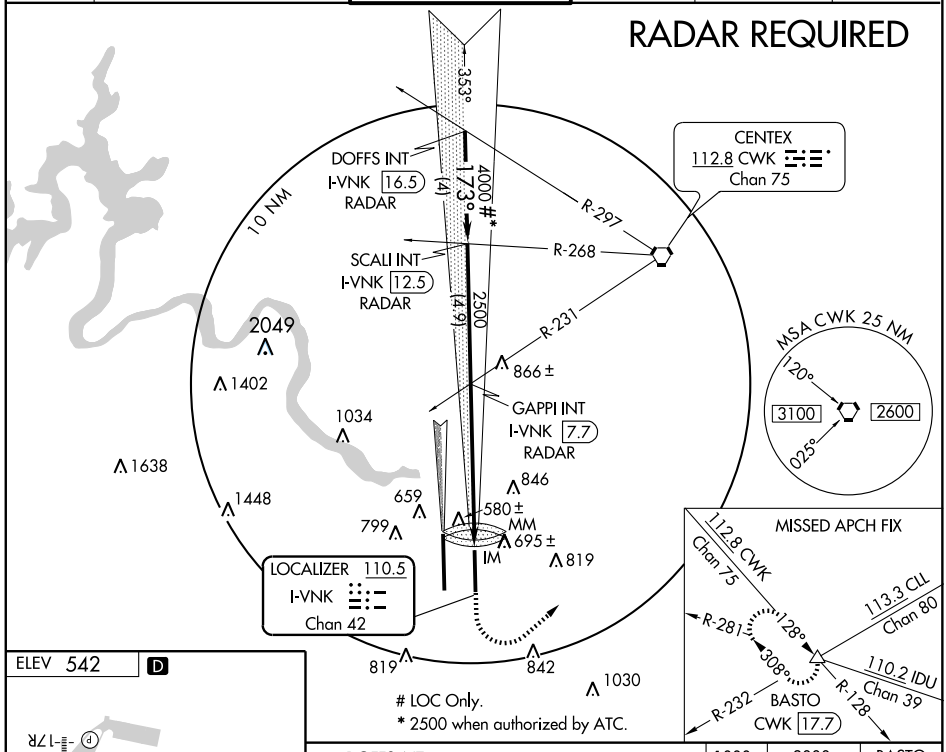
Simultaneous approach authorized with Rwy 17R.
For inoperative ALSF, increase S-ILS Cat E visibility to RVR 4000 and S-LOC Cat E visibility to 1½.

ALSF-2

MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

| ATIS | AUSTIN APP CON | AUSTIN TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.4 | 127.225 317.65 (355°-175°) 119.0 370.85 (176°-354°) | 121.0 281.5 | 121.9 348.6 | 125.5 263.0 | 122.95 |

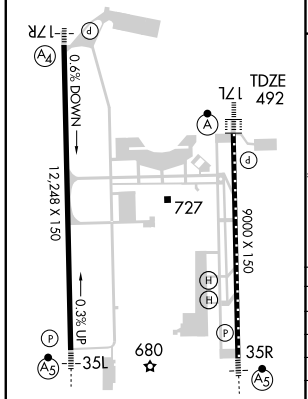
RADAR REQUIRED



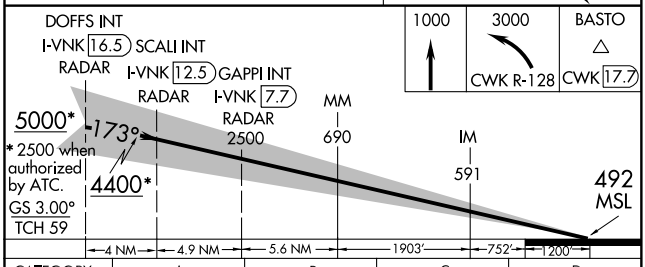

# LOC Only.

* 2500 when authorized by ATC.

ELEV 542 D




HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | CAT IIIa RVR 07 | | | |
| S-ILS 17L | CAT IIIb RVR 06 | | | |
| S-ILS 17L | CAT IIIc NA | | | |

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-HCE | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 110.5 | 353° | TDZE | 480 |
| Chan 42 | | Apt Elev | 542 |

# ILS RWY 35R

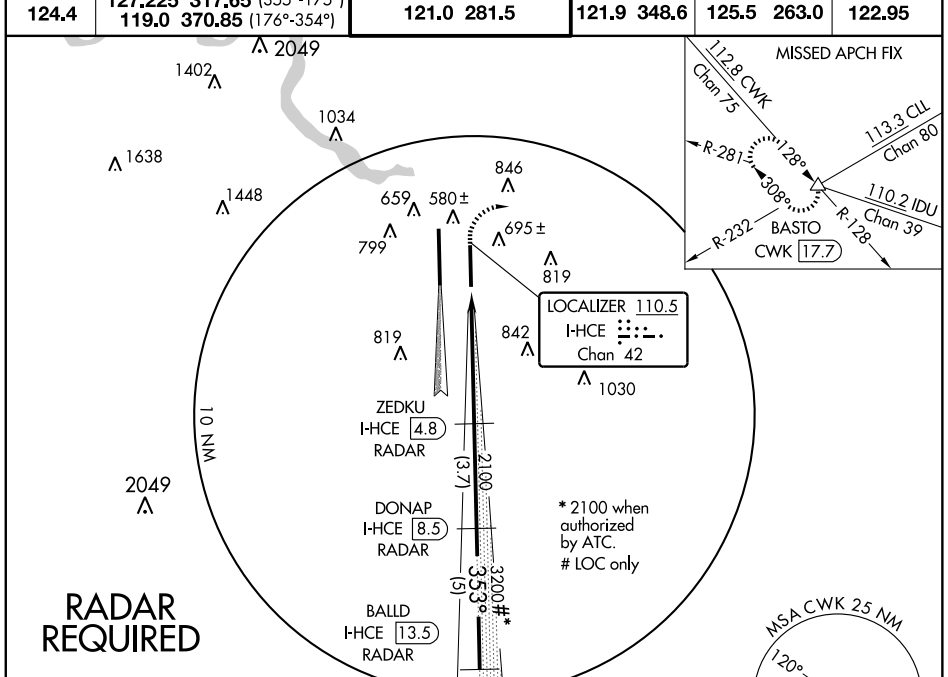
## AUSTIN-BERGSTROM INTL (AUS)

Simultaneous approach authorized with Rwy 35L. For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 1¾ miles.

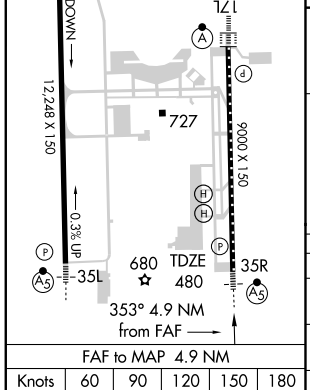
MALSR

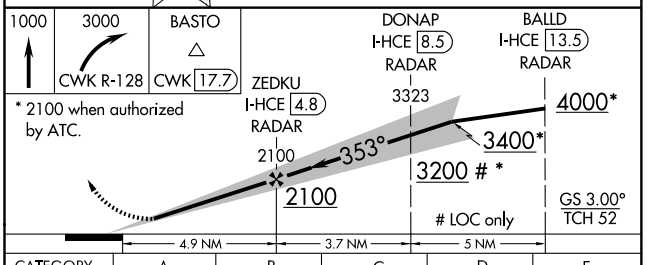
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 via CWK VORTAC R-128 to BASTO INT/CWK 17.7 DME and hold.

| ATIS | AUSTIN APP CON | AUSTIN TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.4 | 127.225 317.65 (355°-175°)<br>119.0 370.85 (176°-354°) | 121.0 281.5 | 121.9 348.6 | 125.5 263.0 | 122.95 |




RADAR REQUIRED



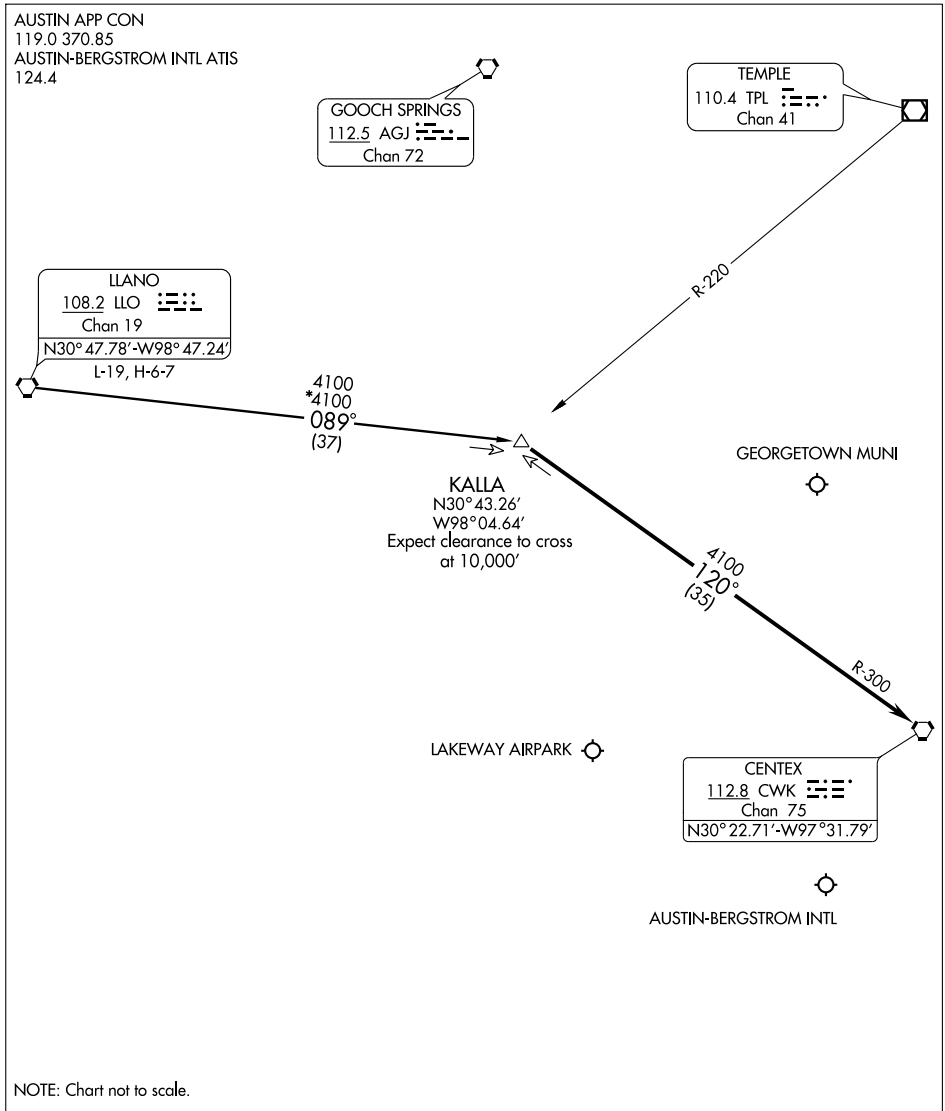

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35R | 680/18 200 (200-½) | | | | 680/24 200 (200-½) |
| S-LOC 35R | 980/24 500 (500-½) | | 980/40 500 (500-¾) | 980/50 500 (500-1) | 980/60 500 (500-1¼) |
| CIRCLING | 1040-1 498 (500-1) | | 1040-1½ 498 (500-1½) | 1160-2 618 (700-2) | 1260-2½ 718 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

# KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS




NOTE: Chart not to scale.

LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .

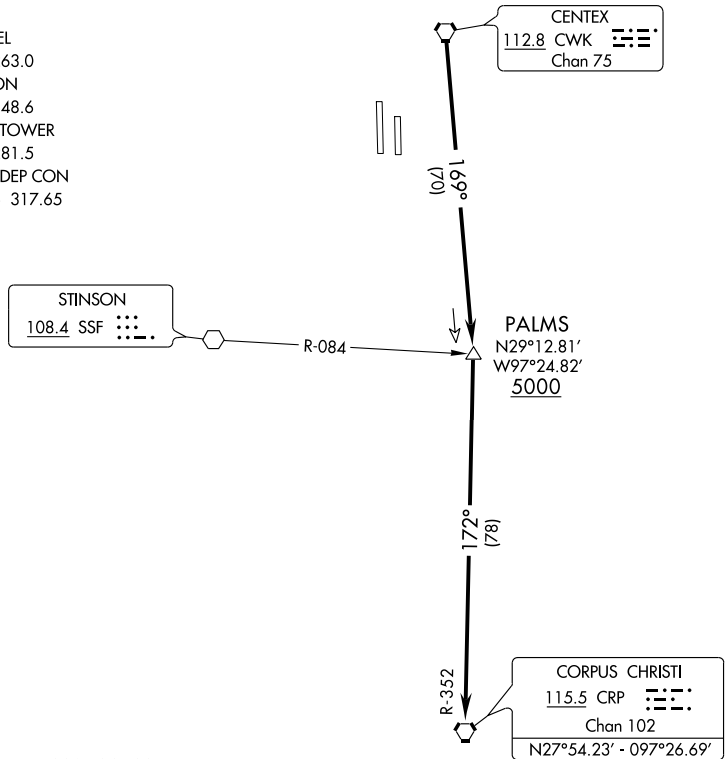
. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

SC-3, 14 JAN 2010 to 11 FEB 2010

# PALMS ONE DEPARTURE



ATIS
124.4
CLNC DEL
125.5 263.0
GND CON
121.9 348.6
AUSTIN TOWER
121.0 281.5
AUSTIN DEP CON
127.225 317.65




## TAKE-OFF MINIMUMS:

Rwys 17L/17R, standard.
Rwy 35L, standard with an obstacle climb of 227′ per NM to 2600.
Rwy 35R, standard with an obstacle climb of 204′ per NM to 2600.

NOTE: Rwy 17L, multiple trees beginning 498′ from departure end of runway, 576′ left of centerline, up to 80′ AGL/517′ MSL.
Tree 617′ from departure end of runway, 584′ right of centerline, 55′ AGL/498′ MSL.
NOTE: Rwy 17R, multiple trees beginning 1007′ from departure end of runway, 730′ right of centerline to 603′ left of centerline up to 61′ AGL/540′ MSL.
NOTE: Rwy 35R, tree 816′ from departure end of runway, 663′ right of centerline, 55′ AGL/528′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 35L/R,17L/R: Fly tower assigned heading for vectors to CWK VORTAC, maintain 4000, expect filed altitude 10 minutes after departure, then via CWK R-169 to PALMS INT, cross PALMS INT at or above 5000, then via CRP R-352 to CRP VORTAC.

| APP CRS | Rwy Idg | 9000 |
|---|---|---|
| 173° | TDZE | 492 |
| | Apt Elev | 542 |

# RNAV (GPS) RWY 17L

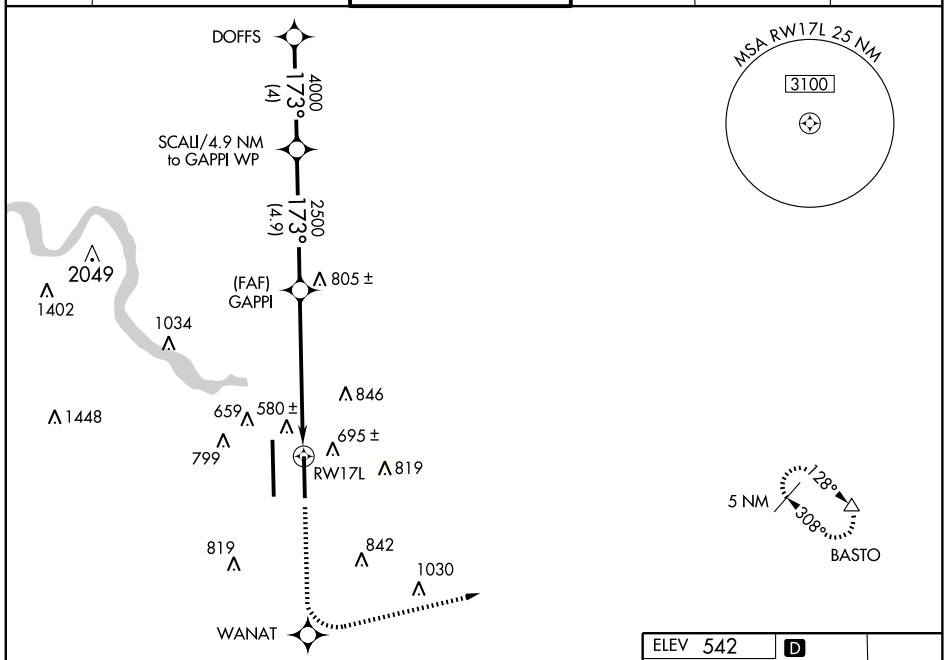
AUSTIN-BERGSTROM INTL (AUS)

Baro-VNAV NA below -16°C (4°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV and LNAV Cat E visibility to 1¾.

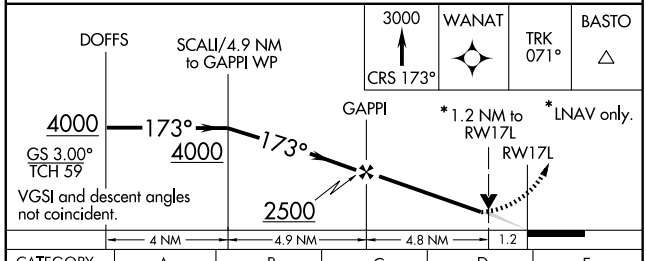
ALSF-2

MISSED APPROACH: Climb to 3000 via 173° course to WANAT then via 071° track to BASTO and hold.

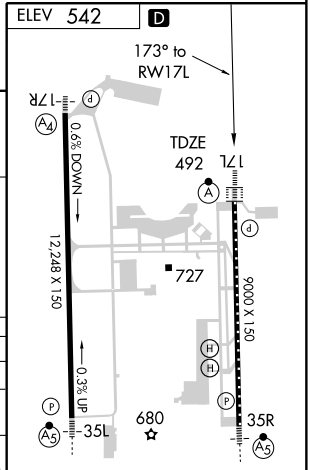
| ATIS | AUSTIN APP CON | AUSTIN TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.4 | 127.225 317.65 (355°-175°)<br>119.0 370.85 (176°-354°) | 121.0 281.5 | 121.9 348.6 | 125.5 263.0 | 122.95 |




## RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 1000/60 508 (500-1¼) | | | | |
| LNAV MDA | 960/24 468 (500-½) | | 960/40 468 (500-¾) | 960/50 468 (500-1) | 960/60 468 (500-1¼) |
| CIRCLING | 1040-1¾ 498 (500-1¾) | | | 1160-2 618 (700-2) | 1260-2½ 718 (800-2½) |




HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 12248 |
|---|---|---|
| 173° | TDZE | 542 |
| | Apt Elev | 542 |

# RNAV (GPS) RWY 17R

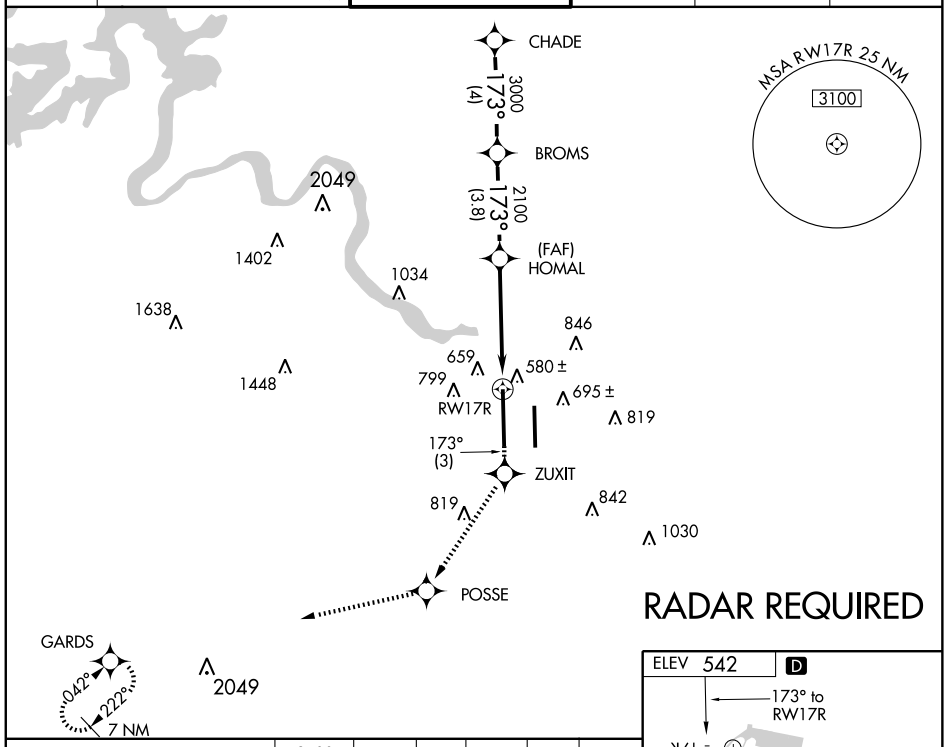
AUSTIN-BERGSTROM INTL (AUS)

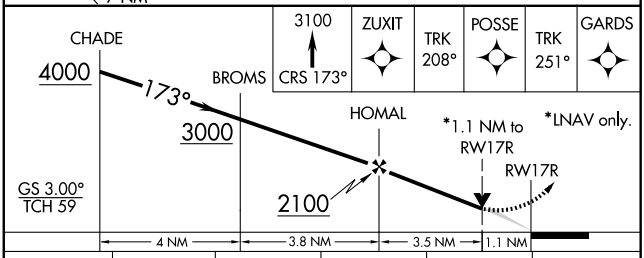
Baro-VNAV NA below -16°C (4°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
Inoperative table does not apply to LNAV/VNAV.
For inoperative MALS, increase LNAV Cat E visibility to ½.

MALS

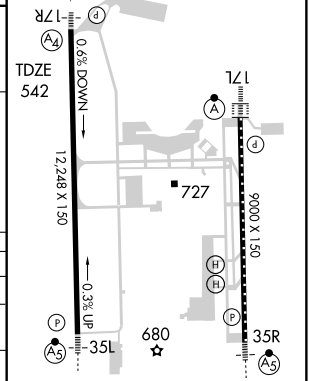
MISSED APPROACH: Climb to 3100 via 173° course to ZUXIT, then via 208° track to POSSE, then via 251° track to GARDS and hold.

| ATIS | AUSTIN APP CON | AUSTIN TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.4 | 127.225 317.65 (355°-175°)<br>119.0 370.85 (176°-354°) | 121.0 281.5 | 121.9 348.6 | 125.5 263.0 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 920/60 378 (400-1¼) | | | | |
| LNAV MDA | 940/40 398 (400-¾) | | | 940/60 398 (400-1¼) | |
| CIRCLING | 1040-1¼ 498 (500-1¼) | | 1040-1½ 498 (500-1½) | 1160-2 618 (700-2) | 1260-2½ 718 (800-2½) |




TDZ/CL Rwys 17L and 35R
HIRL Rwys 17L-35R and 17R-35L

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 9000 |
|---|---|---|
| 353° | TDZE | 480 |
| | Apt Elev | 542 |

# RNAV (GPS) RWY 35R

AUSTIN-BERGSTROM INTL (AUS)

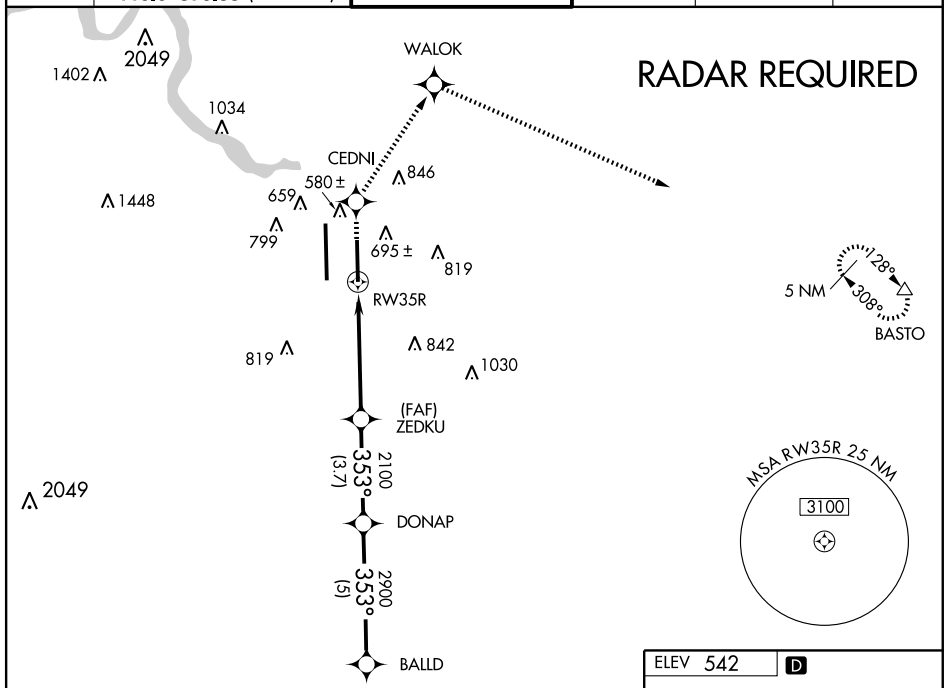
Baro-VNAV NA below -15°C (5°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 1¾.

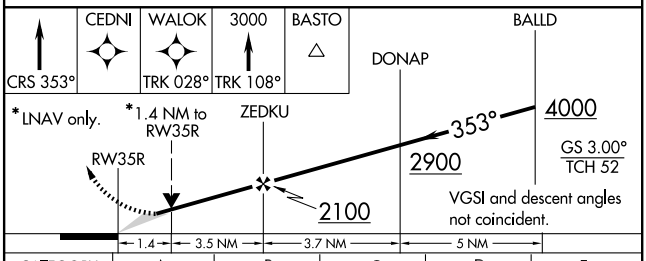
MALSR

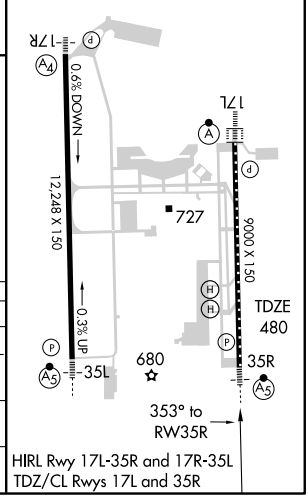
MISSED APPROACH: Climb via 353° course to CEDNI then via 028° to track to WALOK then via 108° track to 3000 to BASTO and hold.

| ATIS | AUSTIN APP CON | AUSTIN TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.4 | 127.225 317.65 (355°-175°)<br>119.0 370.85 (176°-354°) | 121.0 281.5 | 121.9 348.6 | 125.5 263.0 | 122.95 |

RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 880/50 400 (400-1) | | | | |
| LNAV MDA | 980/24 500 (500-½) | | 980/40 500 (500-¾) | 980/50 500 (500-1) | 980/60 500 (500-1¼) |
| CIRCLING | 1040-1½ 498 (500-1½) | | | 1160-2 618 (700-2) | 1260-2½ 718 (800-2½) |

HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R

SC-3, 14 JAN 2010 to 11 FEB 2010

AUSTIN, TEXAS

AL-556 (FAA)

| APP CRS | Rwy Idg | 12248 |
|---|---|---|
| 353° | TDZE | 496 |
| | Apt Elev | 542 |

# RNAV (GPS) Y RWY 35L

AUSTIN-BERGSTROM INTL (AUS)

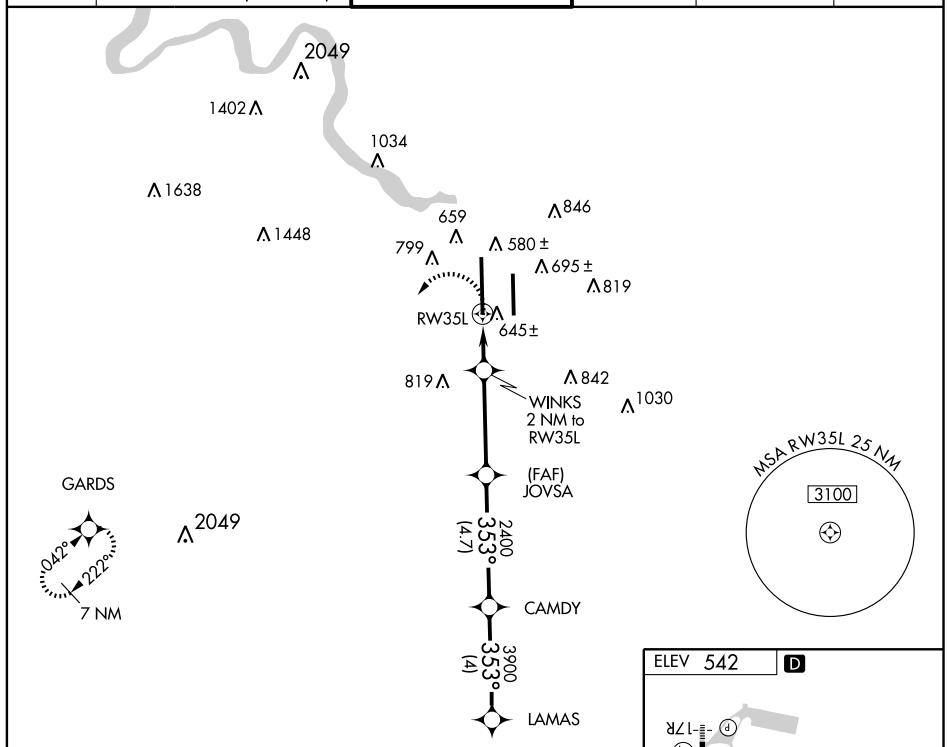
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000 and Cat E to 1½.

NA

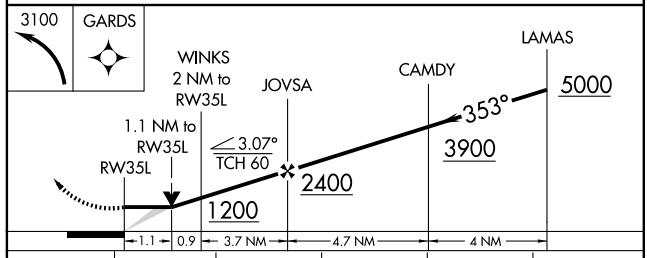
MALSR

MISSED APPROACH: Climbing left turn to 3100 direct GARDS and hold.

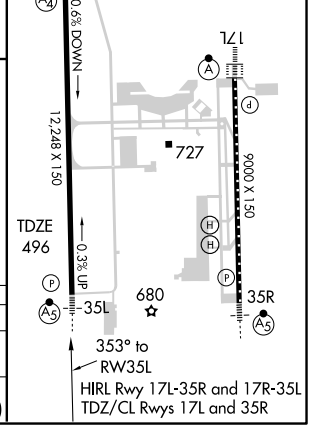
| ATIS | AUSTIN APP CON | AUSTIN TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.4 | 127.225 317.65 (355°-175°)<br>119.0 370.85 (176°-354°) | 121.0 281.5 | 121.9 348.6 | 125.5 263.0 | 122.95 |




## RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 900/24 | 404 (400-½) | 900/40<br>404 (400-¾) | 900/50 | 404 (400-1) |
| CIRCLING | 1040-1 | 498 (500-1) | 1040-1½<br>498 (500-1½) | 1160-2<br>618 (700-2) | 1260-2½<br>718 (800-2½) |




SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 12248 |
|---|---|---|
| 353° | TDZE | 496 |
| | Apt Elev | 542 |

# RNAV (GPS) Z RWY 35L

AUSTIN-BERGSTROM INTL (AUS)

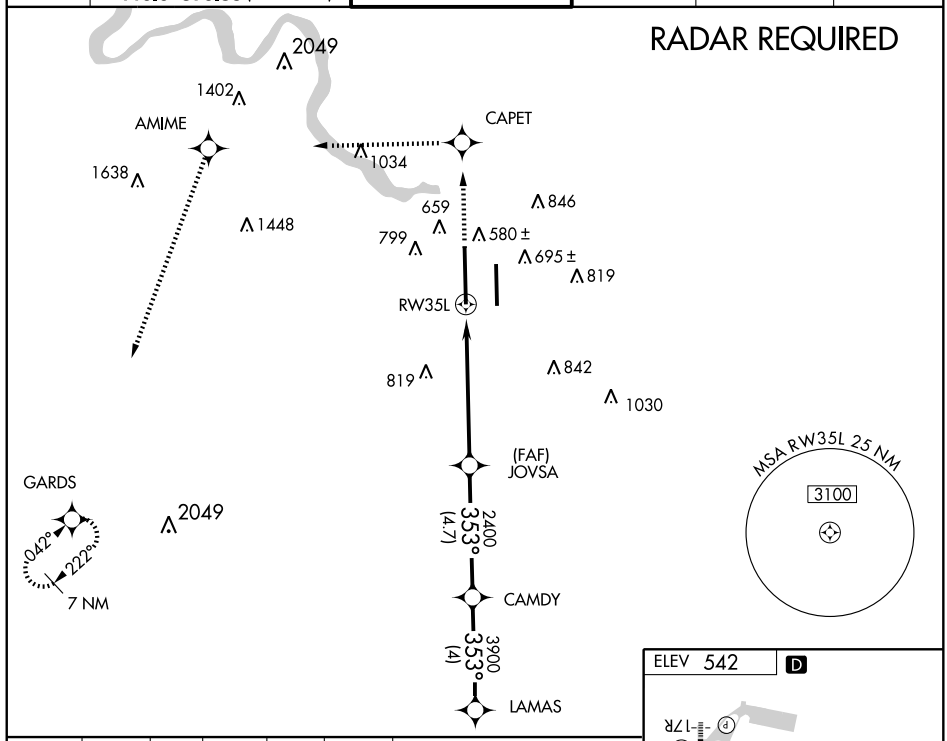
T Baro-VNAV NA Below -16°C (4°F).
NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.
For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 2¼.

MALSR

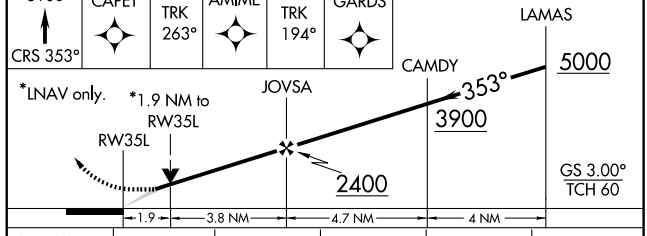
MISSED APPROACH: Climb to 3100 via 353° course to CAPET then via 263° track to AMIME then via 194° track to GARDS and hold.

| ATIS | AUSTIN APP CON | AUSTIN TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.4 | 127.225 317.65 (355°-175°)<br>119.0 370.85 (176°-354°) | 121.0 281.5 | 121.9 348.6 | 125.5 263.0 | 122.95 |

RADAR REQUIRED

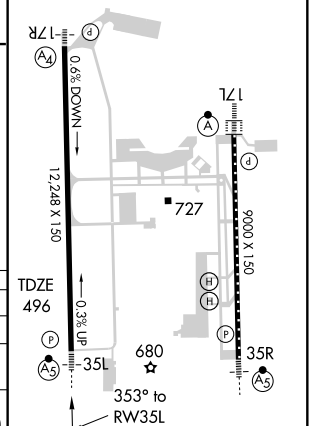



| 3100 | CAPET | TRK 263° | AMIME | TRK 194° | GARDS |
|---|---|---|---|---|---|
| CRS 353° | | | | | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 900/50 404 (400-1) | | | | |
| LNAV MDA | 1140/24 644 (700-½) | | 1140/60 644 (700-1¼) | 1140-1½ 644 (700-1½) | 1140-1¾ 644 (700-1¾) |
| CIRCLING | 1140-1½ 598 (600-1½) | | 1140-1¾ 598 (600-1¾) | 1160-2 618 (700-2) | 1260-2½ 718 (800-2½) |

ELEV 542 D




HIRL Rwy 17L-35R and 17R-35L
TDZ/CL Rwys 17L and 35R

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB UBC | APP CRS | Rwy Idg | 3906 |
|---|---|---|---|
| 239 | 358° | TDZE | 1737 |
| | | Apt Elev | 1737 |

# NDB RWY 35

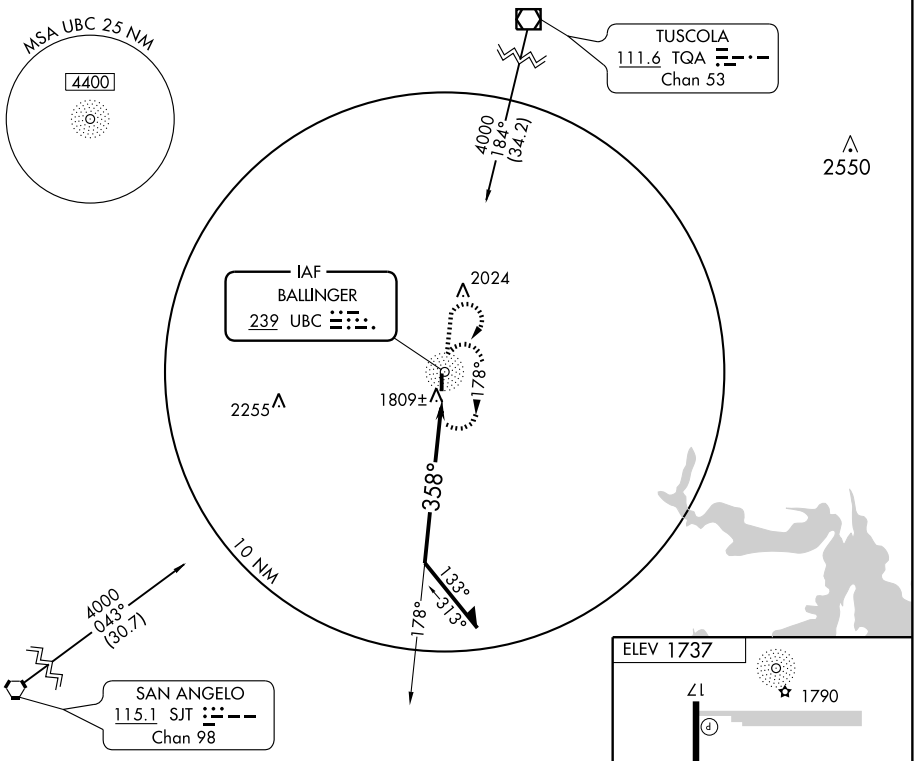
BALLINGER/BRUCE FIELD (E30)

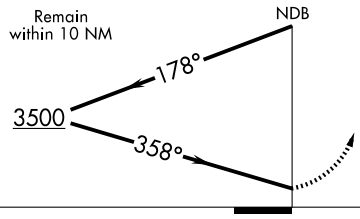
NA

Use San Angelo altimeter setting.

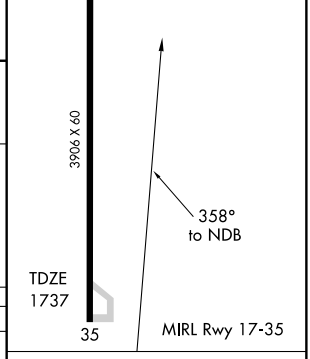
MISSED APPROACH: Climb to 3000, then climbing right turn to 3500 direct UBC NDB and hold.

| SAN ANGELO APP CON* | CTAF |
|---|---|
| 125.35 354.1 | 122.9 |




| 3000 | 3500 | UBC 239 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 2260-1 | 523 (600-1) | 2260-1½ 523 (600-1½) | NA |
| CIRCLING | 2260-1 | 523 (600-1) | 2260-1½ 523 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 86228 W35A | APP CRS 352° | Rwy Idg 3906 TDZE 1738 Apt Elev 1738 |
|---|---|---|

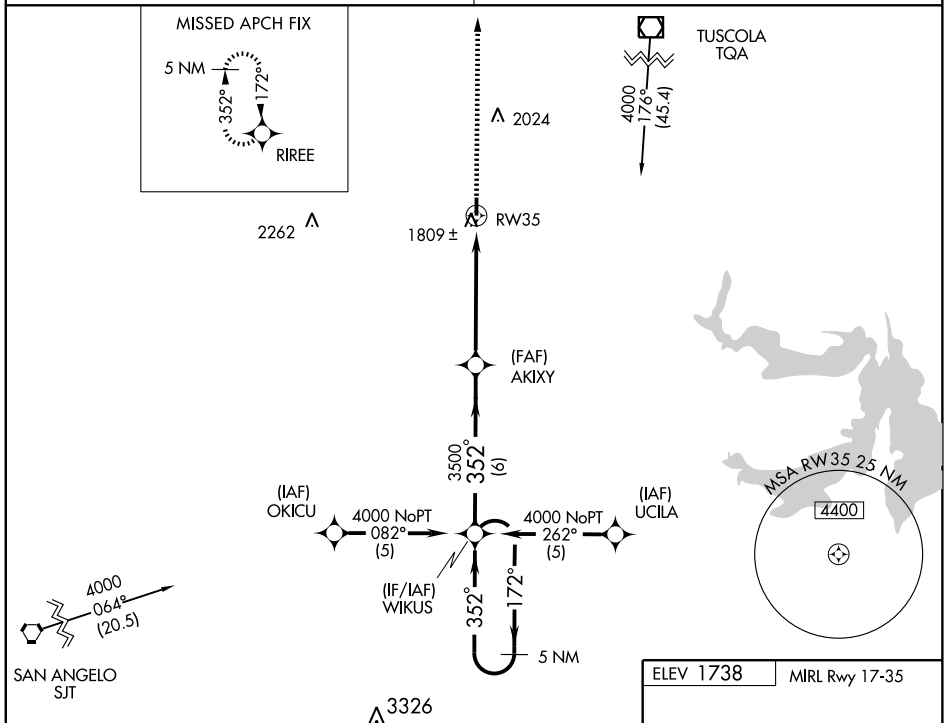
# RNAV (GPS) RWY 35

BALLINGER/BRUCE FIELD (E30)

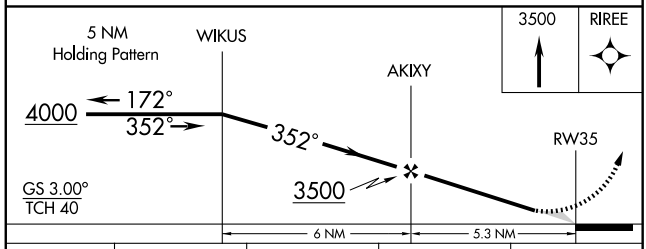
NA DME/DME RNP-0.3 NA. Use San Angelo Rgnl/Mathis Field altimeter setting, if not received use Curtis Field altimeter setting and increase all DA/MDAs 20 feet.

MISSED APPROACH: Climb to 3500 direct RIREE and hold.

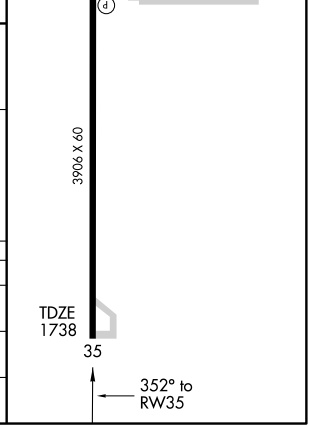
| SAN ANGELO APP CON ★ | CTAF |
|---|---|
| 125.35 354.1 | 122.9 |




Procedure NA for arrivals at SJT VORTAC via airway radials 014 CW 102.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2089-1¼ 351 (400-1¼) | | | NA |
| LNAV MDA | 2160-1 422 (500-1) | | 2160-1¼ 422 (500-1¼) | NA |
| CIRCLING | 2220-1 482 (500-1) | | 2220-1½ 482 (500-1½) | NA |




SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5107 |
|---|---|---|
| 128° | TDZE | 45 |
| | Apt Elev | 45 |

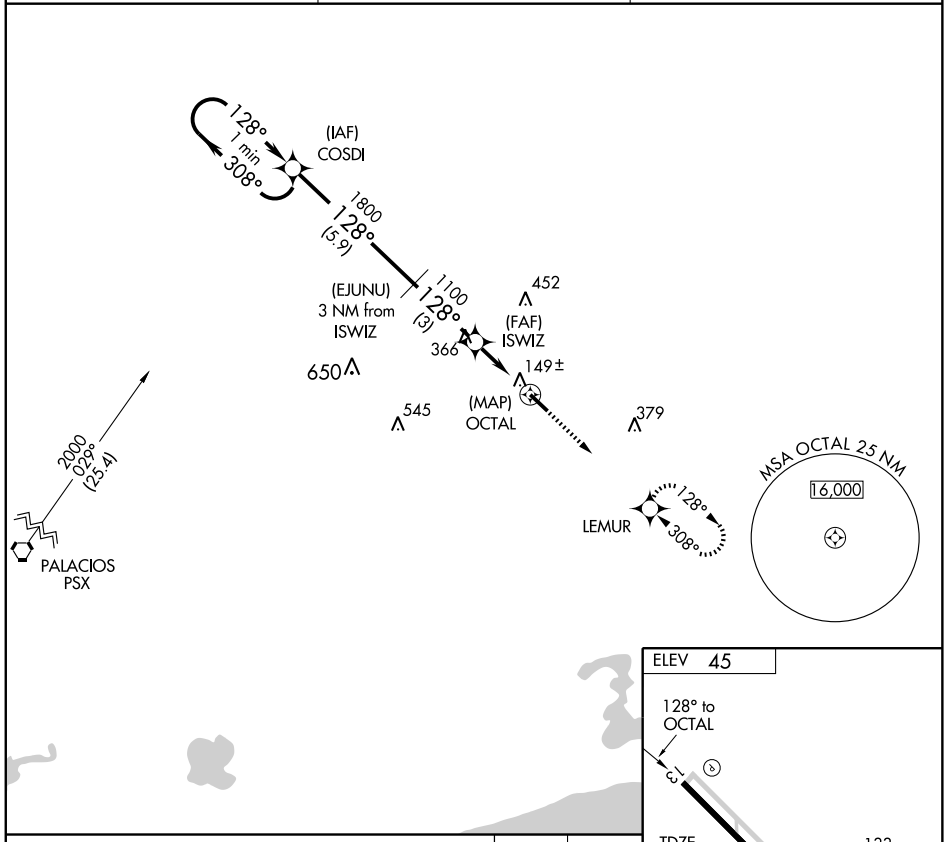
# GPS RWY 13
## BAY CITY MUNI (BYY)

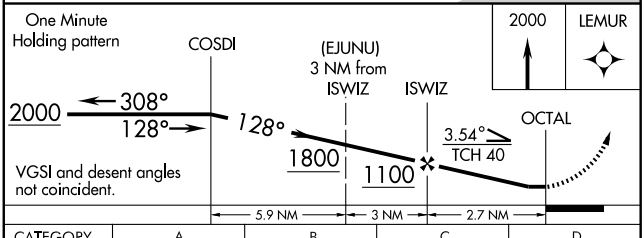
Use Palacios Muni altimeter setting.

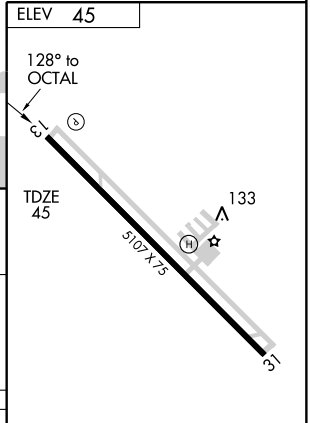
⚠ NA

MISSED APPROACH: Climb to 2000 direct LEMUR and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.075 | 128.6 360.8 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 480-1 | 435 (500-1) | 480-1¼<br>435 (500-1¼) | NA |
| CIRCLING | 520-1 | 475 (500-1) | 520-1½<br>475 (500-1½) | NA |

REIL Rwy 13
MIRL Rwy 13-31

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5107 |
|---|---|---|
| 308° | TDZE | 41 |
| | Apt Elev | 45 |

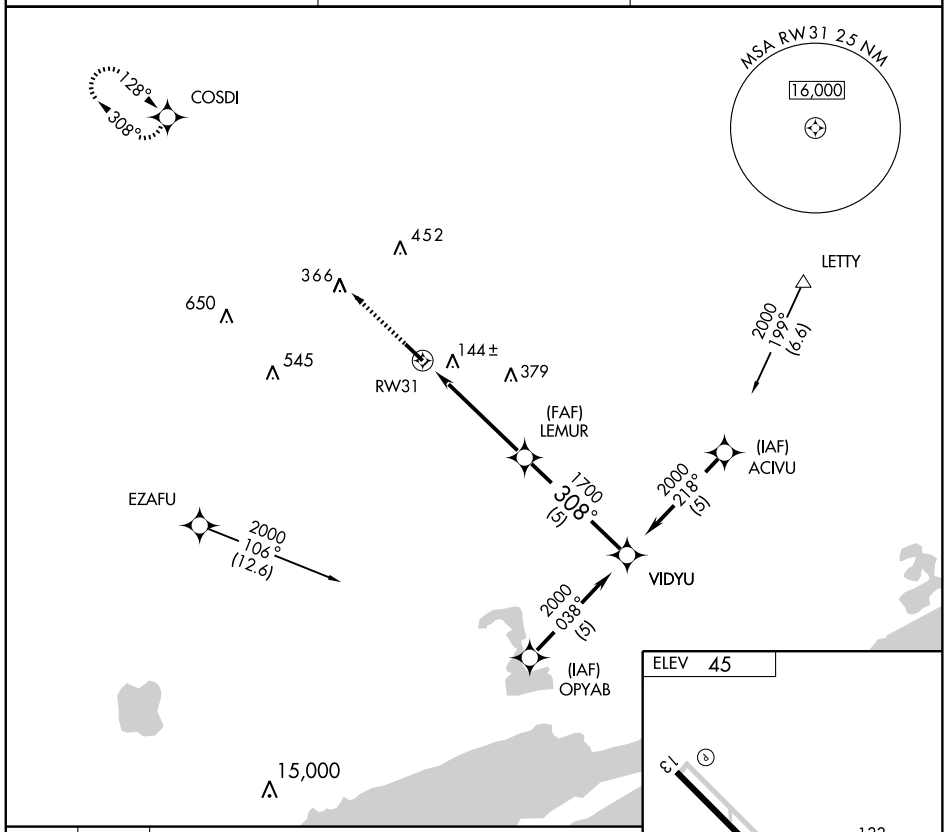
# GPS RWY 31
## BAY CITY MUNI (BYY)

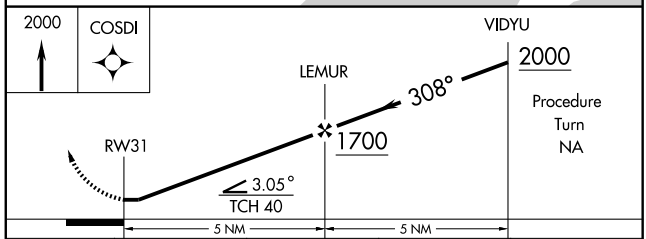
Use Palacios Muni altimeter setting.

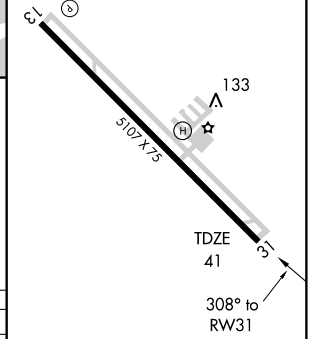
⚠ NA

MISSED APPROACH: Climb to 2000 direct COSDI WP and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.075 | 128.6 360.8 | 122.8 (CTAF) |




REIL Rwy 13
MIRL Rwy 13-31

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 460-1 | 419 (500-1) | 460-1¼ 419 (500-1¼) | NA |
| CIRCLING | 520-1 | 475 (500-1) | 520-1½ 475 (500-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

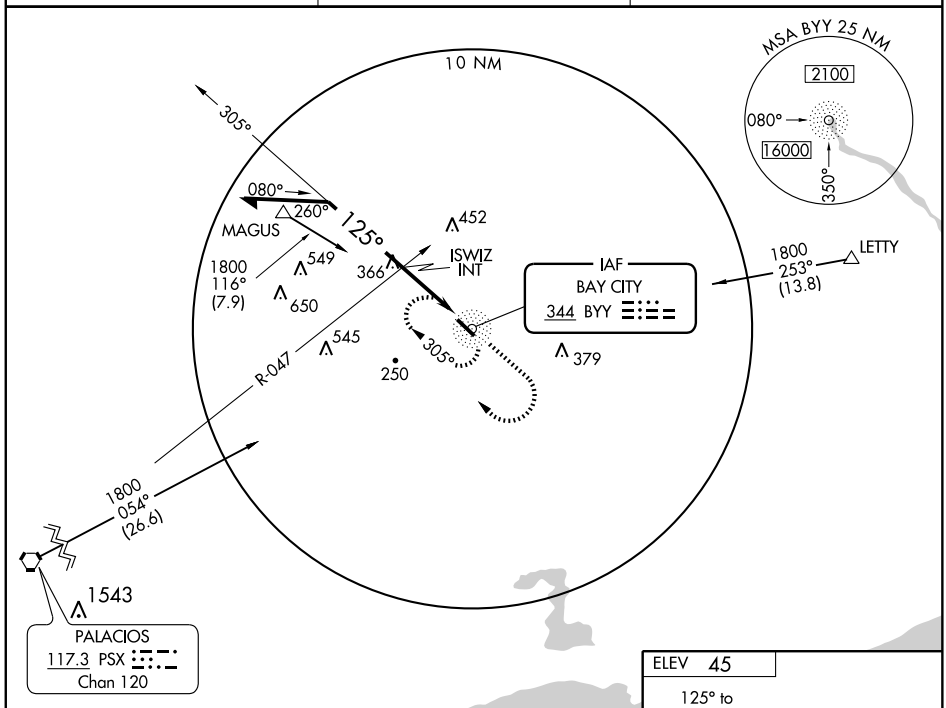
| NDB BYY 344 | APP CRS 125° | Rwy Idg 5107<br>TDZE 45<br>Apt Elev 45 |
|---|---|---|

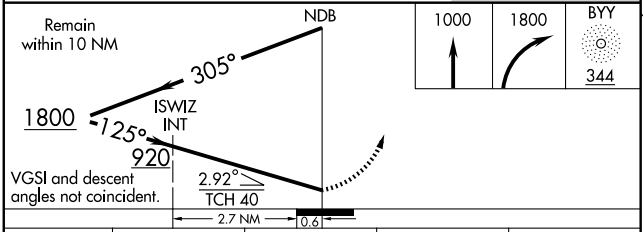
# NDB RWY 13
BAY CITY MUNI (BYY)

NA — Use Palacios Muni altimeter setting.

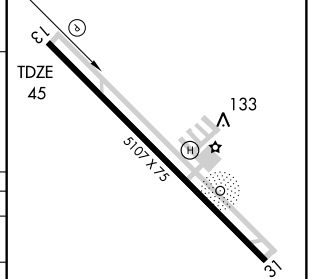
MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct BYY NDB and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.075 | 128.6 360.8 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 920-1<br>875 (900-1) | 920-1¼<br>875 (900-1¼) | 920- 2½<br>875 (900-2½) | NA |
| CIRCLING | 920-1<br>875 (900-1) | 920-1¼<br>875 (900-1¼) | 920-2½<br>875 (900-2½) | NA |
| ISWIZ MINIMUMS | | | | |
| S-13 | 740-1 | 695 (700-1) | 740-2<br>695 (700-2) | NA |
| CIRCLING | 740-1 | 695 (700-1) | 740-2<br>695 (700-2) | NA |




REIL Rwy 13
MIRL Rwy 13-31

SC-5, 14 JAN 2010 to 11 FEB 2010

| VOR PSX 117.3 Chan 120 | APP CRS 054° | Rwy Idg NA<br>TDZE NA<br>Apt Elev 45 |
|---|---|---|

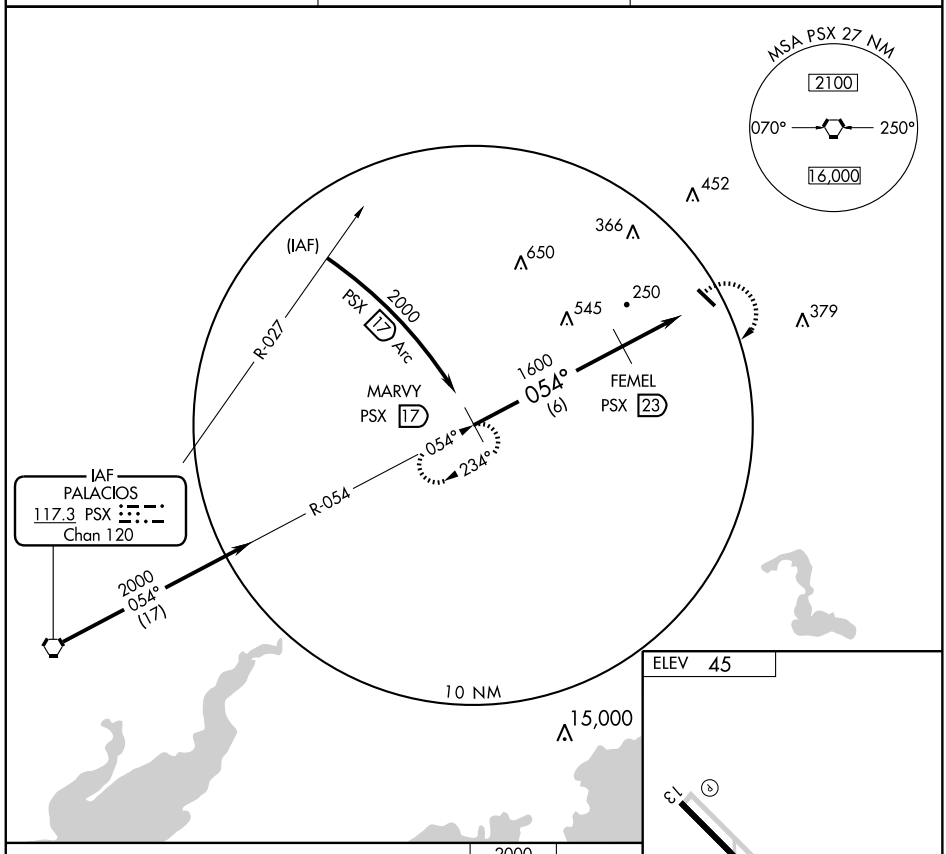
# VOR/DME-A
## BAY CITY MUNI (BYY)

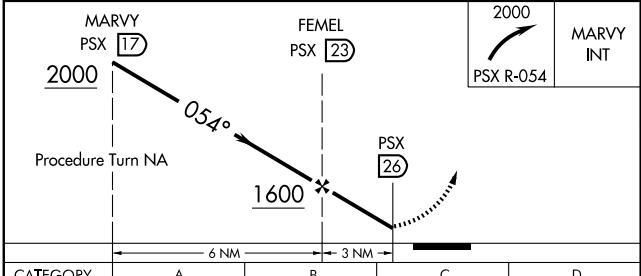
Use Palacios Muni altimeter setting.

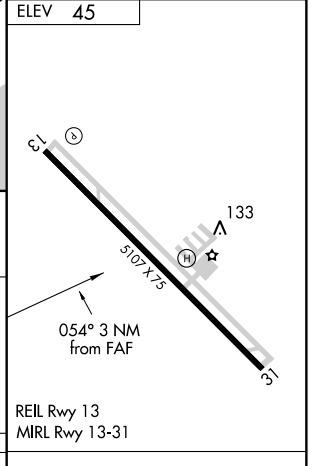
NA

MISSED APPROACH: Climbing right turn to 2000 via PSX VORTAC R-054 to MARVY/17 DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.075 | 128.6 360.8 | 122.8 (CTAF) |



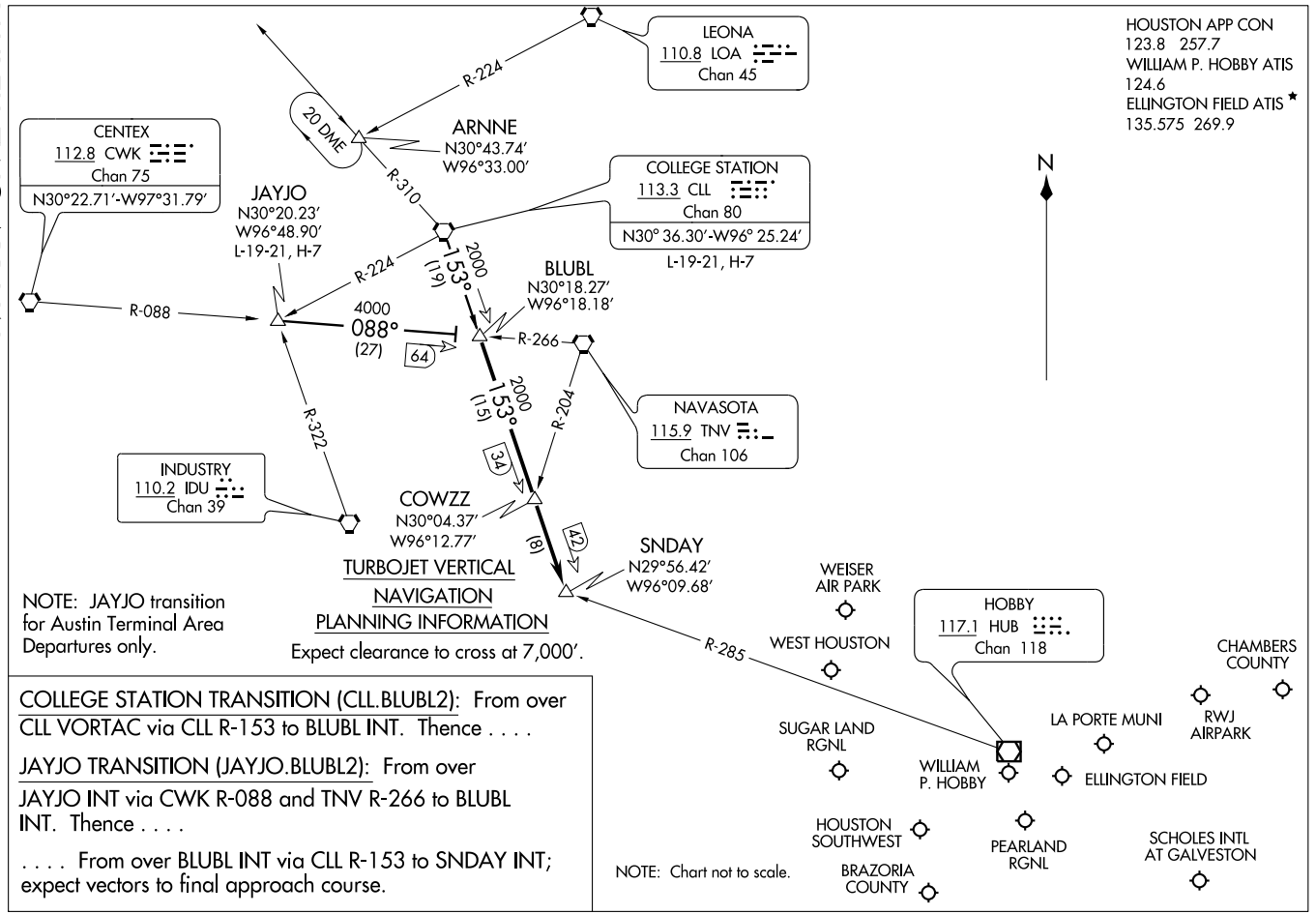




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1080-1¼<br>1035 (1100-1¼) | 1080-1½<br>1035 (1100-1½) | 1080-3<br>1035 (1100-3) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

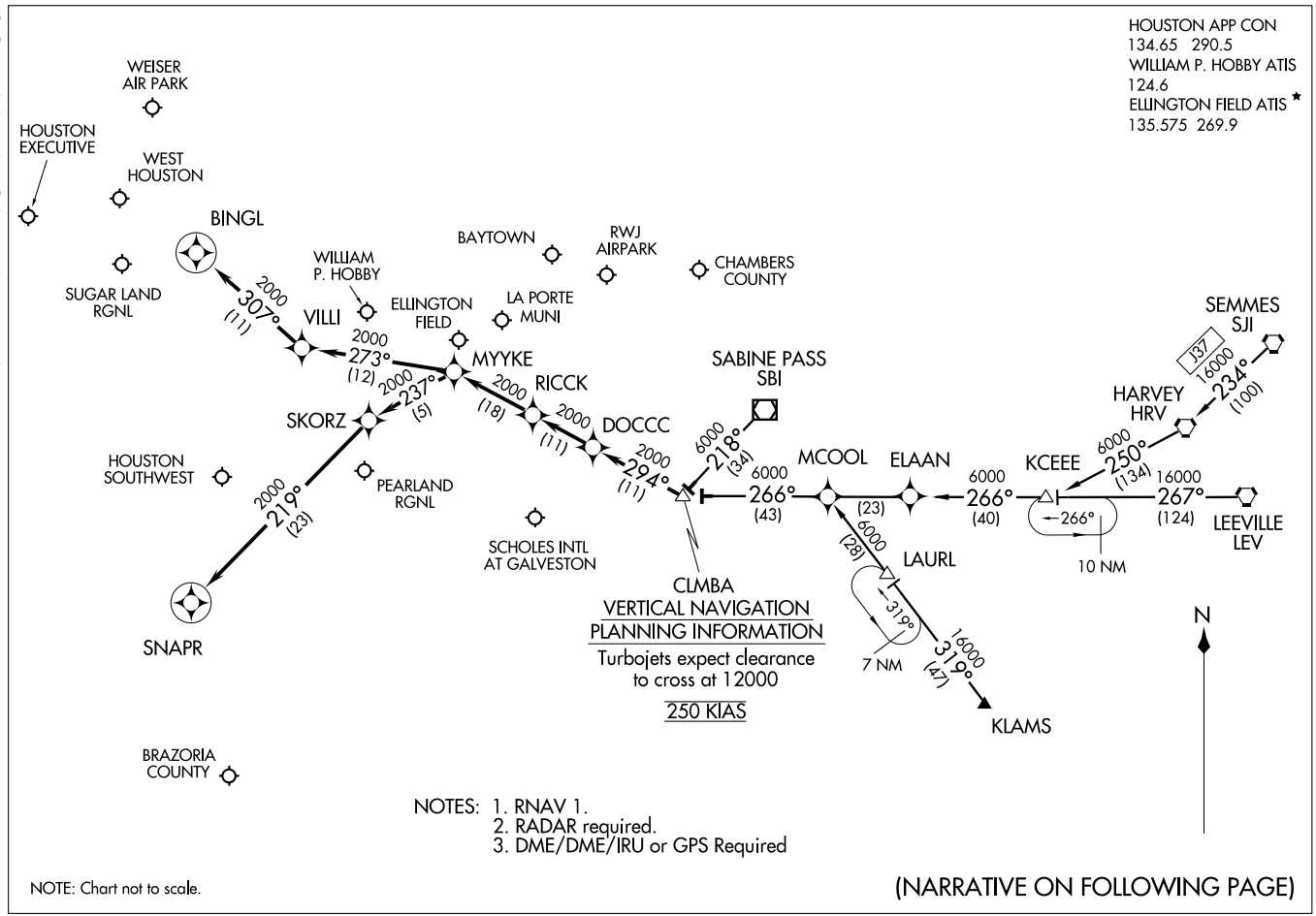
SC-5, 14 JAN 2010 to 11 FEB 2010




COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 14 JAN 2010 to 11 FEB 2010

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

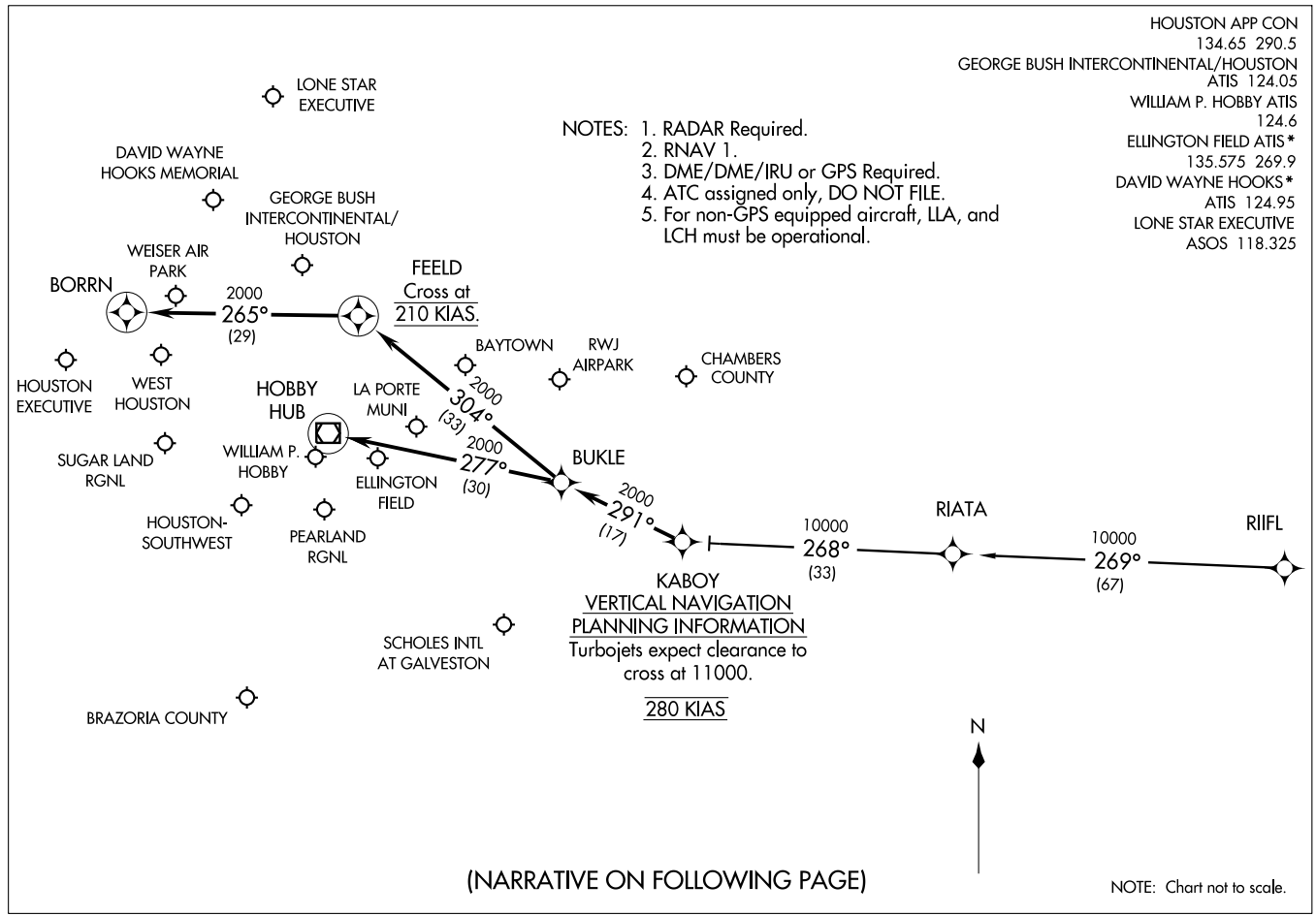
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

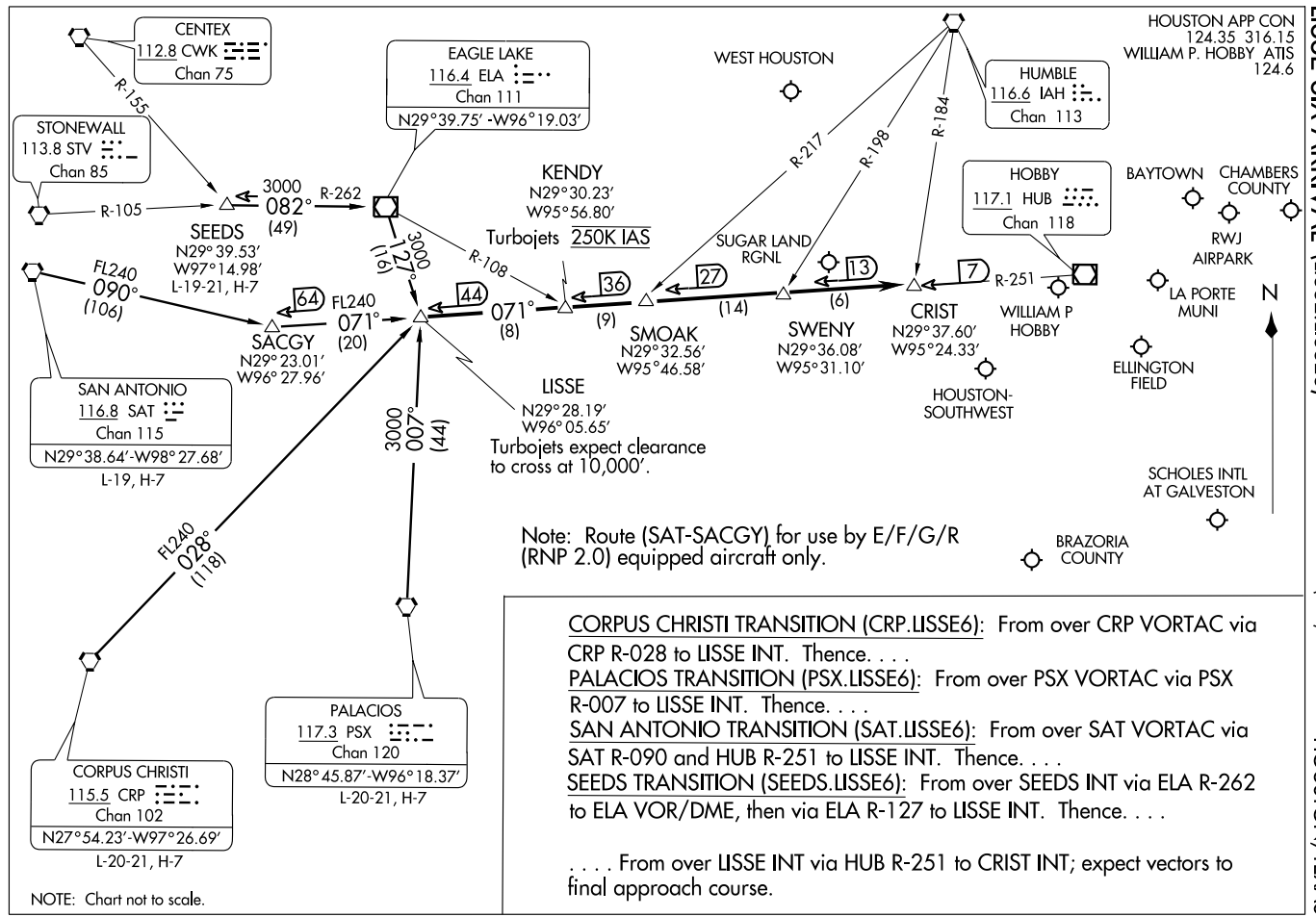
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LISSE SIX ARRIVAL (LISSE.LISSE6)






CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

ST-198 (FAA)

BAYTOWN, TEXAS

AL-6674 (FAA)

| APP CRS | Rwy ldg | 4096 |
|---|---|---|
| 263° | TDZE | 28 |
| | Apt Elev | 33 |

# RNAV (GPS) RWY 26

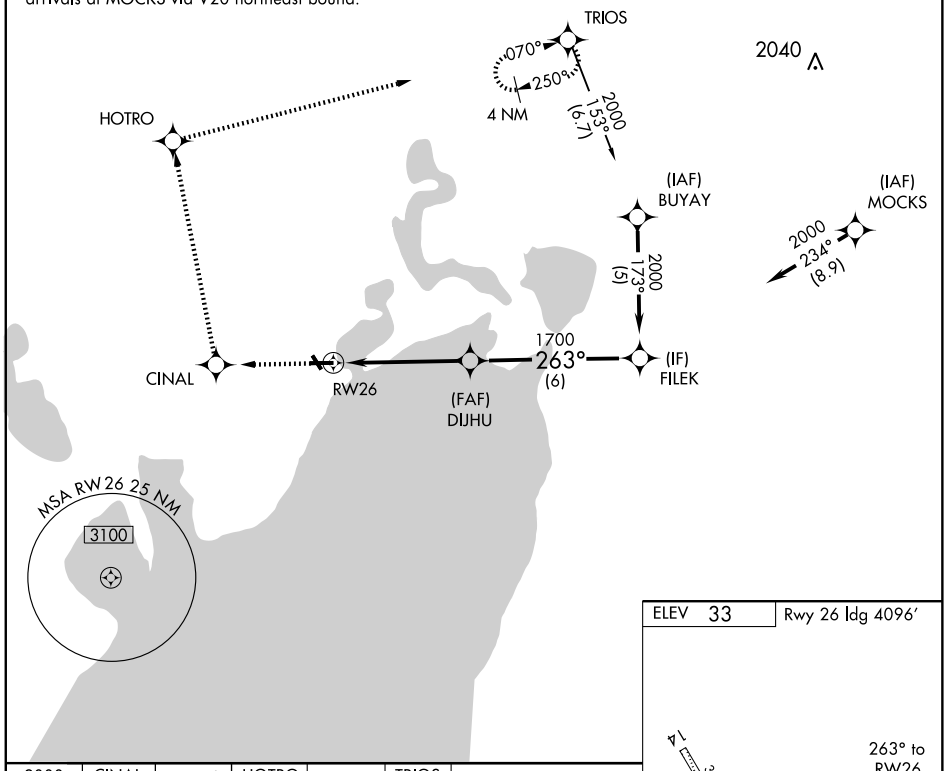
BAYTOWN/ RWJ AIRPARK (54T)

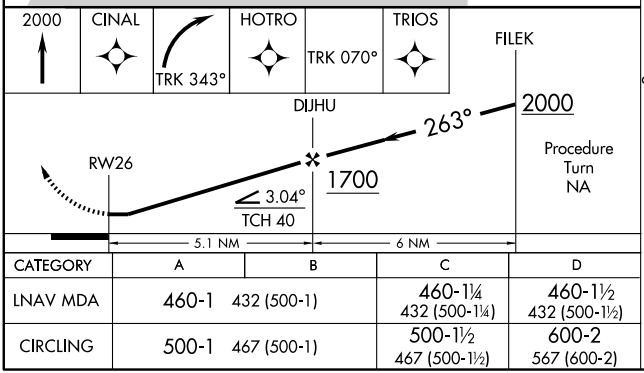
NA Use Houston, TX (William P. Hobby) altimeter setting.
DME/DME RNP-0.3 NA.
Circling NA at night to Rwy 14/32.

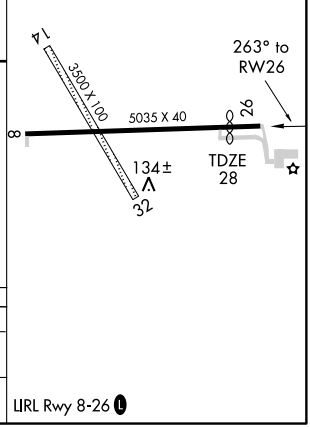
MISSED APPROACH: Climb to 2000 direct CINAL then right turn via 343° track to HOTRO and via 070° track to TRIOS and hold.

| HOUSTON APP CON | UNICOM |
|---|---|
| 134.45 284.0 | 122.7 (CTAF) L |

Procedure NA for arrivals at TRIOS via V222 west bound, and arrivals at MOCKS via V20 northeast bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 | 432 (500-1) | 460-1¼ 432 (500-1¼) | 460-1½ 432 (500-1½) |
| CIRCLING | 500-1 | 467 (500-1) | 500-1½ 467 (500-1½) | 600-2 567 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3500 |
|---|---|---|
| 333° | TDZE | 31 |
| | Apt Elev | 33 |

# RNAV (GPS) RWY 32

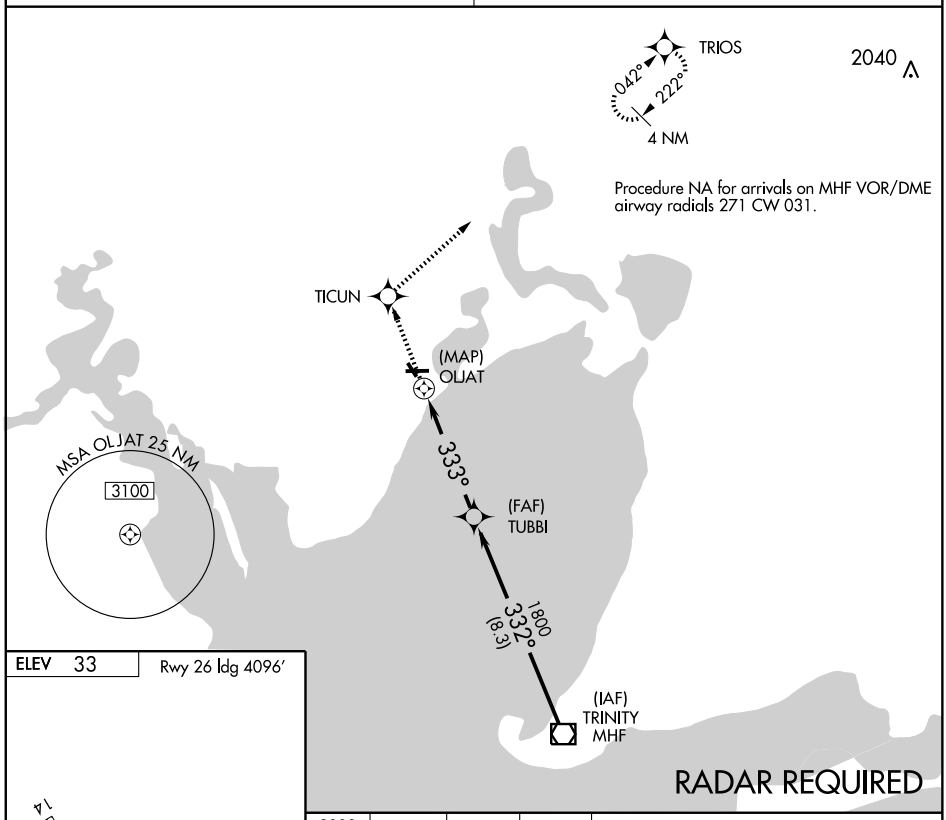
BAYTOWN/ RWJ AIRPARK (54T)

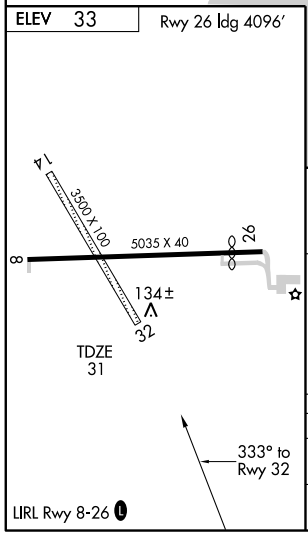
NA

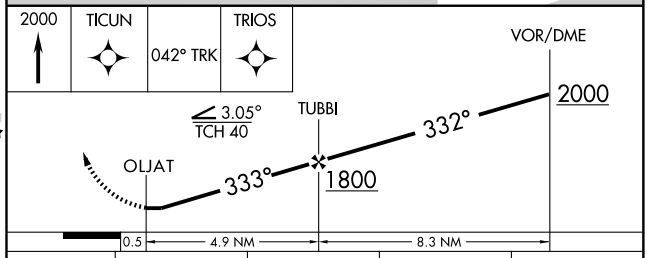
Use Houston, TX (William P. Hobby) altimeter setting.
GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.
Straight in minimums NA at night.
Circling NA at night to Rwy 14/32.

MISSED APPROACH: Climb to 2000 direct TICUN then via 042° track to TRIOS and hold.

| HOUSTON APP CON | UNICOM |
|---|---|
| 134.45 284.0 | 122.7 (CTAF) L |

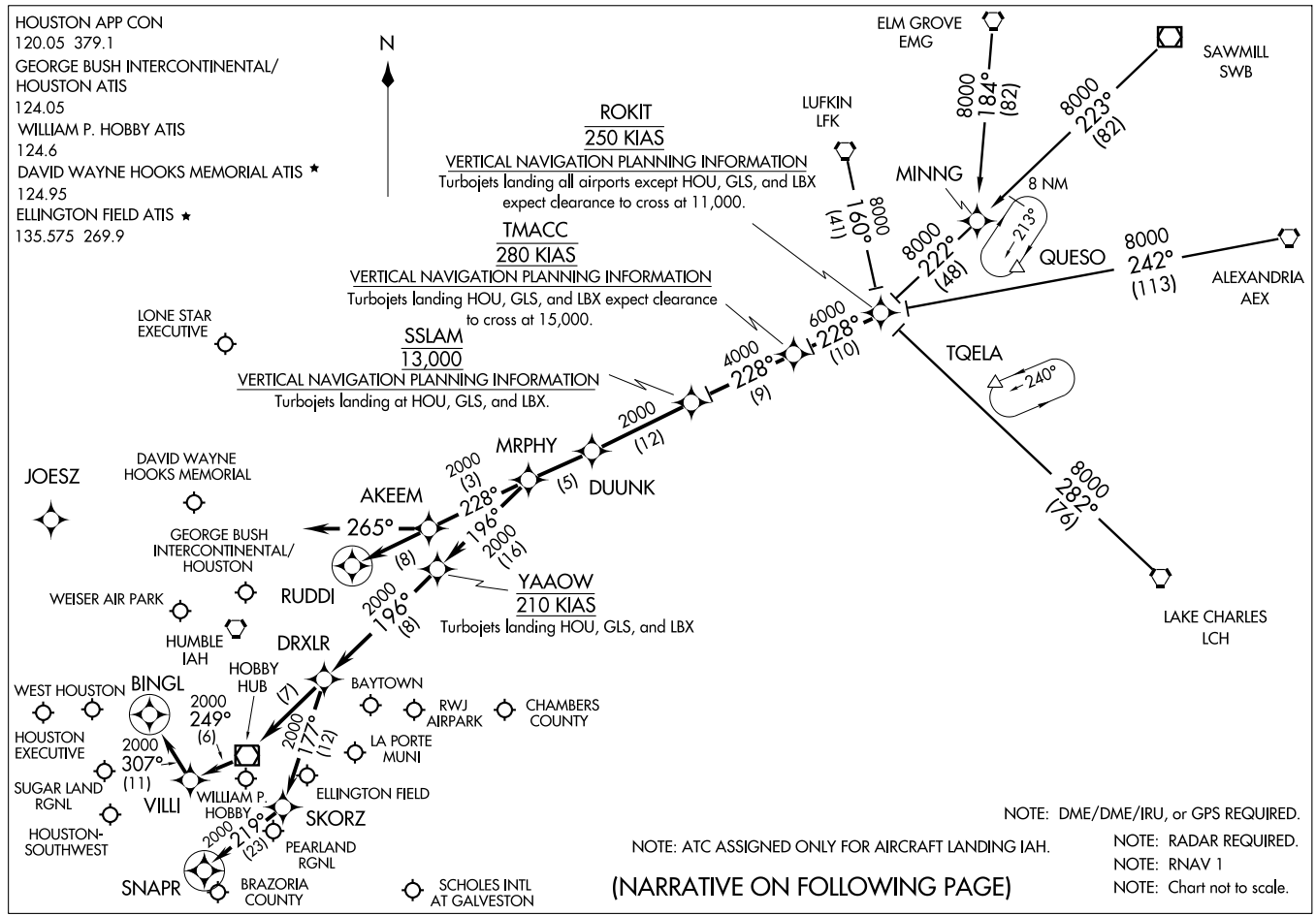



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 429 (500-1) | | NA | |
| CIRCLING | 500-1 467 (500-1) | | NA | |

SC-5, 14 JAN 2010 to 11 FEB 2010




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

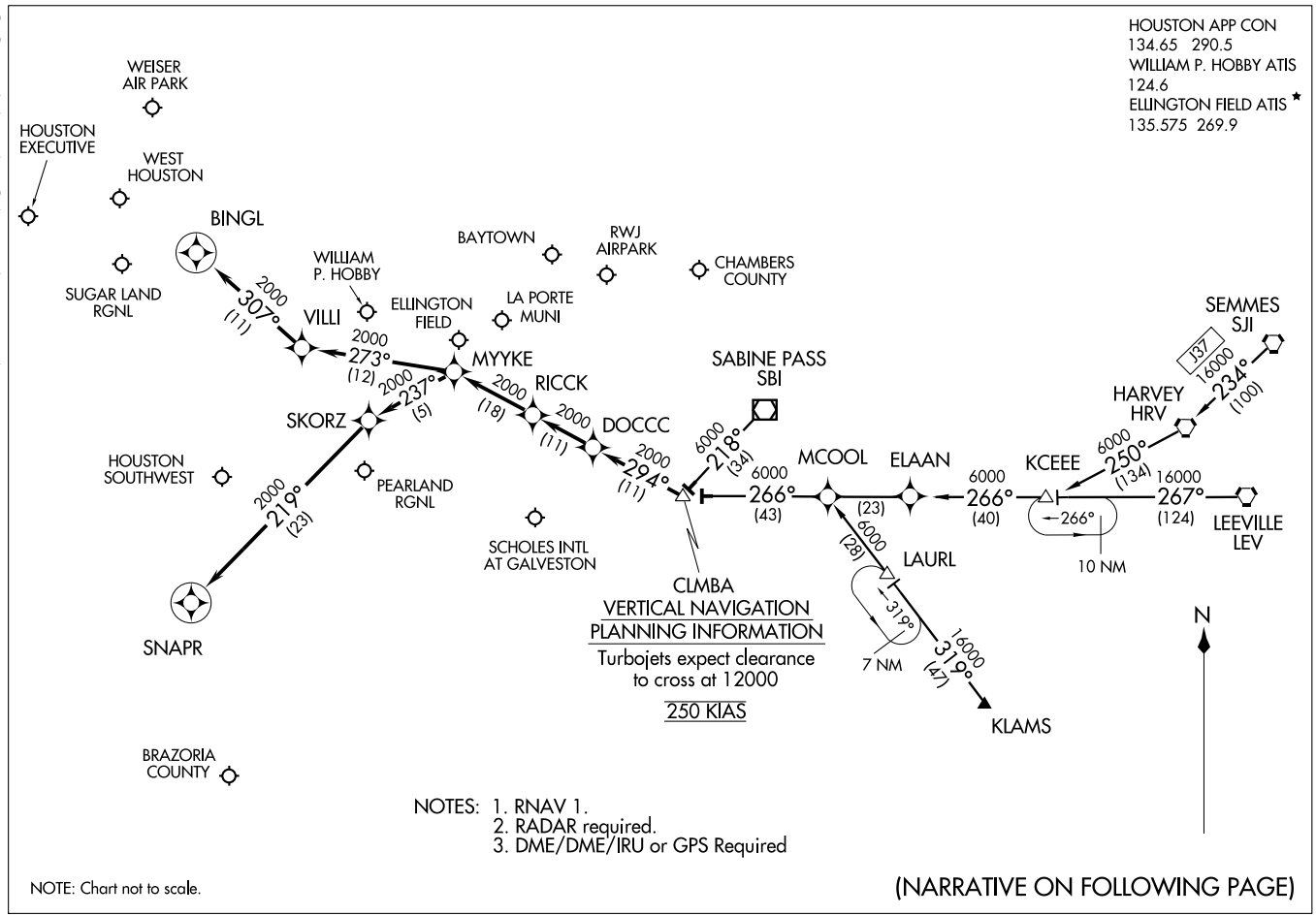
ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 14 JAN 2010 to 11 FEB 2010




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 14 JAN 2010 to 11 FEB 2010

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

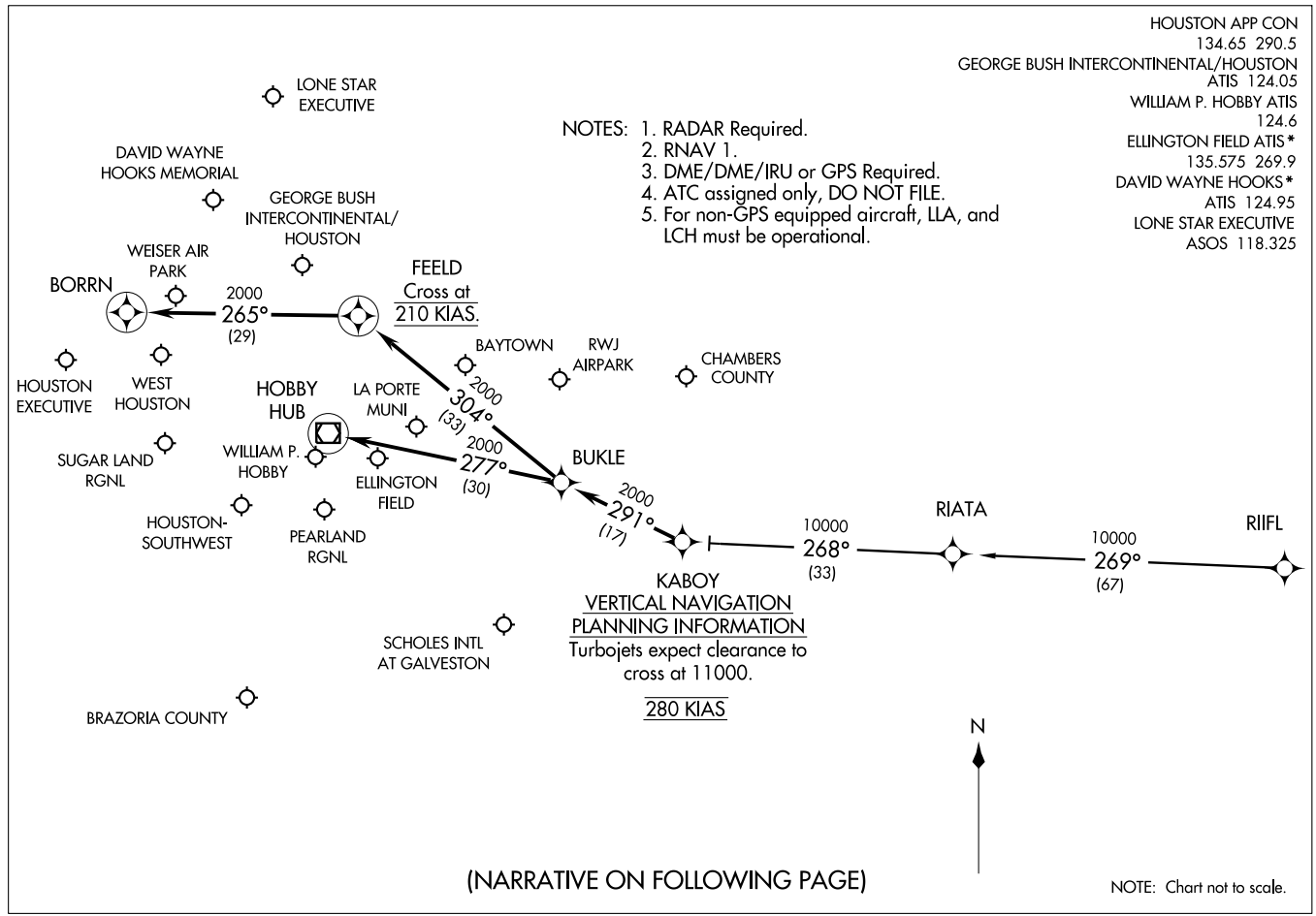
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

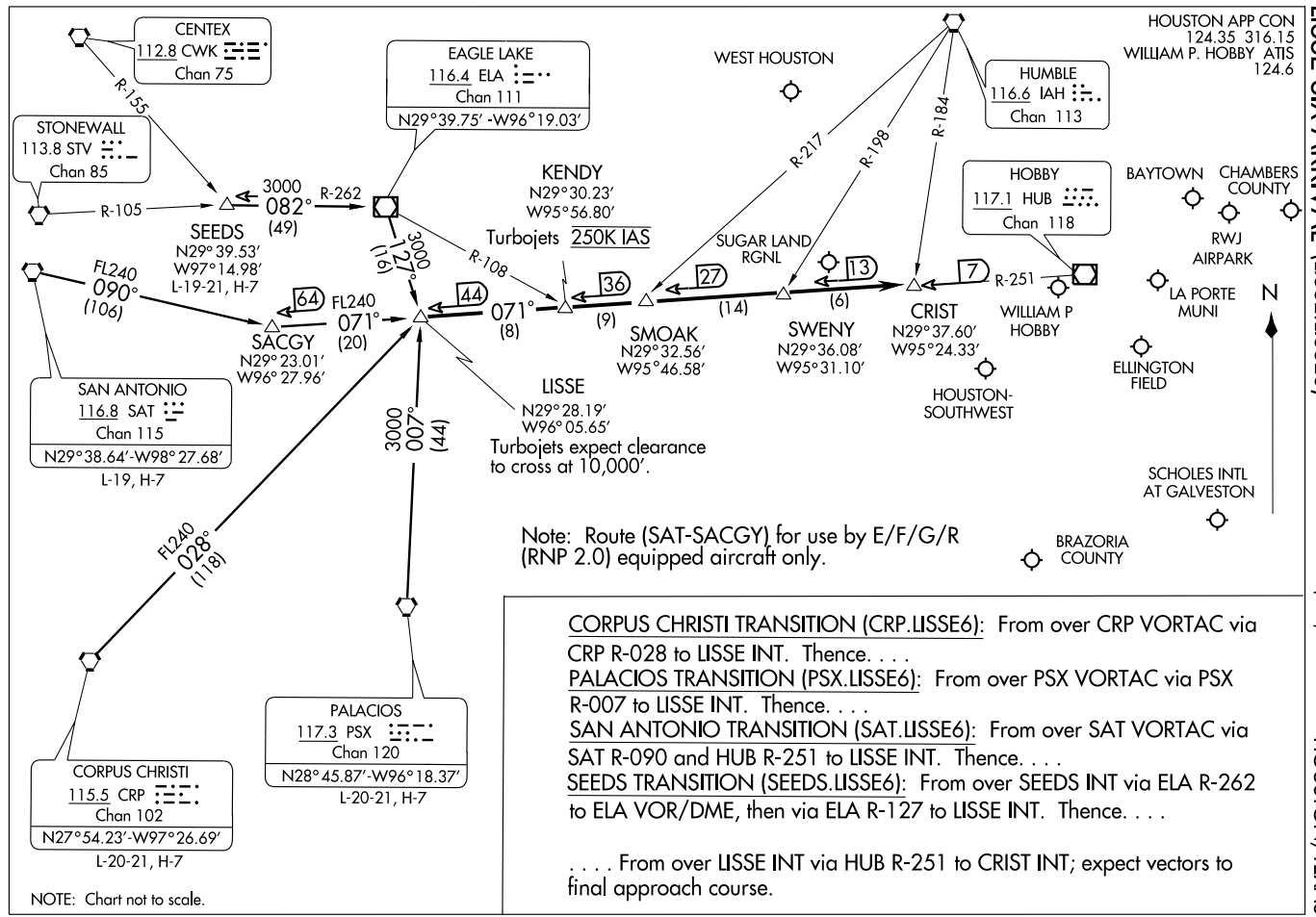
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LISSE SIX ARRIVAL (LISSE.LISSE6)






CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

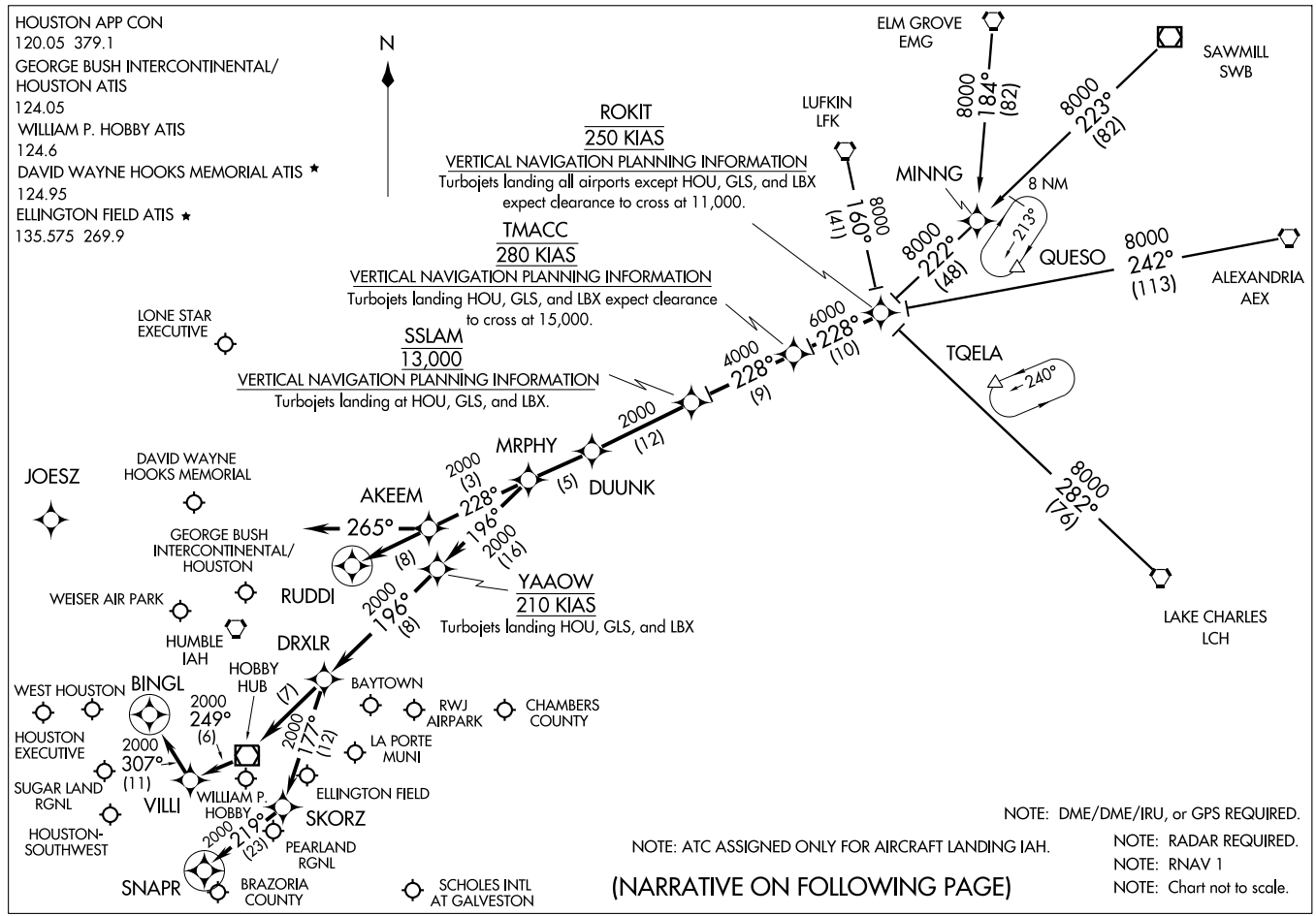
PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

ST-198 (FAA)




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 14 JAN 2010 to 11 FEB 2010

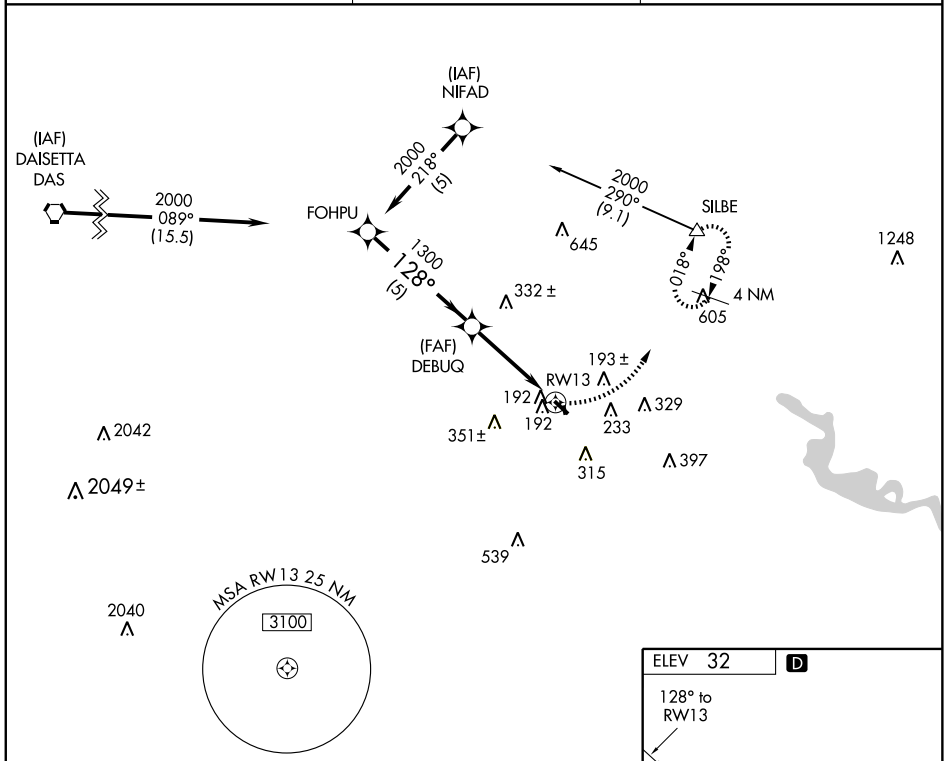
| APP CRS | Rwy Idg | 3668 |
|---|---|---|
| 128° | TDZE | 31 |
| | Apt Elev | 32 |

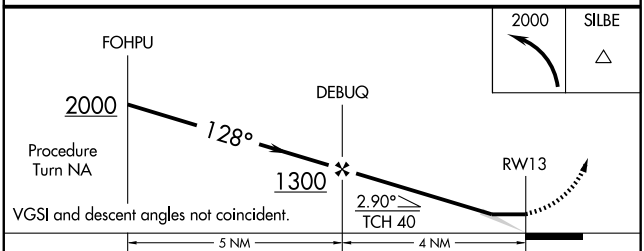
# RNAV (GPS) RWY 13
## BEAUMONT MUNI (BMT)

Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting.
NA Circling NA Rwy 16-34. DME/DME RNP-0.3 NA.

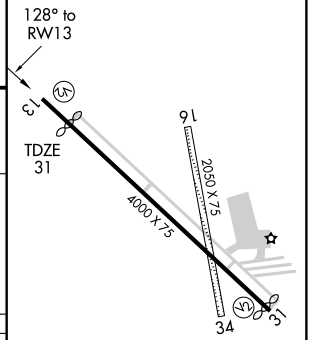
MISSED APPROACH: Climbing left turn to 2000 direct SILBE and hold.

| HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 121.3 377.1 | 121.75 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 540-1 509 (600-1) | | 540-1½ 509 (600-1½) | |
| CIRCLING | 580-1 548 (600-1) | | 620-1½ 588 (600-1½) | 720-2¼ 688 (700-2¼) |




REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 31

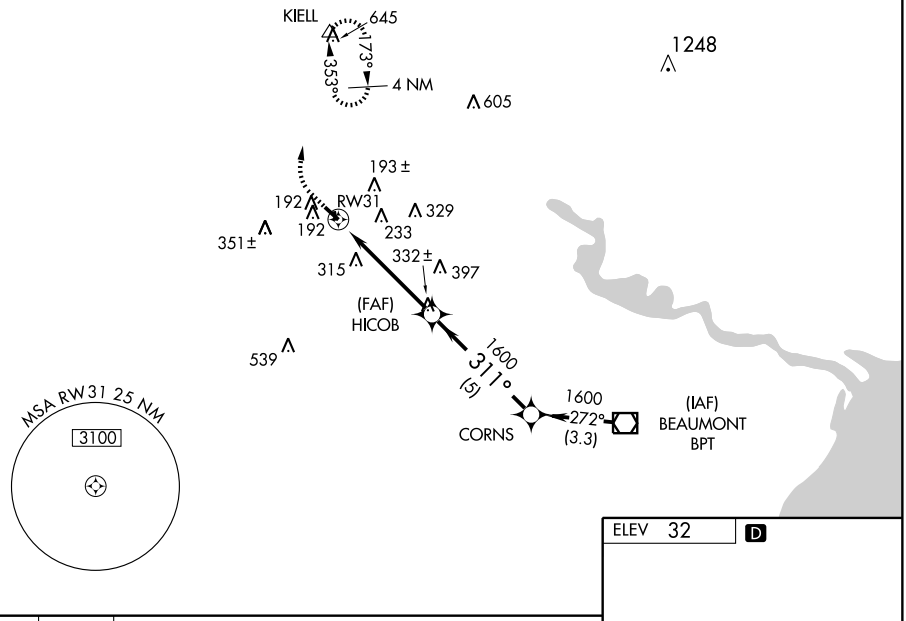
BEAUMONT MUNI (BMT)

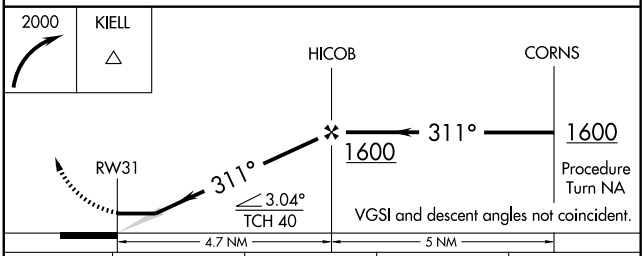
| APP CRS | Rwy Idg | 3933 |
|---|---|---|
| 311° | TDZE | 31 |
| | Apt Elev | 32 |

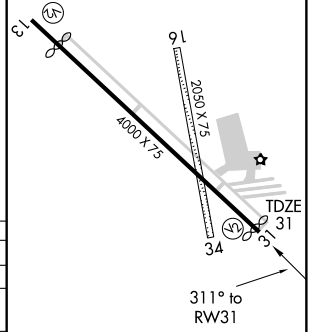
Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA to Rwy 16-34. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct KIELL WP and hold.

| HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 121.3 377.1 | 121.75 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 600-1 568 (600-1) | | 600-1 ½ 568 (600-1½) | 600-1 ¾ 568 (600-1¾) |
| CIRCLING | 600-1 568 (600-1) | | 620-1 ½ 588 (600-1½) | 720-2 ¼ 688 (700-2¼) |

REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| VOR/DME BPT | APP CRS | Rwy Idg | 3668 |
|---|---|---|---|
| 114.5 | 119° | TDZE | 31 |
| Chan 92 | | Apt Elev | 32 |

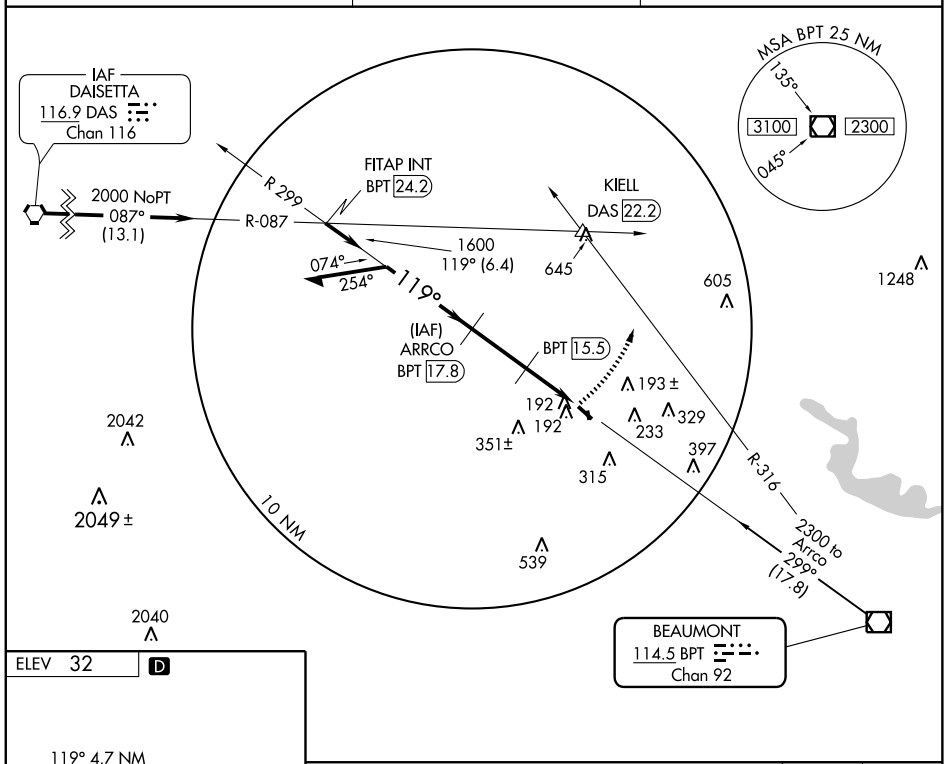
# VOR/DME RWY 13

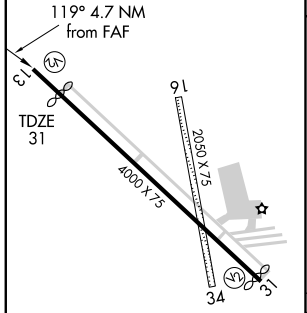
BEAUMONT MUNI (BMT)

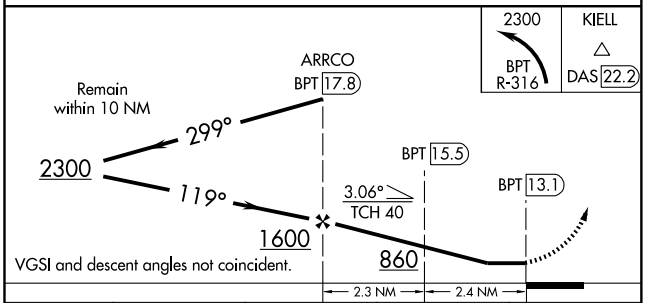
T
NA Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA Rwy 16-34.

MISSED APPROACH: Climbing left turn to 2300 via BPT R-316 to KIELL INT/DAS 22.2 DME.

| HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 121.3 377.1 | 121.75 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 540-1 509 (600-1) | | 540-1½ 509 (600-1½) | |
| CIRCLING | 580-1 548 (600-1) | | 620-1½ 588 (600-1½) | 720-2¼ 688 (700-2¼) |

REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 14 JAN 2010 to 11 FEB 2010

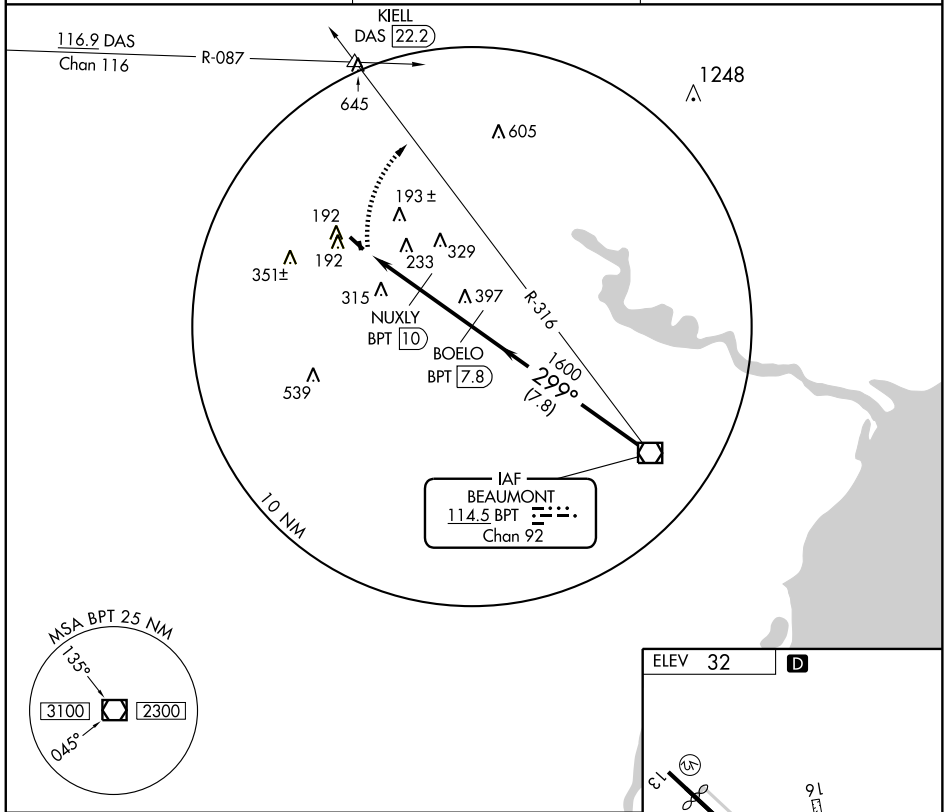
| VOR/DME BPT | APP CRS | Rwy Idg | 3933 |
|---|---|---|---|
| 114.5 | 299° | TDZE | 32 |
| Chan 92 | | Apt Elev | 32 |

# VOR/DME RWY 31
## BEAUMONT MUNI (BMT)

Use Beaumont-Port Arthur, TX (Southeast Texas Rgnl) altimeter setting. Circling NA Rwy 16-34.

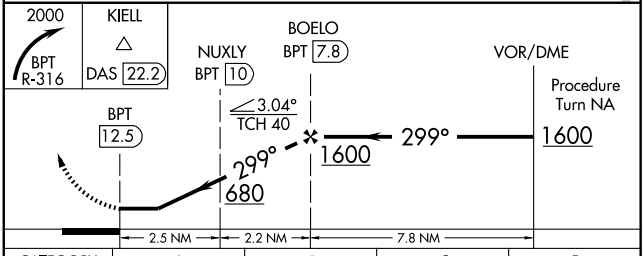
MISSED APPROACH: Climbing right turn to 2000 via BPT R-316 to KIELL INT/DAS 22.2 DME.

| HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 121.3 377.1 | 121.75 | 123.0 (CTAF) L |

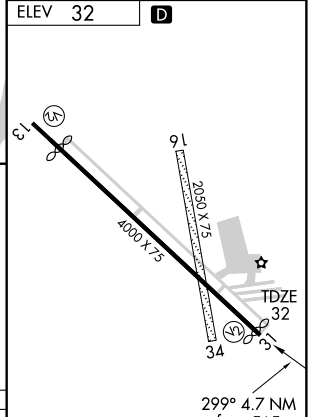









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 600-1 568 (600-1) | | 600-1½ 568 (600-1½) | 600-1¾ 568 (600-1¾) |
| CIRCLING | 600-1 568 (600-1) | | 620-1½ 588 (600-1½) | 720-2¼ 688 (700-2¼) |




REIL Rwy 13
MIRL Rwy 13-31 L

SC-5, 14 JAN 2010 to 11 FEB 2010

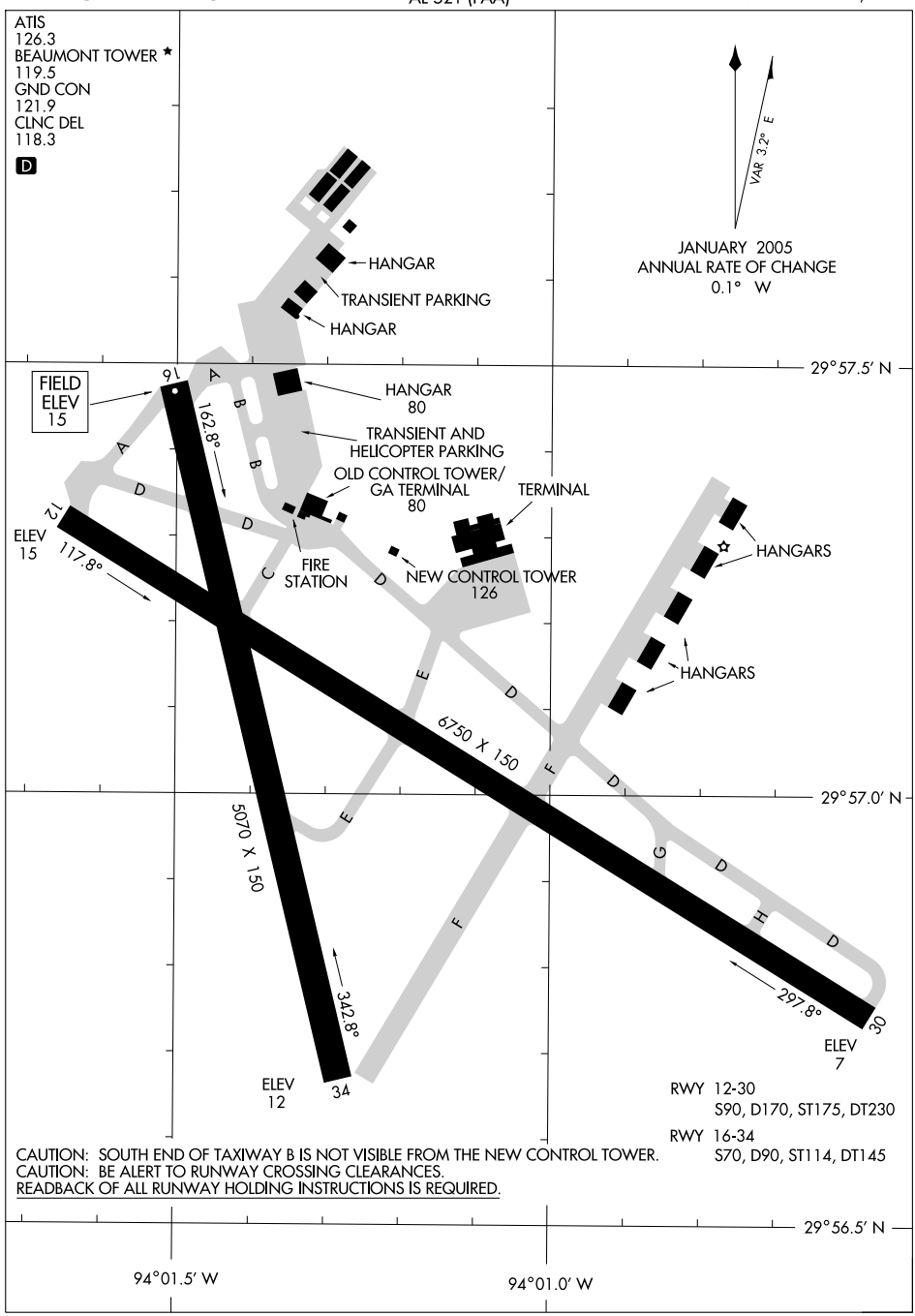
09295

# AIRPORT DIAGRAM

## BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

AL-521 (FAA)

BEAUMONT-PORT ARTHUR, TEXAS




SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-BPT | APP CRS | Rwy Idg | 6750 |
|---|---|---|---|
| 110.15 | 116° | TDZE | 15 |
| Chan 38(Y) | | Apt Elev | 15 |

# ILS or LOC RWY 12

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase S-LOC 12 Cat A visibility to RVR 4000, Cat C to 2 miles, Cat D to 2¼ mile, Cat E to 2½ miles and increase Circling Cat C visibility to 2½ miles, Cat D to 2¾ miles and Cat E to 3 miles. COUGS Fix minimums: increase S-LOC 12 Cat E visibility to RVR 6000 and Circling Cat E visibility to 3 miles.

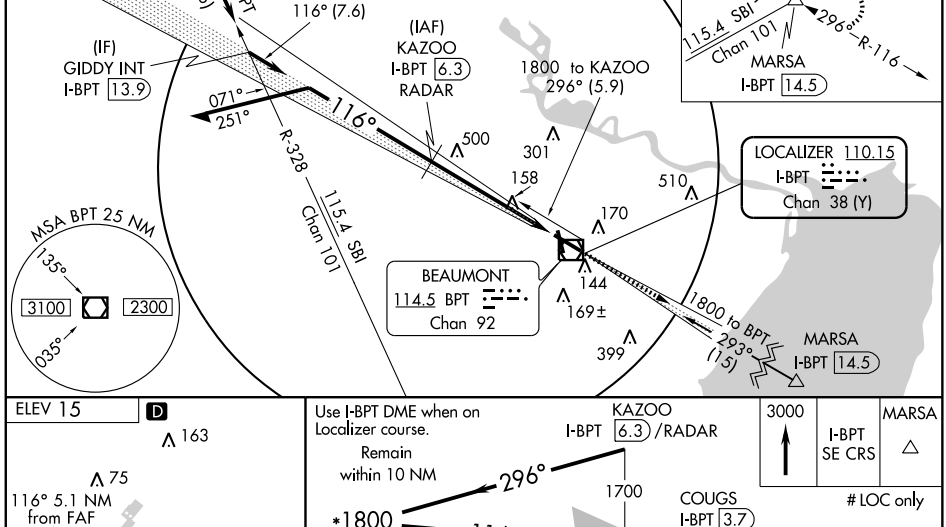
For inoperative MALSR increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC 12 Cat E to 2½ miles, COUGS Fix minimums: increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC Cat E to 1½ miles.

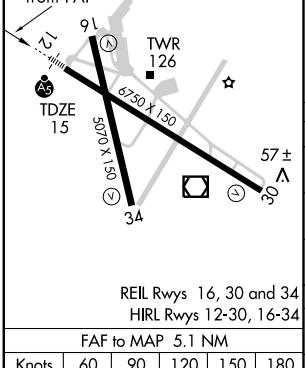
For inoperative MALSR when using Orange County altimeter setting, increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC 12 Cat A to 1 mile, and Cat E to 3 miles, COUGS Fix minimums: increase S-ILS 12 Cat E visibility to RVR 4000 and S-LOC Cat E to 1¾ miles. VDP NA when using Orange County altimeter setting. DME or RADAR required.

MALSR (A5)

MISSED APPROACH: Climb to 3000 via I-BPT SE course to MARSA Int/I-BPT 14.5 DME and hold.

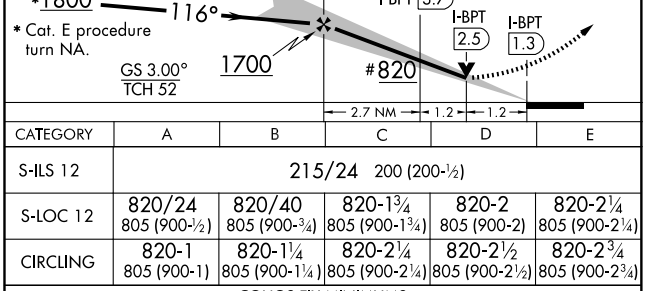
| ATIS | HOUSTON APP CON | BEAUMONT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 121.3 377.1 | 119.5 (CTAF) | 121.9 | 118.3 | 122.95 |




REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 12 | 215/24 200 (200-½) | | | | |
| S-LOC 12 | 820/24 805 (900-½) | 820/40 805 (900-¾) | 820-1¾ 805 (900-1¾) | 820-2 805 (900-2) | 820-2¼ 805 (900-2¼) |
| CIRCLING | 820-1 805 (900-1) | 820-1¼ 805 (900-1¼) | 820-2¼ 805 (900-2¼) | 820-2½ 805 (900-2½) | 820-2¾ 805 (900-2¾) |
| COUGS FIX MINIMUMS | | | | | |
| S-LOC 12 | 460/24 445 (500-½) | | 460/40 445 (500-¾) | 460/50 445 (500-1) | |
| CIRCLING | 480-1 465 (500-1) | | 480-1½ 465 (500-1½) | 580-2 565 (600-2) | 820-2¾ 805 (900-2¾) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC I-BPT | APP CRS | Rwy Idg | 6750 |
|---|---|---|---|
| 110.15 | 296° | TDZE | 12 |
| Chan 38(Y) | | Apt Elev | 15 |

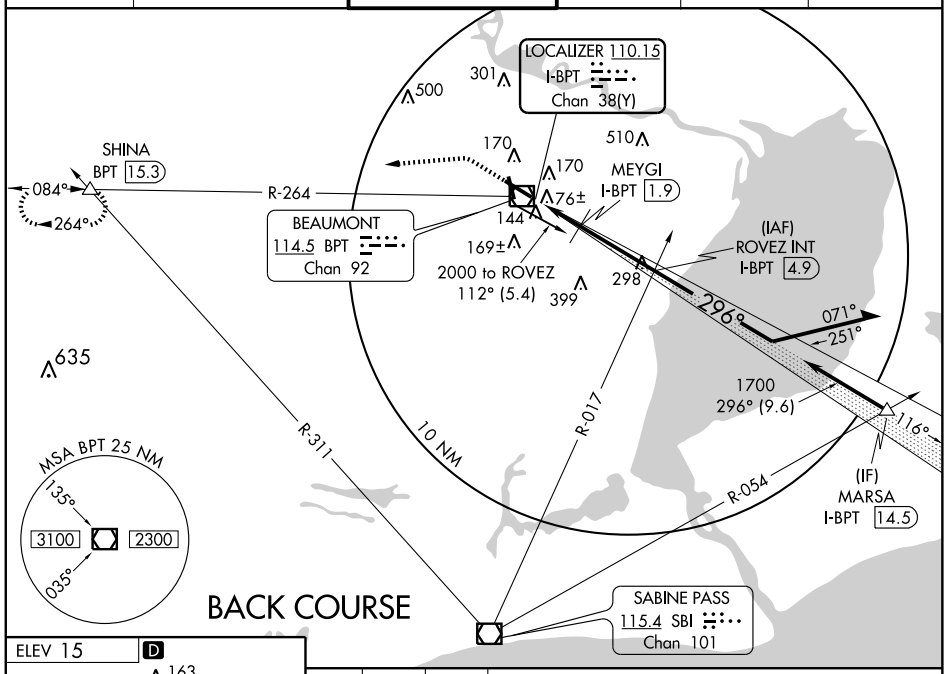
# LOC BC RWY 30

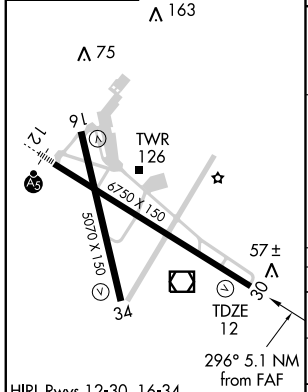
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

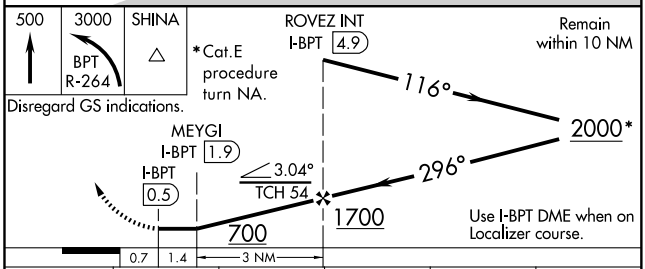
Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 40 feet, increase Circling Cat E visibility ¼ mile, MEYGI fix minimums: increase S-30 Cat C/D/E visibility ¼ mile and Circling Cat E ¼ mile.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 via BPT VOR/DME R-264 to SHINA Int/BPT 15.3 DME and hold.

| ATIS | HOUSTON APP CON | BEAUMONT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 121.3 377.1 | 119.5 (CTAF) | 121.9 | 118.3 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-30 | 700-1 688 (700-1) | | 700-2 688 (700-2) | 700-2¼ 688 (700-2¼) | 700-2½ 688 (700-2½) |
| CIRCLING | 700-1 685 (700-1) | | 700-2 685 (700-2) | 700-2¼ 685 (700-2¼) | 820-2¾ 805 (900-2¾) |
| MEYGI FIX MINIMUMS | | | | | |
| S-30 | 400-1 388 (400-1) | | | 400-1¼ 388 (400-1¼) | |
| CIRCLING | 480-1 465 (500-1) | | 480-1½ 465 (500-1½) | 580-2 565 (600-2) | 820-2¾ 805 (900-2¾) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 99715 | 116° | Rwy Idg | 6750 |
| W12A | | TDZE | 15 |
| | | Apt Elev | 15 |

# RNAV (GPS) RWY 12

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

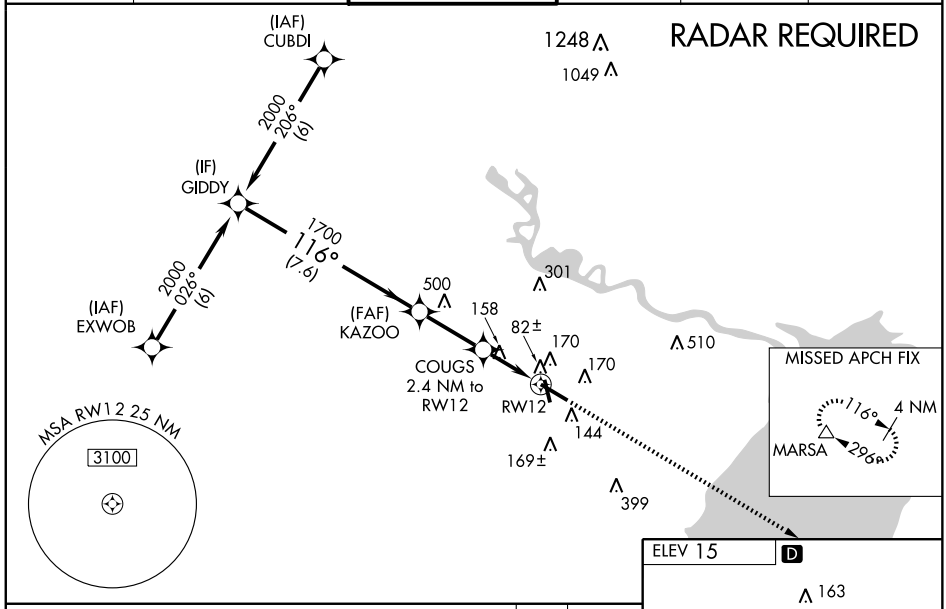
Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LNAV/VNAV Cat E, LNAV Cat E and Circling Cat E visibility ¼ mile. For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E to RVR 6000 and LNAV Cat E to 1½ miles. For inoperative MALSR when using Orange County altimeter setting, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E to 1½ miles, and LNAV Cat E to 1¾ miles. VDP NA when using Orange County altimeter setting.

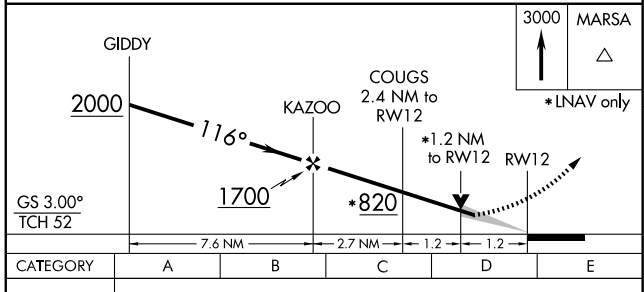
MALSR

MISSED APPROACH: Climb to 3000 direct MARSA and hold.

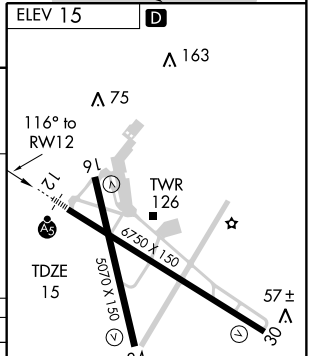
| ATIS | HOUSTON APP CON | BEAUMONT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 121.3 377.1 | 119.5 (CTAF) | 121.9 | 118.3 | 122.95 |

RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 215/24 200 (200-½) | | | | |
| LNAV/VNAV DA | 375/40 360 (400-¾) | | | | |
| LNAV MDA | 460/24 445 (500-½) | | 460/40 445 (500-¾) | 460/50 445 (500-1) | |
| CIRCLING | 480-1 465 (500-1) | | 480-1½ 465 (500-1½) | 580-2 565 (600-2) | 820-2¾ 805 (900-2¾) |




REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5070 |
|---|---|---|---|
| CH 82316 | 161° | TDZE | 15 |
| W16A | | Apt Elev | 15 |

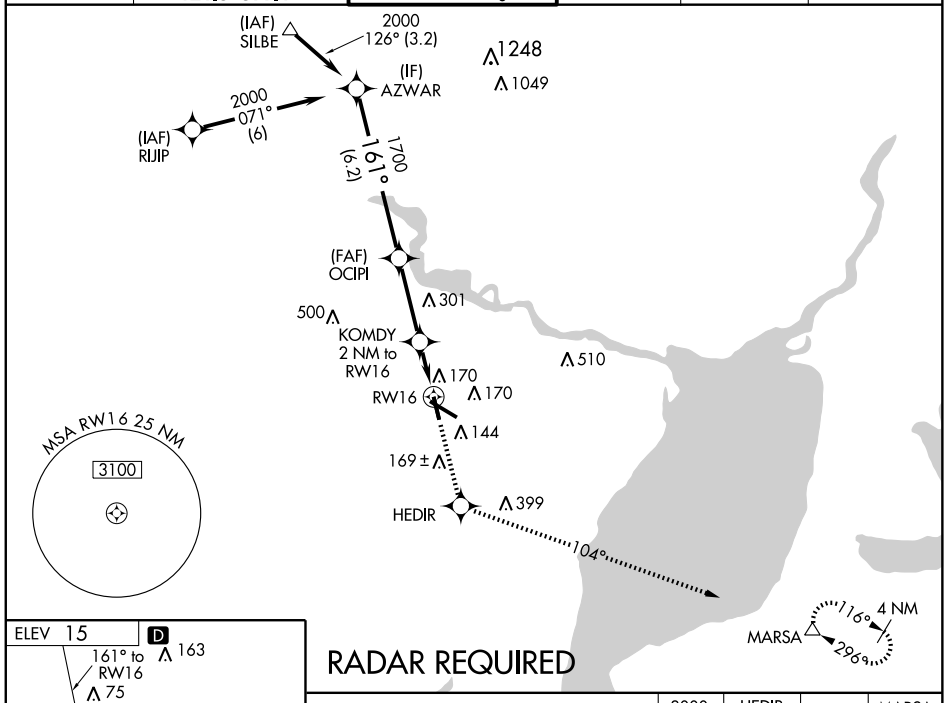
# RNAV (GPS) RWY 16

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

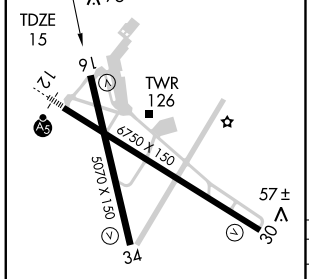
Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV all Cats visibility ¼ mile, LNAV Cat D and Circling Cat E visibility ¼ mile. VDP NA when using Orange County altimeter setting.

MISSED APPROACH: Climb to 3000 direct HEDIR and via track 104° to MARSA and hold.

| ATIS | HOUSTON APP CON | BEAUMONT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 121.3 377.1 | 119.5 (CTAF) | 121.9 | 118.3 | 122.95 |

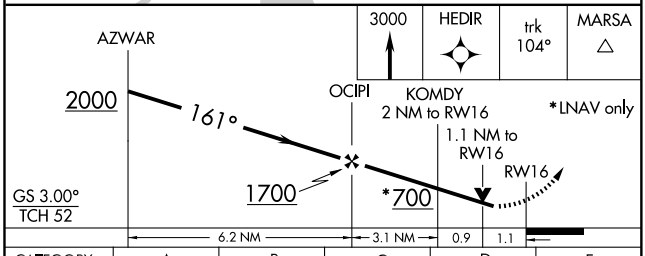



SC-5, 14 JAN 2010 to 11 FEB 2010




REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 273-¾ 258 (300-¾) | | | | |
| LNAV/VNAV DA | 422-1½ 407 (500-1½) | | | | |
| LNAV MDA | 420-1 405 (500-1) | | 420-1¼ 405 (500-1¼) | | 420-1½ 405 (500-1½) |
| CIRCLING | 480-1 465 (500-1) | | 480-1½ 465 (500-1½) | 580-2 565 (600-2) | 820-2¾ 805 (900-2¾) |

| WAAS | APP CRS | Rwy Idg | 6750 |
|---|---|---|---|
| CH 69216 | 296° | TDZE | 12 |
| W30A | | Apt Elev | 15 |

# RNAV (GPS) RWY 30

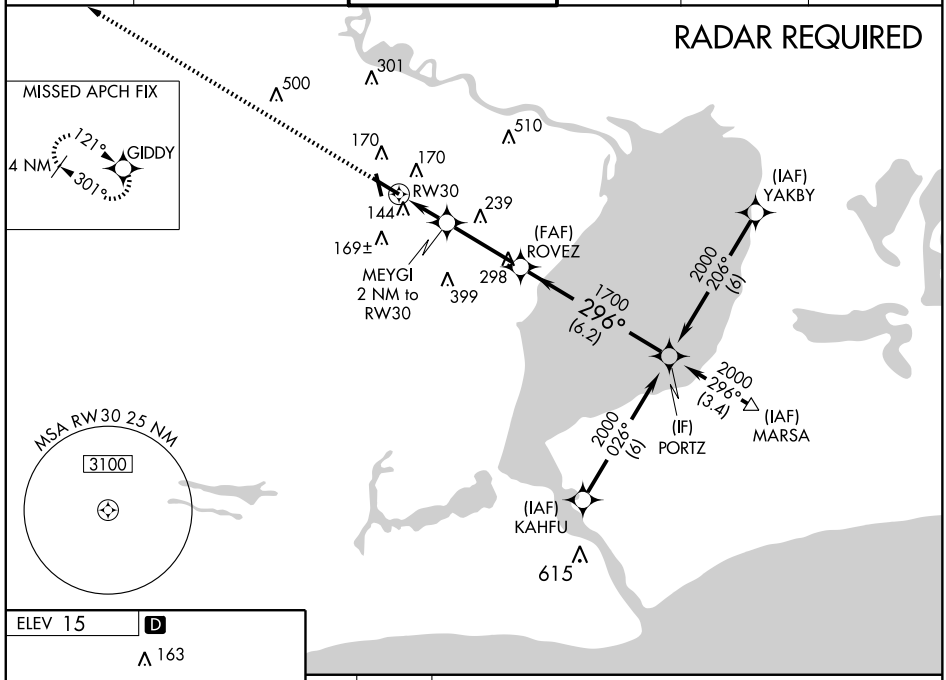
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

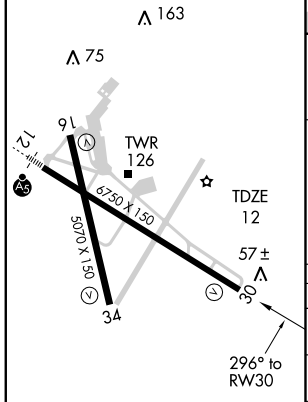
Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat E and Circling Cat E visibility ¼ mile.

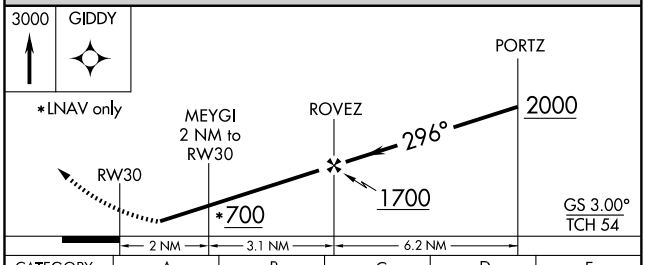
MISSED APPROACH: Climb to 3000 direct GIDDY and hold.

| ATIS | HOUSTON APP CON | BEAUMONT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 121.3 377.1 | 119.5 (CTAF) | 121.9 | 118.3 | 122.95 |

RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 263-¾ 251 (300-¾) | | | | |
| LNAV/VNAV DA | 404-1¼ 392 (400-1¼) | | | | 404-1½ 392 (400-1½) |
| LNAV MDA | 540-1 528 (600-1) | | 540-1½ 528 (600-1½) | 540-1¾ 528 (600-1¾) | |
| CIRCLING | 540-1 525 (600-1) | | 540-1½ 525 (600-1½) | 580-2 565 (600-2) | 820-2¾ 805 (900-2¾) |

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5070 |
|---|---|---|---|
| CH 72616 | 341° | TDZE | 15 |
| W34A | | Apt Elev | 15 |

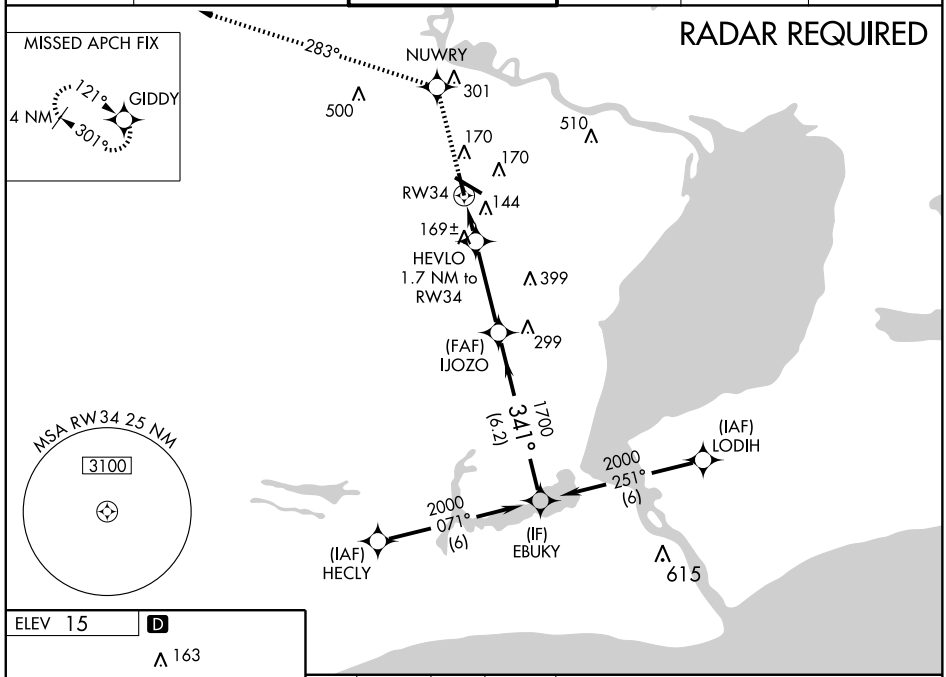
# RNAV (GPS) RWY 34

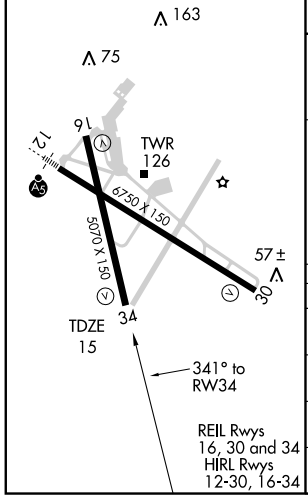
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

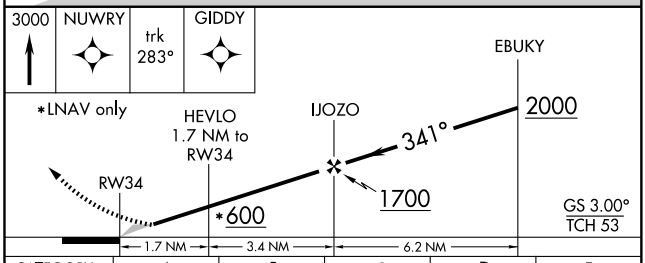
Baro-VNAV NA when using Orange County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orange County altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LNAV Cat C and Circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct NUWRY and via track 283° to GIDDY and hold.

| ATIS | HOUSTON APP CON | BEAUMONT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 121.3 377.1 | 119.5 (CTAF) L | 121.9 | 118.3 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 215-¾ 200 (200-¾) | | | | |
| LNAV/VNAV DA | 437-1½ 422 (500-1½) | | | | |
| LNAV MDA | 480-1 465 (500-1) | | 480-1¼ 465 (500-1¼) | 480-1½ 465 (500-1½) | 480-1¾ 465 (500-1¾) |
| CIRCLING | 480-1 465 (500-1) | | 480-1½ 465 (500-1½) | 580-2 565 (600-2) | 820-2¾ 805 (900-2¾) |

SC-5, 14 JAN 2010 to 11 FEB 2010

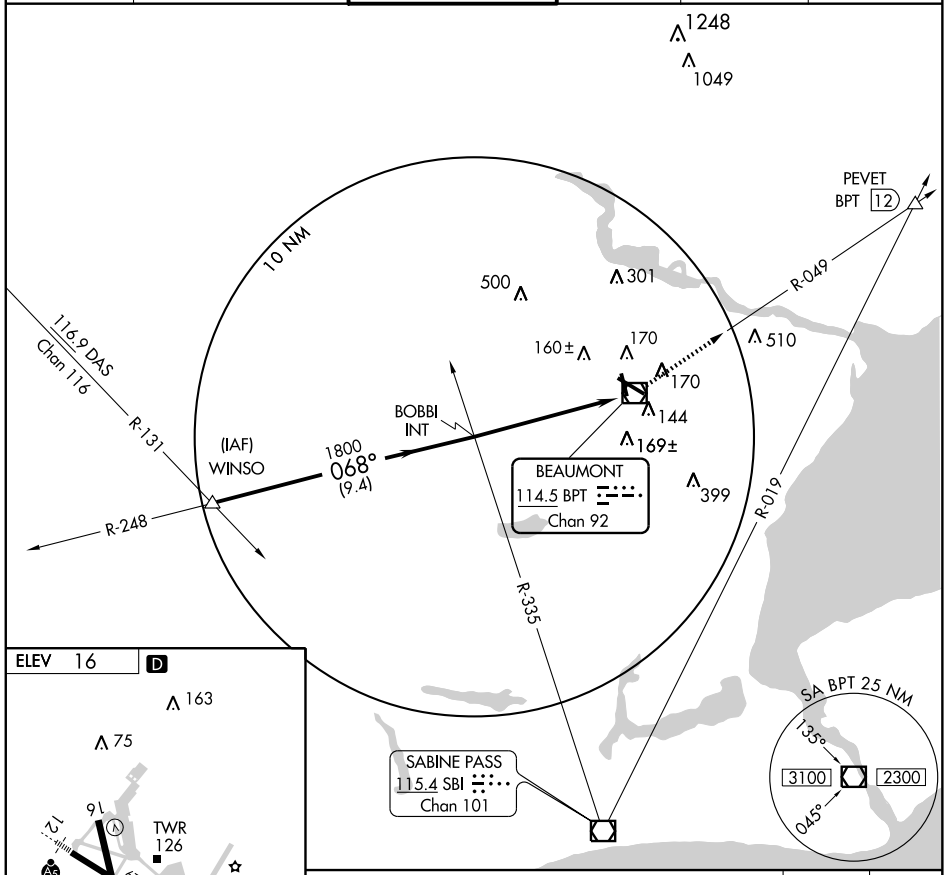
| VOR/DME BPT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.5 | 068° | TDZE | N/A |
| Chan 92 | | Apt Elev | 16 |

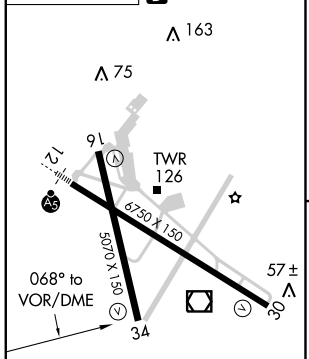
# VOR-A

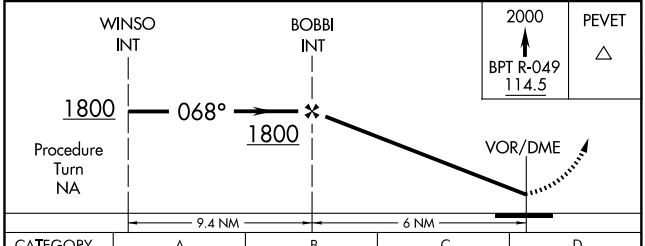
BEAUMONT-PORT ARTHUR/ SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

| ATIS | HOUSTON APP CON | BEAUMONT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 121.3 377.1 | 119.5 (CTAF) | 121.9 | 118.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 480-1 464 (500-1) | | 480-1½ 464 (500-1½) | 580-2 564 (600-2) |

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 14 JAN 2010 to 11 FEB 2010

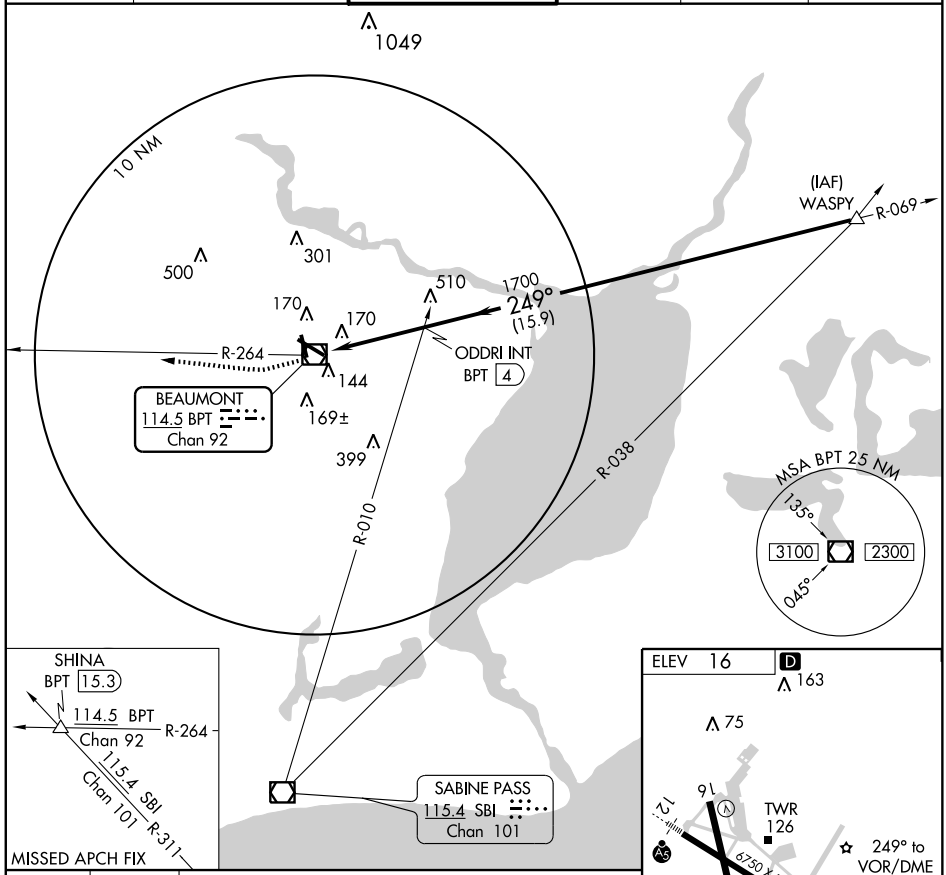
| VOR/DME BPT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.5 | 249° | TDZE | N/A |
| Chan 92 | | Apt Elev | 16 |

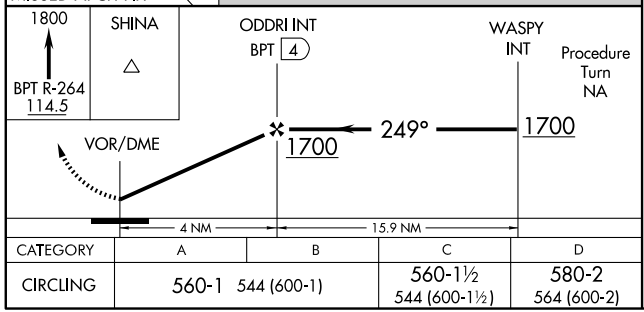
# VOR-B

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 1800 via BPT R-264 to SHINA Int.

| ATIS | HOUSTON APP CON | BEAUMONT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 121.3 377.1 | 119.5 (CTAF) | 121.9 | 118.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1 544 (600-1) | | 560-1½ 544 (600-1½) | 580-2 564 (600-2) |

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 14 JAN 2010 to 11 FEB 2010

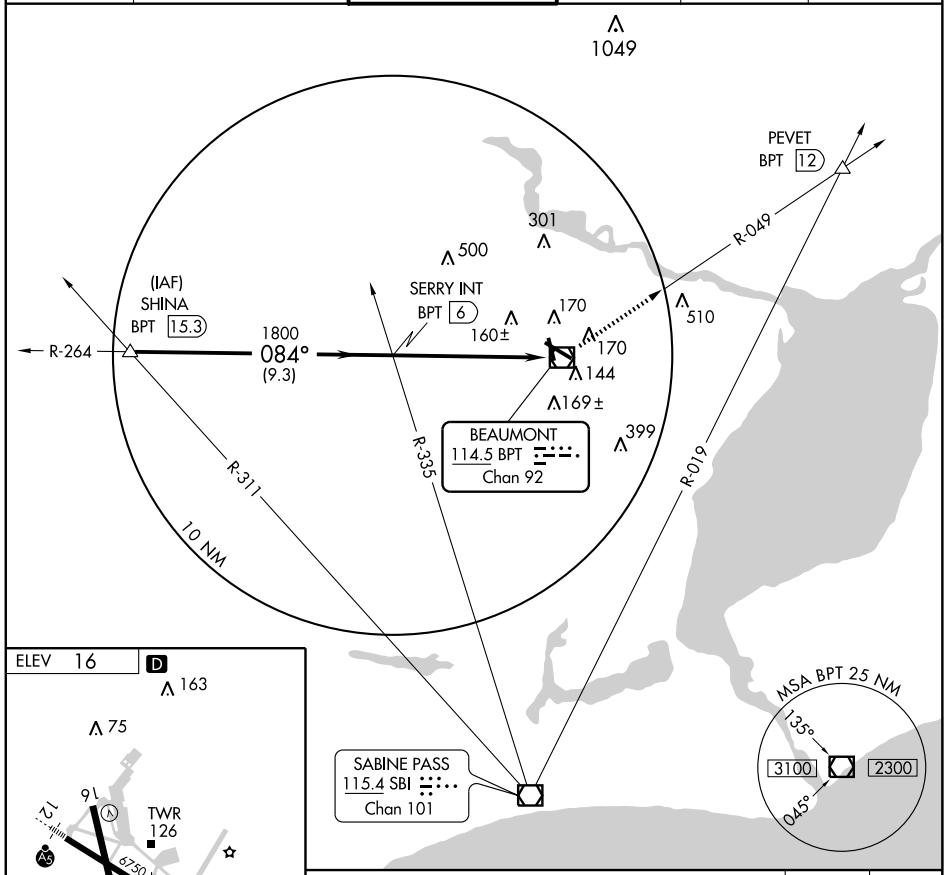
| VOR/DME BPT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.5 | 084° | TDZE | N/A |
| Chan 92 | | Apt Elev | 16 |

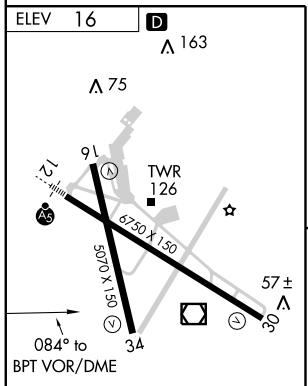
# VOR-C

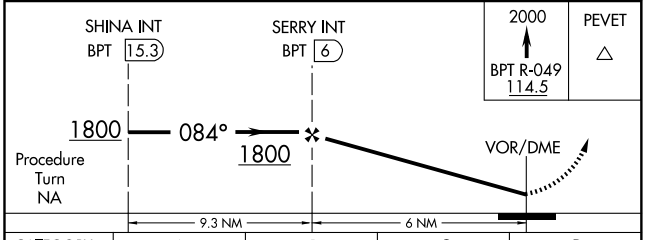
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

| ATIS | HOUSTON APP CON | BEAUMONT TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 121.3 377.1 | 119.5 (CTAF) | 121.9 | 118.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 480-1 464 (500-1) | | 480-1½ 464 (500-1½) | 580-2 564 (600-2) |

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 14 JAN 2010 to 11 FEB 2010

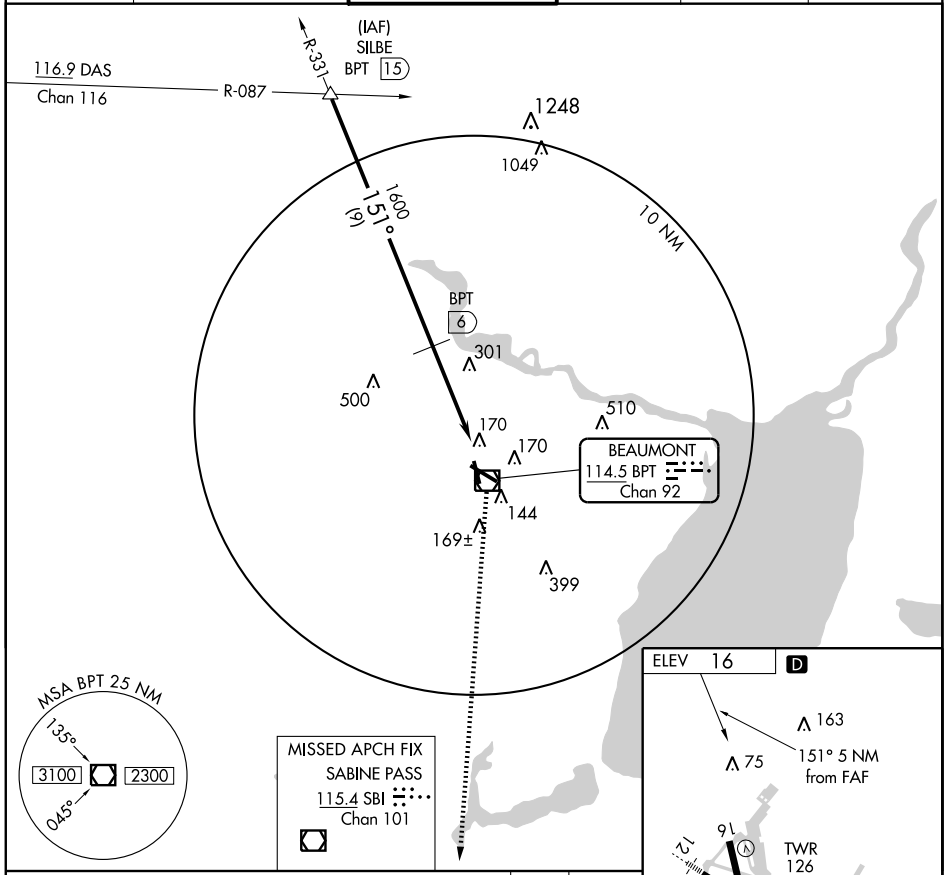
| VOR/DME BPT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.5 | 151° | TDZE | N/A |
| Chan 92 | | Apt Elev | 16 |

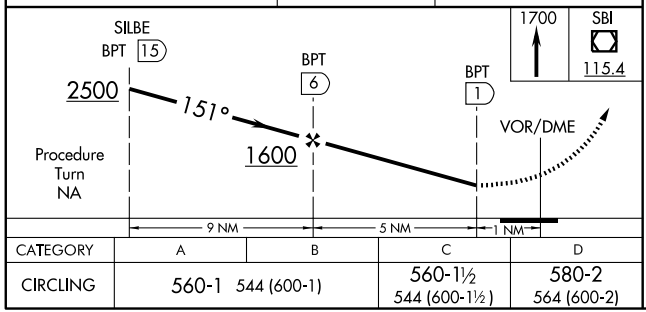
# VOR/DME-D

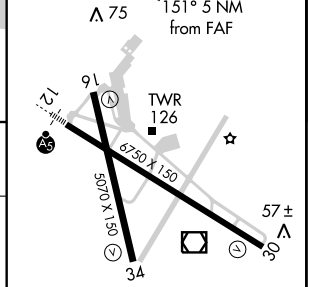
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 1700 direct SBI VOR/DME.

| ATIS | HOUSTON APP CON | BEAUMONT TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 121.3 377.1 | 119.5 (CTAF) | 121.9 | 118.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1 544 (600-1) | | 560-1½ 544 (600-1½) | 580-2 564 (600-2) |

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 14 JAN 2010 to 11 FEB 2010

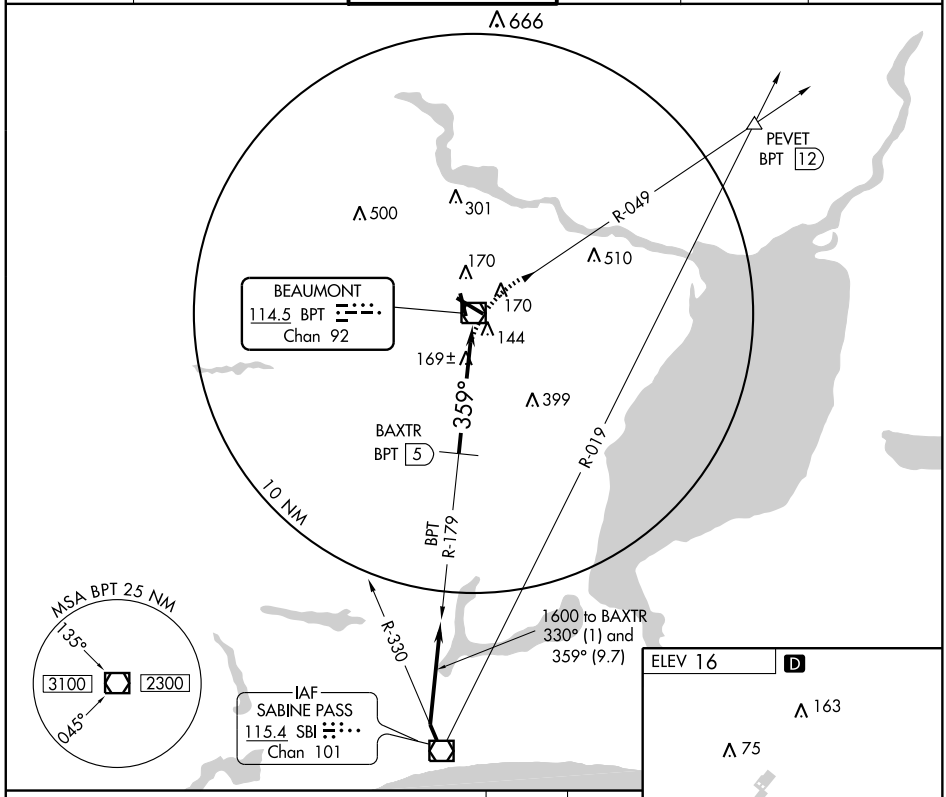
| VOR BPT 114.5 Chan 92 | APP CRS 359° | Rwy Idg 5070<br>TDZE 16<br>Apt Elev 16 |
|---|---|---|

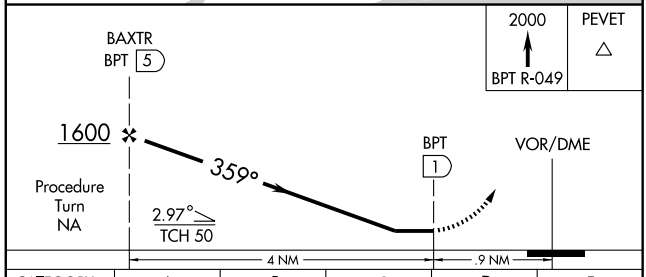
# VOR/DME RWY 34

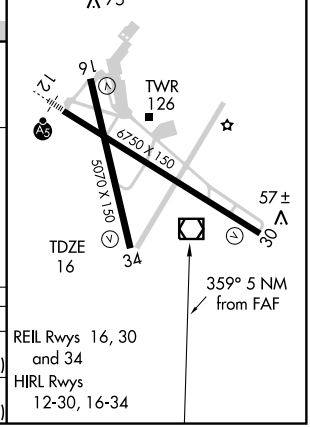
BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

MISSED APPROACH: Climb to 2000 via BPT VOR/DME R-049 to PEVET Int.

| ATIS | HOUSTON APP CON | BEAUMONT TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 121.3 377.1 | 119.5 (CTAF) | 121.9 | 118.3 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-34 | 500-1¼ 484 (500-1¼) | | | 500-1½<br>484 (500-1½) | 500-1¾<br>484 (500-1¾) |
| CIRCLING | 500-1¼ 484 (500-1¼) | | 500-1½<br>484 (500-1½) | 580-2<br>564 (600-2) | 820-2¾<br>804 (900-2¾) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| VOR/DME BPT | APP CRS | Rwy Idg | 6750 |
|---|---|---|---|
| 114.5 | 120° | TDZE | 16 |
| Chan 92 | | Apt Elev | 16 |

# VOR RWY 12

BEAUMONT-PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

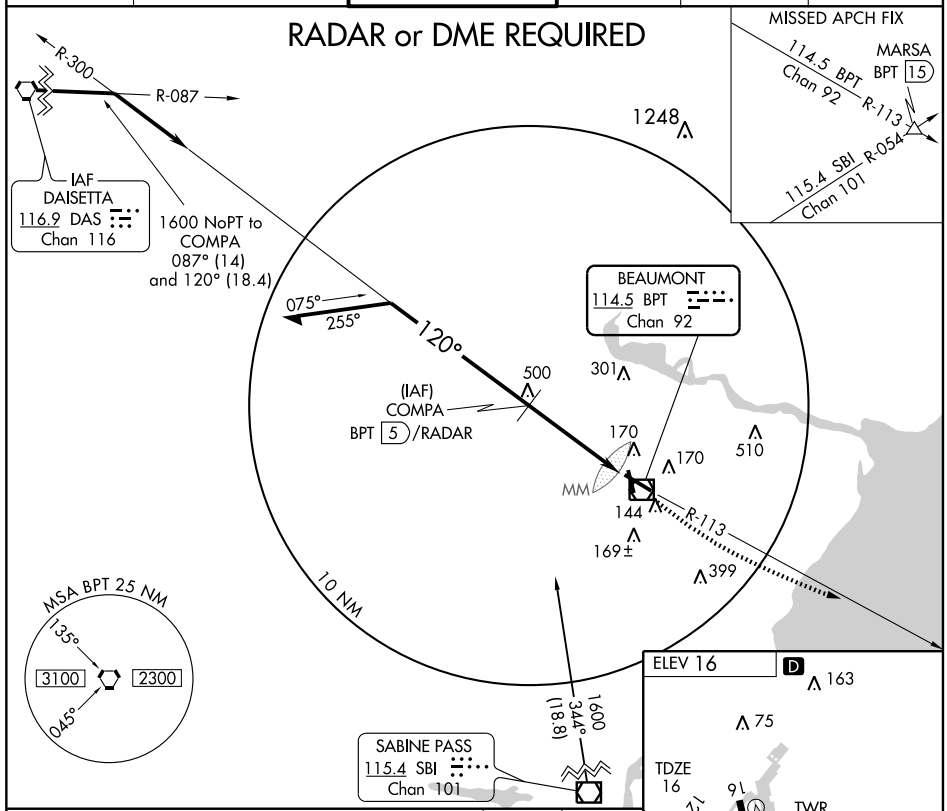
For inoperative MALSR, increase S-12 Cats A/B visibility to RVR 5000 and Cat D to RVR 6000.
* Cat E procedure turn not authorized.

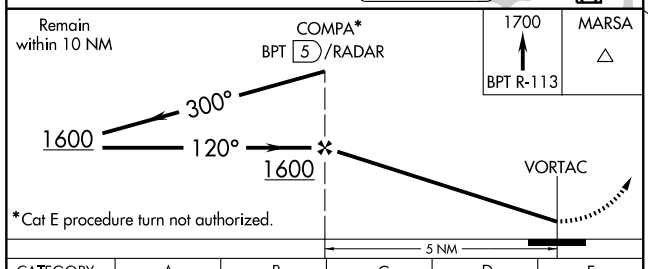
MALSR

MISSED APPROACH: Climb to 1700 via BPT R-113 to MARSA Int/BPT 15 DME.

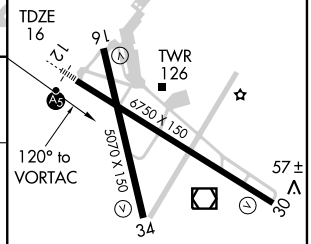
| ATIS | HOUSTON APP CON | BEAUMONT TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.3 | 121.3 377.1 | 119.5 (CTAF) | 121.9 | 118.3 | 122.95 |

## RADAR or DME REQUIRED




*Cat E procedure not authorized.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-12 | 420/40 404 (500-¾) | | | 420/50 404 (500-1) | |
| CIRCLING | 480-1 464 (500-1) | | 480-1½ 464 (500-1½) | 580-2 564 (600-2) | 820-2¾ 804 (900-2¾) |

REIL Rwys 16, 30 and 34
HIRL Rwys 12-30, 16-34

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4551 |
|---|---|---|
| 124° | TDZE | 268 |
| | Apt Elev | 268 |

# RNAV (GPS) RWY 12
BEEVILLE MUNI (BEA)

Use Corpus Christi Intl altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct JOSUK and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.675 | 134.6 322.5 | 122.8 L (CTAF) |

Radar required for arrivals at CUVUM

(IAF) CUVUM
(IAF) THREE RIVERS THX
(IF/IAF) NEYIB
2000 NoPT 088° (10.2) 4 NM
2000 NoPT 214° (5)
124° 304°
2000 124° (6.2)
2000 NoPT 034° (6.4)
(IAF) ZAMLI
(FAF) ECEPA
882
850 703 669 620 542 685
RW12

MSA RW12 25 NM
2100

KINGSVILLE 4 MOA

JOSUK 124° 4 NM 304°

ELEV 268
124° to RW12
8 L
12
TDZE 268
36
2530 X 60
4551 X 75
0.5% UP
30

4 NM Holding Pattern
2000 JOSUK
NEYIB ECEPA
2000 304° 124° 124° 2000
VGSI and descent angles not coincident.
RW12
3.05°
TCH 40
6.2 NM 5.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-1 732 (800-1) | | 1000-2 732 (800-2) | NA |
| CIRCLING | 1000-1 732 (800-1) | 1020-1¼ 752 (800-1¼) | 1120-2½ 852 (900-2½) | NA |

MIRL Rwy 12-30 L

SC-3, 14 JAN 2010 to 11 FEB 2010

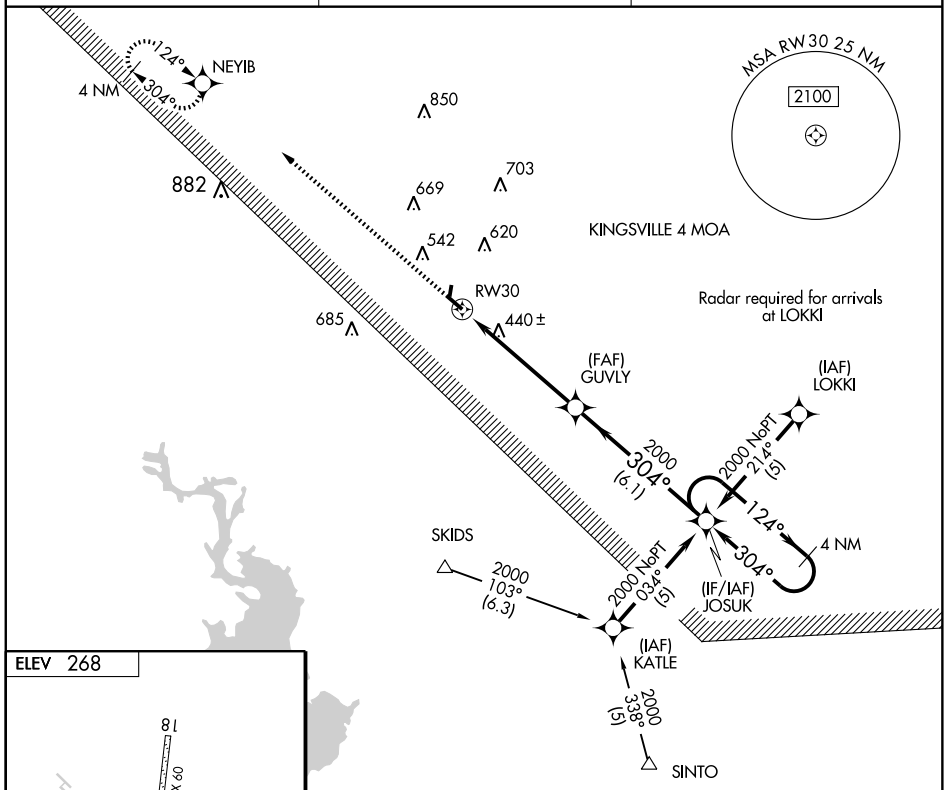
| APP CRS | Rwy Idg | 4551 |
|---|---|---|
| 304° | TDZE | 262 |
| | Apt Elev | 268 |

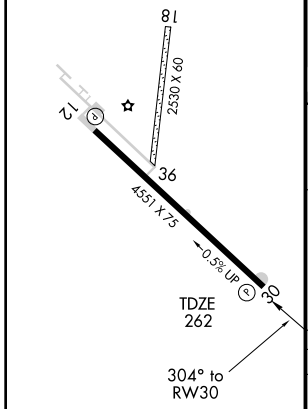
# RNAV (GPS) RWY 30
BEEVILLE MUNI (BEA)

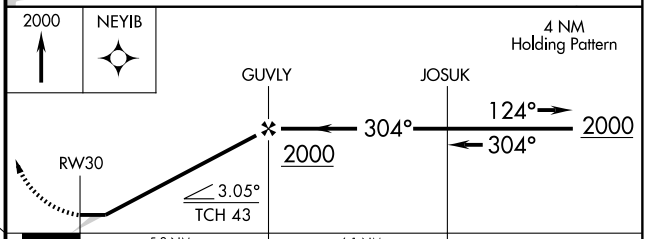
Use Corpus Christi Intl altimeter setting.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct NEYIB and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.675 | 134.6 322.5 | 122.8 L (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1<br>798 (800-1) | 1060-1¼<br>798 (800-1¼) | 1060-2¼<br>798 (800-2¼) | NA |
| CIRCLING | 1060-1<br>792 (800-1) | 1060-1¼<br>792 (800-1¼) | 1120-2½<br>852 (900-2½) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC THX | APP CRS | Rwy Idg | 4551 |
|---|---|---|---|
| 111.4 | 106° | TDZE | 268 |
| Chan 51 | | Apt Elev | 268 |

# VOR/DME RWY 12

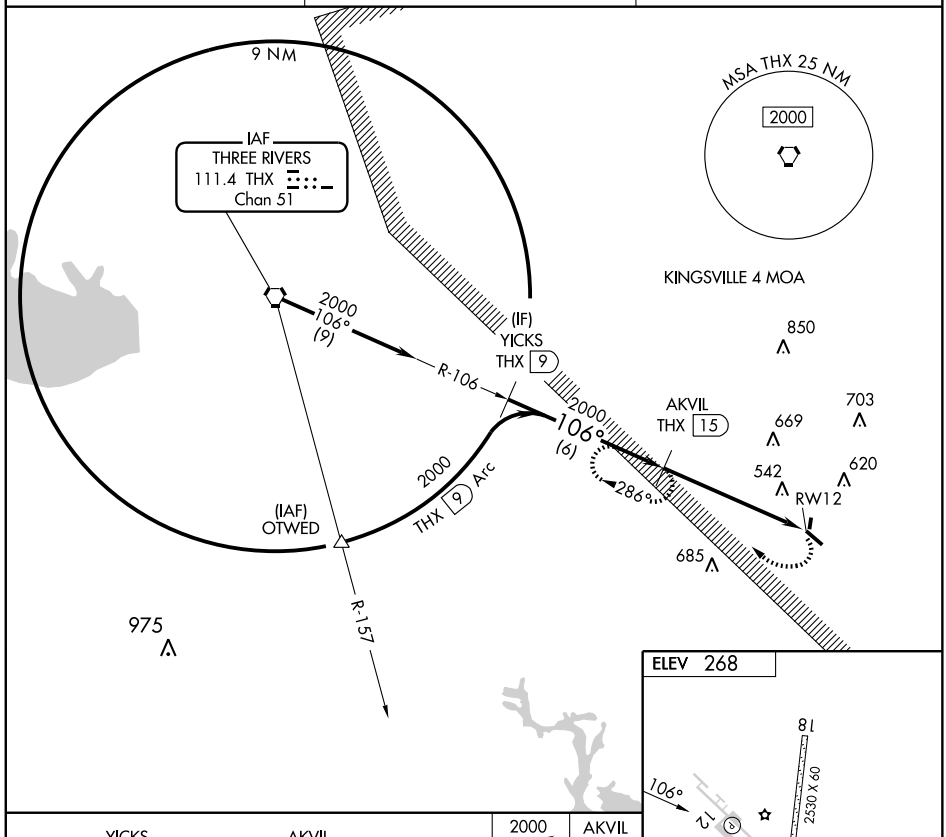
BEEVILLE MUNI (BEA)

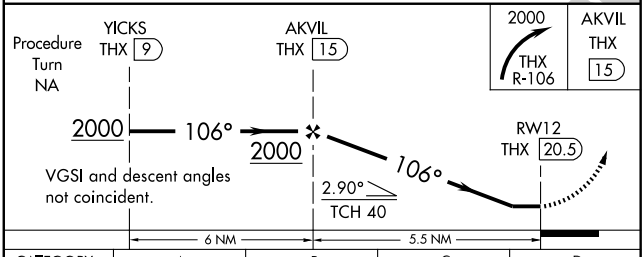
Use Corpus Christi Intl altimeter setting.

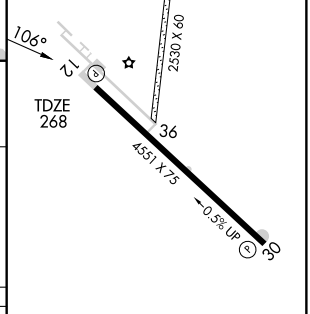
NA

MISSED APPROACH: Climbing right turn to 2000 via THX VORTAC R-106 to AKVIL THX VORTAC 15 DME and hold. Continue climb-in-hold to 2000.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.675 | 134.6 322.5 | 122.8 L (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 1000-1<br>732 (800-1) | 1000-1¼<br>732 (800-1¼) | 1000-2<br>732 (800-2) | NA |
| CIRCLING | 1000-1<br>732 (800-1) | 1020-1¼<br>752 (800-1¼) | 1120-2½<br>852 (900-2½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-3, 14 JAN 2010 to 11 FEB 2010

BIG LAKE, TEXAS AL-6703 (FAA)

# RNAV (GPS) RWY 16

BIG LAKE/ REAGAN COUNTY (E41)

| APP CRS | Rwy Idg | 4032 |
|---|---|---|
| 161° | TDZE | 2706 |
| | Apt Elev | 2706 |

Use San Angelo altimeter setting; If not received, procedure NA.
Circling NA east of Rwy 16-34. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct JEKAB and hold.

| SAN ANGELO ASOS | FORT WORTH CENTER | CTAF | |
|---|---|---|---|
| 128.45 | 126.15 322.55 | 122.9 | 123.5 L |

RADAR REQUIRED

TEXON MOA

5 NM 341° 161° (IF/IAF) IVIDE (IAF) HISPI

(IAF) COLKO 5000 NoPT 071° (5)

5000 NoPT 251° (5)

4500 161° (6)

30 NM to IVIDE (NoPT) 5000 IVIDE 071° 251°

(FAF) RUGPY

HISPI 5000 251° 341° 30 NM to HISPI

2794±

3214

RW16 2961

071° COLKO 5000 341° 30 NM to COLKO

JEKAB 161° 341° 5 NM

ELEV 2706

161° to RW16

TDZE 2706 9

4032 X 50

3460 X 80

6 27 34

MIRL Rwy 16-34 L

5 NM Holding Pattern IVIDE RUGPY 5000 JEKAB

5000 341° 161° 161° 4500 3.05° TCH 40 RW16

6 NM 5.4 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3460-1<br>754 (800-1) | 3460-1¼<br>754 (800-1¼) | 3460-2¼<br>754 (800-2¼) | NA |
| CIRCLING | 3460-1<br>754 (800-1) | 3460-1¼<br>754 (800-1¼) | 3460-2¼<br>754 (800-2¼) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 8802 |
|---|---|---|
| 173° | TDZE | 2562 |
| | Apt Elev | 2573 |

# RNAV (GPS) RWY 17

## BIG SPRING McMAHON-WRINKLE (BPG)

When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. Inoperative table does not apply to LNAV Cat C. DME/DME RNP-0.3 NA. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cats C and D and circling Cat C visibility ½ mile, circling Cat D visibility ¼ mile.

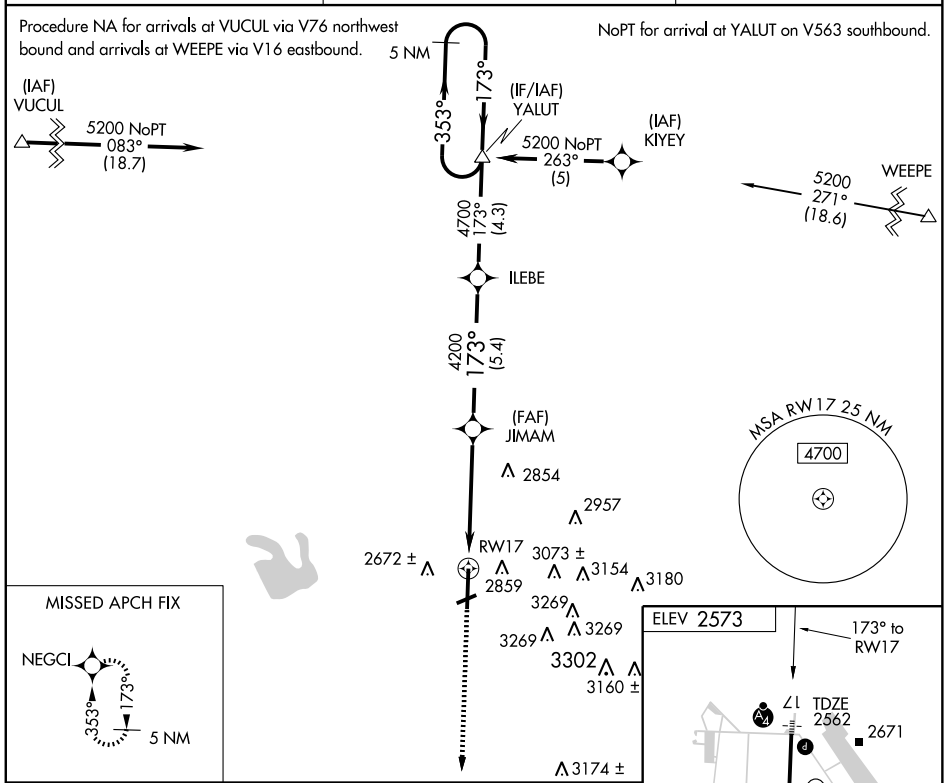
SSALS

MISSED APPROACH: Climb to 4600 direct NEGCI and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.025 | 133.7 350.2 | 122.8 (CTAF) L |

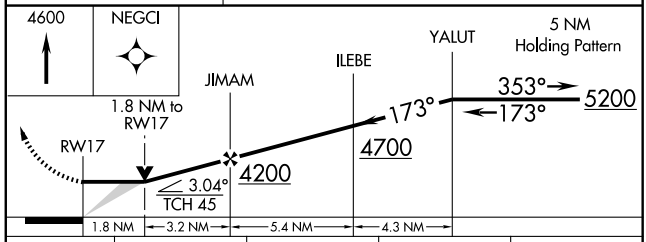
Procedure NA for arrivals at VUCUL via V76 northwest bound and arrivals at WEEPE via V16 eastbound.

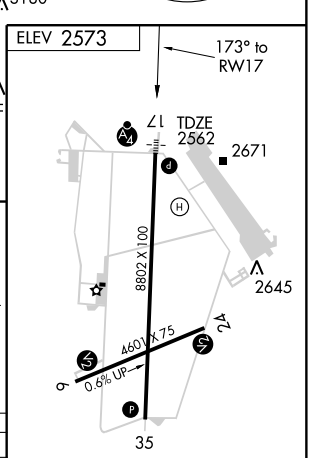
NoPT for arrival at YALUT on V563 southbound.










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3160-¾ 598 (600-¾) | | 3160-1½ 598 (600-1½) | 3160-1¾ 598 (600-1¾) |
| CIRCLING | 3160-1 587 (600-1) | | 3160-1½ 587 (600-1½) | 3160-2 587 (600-2) |

MIRL Rwys 6-24 and 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 353° | Rwy Idg | 8802 |
| | TDZE | 2563 |
| | Apt Elev | 2573 |

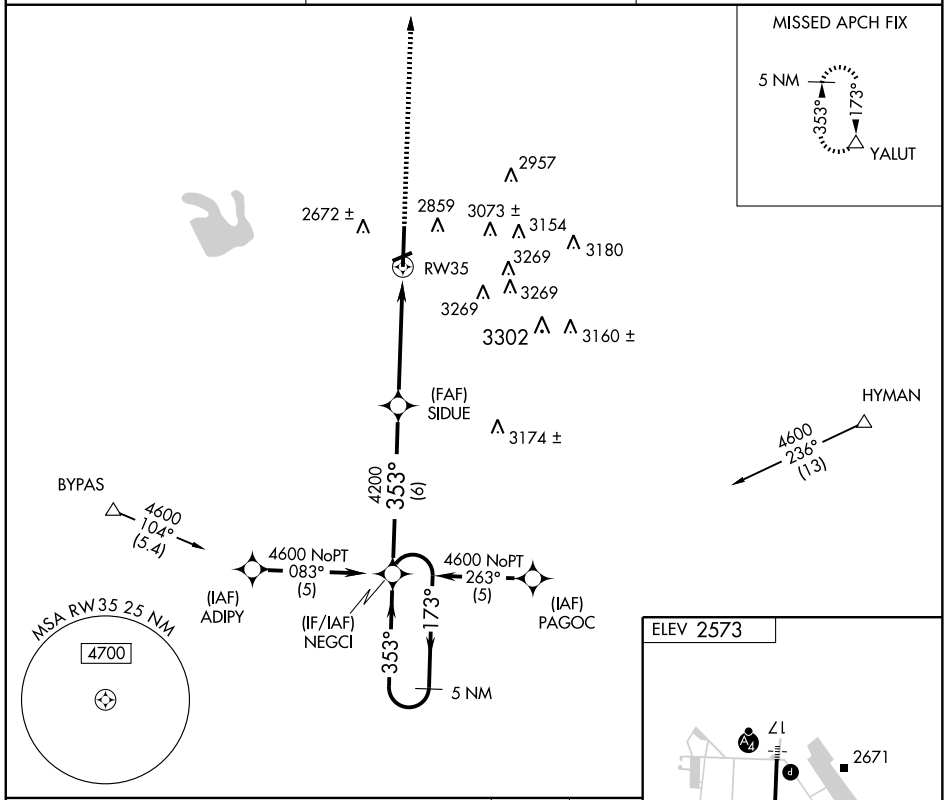
# RNAV (GPS) RWY 35

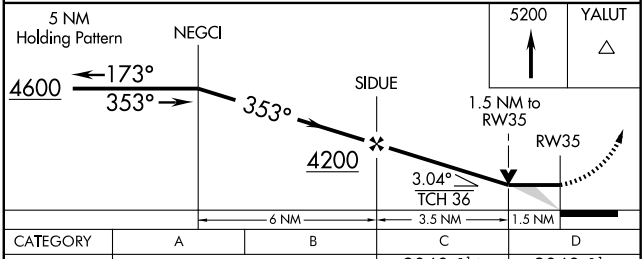
## BIG SPRING McMAHON-WRINKLE (BPG)

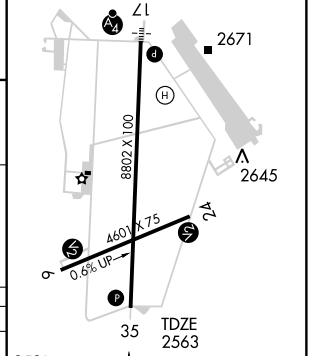
When VGSI inoperative, circling Rwy 6 NA at night. Circling NA East of Rwy 17-35. DME/DME RNP-0.3 NA. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cats C and D visibility ½ mile and circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 5200 direct YALUT and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.025 | 133.7 350.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3060-1 | 497 (500-1) | 3060-1¼ 497 (500-1¼) | 3060-1½ 497 (500-1½) |
| CIRCLING | 3060-1 | 487 (500-1) | 3060-1½ 487 (500-1½) | 3140-2 567 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC BGS | APP CRS | Rwy Idg | 8802 |
|---|---|---|---|
| 114.3 | 180° | TDZE | 2562 |
| Chan 90 | | Apt Elev | 2573 |

# VOR/DME RWY 17

## BIG SPRING McMAHON-WRINKLE (BPG)

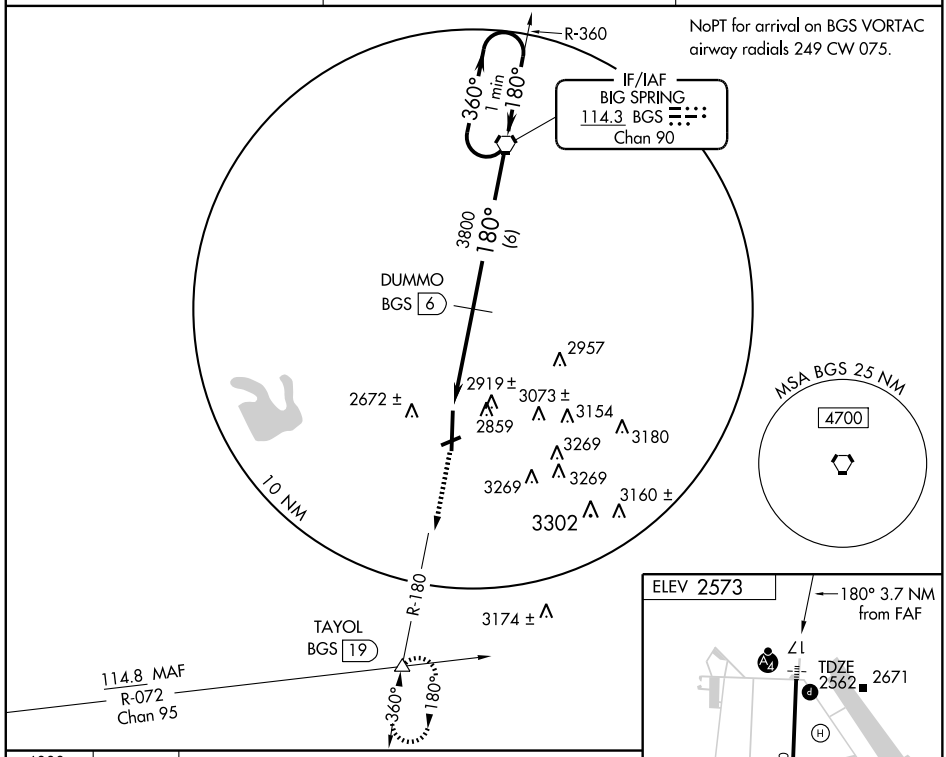
When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. Inoperative table does not apply to S-17 Cat C, when using Midland Intl altimeter setting inoperative table does not apply to S-17 Cat B. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase S-17 Cats B, C, and D and circling Cats C and D visibility ½ mile, circling Cat B visibility ¼ mile.

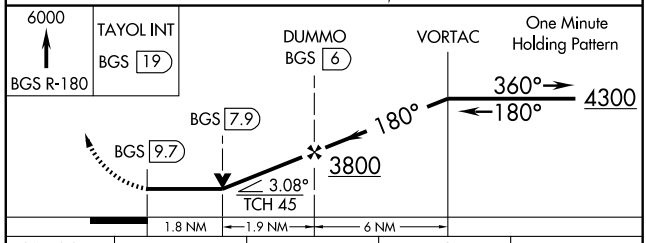
SSALS

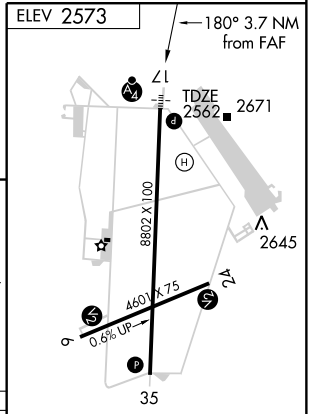
MISSED APPROACH: Climb to 6000 via BGS VORTAC R-180 to TAYOL INT/BGS 19 DME and hold, continue climb-in-hold to 6000.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.025 | 133.7 350.2 | 122.8 (CTAF) L |

NoPT for arrival on BGS VORTAC airway radials 249 CW 075.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 3180-¾ 618 (700-¾) | | 3180-1¾ 618 (700-1¾) | 3180-2 618 (700-1) |
| CIRCLING | 3180-1 607 (700-1) | | 3180-1¾ 607 (700-1¾) | 3180-2 607 (700-2) |

MIRL Rwys 6-24 and 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC BGS | APP CRS | Rwy Idg | 8802 |
|---|---|---|---|
| 114.3 | 359° | TDZE | 2563 |
| Chan 90 | | Apt Elev | 2573 |

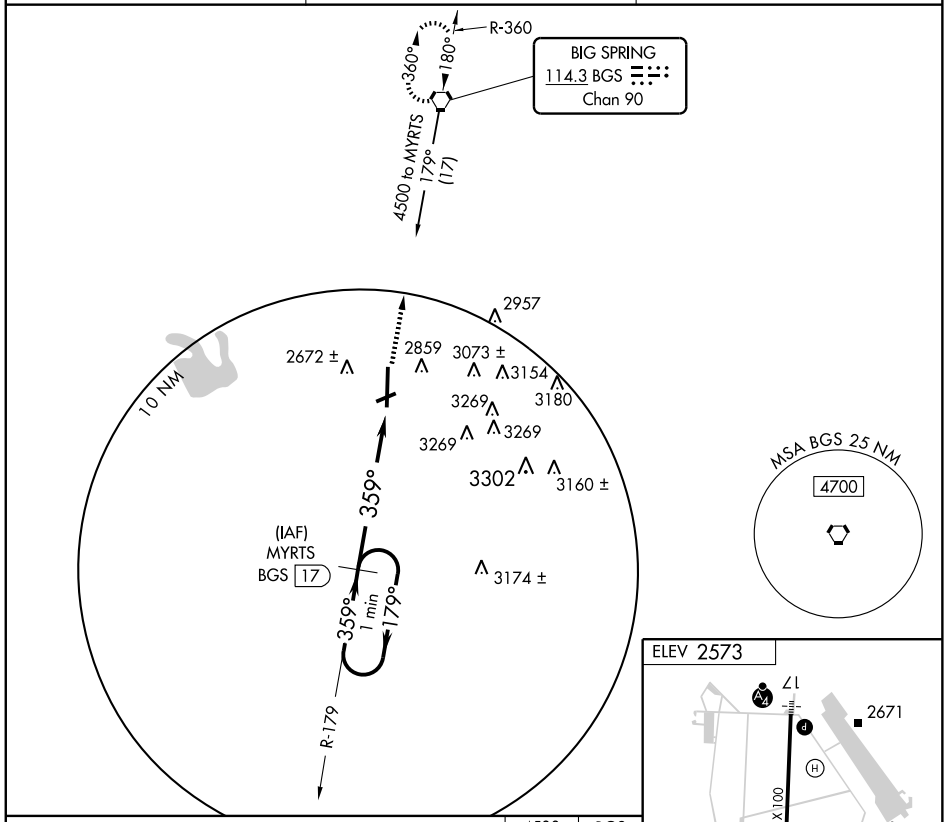
# VOR/DME RWY 35

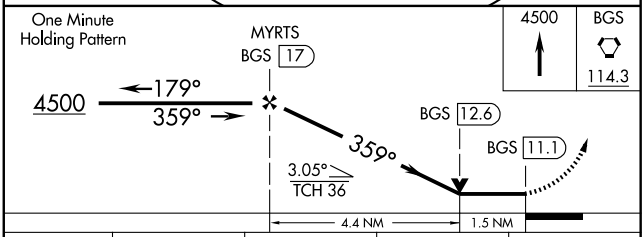
## BIG SPRING McMAHON-WRINKLE (BPG)

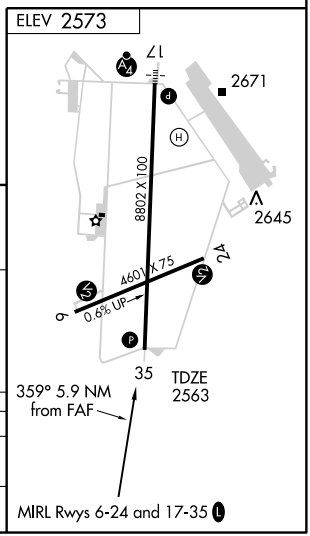
When VGSI inoperative, circling Rwy 6 NA at night. Circling NA east of Rwy 17-35. VDP NA when using Midland Intl altimeter setting. When local altimeter setting not received, use Midland Intl altimeter setting and increase all MDA 140 feet, increase S-35 Cats C and D and circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 4500 direct to BGS VORTAC and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.025 | 133.7 350.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 3080-1 | 517 (600-1) | 3080-1½ 517 (600-1½) | 3080-1¾ 517 (600-1¾) |
| CIRCLING | 3080-1 | 507 (600-1) | 3080-1½ 507 (600-1½) | 3140-2 567 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 176° | TDZE | 618 |
| | Apt Elev | 618 |

# RNAV (GPS) RWY 17

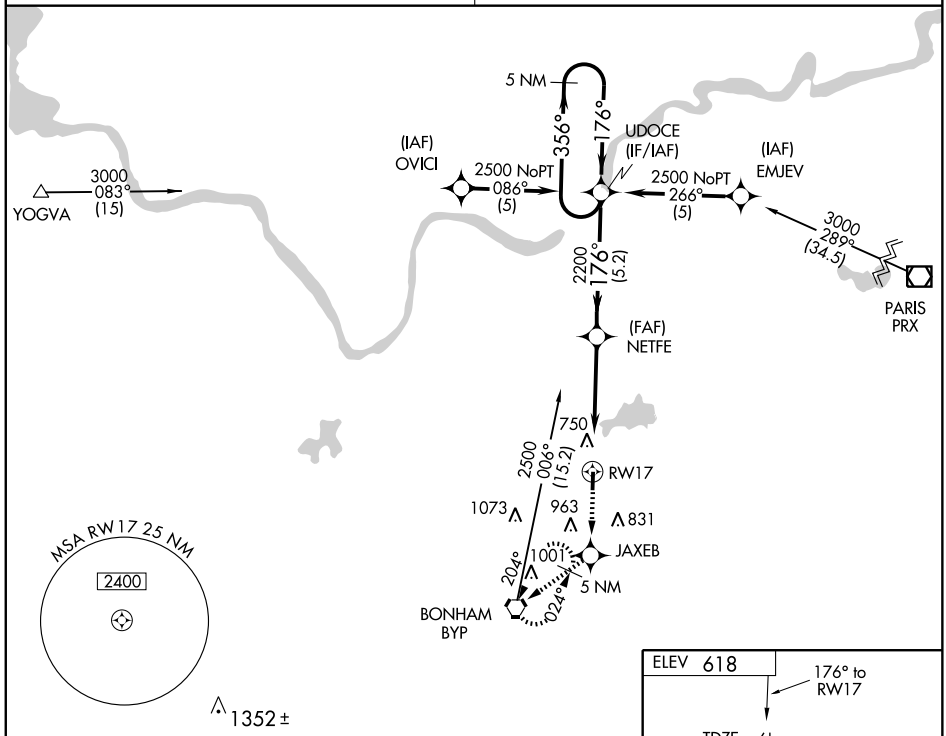
BONHAM/ JONES FIELD (F00)

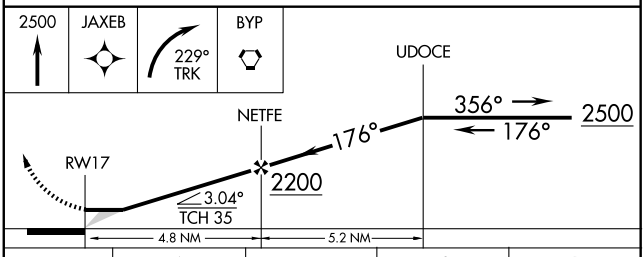
DME/DME RNP-0.3 NA. Use Majors altimeter setting; if not received, use Paris altimeter setting and increase all MDAs 20 feet.

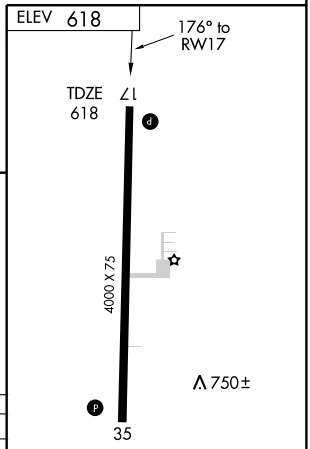
NA

MISSED APPROACH: Climb to 2500 direct JAXEB and via 229° track to BYP VORTAC and hold, continue climb-in-hold to 2500.

| FORT WORTH CENTER | UNICOM |
|---|---|
| 127.6 254.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 | 522 (600-1) | NA | |
| CIRCLING | 1200-1 | 582 (600-1) | NA | |

MIRL Rwy 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 356° | TDZE | 618 |
| | Apt Elev | 618 |

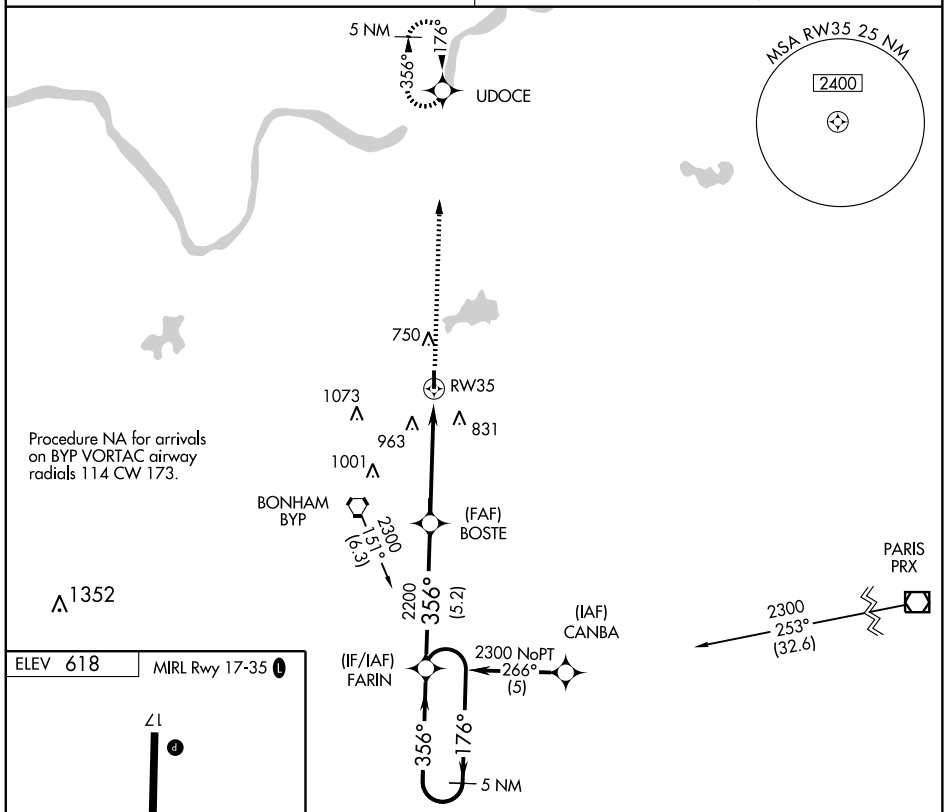
# RNAV (GPS) RWY 35

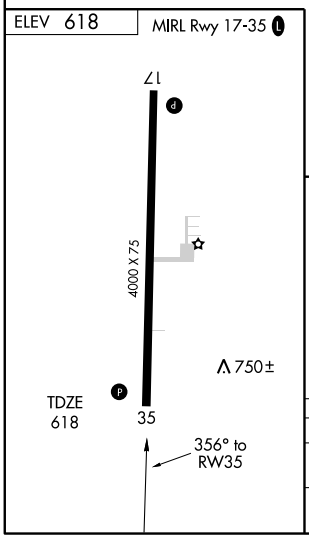
BONHAM/ JONES FIELD (F00)

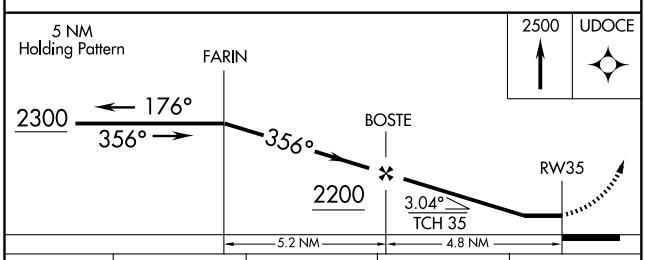
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Majors altimeter setting; if not received, use Paris altimeter setting.

MISSED APPROACH: Climb to 2500 direct UDOCE and hold.

| FORT WORTH CENTER | UNICOM |
|---|---|
| 127.6 254.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1340-1 | 722 (800-1) | NA | |
| CIRCLING | 1340-1 | 722 (800-1) | NA | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC BYP | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| 114.6 | 202° | TDZE | 618 |
| Chan 93 | | Apt Elev | 618 |

# VOR/DME RWY 17

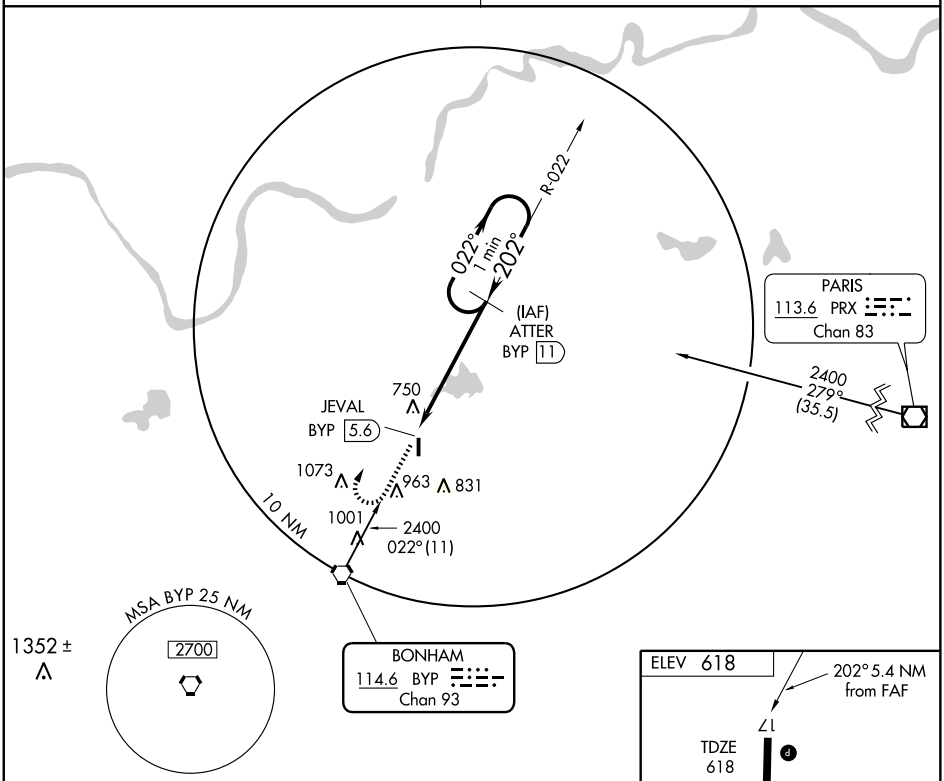
BONHAM/ JONES FIELD (F00)

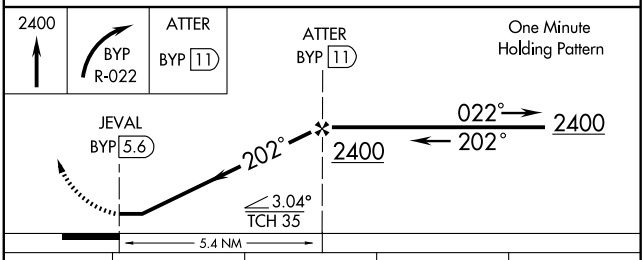
Use Majors altimeter setting; if not received, use Paris altimeter setting and increase all MDAs 20 feet.

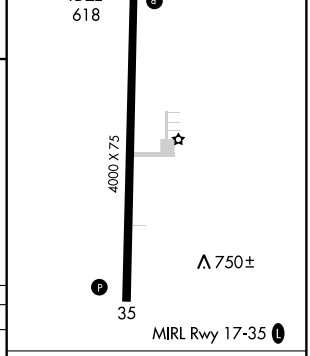
NA

MISSED APPROACH: Climb to 2400, then right turn via BYP R-022 to ATTER/11 DME and hold.

| FORT WORTH CENTER | UNICOM |
|---|---|
| 127.6 254.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1140-1 | 522 (600-1) | NA | |
| CIRCLING | 1200-1 | 582 (600-1) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6300 |
|---|---|---|
| 171° | TDZE | 3013 |
| | Apt Elev | 3055 |

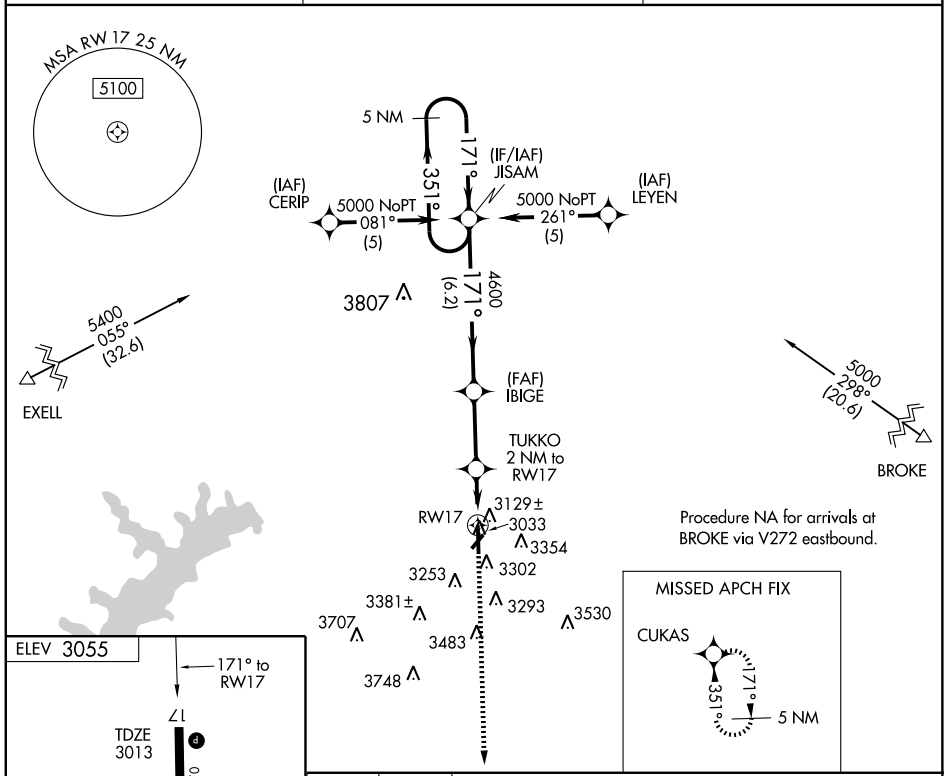
# RNAV (GPS) RWY 17

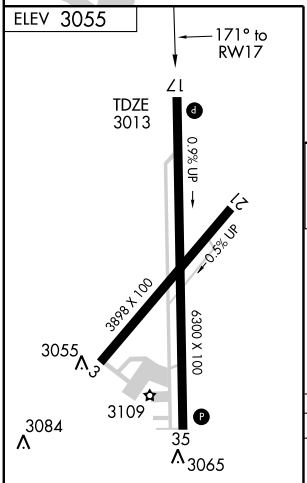
BORGER/HUTCHINSON COUNTY (BGD)

When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet, LNAV and circling Cat C and D visibilities ¼ mile. VDP NA when using Pampa altimeter setting. DME/DME RNP-0.3 NA.

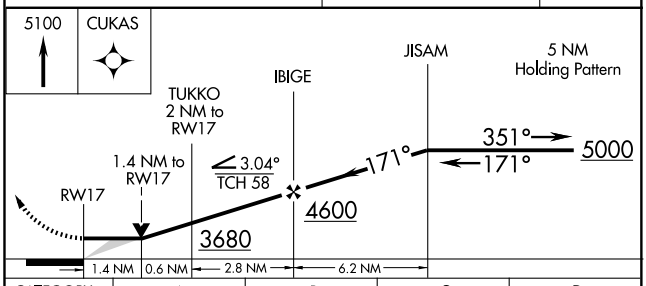
MISSED APPROACH: Climb to 5100 direct CUKAS and hold.

| ASOS | AMARILLO APP CON ★ | UNICOM |
|---|---|---|
| 118.325 | 119.5 307.0 | 123.0 (CTAF) L |




MIRL Rwys 3-21 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3500-1 487 (500-1) | | 3500-1¼ 487 (500-1¼) | 3500-1½ 487 (500-1½) |
| CIRCLING | 3620-1 565 (600-1) | 3660-1 605 (700-1) | 3660-1¾ 605 (700-1¾) | 3660-2 605 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6300 |
|---|---|---|
| 351° | TDZE | 3055 |
| | Apt Elev | 3055 |

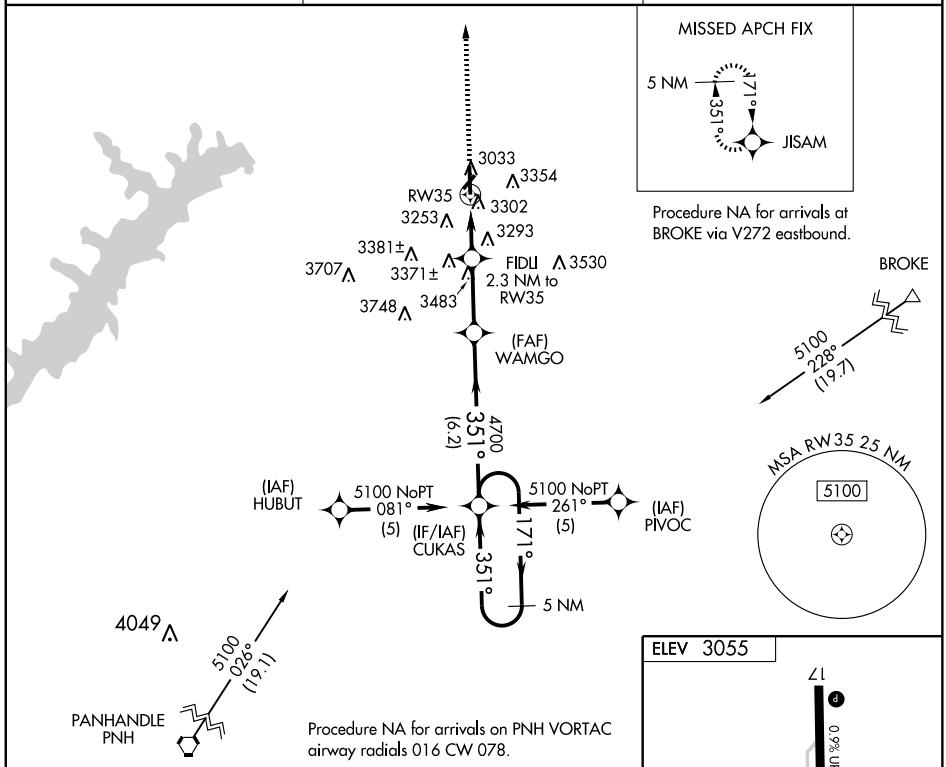
# RNAV (GPS) RWY 35

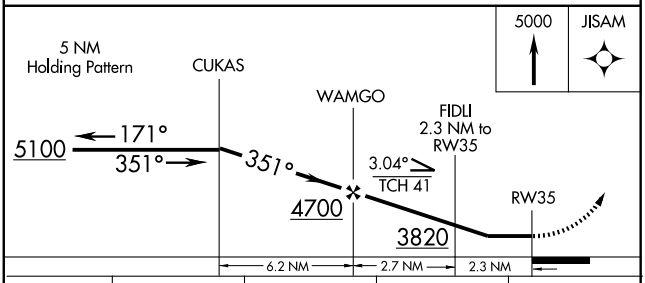
BORGER/HUTCHINSON COUNTY (BGD)

When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet, LNAV Cat D and circling Cat C, D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

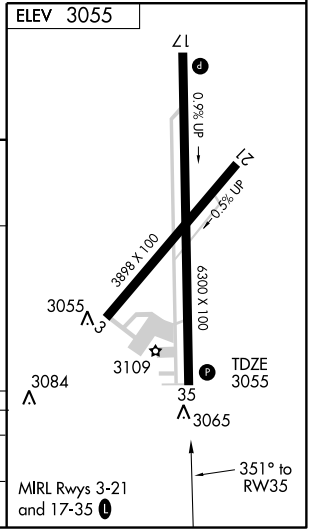
MISSED APPROACH: Climb to 5000 direct JISAM and hold.

| ASOS | AMARILLO APP CON ★ | UNICOM |
|---|---|---|
| 118.325 | 119.5 307.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3560-1 505 (600-1) | | 3560-1½ 505 (600-1½) | |
| CIRCLING | 3620-1 565 (600-1) | 3660-1 605 (700-1) | 3660-1¾ 605 (700-1¾) | 3660-2 605 (700-2) |




SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC BGD 108.6 Chan 23 | APP CRS 355° | Rwy Idg 6300 TDZE 3055 Apt Elev 3055 |
|---|---|---|

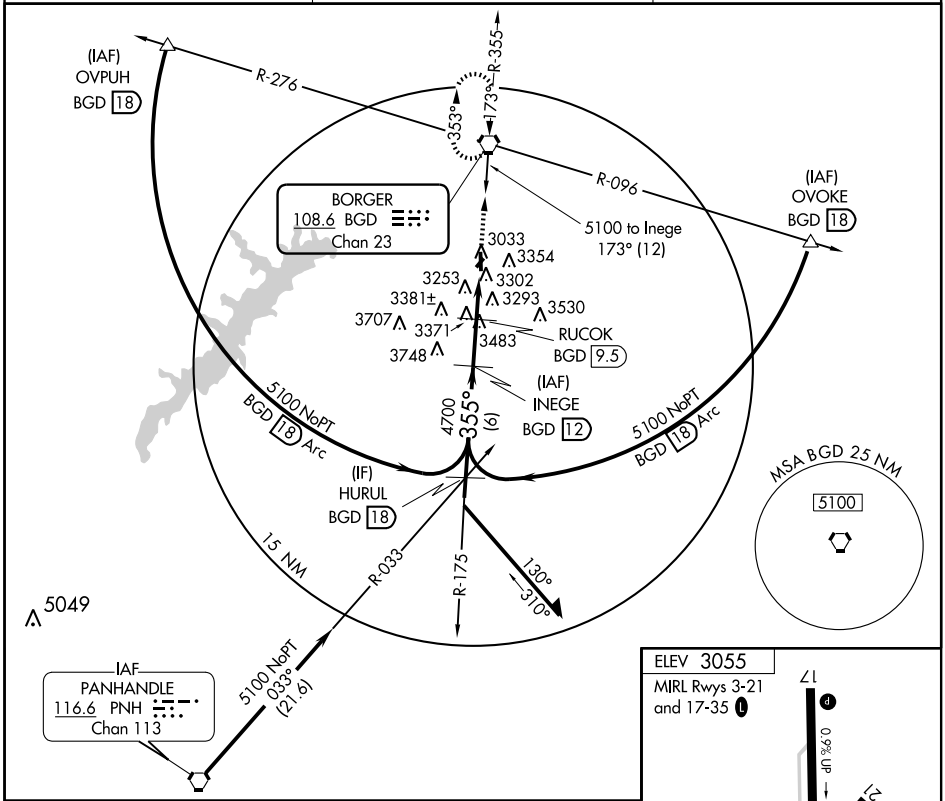
# VOR/DME RWY 35

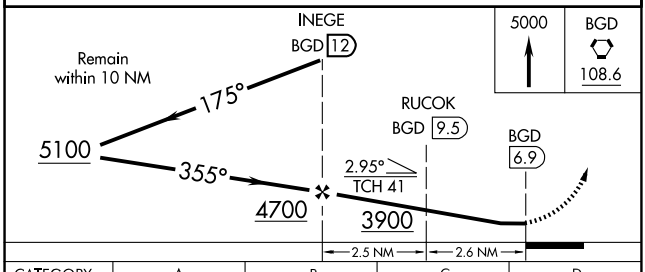
BORGER/ HUTCHINSON COUNTY (BGD)

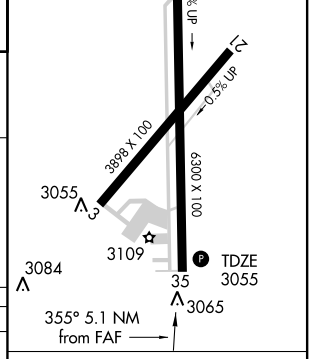
Visibility reduction by helicopters NA. When local altimeter setting not received, use Perry Lefors Field altimeter setting; increase all MDA 80 feet and increase all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 5000 direct BGD VORTAC and hold.

| ASOS | AMARILLO APP CON ★ | UNICOM |
|---|---|---|
| 118.325 | 119.5 307.0 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 3680-1 | 625 (700-1) | 3680-1¾ 625 (700-1¾) | 3680-2 625 (700-2) |
| CIRCLING | 3680-1 | 625 (700-1) | 3680-1¾ 625 (700-1¾) | 3680-2 625 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC BGD 108.6 Chan 23 | APP CRS 175° | Rwy Idg 6300 TDZE 3013 Apt Elev 3055 |
|---|---|---|

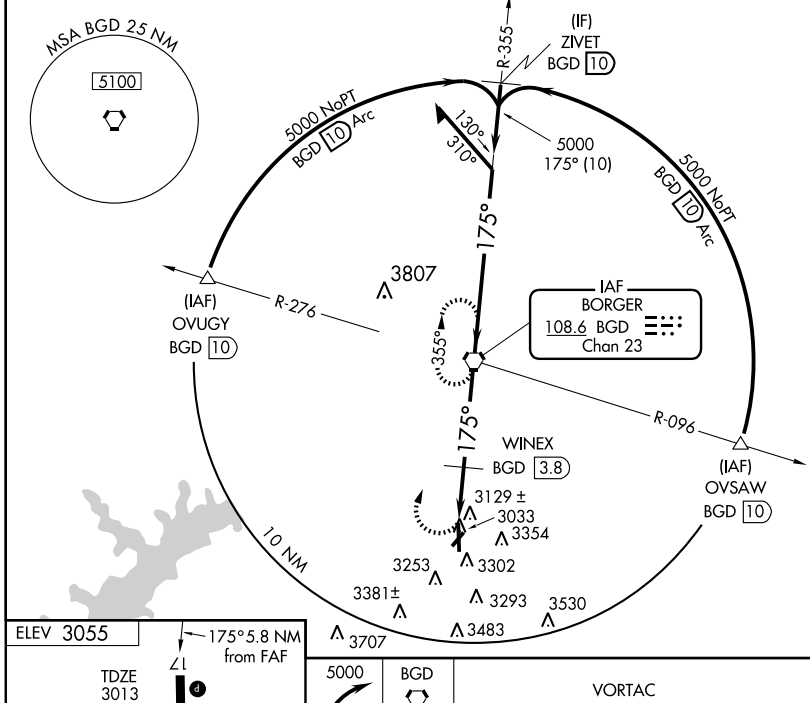
# VOR RWY 17

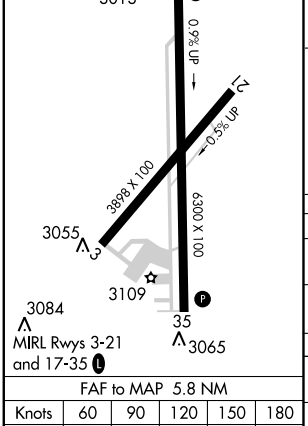
BORGER/HUTCHINSON COUNTY (BGD)

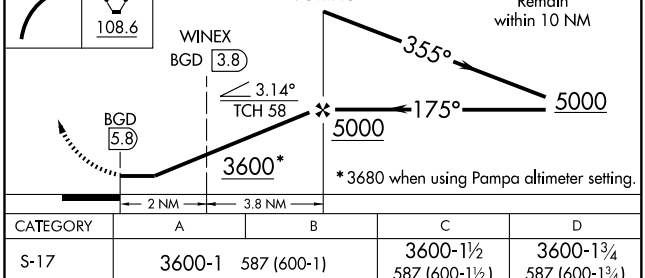
Visibility reduction by helicopters NA. When local altimeter setting not received, use Pampa altimeter setting; increase all MDA 80 feet and S-17 Cat C, D visibility and circling Cat C, D visibility ¼ mile, increase WINEX fix minimums S-17 Cat D visibility ¼ mile and circling Cat C, D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 5000 direct BGD VORTAC and hold.

| ASOS | AMARILLO APP CON ★ | UNICOM |
|---|---|---|
| 118.325 | 119.5 307.0 | 123.0 (CTAF) L |




| FAF to MAP 5.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 3600-1 587 (600-1) | | 3600-1½ 587 (600-1½) | 3600-1¾ 587 (600-1¾) |
| CIRCLING | 3620-1 565 (600-1) | 3660-1 605 (700-1) | 3660-1¾ 605 (700-1¾) | 3660-2 605 (700-2) |
| WINEX FIX MINIMUMS | | | | |
| S-17 | 3520-1 507 (500-1) | | 3520-1½ 507 (500-1½) | |
| CIRCLING | 3620-1 565 (600-1) | 3660-1 605 (700-1) | 3660-1¾ 605 (700-1¾) | 3660-2 605 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB GMZ | APP CRS | Rwy Idg | 3603 |
|---|---|---|---|
| 356 | 160° | TDZE | 1101 |
| | | Apt Elev | 1101 |

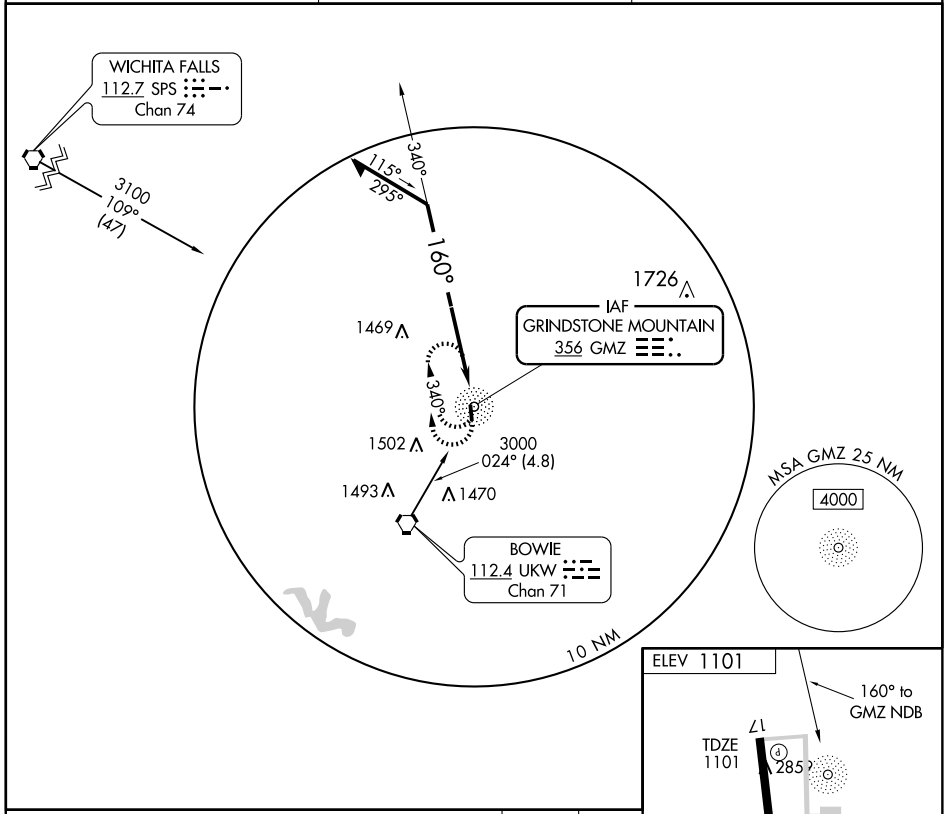
# NDB RWY 17
BOWIE MUNI (ØF2)

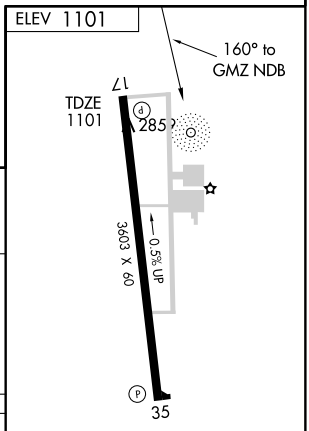
Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting.

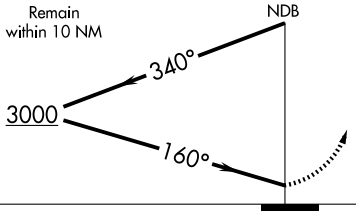
NA

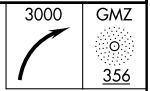
MISSED APPROACH: Climbing right turn to 3000 in GMZ NDB holding pattern.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.75 | 133.25 285.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1880-1<br>779 (800-1) | 1880-1¼<br>779 (800-1¼) | 1880-2¼<br>779 (800-2¼) | NA |
| CIRCLING | 1880-1<br>779 (800-1) | 1880-1¼<br>779 (800-1¼) | 1880-2¼<br>779 (800-2¼) | NA |

MIRL Rwy 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB GMZ 356 | APP CRS 353° | Rwy Idg 3603<br>TDZE 1098<br>Apt Elev 1101 |
|---|---|---|

# NDB RWY 35

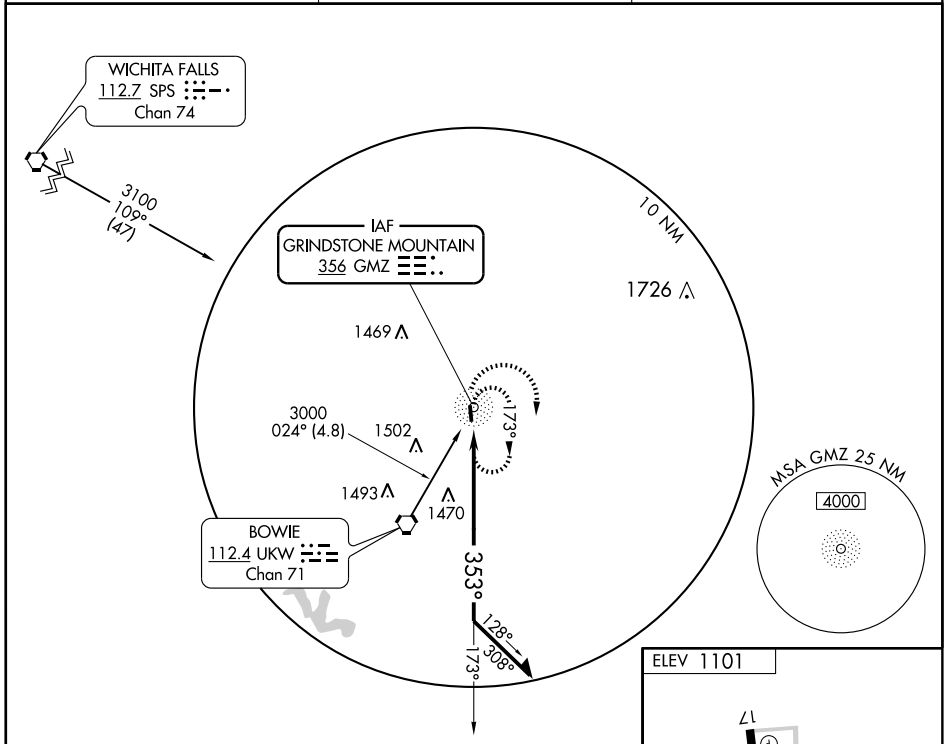
BOWIE MUNI (ØF2)

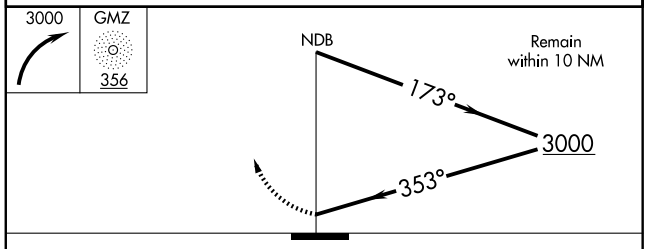
NA

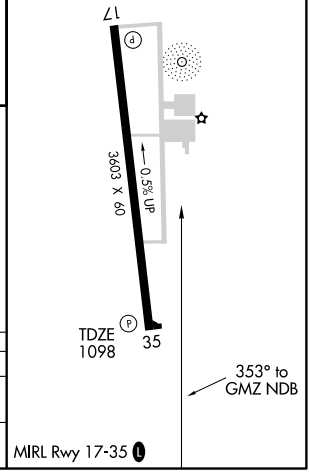
Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 in GMZ NDB holding pattern.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.75 | 133.25 285.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1980-1¼<br>882 (900-1¼) | | 1980-2¾<br>882 (900-2¾) | NA |
| CIRCLING | 1980-1¼<br>879 (900-1¼) | | 1980-2¾<br>879 (900-2¾) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3603 |
|---|---|---|
| 167° | TDZE | 1101 |
| | Apt Elev | 1101 |

# RNAV (GPS) RWY 17

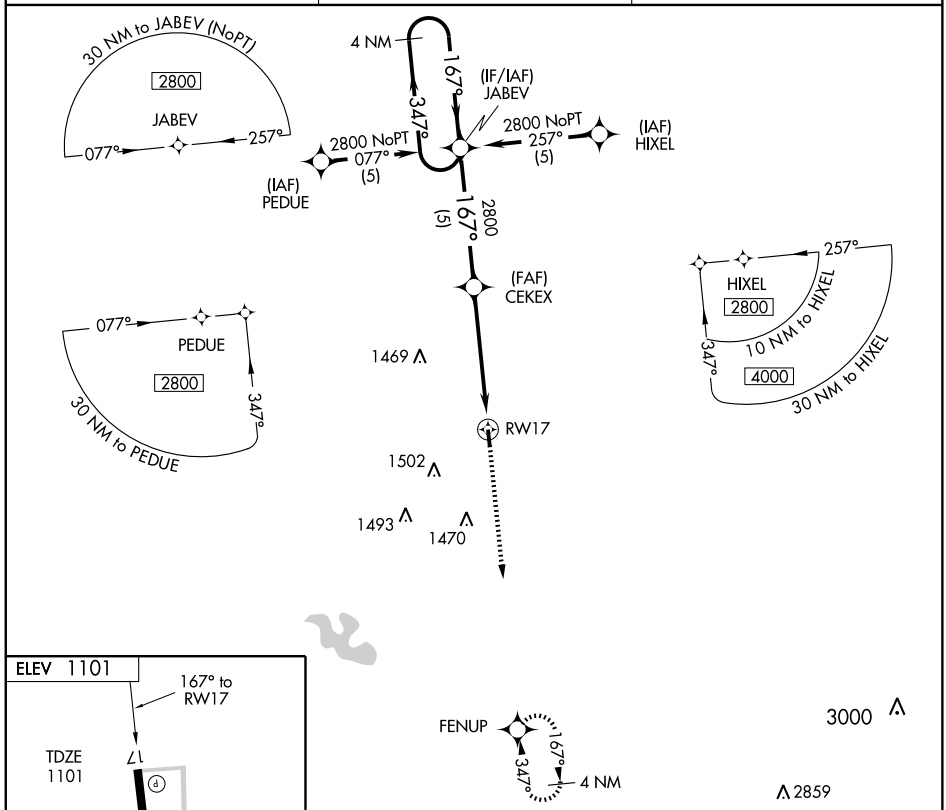
BOWIE MUNI (ØF2)

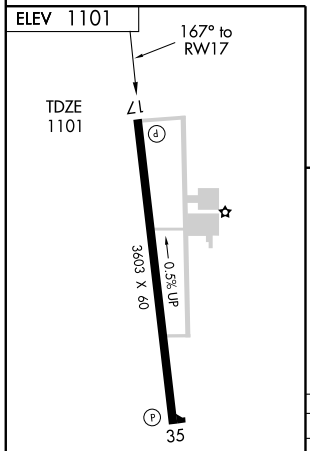
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Use Sheppard AFB/Wichita Falls Muni altimeter setting.

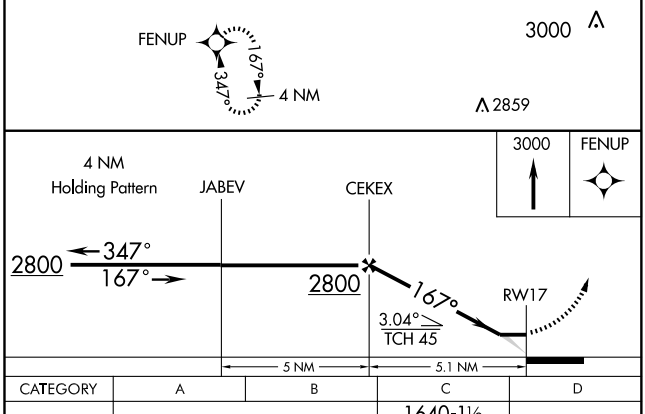
NA

MISSED APPROACH: Climb to 3000 direct to FENUP WP and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.75 | 133.25 285.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1640-1 | 539 (600-1) | 1640-1½ 539 (600-1½) | NA |
| CIRCLING | 1660-1 | 559 (600-1) | 1680-1½ 579 (600-1½) | NA |

MIRL Rwy 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3603 |
|---|---|---|
| 347° | TDZE | 1098 |
| | Apt Elev | 1101 |

# RNAV (GPS) RWY 35

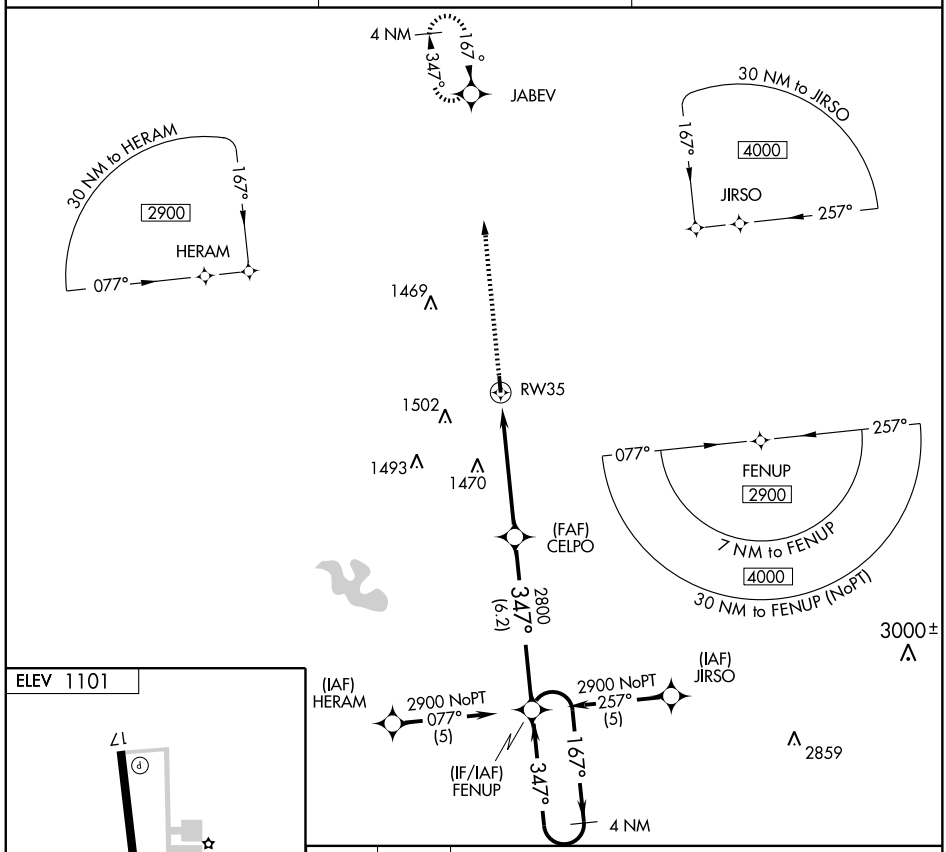
BOWIE MUNI (ØF2)

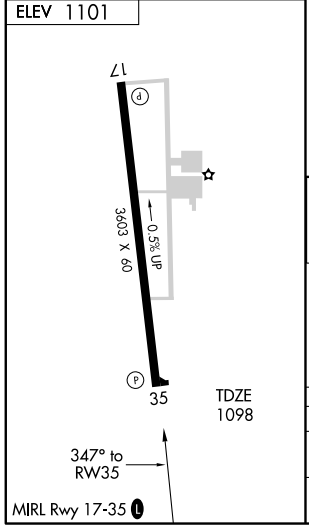
NA

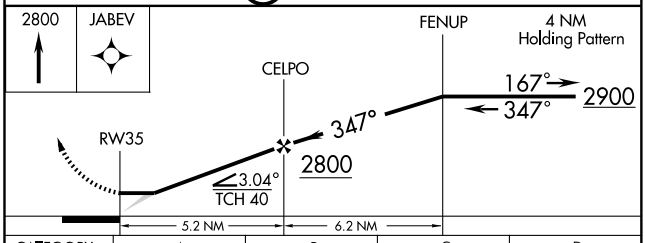
DME/DME RNP-0.3 NA. Use Decatur altimeter setting; when not received, use Gainsville altimeter setting and increase all MDA 60 feet, increase Cat B and C visibility ¼ mile.

MISSED APPROACH: Climb to 2800 direct JABEV and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.75 | 133.25 285.55 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1780-1 | 682 (700-1) | 1780-2<br>682 (700-2) | NA |
| CIRCLING | 1780-1 | 679 (700-1) | 1780-2<br>679 (700-2) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB BBD 380 | APP CRS 167° | Rwy Idg 4605<br>TDZE 1827<br>Apt Elev 1827 |
|---|---|---|

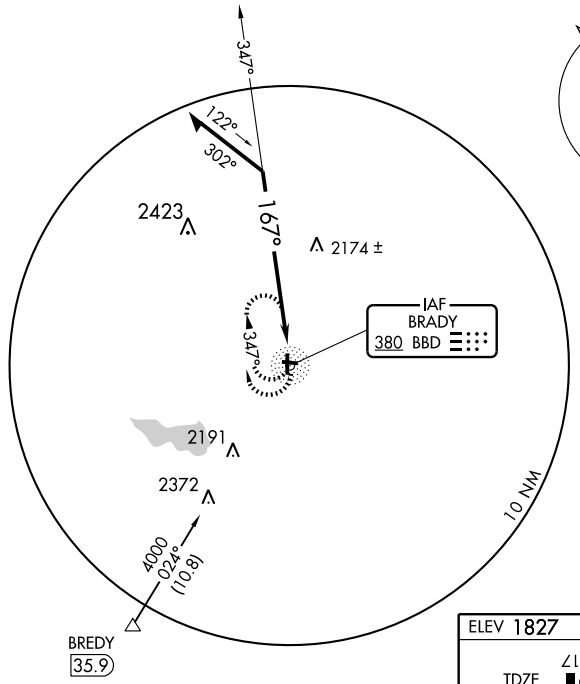
# NDB RWY 17

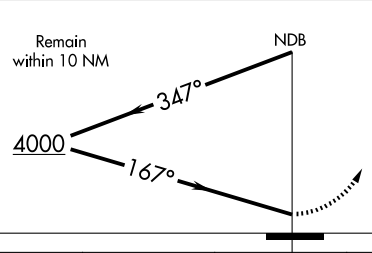
BRADY/CURTIS FIELD (BBD)

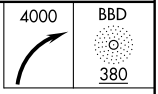
Circling to Rwy 35 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Junction altimeter setting and increase all MDAs 120 feet and increase S-17 and circling Cat B visibility ¼ mile and Cat C visibility ½ mile.

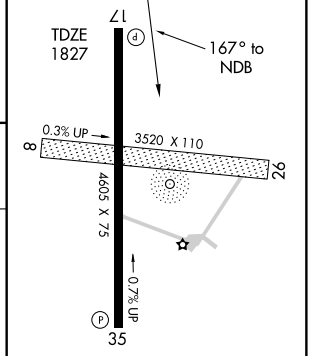
MISSED APPROACH: Climbing right turn to 4000 in BBD NDB holding pattern.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.375 | 132.35 317.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 2540-1 | 713 (800-1) | 2540-2<br>713 (800-1) | NA |
| CIRCLING | 2540-1 | 713 (800-1) | 2540-2<br>713 (800-1) | NA |

MIRL Rwy 17-35 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 53608 W17A | APP CRS 173° | Rwy Idg 4605 TDZE 1827 Apt Elev 1827 |
|---|---|---|

# RNAV (GPS) RWY 17

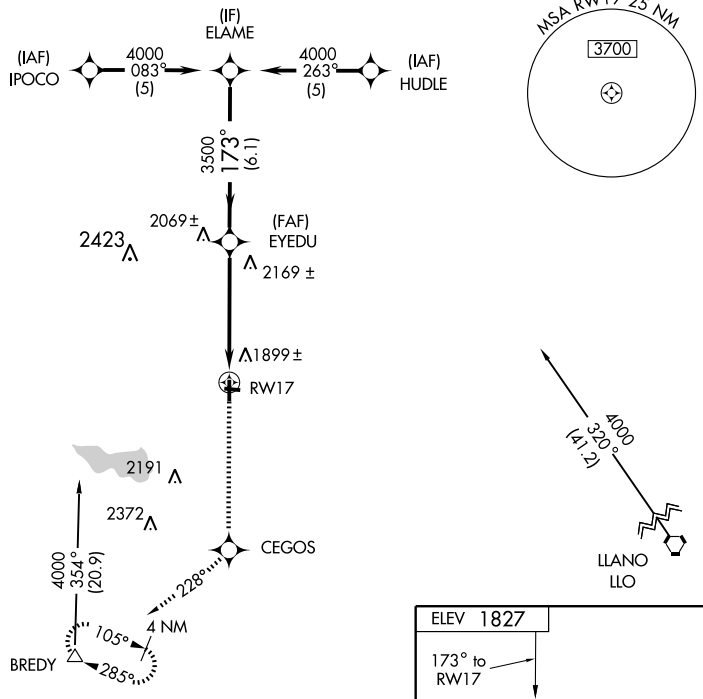
BRADY/ CURTIS FIELD (BBD)

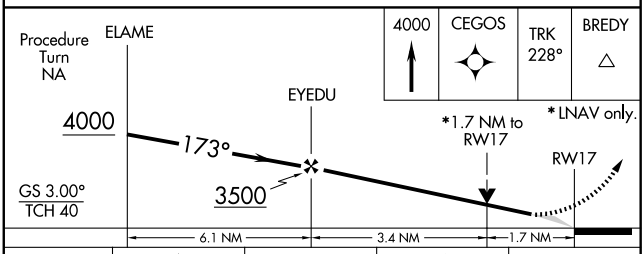
Circling to Rwy 35 NA at night. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV all Cats visibility ¼ mile, LNAV and circling Cat C visibility ½ mile. VDP and Baro-VNAV NA when using Junction altimeter setting.

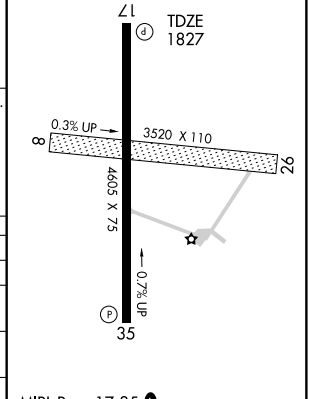
MISSED APPROACH: Climb to 4000 direct CEGOS and via 228° track to BREDY and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.375 | 132.35 317.5 | 122.8 (CTAF) L |

Procedure NA for arrivals at LLO Vortac via V161-568 southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2077-1 | 250 (300-1) | | NA |
| LNAV/ VNAV DA | 2191-1¼ | 364 (400-1¼) | | NA |
| LNAV MDA | 2420-1 | 593 (600-1) | 2420-1½ 593 (600-1½) | NA |
| CIRCLING | 2420-1 | 593 (600-1) | 2420-1½ 593 (600-1½) | NA |

MIRL Rwy 17-35 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 4605 |
|---|---|---|---|
| CH 49108 | 353° | TDZE | 1823 |
| W35A | | Apt Elev | 1827 |

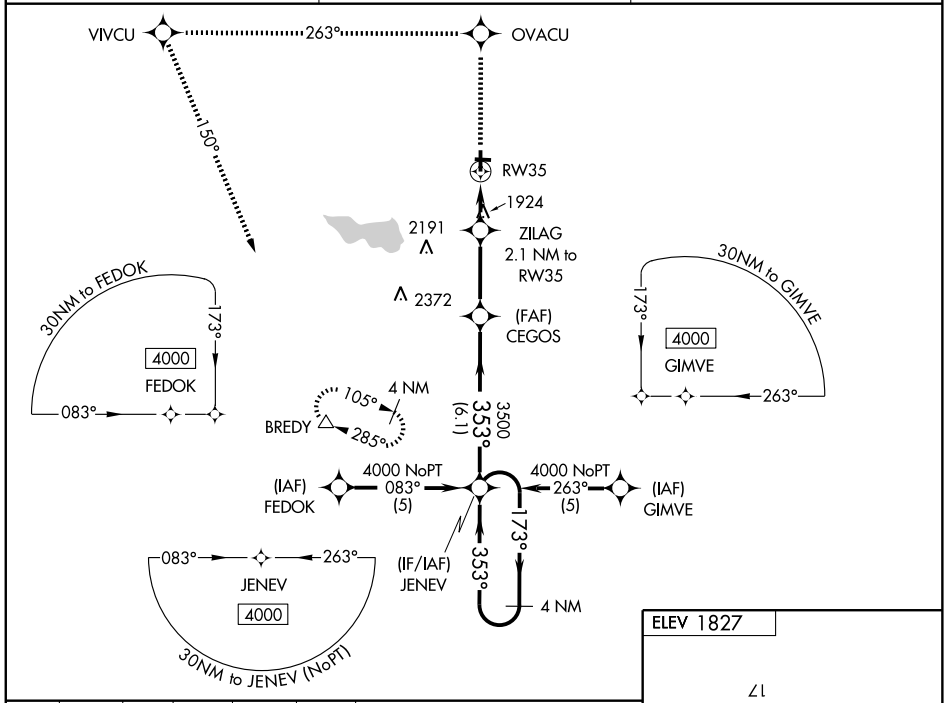
# RNAV (GPS) RWY 35

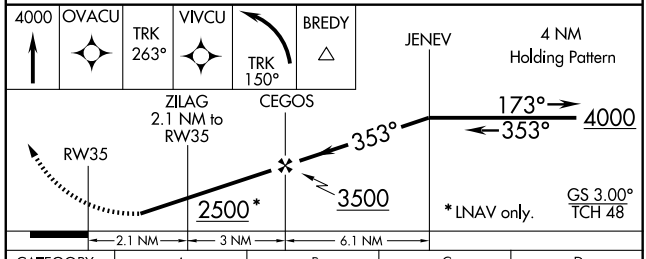
BRADY/ CURTIS FIELD (BBD)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). When local altimeter setting not received, use Junction altimeter setting and increase all DA/MDA 120 feet, increase LPV, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using Junction altimeter setting. Procedure NA at night. Visibility reduction by helicopters NA.

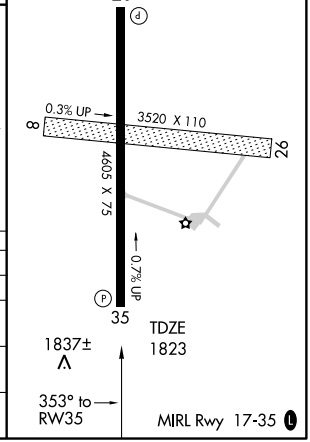
MISSED APPROACH: Climb to 4000 direct OVACU and via 263° track to VIVCU and left turn via 150° track to BREDY and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.375 | 132.35 317.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2073-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 2107-1 284 (300-1) | | | NA |
| LNAV MDA | 2240-1 417 (500-1) | | 2240-1¼ 417 (500-1¼) | NA |
| CIRCLING | 2240-1 413 (500-1) | 2280-1 453 (500-1) | 2280-1½ 453 (500-1½) | NA |




SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4998 |
|---|---|---|
| 338° | TDZE | 1283 |
| | Apt Elev | 1283 |

# GPS RWY 35

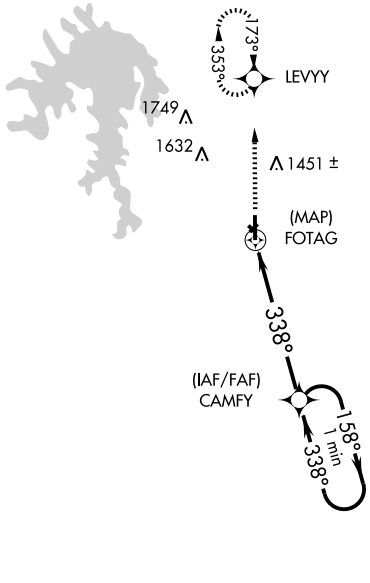
BRECKENRIDGE/STEPHENS COUNTY (BKD)

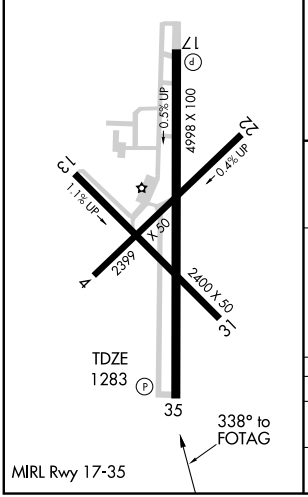
NA

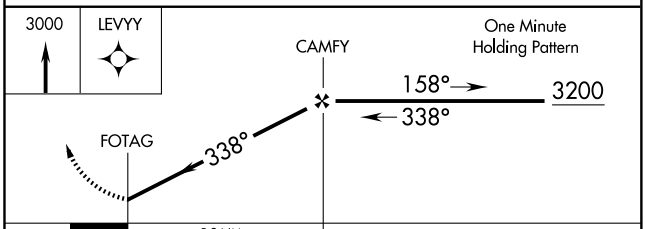
Use Abilene Regional altimeter setting.

MISSED APPROACH: Climb to 3000 direct LEVYY and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 120.175 | 127.0 360.6 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1900-1 617 (700-1) | | 1900-1¾ 617 (700-1¾) | 1900-2 617 (700-2) |
| CIRCLING | 1900-1 617 (700-1) | | 1900-1¾ 617 (700-1¾) | 1940-2 657 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

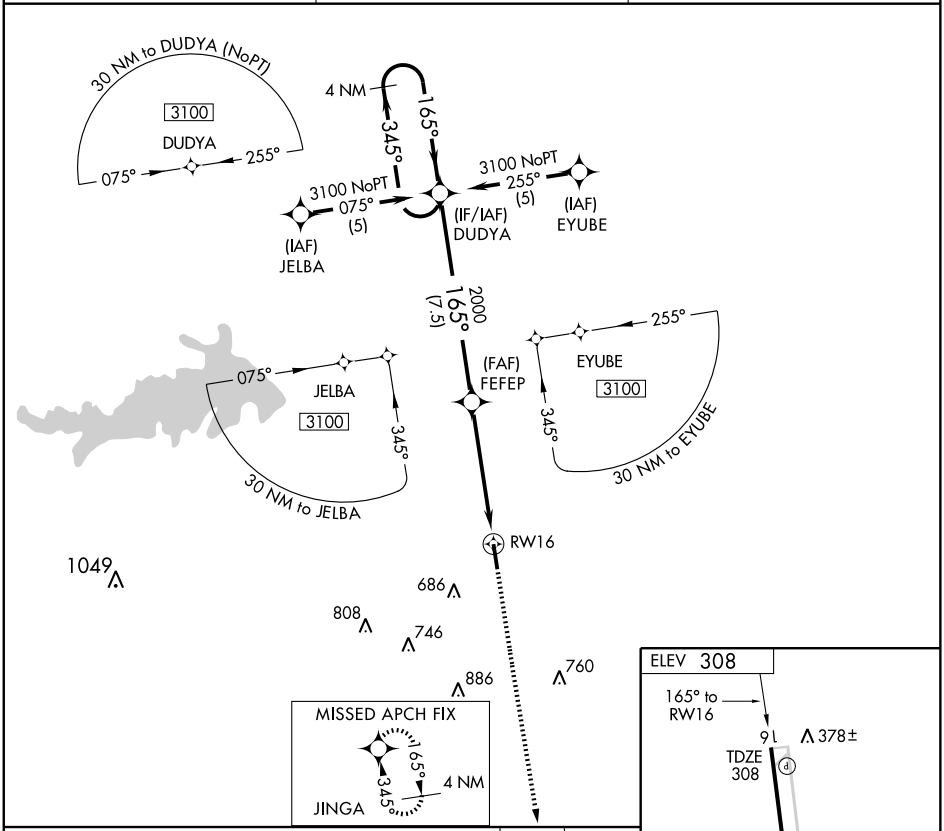
| APP CRS | Rwy Idg | 5496 |
|---|---|---|
| 165° | TDZE | 308 |
| | Apt Elev | 308 |

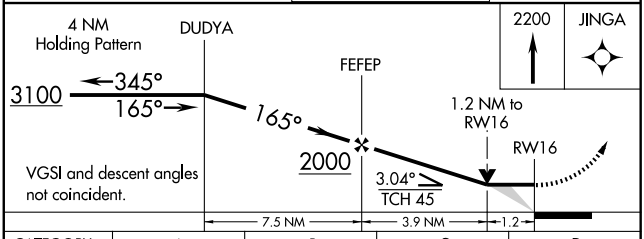
# RNAV (GPS) RWY 16
BRENHAM MUNI (11R)

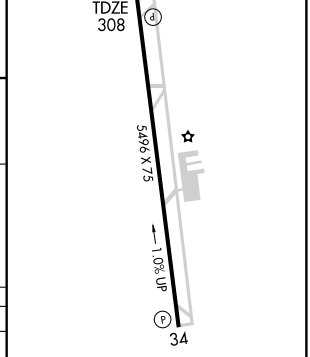
When local altimeter setting not received, use College Station altimeter setting and increase all MDAs 60 ft. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2200 direct JINGA WP and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 121.125 | 120.4 371.9 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 | 472 (500-1) | 780-1¼<br>472 (500-1¼) | 780-1½<br>472 (500-1½) |
| CIRCLING | 780-1 | 472 (500-1) | 800-1½<br>492 (500-1½) | 1040-2¼<br>732 (800-2¼) |

MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-5, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 34

BRENHAM MUNI (11R)

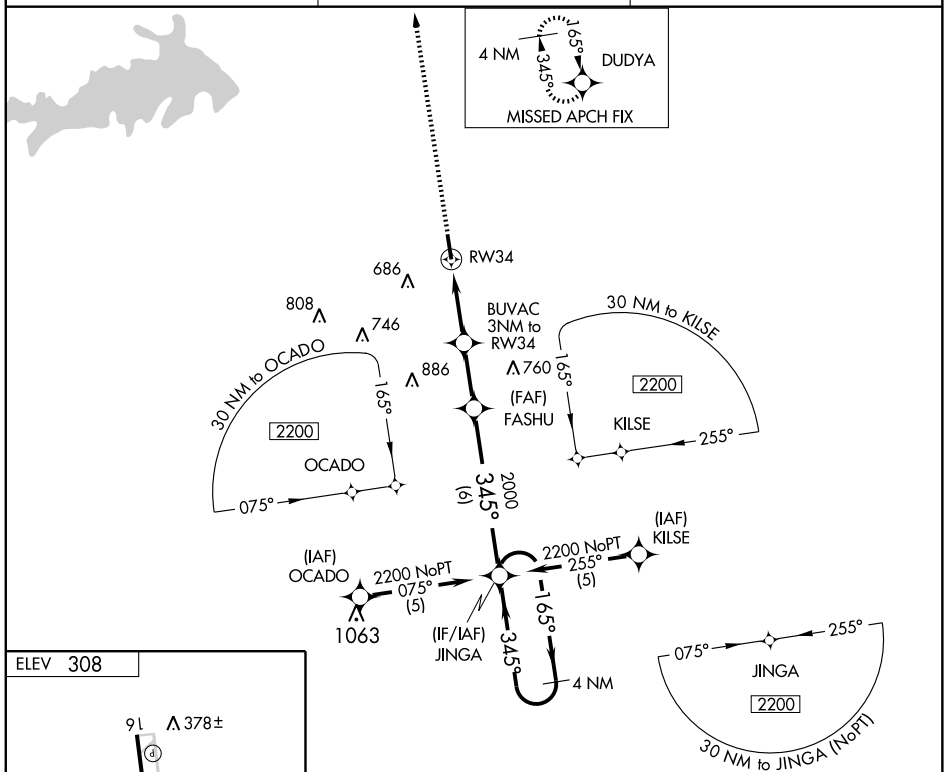
| APP CRS | Rwy Idg | 5496 |
|---|---|---|
| 345° | TDZE | 269 |
| | Apt Elev | 308 |

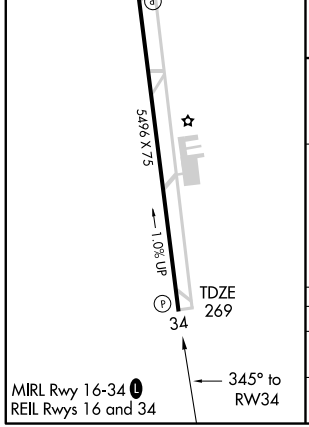
When local altimeter setting not received, use College Station altimeter setting and increase all MDAs 60 ft. GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

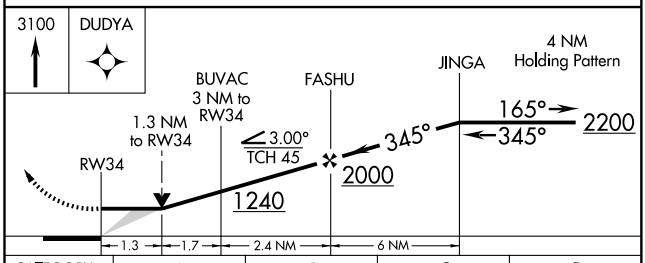
NA

MISSED APPROACH: CLimb to 3100 direct DUDYA WP and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 121.125 | 120.4 371.9 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 431 (400-1) | | 700-1¼ 431 (400-1¼) | 700-1½ 431 (400-1½) |
| CIRCLING | 780-1 472 (500-1) | | 800-1½ 492 (500-1½) | 1040-2¼ 732 (800-2¼) |

SC-5, 14 JAN 2010 to 11 FEB 2010

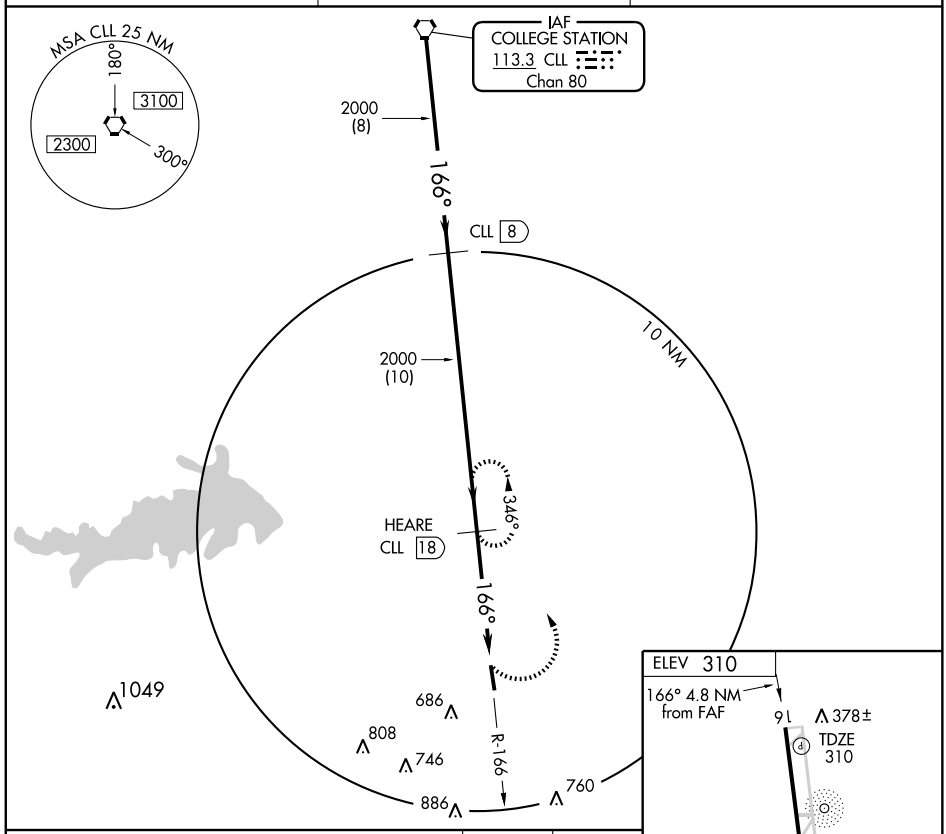
| VOR CLL 113.3 Chan 80 | APP CRS 166° | Rwy Idg 5496<br>TDZE 310<br>Apt Elev 310 |
|---|---|---|

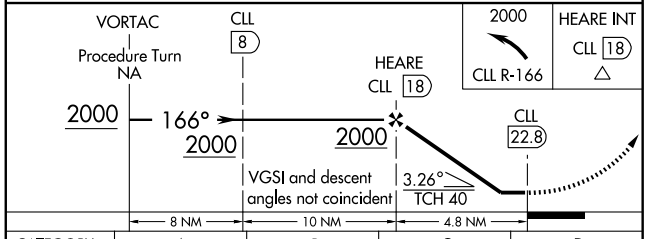
# VOR/DME RWY 16
BRENHAM MUNI (11R)

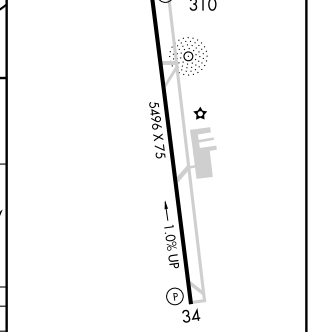
NA

MISSED APPROACH: Climbing left turn to 2000 via CLL R-166 to HEARE/18 DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 121.125 | 120.4 371.9 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 920-1 | 610 (700-1) | 920-1¾<br>610 (700-1¾) | 920-2<br>610 (700-2) |
| CIRCLING | 920-1 | 610 (700-1) | 920-1¾<br>610 (700-1¾) | 1080-2½<br>770 (800-2½) |

MIRL Rwy 16-34 L
REIL Rwys 16 and 34

SC-5, 14 JAN 2010 to 11 FEB 2010

| VORTAC UKW 112.4 Chan 71 | APP CRS 175° | Rwy Idg 4004 TDZE 841 Apt Elev 852 |
|---|---|---|

# VOR/DME RWY 17

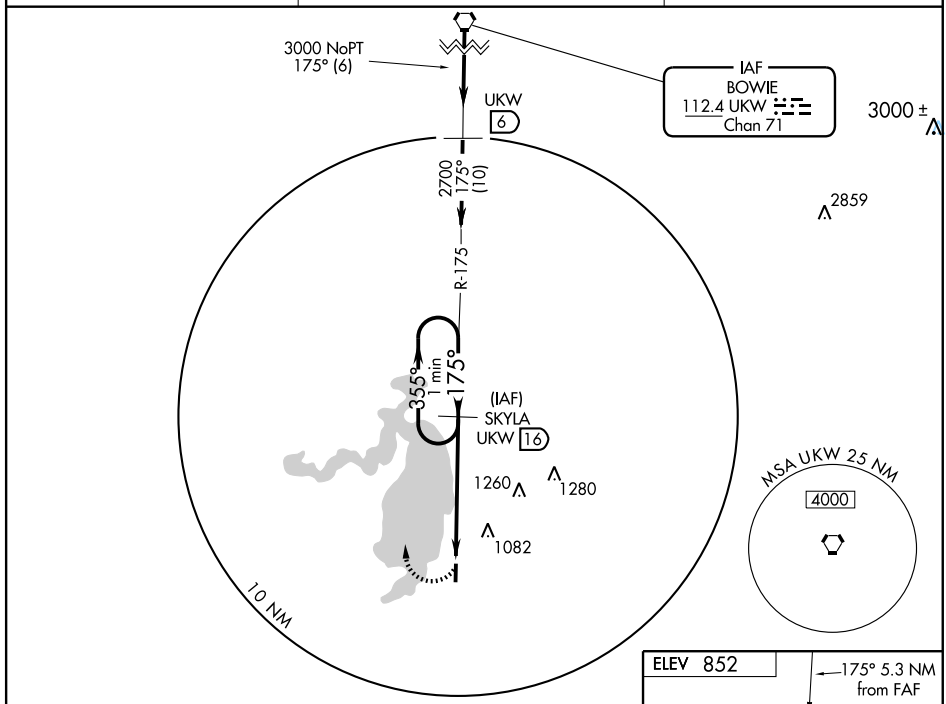
BRIDGEPORT MUNI (XBP)

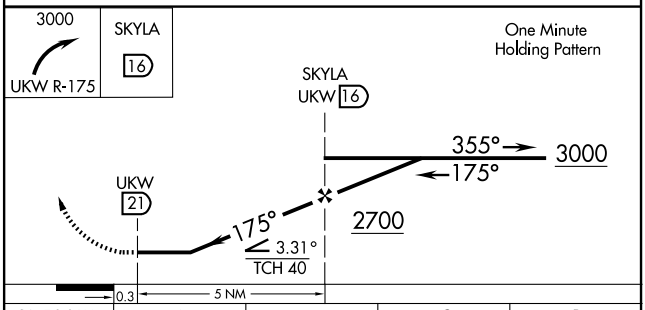
Use Fort Worth Meacham altimeter setting.

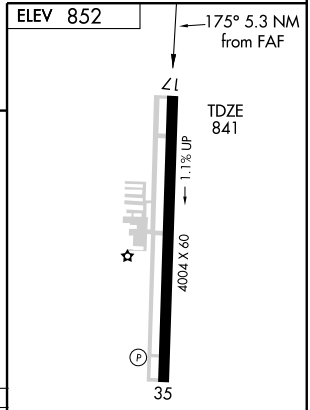
NA

MISSED APPROACH: Climbing right turn to 3000 via UKW R-175 to SKYLA/16 DME and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 119.225 | 127.0 360.6 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1520-1<br>679 (700-1) | 1520-1¼<br>679 (700-1¼) | NA | |
| CIRCLING | 1560-1<br>708 (800-1) | 1560-1¼<br>708 (800-1¼) | NA | |

MIRL Rwy 17-35

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5217 |
|---|---|---|
| 017° | TDZE | 3256 |
| | Apt Elev | 3264 |

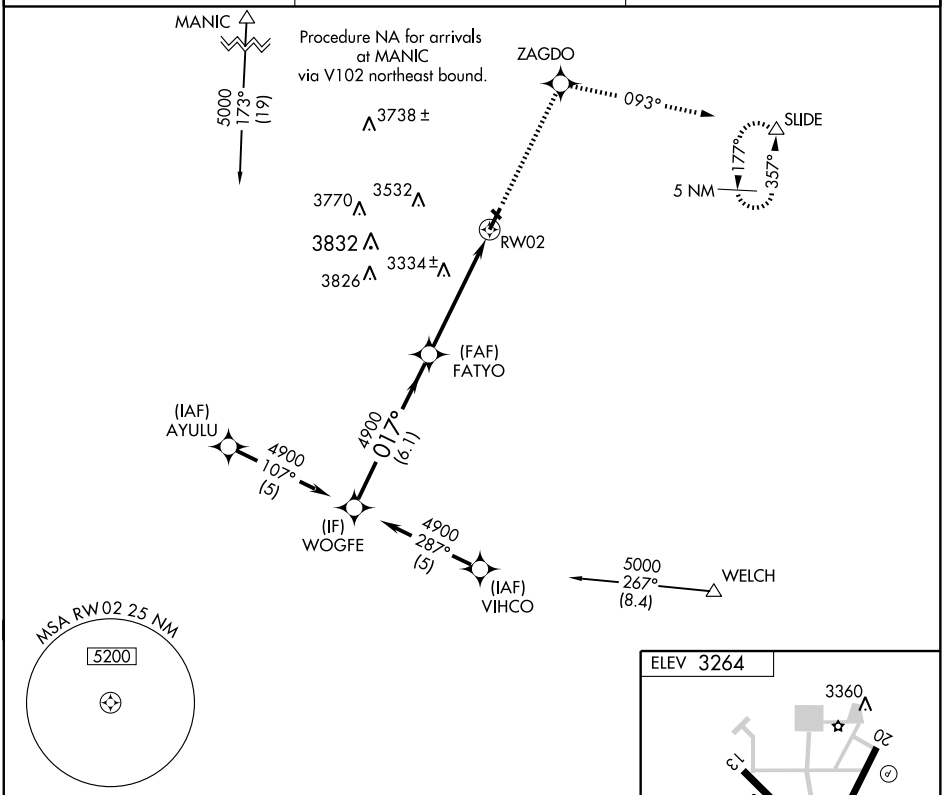
# RNAV (GPS) RWY 2

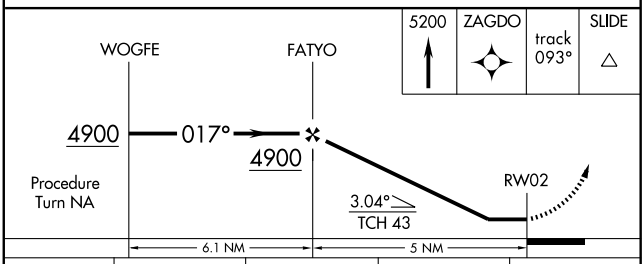
BROWNFIELD/TERRY COUNTY (BFE)

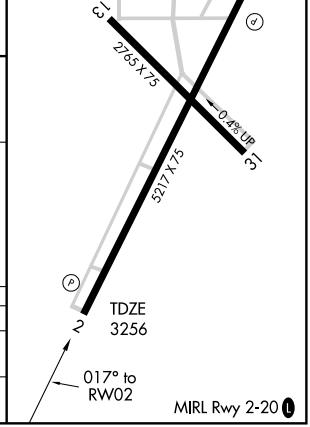
T NA — DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Seminole altimeter setting, when not received, use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5200 direct ZAGDO and via track 093° to SLIDE and hold.

| SEMINOLE AWOS-3 | LUBBOCK APP CON | UNICOM |
|---|---|---|
| 118.075 | 119.9 335.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3680-1 424 (500-1) | | 3680-1¼ 424 (500-1¼) | |
| CIRCLING | 3760-1 496 (500-1) | | 3780-1½ 516 (600-1½) | 3920-2 656 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5217 |
|---|---|---|
| 197° | TDZE | 3264 |
| | Apt Elev | 3264 |

# RNAV (GPS) RWY 20

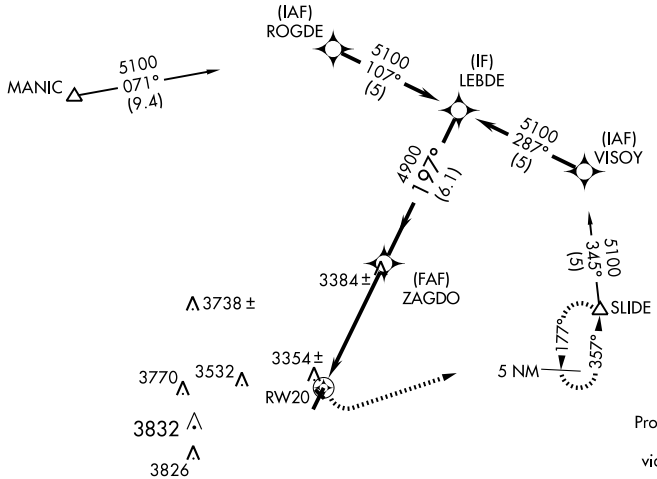
BROWNFIELD/ TERRY COUNTY (BFE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Seminole altimeter setting, when not received, use Lubbock altimeter setting.

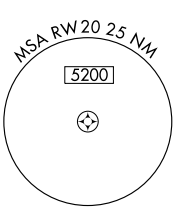
MISSED APPROACH: Climbing left turn to 5200 direct SLIDE and hold.

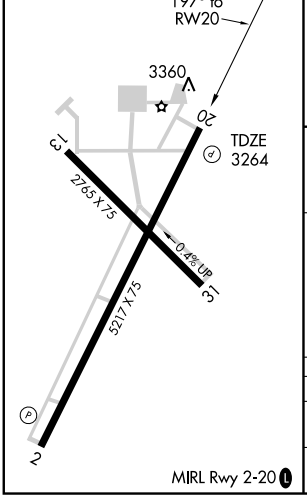
| SEMINOLE AWOS-3 | LUBBOCK APP CON | UNICOM |
|---|---|---|
| 118.075 | 119.9 335.6 | 122.8 (CTAF) L |

Procedure NA for arrivals at MANIC via V102 southwest bound.

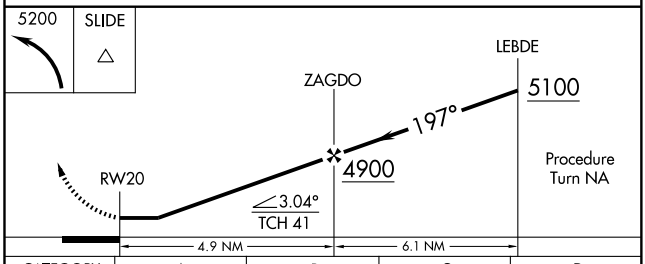



Procedure NA for arrivals at SLIDE via V76-81 southbound.




MIRL Rwy 2-20 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3700-1 | 436 (500-1) | 3700-1¼ 436 (500-1¼) | 3700-1½ 436 (500-1½) |
| CIRCLING | 3760-1 | 496 (500-1) | 3780-1½ 516 (600-1½) | 3920-2 656 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

09183

# AIRPORT DIAGRAM

BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)
BROWNSVILLE, TEXAS
AL-61 (FAA)

ATIS
128.55
BROWNSVILLE TOWER ★
118.9 239.3
GND CON
121.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

25°55′ N

116

17 ELEV 20

HANGARS

FIRE STATION

AIR FREIGHT TERMINAL

13R ELEV 17

13L ELEV 17

177.0°

130.2°

3000 X 75

FBO
107

HANGARS

PASSENGER TERMINAL

CONTROL TOWER
127

6000 X 150

310.2°

31R

ELEV 19

7399 X 150

25°54′ N

357.0°

35

FIELD ELEV 22

310.2°

31L

ELEV 20

VAR 5.2° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

RWY 13L-31R
S10, D50
RWY 13R-31L
S75, D170, ST175, DT240
RWY 17-35
S75, D144, ST175, DT150

97°26′ W

97°25′ W

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-BRO | APP CRS | Rwy Idg | 7399 |
|---|---|---|---|
| 110.3 | 128° | TDZE | 19 |
| Chan 40 | | Apt Elev | 22 |

# ILS or LOC RWY 13R

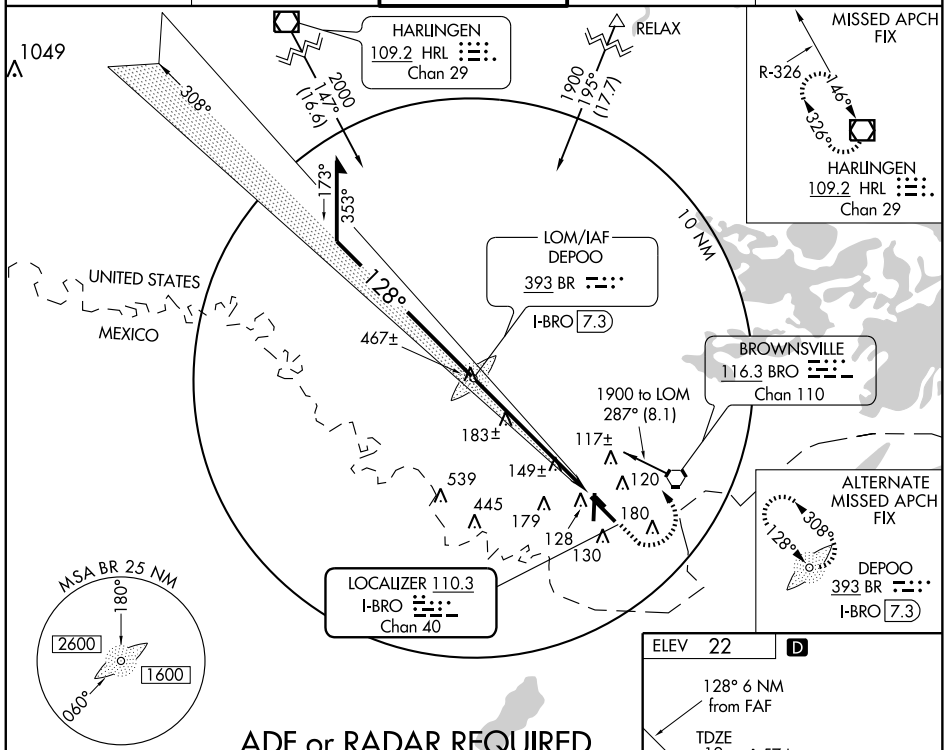
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

⚠ When local altimeter setting not received use Port Isabel altimeter setting and increase all DA 38 feet and all MDAs 40 feet and S-LOC 13R Cat D visibility to RVR 5000. For inoperative MALSR increase S-ILS 13R all Cats visibility to RVR 5000.

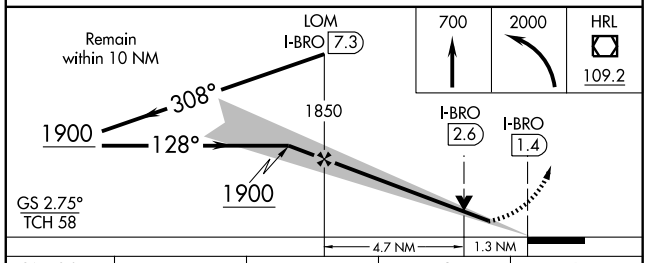
MALSR

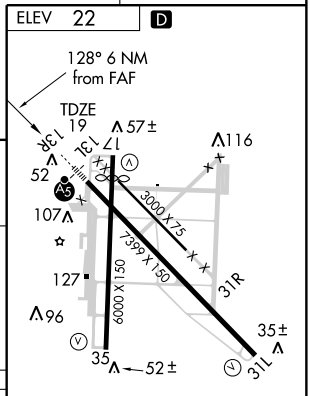
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct HRL VOR/DME and hold.

| ATIS | VALLEY APP CON | BROWNSVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 119.5 257.6 | 118.9 (CTAF) 239.3 | 121.9 | 122.95 |




## ADF or RADAR REQUIRED




MIRL Rwy 17-35
HIRL Rwy 13R-31L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13R | 219/24 | | 200 (200-½) | |
| S-LOC 13R | 440/24 421 (500-½) | | 440/40 421 (500-¾) | |
| CIRCLING | 440-1 418 (500-1) | 540-1 518 (600-1) | 540-1½ 518 (600-1½) | 580-2 558 (600-1) |

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

SC-3, 14 JAN 2010 to 11 FEB 2010

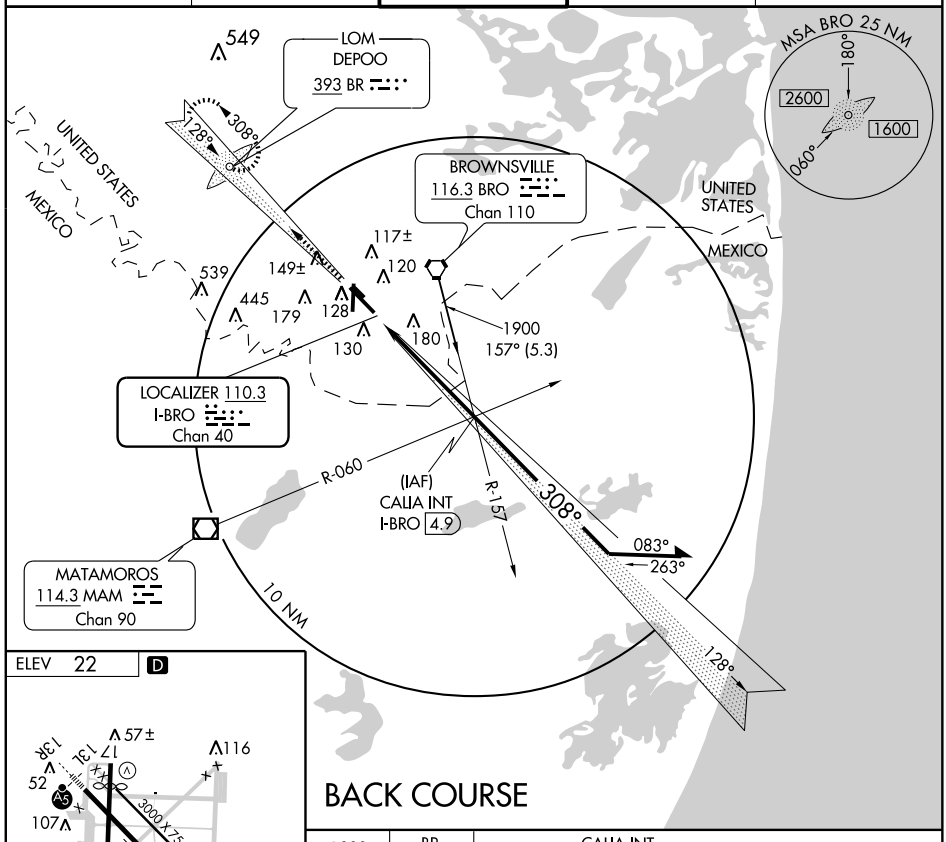
| LOC I-BRO | APP CRS | Rwy Idg | 7399 |
|---|---|---|---|
| 110.3 | 308° | TDZE | 20 |
| Chan 40 | | Apt Elev | 22 |

# LOC BC RWY 31L

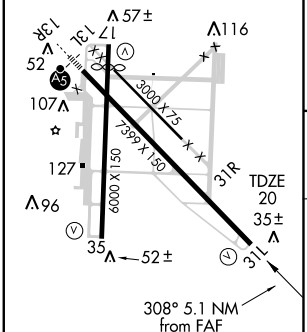
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

MISSED APPROACH: Climb to 1900 direct BR LOM and hold.

| ATIS | VALLEY APP CON | BROWNSVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 119.5 257.6 | 118.9 (CTAF) 239.3 | 121.9 | 122.95 |

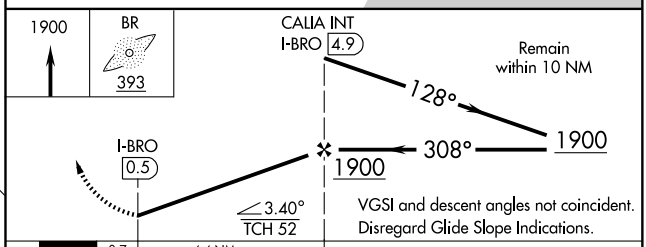



ELEV 22 D




MIRL Rwy 17-35
HIRL Rwy 13R-31L

## BACK COURSE




| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31L | 340-1 320 (400-1) | | | |
| CIRCLING | 440-1 418 (500-1) | 480-1 458 (500-1) | 480-1½ 458 (500-1½) | 580-2 558 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 7399 |
|---|---|---|
| 128° | TDZE | 19 |
| | Apt Elev | 22 |

# RNAV (GPS) RWY 13R

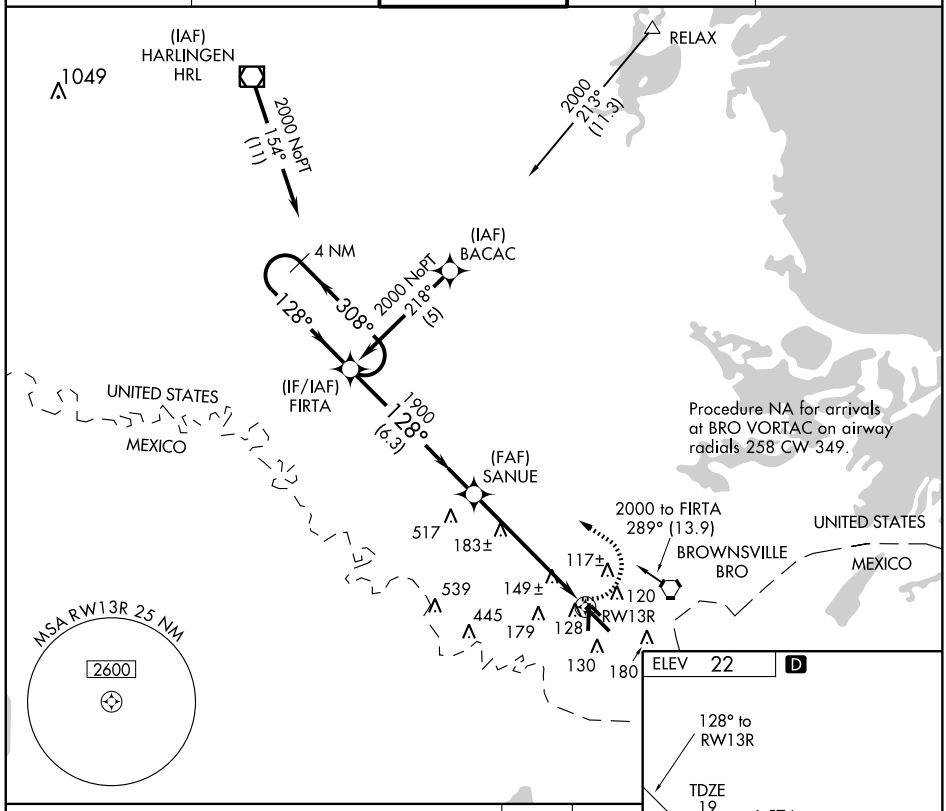
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

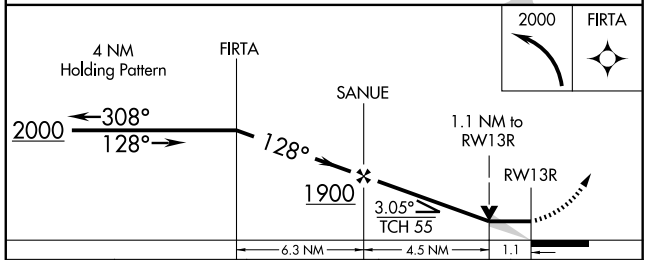
When local altimeter setting not received use Port Isabel altimeter setting and increase all MDAs 40 feet. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. VDP NA when using Port Isabel altimeter setting. DME/DME RNP-0.3 NA.

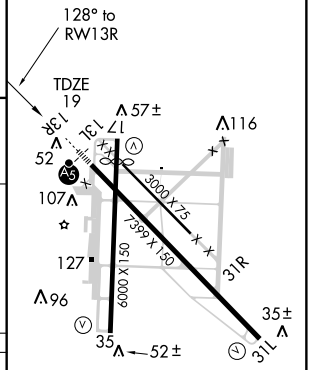
MALSR A5

MISSED APPROACH: Climbing left turn to 2000 direct FIRTA and hold.

| ATIS | VALLEY APP CON | BROWNSVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 119.5 257.6 | 118.9 (CTAF) L 239.3 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440/24 421 (500-½) | | 440/40 421 (500-¾) | 440/50 421 (500-1) |
| CIRCLING | 440-1 418 (500-1) | 540-1 518 (600-1) | 540-1½ 518 (600-1½) | 580-2 558 (600-2) |

MIRL Rwy 17-35
HIRL Rwy 13R-31L

| VORTAC BRO | APP CRS | Rwy Idg | 5810 |
|---|---|---|---|
| 116.3 | 173° | TDZE | 20 |
| Chan110 | | Apt Elev | 23 |

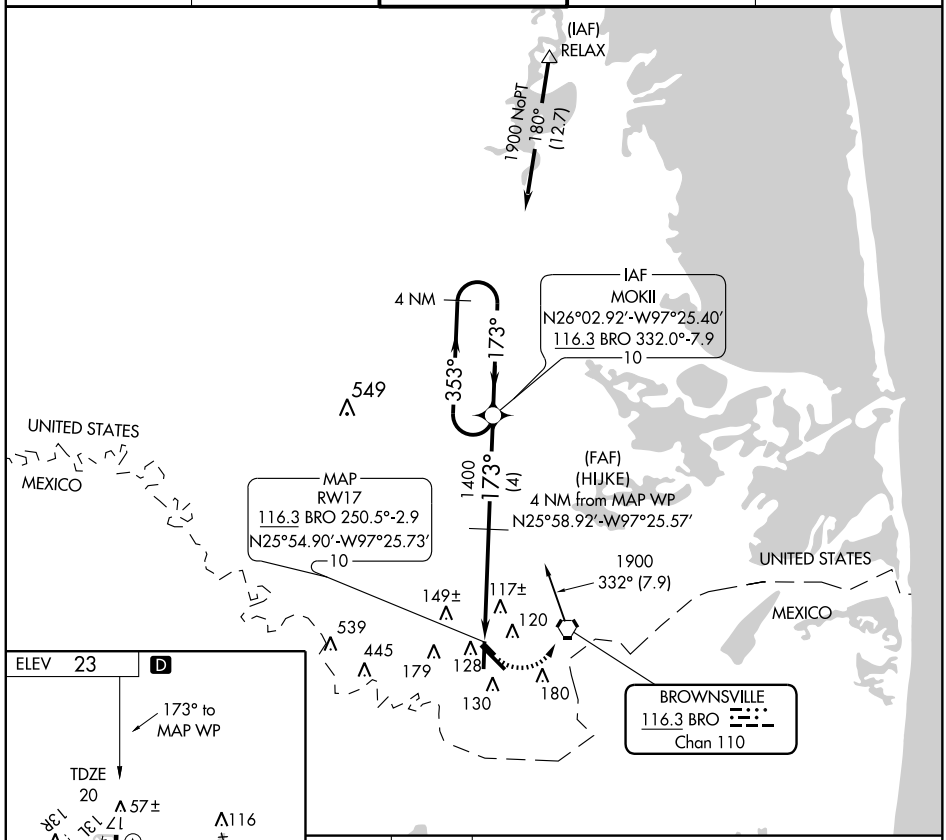
# VOR/DME RNAV or GPS RWY 17

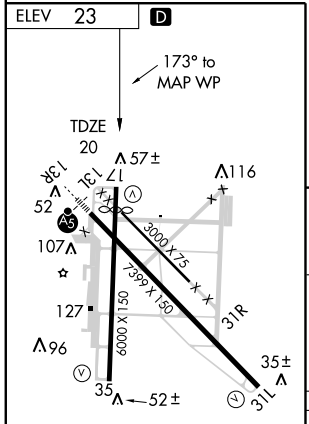
## BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Night straight in minimums NA

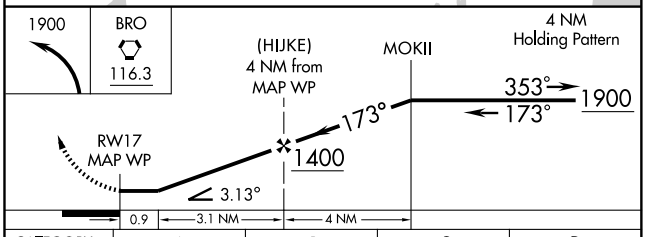
MISSED APPROACH: Climbing left turn to 1900 direct BRO VORTAC.

| ATIS | VALLEY APP CON | BROWNSVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 119.5 257.6 | 118.9 (CTAF) L 239.3 | 121.9 | 122.95 |




MIRL Rwy 17-35
HIRL Rwy 13R-31L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 400-1 380 (400-1) | | | 400-1¼ 380 (400-1¼) |
| CIRCLING | 420-1 397 (400-1) | 480-1 457 (500-1) | 480-1½ 457 (500-1½) | 580-2 557 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

BROWNSVILLE, TEXAS

AL-61 (FAA)

| VORTAC BRO | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 116.3 | 353° | TDZE | 23 |
| Chan 110 | | Apt Elev | 23 |

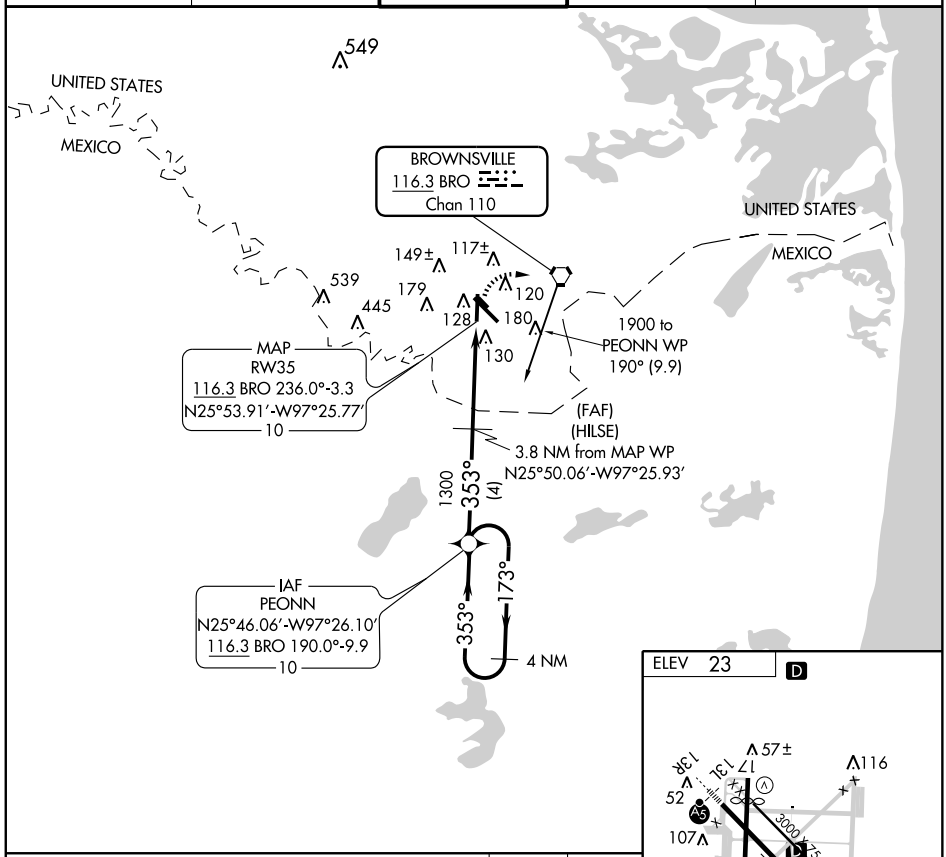
# VOR/DME RNAV or GPS RWY 35

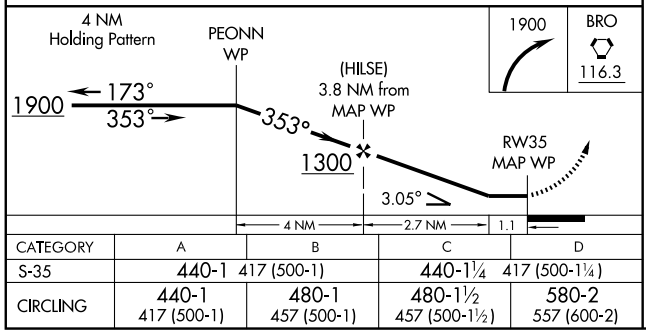
BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

Night straight in minimums not authorized when BRO tower closed.

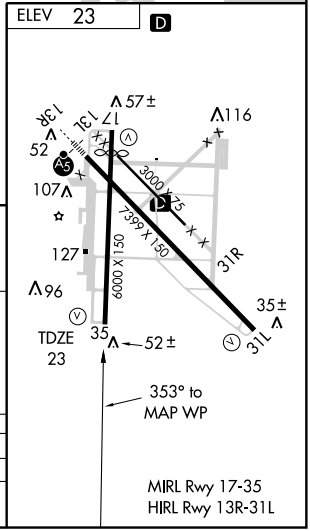
MISSED APPROACH: Climbing right turn to 1900 direct BRO VORTAC.

| ATIS | VALLEY APP CON | BROWNSVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 119.5 257.6 | 118.9 (CTAF) L 239.3 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 440-1 417 (500-1) | | 440-1¼ 417 (500-1¼) | |
| CIRCLING | 440-1 417 (500-1) | 480-1 457 (500-1) | 480-1½ 457 (500-1½) | 580-2 557 (600-2) |




SC-3, 14 JAN 2010 to 11 FEB 2010

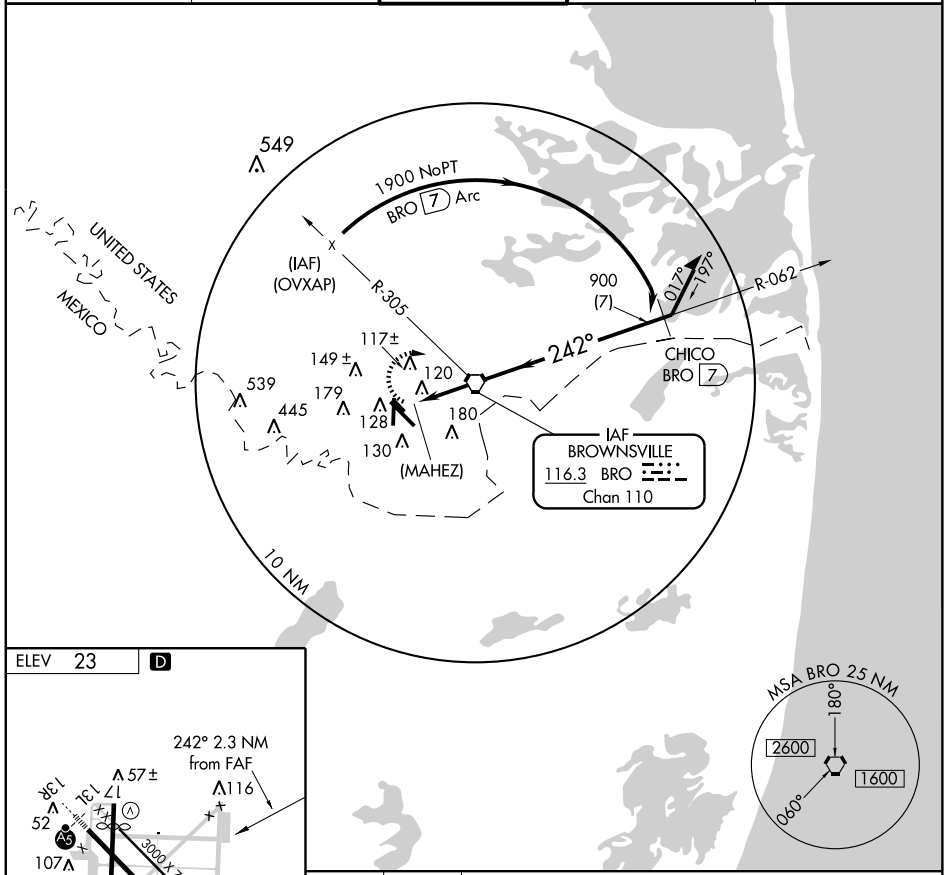
| VORTAC BRO 116.3 Chan110 | APP CRS 242° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 23 |
|---|---|---|

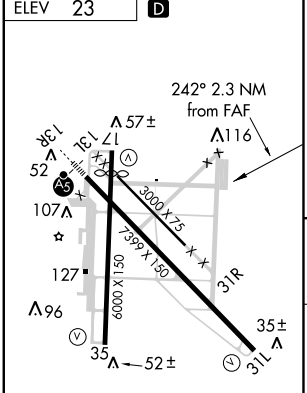
# VOR or TACAN or GPS-A

## BROWNSVILLE/SOUTH PADRE ISLAND INTL (BRO)

MISSED APPROACH: Climbing right turn to 1900 direct BRO VORTAC. (TACAN aircraft climbing right turn to 1900 via BRO R-062 to CHICO/BRO 7 DME and hold NE, right turn, 242° inbound).

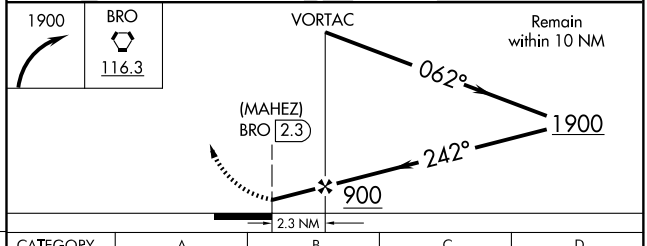
| ATIS | VALLEY APP CON | BROWNSVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.55 | 119.5 257.6 | 118.9 (CTAF) 239.3 | 121.9 | 122.95 |










| FAF to MAP 2.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:18 | 1:32 | 1:09 | 0:55 | 0:46 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 440-1<br>417 (500-1) | 480-1<br>457 (500-1) | 480-1½<br>457 (500-1½) | 580-2<br>557 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

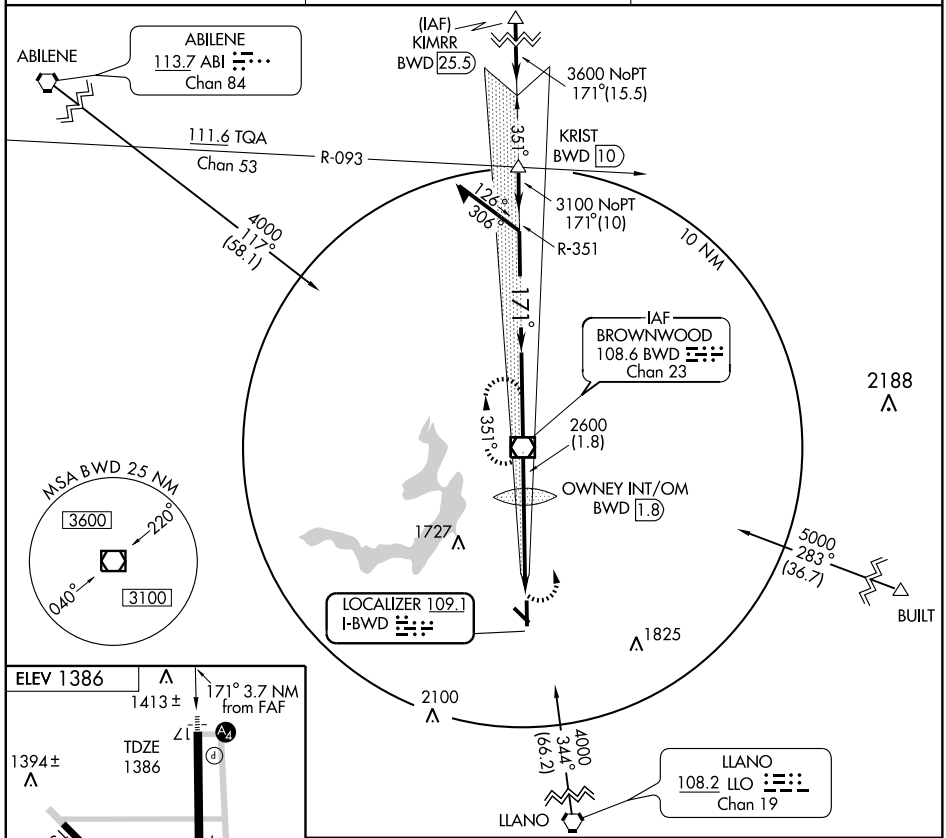
| LOC I-BWD | APP CRS | Rwy Idg | 5599 |
|---|---|---|---|
| 109.1 | 171° | TDZE | 1386 |
| | | Apt Elev | 1386 |

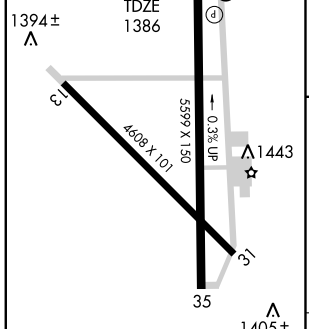
# LOC RWY 17

## BROWNWOOD RGNL (BWD)

| NA | MALS | MISSED APPROACH: Climbing left turn to 3600 direct BWD VOR/DME and hold. |
|---|---|---|
| Inoperative table does not apply. | | |

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.325 | 127.45 290.3 | 122.8 (CTAF) L |

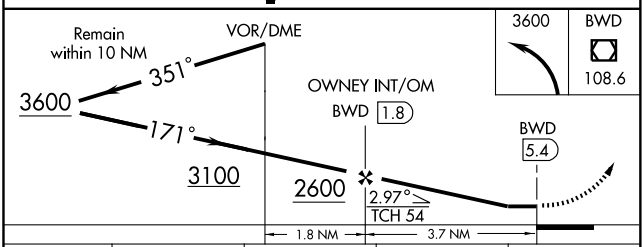



MIRL Rwys 13-31 L and 17-35 L

FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1820-1 434 (500-1) | | 1820-1¼ 434 (500-1¼) | 1820-1½ 434 (500-1½) |
| CIRCLING | 1820-1 434 (500-1) | 1840-1 454 (500-1) | 1840-1½ 454 (500-1½) | 1940-2 554 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 70325 W17A | APP CRS 171° | Rwy Idg 5599 TDZE 1387 Apt Elev 1387 |
|---|---|---|

# RNAV (GPS) RWY 17

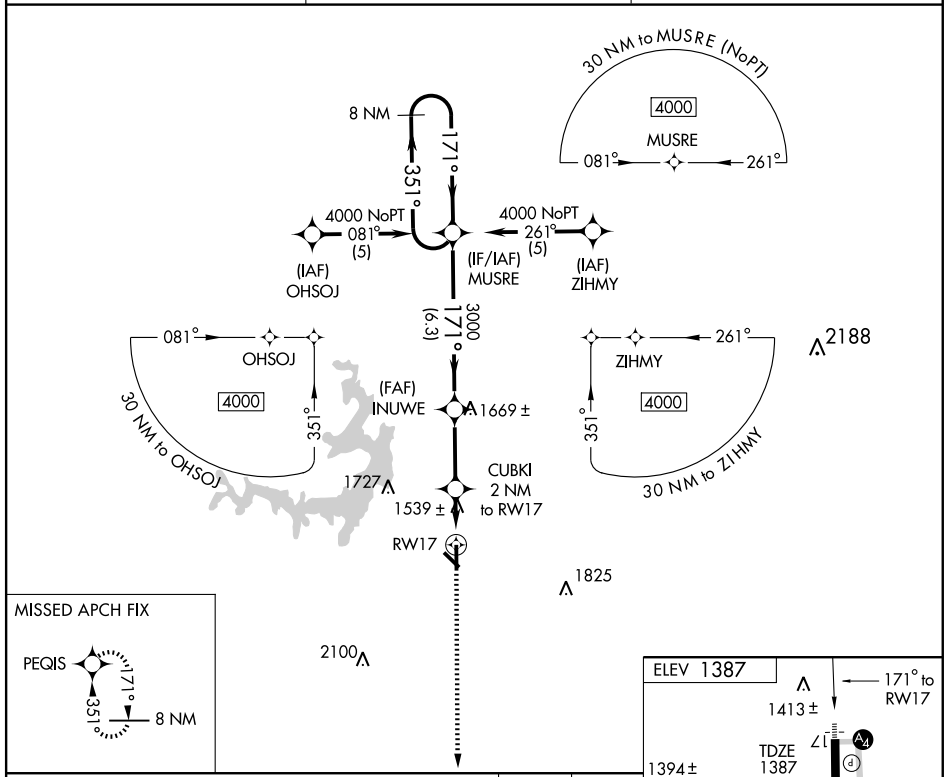
BROWNWOOD RGNL (BWD)

If local altimeter setting not received, use Comanche County-City altimeter setting and increase all DAs/MDAs 60 feet. Inoperative table does not apply to LPV all CATs and LNAV CAT C. VDP NA with Comanche County-City Altimeter setting. DME/DME RNP-0.3 NA.

MALS

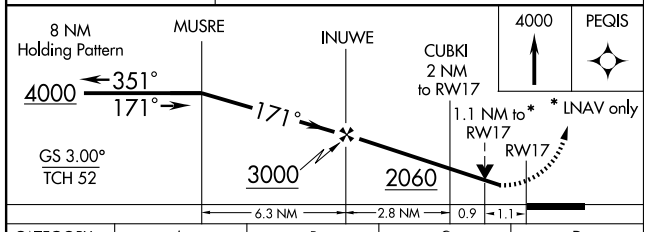
MISSED APPROACH: Climb to 4000 direct PEQIS and hold.

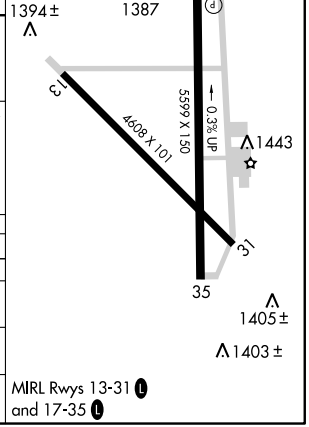
| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.325 | 127.45 290.3 | 122.8 (CTAF) L |




MISSED APCH FIX




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1637-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1800-¾ 413 (500-¾) | | 1800-1¼ 413 (500-1¼) | |
| CIRCLING | 1840-1 453 (500-1) | | 1840-1½ 453 (500-1½) | 1940-2 553 (600-2) |

MIRL Rwys 13-31 L and 17-35 L

SC-3, 14 JAN 2010 to 11 FEB 2010

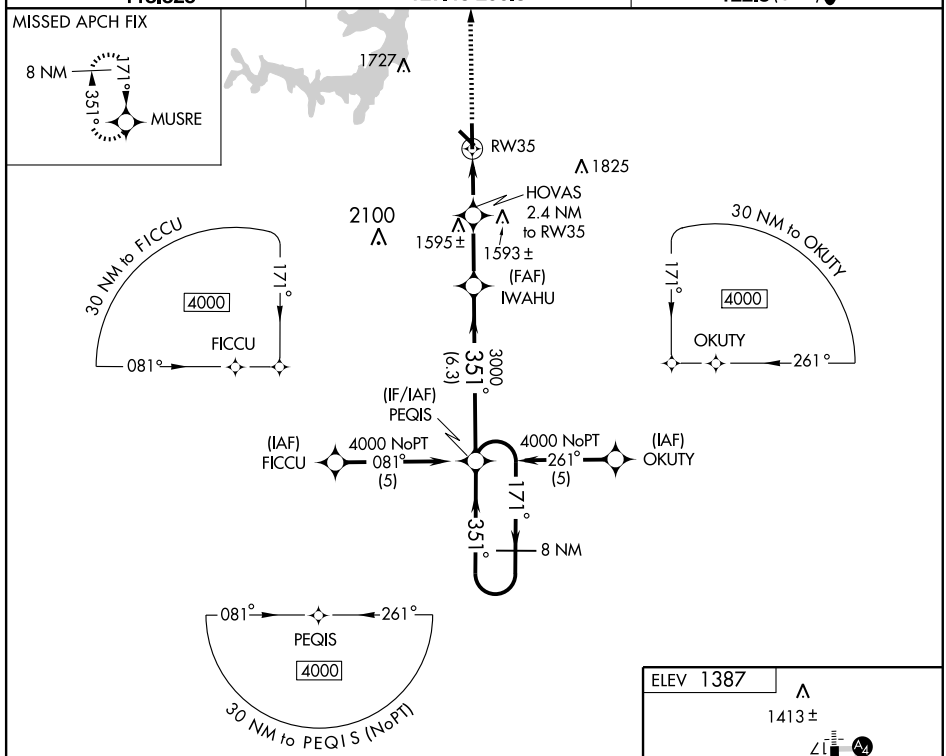
| WAAS CH 77525 W35A | APP CRS 351° | Rwy Idg 5599 TDZE 1386 Apt Elev 1387 |
|---|---|---|

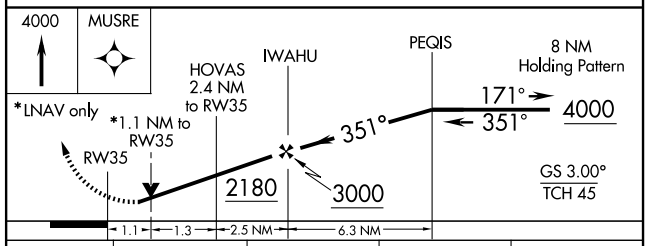
# RNAV (GPS) RWY 35
BROWNWOOD RGNL (BWD)

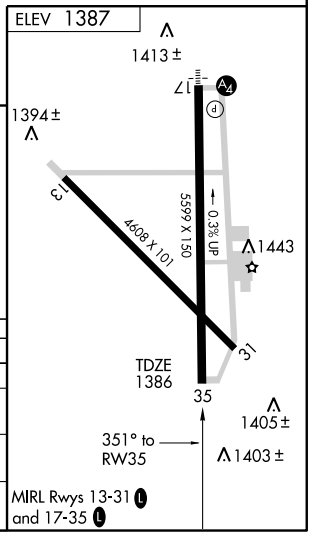
⚠ If local altimeter setting not received, use Comanche County-City altimeter setting and increase all DAs/MDAs 60 feet. VDP NA with Comanche County-City altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct MUSRE and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.325 | 127.45 290.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1636-1 250 (300-1) | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1780-1 394 (400-1) | | | 1780-1¼ 394 (400-1¼) |
| CIRCLING | 1840-1 453 (500-1) | | 1840-1½ 453 (500-1½) | 1940-2 553 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VOR/DME BWD | APP CRS | Rwy Idg | 5599 |
|---|---|---|---|
| 108.6 | 351° | TDZE | 1385 |
| Chan 23 | | Apt Elev | 1386 |

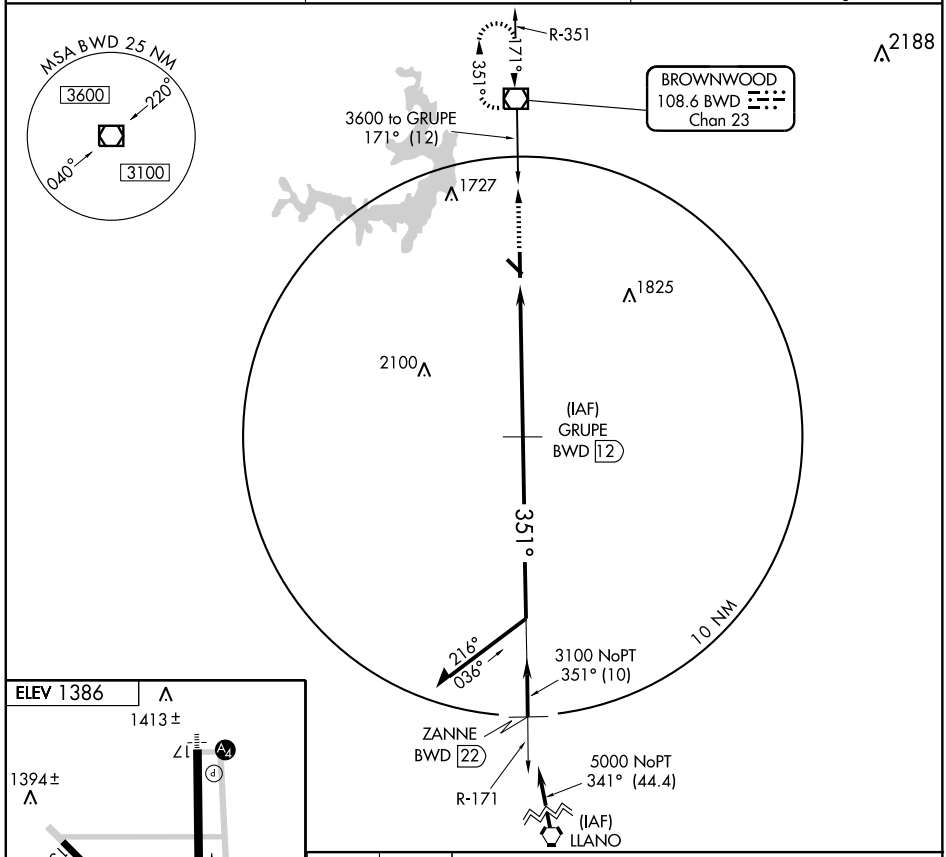
# VOR/DME RWY 35

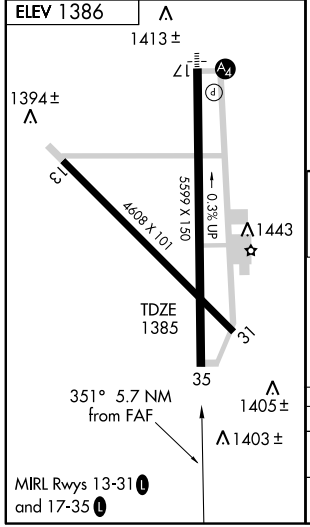
BROWNWOOD RGNL (BWD)

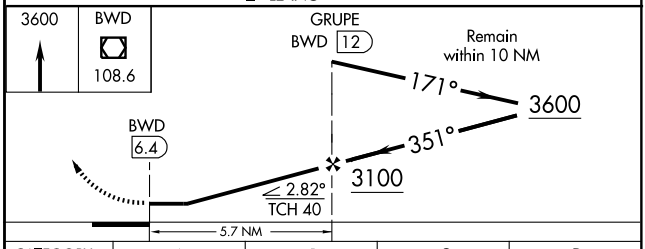
NA

MISSED APPROACH: Climb to 3600 direct BWD VOR/DME and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.325 | 127.45 290.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1880-1 | 495 (500-1) | 1880-1¼ 495 (500-1¼) | 1880-1½ 495 (500-1½) |
| CIRCLING | 1880-1 | 494 (500-1) | 1880-1½ 494 (500-1½) | 1940-2 554 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VOR/DME BWD | APP CRS | Rwy Idg | 5599 |
|---|---|---|---|
| 108.6 | 171° | TDZE | 1386 |
| Chan 23 | | Apt Elev | 1386 |

# VOR RWY 17

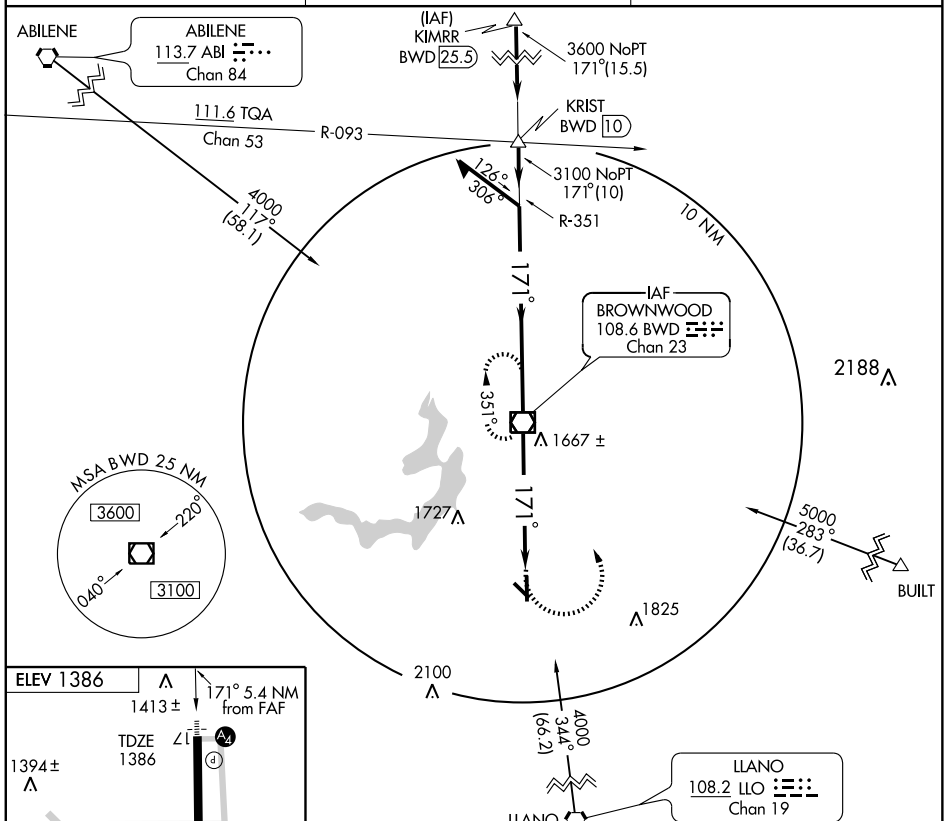
## BROWNWOOD RGNL (BWD)

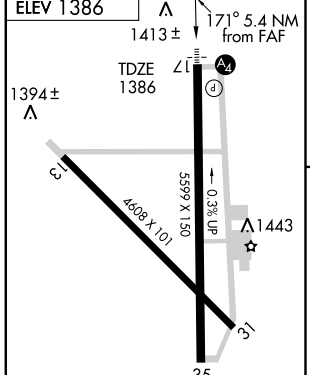
NA Inoperative table does not apply.

MALS

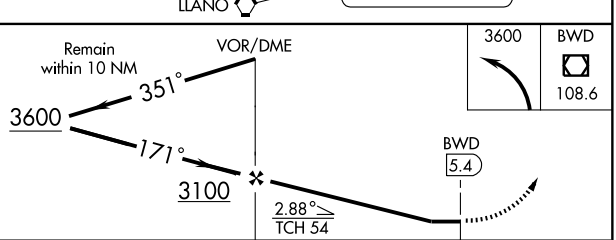
MISSED APPROACH: Cimbing left turn to 3600 direct BWD VOR/DME and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.325 | 127.45 290.3 | 122.8 (CTAF) L |




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1820-1 434 (500-1) | | 1820-1¼ 434 (500-1¼) | 1820-1½ 434 (500-1½) |
| CIRCLING | 1820-1 434 (500-1) | 1840-1 454 (500-1) | 1840-1½ 454 (500-1½) | 1940-2 554 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 69403 | 148° | TDZE | 361 |
| W15A | | Apt Elev | 367 |

# RNAV (GPS) RWY 15

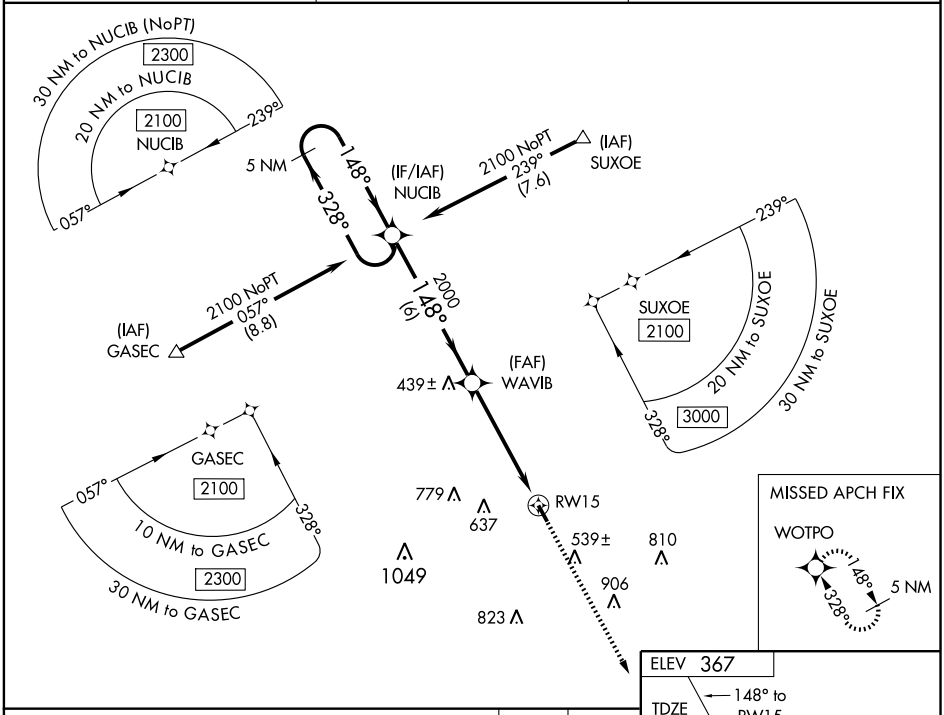
BRYAN/COULTER FIELD (CFD)

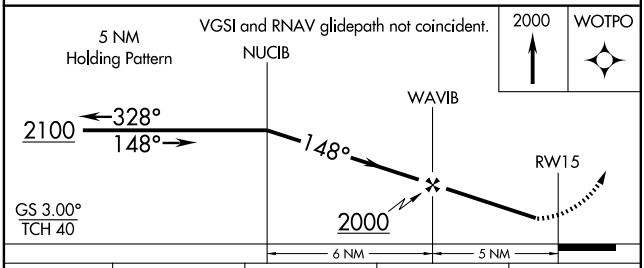
T NA W

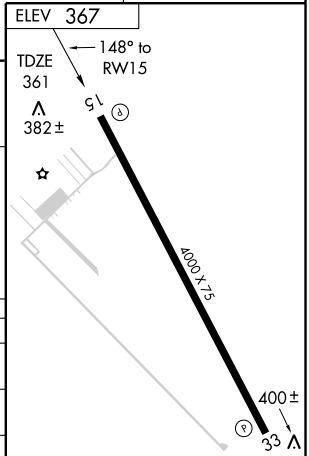
BARO-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use College Station altimeter setting; if not received, use Caldwell Muni altimeter setting and increase all DAs 31 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2000 direct WOTPO and hold.

| COLLEGE STATION ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 126.85 | 120.4 371.9 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 636-1 275 (300-1) | | NA | |
| LNAV/VNAV DA | 707-1¼ 346 (400-1¼) | | NA | |
| LNAV MDA | 720-1 359 (400-1) | | NA | |
| CIRCLING | 740-1 373 (400-1) | 820-1 453 (500-1) | NA | |

REIL Rwy 15-33
MIRL Rwy 15-33 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| CH 70603 | 328° | TDZE | 367 |
| W33A | | Apt Elev | 367 |

# RNAV (GPS) RWY 33

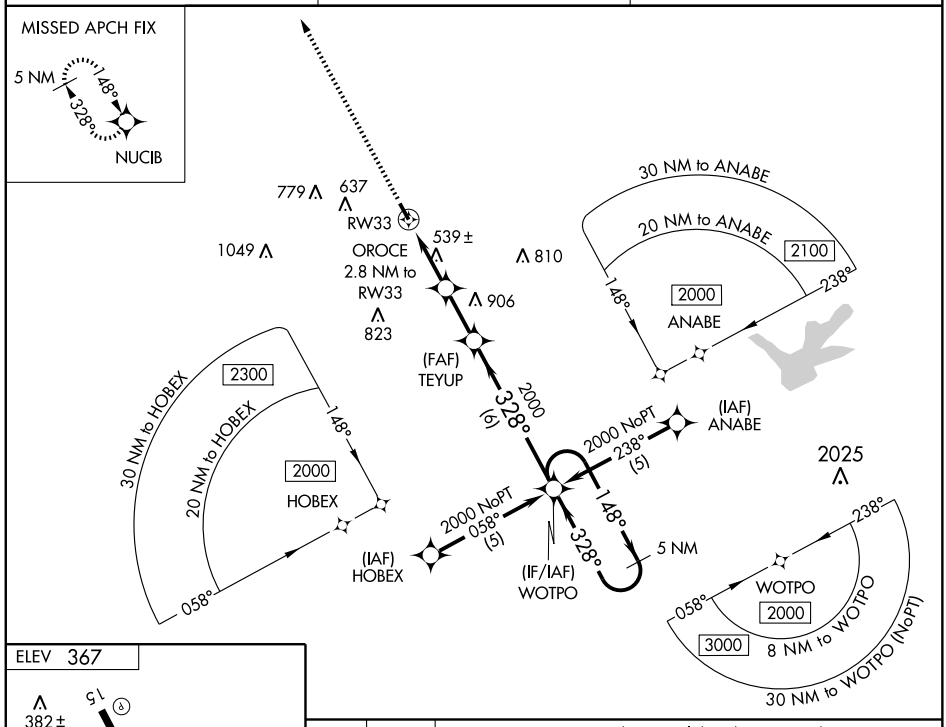
BRYAN/COULTER FIELD (CFD)

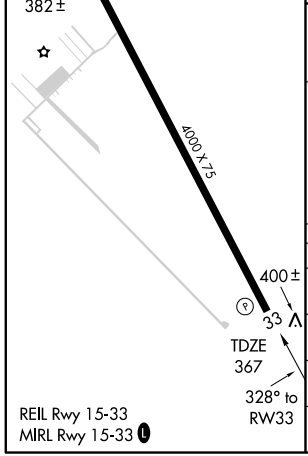
T
A NA
W

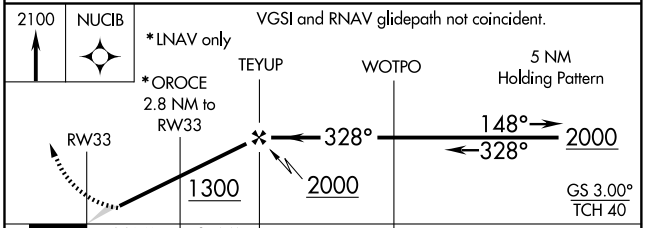
BARO-VNAV NA. DME/DME RNP-0.3 NA. Use College Station altimeter setting; if not received, use Caldwell Muni altimeter setting and increase all DAs 31 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 direct NUCIB and hold.

| COLLEGE STATION ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 126.85 | 120.4 371.9 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 642-1 | 275 (300-1) | NA | |
| LNAV/VNAV DA | 695-1¼ | 328 (400-1¼) | NA | |
| LNAV MDA | 880-1 | 513 (600-1) | NA | |
| CIRCLING | 880-1 | 513 (600-1) | NA | |

SC-5, 14 JAN 2010 to 11 FEB 2010

| VORTAC CLL | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.3 | 207° | TDZE | N/A |
| Chan 80 | | Apt Elev | 367 |

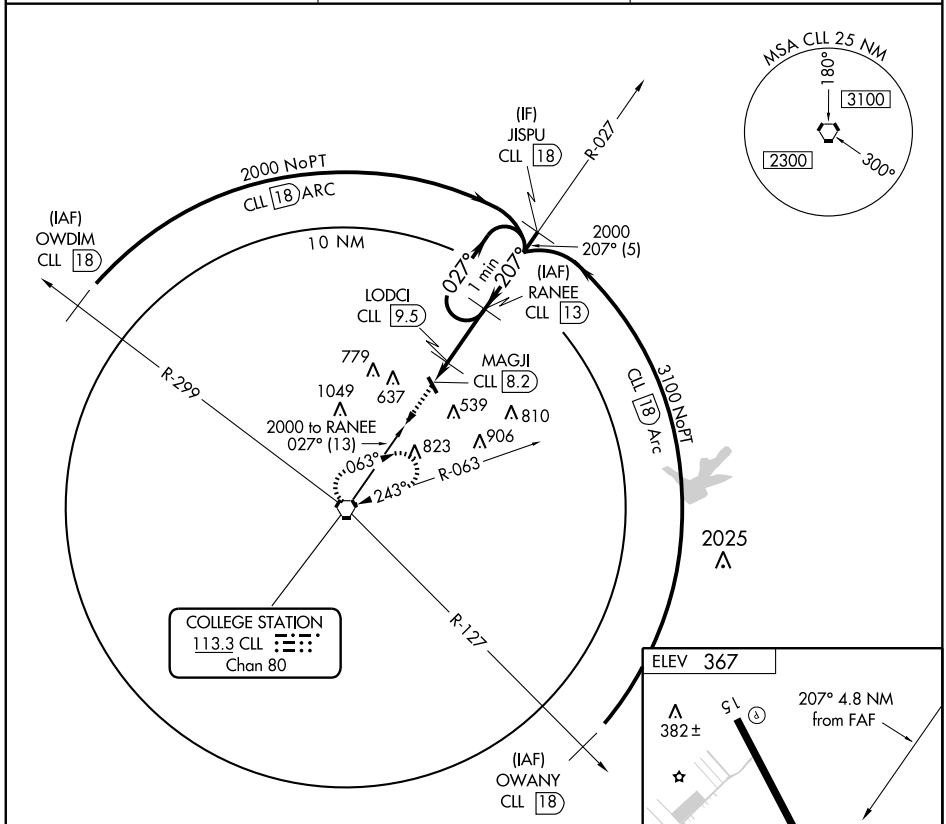
# VOR/DME-A

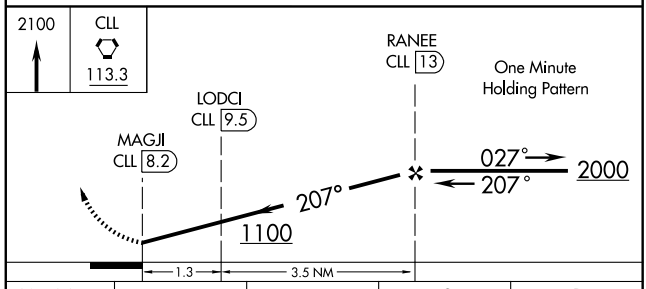
BRYAN/COULTER FIELD (CFD)

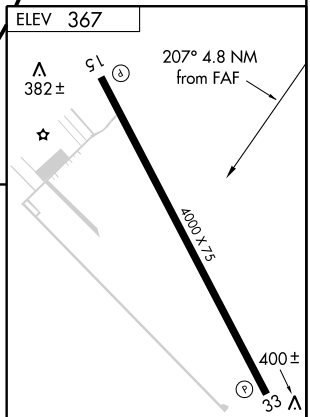
NA — Use College Station altimeter setting; if not received, use Caldwell Muni altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2100 direct CLL VORTAC and hold.

| COLLEGE STATION ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 126.85 | 120.4 371.9 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 800-1<br>433 (500-1) | 820-1<br>453 (500-1) | NA | |

REIL Rwy 15-33
MIRL Rwy 15-33 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| NDB BMQ 341 | APP CRS 015° | Rwy Idg 5000<br>TDZE 1270<br>Apt Elev 1284 |
|---|---|---|

# NDB RWY 1

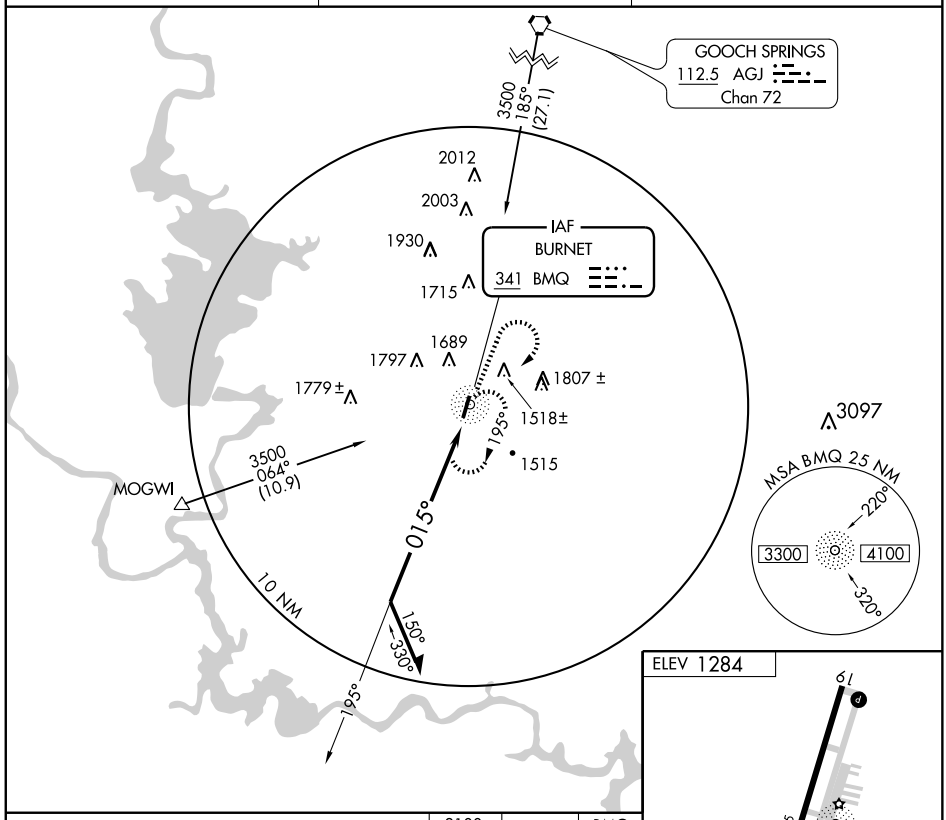
## BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

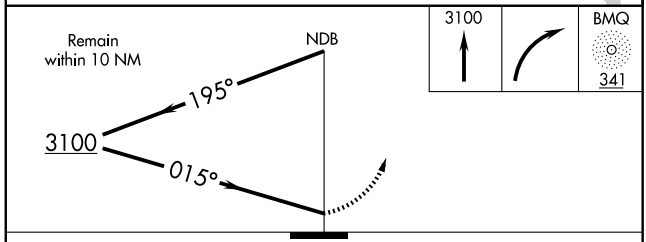
When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase S-1 Cats B and C visibility ¼ mile and Circling Cat C visibility ¼ mile.

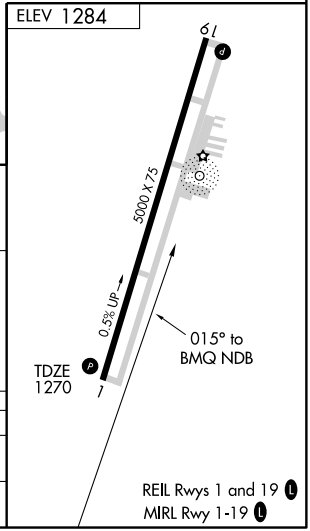
NA

MISSED APPROACH: Climb to 3100 then right turn direct BMQ NDB and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.925 | 132.35 317.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1960-1 690 (700-1) | | 1960-2<br>690 (700-2) | NA |
| CIRCLING | 2000-1<br>716 (800-1) | 2040-1¼<br>756 (800-1¼) | 2040-2¼<br>756 (800-2¼) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 009° | TDZE | 1270 |
| | Apt Elev | 1284 |

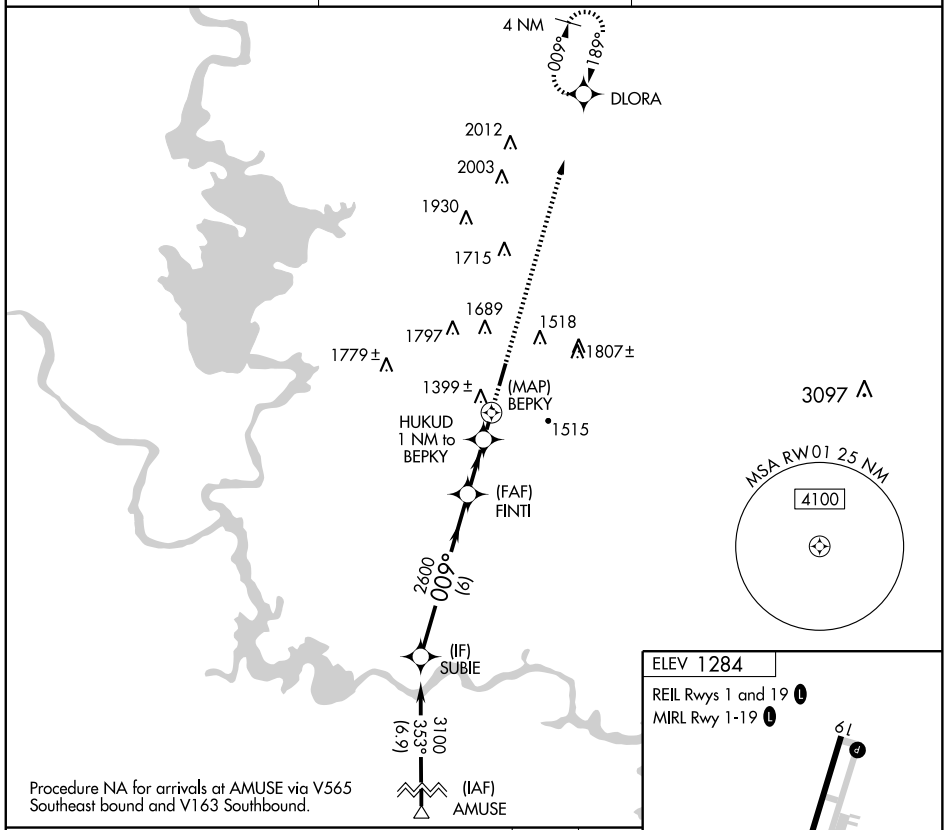
# RNAV (GPS) RWY 1

BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

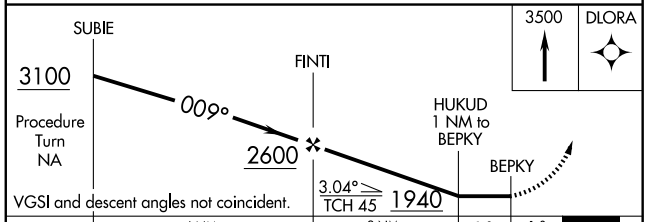
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3500 direct DLORA and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.925 | 132.35 317.5 | 122.8 (CTAF) L |




Procedure NA for arrivals at AMUSE via V565 Southeast bound and V163 Southbound.



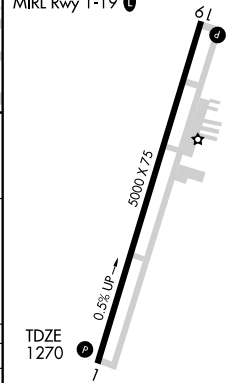

VGSI and descent angles not coincident.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1660-1¼ 390 (400-1¼) | | | NA |
| CIRCLING | 2000-1¼ 716 (800-1¼) | 2040-1¼ 756 (800-1¼) | 2040-2¼ 756 (800-2¼) | NA |

ELEV 1284

REIL Rwys 1 and 19 L

MIRL Rwy 1-19 L




SC-3, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 19

BURNET MUNI/KATE CRADDOCK FIELD (BMQ)

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 189° | TDZE | 1284 |
| | Apt Elev | 1284 |

DME/DME RNP-0.3 NA Visibility reduction by helicopters NA.
When local altimeter setting not received, use Lago Vista altimeter setting and increase all MDA 60 feet, increase LNAV and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3100 direct FINTI then via track 180° to AMUSE.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.925 | 132.35 317.5 | 122.8 (CTAF) L |

Procedure NA for arrivals at AGJ VORTAC via airway radials 182 CW 199.

GOOCH SPRING AGJ
3500
176° (12)

(IAF) JIBAJ
3500
189° (5)

(IAF) IXANY
3500
099° (6)

(IF) DLORA
2600
189° (6)

LLANO LLO
3500
065° (26.8)

Procedure NA for arrivals at LLO VORTAC via airway radials 018 CW 120.

2012
2003
1930
1715
(FAF) HONES
LEYIG
2.3 NM to RW19
1689
1797
1636
1518±
1807±
1779±
RW19
1515
3097

MSA RW19 25 NM
4100

FINTI
180°

MISSED APCH FIX
AMUSE

ELEV 1284
189° to RW19
TDZE 1284
5000 X 75
0.5% UP

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

| 3100 | FINTI | TRK 180° | AMUSE |
|---|---|---|---|

DLORA Procedure Turn NA
3500
189°
HONES
3.03°
TCH 45
LEYIG
2.3 NM to RW19
2600
RW19
2060
VGSI and descent angles not coincident.
2.3 NM 1.7 NM 6 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1940-1 656 (700-1) | | 1940-1¾ 656 (700-1¾) | NA |
| CIRCLING | 2000-1 716 (800-1) | 2040-1¼ 756 (800-1¼) | 2040-2¼ 756 (800-2¼) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

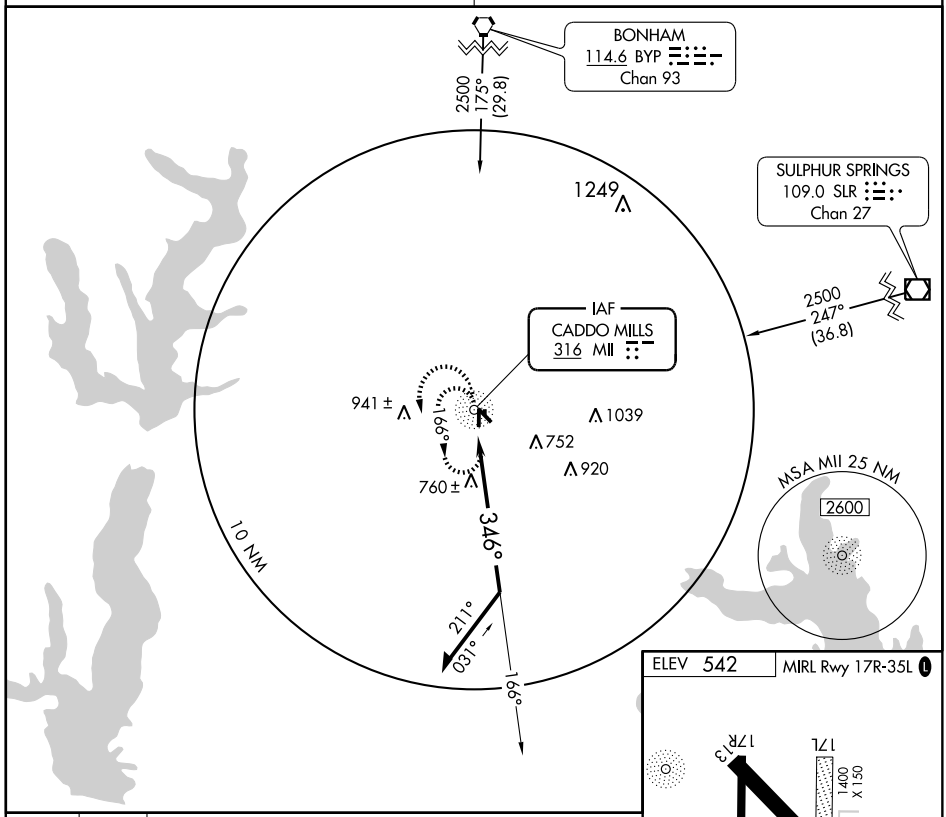
| NDB MII 316 | APP CRS 346° | Rwy Idg 4000<br>TDZE 541<br>Apt Elev 542 |
|---|---|---|

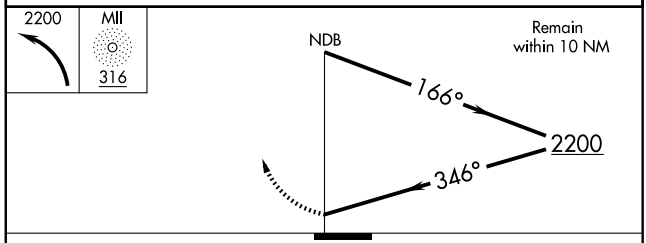
# NDB RWY 35L
## CADDO MILLS MUNI (7F3)

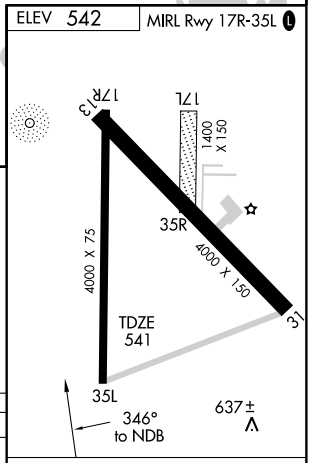
NA — Use Dallas-Love Field altimeter setting, if not received use Dallas-Fort Worth Intl altimeter setting and increase all MDAs 20 feet. Circling NA to Rwy 17L/35R.

MISSED APPROACH: Climbing left turn to 2200 in MII NDB holding pattern.

| FORT WORTH CENTER | UNICOM |
|---|---|
| 132.85 397.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35L | 1260-1 | 719 (800-1) | 1260-2<br>719 (800-2) | NA |
| CIRCLING | 1260-1 | 718 (800-1) | 1260-2<br>718 (800-2) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 355° | TDZE | 541 |
| | Apt Elev | 542 |

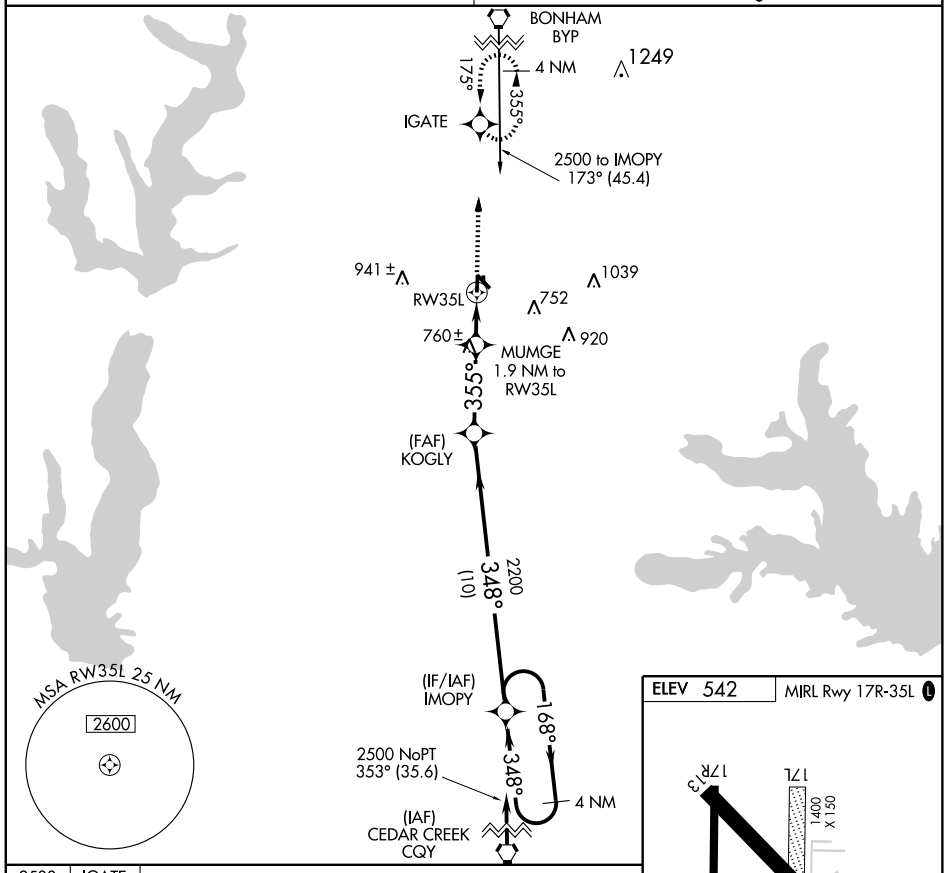
# RNAV (GPS) RWY 35L
## CADDO MILLS MUNI (7F3)

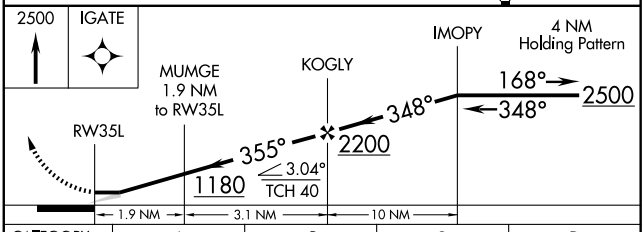
Use Dallas-Love Field altimeter setting, if not received use Dallas-Fort Worth Intl altimeter setting and increase all MDAs 20 feet. Circling NA to Rwy 17L-35R. DME/DME RNP-0.3 not authorized.

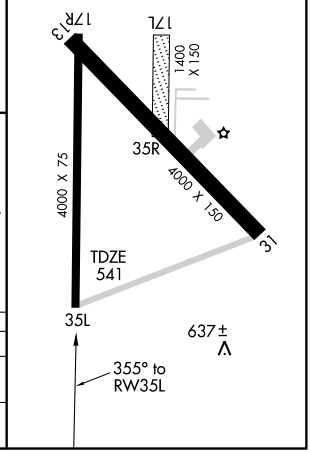
NA

MISSED APPROACH: Climb to 2500 direct IGATE WP and hold.

| FORT WORTH CENTER | UNICOM |
|---|---|
| 132.85 397.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1 | 439 (500-1) | 980-1¼<br>439 (500-1¼) | NA |
| CIRCLING | 1040-1 | 498 (500-1) | 1040-1½<br>498 (500-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC CLL 113.3 Chan 80 | APP CRS 243° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 390 |
|---|---|---|

# VOR/DME or GPS-A

## CALDWELL MUNI (RWV)

NA

Use College Station altimeter setting.
Circling not authorized east of Rwy 15-33.

MISSED APPROACH: Climb to 2000 then left turn direct CLL VORTAC.

| AWOS-3 | HOUSTON CENTER | CTAF |
|---|---|---|
| 118.35 | 120.4 371.9 | 122.9 L |

1270

NoPT for arrivals on CLL VORTAC Airway Radials 029 CW 143.

063° 1 min 243° R-063

IAF
COLLEGE STATION
113.3 CLL
Chan 80

(GOPLY)
CLL
11

2000
243°
(11)

899
743 ±
615 ±
648
910
(MAHFI)
844

10 NM

MSA CLL 25 NM
180°
3100
2300
300°

ELEV 390
Rwy 33 ldg 3010′
15
33
243° 4.5 NM from FAF
3252 X 50
0.9% UP
33
MIRL Rwy 15-33 L

2000
CLL
113.3
(GOPLY)
CLL
11
VORTAC
One Minute Holding Pattern
(MAHFI)
CLL
15.5
243°
2000
063°
243°
2000
4.5 NM
11 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1<br>670 (700-1) | 1240-1¼<br>850 (900-1¼) | 1300-2¾<br>910 (1000-2¾) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 036° | TDZE | 2387 |
| | Apt Elev | 2396 |

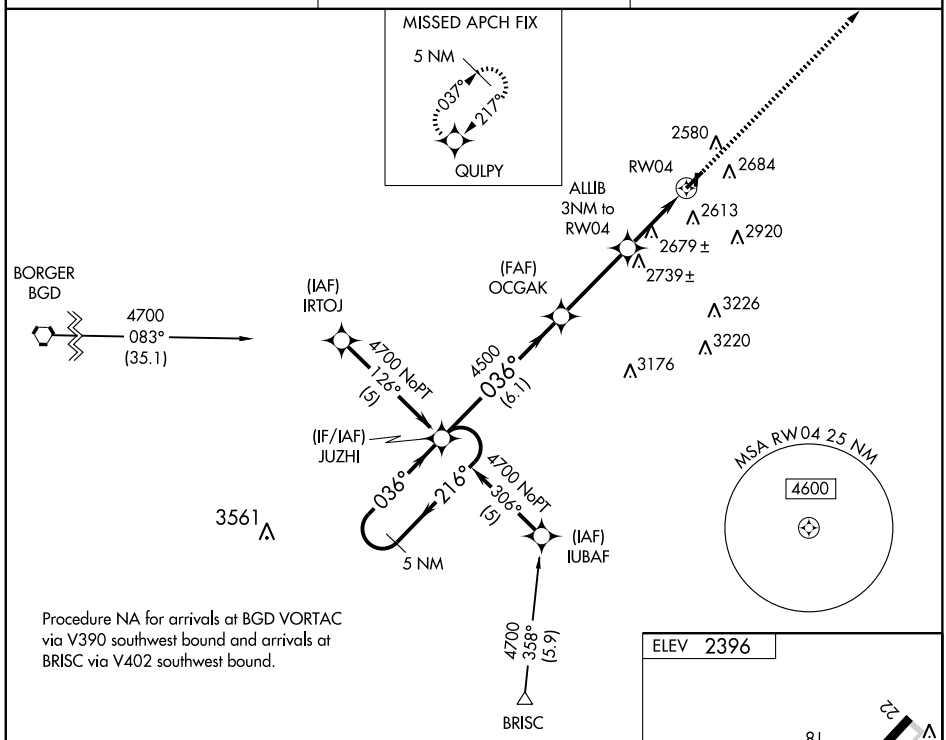
# RNAV (GPS) RWY 4

CANADIAN/ HEMPHILL COUNTY (HHF)

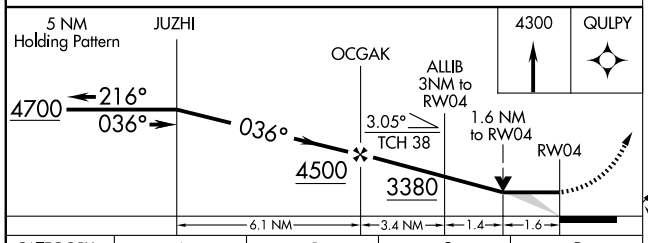
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 120 feet, increase LNAV Cat C and D visibility ½ mile, increase circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Gage altimeter setting.

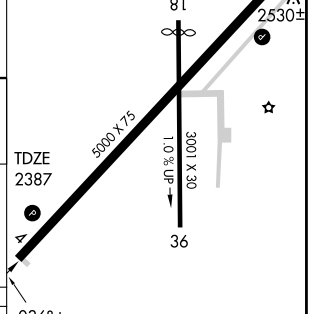
MISSED APPROACH: Climb to 4300 direct QULPY and hold.

| AWOS-3 | FORT WORTH RADIO | CTAF |
|---|---|---|
| 119.025 | 122.1R 255.4 | 122.9 L |




Procedure NA for arrivals at BGD VORTAC via V390 southwest bound and arrivals at BRISC via V402 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2940-1 | 553 (600-1) | 2940-1½<br>553 (600-1½) | 2940-1¾<br>553 (600-1¾) |
| CIRCLING | 3040-1 | 644 (700-1) | 3040-2<br>644 (700-2) | 3160-2½<br>764 (800-2½) |

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 216° | TDZE | 2382 |
| | Apt Elev | 2396 |

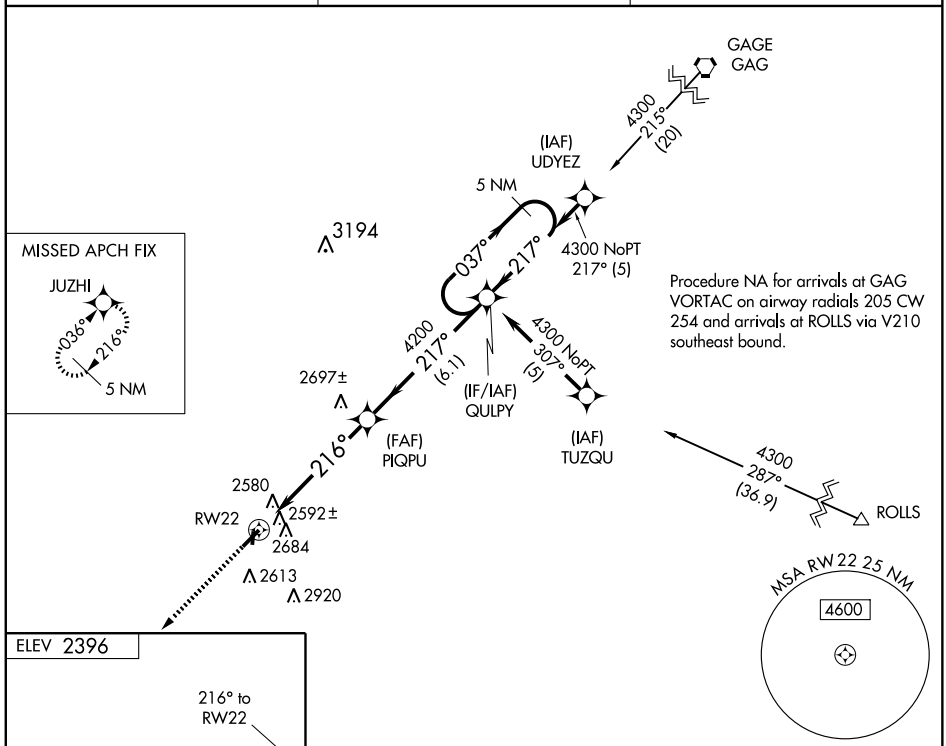
# RNAV (GPS) RWY 22

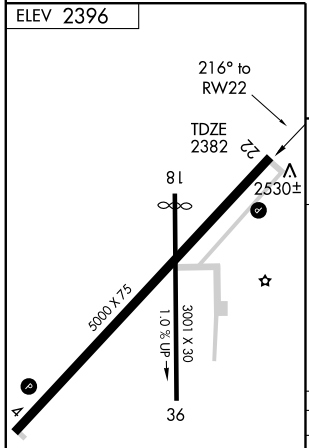
CANADIAN/ HEMPHILL COUNTY (HHF)

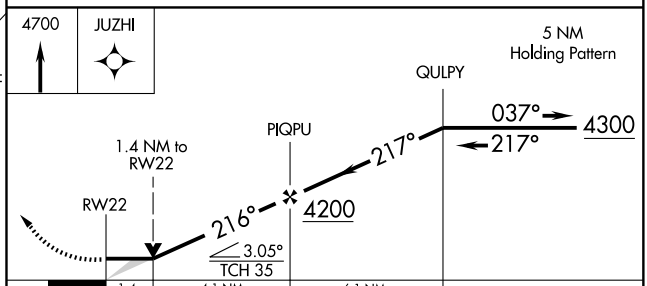
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gage altimeter setting and increase all MDA 120 feet. Increase LNAV Cat C and D visibility ¼ mile, increase circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile. VDP NA when using Gage altimeter setting.

MISSED APPROACH: Climb to 4700 direct JUZHI and hold.

| AWOS-3 | FORT WORTH RADIO | CTAF |
|---|---|---|
| 119.025 | 122.1R 255.4 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2860-1 | 478 (500-1) | 2860-1¼ 478 (500-1¼) | 2860-1½ 478 (500-1½) |
| CIRCLING | 3040-1 | 644 (700-1) | 3040-2 644 (700-2) | 3160-2½ 764 (800-2½) |

REIL Rwys 4 and 22 L
MIRL Rwy 4-22 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 307° | Rwy Idg | 4997 |
| | TDZE | 590 |
| | Apt Elev | 599 |

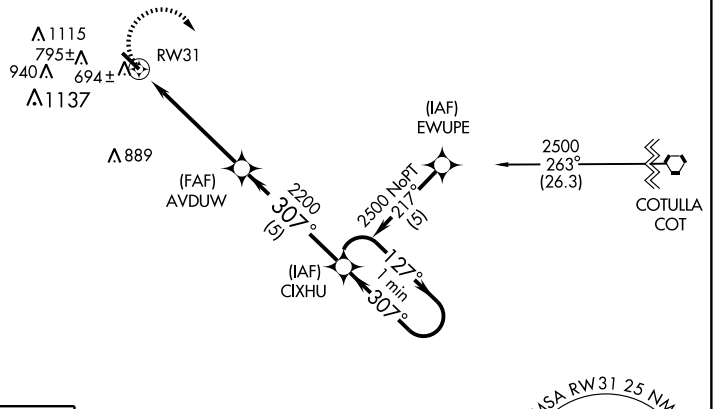
# GPS RWY 31

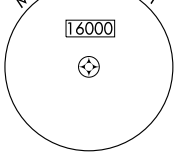
CARRIZO SPRINGS/ DIMMIT COUNTY (CZT)

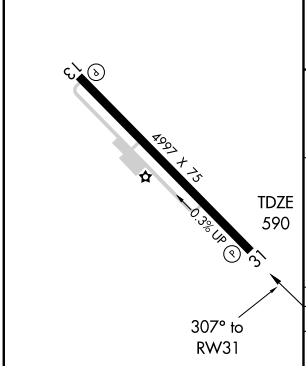
Use Cotulla altimeter setting; when not received, procedure NA.
NA

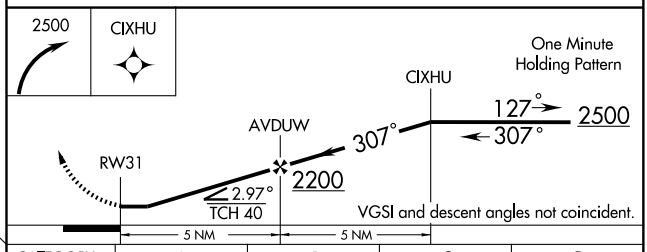
MISSED APPROACH: Climbing right turn to 2500 direct CIXHU and hold.

| HOUSTON CENTER | UNICOM |
|---|---|
| **126.1 327.0** | **122.8** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1040-1 450 (500-1) | | 1040-1¼ 450 (500-1¼) | NA |
| CIRCLING | 1120-1 521 (600-1) | 1200-1 601 (700-1) | 1240-1¾ 641 (700-1¾) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB DMD | APP CRS | | |
|---|---|---|---|
| 343 | 300° | Rwy Idg | 4997 |
| | | TDZE | 590 |
| | | Apt Elev | 599 |

# NDB RWY 31

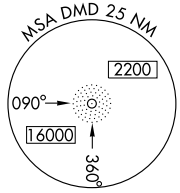
CARRIZO SPRINGS/ DIMMIT COUNTY (CZT)

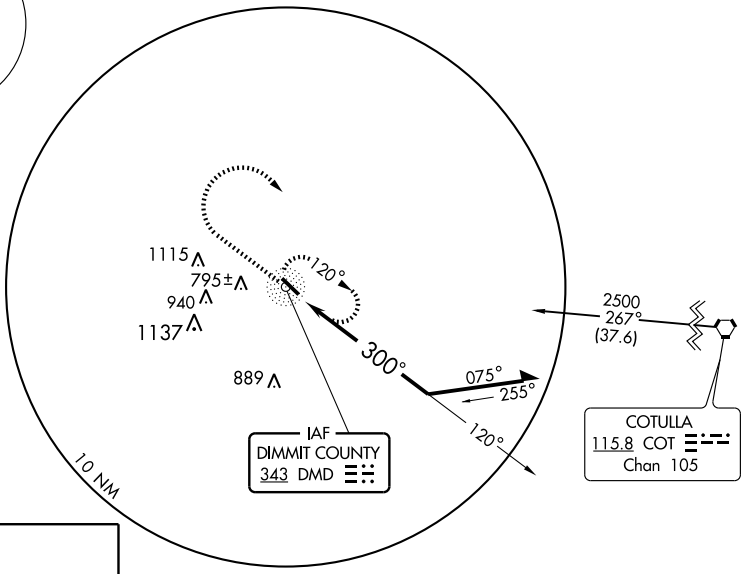
Use Cotulla altimeter setting; when not received, procedure NA.

NA

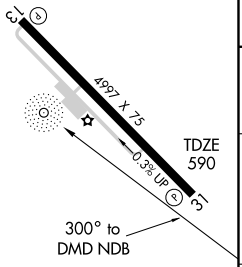
MISSED APPROACH: Climb to 2500 then right turn direct DMD NDB and hold.

| HOUSTON CENTER | UNICOM |
|---|---|
| 126.1 327.0 | 122.8 (CTAF) |



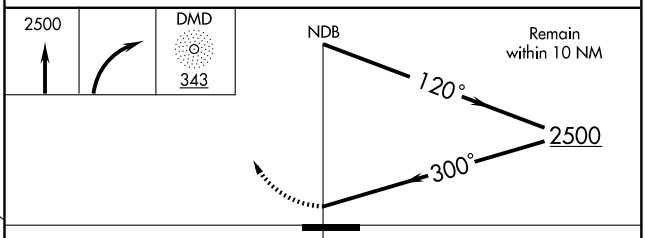




ELEV 599




MIRL Rwy 13-31

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1260-1 | 670 (700-1) | 1260-1½ 670 (700-1½) | NA |
| CIRCLING | 1260-1 661 (700-1) | 1260-1 661 (700-1) | 1260-1¾ 661 (700-1¾) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB RPF | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| 332 | 359° | TDZE | 248 |
| | | Apt Elev | 248 |

# NDB RWY 35

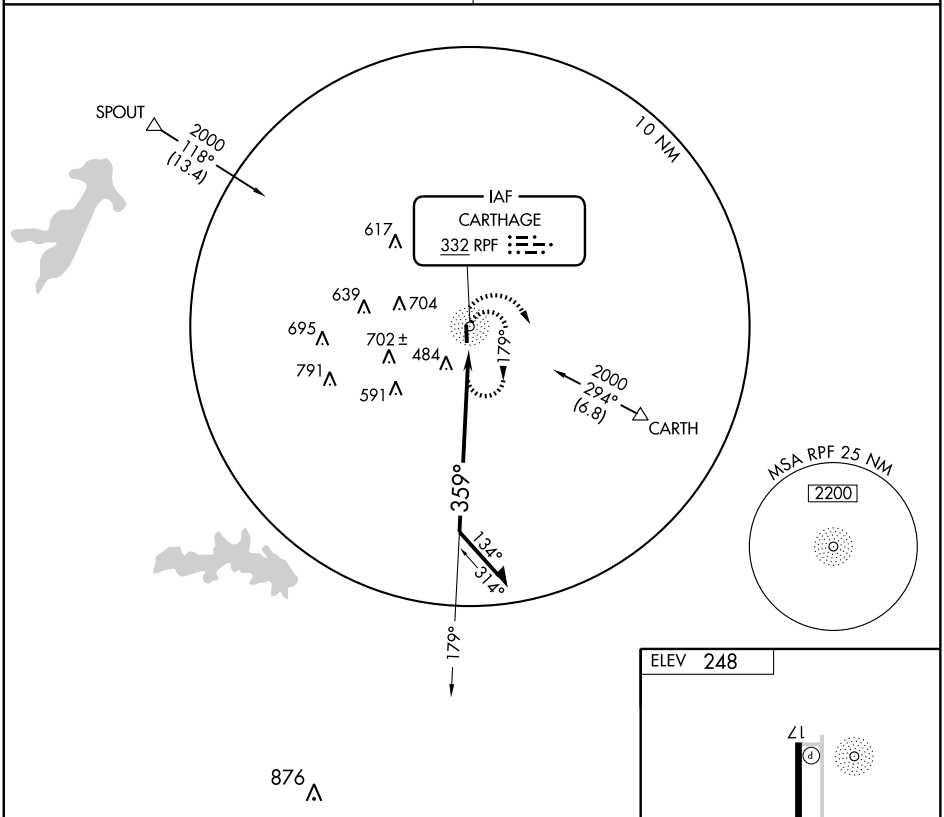
CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

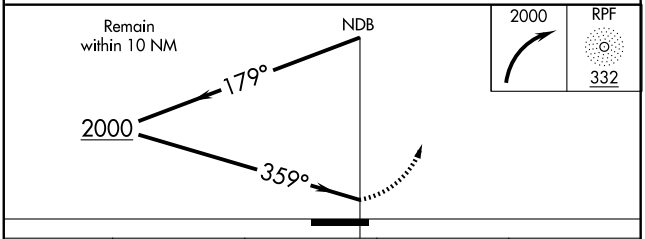
⚠ NA — Use Shreveport Regional altimeter setting; when not received use East Texas Rgnl altimeter setting.

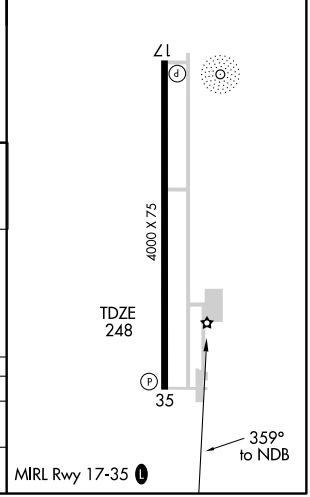
MISSED APPROACH: Climbing right turn to 2000 in RPF NDB holding pattern.

SHREVEPORT APP CON ★ 119.9 335.55

UNICOM 122.8 (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1000-1<br>752 (800-1) | 1000-1¼<br>752 (800-1¼) | 1000-2¼<br>752 (800-2¼) | NA |
| CIRCLING | 1000-1<br>752 (800-1) | 1000-1¼<br>752 (800-1¼) | 1000-2¼<br>752 (800-2¼) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 174° | TDZE | 247 |
| | Apt Elev | 248 |

# RNAV (GPS) RWY 17

CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

⚠ NA

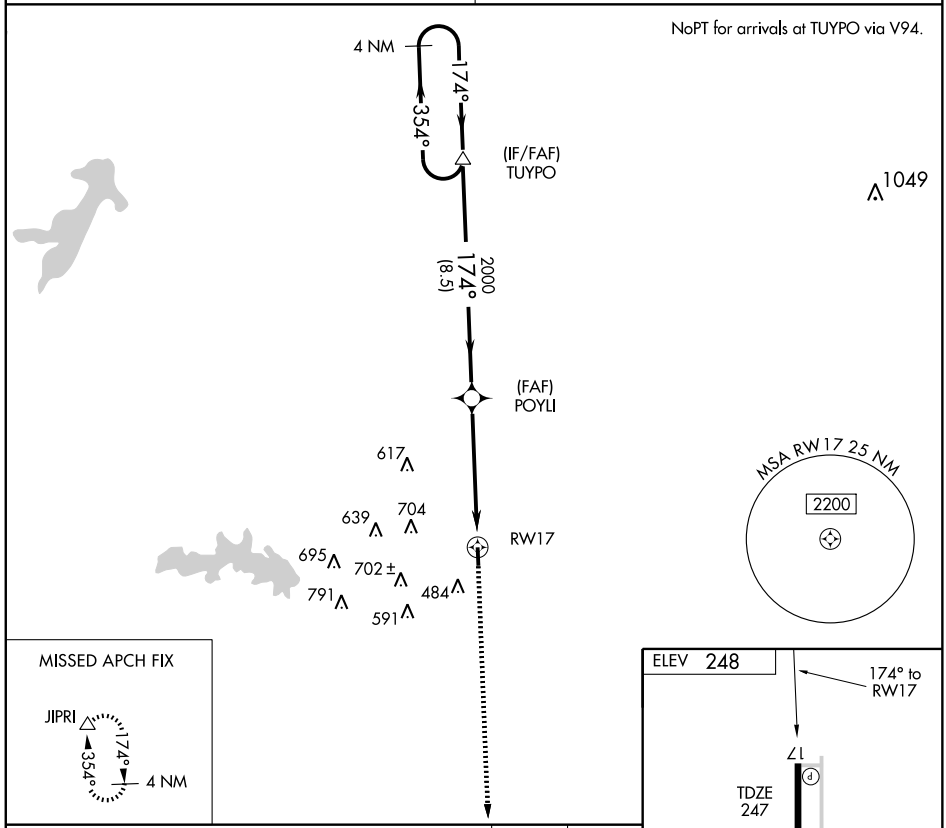
DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received use East Texas Rgnl altimeter setting.

MISSED APPROACH: Climb to 3800 direct JIPRI and hold, continue climb-in-hold to 3800.

SHREVEPORT APP CON ★
**119.9 335.55**

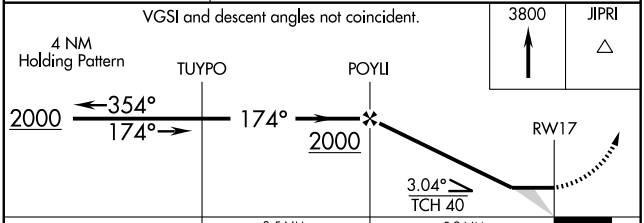
UNICOM
**122.8** (CTAF) L

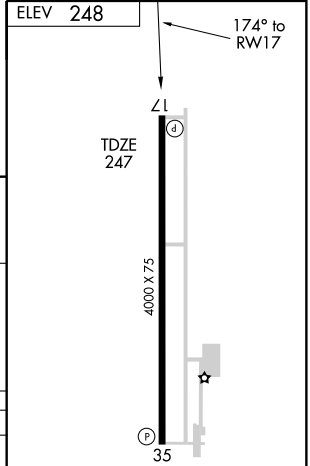
NoPT for arrivals at TUYPO via V94.










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1 | 513 (600-1) | 760-1½ 513 (600-1½) | NA |
| CIRCLING | 920-1 | 672 (700-1) | 920-2 672 (700-2) | NA |

MIRL Rwy 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

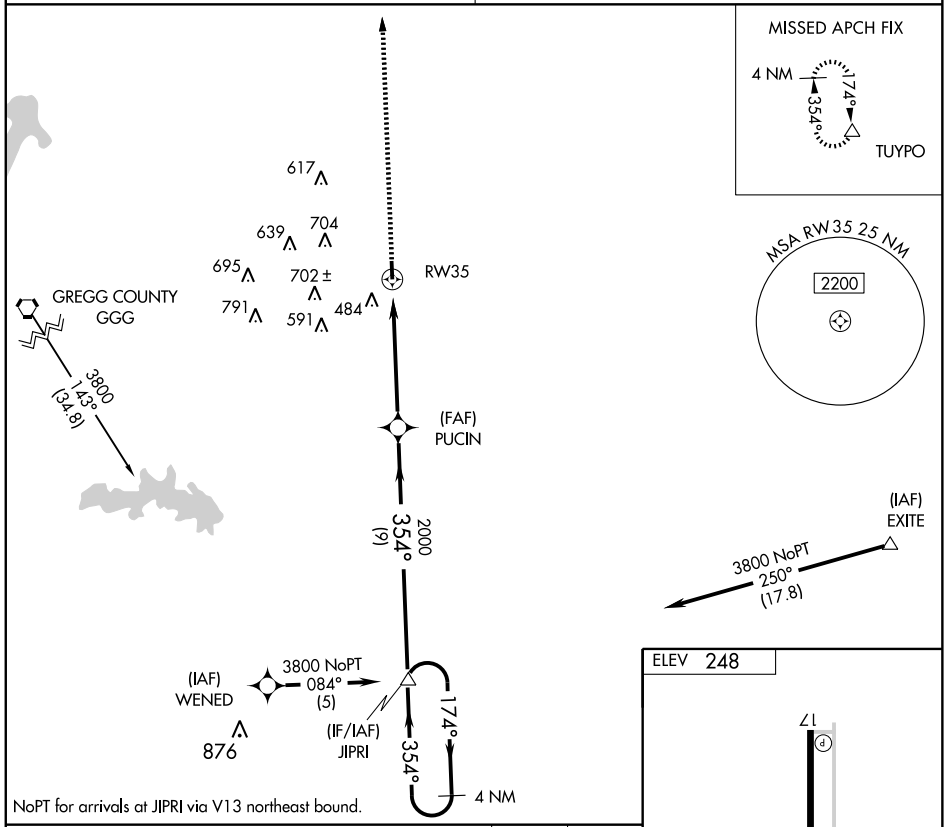
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 354° | TDZE | 248 |
| | Apt Elev | 248 |

# RNAV (GPS) RWY 35

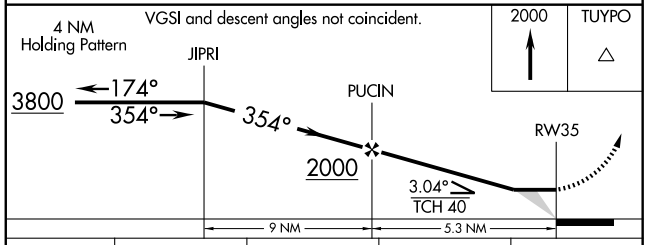
CARTHAGE/ PANOLA COUNTY-SHARPE FIELD (4F2)

| NA | DME/DME RNP-0.3 NA. Use Shreveport Rgnl altimeter setting; when not received use East Texas Rgnl altimeter setting. | MISSED APPROACH: Climb to 2000 direct TUYPO and hold. |
|---|---|---|

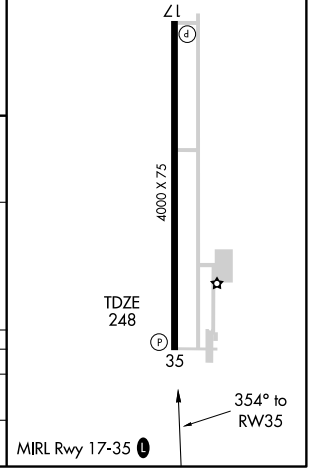
| SHREVEPORT APP CON ★ | UNICOM |
|---|---|
| 119.9 335.55 | 122.8 (CTAF) L |




VGSI and descent angles not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 | 592 (600-1) | 840-1½ 592 (600-1½) | NA |
| CIRCLING | 920-1 | 672 (700-1) | 920-2 672 (700-2) | NA |

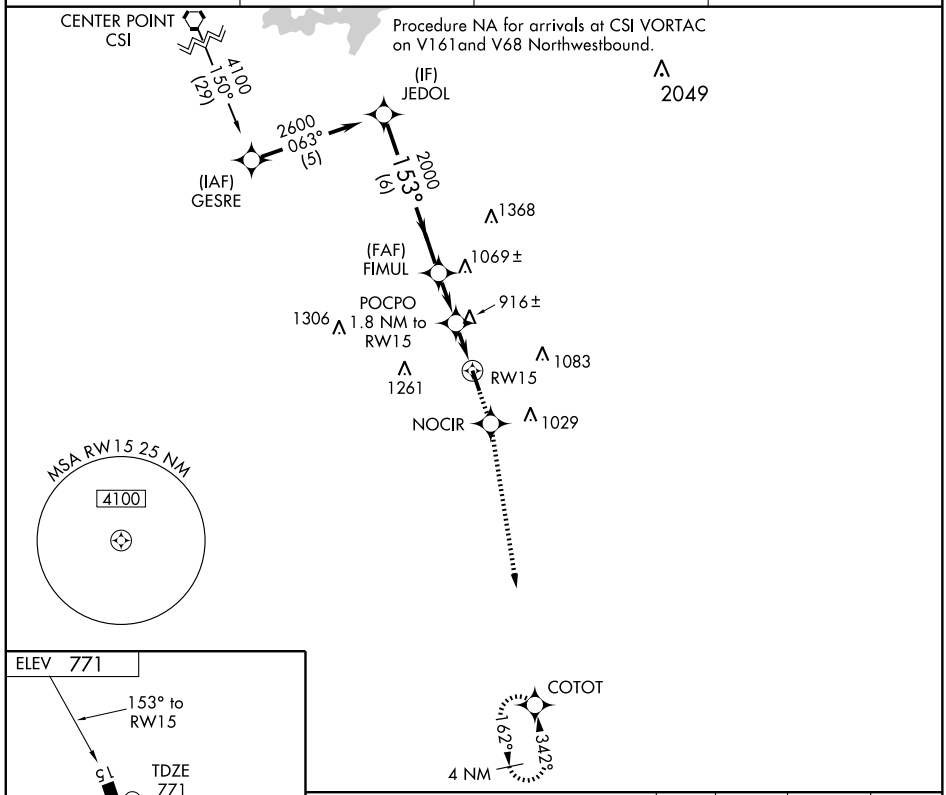


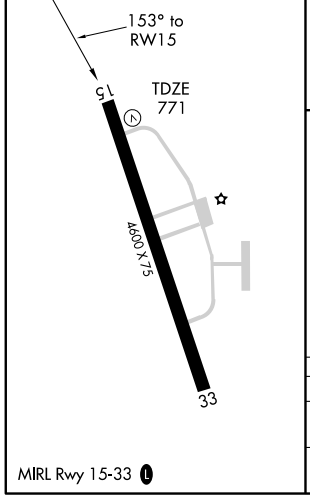

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 153° | Rwy Idg | 4600 |
| | TDZE | 771 |
| | Apt Elev | 771 |

# RNAV (GPS) RWY 15
## CASTROVILLE MUNI (CVB)

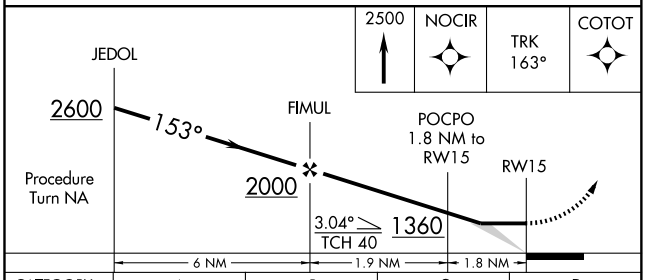
| | | | |
|---|---|---|---|
| ⚠ NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Antonio Intl altimeter setting. | | MISSED APPROACH: Climb to 2500 direct NOCIR and via 163° track to COTOT and hold. | |
| AWOS-3 | HONDO MUNI ASOS | SAN ANTONIO APP CON | UNICOM |
| 119.25 | 119.675 | 118.05 353.5 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1 469 (500-1) | | 1240-1¼ 469 (500-1¼) | NA |
| CIRCLING | 1260-1 489 (500-1) | 1380-1 609 (700-1) | 1440-1¾ 669 (700-1¾) | NA |

MIRL Rwy 15-33 L

SC-3, 14 JAN 2010 to 11 FEB 2010

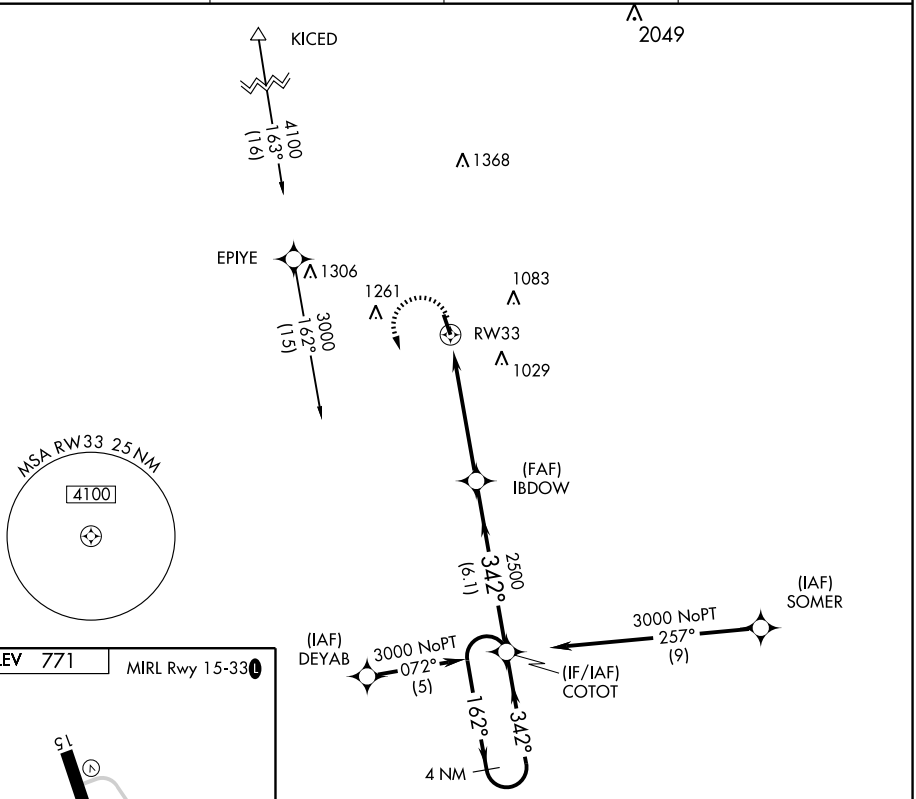
| APP CRS | Rwy Idg | 4600 |
|---|---|---|
| 342° | TDZE | 768 |
| | Apt Elev | 771 |

# RNAV (GPS) RWY 33
## CASTROVILLE MUNI (CVB)

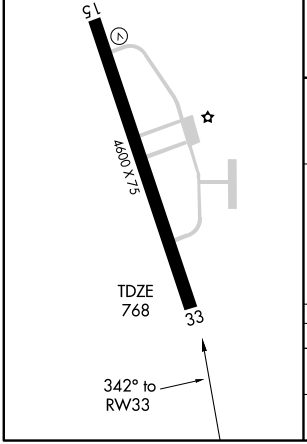
NA — DME/DME RNP-0.3 NA. When local altimeter setting not received, use San Antonio Intl altimeter setting. Circling to Rwy 15 NA at night.

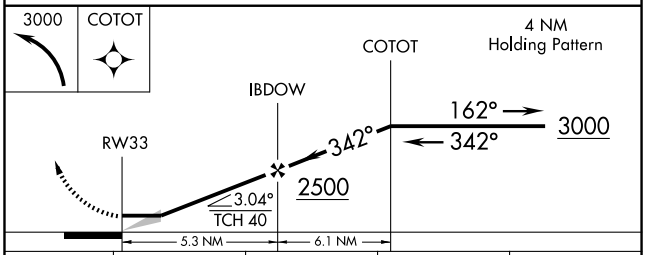
MISSED APPROACH: Climbing left turn to 3000 direct COTOT and hold.

| AWOS-3 | HONDO MUNI ASOS | SAN ANTONIO APP CON | UNICOM |
|---|---|---|---|
| 119.25 | 119.675 | 118.05 353.5 | 122.8 (CTAF) L |




ELEV 771 — MIRL Rwy 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 492 (500-1) | | 1260-1¼ 492 (500-1¼) | NA |
| CIRCLING | 1340-1 569 (600-1) | | 1440-1¾ 669 (700-1¾) | NA |

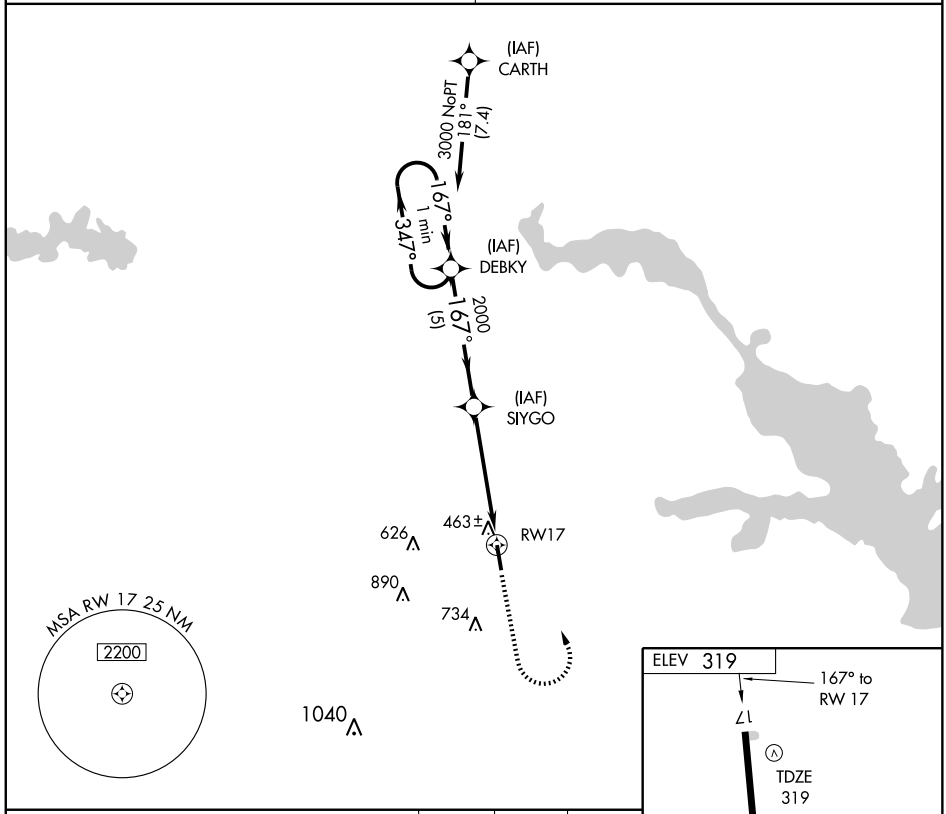
SC-3, 14 JAN 2010 to 11 FEB 2010

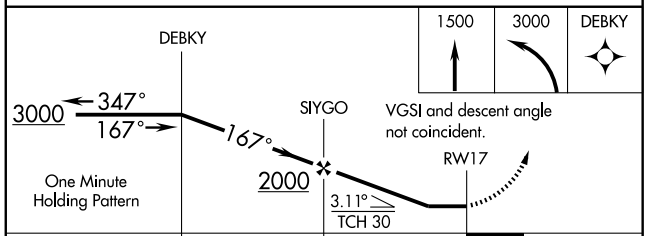
| APP CRS | Rwy Idg | 5501 |
|---|---|---|
| 167° | TDZE | 319 |
| | Apt Elev | 319 |

# GPS RWY 17
## CENTER MUNI (F17)

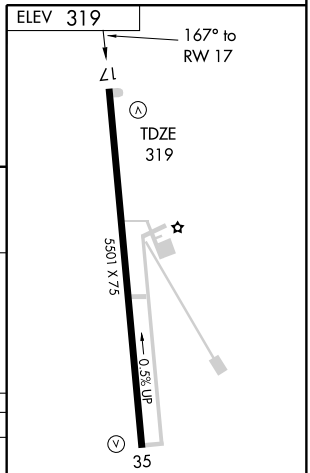
| NA | Use Nacogdoches, TX (A.L. Mangham Jr. Regional) altimeter setting. | MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct DEBKY WP and hold. |
|---|---|---|

| FORTH WORTH CENTER | UNICOM |
|---|---|
| **126.325 346.25** | **122.8** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 800-1 | 481 (500-1) | 800-1¼<br>481 (500-1¼) | NA |
| CIRCLING | 860-1 | 541 (600-1) | 920-1¾<br>601 (700-1¾) | NA |




MIRL Rwy 17-35

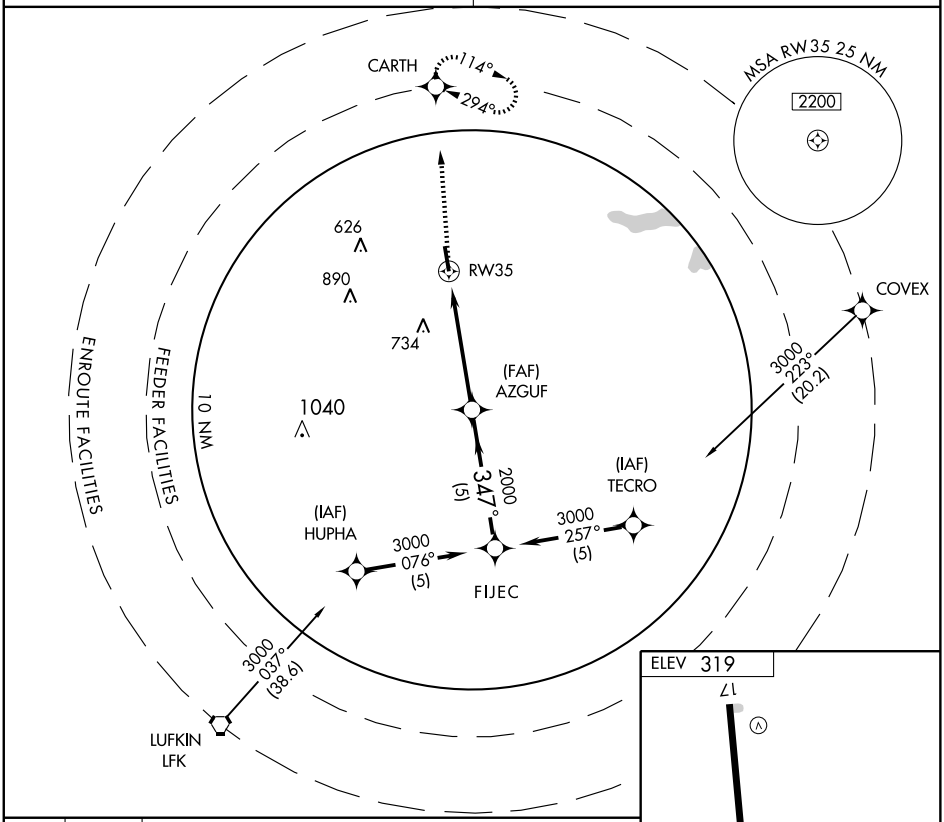
SC-5, 14 JAN 2010 to 11 FEB 2010

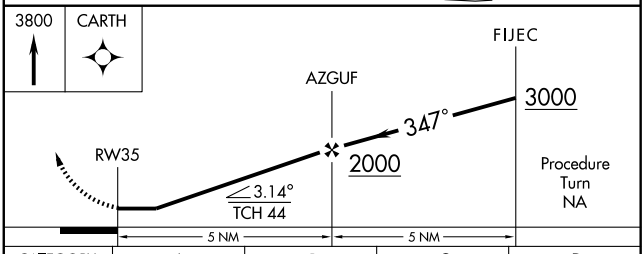
| APP CRS | Rwy Idg | 5501 |
|---|---|---|
| 347° | TDZE | 308 |
| | Apt Elev | 319 |

# GPS RWY 35
## CENTER MUNI (F17)

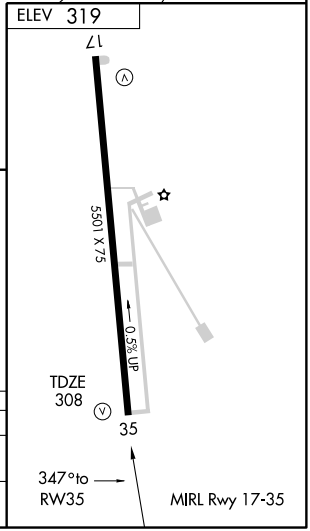
| NA | Use Nacogdoches, TX (A.L. Mangham Jr. Regional) altimeter setting. | MISSED APPROACH: Climb to 3800 direct CARTH WP and hold. |
|---|---|---|

| FORTH WORTH CENTER | UNICOM |
|---|---|
| **126.325 346.25** | **122.8** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 900-1 | 592 (600-1) | 900-1½<br>592 (600-1½) | NA |
| CIRCLING | 900-1 | 581 (600-1) | 920-1¾<br>601 (700-1¾) | NA |




SC-5, 14 JAN 2010 to 11 FEB 2010

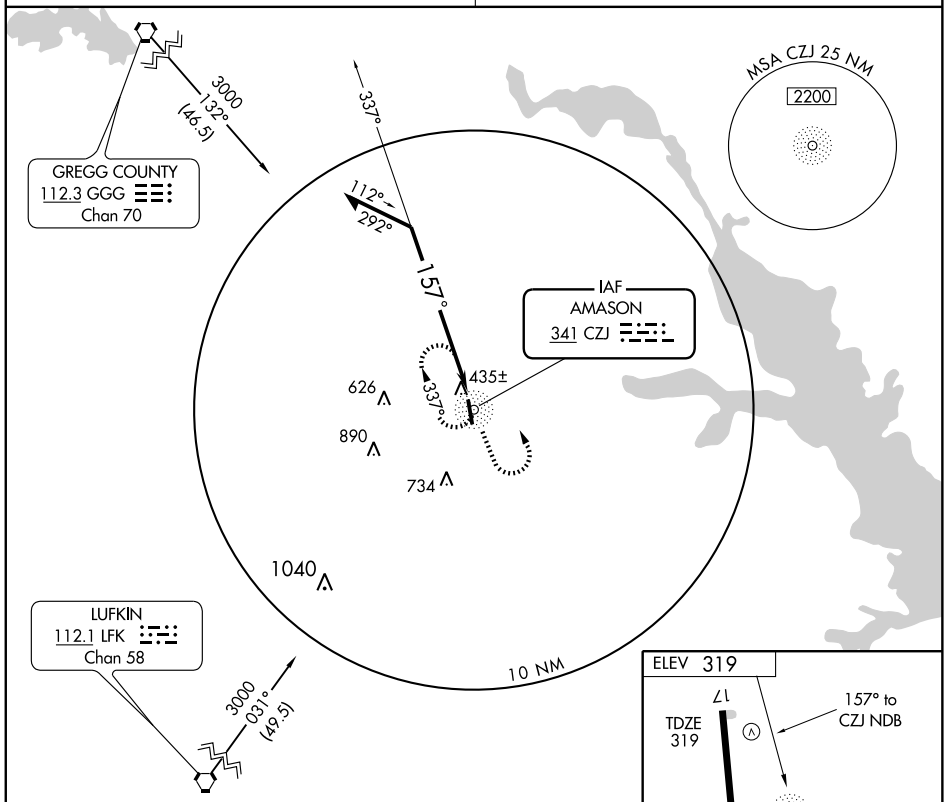
| NDB CZJ | APP CRS | Rwy Idg | 5501 |
|---|---|---|---|
| 341 | 157° | TDZE | 319 |
| | | Apt Elev | 319 |

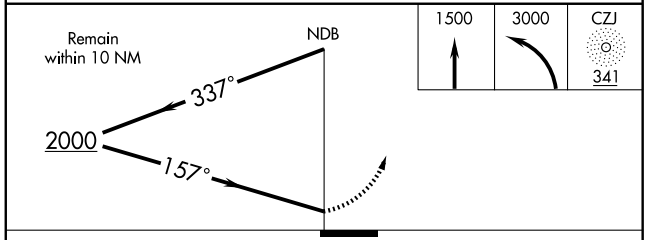
# NDB RWY 17
## CENTER MUNI (F17)

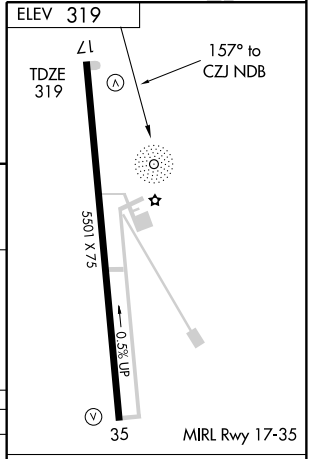
NA Use Nacogdoches, TX (A.L. Mangham Jr. Regional) altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct CZJ NDB and hold.

| FORTH WORTH CENTER | UNICOM |
|---|---|
| **126.325 346.25** | **122.8** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 920-1 | 601 (700-1) | 920-1¾<br>601 (700-1¾) | NA |
| CIRCLING | 920-1 | 601 (700-1) | 920-1¾<br>601 (700-1¾) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-5, 14 JAN 2010 to 11 FEB 2010

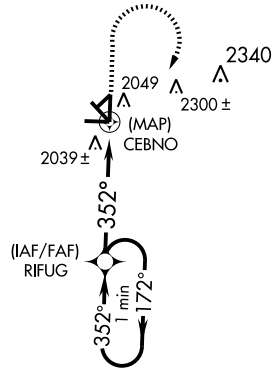
| APP CRS | Rwy Idg | 5949 |
|---|---|---|
| 352° | TDZE | 1954 |
| | Apt Elev | 1954 |

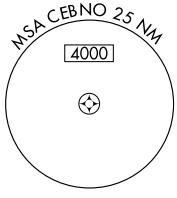
# GPS RWY 35
## CHILDRESS MUNI (CDS)

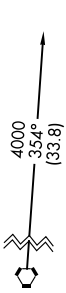
NA

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 direct RIFUG WP and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 135.125 | 133.5 350.35 | 122.8 (CTAF) |

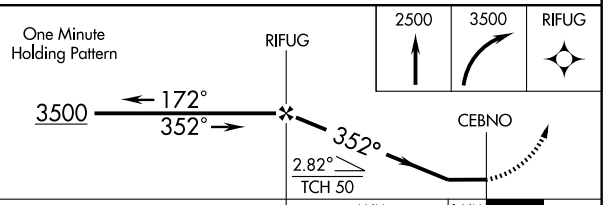


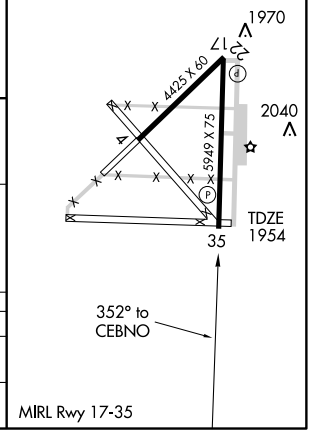










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 2300-1 346 (400-1) | | | 2300-1¼ 346 (400-1¼) |
| CIRCLING | 2500-1 546 (600-1) | | 2500-1½ 546 (600-1½) | 2520-2 566 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

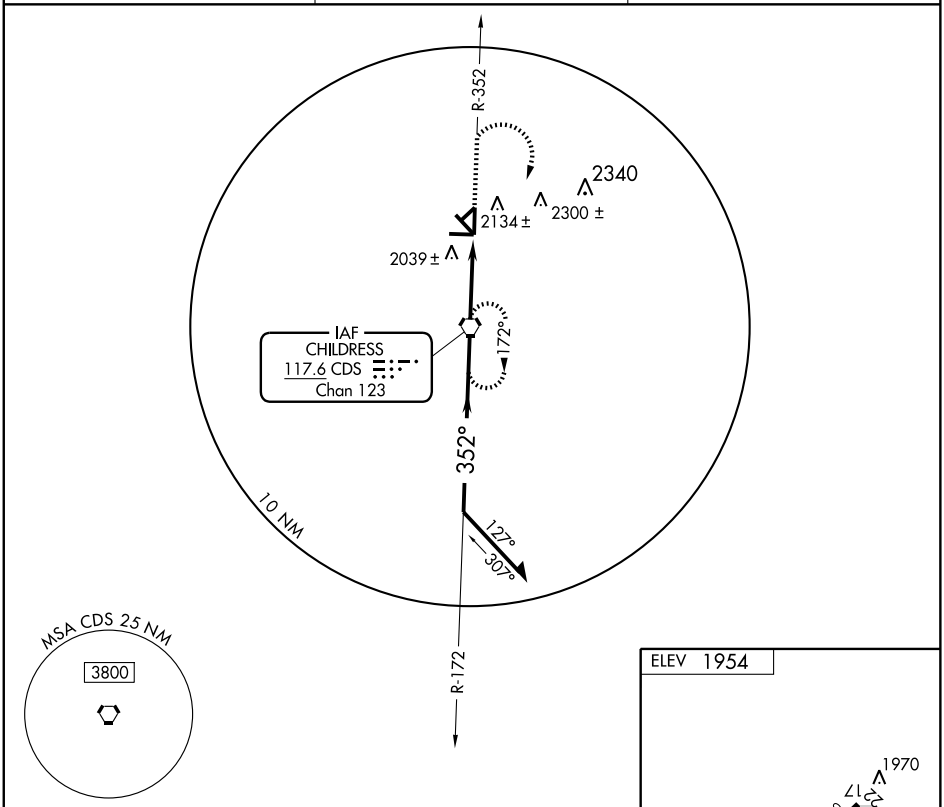
| VORTAC CDS | APP CRS | Rwy Idg | 5949 |
|---|---|---|---|
| 117.6 | 352° | TDZE | 1954 |
| Chan 123 | | Apt Elev | 1954 |

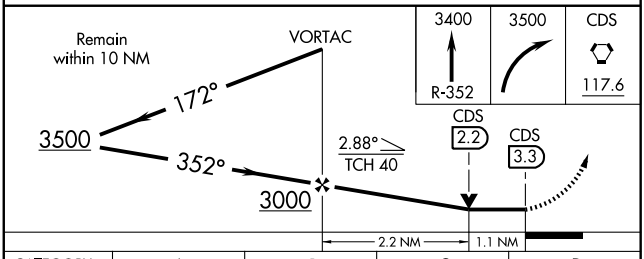
# VOR RWY 35
## CHILDRESS MUNI (CDS)

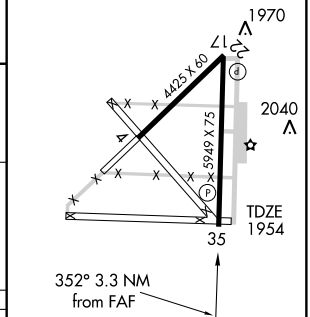
When local altimeter setting not received, use Altus/Quartz Mountain Rgnl altimeter setting and increase all MDA 200 feet, and all visibilities ¾ mile. VDP NA when using Altus/Quartz Mountain Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 via CDS VORTAC R-352 then climbing right turn to 3500 direct CDS VORTAC and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 135.125 | 133.5 350.35 | 122.8 (CTAF) |



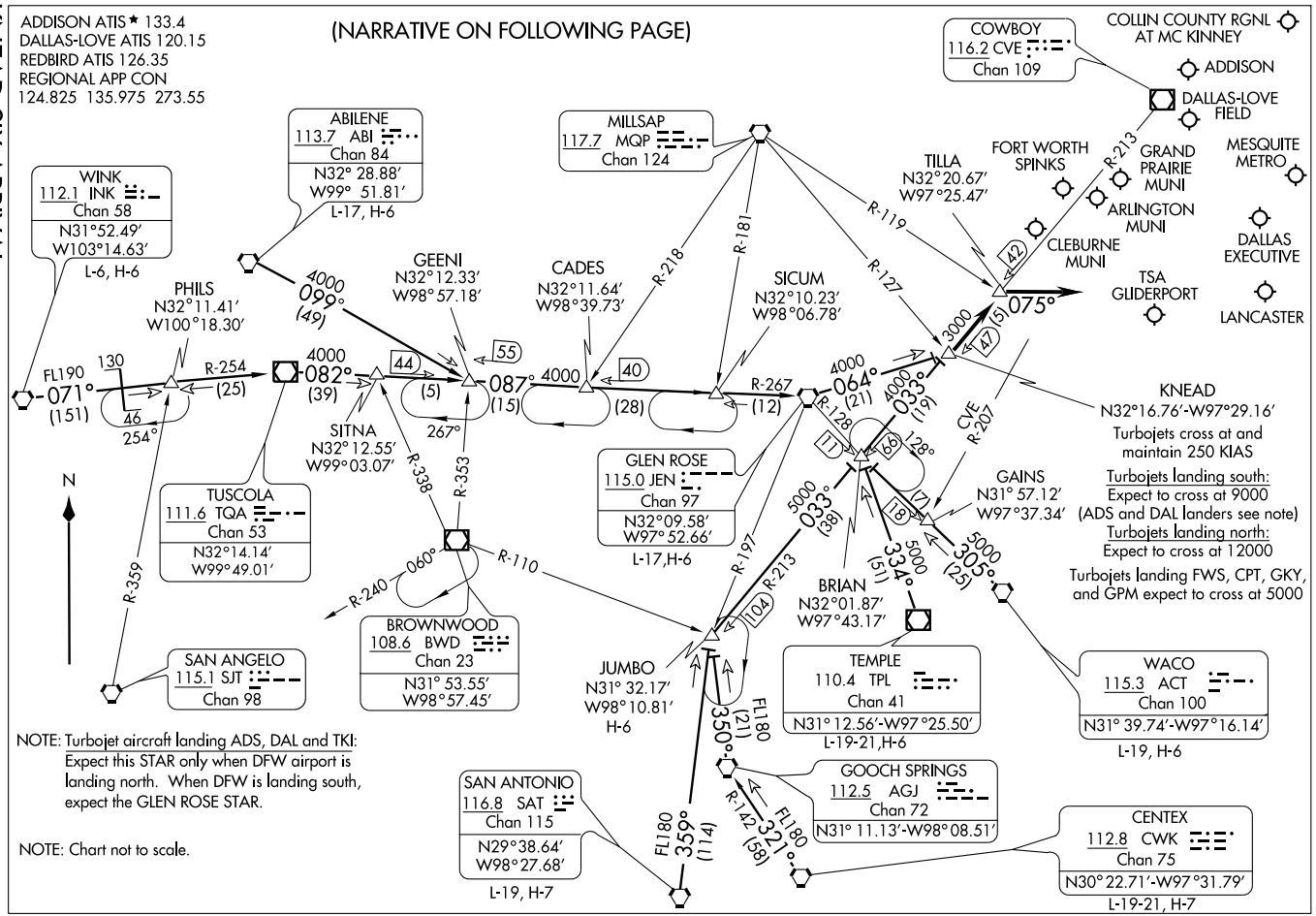




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 2340-1 386 (400-1) | | | 2340-1¼ 386 (400-1¼) |
| CIRCLNG | 2500-1 546 (600-1) | | 2500-1½ 546 (600-1½) | 2520-2 566 (600-2) |

FAF to MAP 3.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |

SC-2, 14 JAN 2010 to 11 FEB 2010


ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55
(NARRATIVE ON FOLLOWING PAGE)
COWBOY
116.2 CVE
Chan 109
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
GRAND PRAIRIE MUNI
ARLINGTON MUNI
DALLAS EXECUTIVE
LANCASTER
TSA GLIDERPORT
CLEBURNE MUNI
FORT WORTH SPINKS
TILLA
N32°20.67′
W97°25.47′
ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6
PHILS
N32°11.41′
W100°18.30′
GEENI
N32°12.33′
W98°57.18′
CADES
N32°11.64′
W98°39.73′
SICUM
N32°10.23′
W98°06.78′
FL190
071°
(151)
130
46
254°
R-254
(25)
4000
082°
(39)
4000
099°
(49)
44
(5)
55
087°
4000
(15)
40
(28)
R-267
(12)
4000
064°
(21)
4000
033°
(19)
R-218
R-181
R-119
R-127
R-128
R-207
CVE
42
13000
151
147
075°
KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000 (ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000
GAINS
N31° 57.12′
W97°37.34′
N
R-359
SITNA
N32°12.55′
W99°03.07′
267°
R-338
R-353
TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′
GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6
11
66
128°
17
18
5000
033°
(38)
5000
334°
(51)
5000
305°
(25)
R-197
R-213
104
BRIAN
N32°01.87′
W97°43.17′
R-240
060°
R-110
BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′
SAN ANGELO
115.1 SJT
Chan 98
JUMBO
N31° 32.17′
W98°10.81′
H-6
TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6
FL180
350°
(21)
GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7
FL180
359°
(114)
R-142
321°
(58)
CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7
NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

| LOC I-CPT | APP CRS | Rwy Idg | 5512 |
|---|---|---|---|
| 111.15 | 153° | TDZE | 854 |
| Chan 48(Y) | | Apt Elev | 854 |

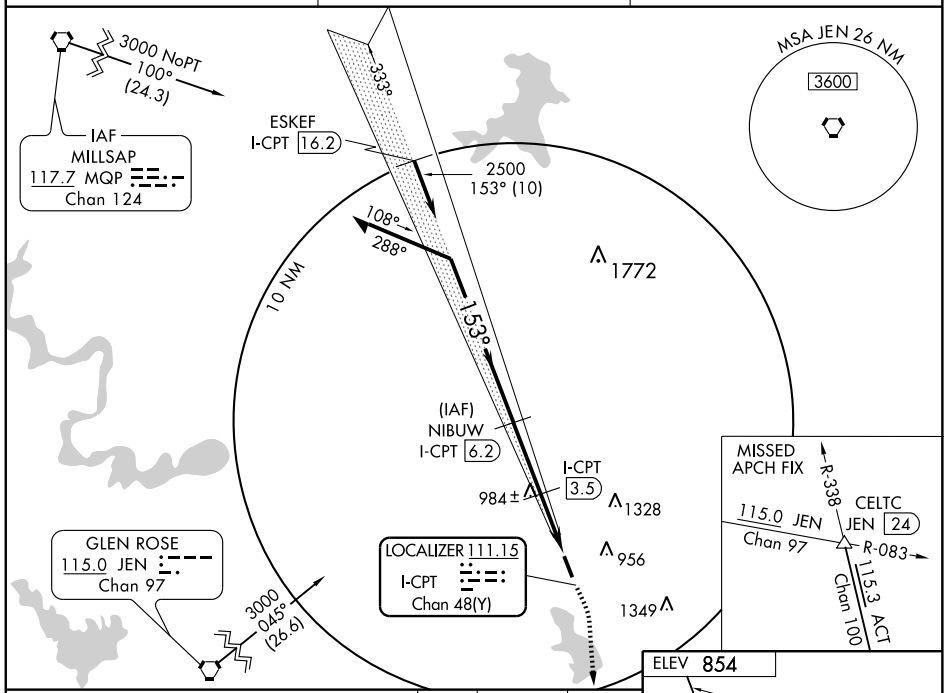
# LOC/DME RWY 15

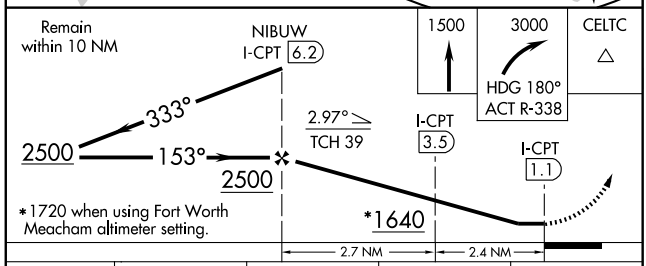
## CLEBURNE MUNI (CPT)

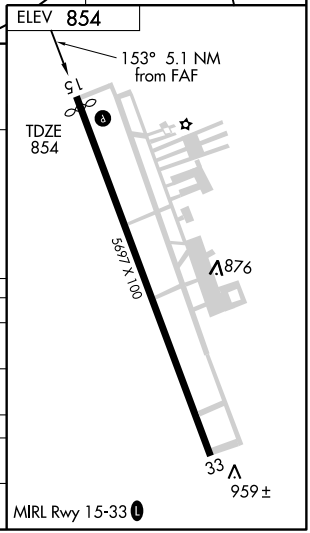
Obtain local altimeter setting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via heading 180° and ACT R-338 to CELTC INT.

| AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| 119.525 | 135.975 379.9 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1240-1 386 (400-1) | | | 1240-1¼ 386 (400-1¼) |
| CIRCLING | 1240-1 386 (400-1) | 1320-1 466 (500-1) | 1320-1½ 466 (500-1½) | 1420-2 566 (600-2) |
| FORT WORTH MEACHAM ALTIMETER SETTING MINIMUMS | | | | |
| S-15 | 1320-1 466 (500-1) | | 1320-1¼ 466 (500-1¼) | 1320-1½ 466 (500-1½) |
| CIRCLING | 1320-1 466 (500-1) | | 1320-1½ 466 (500-1½) | 1420-2 566 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5512 |
|---|---|---|
| 153° | TDZE | 854 |
| | Apt Elev | 854 |

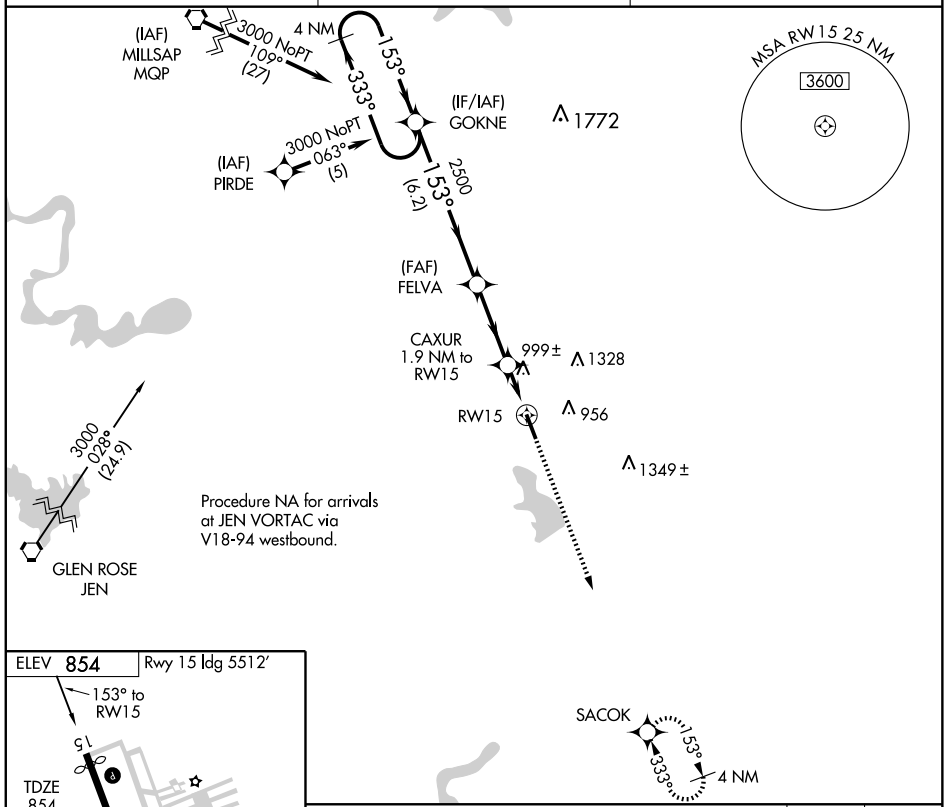
# RNAV (GPS) RWY 15

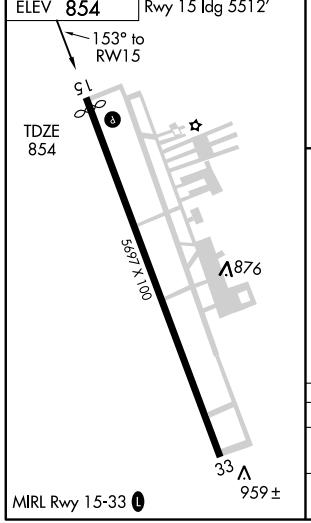
CLEBURNE MUNI (CPT)

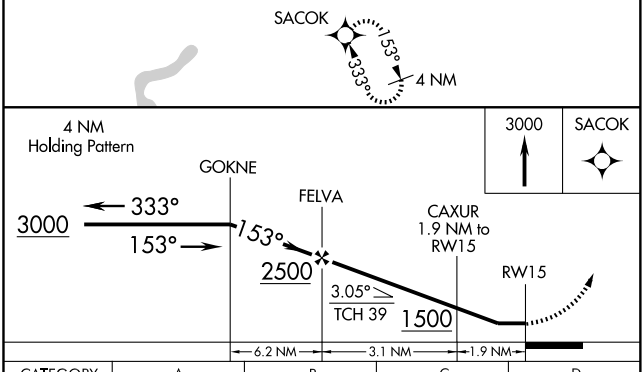
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all MDAs 100 feet, and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct SACOK and hold.

| AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| 119.525 | 135.975 379.9 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-1 406 (500-1) | | 1260-1¼ 406 (500-1¼) | |
| CIRCLING | 1300-1 446 (500-1) | 1320-1 466 (500-1) | 1320-1½ 466 (500-1½) | 1420-2 566 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

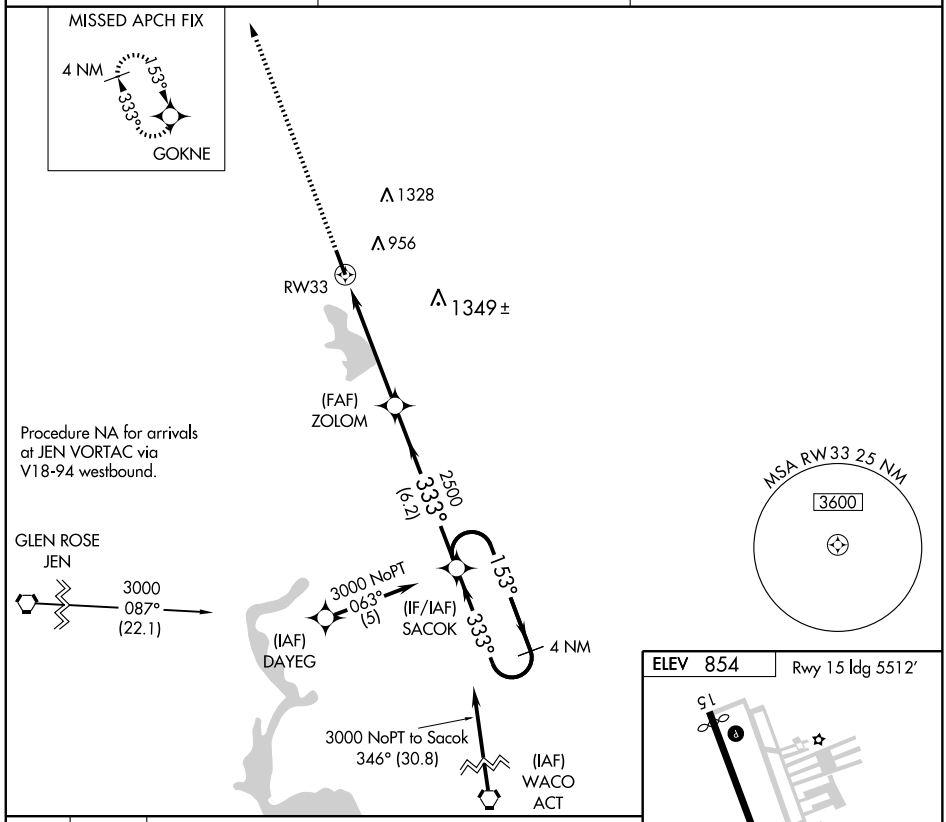
| APP CRS | Rwy Idg | 5697 |
|---|---|---|
| 333° | TDZE | 849 |
| | Apt Elev | 854 |

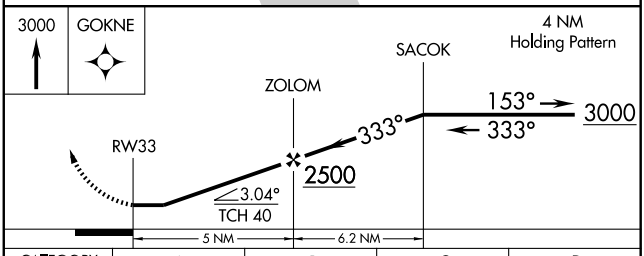
# RNAV (GPS) RWY 33
## CLEBURNE MUNI (CPT)

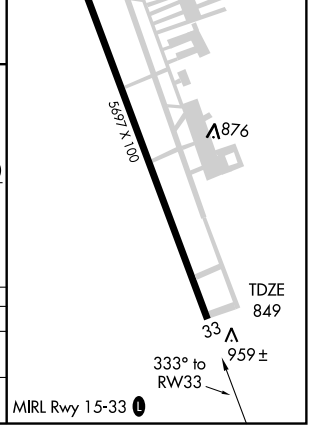
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all MDAs 100 feet, and increase LNAV visibility Cats C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOKNE and hold.

| AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| 119.525 | 135.975 379.9 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1 371 (400-1) | | | 1220-1¼ 371 (400-1¼) |
| CIRCLING | 1300-1 446 (500-1) | 1320-1 466 (500-1) | 1320-1½ 466 (500-1½) | 1420-2 566 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

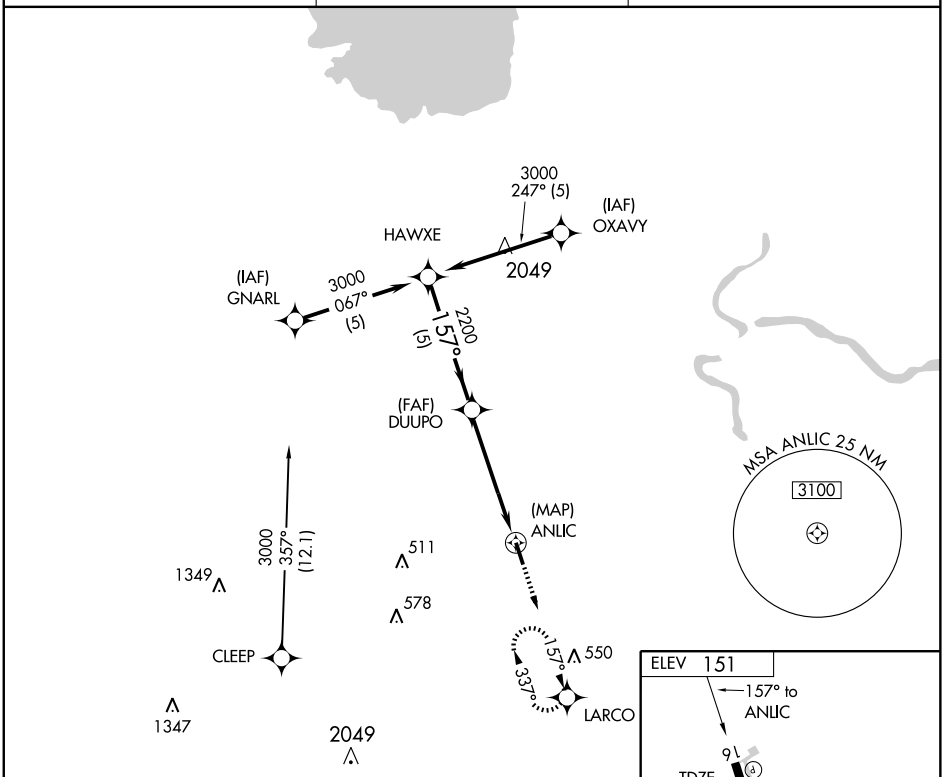
| APP CRS | Rwy Idg | 4998 |
|---|---|---|
| 157° | TDZE | 151 |
| | Apt Elev | 151 |

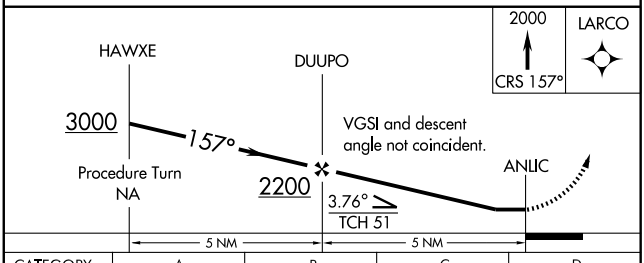
# GPS RWY 16
## CLEVELAND MUNI (6R3)

NA Use Houston, TX (George Bush Intercontinental /Houston) altimeter setting.

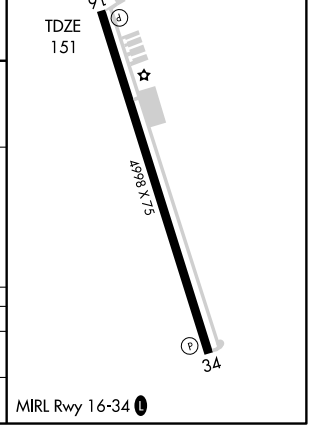
MISSED APPROACH: Climb to 2000 via 157° course to LARCO WP and hold.

| AWOS-3 | HOUSTON APP CON | UNICOM |
|---|---|---|
| 119.325 | 119.7 281.4 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 620-1 469 (500-1) | | 620-1¼ 469 (500-1¼) | NA |
| CIRCLING | 640-1 489 (500-1) | 660-1 509 (600-1) | 660-1½ 509 (600-1½) | NA |




SC-5, 14 JAN 2010 to 11 FEB 2010

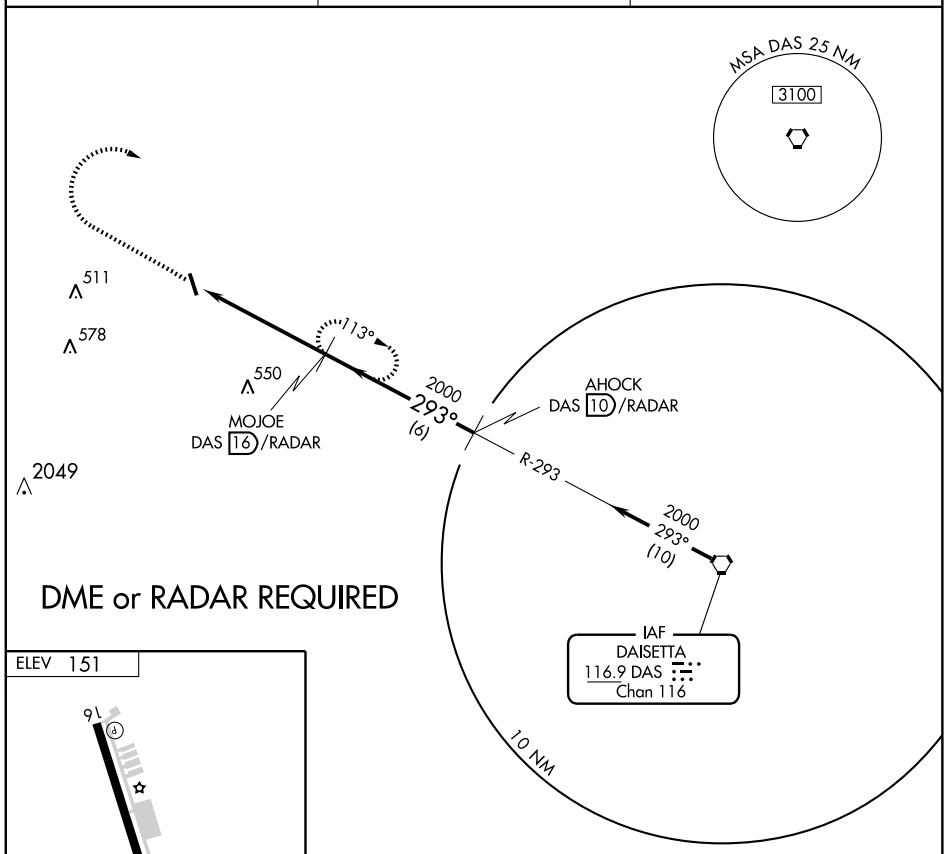
| VORTAC DAS | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.9 | 293° | TDZE | N/A |
| Chan 116 | | Apt Elev | 151 |

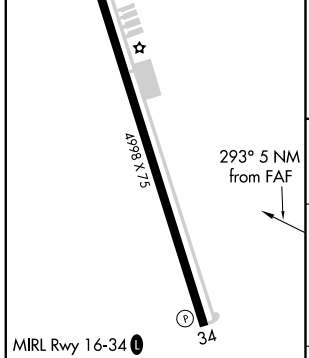
# VOR-A
## CLEVELAND MUNI (6R3)

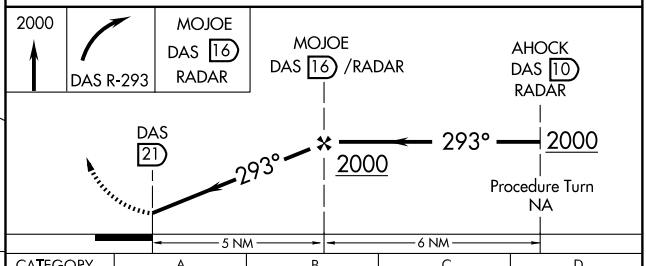
Use Houston, TX (George Bush Intercontinental/Houston) altimeter setting.
NA

MISSED APPROACH: Climb to 2000 then right turn via DAS R-293 to MOJOE/DAS 16 DME/RADAR and hold.

| AWOS-3 | HOUSTON APP CON | UNICOM |
|---|---|---|
| 119.325 | 119.7 281.4 | 123.0 (CTAF) L |




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 680-1<br>529 (600-1) | 680-1¼<br>529 (600-1¼) | NA | |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4503 |
|---|---|---|
| 148° | TDZE | 1697 |
| | Apt Elev | 1697 |

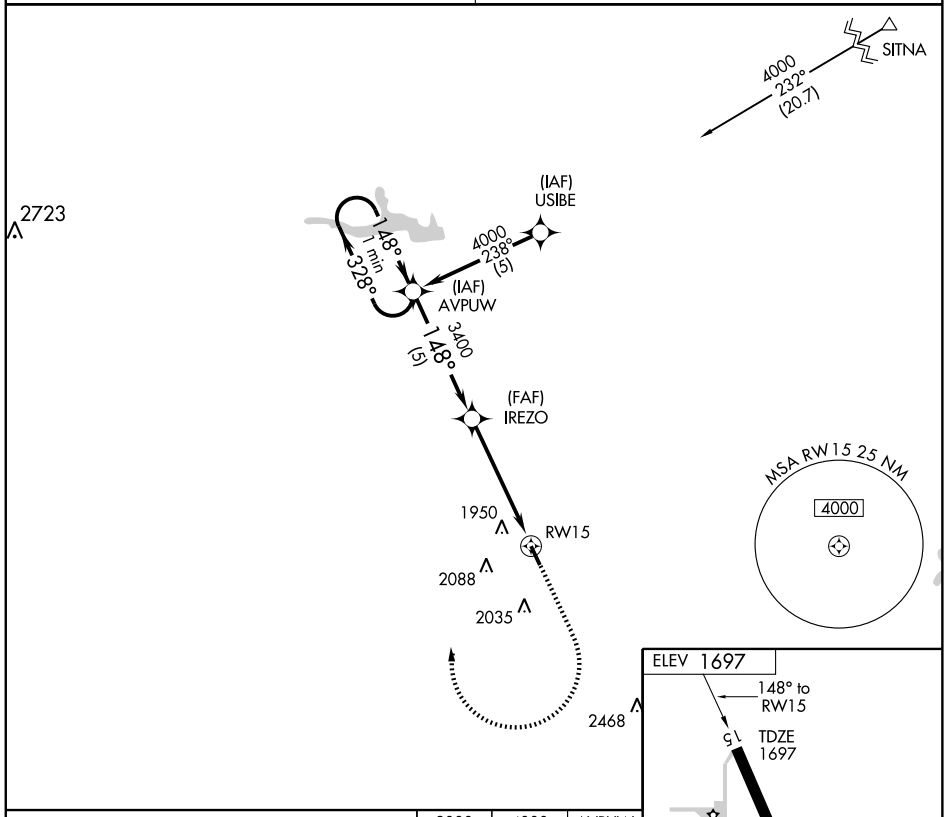
# GPS RWY 15
## COLEMAN MUNI (COM)

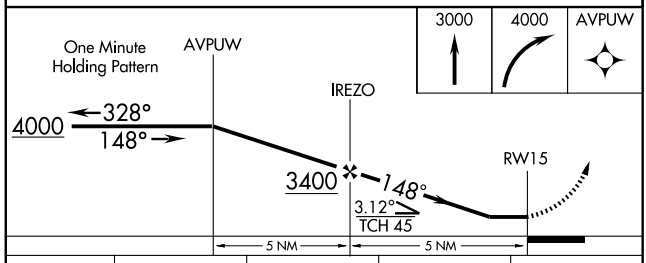
NA

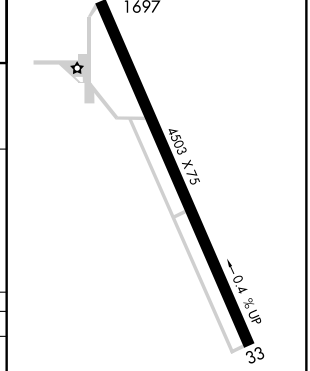
Use Brownwood Rgnl, TX altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 direct AVPUW WP and hold.

| FORT WORTH CENTER | UNICOM |
|---|---|
| 127.45 290.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 2320-1 | 623 (700-1) | 2320-1¾<br>623 (700-1¾) | NA |
| CIRCLING | 2380-1 | 683 (700-1) | 2380-2<br>683 (700-2) | NA |

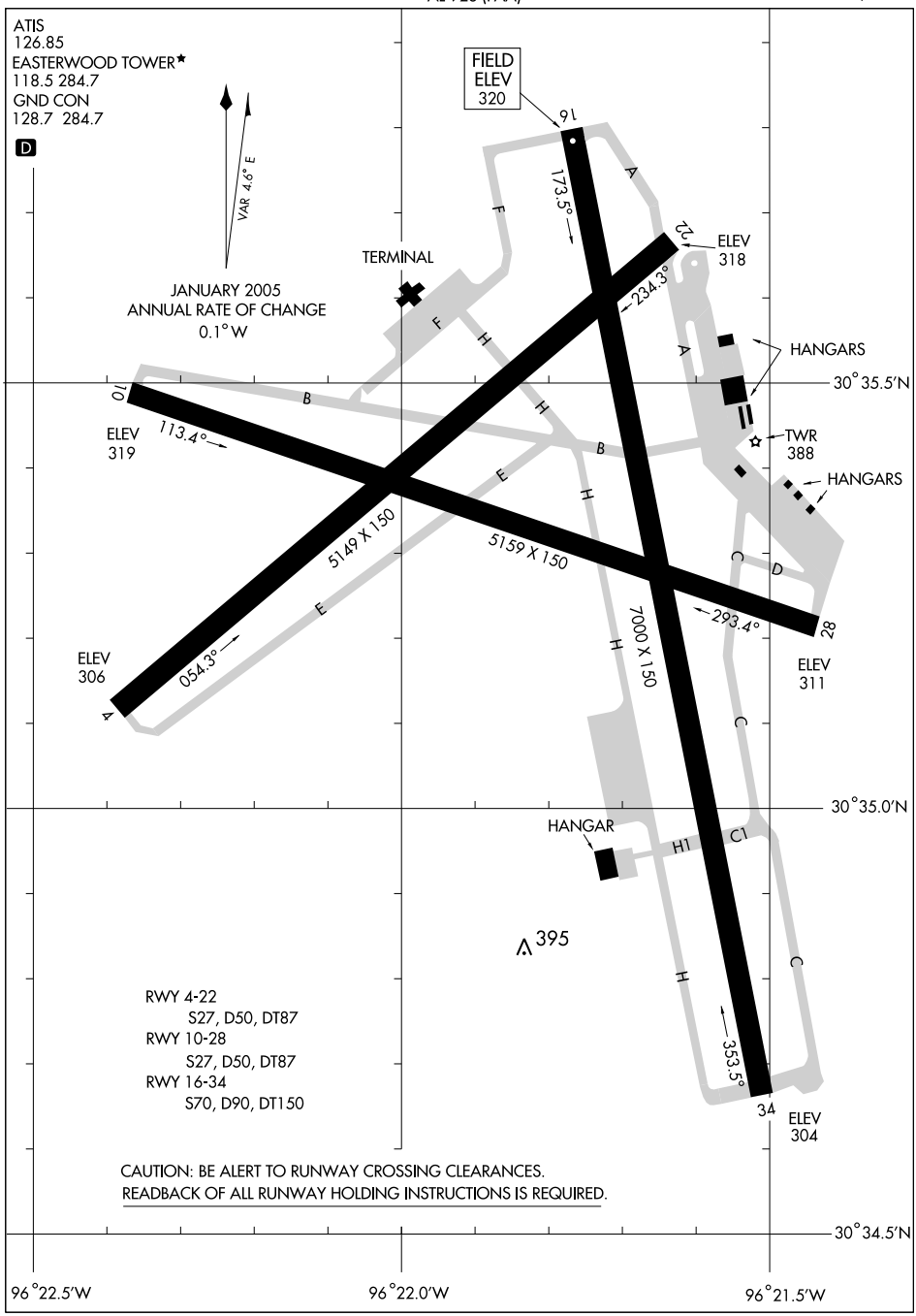
REIL Rwy 33
MIRL Rwy 15-33

SC-3, 14 JAN 2010 to 11 FEB 2010

09295

# AIRPORT DIAGRAM

COLLEGE STATION/ EASTERWOOD FIELD (CLL)
AL-928 (FAA)
COLLEGE STATION, TEXAS




SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-CLL | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 111.7 | 343° | TDZE | 311 |
| Chan 54 | | Apt Elev | 321 |

# ILS or LOC RWY 34

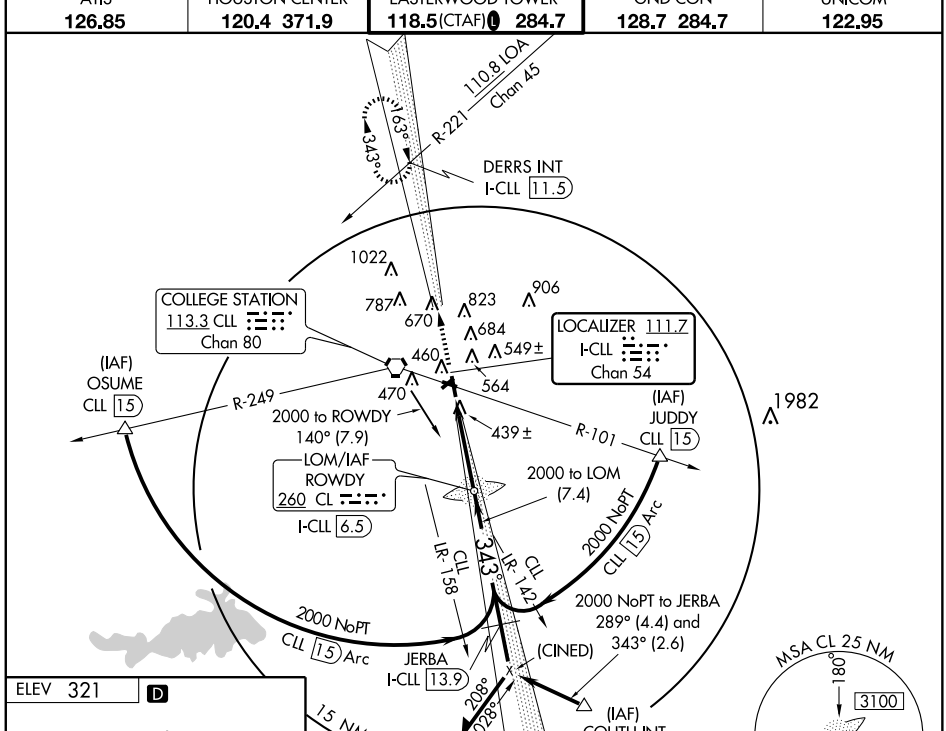
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

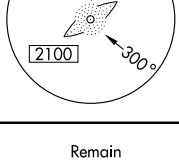
For inoperative MALSR increase S-ILS-34 Cat E visibility to ¾ mile, increase S-LOC-34 Cat E visibility to 1¼ mile. ILS glideslope unusable for coupled approaches below 535 feet MSL. Use I-CLL DME when on localizer course. ADF OR DME REQUIRED.

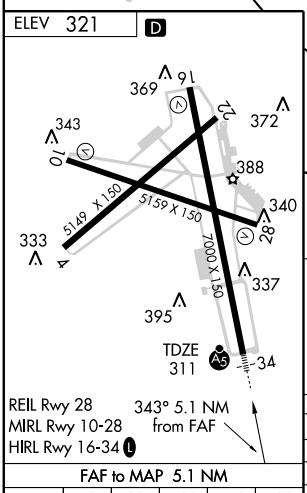
MALSR

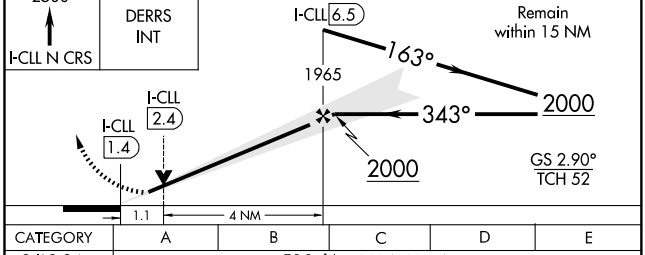
MISSED APPROACH: Climb to 2500 via I-CLL north course to DERRS Int/I-CLL 11.5 DME and hold.

| ATIS | HOUSTON CENTER | EASTERWOOD TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 126.85 | 120.4 371.9 | 118.5 (CTAF) L 284.7 | 128.7 284.7 | 122.95 |




FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 34 | 511-½ 200 (200-½) | | | | |
| S-LOC 34 | 700-½ 389 (400-½) | | | 700-¾ 389 (400-¾) | |
| CIRCLING | 860-1 539 (600-1) | 880-1 559 (600-1) | 880-1½ 559 (600-1½) | 1000-2¼ 679 (700-2¼) | 1180-3 859 (900-3) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-CLL | APP CRS | Rwy Idg | 7000 |
|---|---|---|---|
| 111.7 | 163° | TDZE | 321 |
| Chan 54 | | Apt Elev | 321 |

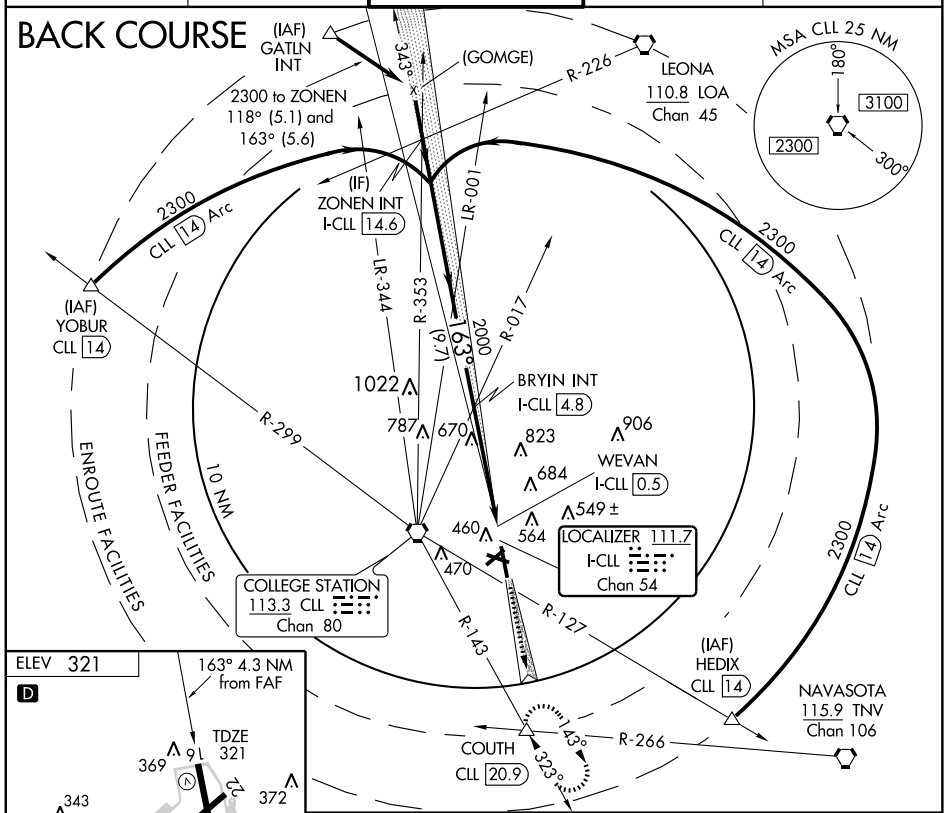
# LOC BC RWY 16

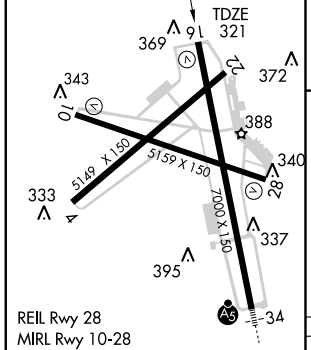
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

MISSED APPROACH: Climb to 2000 via I-CLL south course and CLL R-143 to COUTH Int/CLL 20.9 DME and hold.

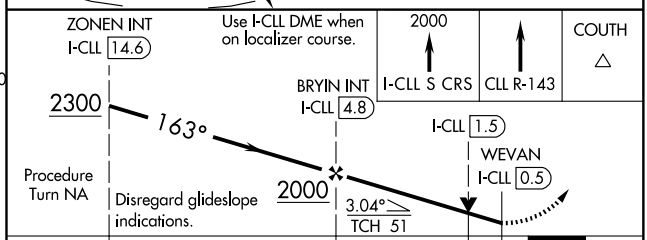
| ATIS | HOUSTON CENTER | EASTERWOOD TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 126.85 | 120.4 371.9 | 118.5 (CTAF) L 284.7 | 128.7 284.7 | 122.95 |

## BACK COURSE




| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-16 | 920-1 | 599 (600-1) | 920-1½ 599 (600-1½) | 920-1¾ 599 (600-1¾) | 920-2 599 (600-2) |
| CIRCLING | 920-1 | 599 (600-1) | 920-1½ 599 (600-1½) | 1000-2¼ 679 (700-2¼) | 1180-3 859 (900-3) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5159 |
|---|---|---|
| 103° | TDZE | 320 |
| | Apt Elev | 321 |

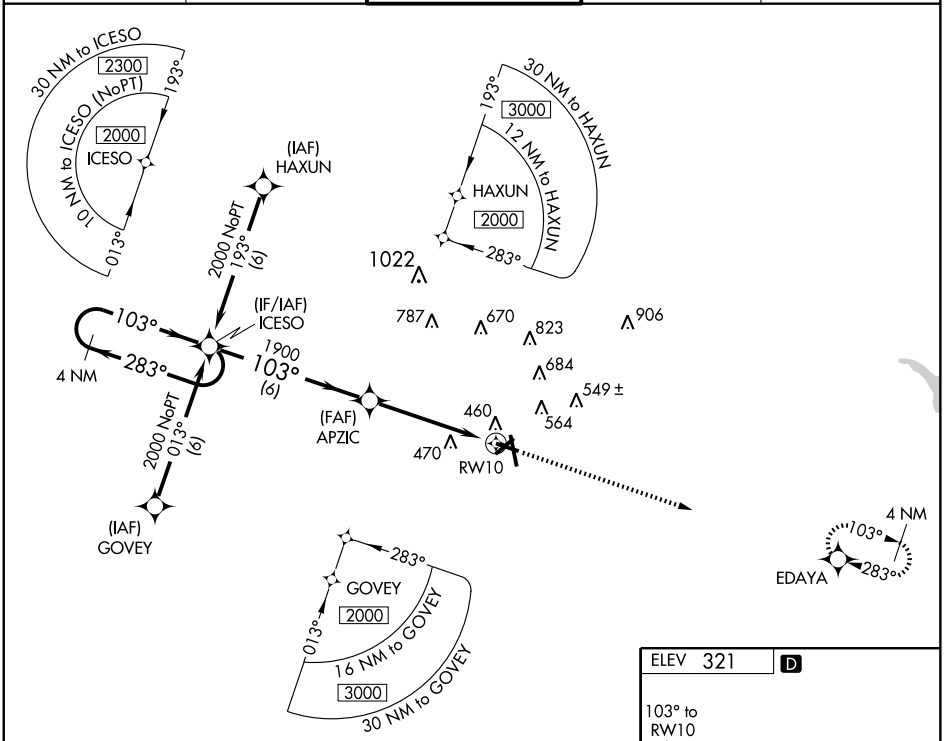
# RNAV (GPS) RWY 10

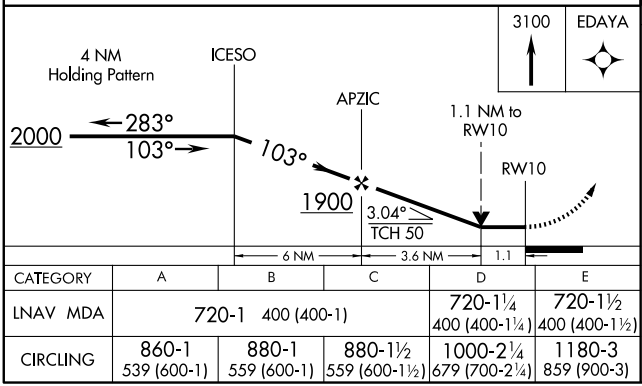
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

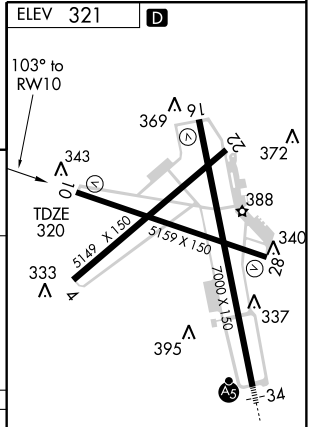
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct EDAYA and hold.

| ATIS | HOUSTON CENTER | EASTERWOOD TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 126.85 | 120.4 371.9 | 118.5 (CTAF) L 284.7 | 128.7 284.7 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 720-1 400 (400-1) | | | 720-1¼ 400 (400-1¼) | 720-1½ 400 (400-1½) |
| CIRCLING | 860-1 539 (600-1) | 880-1 559 (600-1) | 880-1½ 559 (600-1½) | 1000-2¼ 679 (700-2¼) | 1180-3 859 (900-3) |

REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 7000 |
|---|---|---|
| 163° | TDZE | 321 |
| | Apt Elev | 321 |

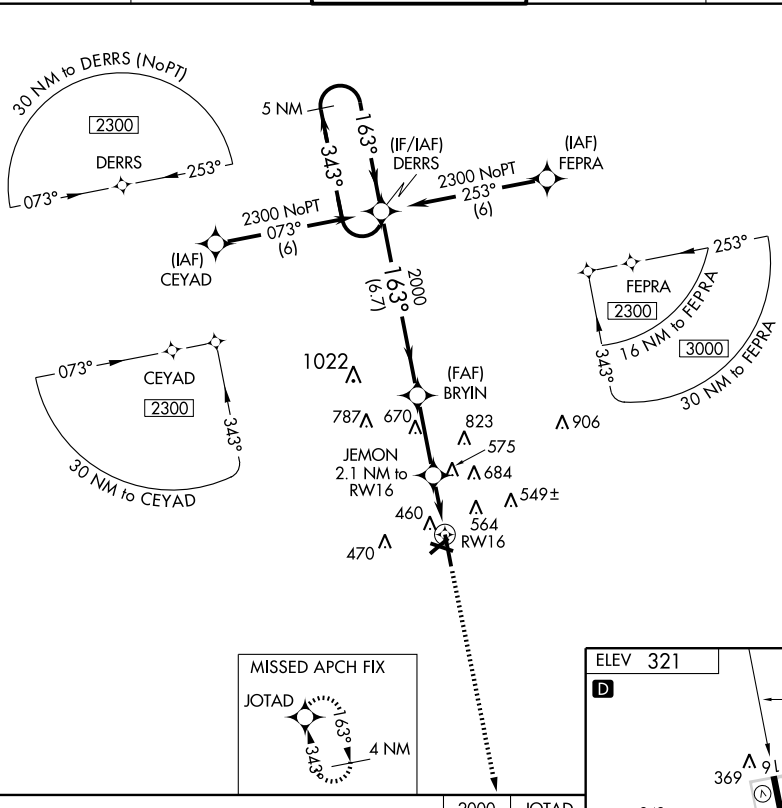
# RNAV (GPS) RWY 16

COLLEGE STATION/EASTERWOOD FIELD (CLL)

DME/DME RNP-0.3 NA

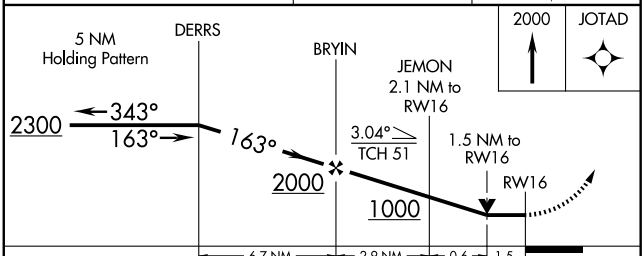
MISSED APPROACH: Climb to 2000 direct JOTAD and hold.

| ATIS | HOUSTON CENTER | EASTERWOOD TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 126.85 | 120.4 371.9 | 118.5 (CTAF) L 284.7 | 128.7 284.7 | 122.95 |

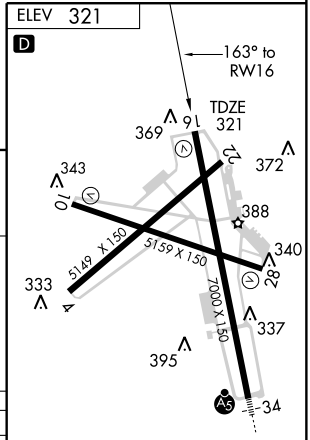









| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 840-1 | 519 (600-1) | 840-1½ 519 (600-1½) | 840-1¾ | 519 (600-1¾) |
| CIRCLING | 860-1 539 (600-1) | 880-1 559 (600-1) | 880-1½ 559 (600-1½) | 1000-2¼ 679 (700-2¼) | 1180-3 859 (900-3) |




REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5159 |
|---|---|---|
| 283° | TDZE | 314 |
| | Apt Elev | 321 |

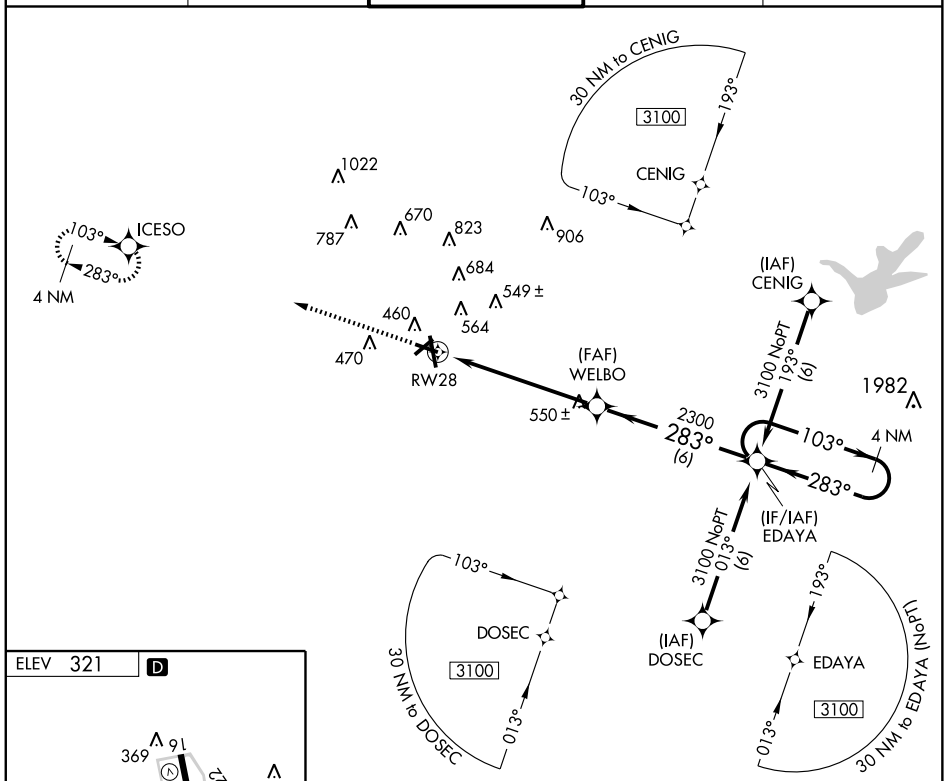
# RNAV (GPS) RWY 28

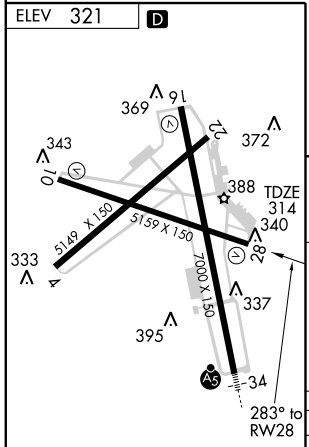
COLLEGE STATION/EASTERWOOD FIELD (CLL)

DME/DME RNP-0.3 NA.

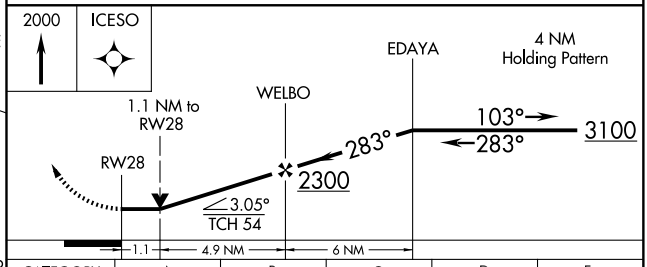
MISSED APPROACH: Climb to 2000 direct ICESO and hold.

| ATIS | HOUSTON CENTER | EASTERWOOD TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 126.85 | 120.4 371.9 | 118.5(CTAF) L 284.7 | 128.7 284.7 | 122.95 |




REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 720-1 406 (400-1) | | 720-1¼ 406 (400-1¼) | | 720-1½ 406 (400-1½) |
| CIRCLING | 860-1 539 (600-1) | 880-1 559 (600-1) | 880-1½ 559 (600-1½) | 1000-2¼ 679 (700-2¼) | 1180-3 859 (900-3) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 7000 |
|---|---|---|
| 343° | TDZE | 311 |
| | Apt Elev | 321 |

# RNAV (GPS) RWY 34

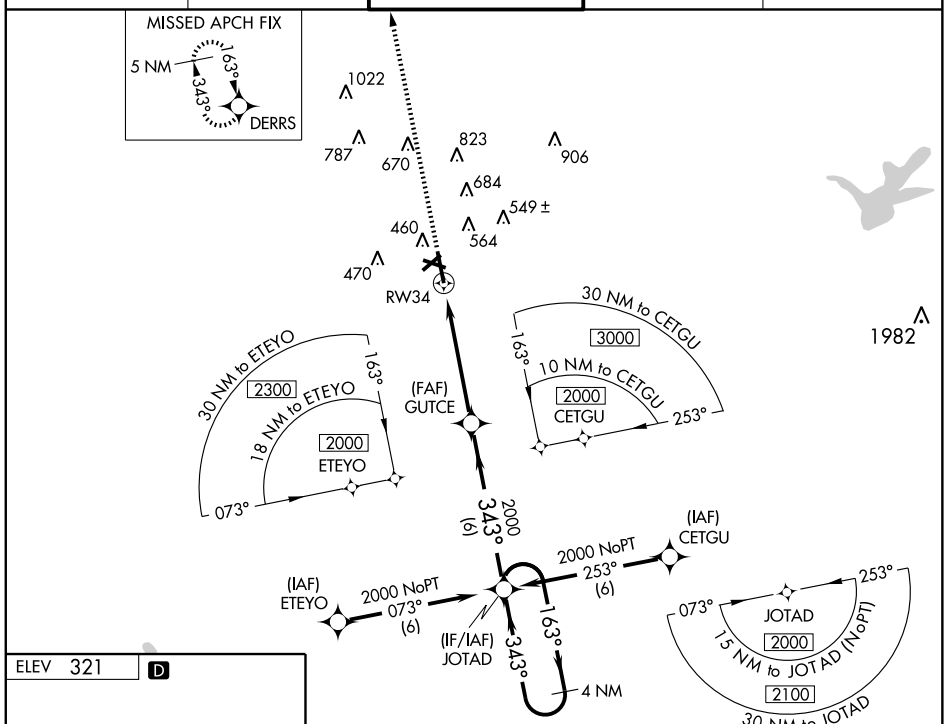
COLLEGE STATION/EASTERWOOD FIELD (CLL)

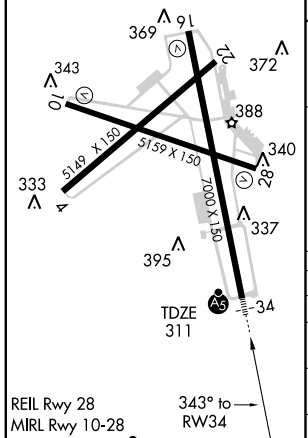
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1¼, LNAV Cat D visibility to 1¼, and Cat E to 1½.

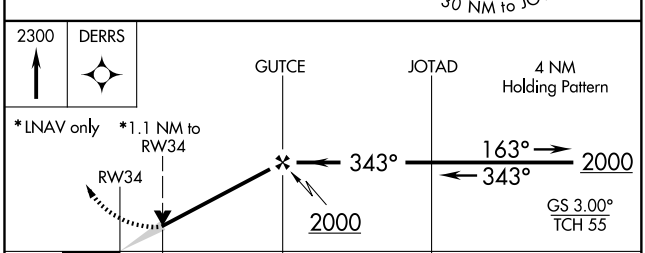
MALSR

MISSED APPROACH: Climb to 2300 direct DERRS and hold.

| ATIS | HOUSTON CENTER | EASTERWOOD TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 126.85 | 120.4 371.9 | 118.5 (CTAF) L 284.7 | 128.7 284.7 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | NA | | | | |
| LNAV/VNAV DA | 700-¾ 389 (400-¾) | | | | |
| LNAV MDA | 720-½ 409 (400-½) | | 720-¾ 409 (400-¾) | 720-1 409 (400-1) | |
| CIRCLING | 860-1¼ 539 (600-1¼) | 880-1¼ 559 (600-1¼) | 880-1½ 559 (600-1½) | 1000-2¼ 679 (700-2¼) | 1180-3 859 (900-3) |

SC-5, 14 JAN 2010 to 11 FEB 2010

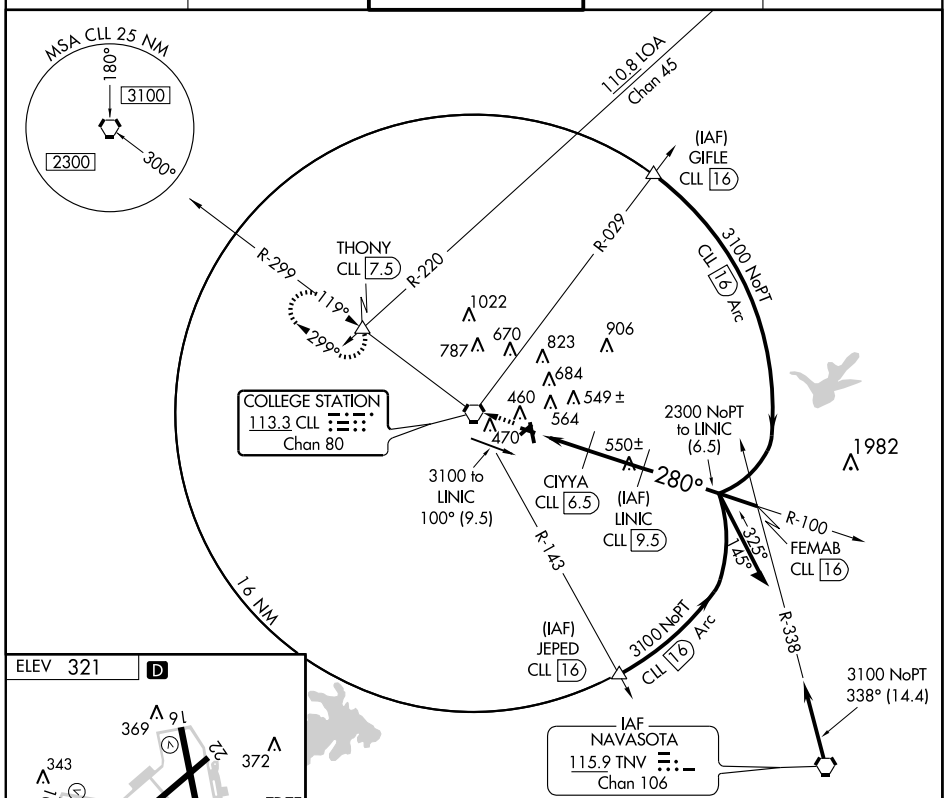
| VORTAC CLL | APP CRS | Rwy Idg 5159 |
|---|---|---|
| 113.3 | 280° | TDZE 314 |
| Chan 80 | | Apt Elev 321 |

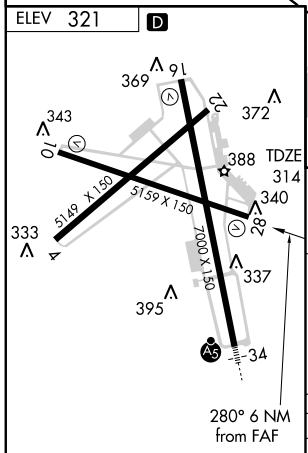
# VOR/DME RWY 28

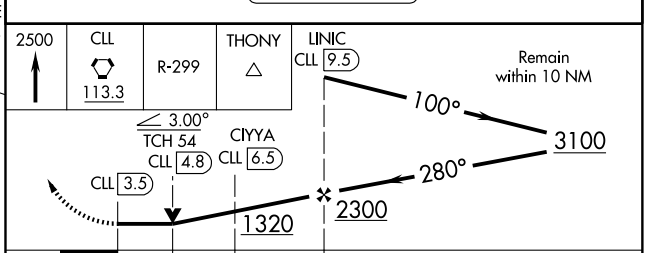
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

MISSED APPROACH: Climb to 2500 direct CLL VORTAC then via CLL R-299 to THONY Int/CLL 7.5 DME and hold.

| ATIS | HOUSTON CENTER | EASTERWOOD TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 126.85 | 120.4 371.9 | 118.5 (CTAF) L 284.7 | 128.7 284.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 800-1 486 (500-1) | | 800-1¼ 486 (500-1¼) | 800-1½ 486 (500-1½) |
| CIRCLING | 860-1 539 (600-1) | 880-1 559 (600-1) | 880-1½ 559 (600-1½) | 1000-2¼ 679 (700-2¼) |

REIL Rwy 28
MIRL Rwy 10-28
HIRL Rwy 16-34 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| VORTAC CLL | APP CRS | Rwy Idg | 5159 |
|---|---|---|---|
| 113.3 | 100° | TDZE | 320 |
| Chan 80 | | Apt Elev | 321 |

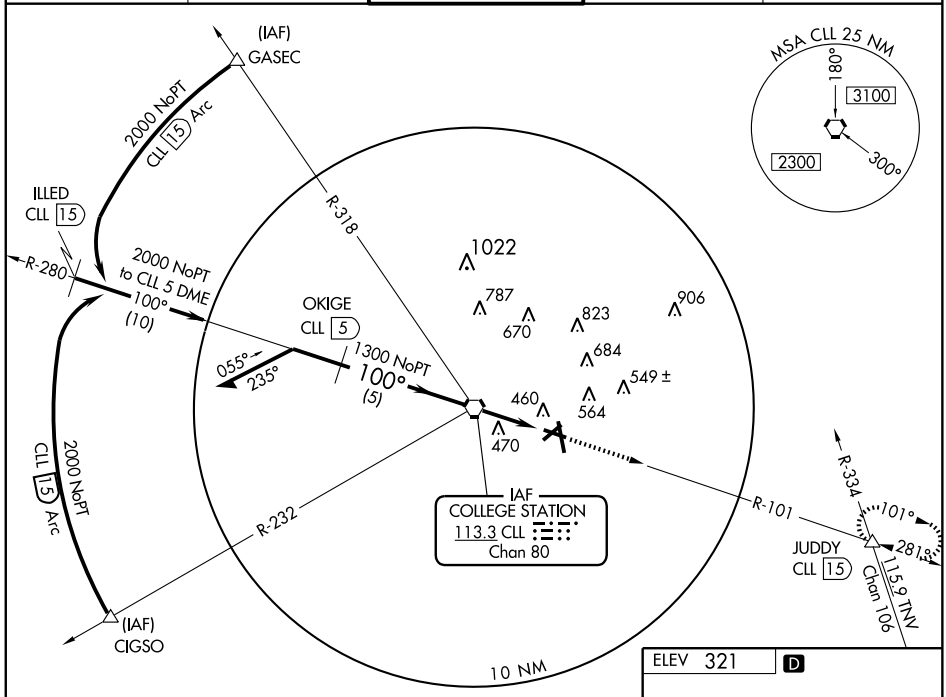
# VOR or TACAN RWY 10

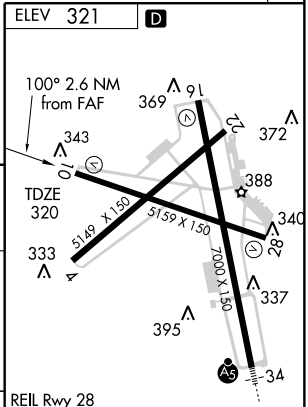
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

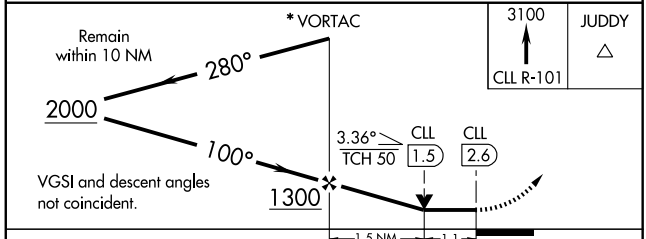
T A * Procedure turn NA for Cat E.

MISSED APPROACH: Climb to 3100 via CLL R-101 to JUDDY Int/CLL 15 DME and hold.

| ATIS | HOUSTON CENTER | EASTERWOOD TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 126.85 | 120.4 371.9 | 118.5 (CTAF) L 284.7 | 128.7 284.7 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-10 | 720-1 400 (400-1) | | | 720-1¼ 400 (400-1¼) | 720-1½ 400 (400-1½) |
| CIRCLING | 860-1 539 (600-1) | 880-1 559 (600-1) | 880-1½ 559 (600-1½) | 1000-2¼ 679 (700-2¼) | 1180-3 859 (900-3) |

FAF to MAP 2.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:36 | 1:44 | 1:18 | 1:02 | 0:52 |

SC-5, 14 JAN 2010 to 11 FEB 2010

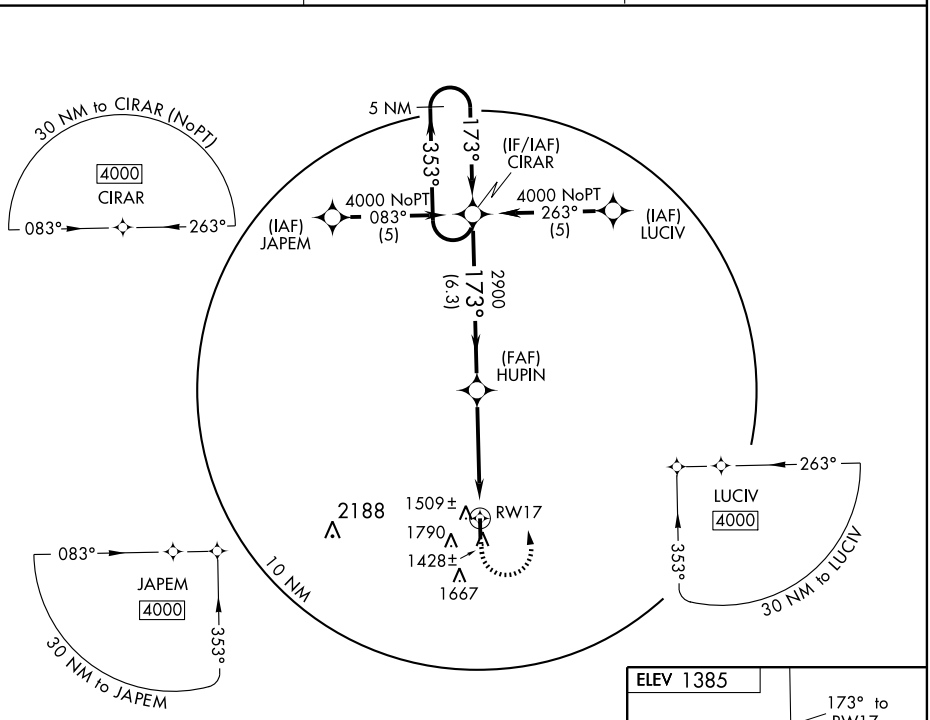
| APP CRS | Rwy Idg | 4500 |
|---|---|---|
| 173° | TDZE | 1385 |
| | Apt Elev | 1385 |

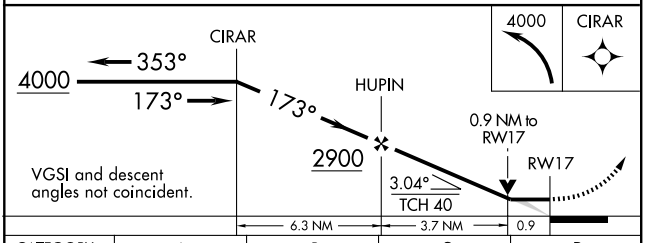
# RNAV (GPS) RWY 17
## COMANCHE COUNTY-CITY (MKN)

DME/DME RNP-0.3 NA. VDP NA when using Brownwood altimeter setting. If local altimeter setting not received, use Brownwood altimeter setting and increase all MDAs 60 feet. Circling NA west of runway 17-35.

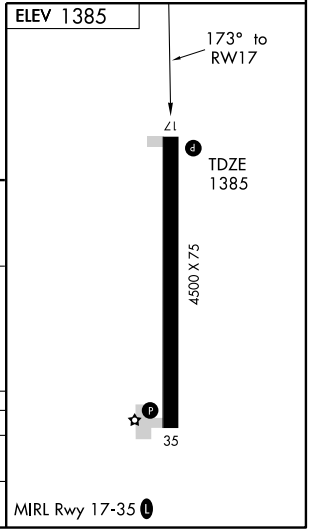
MISSED APPROACH: Climbing left turn to 4000 direct CIRAR and hold.

| AWOS-3 | FORT WORTH CENTER | CTAF |
|---|---|---|
| 118.575 | 135.375 354.05 | 123.075 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1800-1 415 (500-1) | | NA | |
| CIRCLING | 1800-1 415 (500-1) | 1840-1 455 (500-1) | NA | |




SC-3, 14 JAN 2010 to 11 FEB 2010

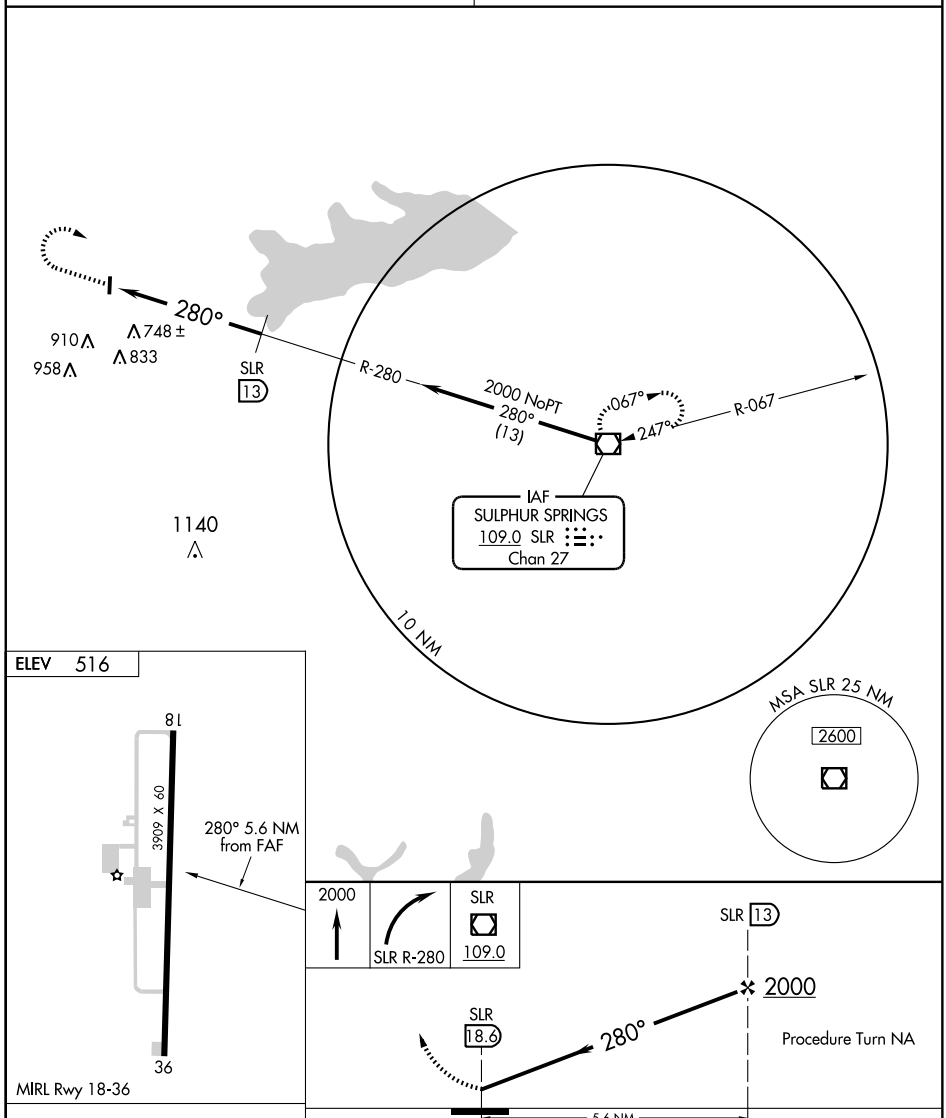
| VOR/DME SLR | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.0 | 280° | TDZE | N/A |
| Chan 27 | | Apt Elev | 516 |

# VOR/DME-A
## COMMERCE MUNI (2F7)

Use Cox Field altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then right turn proceed via SLR R-280 to SLR VOR/DME and hold.

| FORT WORTH CENTER | CTAF |
|---|---|
| 127.6 254.3 | 122.9 |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1080-1 564 (600-1) | | NA | |

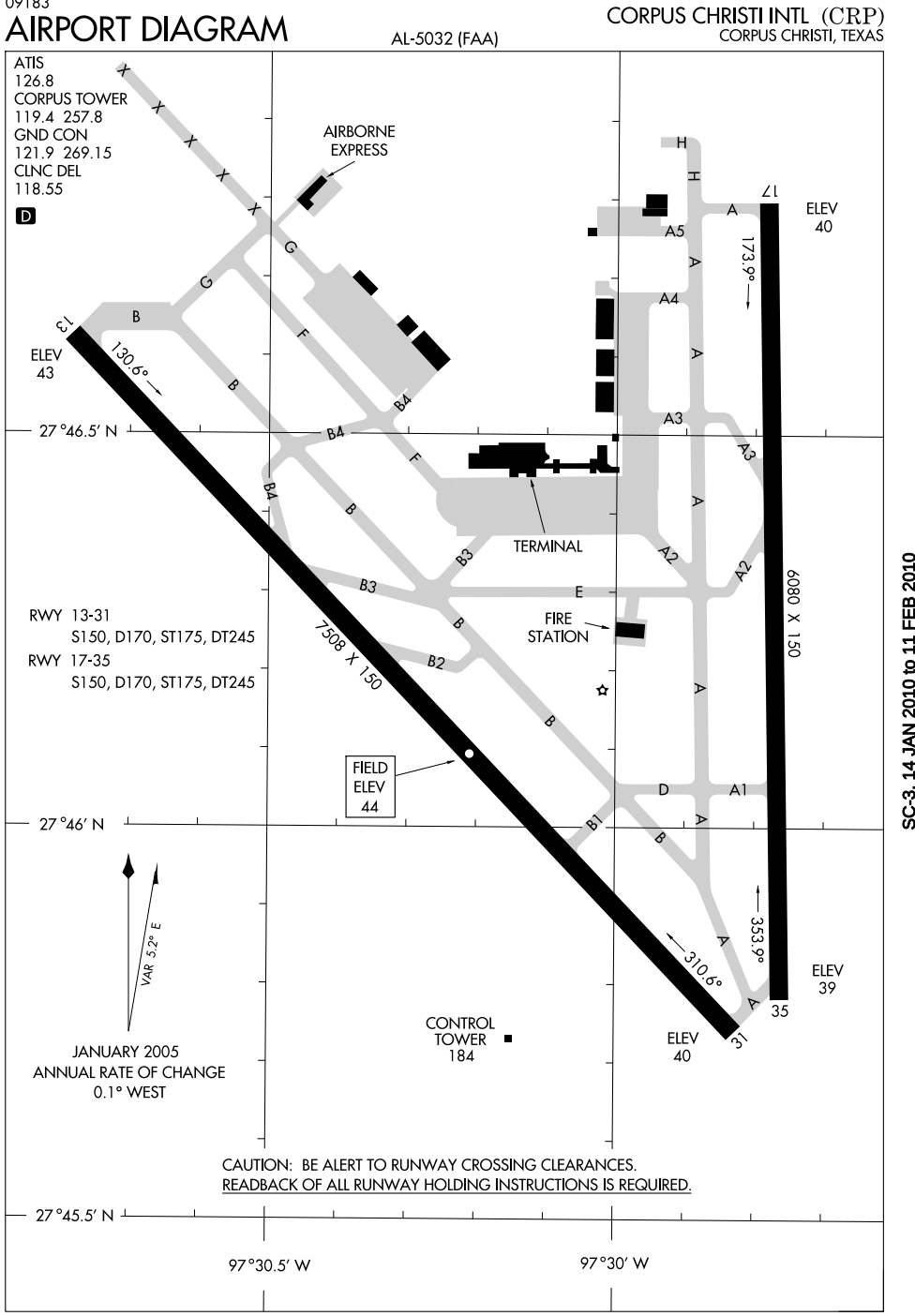
SC-2, 14 JAN 2010 to 11 FEB 2010

09183

# AIRPORT DIAGRAM

AL-5032 (FAA)

CORPUS CHRISTI INTL (CRP)
CORPUS CHRISTI, TEXAS




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-CRP | APP CRS | Rwy Idg | 7508 |
|---|---|---|---|
| 110.3 | 129° | TDZE | 43 |
| Chan 40 | | Apt Elev | 44 |

# ILS or LOC RWY 13

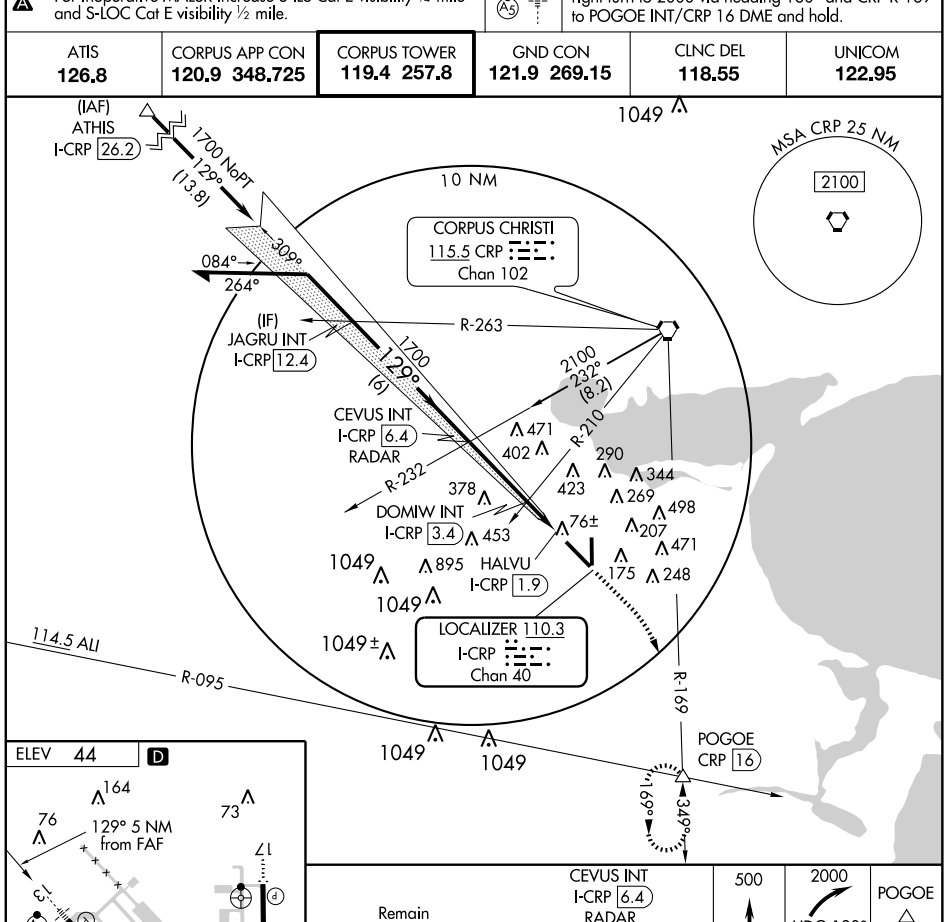
## CORPUS CHRISTI INTL (CRP)

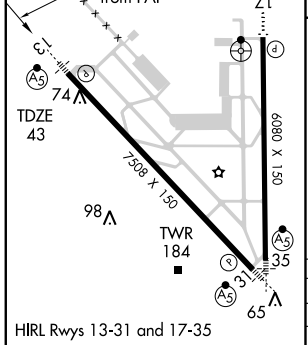
* RVR 1800 authorized with the use of FD or AP or HUD to DA. For inoperative MALSR increase S-ILS Cat E visibility ¼ mile and S-LOC Cat E visibility ½ mile.

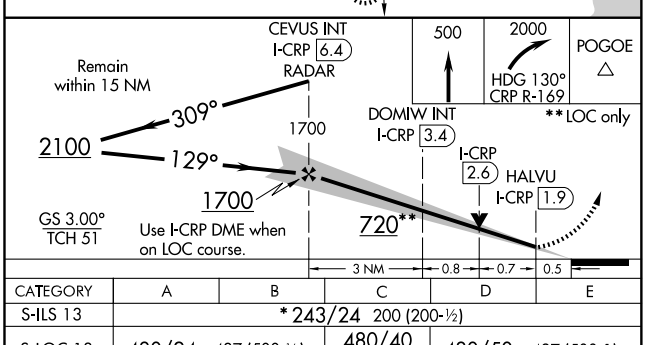
MALSR

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 via heading 130° and CRP R-169 to POGOE INT/CRP 16 DME and hold.

| ATIS | CORPUS APP CON | CORPUS TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 | 120.9 348.725 | 119.4 257.8 | 121.9 269.15 | 118.55 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 13 | * 243/24 200 (200-½) | | | | |
| S-LOC 13 | 480/24 437 (500-½) | | 480/40 437 (500-¾) | 480/50 437 (500-1) | |
| CIRCLING | 500-1 456 (500-1) | 520-1 476 (500-1) | 580-1½ 536 (600-1½) | 740-2¼ 696 (700-2¼) | 860-3 816 (900-3) |

| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SC-3, 14 JAN 2010 to 11 FEB 2010

CORPUS CHRISTI, TEXAS

AL-5032 (FAA)

09295

# ILS or LOC RWY 35

CORPUS CHRISTI INTL (CRP)

| LOC/DME I-OYC | APP CRS | Rwy Idg | 6080 |
|---|---|---|---|
| 109.5 | 352° | TDZE | 40 |
| Chan 32 | | Apt Elev | 44 |

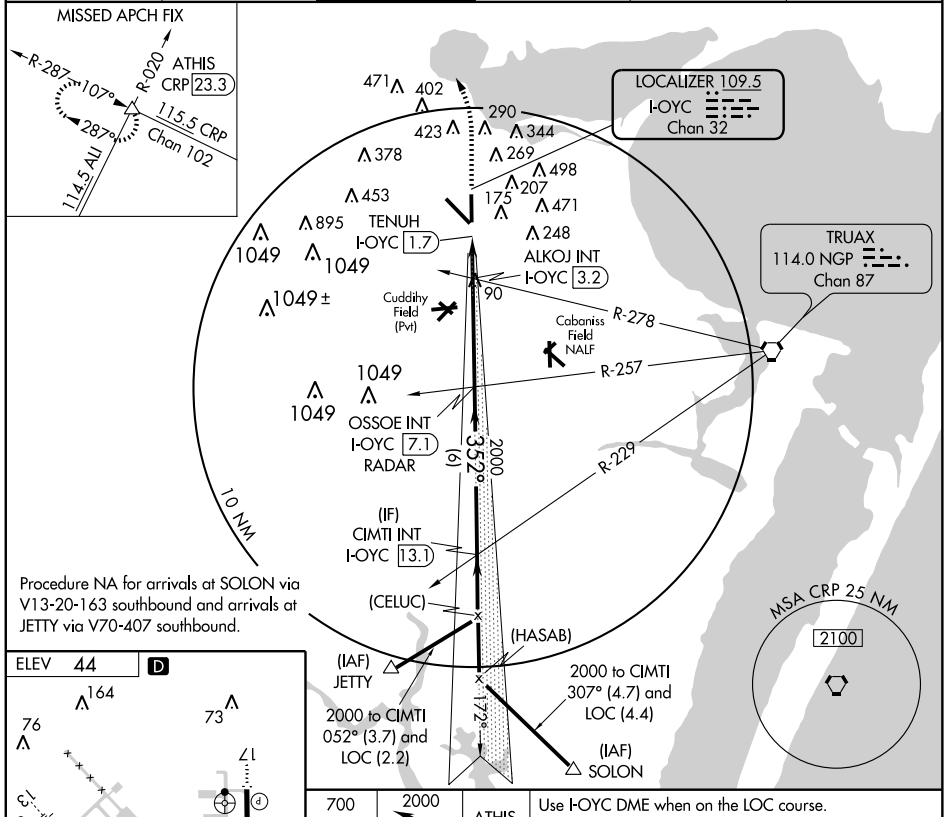
For inoperative MALSR, increase S-ILS 35 Cat E visibility to RVR 4000 and S-LOC 35 Cat D visibility to RVR 5000, Cat E to RVR 6000.

MALSR

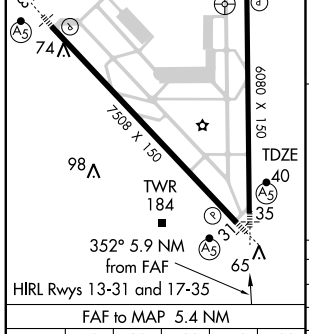
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via heading 335° and CRP R-287 to ATHIS INT/CRP 23.3 DME and hold.

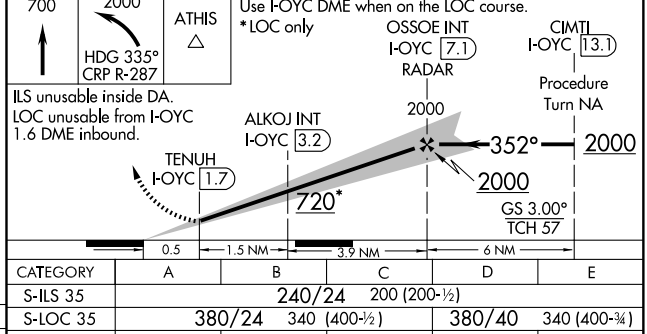
| ATIS | CORPUS APP CON | CORPUS TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 | 120.9 348.725 | 119.4 257.8 | 121.9 269.15 | 118.55 | 122.95 |




Procedure NA for arrivals at SOLON via V13-20-163 southbound and arrivals at JETTY via V70-407 southbound.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35 | 240/24 200 (200-½) | | | | |
| S-LOC 35 | 380/24 340 (400-½) | | | 380/40 340 (400-¾) | |
| CIRCLING | 500-1 456 (500-1) | 520-1 476 (500-1) | 580-1½ 536 (600-1½) | 740-2¼ 696 (700-2¼) | 860-3 816 (900-3) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-EKI | APP CRS | Rwy Idg | 7508 |
|---|---|---|---|
| 110.3 | 309° | TDZE | 44 |
| Chan 40 | | Apt Elev | 44 |

# LOC RWY 31

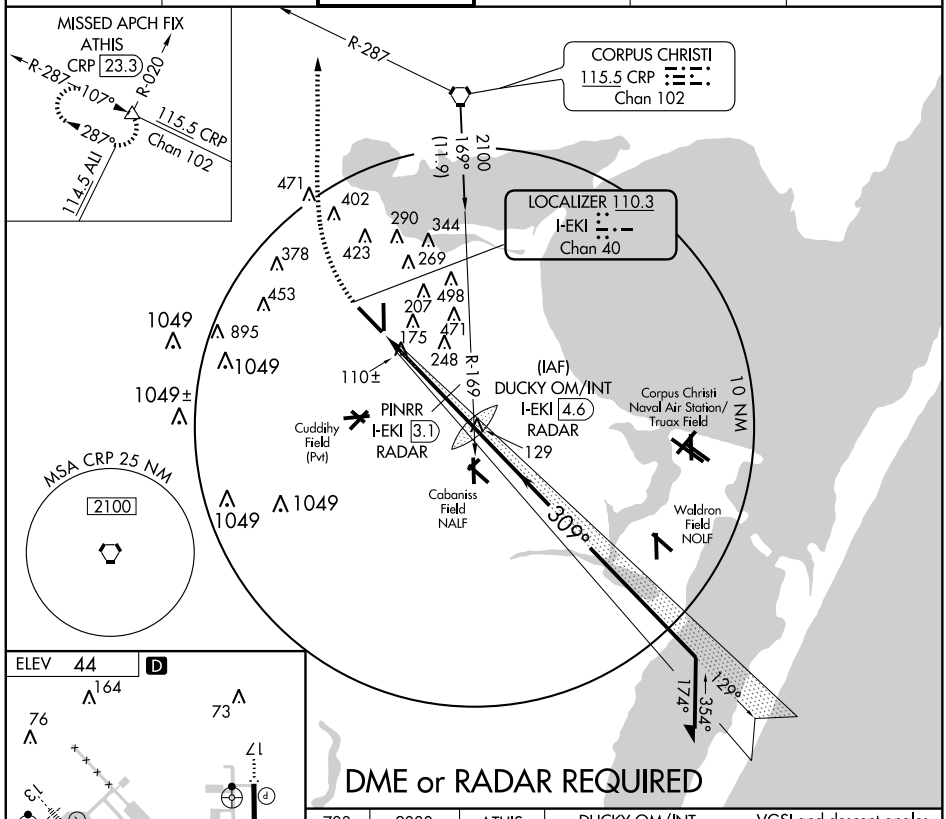
## CORPUS CHRISTI INTL (CRP)

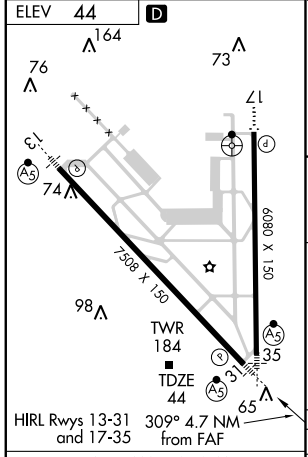
For inoperative MALSR, increase S-31 Cats. D and E visibility to 1 mile.

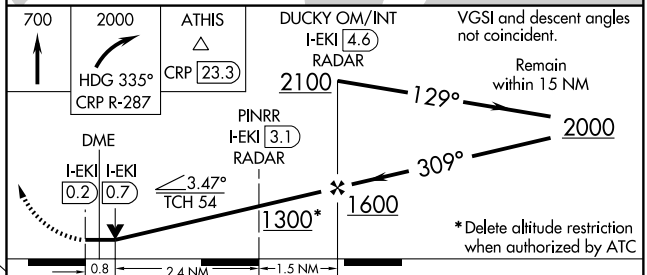
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 335° and via CRP R-287 to ATHIS Int/CRP 23.3 DME and hold.

| ATIS | CORPUS APP CON | CORPUS TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 | 120.9 348.725 | 119.4 257.8 | 121.9 269.15 | 118.55 | 122.95 |




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-31 | 360-1½ 316 (400-1½) | | | 360- ¾ | 316 (400-¾) |
| CIRCLING | 520-1 476 (500-1) | | 640-1½ 596 (600-1½) | 740-2¼ 696 (700-2¼) | 860-3 816 (900-3) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 7508 |
|---|---|---|---|
| CH 97515 | 129° | TDZE | 43 |
| W13A | | Apt Elev | 44 |

# RNAV (GPS) RWY 13

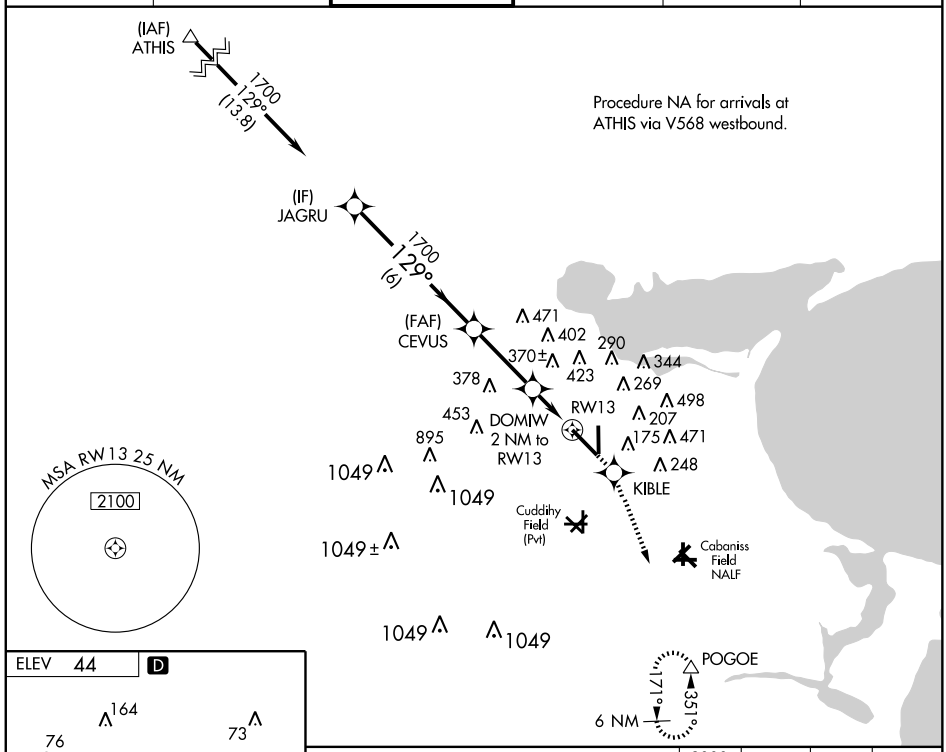
## CORPUS CHRISTI INTL (CRP)

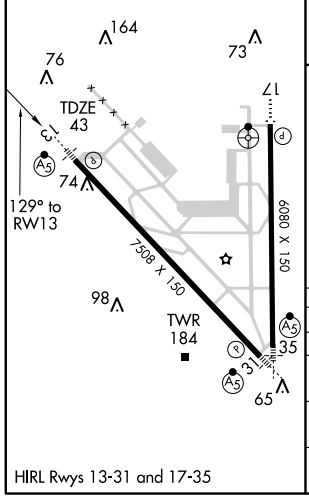
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV Cat E visibility ¼ mile, LNAV/VNAV and LNAV Cat E visibility ½ mile.

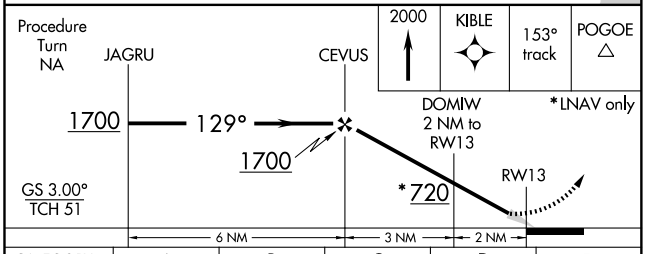
MALSR

MISSED APPROACH: Climb to 2000 direct KIBLE and via track 153° to POGOE and hold.

| ATIS | CORPUS APP CON | CORPUS TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 | 120.9 348.725 | 119.4 257.8 | 121.9 269.15 | 118.55 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 243/24 200 (200-½) | | | | |
| LNAV/VNAV DA | 480/50 437 (500-1) | | | | |
| LNAV MDA | 660/24 617 (700-½) | | 660/60 617 (700-1¼) | 660-1½ 617 (700-1½) | 660-1¾ 617 (700-1¾) |
| CIRCLING | 660-1 616 (700-1) | | 660-1¾ 616 (700-1¾) | 740-2¼ 696 (700-2¼) | 860-3 816 (900-3) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6081 |
|---|---|---|
| 172° | TDZE | 42 |
| | Apt Elev | 44 |

# RNAV (GPS) RWY 17

## CORPUS CHRISTI INTL (CRP)

Inoperative table does not apply to Cat C.
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct POGOE and hold.

| ATIS | CORPUS APP CON | CORPUS TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 | 120.9 348.725 | 119.4 257.8 | 121.9 269.15 | 118.55 | 122.95 |

(IAF) ATHIS
2100
103° (19.2)

1049
2100
229° (15.7)
(IAF) WORRY

CAVLA
1700
172° (6)

Procedure NA for arrival at WORRY on V13-407 northeastbound.
Procedure NA for arrival at ATHIS on V568 northwestbound.

(FAF) PEERS

471 402 423 290 344 269 378 453 207 498 RW17 895 175 471 248 1049 1049 1049±

MSA RW17 25 NM
2100

POGOE
171° 351°
6 NM

ELEV 44 D

172° to RW17

164 73 76 17 TDZE 42 74 6080 X 150 7508 X 150 98 TWR 184 35 31 65

HIRL Rwys 13-31 and 17-35

2000 POGOE

CAVLA
2100
172°
PEERS
1700
3.04° TCH 52
1.9 NM to RW17
RW17
Procedure Turn NA
6 NM 3.1 NM 1.9 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 680-¾ 638 (700-¾) | | 680-1¾ 638 (700-1¾) | 680-2 638 (700-2) | 680-2¼ 638 (700-2¼) |
| CIRCLING | 680-1 636 (700-1) | | 680-1¾ 636 (700-1¾) | 740-2¼ 696 (700-2¼) | 860-3 816 (900-3) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 60914 W31A | APP CRS 309° | Rwy Idg 7508 TDZE 44 Apt Elev 44 |
|---|---|---|

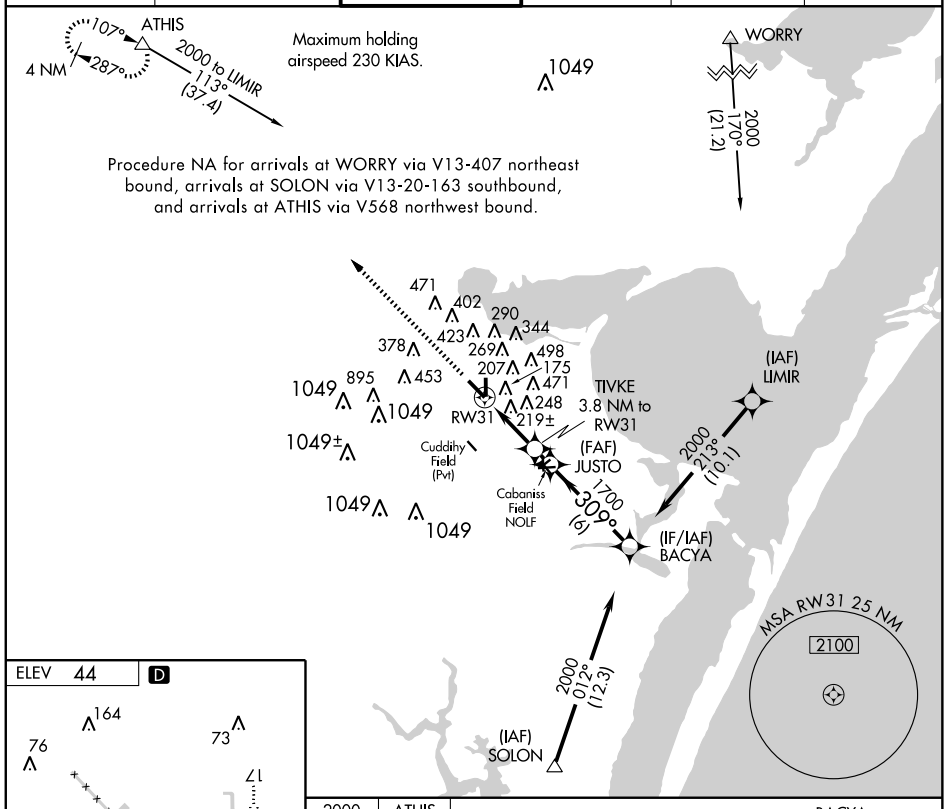
# RNAV (GPS) RWY 31
## CORPUS CHRISTI INTL (CRP)

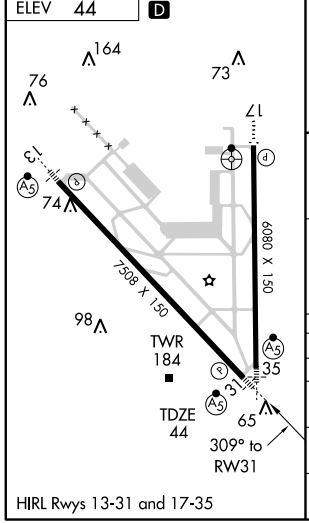
For inoperative MALSR, increase LPV Cat. E visibility to ¾, LNAV/VNAV Cat. E visibility to 1½, and LNAV Cat. E visibility to 1¾. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F). DME/DME RNP-0.3 NA.

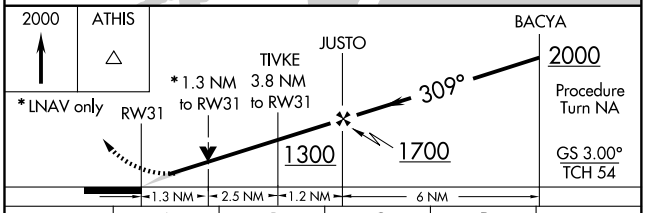
MALSR

MISSED APPROACH: Climb to 2000 direct ATHIS and hold.

| ATIS | CORPUS APP CON | CORPUS TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 | 120.9 348.725 | 119.4 257.8 | 121.9 269.15 | 118.55 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 294-½ 250 (300-½) | | | | |
| LNAV/VNAV DA | 450-1 406 (500-1) | | | | |
| LNAV MDA | 520-½ 476 (500-½) | | 520-¾ 476 (500-¾) | 520-1 476 (500-1) | 520-1¼ 476 (500-1¼) |
| CIRCLING | 520-1 476 (500-1) | | 640-1½ 596 (600-1½) | 740-2¼ 696 (700-2¼) | 860-3 816 (900-3) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6081 |
|---|---|---|
| 352° | TDZE | 40 |
| | Apt Elev | 44 |

# RNAV (GPS) RWY 35

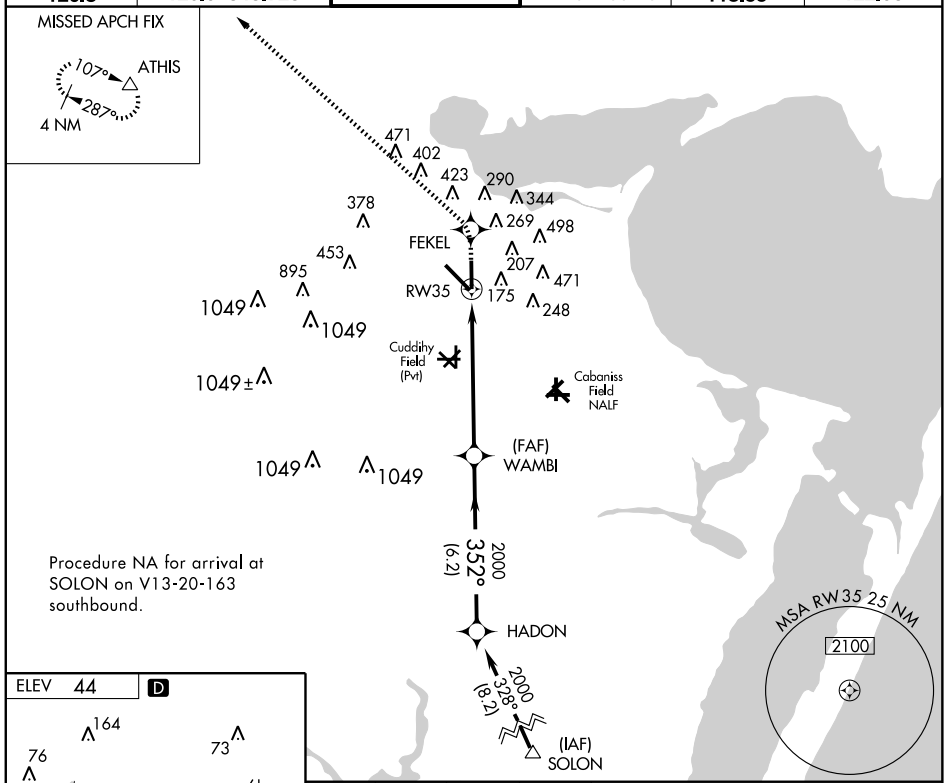
CORPUS CHRISTI INTL (CRP)

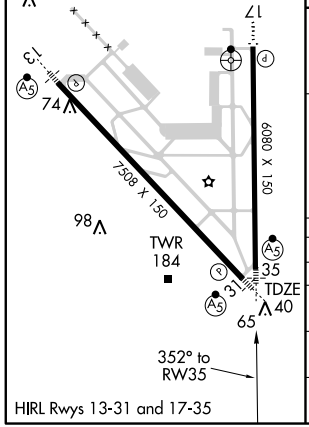
T A NA W — For inoperative MALSR, increase LNAV Cat. D visibility to 6000. Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

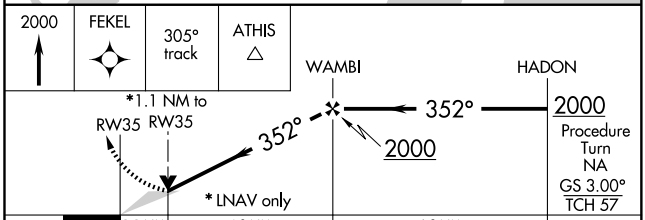
MALSR (A5)

MISSED APPROACH: Climb to 2000 direct FEKEL via 305° track to ATHIS and hold.

| ATIS | CORPUS APP CON | CORPUS TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 | 120.9 348.725 | 119.4 257.8 | 121.9 269.15 | 118.55 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 440/40 400 (400-¾) | | | | |
| LNAV MDA | 440/24 400 (400-½) | | | 440/50 400 (400-1) | |
| CIRCLING | 500-1¼ 456 (500-1¼) | 520-1¼ 476 (500-1¼) | 580-1½ 536 (600-1½) | 740-2¼ 696 (700-2¼) | 860-3 816 (900-3) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC CRP 115.5 Chan 102 | APP CRS 191° | Rwy Idg 6081 TDZE 42 Apt Elev 43 |
|---|---|---|

# VOR or TACAN RWY 17

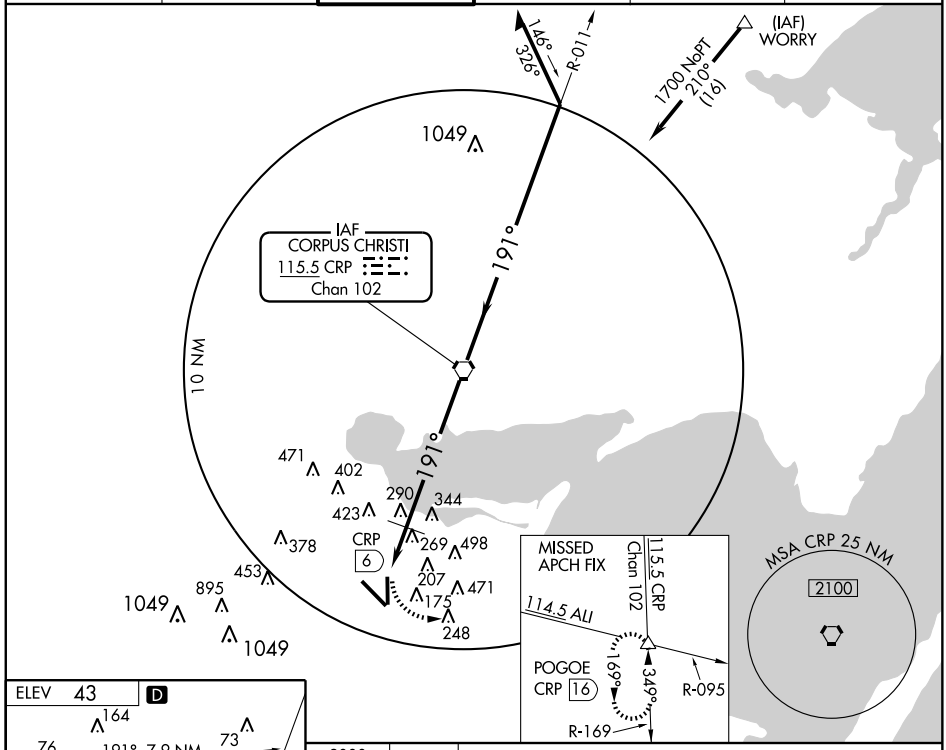
## CORPUS CHRISTI INTL (CRP)

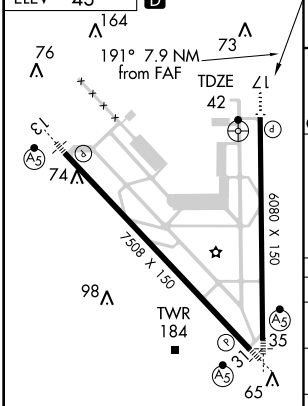
Inoperative table does not apply to Cat. C.

ODALS

MISSED APPROACH: Climbing left turn to 2000 via CRP R-169 to POGOE Int/16 DME and hold.

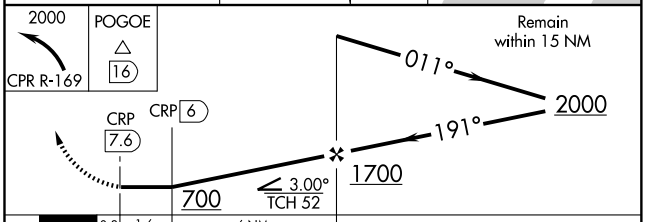
| ATIS | CORPUS APP CON | CORPUS TOWER | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 | 120.9 348.725 | 119.4 257.8 | 121.9 269.15 | 118.55 | 122.95 |



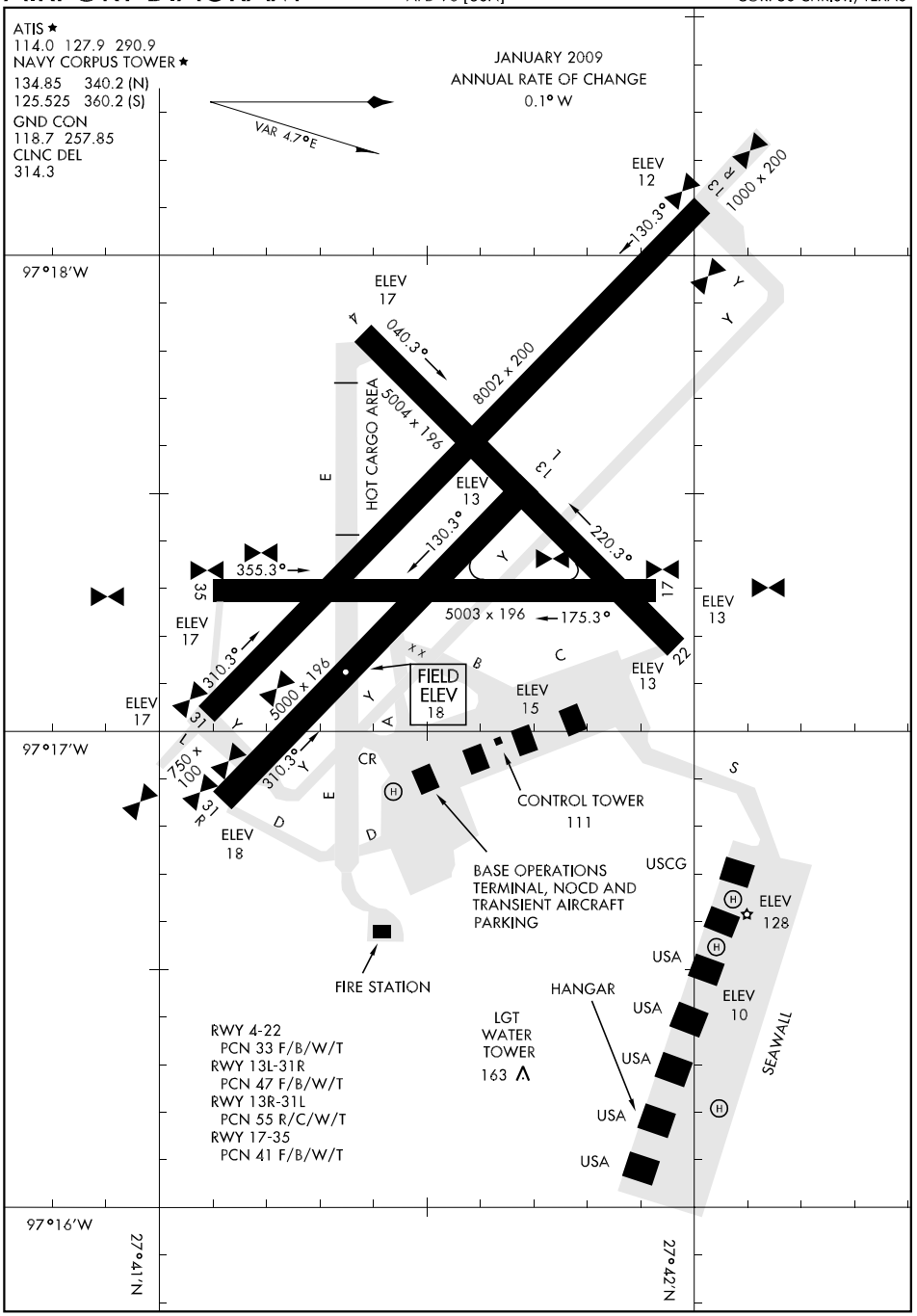

HIRL Rwys 13-31 and 17-35

| FAF to MAP 7.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:36 | 5:04 | 3:48 | 3:02 | 2:32 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17 | 700-¾ | 658 (700-¾) | 700-1¾ 658 (700-1¾) | 700-2 658 (700-2) | 700-2¼ 658 (700-2¼) |
| CIRCLING | 700-1 | 657 (700-1) | 700-1¾ 657 (700-1¾) | 740-2¼ 697 (700-2¼) | 860-3 817 (900-3) |
| DME MINIMUMS | | | | | |
| S-17 | 600-¾ | 558 (600-¾) | 600-1½ 558 (600-1½) | 600-1¾ 558 (600-1¾) | 600-2 558 (600-2) |
| CIRCLING | 600-1 | 557 (600-1) | 600-1½ 557 (600-1½) | 740-2¼ 697 (700-2¼) | 860-3 817 (900-3) |

SC-3, 14 JAN 2010 to 11 FEB 2010




SC-3, 14 JAN 2010 to 11 FEB 2010

# HI-TACAN RWY 13R

| TACAN | NGP |
|---|---|
| Chan | 87 |

| APCH CRS |
|---|
| 143° |

| Rwy ldg | 8002 |
|---|---|
| TDZE | 13 |
| Arpt Elev | 18 |

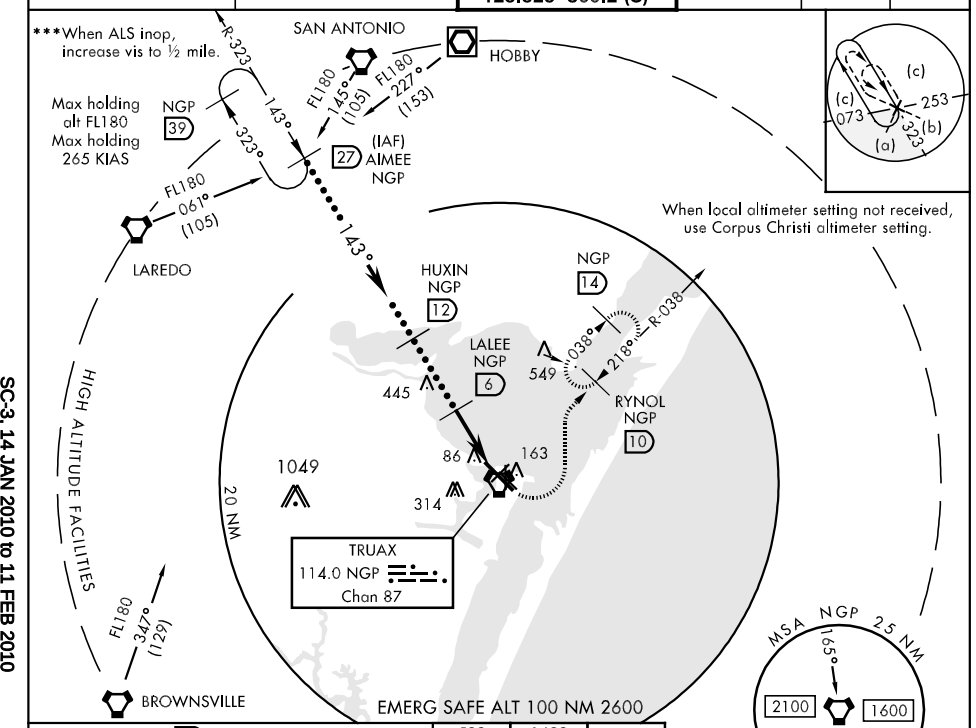
JAL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

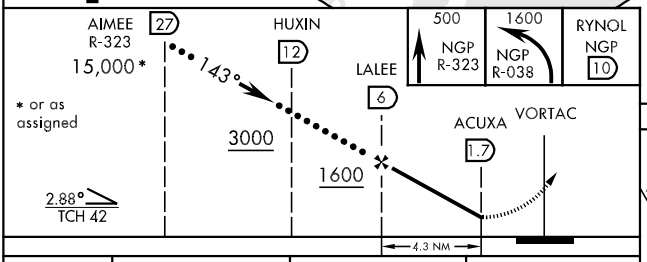
▼ * When ALS inop, increase CAT CD vis to 1 mile, CAT E to 1¼ miles.
** When ALS inop, increase CAT C vis to 1 mile, CAT DE to 1¼ miles.

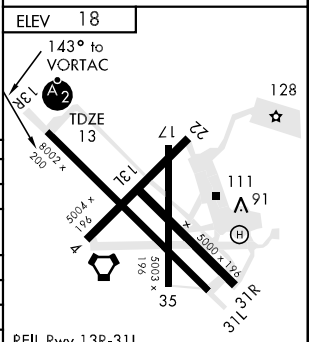
SALSF

MISSED APPROACH: Climb to 500 via NGP VORTAC R-323, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 120.9 348.725 | 134.85 340.2 (N)<br>125.525 360.2 (S) | 118.7 257.85 | 314.3 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-13R * | 340- ¾ 327 (400-¾) | | 340-1 327 (400-1) |
| CIRCLING | 480-1½ 462 (500-1½) | 580-2 562 (600-2) | 620-2¼ 602 (700-2¼) |
| S-PAR 13R*** | 113-¼ 100 (100-¼) GS 3.00° | | |
| CORPUS CHRISTI ALTIMETER SETTING | | | |
| S-13R ** | 380-¾ 367 (400-¾) | 380-1 367 (400-1) | |
| CIRCLING | 500-1½ 482 (500-1½) | 580-2 562 (600-2) | 660-2¼ 642 (700-2¼) |

# HI-TACAN RWY 31L

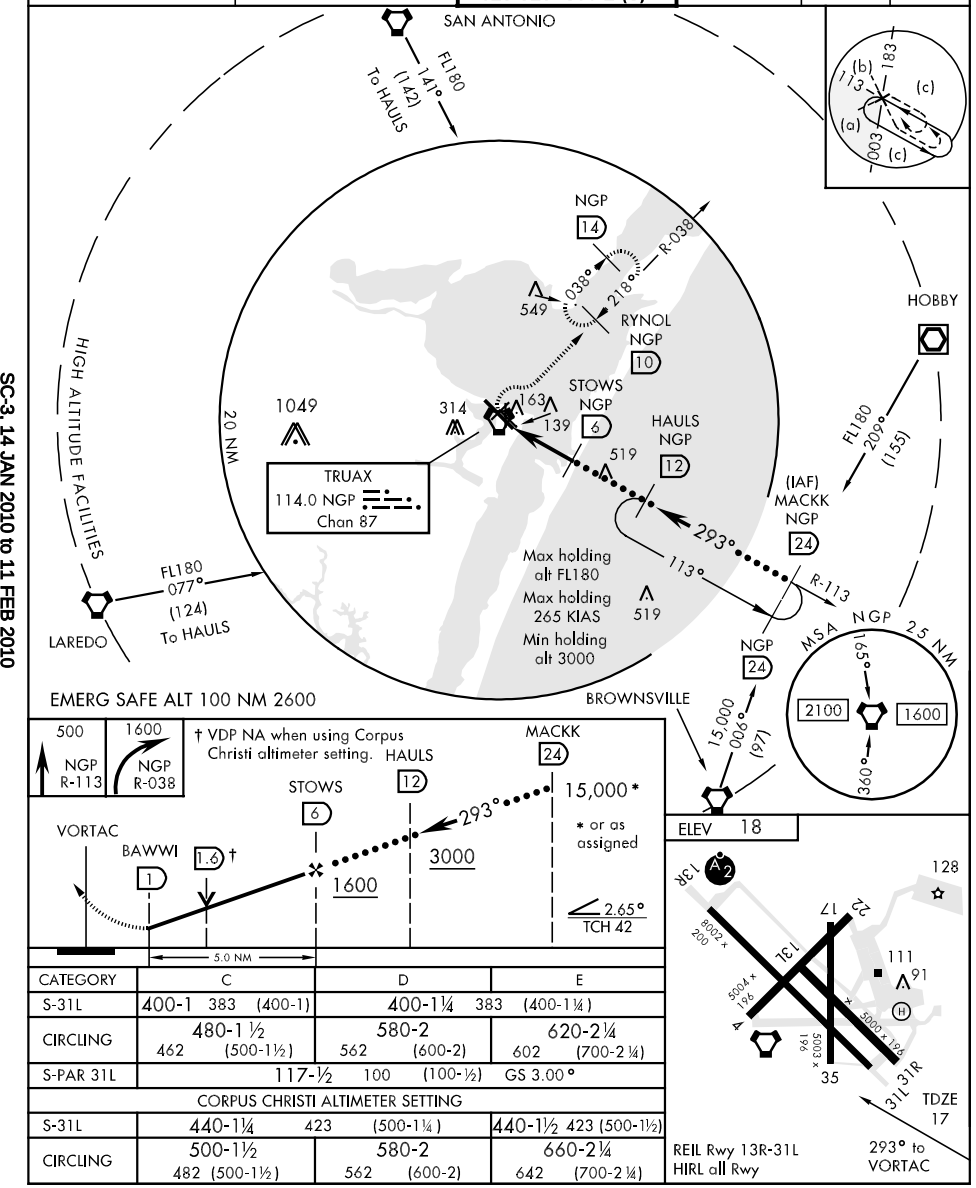
| TACAN | APCH CRS | Rwy ldg | 8002 |
|---|---|---|---|
| NGP Chan 87 | 293° | TDZE | 17 |
| | | Arpt Elev | 18 |

JAL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimerer setting.

MISSED APPROACH: Climb to 500 via NGP VORTAC R-113, then climbing right turn to 1600, intercept NGP R-038 to RYNOL and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 125.4 307.9 | 134.85 340.2 (N) 125.525 360.2 (S) | 118.7 257.85 | 314.3 | |










| CATEGORY | C | D | E |
|---|---|---|---|
| S-31L | 400-1 383 (400-1) | 400-1¼ 383 (400-1¼) | |
| CIRCLING | 480-1 ½ 462 (500-1½) | 580-2 562 (600-2) | 620-2¼ 602 (700-2 ¼) |
| S-PAR 31L | 117-½ 100 (100-½) GS 3.00° | | |
| CORPUS CHRISTI ALTIMETER SETTING | | | |
| S-31L | 440-1¼ 423 (500-1¼) | | 440-1½ 423 (500-1½) |
| CIRCLING | 500-1½ 482 (500-1½) | 580-2 562 (600-2) | 660-2¼ 642 (700-2 ¼) |

# ILS Y or RNAV (GPS) RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

| LOC I-NGP | APCH CRS | Rwy ldg | 8002 |
|---|---|---|---|
| 111.3 | 129° | TDZE | 13 |
| | | Arpt Elev | 18 |

▼ ** When ALS inop, increase CAT AB vis to ¾ mile.
*** When ALS inop, increase CAT ABCD vis to 1 mile.
**** When ALS inop, increase CAT CD vis to 1 mile.

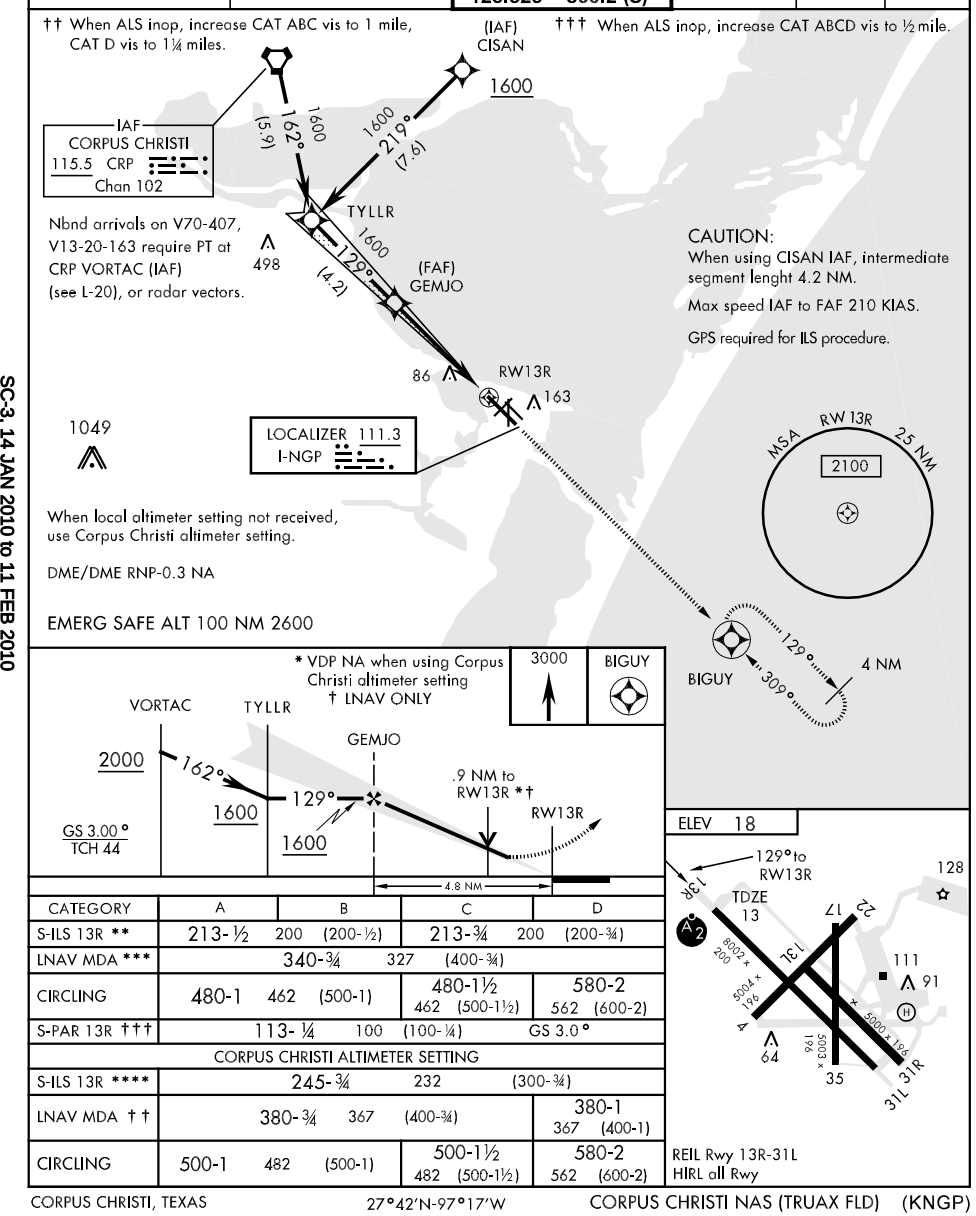
SALSF

MISSED APPROACH: Climb to 3000, direct BIGUY and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 120.9 348.725 | 134.85 340.2 (N)<br>125.525 360.2 (S) | 118.7 257.85 | 314.3 | |

†† When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.

††† When ALS inop, increase CAT ABCD vis to ½ mile.










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13R ** | 213-½ 200 (200-½) | | 213-¾ 200 (200-¾) | |
| LNAV MDA *** | 340-¾ 327 (400-¾) | | | |
| CIRCLING | 480-1 462 (500-1) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| S-PAR 13R ††† | 113-¼ 100 (100-¼) GS 3.0° | | | |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| S-ILS 13R **** | 245-¾ 232 (300-¾) | | | |
| LNAV MDA †† | 380-¾ 367 (400-¾) | | | 380-1 367 (400-1) |
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |

REIL Rwy 13R-31L
HIRL all Rwy



SC-3, 14 JAN 2010 to 11 FEB 2010

# ILS Z or LOC/DME RWY 13R

| LOC I-NGP | APCH CRS | Rwy ldg | 8002 |
|---|---|---|---|
| 111.3 | 129° | TDZE | 13 |
| | | Arpt Elev | 18 |

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

* When ALS inop, increase CAT AB vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.
*** When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ miles.

SALSF

MISSED APPROACH: Climb to 3000, intercept NGP VORTAC R-127 to BIGUY and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 120.9 348.725 | 134.85 340.2 (N)<br>125.525 360.2 (S) | 118.7 257.85 | 314.3 | |

† When ALS inop, increase vis to ½ mile.

## DME REQUIRED

IAF CORPUS CHRISTI 115.5 CRP Chan 102

N bound arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (IAF) (see L-20), or radar vectors.

NGP 14

R-038

R-162

309°

162° (15.9)

1600

NGP 10 Arc

549

038°

218°

Max holding alt 6000
Max holding 230 KIAS

CAUTION:
Aircraft intercepting LOC course from 10 DME Arc, intermediate segment lenght 4.3 NM.

498

LR-323

129°

(IAF) RYNOL
1600 NGP 10

TYLLR NGP 9.9

GEMJO NGP 5.6

67

163

LOCALIZER 111.3 I-NGP

TRUAX 114.0 NGP Chan 87

226

10 NM

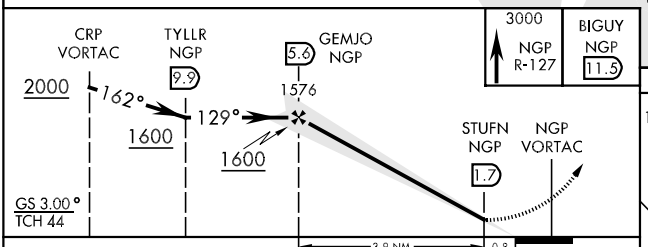
1049

When local altimeter setting not received, use Corpus Christi altimeter setting.

BIGUY NGP 11.5

MSA NGP 25 NM
165°
2100
1600
360°

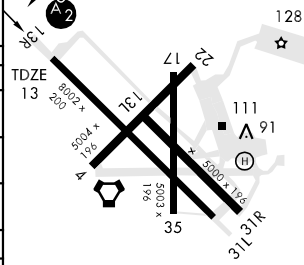
EMERG SAFE ALT 100 NM 2600




3000 NGP R-127 | BIGUY NGP 11.5

ELEV 18

129° 4.7 NM from FAF



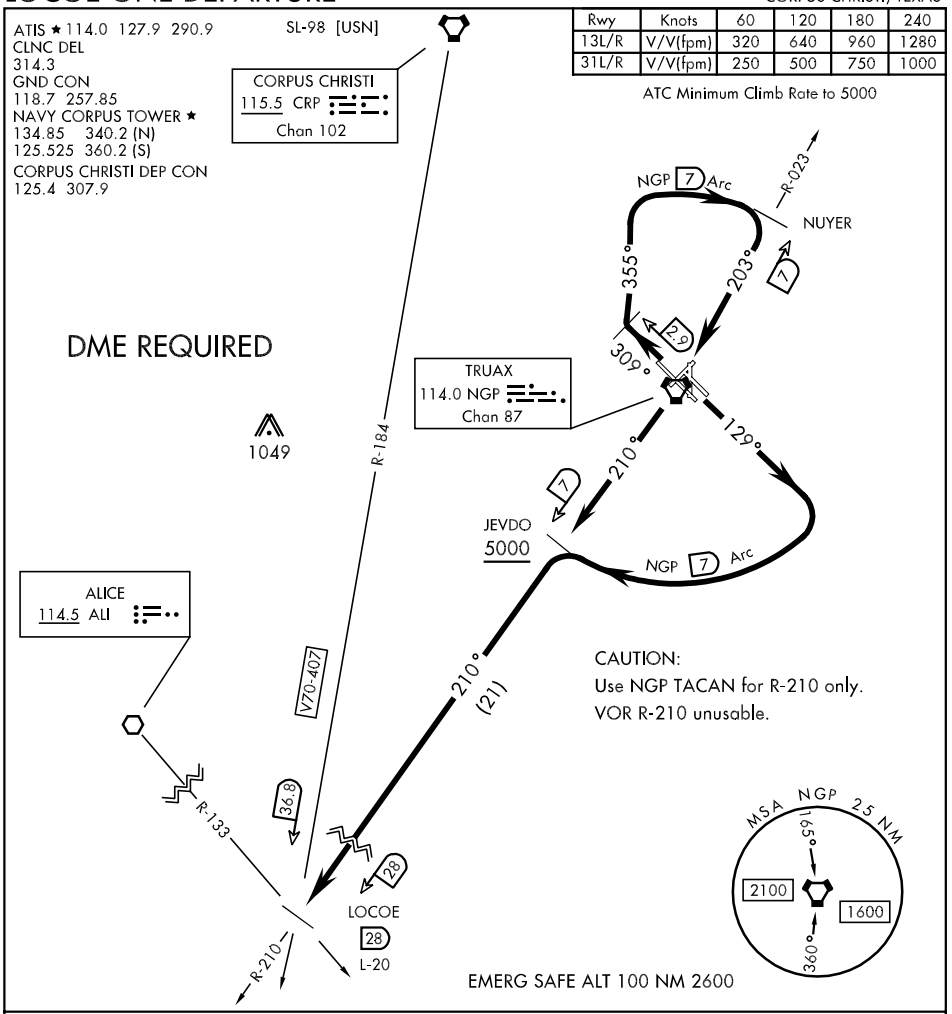

REIL Rwy 13R-31L
HIRL all Rwy

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13R * | 213- ½ 200 (200-½) | | 213- ¾ 200 (200-¾) | |
| S-LOC/DME 13R** | 320-¾ 307 (400-¾) | | | |
| CIRCLING | 480-1 462 (500-1) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| S-PAR 13R† | 113- ¼ 100 (100-¼) GS 3.0° | | | |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| S-ILS 13R ** | 245- ¾ 232 (300-¾) | | | |
| S-LOC/DME 13R *** | 360- ¾ 347 (400-¾) | | | 360-1 347 (400-1) |
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |

FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

# LOCOE ONE DEPARTURE (LOCOE1 • LOCOE)




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 129° to intercept NGP VORTAC 7 DME arc. Arc CW South of NGP via 7 DME arc to JEVDO, NGP R-210/7 DME. Cross JEVDO at or above 5000. Thence....

TAKE-OFF RWY 31L/R: Climb via heading 309° to NGP VORTAC 2.9 DME, then climbing right turn via heading 355° to intercept NGP 7 DME arc. Arc CW North of NGP via 7 DME arc to NUYER, NGP R-023/7 DME. Then via R-023 to NGP and R-210 to JEVDO, NGP R-210/7 DME. Cross JEVDO at above 5000. Thence....

THENCE.... from JEVDO via NGP R-210 to LOCOE. Then via assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.



LOCOE ONE DEPARTURE (LOCOE1 • LOCOE)
CORPUS CHRISTI, TEXAS

# RNAV (GPS) RWY 4

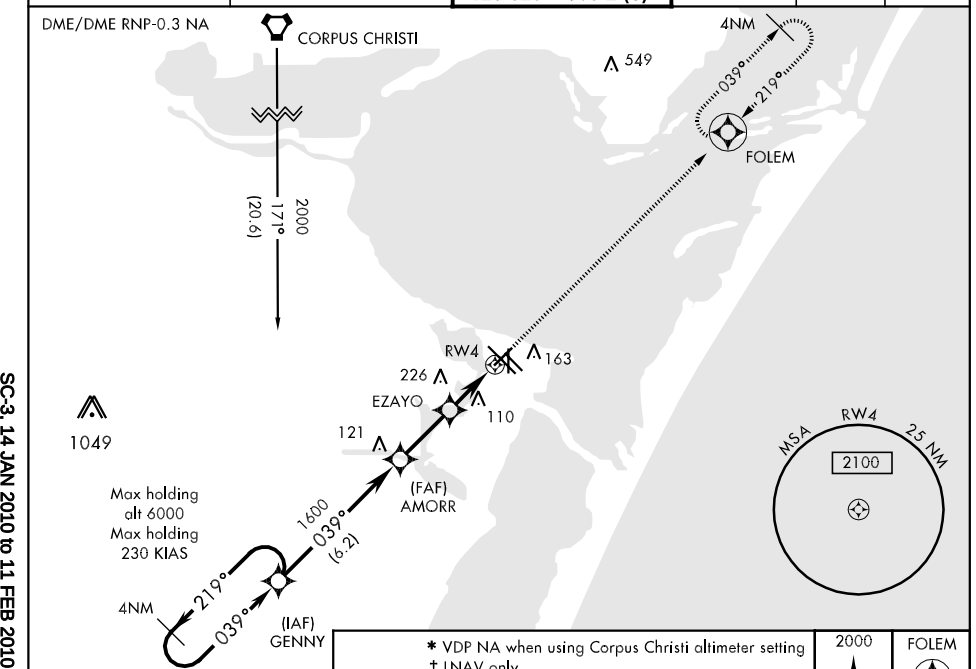
| APCH CRS | Rwy ldg | 5004 |
|---|---|---|
| 039° | TDZE | 17 |
| | Arpt Elev | 18 |

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

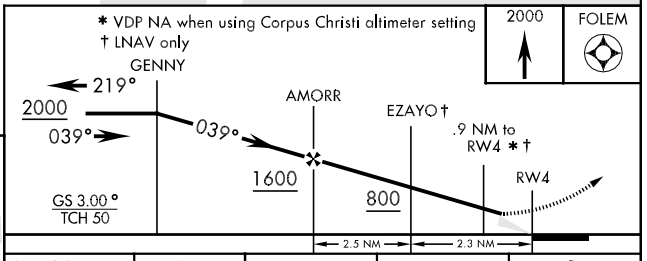
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

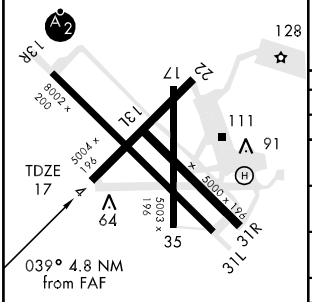
MISSED APPROACH: Climb to 2000 direct FOLEM and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 120.9 348.725 | 134.85 340.2 (N)<br>125.525 360.2 (S) | 118.7 257.85 | 314.3 | |




EMERG SAFE ALT 100 NM 2600




REIL Rwy 13R-31L
HIRL all Rwy

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 280-1 263 (300-1) | | | |
| LNAV MDA | 360-1 343 (400-1) | | | 360-1¼ 343 (400-1¼) |
| CIRCLING | 480-1 462 (500-1) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| S-ASR-4 | 480-1 463 (500-1) | 480-1¼ 463 (500-1¼) | 480-1½ 463 (500-1½) | 480-2 463 (500-2) |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| LNAV MDA | 400-1 383 (400-1) | | | 400-1¼ 383 (400-1¼) |
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |



SC-3, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 13L

APCH CRS 129° | Rwy ldg 5000 | TDZE 18 | Arpt Elev 18

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climb to 3000 direct BIGUY and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 120.9 348.725 | 134.85 340.2 (N)<br>125.525 360.2 (S) | 118.7 257.85 | 314.3 | |

Nbnd arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (see L-20), or radar vectors.

IAF CORPUS CHRISTI
115.5 CRP Chan 102

CAUTION: Max 230 KIAS from CRP to RULKE

MSA RW 13L 25 NM 2100

1600 163° (5.5)

STURT

498

1600 129° (5.2)

(FAF) RULKE

DME/DME RNP-0.3 NA

RW13L 163 226

1049

EMERG SAFE ALT 100 NM 2600

* VDP NA when using Corpus Christi altimeter setting. † LNAV only

3000 BIGUY

BIGUY 129° 309° 4 NM

CRP VORTAC 2000 163° 1600 STURT 129° 1600 RULKE .9 NM to RW13L*† RW13L

GS 3.00° TCH 50

4.8 NM

ELEV 18

129° 4.8 NM from FAF

TDZE 18

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 340-1¼ 322 (400-1¼) | | | |
| LNAV MDA | 360-1 342 (400-1) | | | 360-1¼ 342 (400-1¼) |
| CIRCLING | 480-1¼ 462 (500-1¼) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| S-ASR 13L | 400-1 382 (400-1) | 400-1¼ 382 (400-1¼) | 400-1½ 382 (400-1½) | 400-2 382 (400-2) |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| LNAV MDA | 380-1 362 (400-1) | | | 380-1¼ 362 (400-1¼) |
| CIRCLING | 500-1¼ 482 (500-1¼) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |

REIL Rwy 13R-31L
HIRL all Rwy

# RNAV (GPS) RWY 17

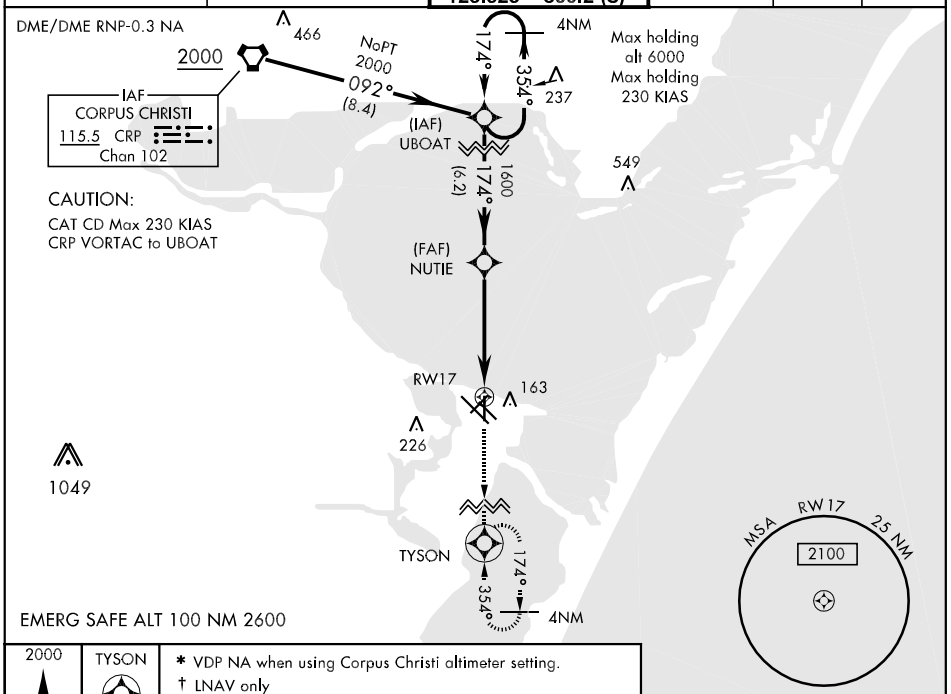
| APCH CRS | Rwy ldg | 5003 |
|---|---|---|
| 174° | TDZE | 18 |
| | Arpt Elev | 18 |

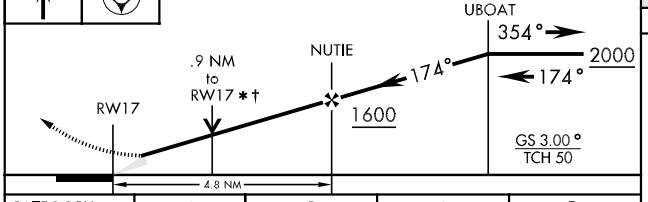
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

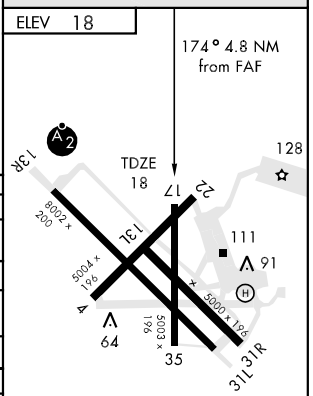
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F).
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climb to 2000 direct TYSON and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 120.9 348.725 | 134.85 340.2 (N)<br>125.525 360.2 (S) | 118.7 257.85 | 314.3 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 340-1 322 (400-1) | | | |
| LNAV/VNAV DA | 340-1¼ 322 (400-1¼) | | | |
| CIRCLING | 480-1¼ 462 (500-1¼) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| S-PAR-17 | 118-½ 100 (100-½) GS 3.0° | | | |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| LNAV MDA | 360-1 342 (400-1) | | | 360-1¼ 342 (400-1¼) |
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |

REIL Rwy 13R-31L
HIRL all Rwy

# RNAV (GPS) RWY 22

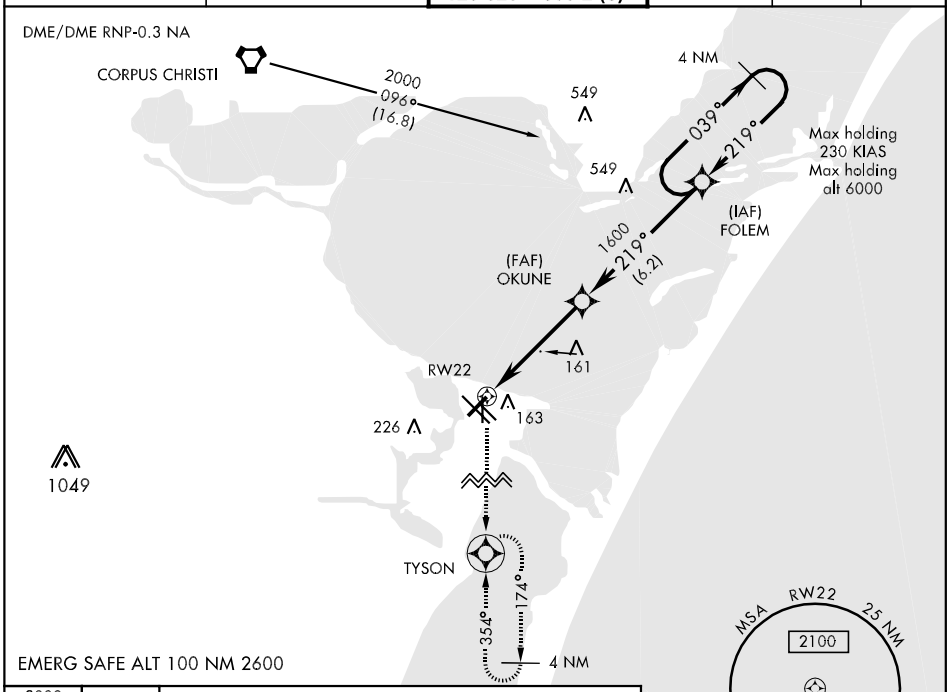
| APCH CRS | Rwy ldg | 5004 |
|---|---|---|
| 219° | TDZE | 15 |
| | Arpt Elev | 18 |

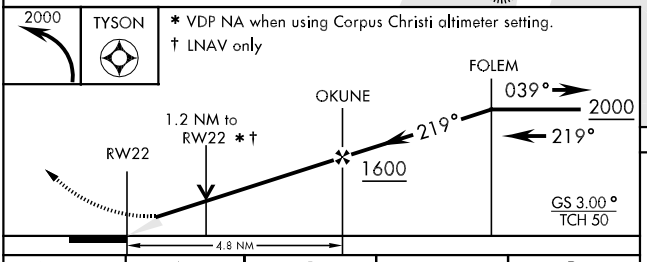
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

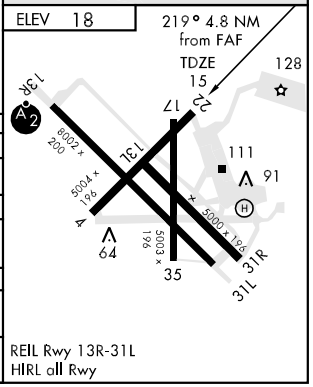
MISSED APPROACH: Climbing left turn to 2000 direct TYSON and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 125.4 307.9 | 134.85 340.2 (N)<br>125.525 360.2 (S) | 118.7 257.85 | 314.3 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 340-1¼ | 325 (400-1¼) | | |
| LNAV MDA | 420-1 405 (500-1) | | 420-1¼ 405 (500-1¼) | |
| CIRCLING | 480-1¼ 462 (500-1¼) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| LNAV MDA | 460-1 445 (500-1) | | 460-1¼ 445 (500-1¼) | 460-1½ 445 (500-1½) |
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |



# RNAV (GPS) RWY 31L

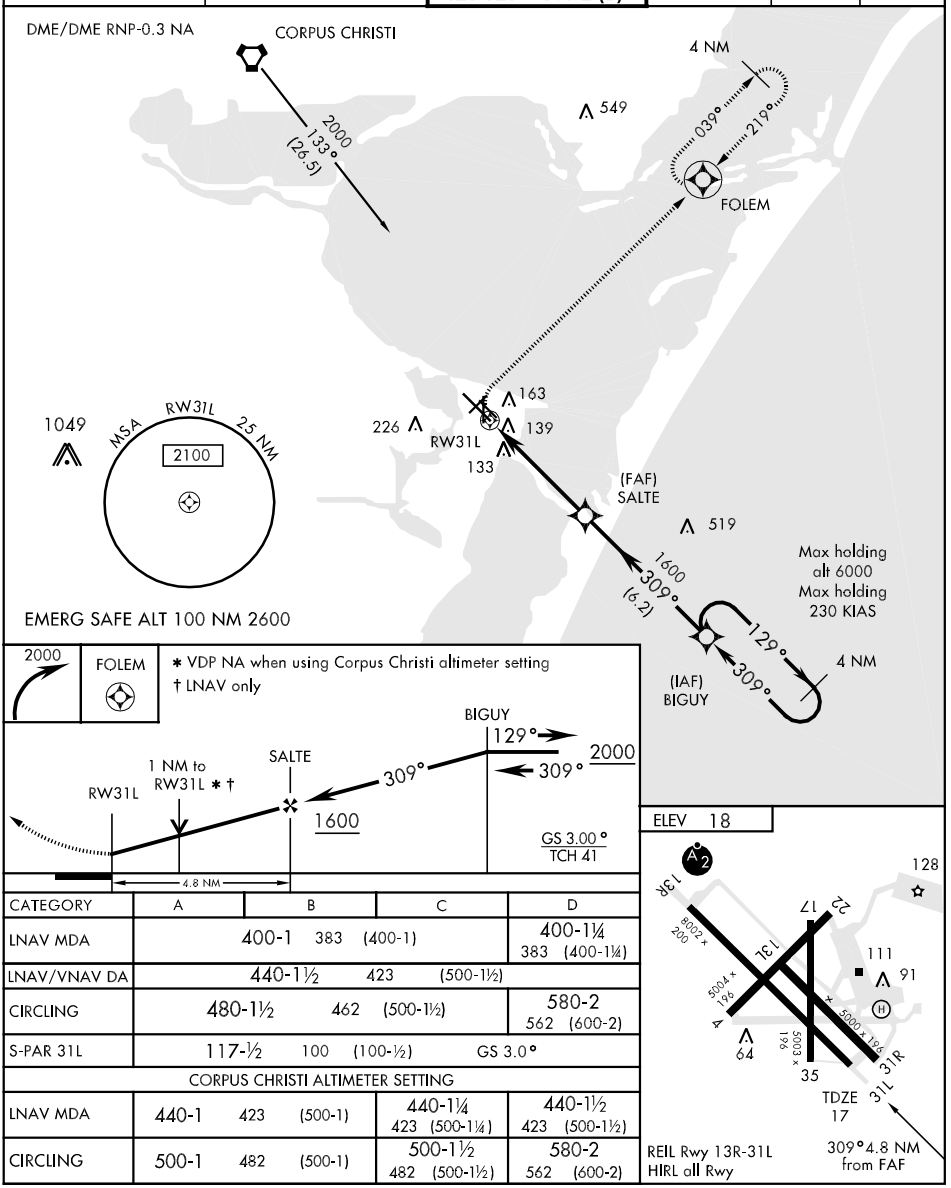
| APCH CRS | Rwy ldg | 8002 |
|---|---|---|
| 309° | TDZE | 17 |
| | Arpt Elev | 18 |

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 125.4 307.9 | 134.85 340.2 (N)<br>125.525 360.2 (S) | 118.7 257.85 | 314.3 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400-1 383 (400-1) | | | 400-1¼ 383 (400-1¼) |
| LNAV/VNAV DA | 440-1½ 423 (500-1½) | | | |
| CIRCLING | 480-1½ 462 (500-1½) | | | 580-2 562 (600-2) |
| S-PAR 31L | 117-½ 100 (100-½) GS 3.0° | | | |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| LNAV MDA | 440-1 423 (500-1) | | 440-1¼ 423 (500-1¼) | 440-1½ 423 (500-1½) |
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |

# RNAV (GPS) RWY 31R

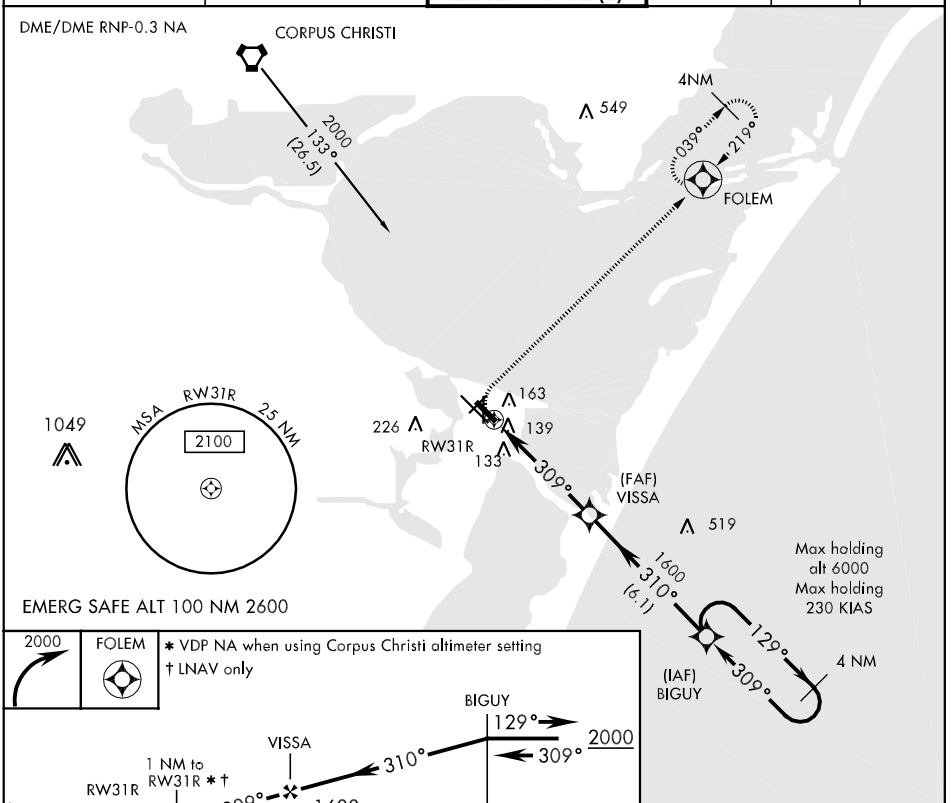
| APCH CRS | Rwy ldg | 5000 |
|---|---|---|
| 309° | TDZE | 18 |
| | Arpt Elev | 18 |

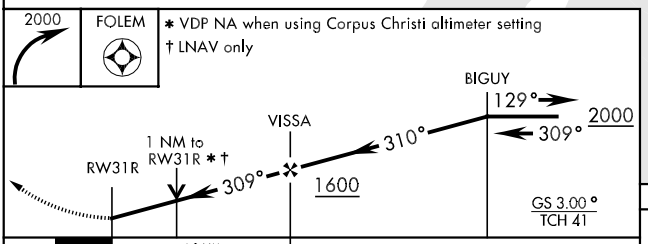
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

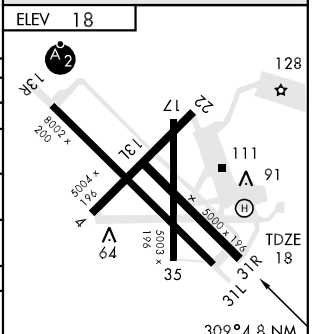
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 125.4 307.9 | 134.85 340.2 (N)<br>125.525 360.2 (S) | 118.7 257.85 | 314.3 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 380-1¼ 362 (400-1¼) | | | |
| LNAV MDA | 400-1 382 (400-1) | | | 400-1¼ 382 (400-1¼) |
| CIRCLING | 480-1¼ 462 (500-1¼) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| S-ASR 31R | 440-1 422 (500-1) | 440-1¼ 422 (500-1¼) | 440-1½ 422 (500-1½) | 440-2 422 (500-2) |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| LNAV MDA | 440-1 422 (500-1) | | 440-1¼ 422 (500-1¼) | |
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |

# RNAV (GPS) RWY 35

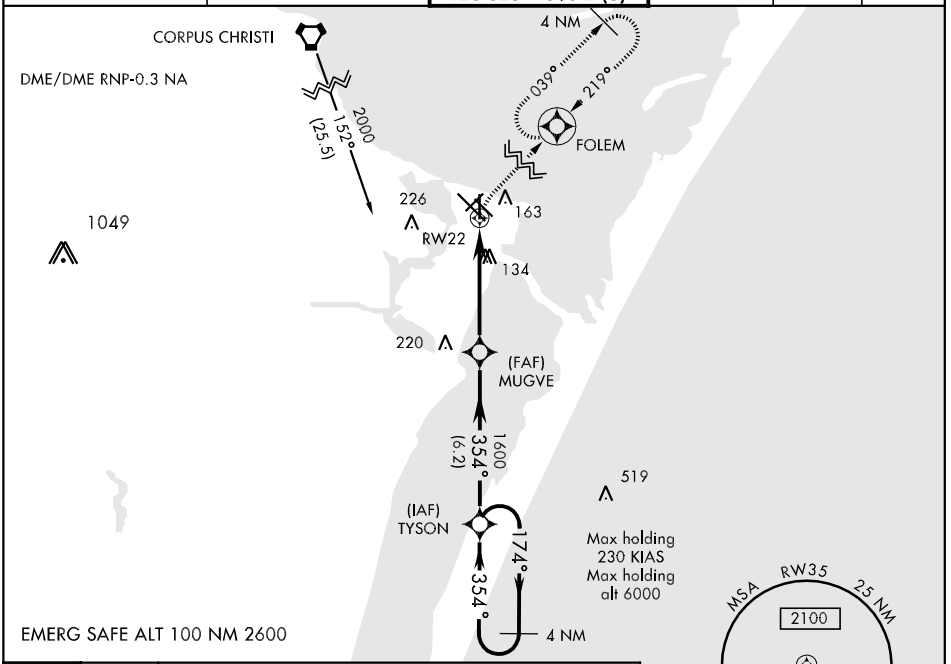
| APCH CRS | Rwy ldg | 5003 |
|---|---|---|
| 354° | TDZE | 18 |
| | Arpt Elev | 18 |

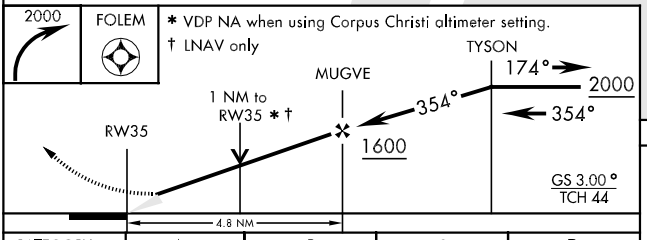
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

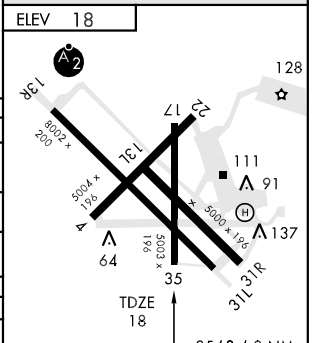
When local altimeter setting not received, use Corpus Christi altimeter setting.
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F)
Baro VNAV NA when local altimeter not available.

MISSED APPROACH: Climbing right turn to 2000 direct FOLEM and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 125.4 307.9 | 134.85 340.2 (N)<br>125.525 360.2 (S) | 118.7 257.85 | 314.3 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400-1 382 (400-1) | | | 400-1¼ 382 (400-1¼) |
| LNAV/VNAV DA | 400-1¼ 382 (400-1¼) | | | |
| CIRCLING | 480-1¼ 462 (500-1¼) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| S-PAR 35 | 118-½ 100 (100-½) | | | |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| LNAV MDA | 420-1 402 (500-1) | | 420-1¼ 402 (500-1¼) | |
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |

# VOR/DME or TACAN RWY 17

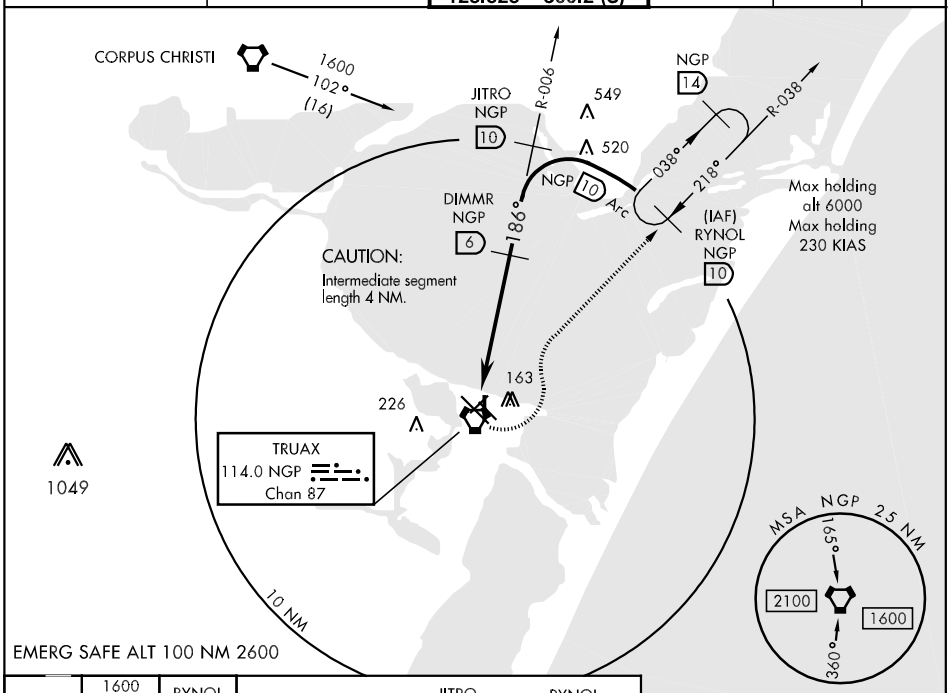
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

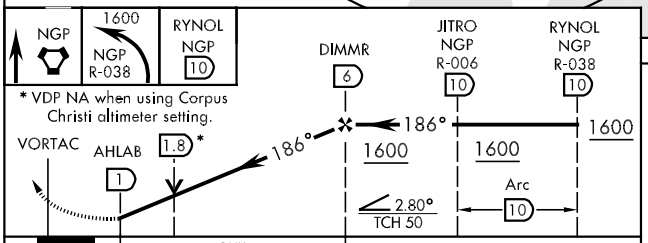
| VORTAC NGP 114.0 Chan 87 | APCH CRS 186° | Rwy ldg 5003 TDZE 18 Arpt Elev 18 |
|---|---|---|

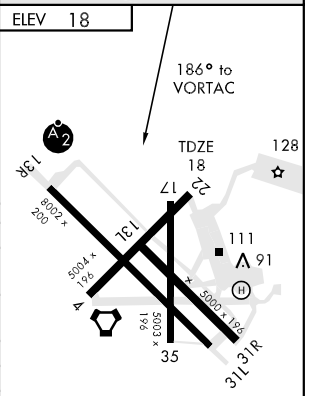
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC via R-006, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 120.9 348.725 | 134.85 340.2 (N) 125.525 360.2 (S) | 118.7 257.85 | 314.3 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 380-1 362 (400-1) | | | 380-1¼ 362 (400-1¼) |
| CIRCLING | 480-1 462 (500-1) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| S-PAR 17 | 118-½ 100 (100-½) GS 3.0° | | | |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| S-17 | 420-1 402 (500-1) | | | 420-1¼ 402 (500-1¼) |
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |

REIL Rwy 13R-31L
HIRL all Rwy



VOR/DME or TACAN RWY 17

# VOR/DME or TACAN RWY 35

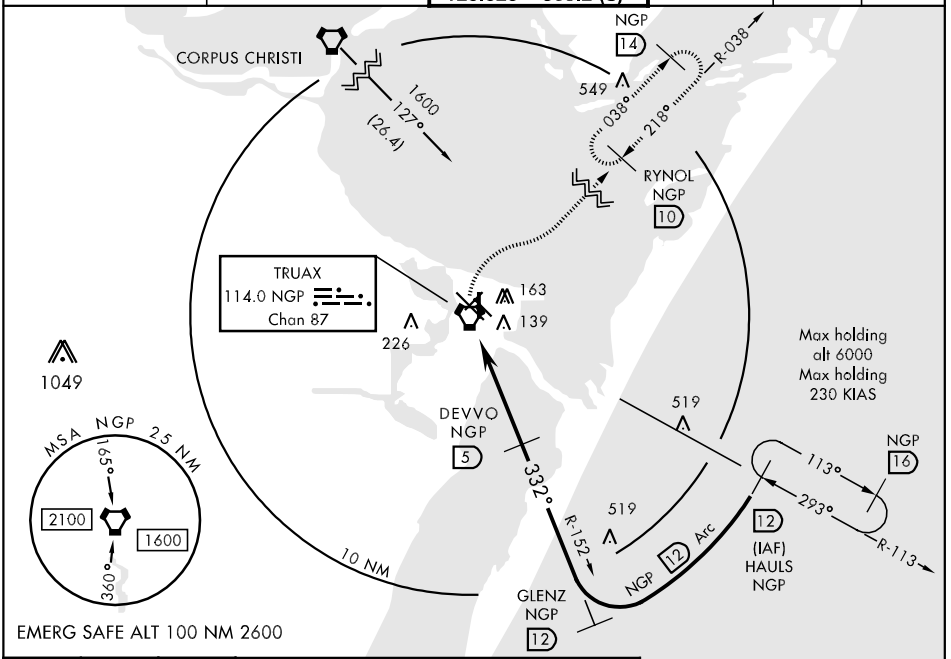
| VORTAC NGP 114.0 Chan 87 | APCH CRS 332° | Rwy ldg 5003 TDZE 18 Arpt Elev 18 |
|---|---|---|

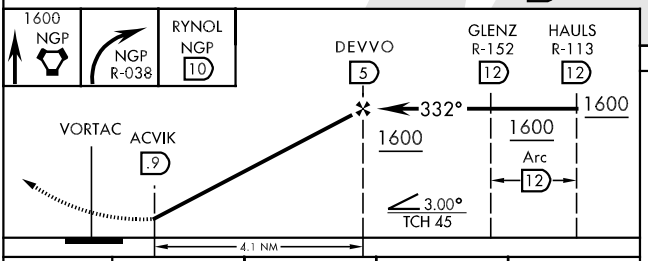
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.

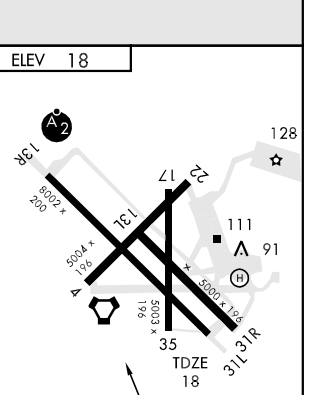
MISSED APPROACH: Climb to NGP VORTAC via R-152, then climbing right turn to 1600 via NGP R-038 to RYNOL and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 125.4 307.9 | 134.85 340.2 (N) 125.525 360.2 (S) | 118.7 257.85 | 314.3 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 400-1 382 (400-1) | | | 400-1¼ 382 (400-1¼) |
| CIRCLING | 480-1 462 (500-1) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| S-PAR 35 | 118-½ 100 (100-½) GS 3.0° | | | |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| S-35 | 440-1 422 (500-1) | | 440-1¼ 422 (500-1¼) | |
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |




REIL Rwy 13R-31L
HIRL all Rwy

# VOR/DME X RWY 31L

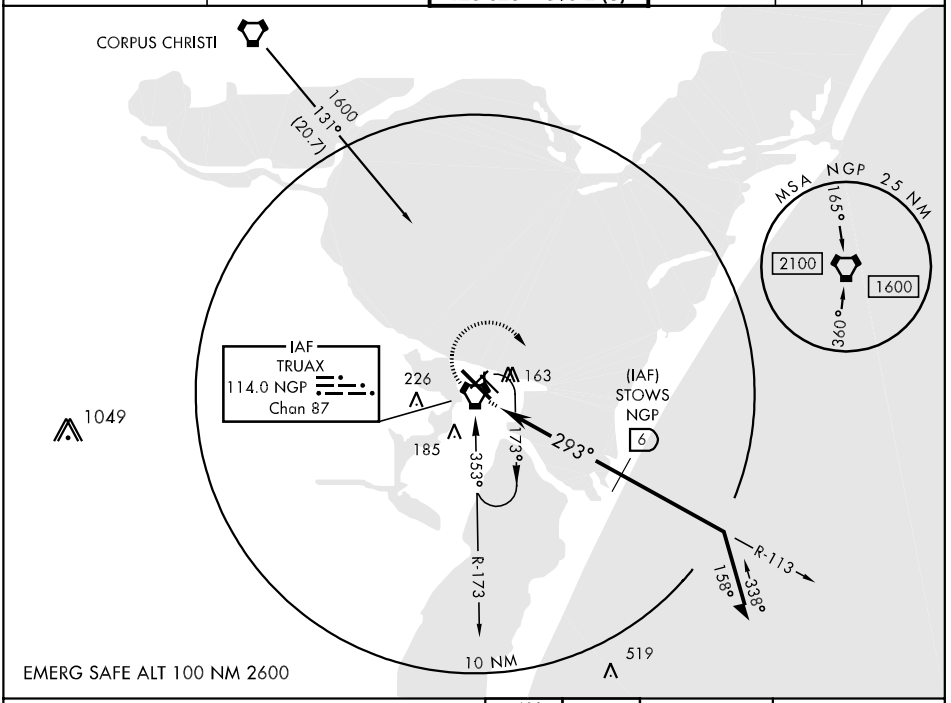
| VORTAC NGP | APCH CRS | Rwy ldg | 8002 |
|---|---|---|---|
| 114.0 | 293° | TDZE | 17 |
| Chan 87 | | Arpt Elev | 18 |

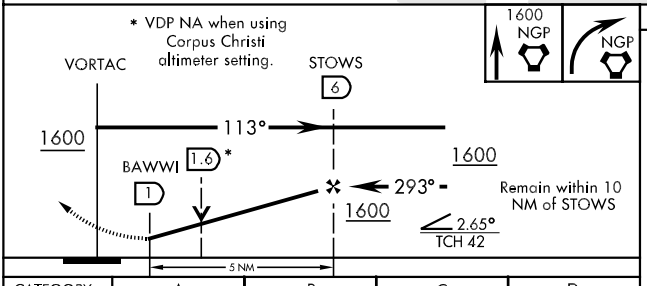
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to NGP VORTAC via R-113, then climbing right turn to1600 direct NGP VORTAC and hold.

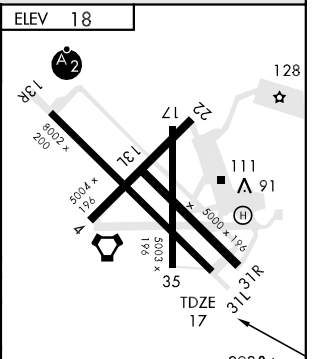
| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 125.4 307.9 | 134.85 340.2 (N)<br>125.525 360.2 (S) | 118.7 257.85 | 314.3 | |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31L | 400-1 | 383 (400-1) | | 400-1¼<br>383 (400-1¼) |
| CIRCLING | 480-1 | 462 (500-1) | 480-1½<br>462 (500-1½) | 580-2<br>562 (600-2) |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| S-31L | 440-1 | 423 (500-1) | 440-1¼<br>423 (500-1¼) | |
| CIRCLING | 500-1 | 482 (500-1) | 500-1½<br>482 (500-1½) | 580-2<br>562 (600-2) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |



SC-3, 14 JAN 2010 to 11 FEB 2010

# VOR/DME Y or TACAN Y RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

| VORTAC CRP | APCH CRS | Rwy ldg | 8002 |
|---|---|---|---|
| 115.5 | 139° | TDZE | 13 |
| Chan 102 | | Arpt Elev | 18 |

T *When ALS inop, increase CAT ABC vis to 1 mile, CAT D to 1¼ mile.
**When ALS inop, increase vis to ½ mile.

SALSF

MISSED APPROACH: Climb to 1600 via CRP R-138 to VICCC and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 120.9 348.725 | 134.85 340.2 (N) 125.525 360.2 (S) | 118.7 257.85 | 314.3 | |

When local altimeter setting not received, use Corpus Christi altimeter setting.

IAF CORPUS CHRISTI 115.5 CRP Chan 102

JAGTO CRP 3

R-139 206

Nbnd arrivals on V70-407, V13-20-163 require PT at CRP VORTAC (IAF) (see L-20) or radar vectors. PT at IAF NA for TACAN procedure.

139° 445

ROAMM CRP 9

137

163

226

1049

VICCC CRP 21

138° 318°

CRP 25

R-138

10 NM

EMERG SAFE ALT 100 NM 3100

MSA CRP 2.5 NM

210° 360°

2100

1600

† VDP NA when using Corpus Christi altimeter setting

1600 CRP R-138 VICCC 21

VORTAC 2000 139° 1600 JAGTO 3 139° 1600 ROAMM 9 † 13.4 ZAMGU 14

2.73° TCH 42

5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13R * | 360-¾ 347 (400-¾) | | | 360-1 347 (400-1) |
| CIRCLING | 480-1 462 (500-1) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| S-PAR 13R** | 113-¼ 100 (100-¼) GS 3.0° | | | |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| S-13R * | 400-¾ 387 (400-¾) | | | 400-1 387 (400-1) |
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |

ELEV 18

REIL Rwy 13R-31L
HIRL all Rwy

TDZE 13

13R 31L 17 22 35 31R

8002 x 500

5004 x 196

5003 x 196

5000 x 196

128 111 91

139° 14 NM from VORTAC

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC CRP 115.5 Chan 102 | APCH CRS 318° | Rwy ldg 8002 TDZE 17 Arpt Elev 18 |
|---|---|---|

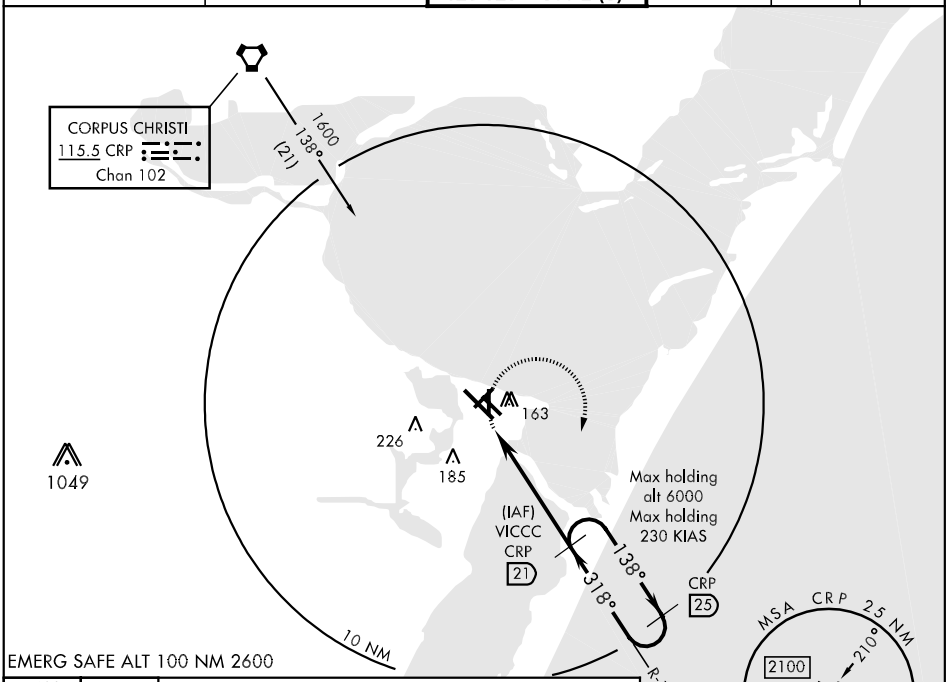
# VOR/DME Y or TACAN Y RWY 31L

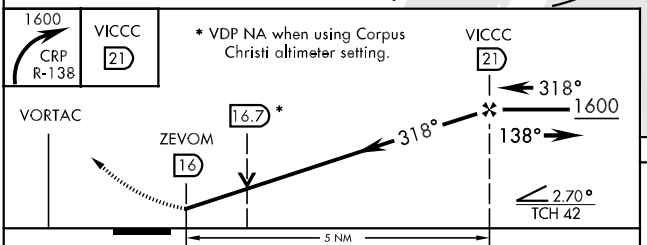
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

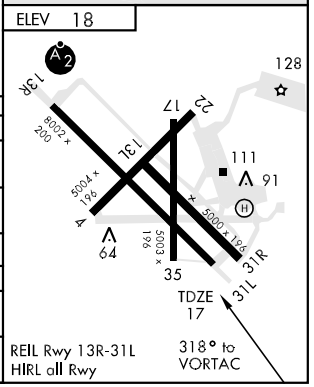
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climbing right turn to 1600, intercept CRP VORTAC R-138 outbound to VICCC and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 125.4 307.9 | 134.85 340.2 (N) 125.525 360.2 (S) | 118.7 257.85 | 314.3 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31L | 420-1 403 (500-1) | | 420-1¼ 403 (500-1¼) | |
| CIRCLING | 480-1 462 (500-1) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| S-PAR 31L | 117-½ 100 (100-½) GS 3.0° | | | |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| S-31L | 460-1 443 (500-1) | | 460-1¼ 443 (500-1¼) | 460-1½ 443 (500-1½) |
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |





27°42'N-97°17'W CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

VOR/DME Y or TACAN Y RWY 31L

# VOR/DME Z or TACAN Z RWY 13R

AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

| VORTAC NGP | APCH CRS | Rwy ldg 8002 |
|---|---|---|
| 114.0 | 143° | TDZE 13 |
| Chan 87 | | Arpt Elev 18 |

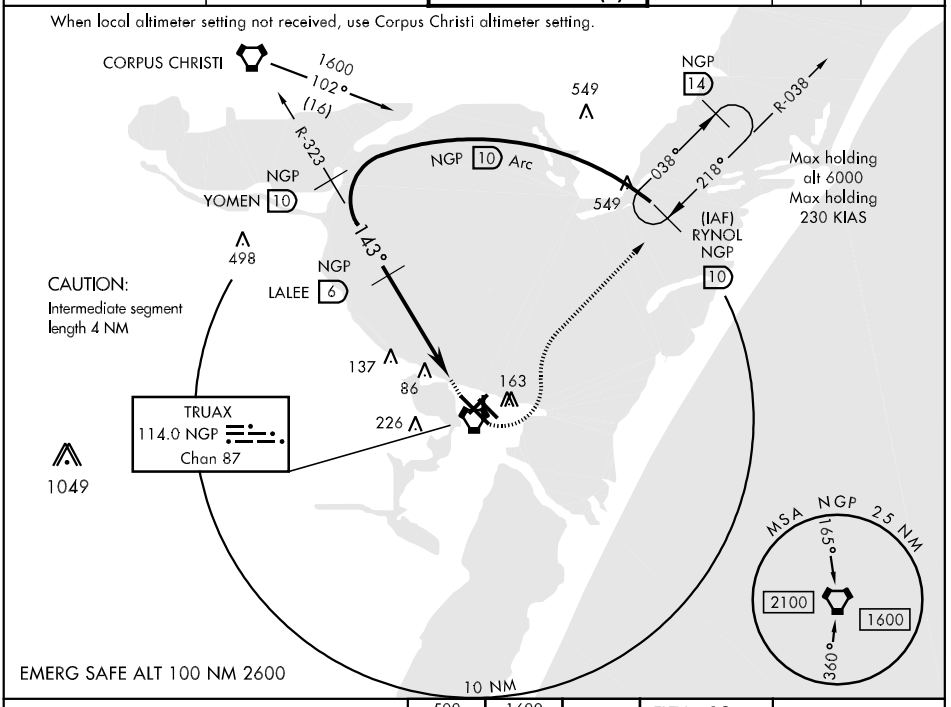
* When ALS inop, increase CAT ABCD vis to 1 mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D vis to 1¼ mile.
*** When ALS inop, increase vis to ½ mile.

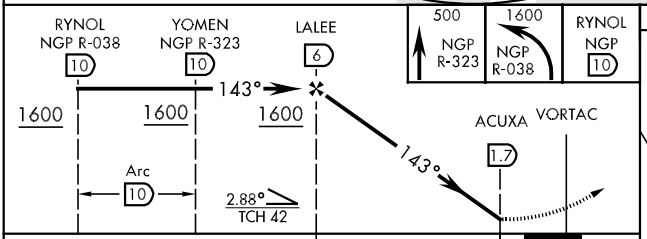
SALSF

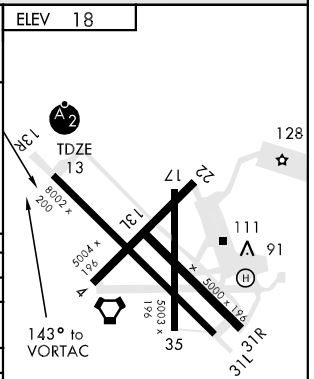
MISSED APPROACH: Climb to 500 via NGP VORTAC R-323, then climbing left turn to 1600 via NGP R-038 to RYNOL and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 120.9 348.725 | 134.85 340.2 (N) 125.525 360.2 (S) | 118.7 257.85 | 314.3 | |

When local altimeter setting not received, use Corpus Christi altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13R * | 340-¾ | 327 (400-¾) | | |
| CIRCLING | 480-1 462 (500-1) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| S-PAR 13R*** | 113-¼ | 100 (100-¼) | GS 3.0° | |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| S-31R** | 380-¾ | 367 (400-¾) | | 380-1 367 (400-1) |
| CIRCLING | 500-1 | 482 (500-1) | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |

REIL Rwy 13R-31L
HIRL all Rwy

# VOR/DME Z or TACAN Z RWY 31L

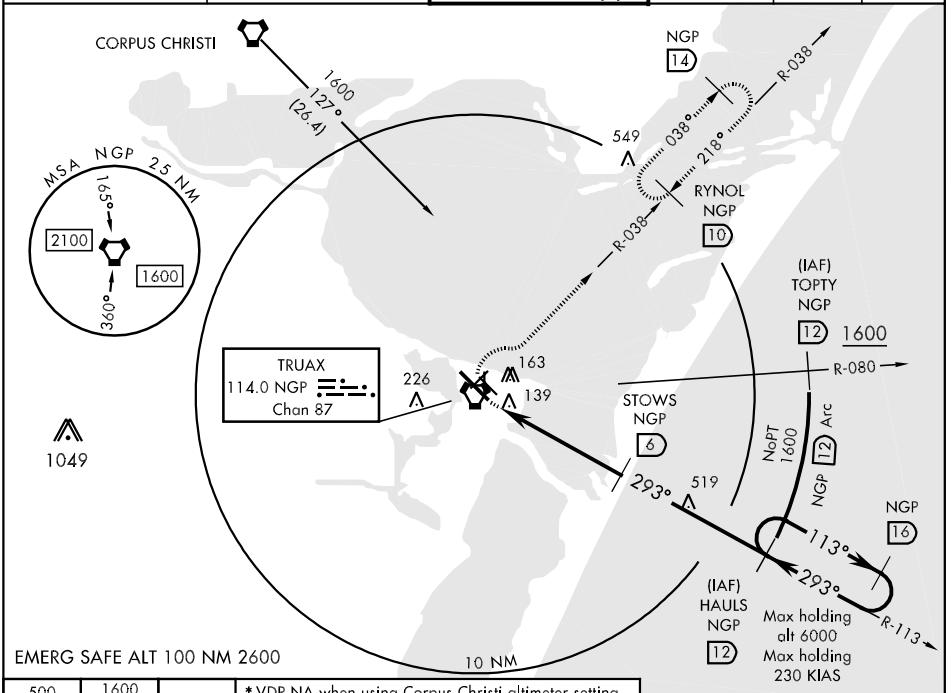
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

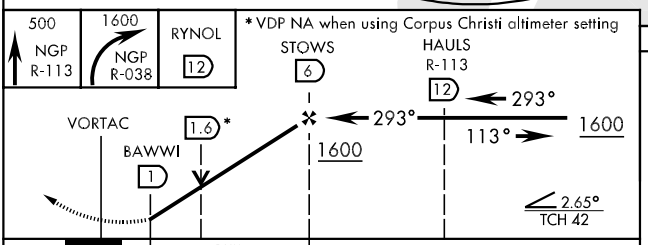
| VORTAC NGP 114.0 Chan 87 | APCH CRS 293° | Rwy ldg 8002 TDZE 17 Arpt Elev 18 |
|---|---|---|

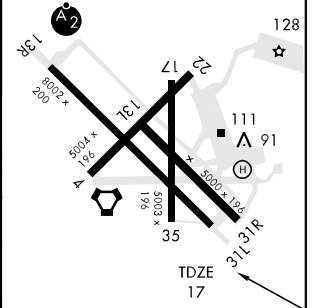
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 500 via NGP VORTAC R-113, then climbing right turn to 1600, intercept NGP R-038 to RYNOL and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 125.4 307.9 | 134.85 340.2 (N) 125.525 360.2 (S) | 118.7 257.85 | 314.3 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31L | 400-1 383 (400-1) | | | 400-1¼ 383 (400-1¼) |
| CIRCLING | 480-1 462 (500-1) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |
| S-PAR 31L | 117-½ 100 (100-½) | | | GS 3.0° |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| S-31L | 440-1 423 (500-1) | | 440-1¼ 423 (500-1¼) | |
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 580-2 562 (600-2) |

REIL Rwy 13R-31L
HIRL all Rwy



VOR/DME Z or TACAN Z RWY 31L

# VOR RWY 22

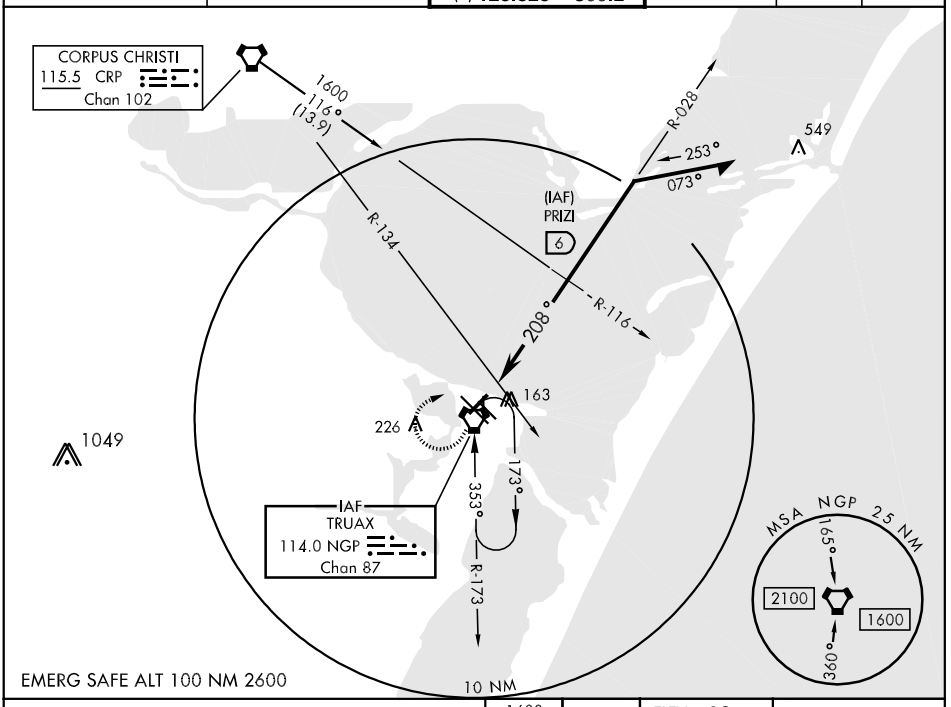
| VORTAC NGP | APCH CRS | Rwy ldg 5004 |
|---|---|---|
| 114.0 | 208° | TDZE 15 |
| Chan 87 | | Arpt Elev 18 |

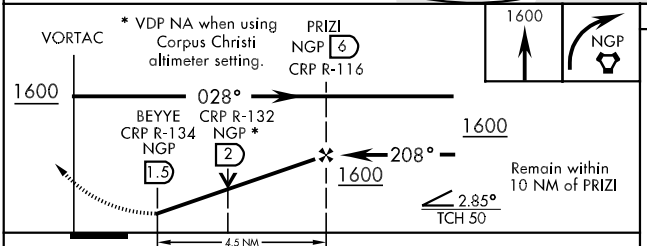
AL-98 [USN] CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

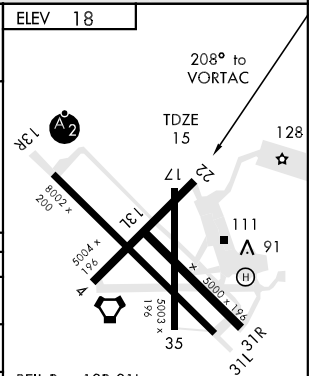
When local altimeter setting not received, use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 1600, then turn right direct NGP VORTAC and hold.

| ATIS ★ | CORPUS CHRISTI APP CON | NAVY CORPUS TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 114.0 127.9 290.9 | 125.4 307.9 | (N) 134.85 340.2<br>(S) 125.525 360.2 | 118.7 257.85 | 314.3 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 420-1<br>405 (500-1) | | 420-1¼<br>405 (500-1¼) | |
| CIRCLING | 480-1 462 (500-1) | | 480-1½<br>462 (500-1½) | 580-2<br>562 (600-2) |
| CORPUS CHRISTI ALTIMETER SETTING | | | | |
| S-22 | 460-1 445 (500-1) | | 460-1¼<br>445 (500-1¼) | 460-1½<br>445 (500-1½) |
| CIRCLING | 500-1 482 (500-1) | | 500-1½<br>482 (500-1½) | 580-2<br>562 (600-2) |

FAF to MAP 4.5 NM

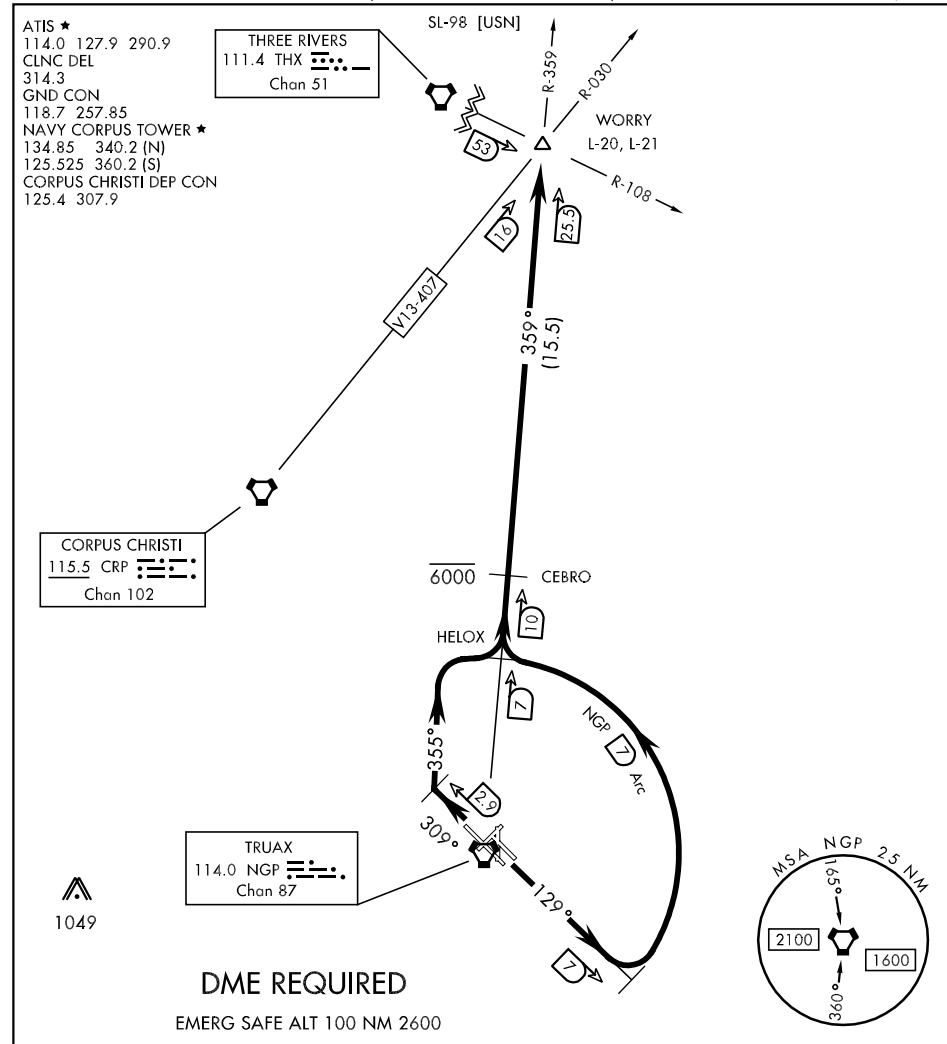
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |



SC-3, 14 JAN 2010 to 11 FEB 2010

# WORRY ONE DEPARTURE (WORRY1 • WORRY)






## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 129° to intercept NGP VORTAC 7 DME Arc. Arc CCW north of NGP via 7 DME arc to HELOX, NGP R-359/7. Thence,

TAKE-OFF RWY 31L/R: Climb via heading 309° to NGP VORTAC 2.9 DME, then climbing right turn via heading 355° to intercept NGP 7 DME Arc. Arc CW North of NGP via 7 DME arc to HELOX, NGP R-359/7 DME. Thence...

THENCE....from HELOX via NGP VORTAC R-359 to WORRY, NGP R-359/25.5 DME. Cross CEBRO, NGP R-359/10 DME at or below 6000. Then via assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.



WORRY ONE DEPARTURE (WORRY1 • WORRY)

CORPUS CHRISTI, TEXAS

| NDB CGQ 344 | APP CRS 139° | Rwy Idg 5004<br>TDZE 449<br>Apt Elev 449 |
|---|---|---|

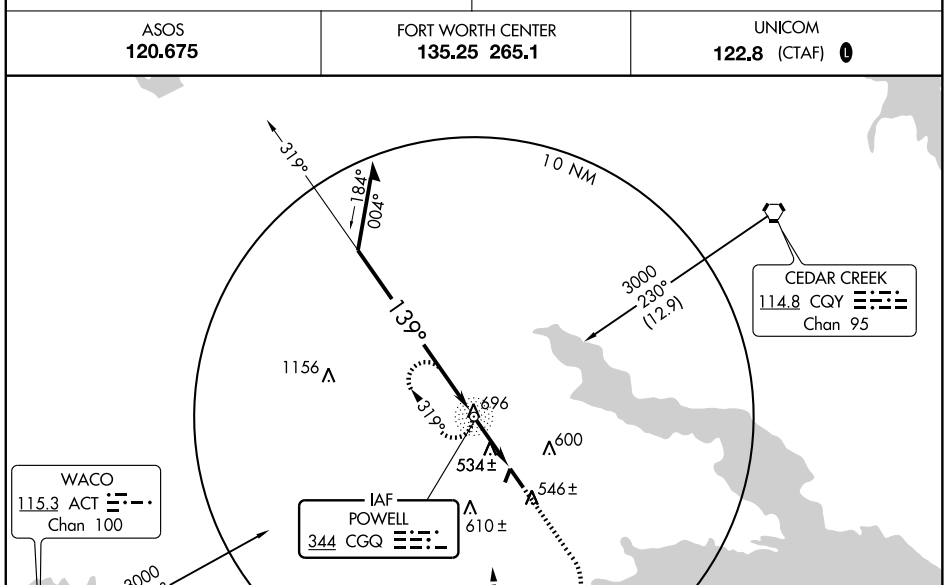
# NDB RWY 14

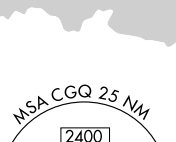
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

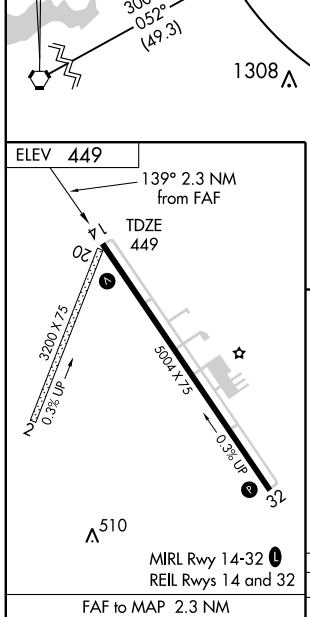
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct CGQ NDB and hold.

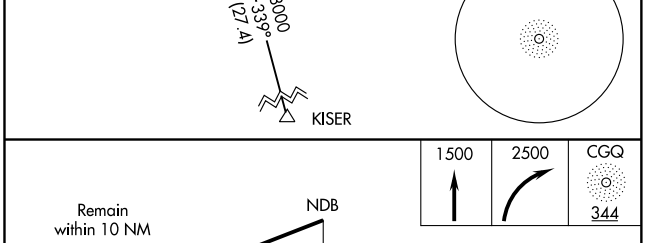
| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.25 265.1 | 122.8 (CTAF) L |




| FAF to MAP 2.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:18 | 1:32 | 1:09 | 0:55 | 0:46 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 860-1 411 (500-1) | | 860-1¼ 411 (500-1¼) | |
| CIRCLING | 860-1<br>411 (500-1) | 900-1<br>451 (500-1) | 900-1½<br>451 (500-1½) | 1000-2<br>551 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB CRS | APP CRS | Rwy Idg | 5004 |
|---|---|---|---|
| 396 | 327° | TDZE | 442 |
| | | Apt Elev | 449 |

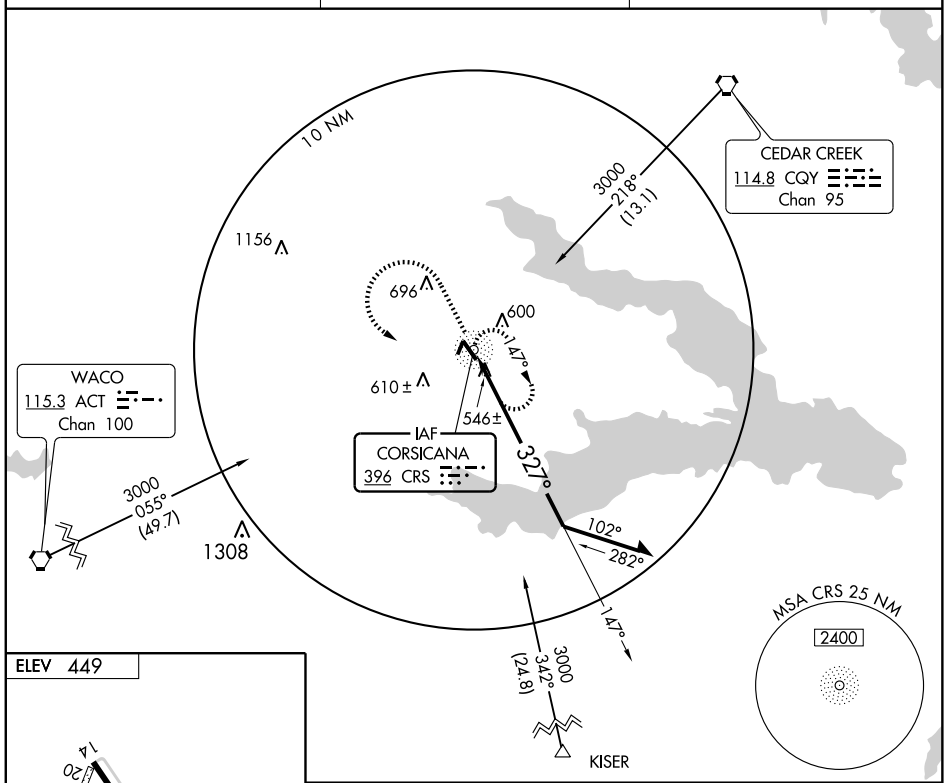
# NDB RWY 32

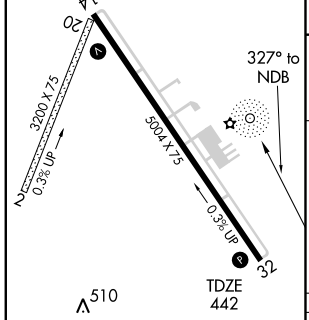
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

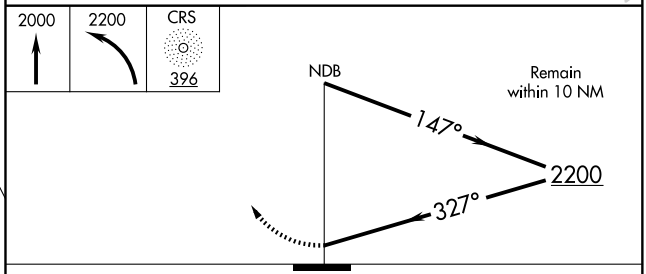
NA

MISSED APPROACH: Climb to 2000 then left climbing turn to 2200 direct CRS NDB and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.25 265.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 960-1 518 (600-1) | | 960-1½ 518 (600-1½) | 960-1¾ 518 (600-1¾) |
| CIRCLING | 960-1 511 (600-1) | | 960-1½ 511 (600-1½) | 1000-2 551 (600-2) |

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 14 JAN 2010 to 11 FEB 2010

CORSICANA, TEXAS

AL-5998 (FAA)

| APP CRS | Rwy Idg | 5004 |
|---|---|---|
| 139° | TDZE | 449 |
| | Apt Elev | 449 |

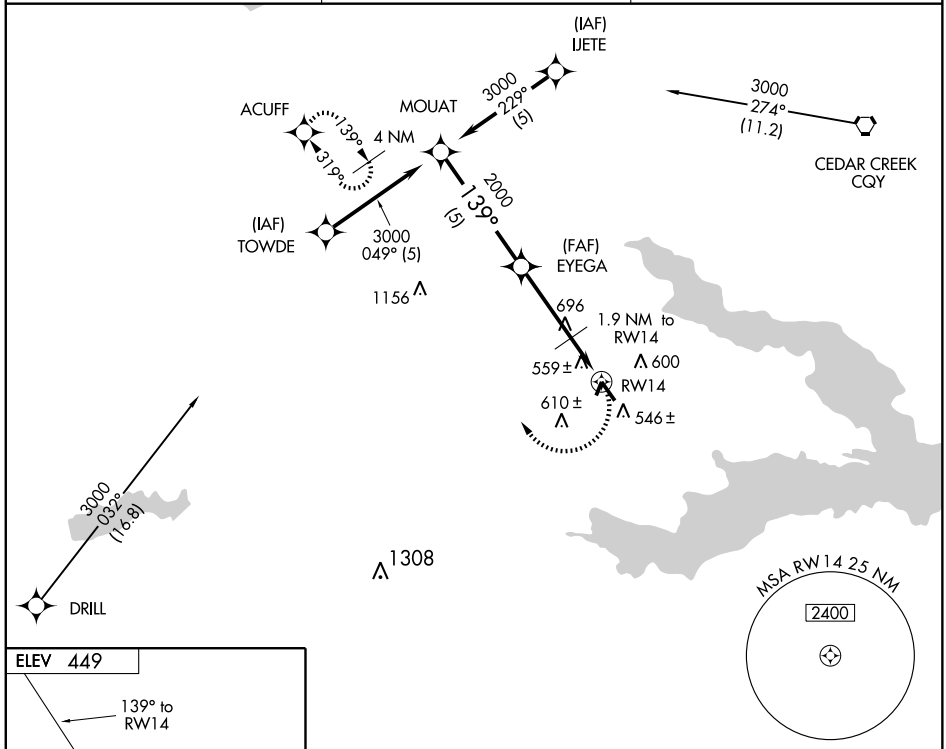
# RNAV (GPS) RWY 14

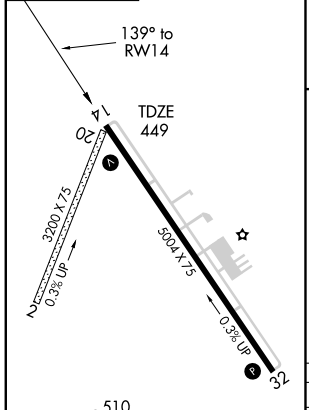
CORSICANA/ C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

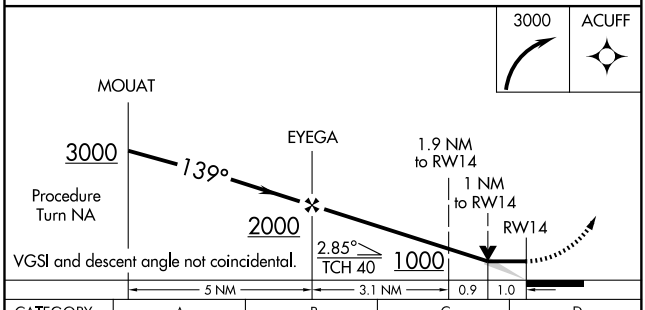
NA GPS or RNP-0.3 required, DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct ACUFF and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.25 265.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 371 (400-1) | | | 820-1¼ 371 (400-1¼) |
| CIRCLING | 860-1 411 (500-1) | 900-1 451 (500-1) | 900-1½ 451 (500-1½) | 1060-2 611 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

CORSICANA, TEXAS

AL-5998 (FAA)

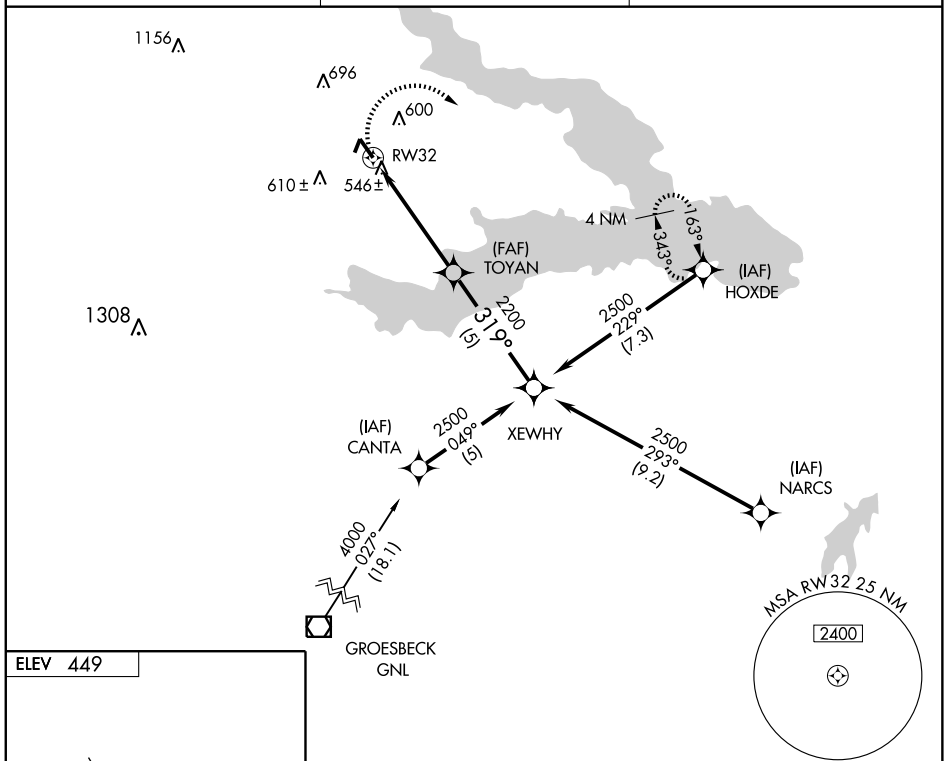
| APP CRS | Rwy Idg | 5004 |
|---|---|---|
| 319° | TDZE | 442 |
| | Apt Elev | 449 |

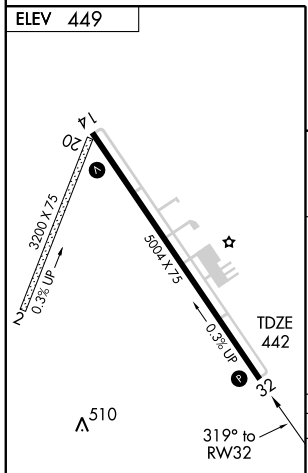
# RNAV (GPS) RWY 32

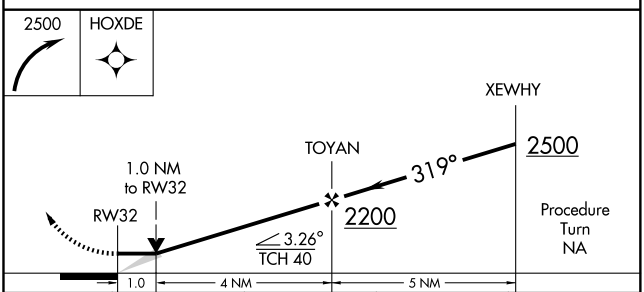
CORSICANA/C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

| ⚠ NA | GPS or RNP-0.3 required, DME/DME RNP-0.3 NA. | MISSED APPROACH: Climbing right turn to 2500 direct HOXDE and hold. |
|---|---|---|

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.25 265.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 358 (400-1) | | | 800-1¼ 358 (400-1¼) |
| CIRCLING | 860-1 411 (500-1) | 900-1 451 (500-1) | 900-1½ 451 (500-1½) | 1060-2 611 (700-2) |

MIRL Rwy 14-32 L

REIL Rwys 14 and 32

SC-2, 14 JAN 2010 to 11 FEB 2010

CORSICANA, TEXAS

AL-5998 (FAA)

| VORTAC CQY | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.8 | 218° | TDZE | N/A |
| Chan 95 | | Apt Elev | 449 |

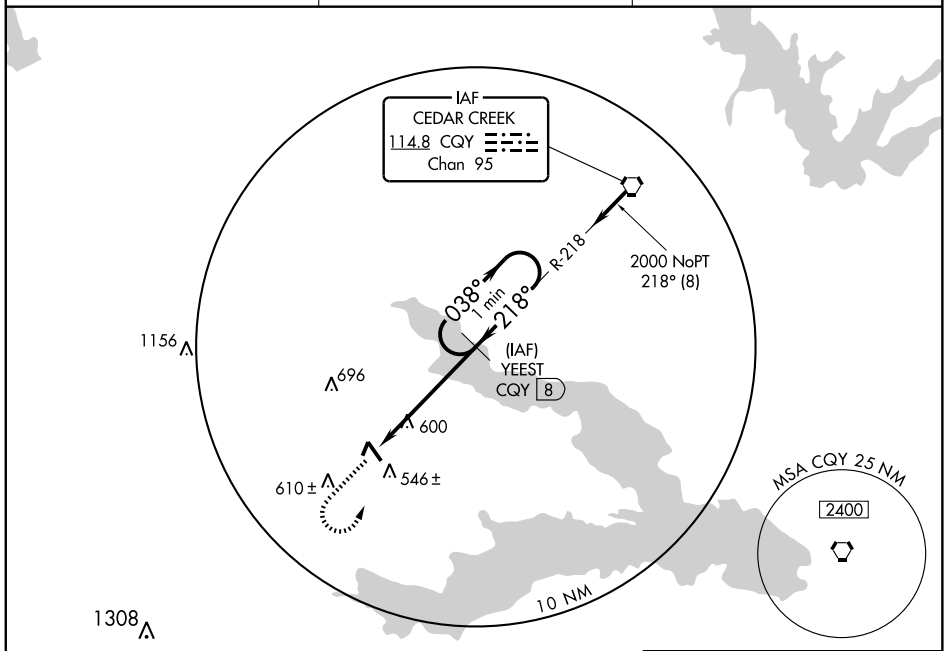
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

# VOR/DME-A

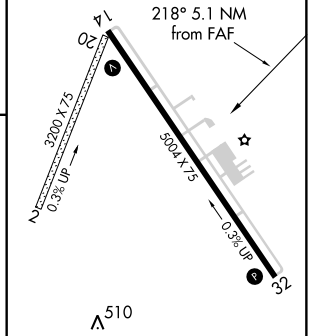
NA

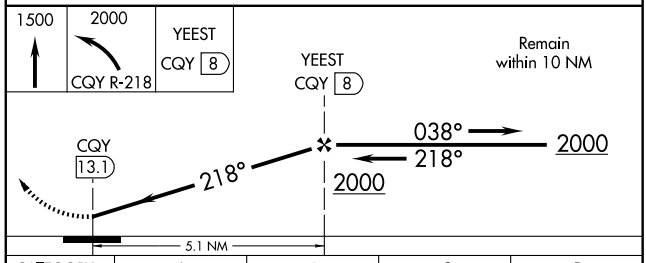
MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 via CQY VORTAC R-218 to YEEST/CQY 8 DME and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.25 265.1 | 122.8 (CTAF) L |




ELEV 449




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 860-1<br>411 (500-1) | 900-1<br>451 (500-1) | 900-1½<br>451 (500-1½) | 1060-2<br>611 (700-2) |

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC CQY 114.8 Chan 95 | APP CRS 038° | Rwy Idg N/A TDZE N/A Apt Elev 449 |
|---|---|---|

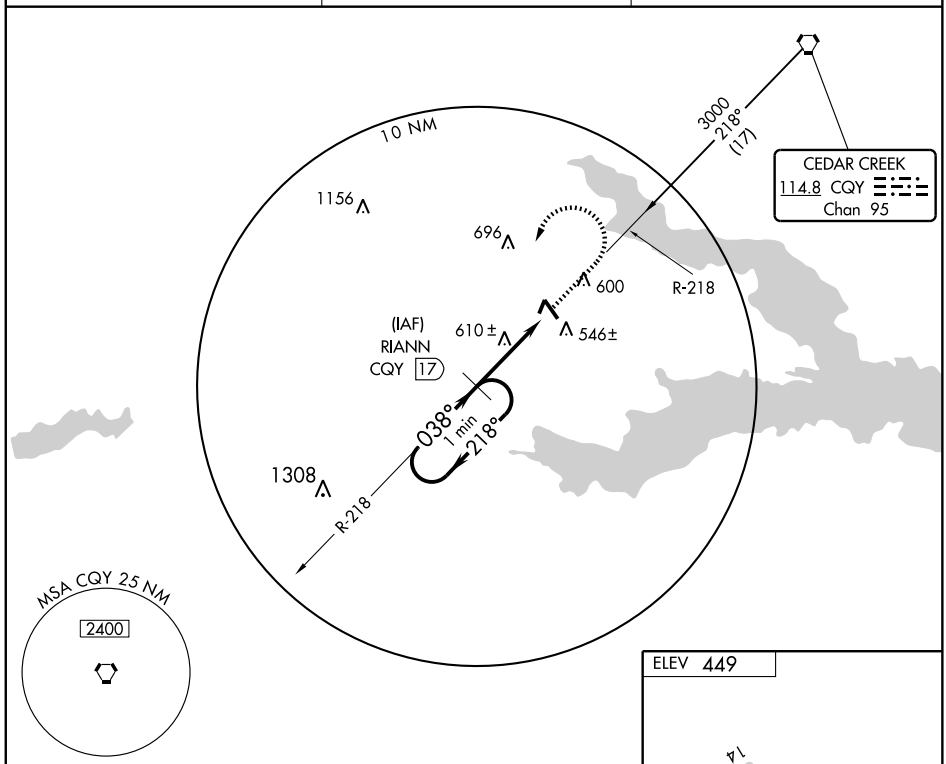
CORSICANA/
C. DAVID CAMPBELL FIELD-CORSICANA MUNI (CRS)

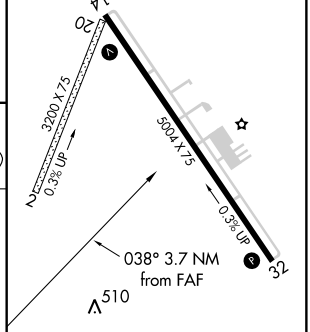
# VOR/DME-B

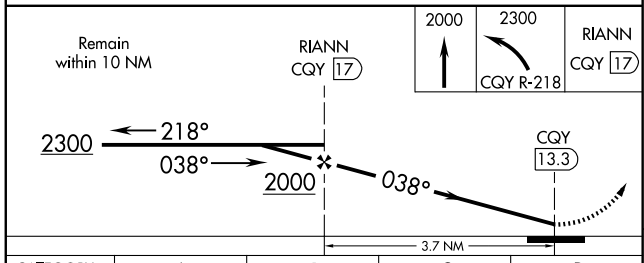
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 2300 via CQY VORTAC R-218 to RIANN/CQY 17 DME and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 120.675 | 135.25 265.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 860-1<br>411 (500-1) | 900-1<br>451 (500-1) | 900-1½<br>451 (500-1½) | 1060-2<br>611 (700-2) |

MIRL Rwy 14-32 L
REIL Rwys 14 and 32

SC-2, 14 JAN 2010 to 11 FEB 2010

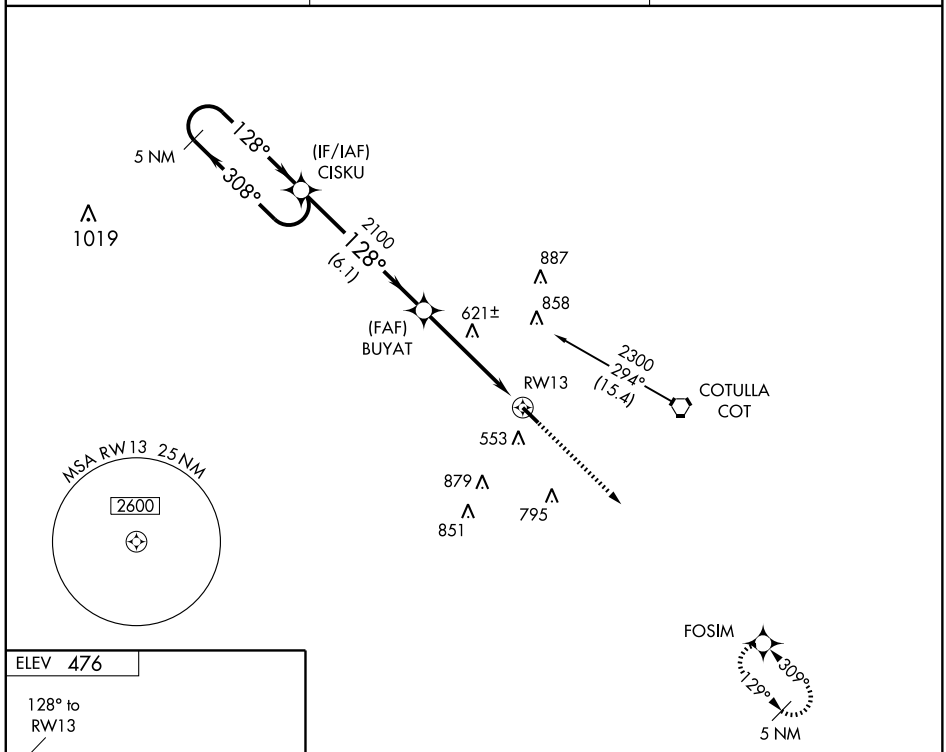
| APP CRS | Rwy Idg | 5005 |
|---|---|---|
| 128° | TDZE | 474 |
| | Apt Elev | 476 |

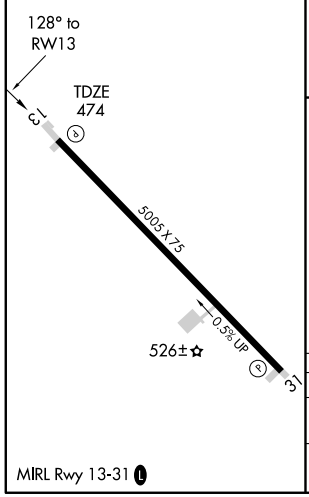
# RNAV (GPS) RWY 13
## COTULLA-LA SALLE COUNTY (COT)

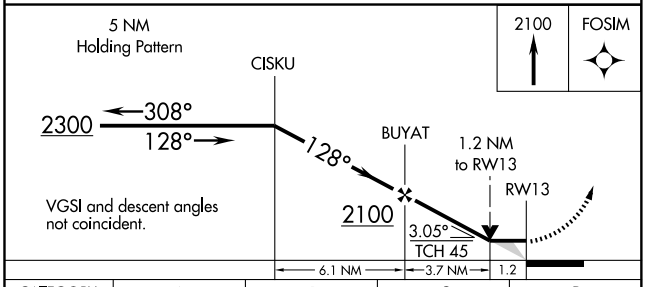
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct FOSIM and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.32 | 134.6 322.5 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 880-1 406 (500-1) | | 880-1¼ 406 (500-1¼) | NA |
| CIRCLING | 900-1 424 (500-1) | 940-1 464 (500-1) | 940-1½ 464 (500-1½) | NA |

MIRL Rwy 13-31 L

SC-3, 14 JAN 2010 to 11 FEB 2010

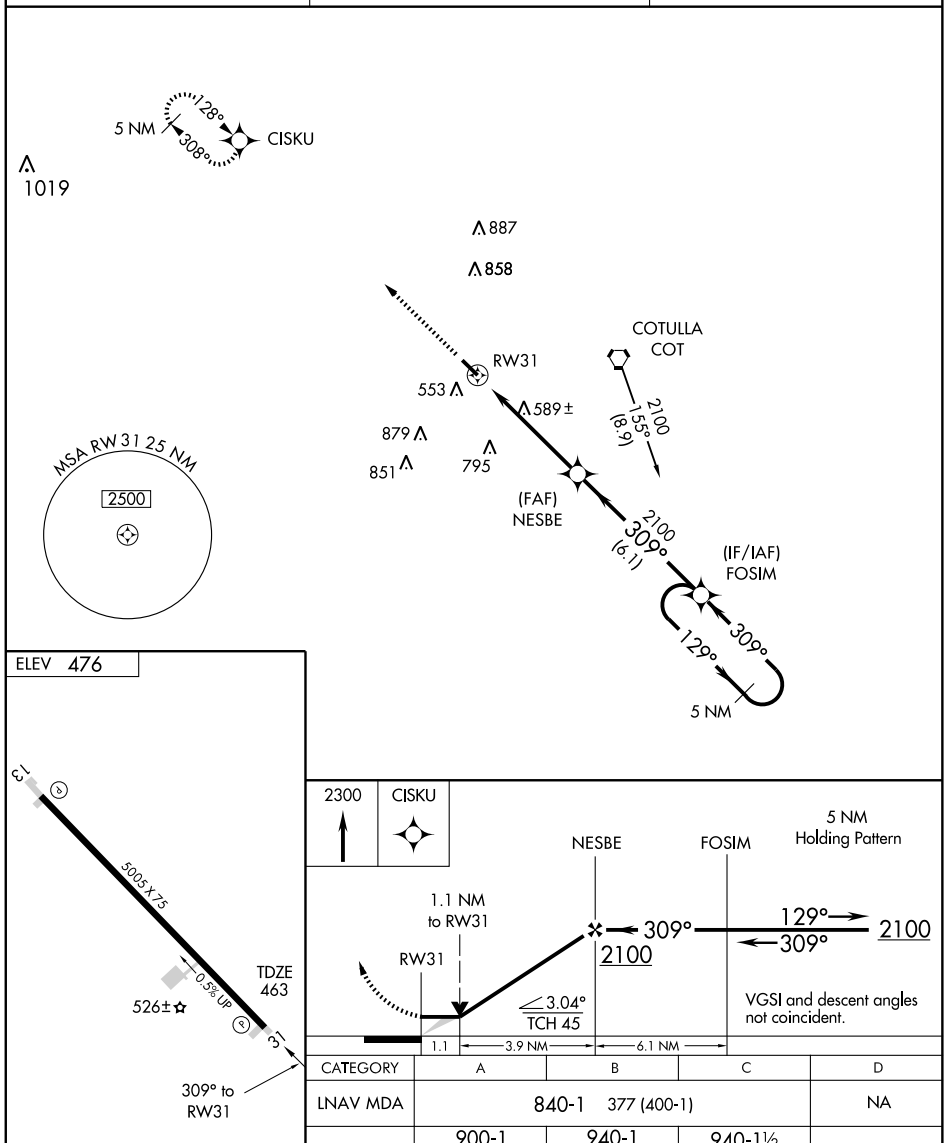
| APP CRS | Rwy Idg | 5005 |
|---|---|---|
| 309° | TDZE | 463 |
| | Apt Elev | 476 |

# RNAV (GPS) RWY 31
## COTULLA-LA SALLE COUNTY (COT)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct CISKU and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.32 | 134.6 322.5 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 377 (400-1) | | | NA |
| CIRCLING | 900-1 424 (500-1) | 940-1 464 (500-1) | 940-1½ 464 (500-1½) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC COT 115.8 Chan 105 | APP CRS 259° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 474 |
|---|---|---|

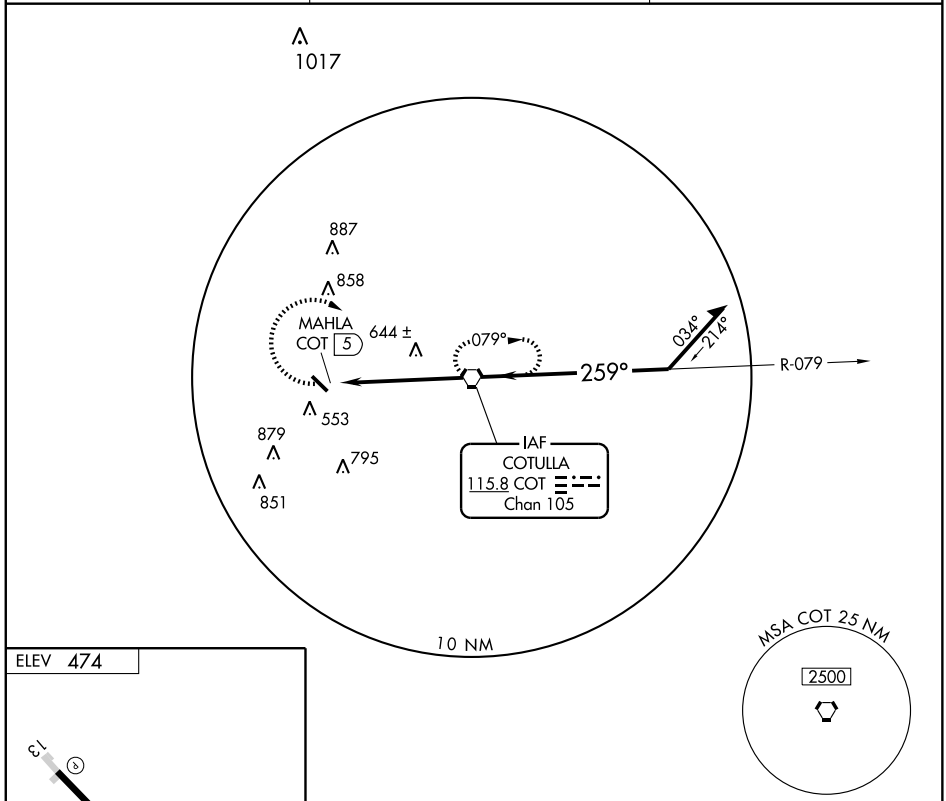
# VOR-A

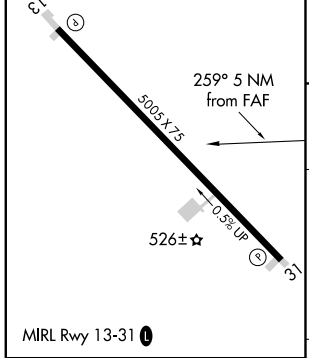
## COTULLA-LA SALLE COUNTY (COT)

If local altimeter setting not received, use Pleasanton Muni altimeter setting and increase all MDAs 120 feet.

MISSED APPROACH: Climbing right turn to 2100 direct COT VORTAC and hold.

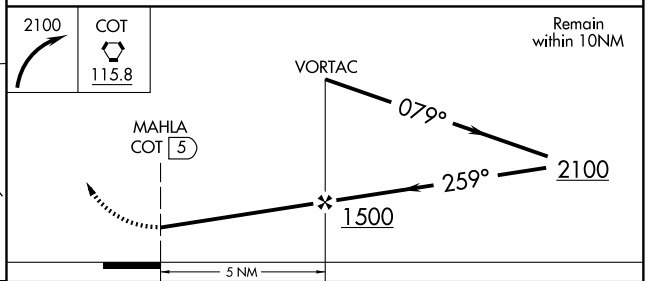
| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.32 | 134.6 322.5 | 122.7 (CTAF) L |










| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 900-1<br>426 (500-1) | 940-1<br>466 (500-1) | 940-1½<br>466 (500-1½) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

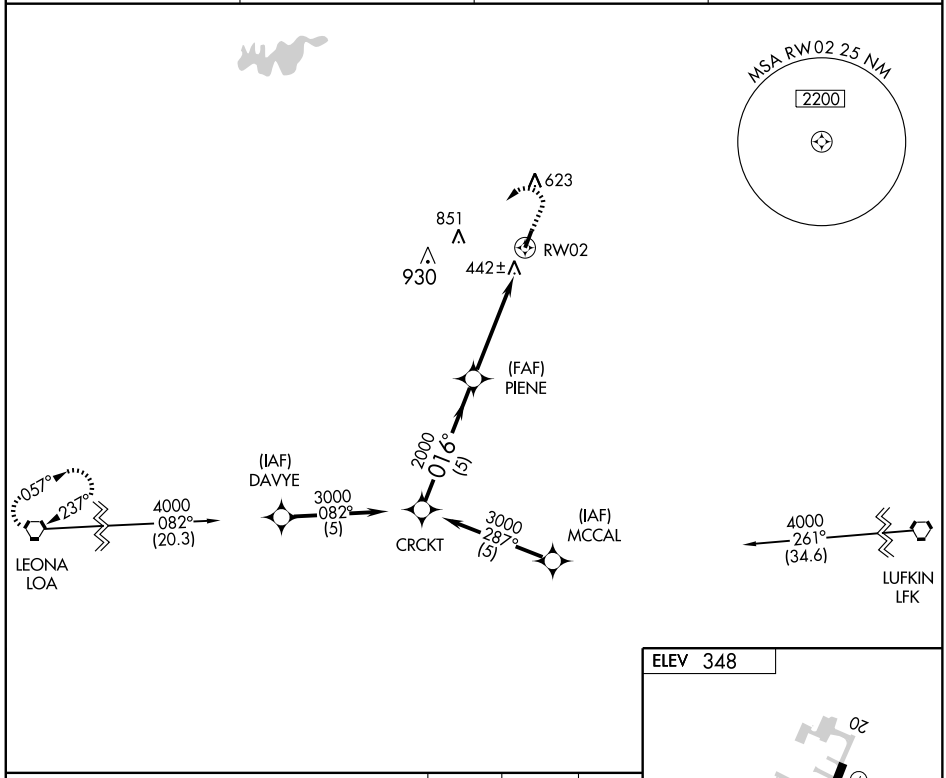
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 016° | TDZE | 342 |
| | Apt Elev | 348 |

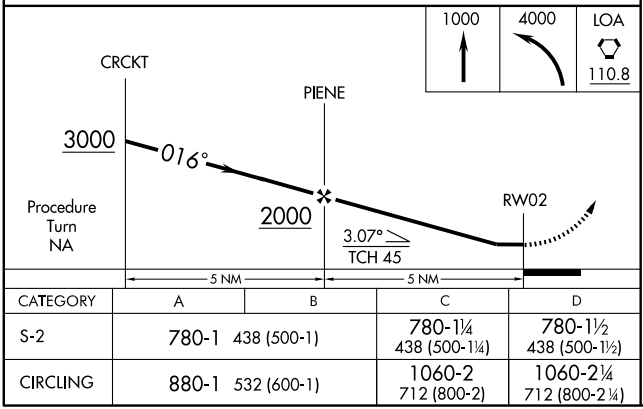
# GPS RWY 2

CROCKETT/ HOUSTON COUNTY (DKR)

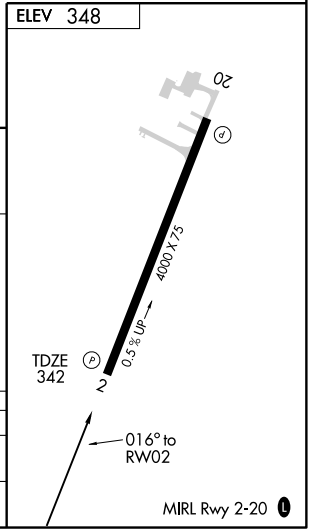
| NA | Use Huntsville Muni altimeter setting. | MISSED APPROACH: Climb to 1000, then climbing left turn to 4000 direct LOA VORTAC and hold. |
|---|---|---|

| AWOS-3 | HOUSTON CENTER | CTAF | 123.5 L |
|---|---|---|---|
| 118.775 | 134.8 269.6 | 122.9 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 780-1 438 (500-1) | | 780-1¼ 438 (500-1¼) | 780-1½ 438 (500-1½) |
| CIRCLING | 880-1 532 (600-1) | | 1060-2 712 (800-2) | 1060-2¼ 712 (800-2¼) |




SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 197° | TDZE | 348 |
| | Apt Elev | 348 |

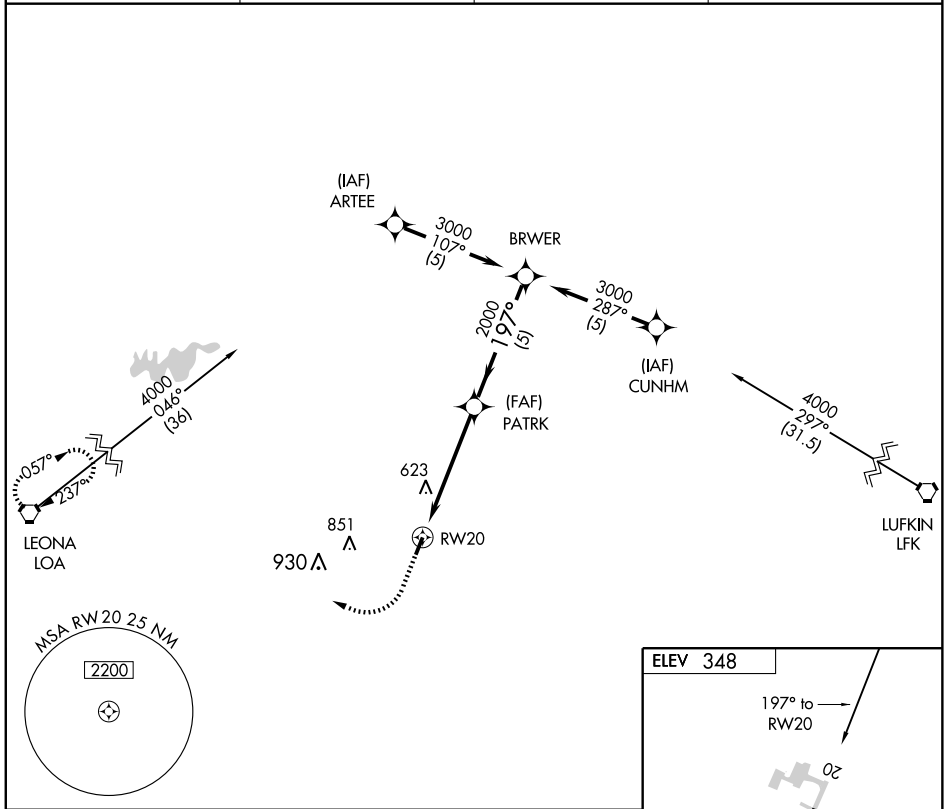
# GPS RWY 20

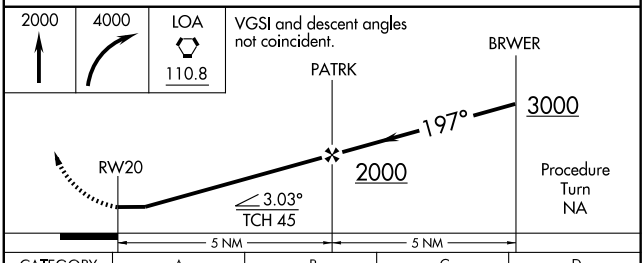
CROCKETT/ HOUSTON COUNTY (DKR)

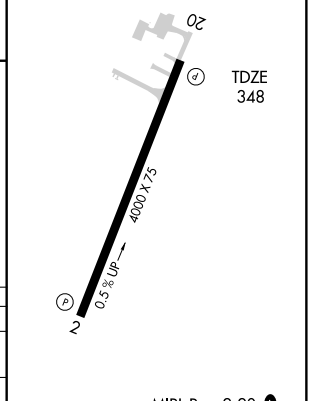
⚠ NA Use Huntsville Muni altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 4000 direct LOA VORTAC and hold.

| AWOS-3 | HOUSTON CENTER | CTAF | |
|---|---|---|---|
| 118.775 | 134.8 269.6 | 122.9 | 123.5 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1020-1 | 672 (700-1) | 1020-2<br>672 (700-2) | 1020-2 ¼<br>672 (700-2 ¼) |
| CIRCLING | 1020-1 | 672 (700-1) | 1060-2<br>712 (800-2) | 1060-2 ¼<br>712 (800-2 ¼) |

MIRL Rwy 2-20 (L)

SC-5, 14 JAN 2010 to 11 FEB 2010

CROSBYTON, TEXAS

AL-6666 (FAA)

| APP CRS | Rwy Idg | 3600 |
|---|---|---|
| 352° | TDZE | 3017 |
| | Apt Elev | 3018 |

# GPS RWY 35

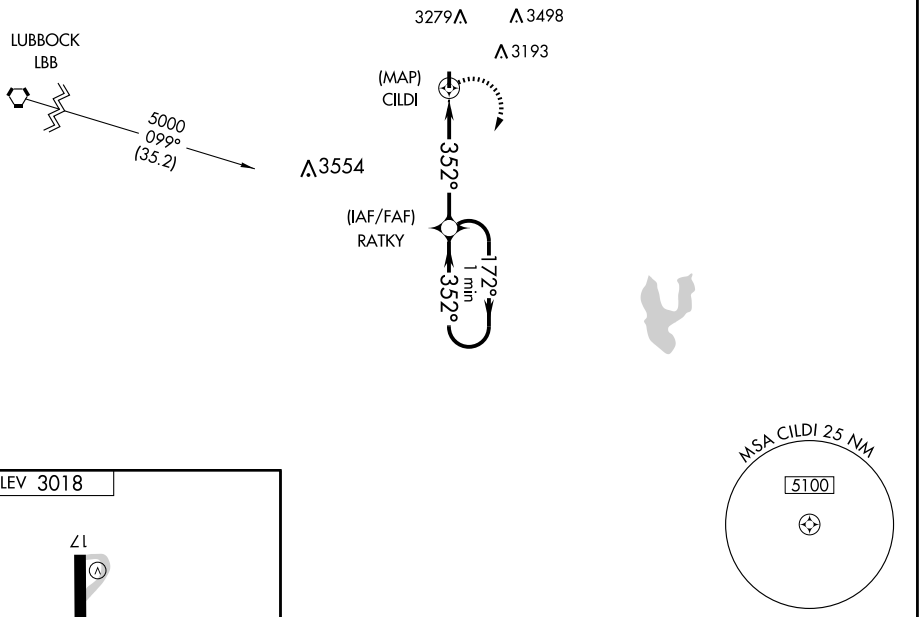
## CROSBYTON MUNI (8F3)

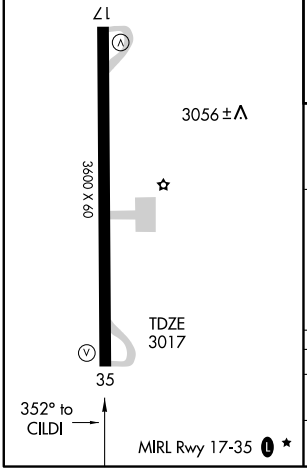
Use Lubbock altimeter setting.

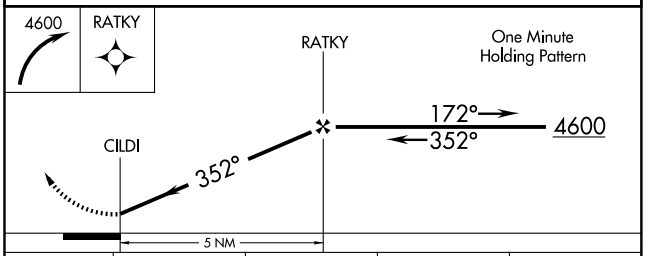
NA

MISSED APPROACH: Climbing right turn 4600 direct RATKY WP and hold.

| LUBBOCK APP CON | UNICOM |
|---|---|
| 119.2 351.8 | 122.8 L (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 3440-1 | 423 (500-1) | 3440-1¼<br>423 (500-1¼) | NA |
| CIRCLING | 3560-1 | 542 (600-1) | 3560-1½<br>542 (600-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB CZX | APP CRS | Rwy Idg | 3600 |
|---|---|---|---|
| 332 | 360° | TDZE | 3017 |
| | | Apt Elev | 3018 |

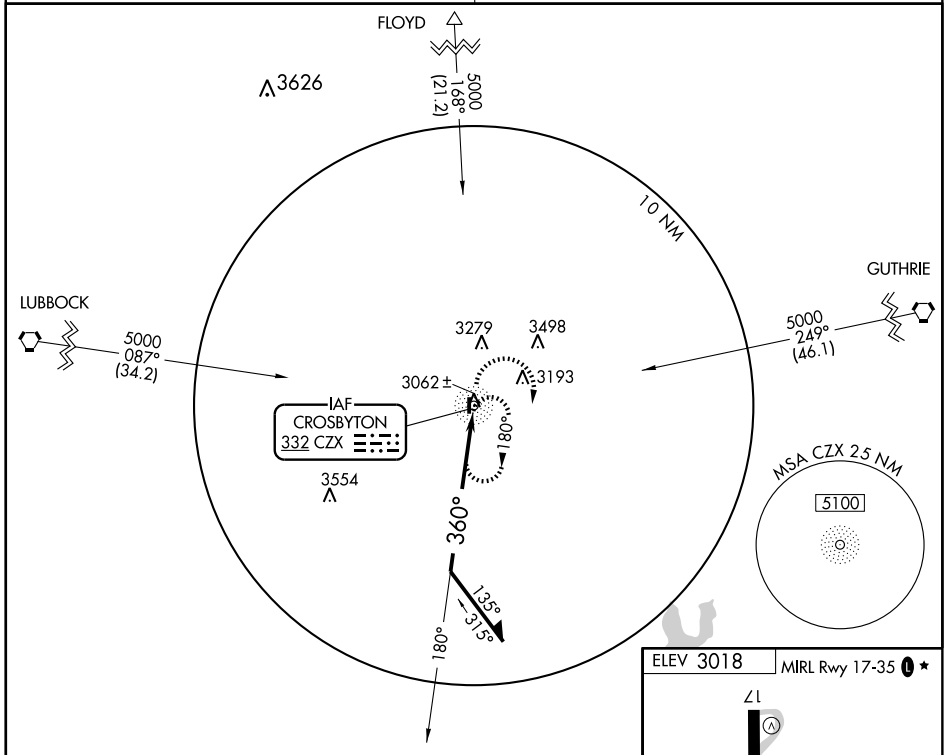
# NDB RWY 35

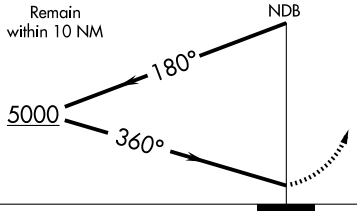
## CROSBYTON MUNI (8F3)

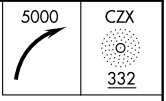
NA Use Lubbock altimeter setting.
ACTIVATE MIRL Rwy 17-35 - 122.8.

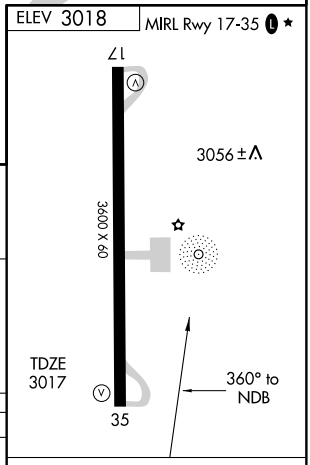
MISSED APPROACH: Climbing right turn to 5000 in CZX NDB holding pattern.

| LUBBOCK APP CON | UNICOM |
|---|---|
| 119.2 351.8 | 122.8 L (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 3600-1 | 583 (600-1) | 3600-1½ 583 (600-1½) | NA |
| CIRCLING | 3600-1 | 582 (600-1) | 3600-1½ 582 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6400 |
|---|---|---|
| 172° | TDZE | 3990 |
| | Apt Elev | 3991 |

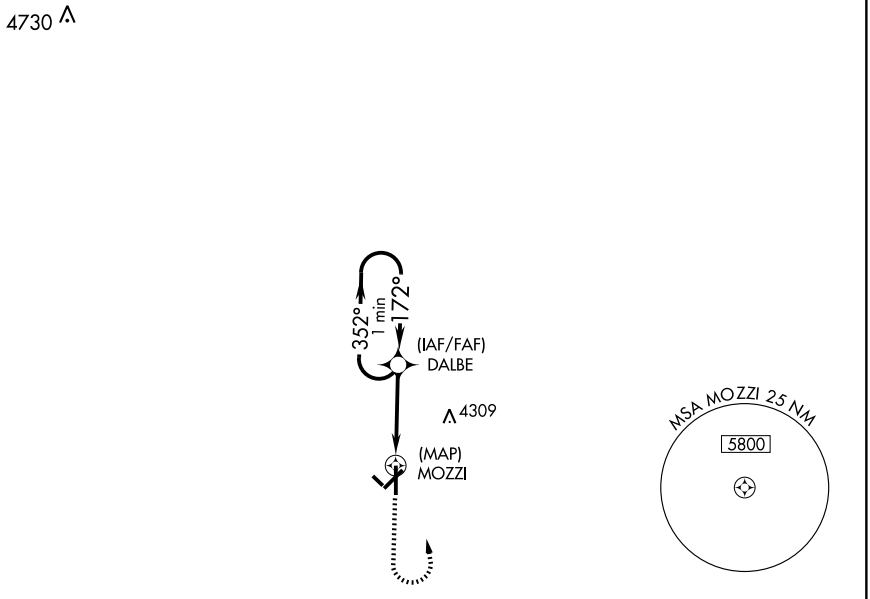
# GPS RWY 17
## DALHART MUNI (DHT)

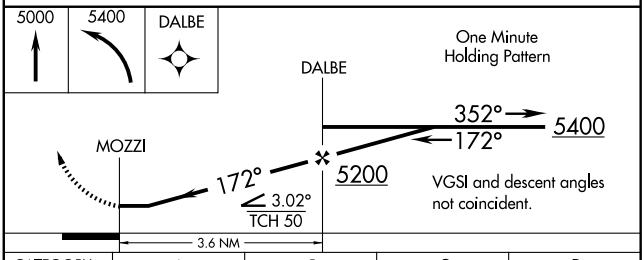
T
A NA

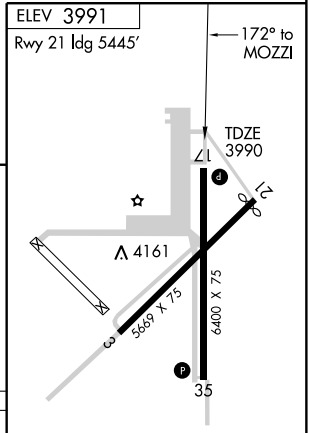
Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5000 then climbing left turn to 5400 direct DALBE and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 134.075 | 127.85 285.475 | 122.95 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 4520-1 | 530 (600-1) | 4520-1½ 530 (600-1½) | 4520-1¾ 530 (600-1¾) |
| CIRCLING | 4520-1 | 529 (600-1) | 4520-1½ 529 (600-1½) | 4660-2 669 (700-2) |

REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

DALHART, TEXAS

AL-537 (FAA)

| VORTAC DHT | APP CRS | Rwy Idg | 6400 |
|---|---|---|---|
| 112.0 | 349° | TDZE | 3988 |
| Chan 57 | | Apt Elev | 3991 |

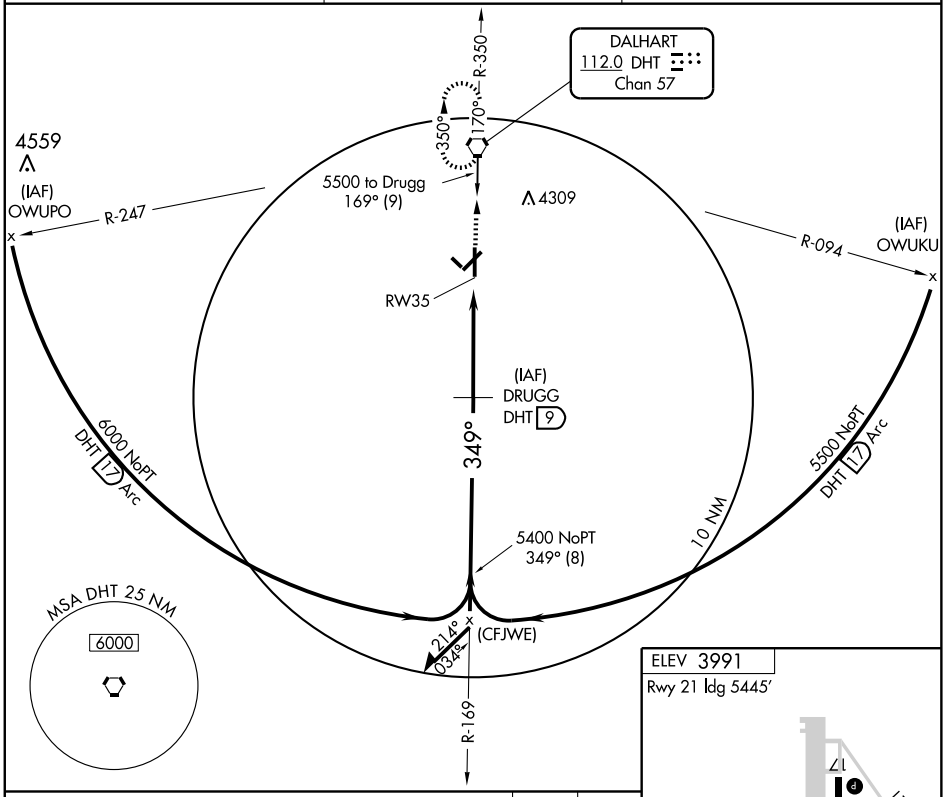
# VOR/DME or GPS RWY 35

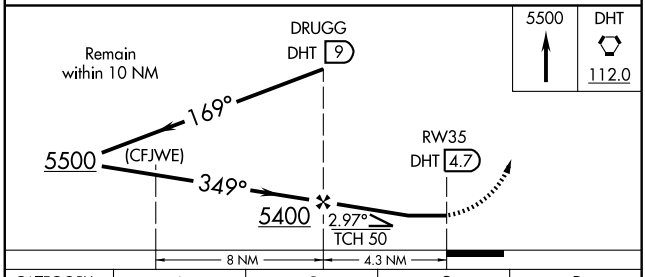
DALHART MUNI (DHT)

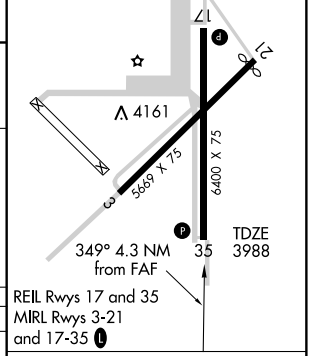
Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5500 direct DHT VORTAC and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 134.075 | 127.85 285.475 | 122.95 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 4340-1 352 (400-1) | | | 4340-1¼ 352 (400-1¼) |
| CIRCLING | 4440-1 449 (500-1) | 4460-1 469 (500-1) | 4460-1½ 469 (500-1½) | 4660-2 669 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

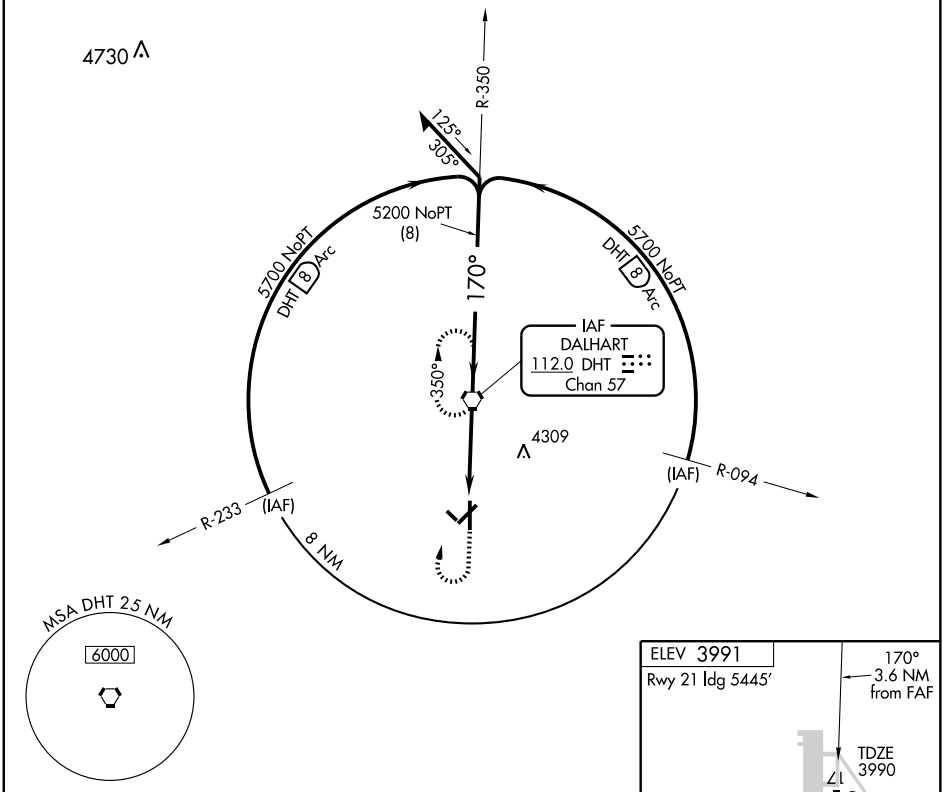
| VORTAC DHT | APP CRS | Rwy Idg | 6400 |
|---|---|---|---|
| 112.0 | 170° | TDZE | 3990 |
| Chan 57 | | Apt Elev | 3991 |

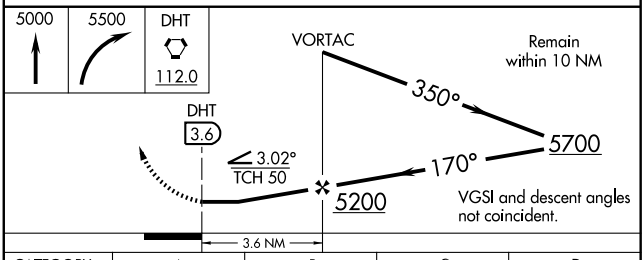
# VOR RWY 17
## DALHART MUNI (DHT)

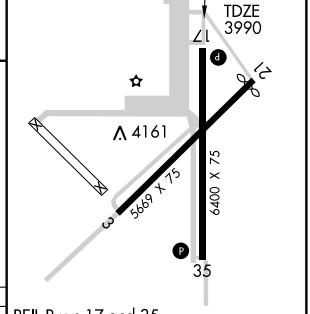
Circling not authorized west of Rwy 17-35.

MISSED APPROACH: Climb to 5000 then climbing right turn to 5500 direct DHT VORTAC and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 134.075 | 127.85 285.475 | 122.95 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 4520-1 | 530 (600-1) | 4520-1½ 530 (600-1½) | 4520-1¾ 530 (600-1¾) |
| CIRCLING | 4520-1 | 529 (600-1) | 4520-1½ 529 (600-1½) | 4660-2 669 (700-2) |

REIL Rwys 17 and 35
MIRL Rwys 3-21 and 17-35 L

FAF to MAP 3.6 NM

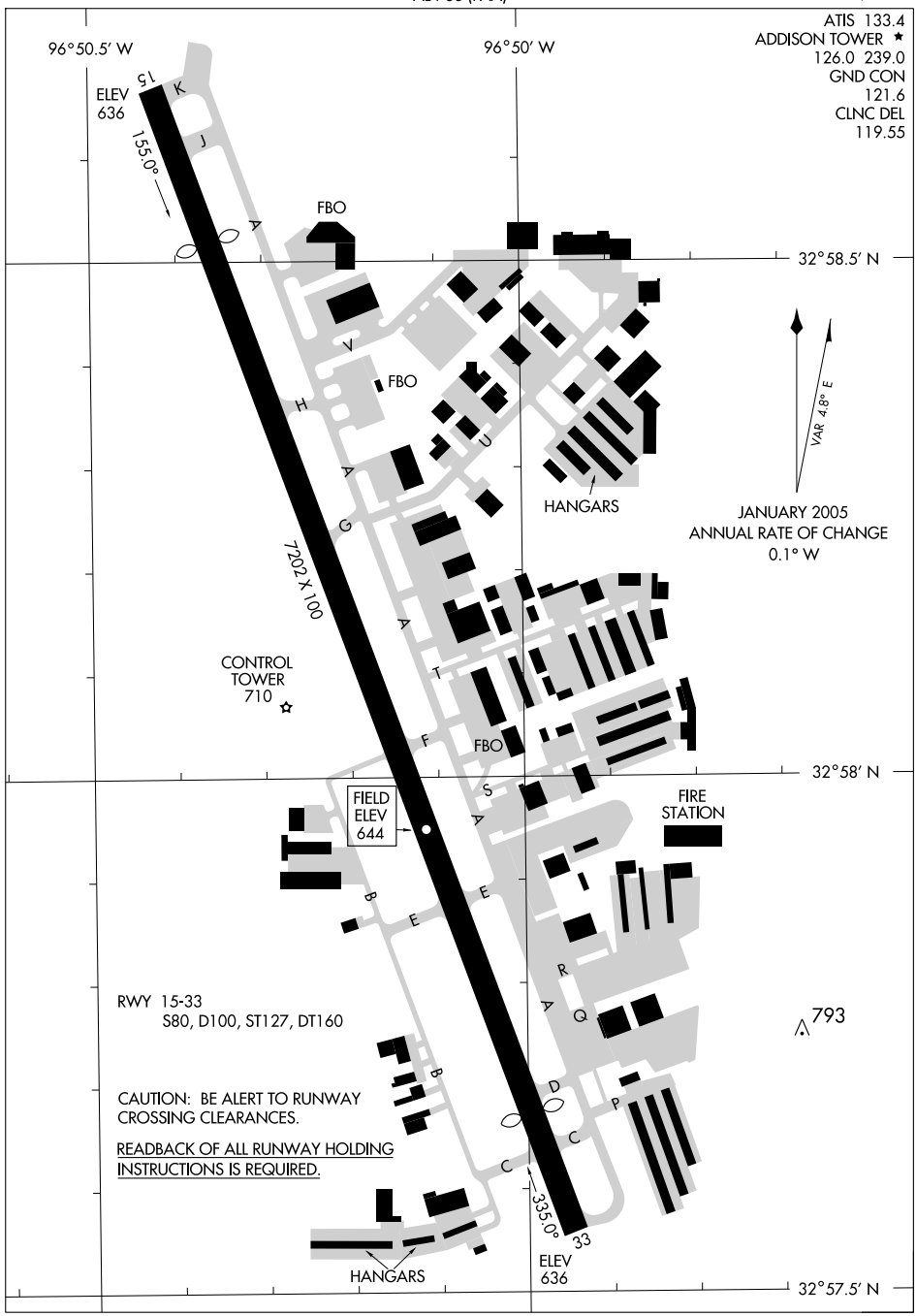
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

SC-2, 14 JAN 2010 to 11 FEB 2010

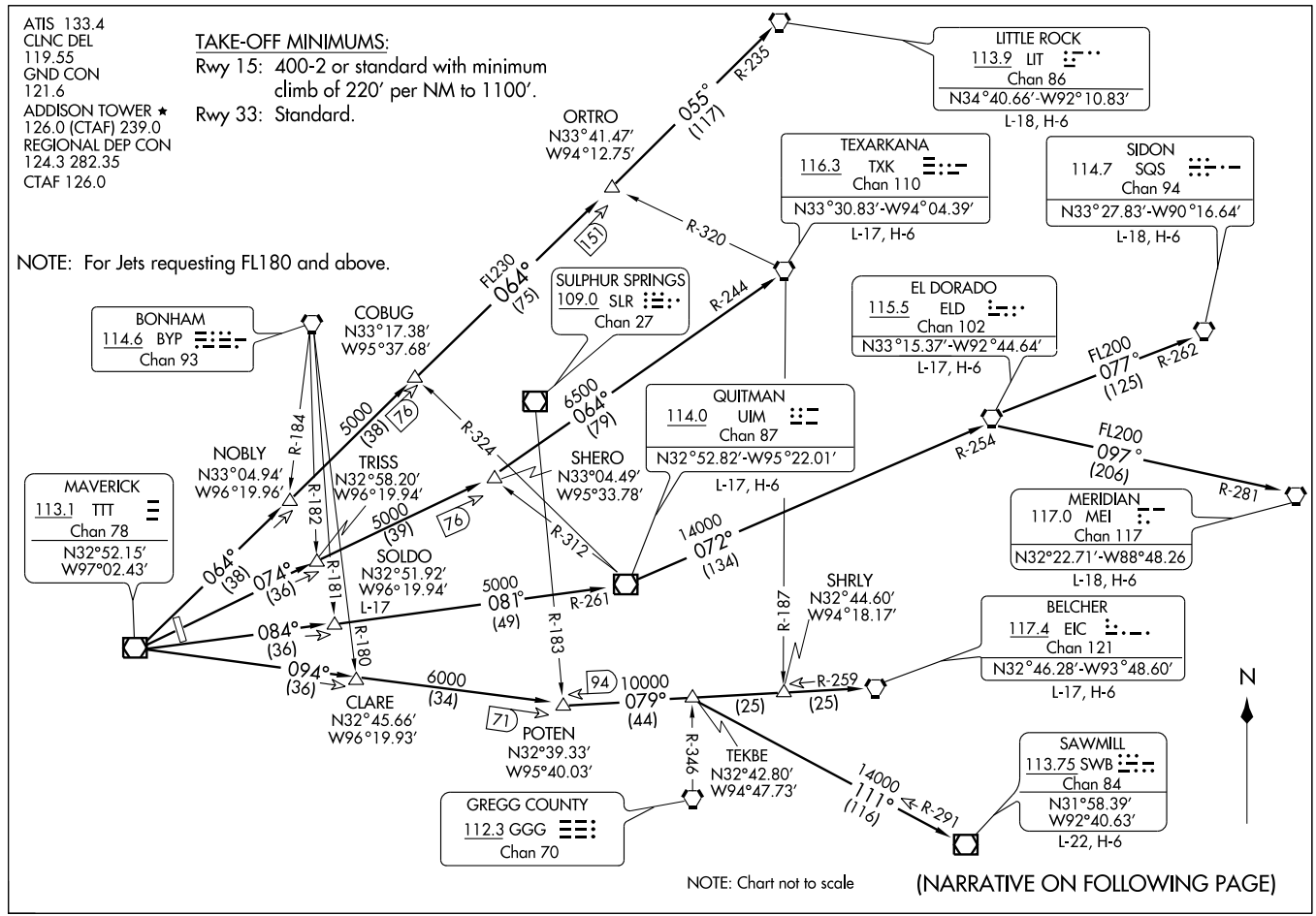
# AIRPORT DIAGRAM

AL-768 (FAA)

DALLAS/ADDISON (ADS)
DALLAS, TEXAS




SC-2, 14 JAN 2010 to 11 FEB 2010


ATIS 133.4
CLNC DEL
119.55
GND CON
121.6
ADDISON TOWER ★
126.0 (CTAF) 239.0
REGIONAL DEP CON
124.3 282.35
CTAF 126.0
TAKE-OFF MINIMUMS:
Rwy 15: 400-2 or standard with minimum climb of 220′ per NM to 1100′.
Rwy 33: Standard.
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6
ORTRO
N33°41.47′
W94°12.75′
055° (117)
R-235
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6
R-320
151
FL230
064° (75)
SULPHUR SPRINGS
109.0 SLR
Chan 27
R-244
EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6
BONHAM
114.6 BYP
Chan 93
COBUG
N33°17.38′
W95°37.68′
5000 (38)
76
R-324
6500
064° (79)
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
FL200
077° (125)
R-262
R-184
NOBLY
N33°04.94′
W96°19.96′
TRISS
N32°58.20′
W96°19.94′
SHERO
N33°04.49′
W95°33.78′
R-254
FL200
097° (206)
R-281
MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′
R-182
5000 (39)
76
MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6
064° (38)
074° (36)
R-181
SOLDO
N32°51.92′
W96°19.94′
L-17
R-312
14000
072° (134)
5000
081° (49)
R-261
SHRLY
N32°44.60′
W94°18.17′
R-187
BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6
084° (36)
094° (36)
R-180
R-183
6000 (34)
94
10000
079° (44)
(25)
(25)
R-259
CLARE
N32°45.66′
W96°19.93′
71
POTEN
N32°39.33′
W95°40.03′
R-346
TEKBE
N32°42.80′
W94°47.73′
14000
111° (116)
R-291
SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6
GREGG COUNTY
112.3 GGG
Chan 70
N
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

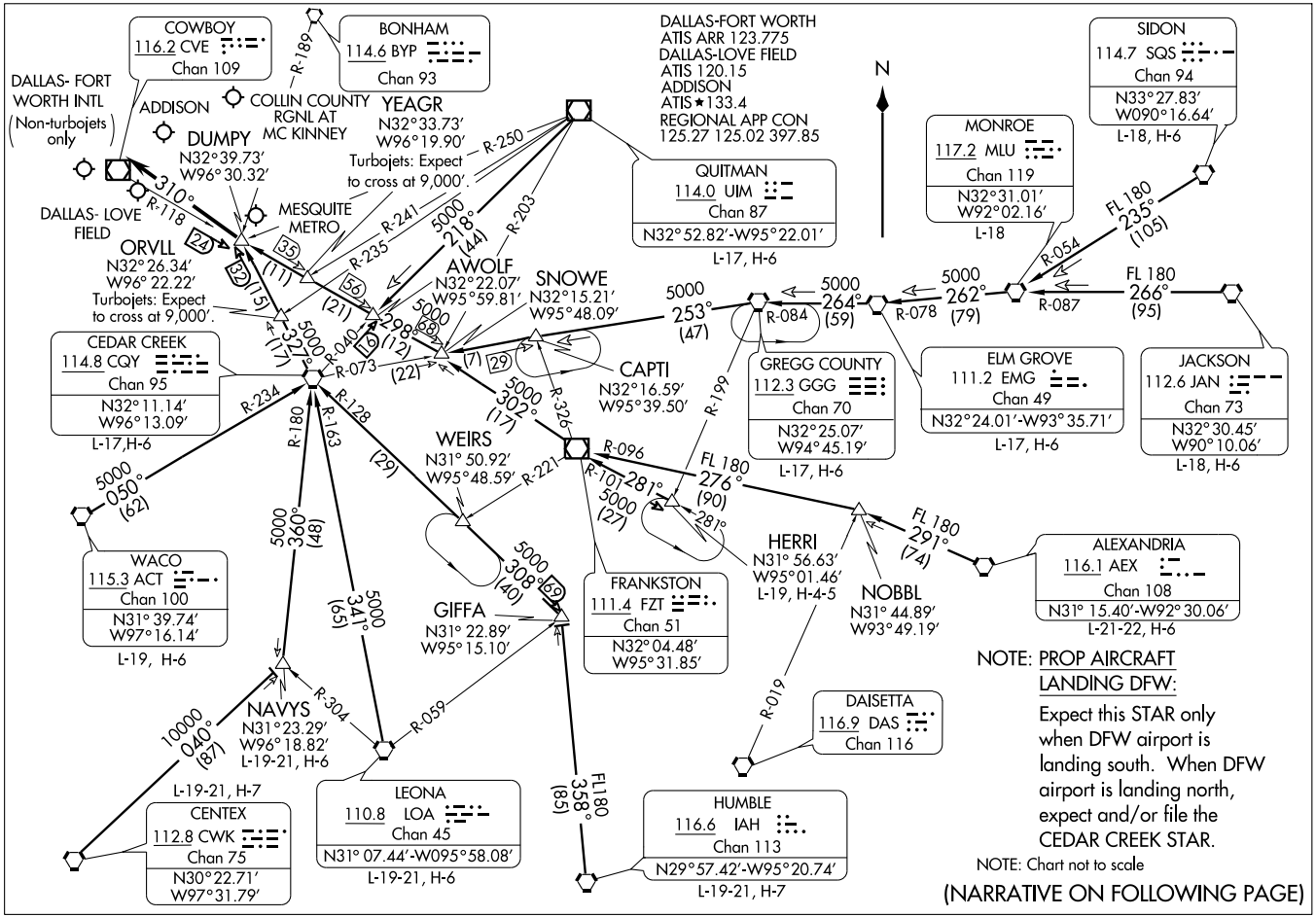
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL. Multiple buildings beginning 258' to 1.8 NM from DER, 21' to1307' on centerline, up to 152' AGL/787' MSL; Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.

Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL. Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010


COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
R-189
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83'
W090°16.64'
L-18, H-6
DALLAS- FORT WORTH INTL
(Non-turbojets only)
ADDISON
COLLIN COUNTY RGNL AT MC KINNEY
YEAGR
N32°33.73'
W96°19.90'
DUMPY
N32°39.73'
W96°30.32'
Turbojets: Expect to cross at 9,000'.
R-250
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01'
W92°02.16'
L-18
FL 180
235°
(105)
R-054
310°
R-118
DALLAS- LOVE FIELD
MESQUITE METRO
ORVLL
N32°26.34'
W96°22.22'
Turbojets: Expect to cross at 9,000'.
5000
218°
(44)
R-203
R-241
R-235
AWOLF
N32°22.07'
W95°59.81'
SNOWE
N32°15.21'
W95°48.09'
5000
253°
(47)
R-084
5000
264°
(59)
R-078
5000
262°
(79)
R-087
FL 180
266°
(95)
5000
322°
(17)
R-040
5000
298°
(12)
R-073
(22)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14'
W96°13.09'
L-17,H-6
CAPTI
N32°16.59'
W95°39.50'
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'
W94°45.19'
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45'
W90°10.06'
L-18, H-6
R-234
R-180
R-163
R-128
R-326
R-199
5000
302°
(17)
WEIRS
N31° 50.92'
W95°48.59'
R-221
R-096
FL 180
276°
(90)
5000
050°
(62)
5000
360°
(48)
5000
341°
(65)
5000
308°
(40)
281°
5000
(27)
281°
HERRI
N31° 56.63'
W95°01.46'
L-19, H-4-5
NOBBL
N31° 44.89'
W93° 49.19'
FL 180
291°
(74)
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40'-W92° 30.06'
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74'
W97° 16.14'
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48'
W95° 31.85'
GIFFA
N31° 22.89'
W95° 15.10'
NOTE: PROP AIRCRAFT LANDING DFW:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect and/or file the CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
10000
040°
(87)
NAVYS
N31°23.29'
W96°18.82'
L-19-21, H-6
R-304
R-059
R-019
DAISETTA
116.9 DAS
Chan 116
L-19-21, H-7
CENTEX
112.8 CWK
Chan 75
N30°22.71'
W97°31.79'
LEONA
110.8 LOA
Chan 45
N31° 07.44'-W095°58.08'
L-19-21, H-6
FL180
358°
(85)
HUMBLE
116.6 IAH
Chan 113
N29°57.42'-W95°20.74'
L-19-21, H-7

# DUMPY THREE ARRIVAL



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

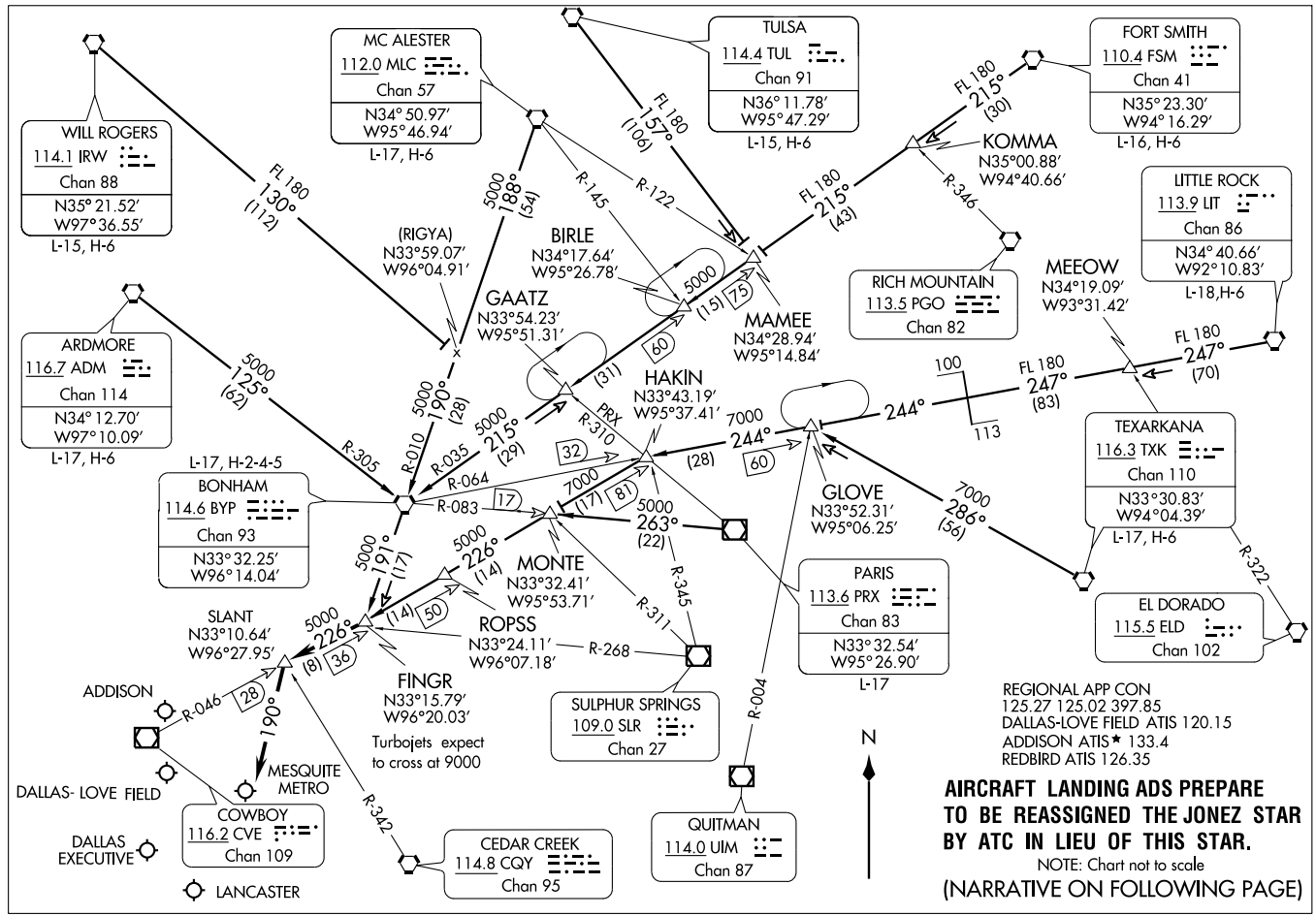
WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010


FINGR THREE ARRIVAL
(FINGR.FINGR3) 09351
ST-106 (FAA)
DALLAS-FT. WORTH, TEXAS
MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE TO BE REASSIGNED THE JONEZ STAR BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

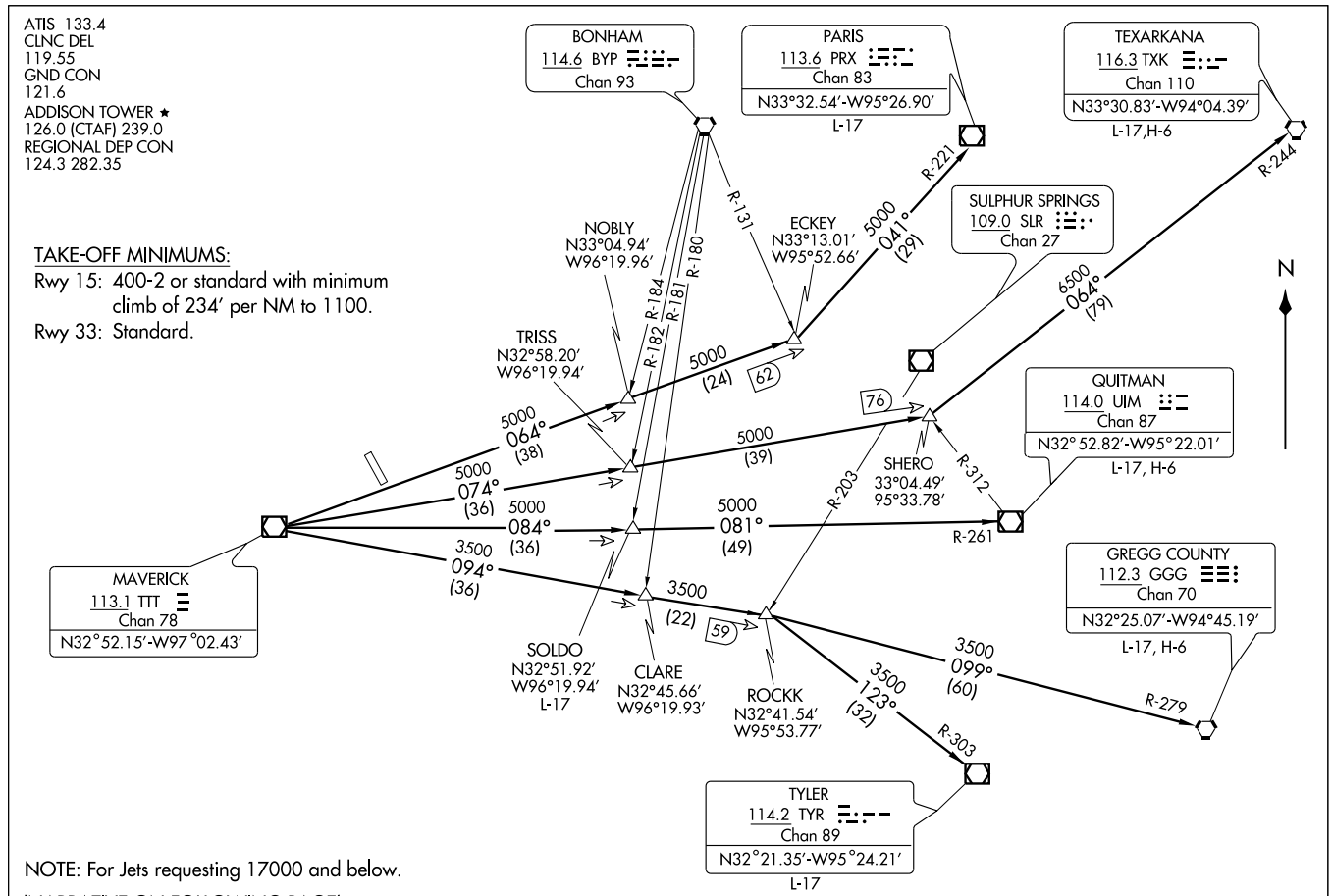
# FINGR THREE ARRIVAL (FINGR.FINGR3)



## ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010




(GARL3.TTT) 09351

# GARLAND THREE DEPARTURE

SL-768 (FAA)

DALLAS/ADDISON (ADS)

DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

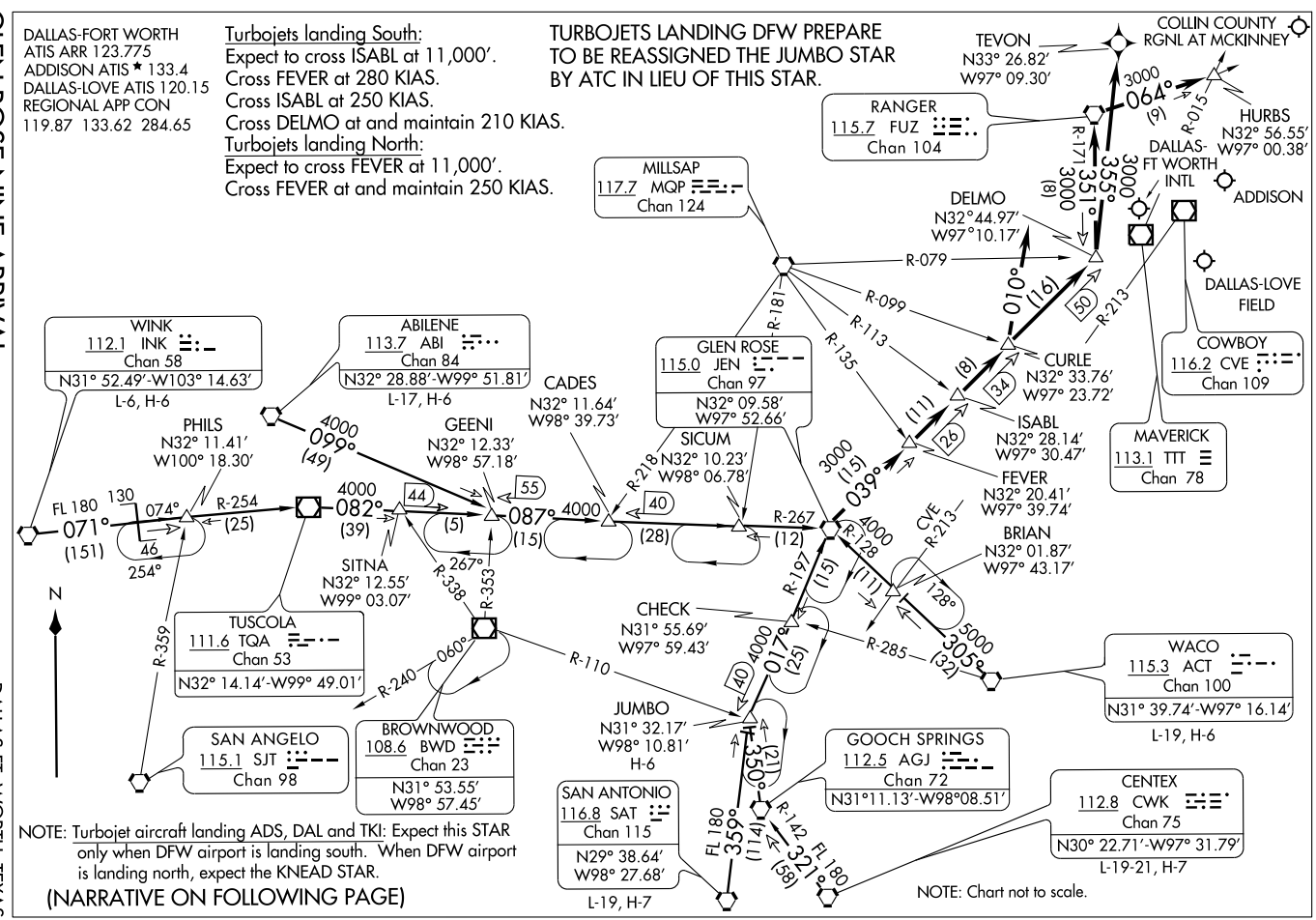
TAKE-OFF OBSTACLES:
Rwy 15: Building 2.1 NM from DER, on centerline, 360' AGL/974' MSL.
Multiple buildings beginning 258' to 1.8 NM from DER, 21' to 1307' left of centerline, up to 152' AGL/787' MSL.
Multiple buildings, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 311' AGL/955' MSL.
Rwy 33: Multiple poles and buildings beginning 46' to 3124' from DER, 186' to 801' right of centerline, up to 84' AGL/720' MSL.
Multiple poles and buildings beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.




NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

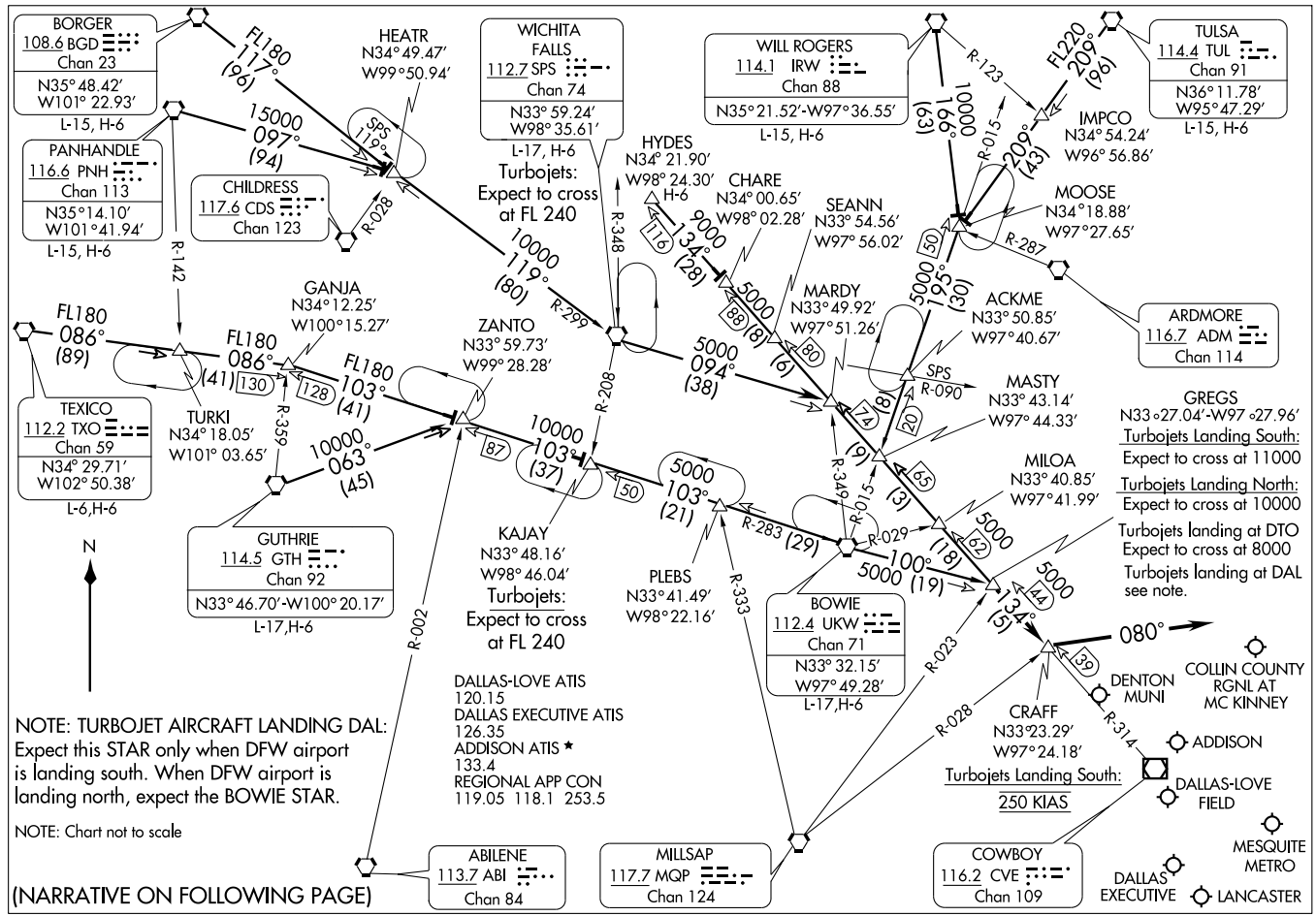
JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
R-349
R-015
R-029
5000 100° (19)
R-123
FL220 209° (96)
10000 166° (63)
R-015
209° (43)
R-287
5000 195° (30)
9000 134° (28)
116
5000 094° (38)
88
8
6
80
74
8
20
9
3
65
62
5000 134° (5)
44
39
080°
R-023
R-028
R-314
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

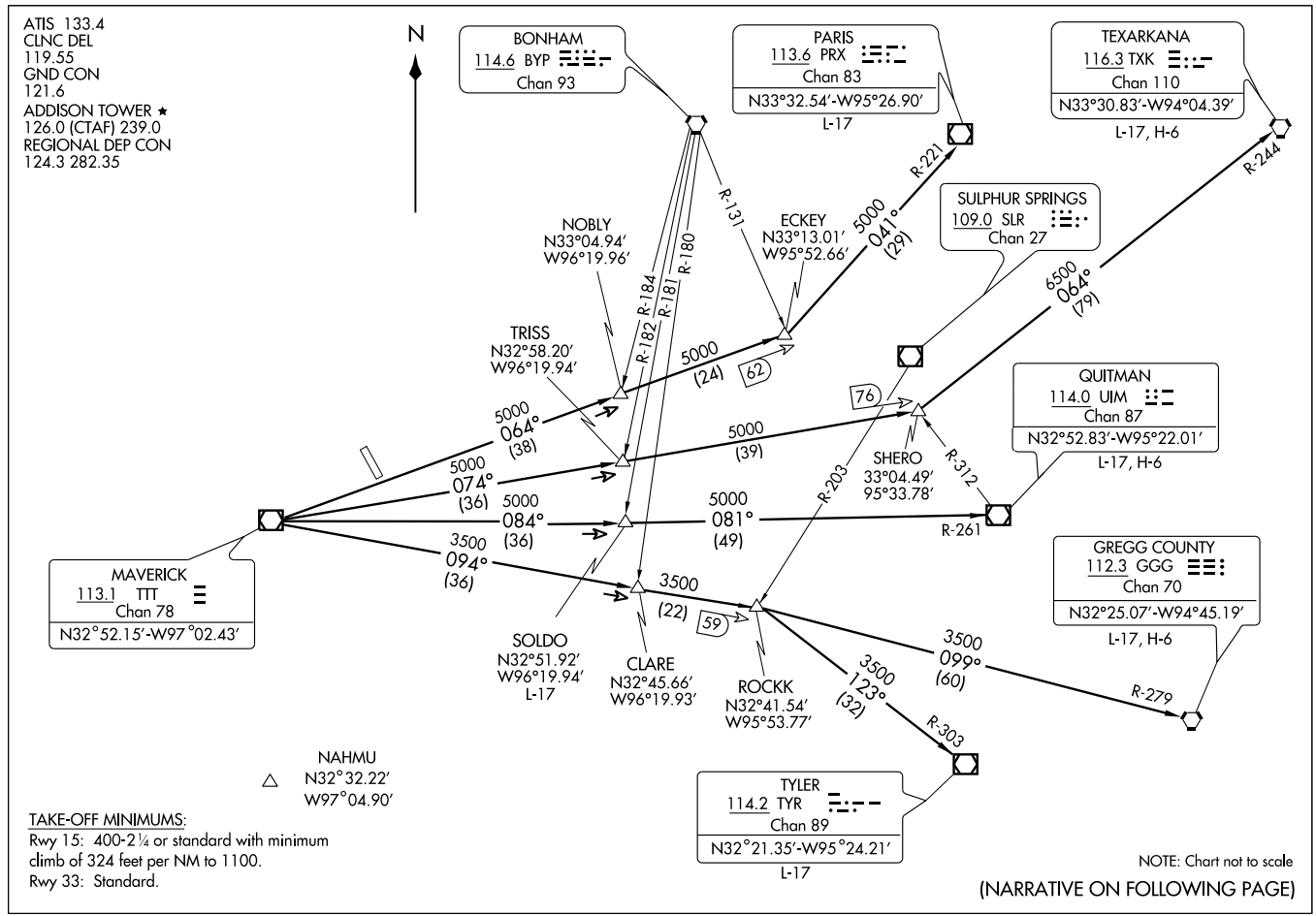
. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

# HUBBARD SIX DEPARTURE







# HUBBARD SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 15:
Multiple buildings beginning 1,085' from departure end of runway, 21' left of centerline, up to 321' AGL/945' MSL.
Building with antenna, 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL.
Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL.
Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL.
Road, railroad beginning 268' from departure end of runway, 5' right of centerline, up to 23' AGL/655' MSL.
Rwy 33:
Multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL.
Multiple buildings beginning 1,225' from departure end of runway, 147' left of centerline, up to 37' AGL/697' MSL.
Multiple building beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL.
Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-ADS | APP CRS | Rwy Idg | 6223 |
|---|---|---|---|
| 110.1 | 155° | TDZE | 643 |
| Chan 38 | | Apt Elev | 644 |

# ILS or LOC RWY 15

DALLAS/ADDISON (ADS)

When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Dallas-Love Field altimeter setting and increase all DAs 39 feet and MDAs 40 feet.
Inoperative table does not apply to S-ILS 15 all Cats, S-LOC 15 Cats A, B & C. For inoperative MALSR, increase S-LOC 15 Cat D visibility to 1¼. Visibility reduction by helicopters NA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 via heading 105° and TTT VOR/DME R-074 to TRISS Int/TTT 36.3 DME and hold.

| ATIS | REGIONAL APP CON | ADDISON TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.4 | 124.3 282.275 | 126.0 (CTAF) L 239.0 | 121.6 | 119.55 | 122.95 |

RADAR REQUIRED

MSA TTT 25 NM
2700
080°
320°
3600

(IF)
BONOO INT
I-ADS 12
335°
2000
6.8
155°

1548

MISSED APCH FIX
113.1 TTT
Chan 78
TRISS
TTT 36.3
114.6 BYP
R-182
Chan 93
R-074
074°
254°

JERIT INT
I-ADS 5.2

10 NM
R-015
R-035
1049
785
855
1049
1020
678
841
797
LOCALIZER 110.1
I-ADS
Chan 38
809
975
1045
R-074
R-074

MAVERICK
113.1 TTT
Chan 78

COWBOY
116.2 CVE
Chan 109

ELEV 644
Rwy 15 ldg 6223′
Rwy 33 ldg 6431′
682
TDZE
643
155° 4.1 NM
from FAF
759
7202 X 100
TWR
710
793
33
684
REIL Rwy 33
MIRL Rwy 15-33 L

VGSI and ILS glidepath not coincident

BONOO INT
I-ADS 12
JERIT INT
I-ADS 5.2
2000
2000
155°
2000
I-ADS
1.1
GS 3.00°
TCH 52
6.8 NM
4.1 NM

1500
3000
HDG 105°
TTT R-074
TRISS
TTT 36.3

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | | 893-1 250 (300-1) | | |
| S-LOC 15 | | 1040-1 397 (400-1) | | |
| CIRCLING | 1200-1 556 (600-1) | | 1240-1½ 596 (600-1½) | 1280-2 636 (700-2) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-TBQ | APP CRS | Rwy Idg | 6431 |
|---|---|---|---|
| 110.1 | 335° | TDZE | 644 |
| Chan 38 | | Apt Elev | 644 |

# ILS or LOC RWY 33

DALLAS/ADDISON (ADS)

Visibility reduction by helicopters NA. When control tower closed, obtain local altimeter setting on UNICOM; when not received, use Dallas-Love Field altimeter setting and increase all DAs 39 feet and all MDAs 40 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 5000 via heading 065° and CVE VOR/DME R-046 to FINGR INT/CVE 36.4 DME and hold.

| ATIS | REGIONAL APP CON | ADDISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.4 | 124.3 282.275 | 126.0 (CTAF) L 239.0 | 121.6 | 119.55 | 122.95 |

RADAR REQUIRED

MISSED APCH FIX

114.6 BYP R-191 Chan 93

109.0 SLR R-268 Chan 27

191°

011°

FINGR CVE 36.4

R-046

116.2 CVE Chan 109

1049 1049 1020 785 678 855 797 841 809 975 1045 R-046

LOCALIZER 110.1 I-TBQ Chan 38

R-079

PORTR INT I-TBQ 3.9

COWBOY 116.2 CVE Chan 109

R-121

335° (6.1)

2000

(IF) ADDIS INT I-TBQ 10

155°

10 NM

10 NM

1368

MSA CVE 25 NM

2700

080°

3600

340°

1500 5000 HDG 065° CVE R-046

FINGR CVE 36.4

PORTR INT I-TBQ 3.9

ADDIS INT I-TBQ 10

2500

2000

335°

2000

GS 3.00° TCH 54

4.1 NM 6.1 NM

ELEV 644

682

Rwy 15 ldg 6223'

Rwy 33 ldg 6431'

15

759

7202 X 100

TWR 710

793

335° 4.1 NM from FAF

33

TDZE 644

684

REIL Rwy 33

MIRL Rwy 15-33 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | | 894-1 250 (300-1) | | |
| S-LOC 33 | 1240-1 596 (600-1) | | 1240-1½ 596 (600-1½) | 1240-1¾ 596 (600-1¾) |
| CIRCLING | 1240-1 596 (600-1) | | 1240-1½ 596 (600-1½) | 1280-2 636 (700-2) |

FAF to MAP 4.1 NM

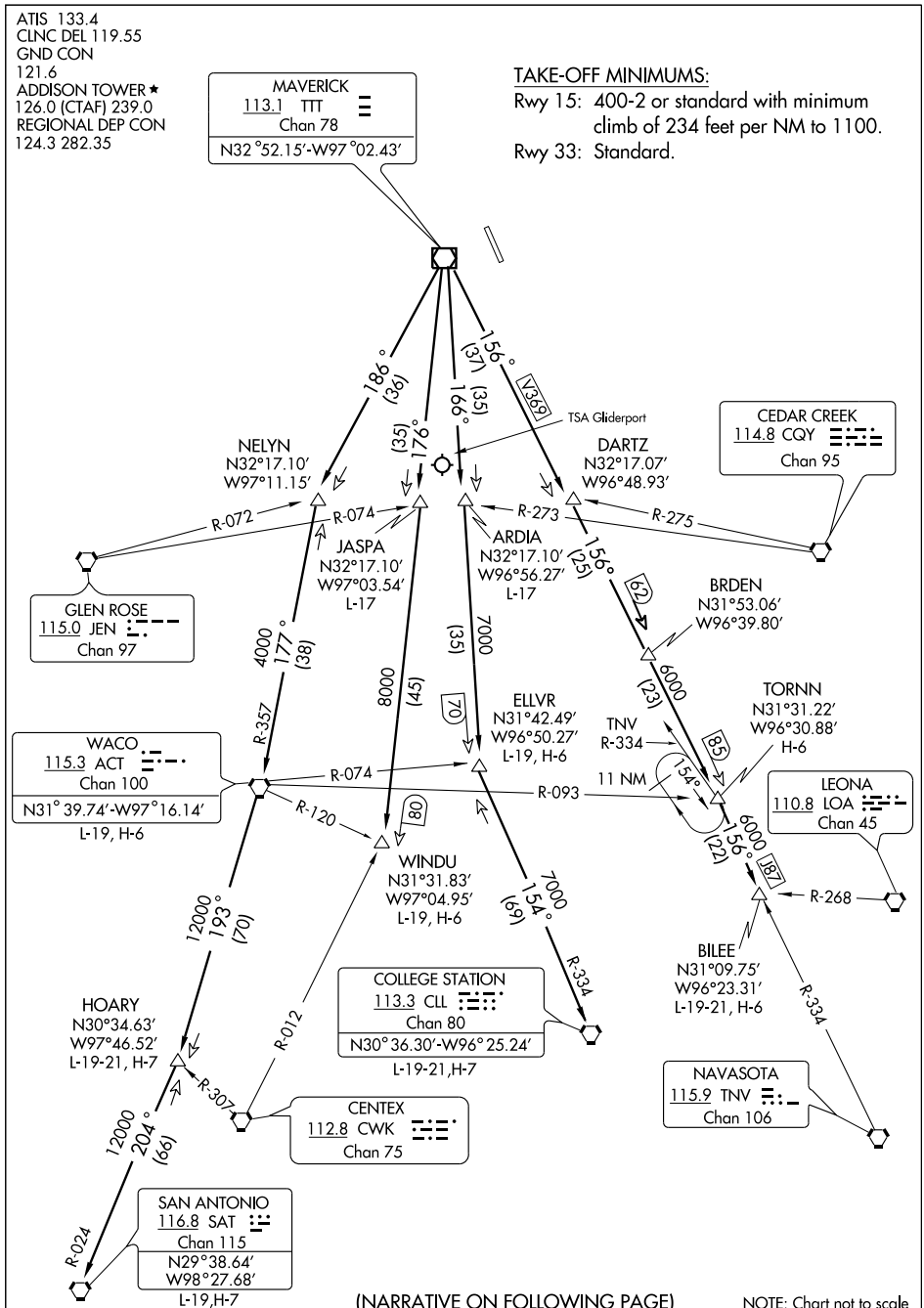
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

SC-2, 14 JAN 2010 to 11 FEB 2010

# JOE POOL FOUR DEPARTURE

SL-768 (FAA)

DALLAS/ADDISON (ADS)
DALLAS, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

Rwy 15: Bldg 2.1 NM from DER, on centerline, 360' AGL/974' MSL.
Multiple bldgs beginning 258' to 1.8 NM from DER, 21' to 1307' on or left of centerline, up to 152' AGL/787' MSL.
Multiple bldgs, R/R, road beginning 268' to 1.9 NM from DER, 5' to 995' right of centerline, up to 31' AGL/955' MSL.

Rwy 33: Multiple poles and bldgs beginning 46' to 3124' from DER, 186' right of centerline, up to 84' AGL/720' MSL.
Multiple poles and bldgs beginning 640' to 2690' from DER, 21' to 647' left of centerline, up to 65' AGL/709' MSL.

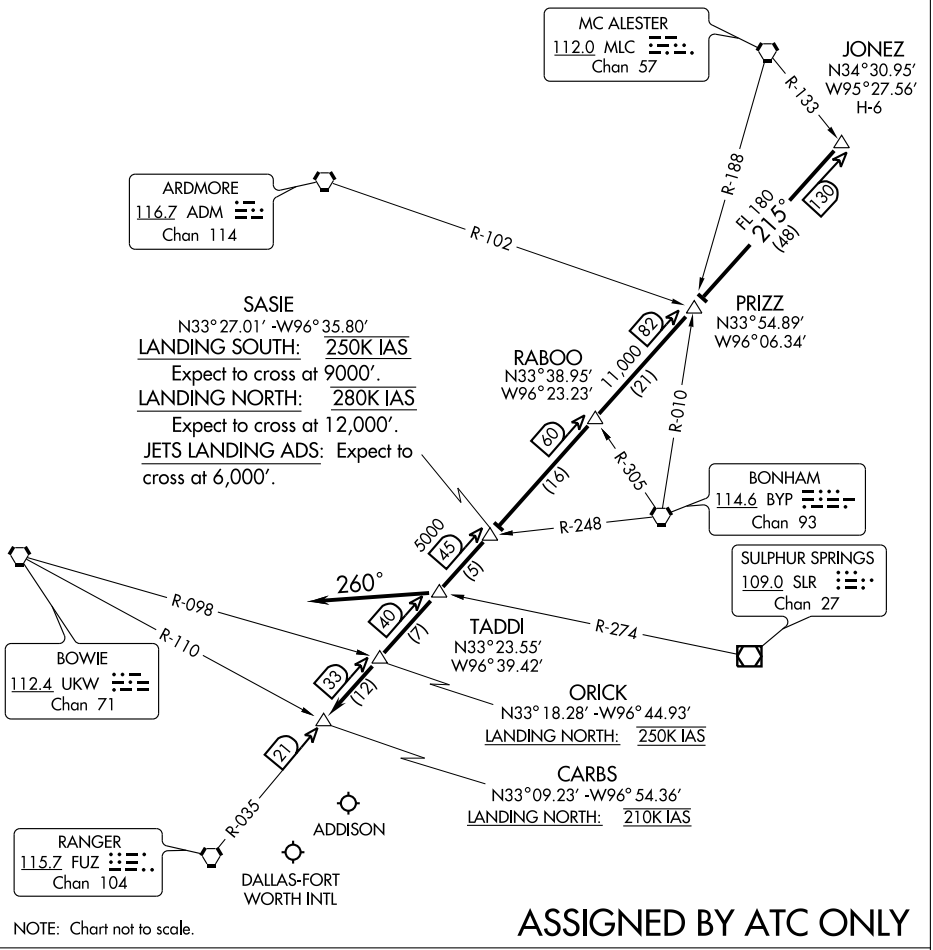
SC-2, 14 JAN 2010 to 11 FEB 2010

# JONEZ FOUR ARRIVAL

ST-6039 (FAA)

DALLAS-FT. WORTH, TEXAS

REGIONAL APP CON
125.02 133.52 263.025
ATIS ARR
123.775




NOTE: Chart not to scale.

## ASSIGNED BY ATC ONLY

LANDING DFW: From over JONEZ INT via FUZ R-035 to CARBS INT. Expect vectors to final approach course.

LANDING ADS: From over JONEZ INT via FUZ R-035 to TADDI INT, depart TADDI INT heading 260° for vectors to final approach course.

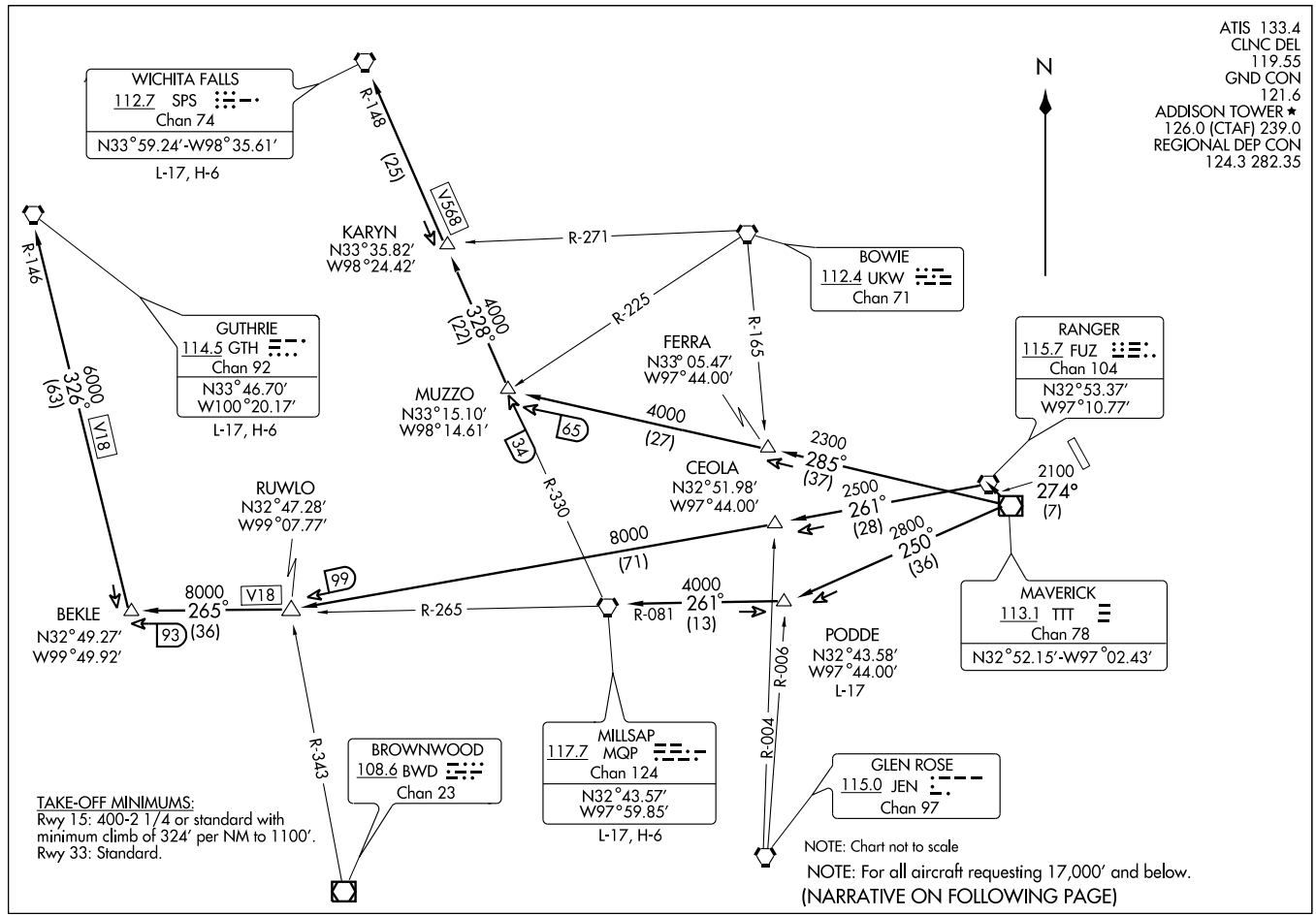
SC-2, 14 JAN 2010 to 11 FEB 2010

# KINGDOM SEVEN DEPARTURE

SL-768 (FAA)

DALLAS/ADDISON (ADS)

DALLAS, TEXAS



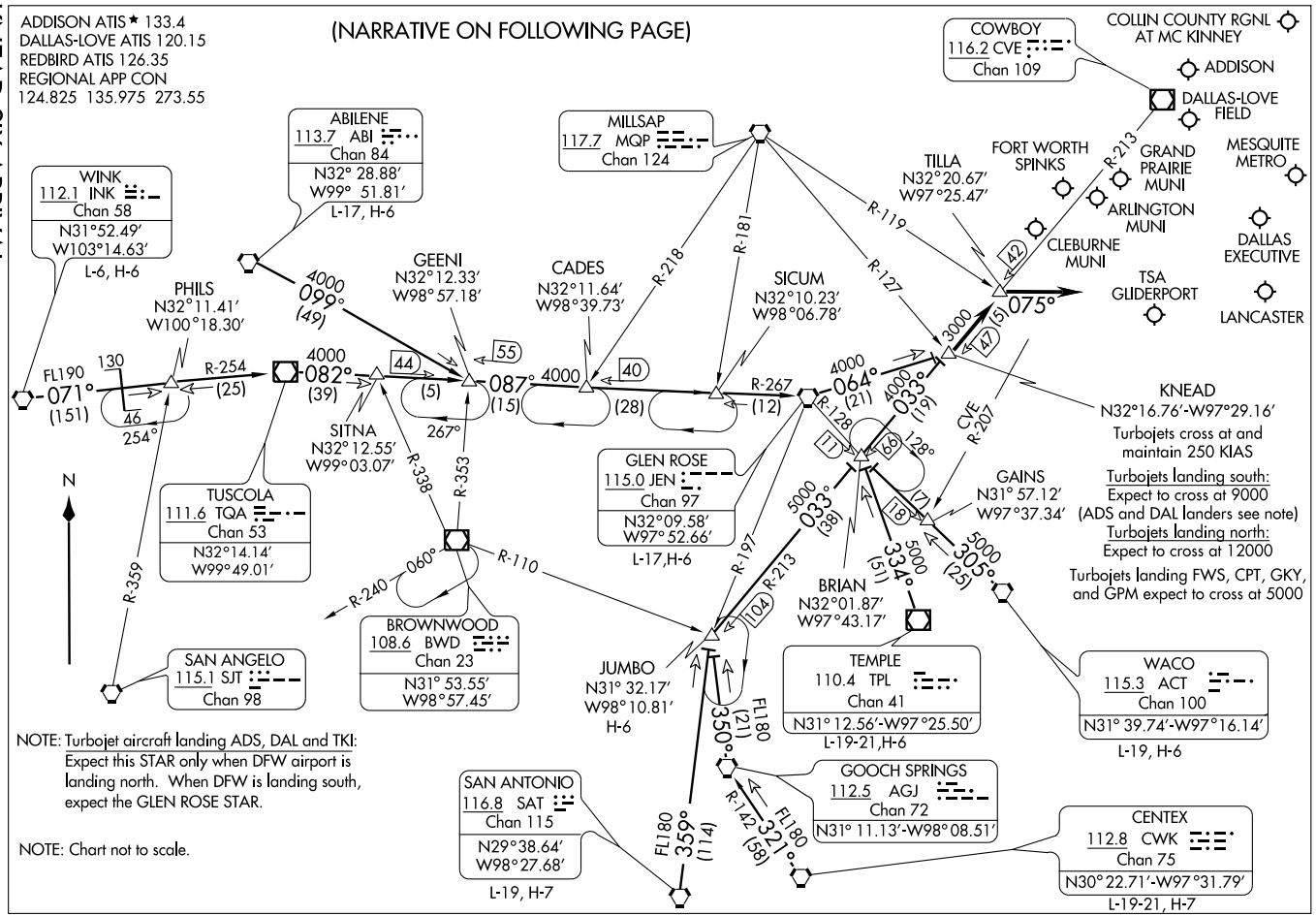
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 15, Multiple buildings beginning 1085′ from DER, 21′ left of centerline, up to 321′ AGL/956′ MSL. Building with antenna, 1.9 NM from DER, 968′ right of centerline, 345′ AGL/975′ MSL. Pole 666′ from DER, 640′ left of centerline, 60′ AGL/681′ MSL. Multiple trees beginning 721′ from DER, 115′ left of centerline, up to 40′ AGL/675′ MSL. Road, RR beginning 268′ from DER, 5′ right of centerline, up to 23′ AGL/655′ MSL.
Note: Rwy 33, Multiple poles and trees beginning 640′ from DER, 21′ left of centerline, up to 60′ AGL/709′ MSL. Multiple buildings beginning 1225′ from DER, 147′ left of centerline, up to 37′ AGL/697′ MSL. Multiple buildings beginning 45′ from DER, 458′ right of centerline, up to 57′ AGL/696′ MSL. Multiple poles beginning 922′ from DER, 186′ right of centerline, up to 60′ AGL/720′ MSL

SC-2, 14 JAN 2010 to 11 FEB 2010


ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55
(NARRATIVE ON FOLLOWING PAGE)
COWBOY
116.2 CVE
Chan 109
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
GRAND PRAIRIE MUNI
ARLINGTON MUNI
DALLAS EXECUTIVE
LANCASTER
TSA GLIDERPORT
CLEBURNE MUNI
FORT WORTH SPINKS
TILLA
N32°20.67′
W97°25.47′
ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6
PHILS
N32°11.41′
W100°18.30′
GEENI
N32°12.33′
W98°57.18′
CADES
N32°11.64′
W98°39.73′
SICUM
N32°10.23′
W98°06.78′
FL190
071°
(151)
130
46
254°
R-254
(25)
4000
082°
(39)
4000
099°
(49)
44
(5)
55
087°
4000
(15)
40
(28)
R-267
(12)
4000
064°
(21)
4000
033°
(19)
R-218
R-181
R-119
R-127
R-128
R-207
CVE
42
13000
151
147
075°
KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000 (ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000
GAINS
N31° 57.12′
W97°37.34′
N
R-359
SITNA
N32°12.55′
W99°03.07′
267°
R-338
R-353
TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′
GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6
11
66
128°
17
18
5000
033°
(38)
5000
334°
(51)
5000
305°
(25)
R-197
R-213
104
BRIAN
N32°01.87′
W97°43.17′
R-240
060°
R-110
BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′
SAN ANGELO
115.1 SJT
Chan 98
JUMBO
N31° 32.17′
W98°10.81′
H-6
TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6
FL180
350°
(21)
GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7
FL180
359°
(114)
R-142
321°
(58)
CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7
NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

| WAAS CH 82202 W15A | APP CRS 155° | Rwy ldg 6223 TDZE 643 Apt Elev 644 |
|---|---|---|

# RNAV (GPS) RWY 15

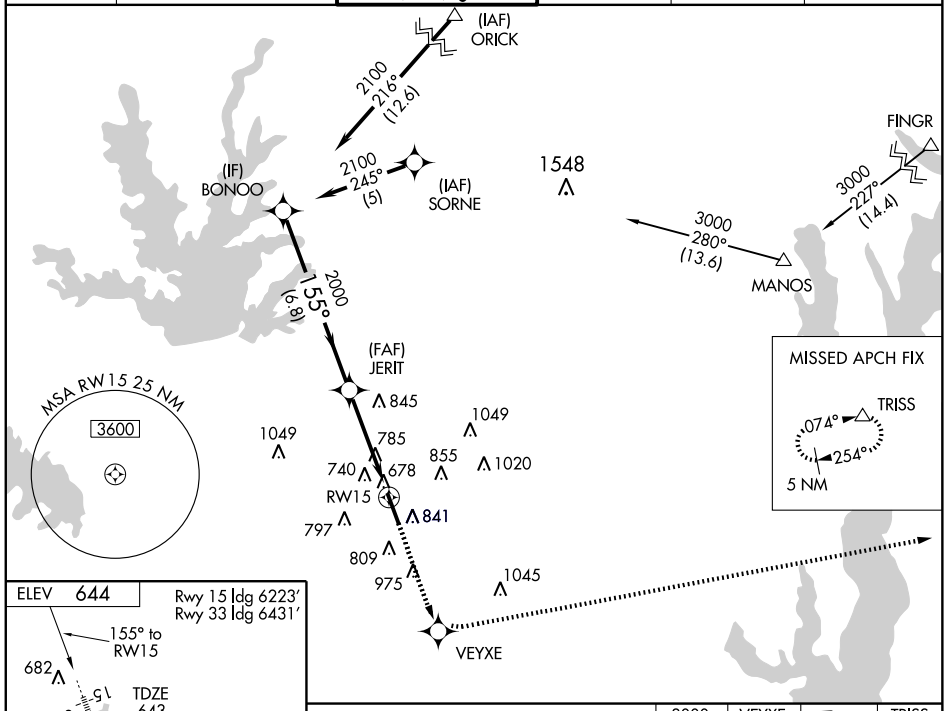
DALLAS/ADDISON (ADS)

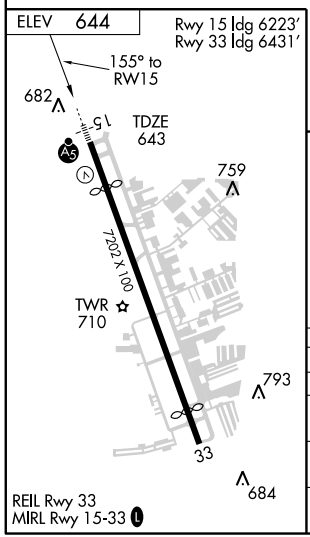
Inoperative table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A/B. BARO-VNAV NA when using Dallas Love Field altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSR increase LNAV Cat C visibility to 1¼. When control tower closed, obtain local altimeter setting on UNICOM; when not received use Dallas-Love Field altimeter and increase all DAs by 39 feet and all MDAs by 40 feet.

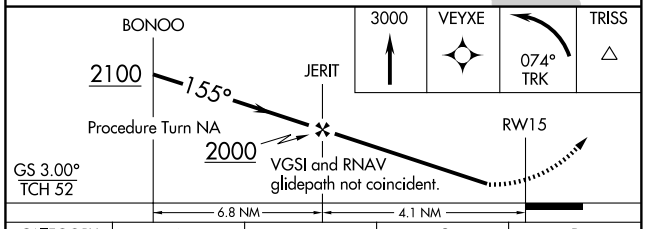
MALSR

MISSED APPROACH: Climb to 3000 direct VEYXE and via 074° track to TRISS and hold.

| ATIS | REGIONAL APP CON | ADDISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.4 | 124.3 282.275 | 126.0 (CTAF) L 239.0 | 121.6 | 119.55 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 943-1 300 (300-1) | | | |
| LNAV/VNAV DA | 1076-1 433 (500-1) | | | |
| LNAV MDA | 1100-1 457 (500-1) | | | |
| CIRCLING | 1200-1 556 (600-1) | | 1240-1½ 596 (600-1½) | 1280-2 636 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6431 |
|---|---|---|
| 335° | TDZE | 644 |
| | Apt Elev | 644 |

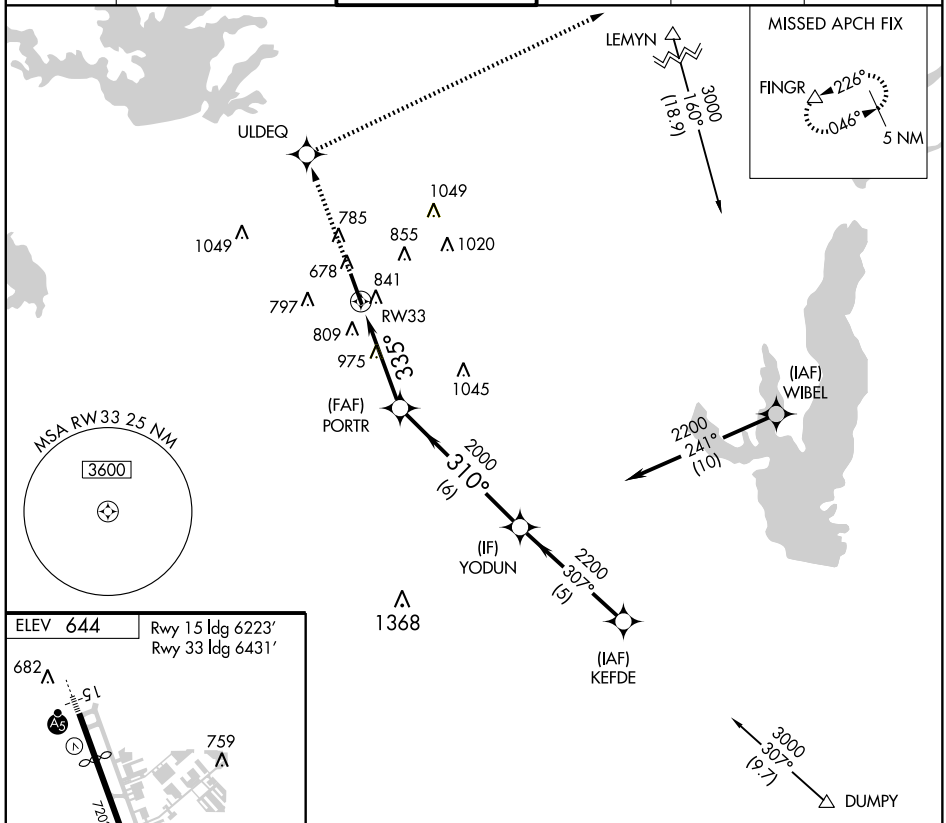
# RNAV (GPS) RWY 33

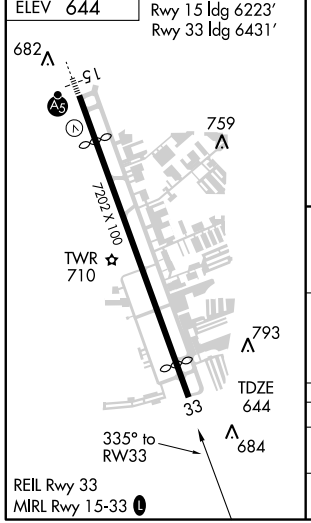
DALLAS/ ADDISON (ADS)

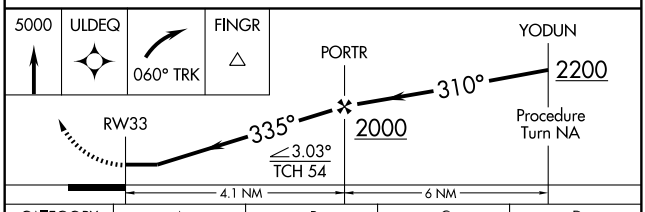
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When control tower closed, obtain local altimeter setting on unicom; when not received use Dallas-Love Field altimeter setting and increase all MDAs 40 feet and LNAV visibility Cats C and D ¼ mile and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 5000 direct ULDEQ and via 060° track to FINGR and hold.

| ATIS | REGIONAL APP CON | ADDISON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 133.4 | 124.3 282.275 | 126.0 (CTAF) L 239.0 | 121.6 | 119.55 | 122.95 |



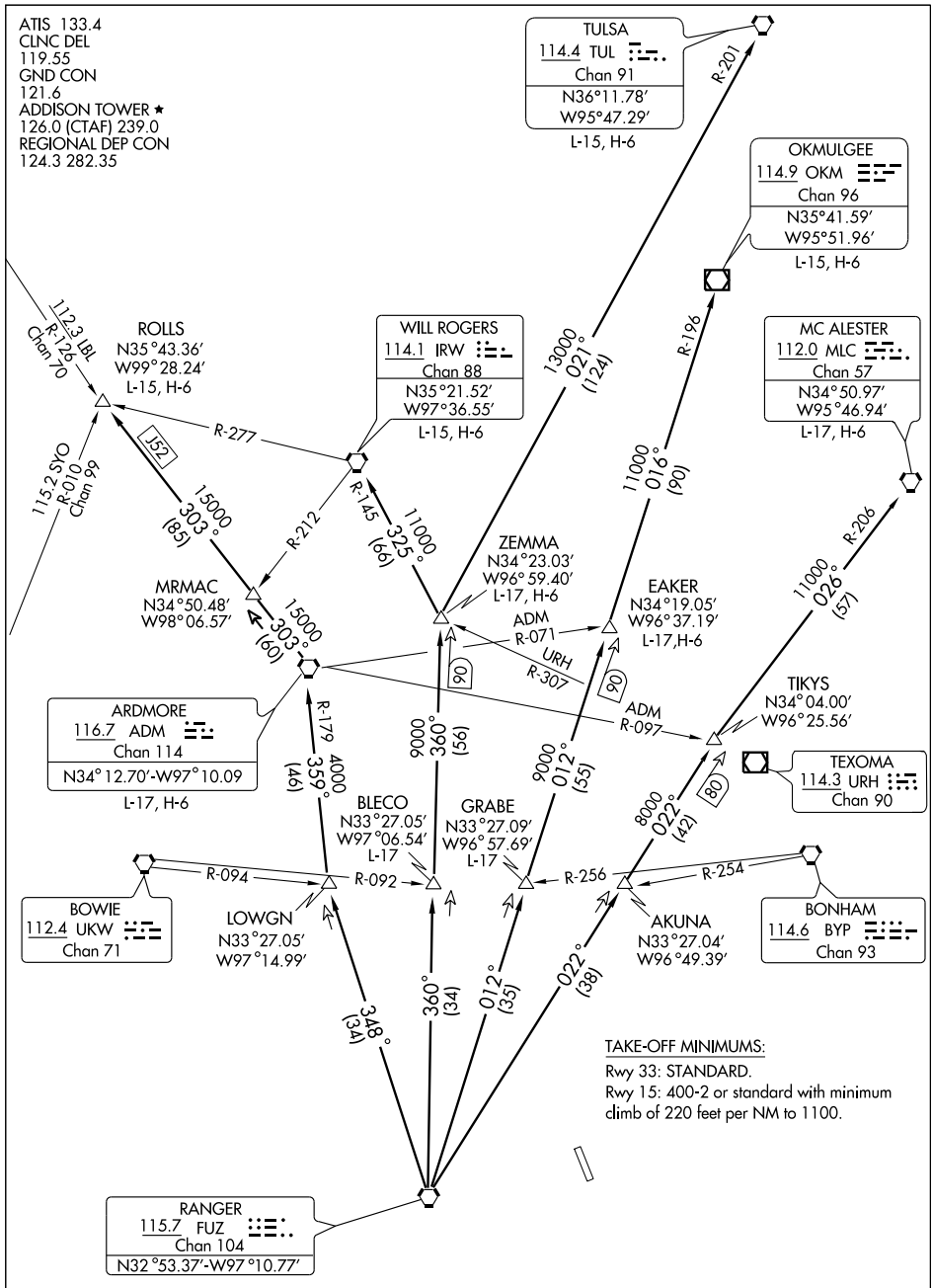

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1240-1 596 (600-1) | | 1240-1½ 596 (600-1½) | 1240-1¾ 596 (600-1¾) |
| CIRCLING | 1240-1 596 (600-1) | | 1240-1½ 596 (600-1½) | 1280-2 636 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

# TEXOMA ONE DEPARTURE

SL-768 (FAA)

DALLAS/ADDISON (ADS)
DALLAS, TEXAS




TAKE-OFF MINIMUMS:

Rwy 33: STANDARD.

Rwy 15: 400-2 or standard with minimum climb of 220 feet per NM to 1100.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

TAKE-OFF OBSTACLES:

Rwy 15: Building 2.1 NM from DER, on centerline, 360′ AGL/974′ MSL. Multiple buildings beginning 258′ to 1.8 NM from DER, 21′ to 1307′ on or left of centerline, up to 152′ AGL /787′ MSL. Multiple buildings, R/R, road beginning 268′ to 1.9 NM from DER, 5′ to 995′ right of centerline, up to 311′ AGL/955′ MSL.

Rwy 33: Multiple poles and buildings beginning 46′ to 3124′ from DER, 186′ to 801′ right of centerline, up to 84′ AGL/720′ MSL. Multiple poles and buildings beginning 640′ to 2690′ from DER, 21′ to 647′ left of centerline, up to 65′ AGL/709′ MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

# WORTH FIVE DEPARTURE





ATIS 133.4
CLNC DEL 119.55
GND CON 121.6
ADDISON TOWER ★ 126.0 (CTAF) 239.0
REGIONAL DEP CON 124.3 282.35

TUCUMCARI
113.6 TCC
Chan 83
N35°10.93′-W103°35.91′
L-15, H-6

PANHANDLE
116.6 PNH
Chan 113
N35°14.10′-W101°41.94′
L-15, H-6

WICHITA FALLS
112.7 SPS
Chan 74

TEXICO
112.2 TXO
Chan 59
N34°29.71′-W102°50.38′
L-6, H-6

CHILDRESS
117.6 CDS
Chan 123
N34°22.14′-W100°17.34′
L-17, H-6

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

BOWIE
112.4 UKW
Chan 71

CORONA
115.5 CNX
Chan 102
N34°22.02′-W105°40.68′
L-6, H-4-6

LUBBOCK
109.2 LBB
Chan 29
N33°42.30′
W101°54.84′
L-6, H-6

BOOMR
N33°35.55′
W100°42.22′
L-17, H-6

OWING
N33°30.96′
W99°56.87′

SCABI
N33°37.22′
W99°27.03′

FERRA
N33°05.47′
W97°44.00′

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

MANKI
N33°15.26′
W99°33.88′

SLOTT
N32°58.82′
W97°44.00′

KIRST
N32°50.38′
W99°35.99′

CEOLA
N32°51.98′
W97°44.00′

ABILENE
113.7 ABI
Chan 84
N32°28.88′-W99°51.81′
L-17, H-6

MILLSAP
117.7 MQP
Chan 124
N32°43.57′-W97°59.85′
L-17, H-6

PODDE
N32°43.58′
W97°44.00′
L-17

GLEN ROSE
115.0 JEN
Chan 97

R-105 FL180 288° (182)
R-118 FL180 297° (187) V114
R-124 FL180 305° (66) V62
R-088 FL180 272° (192)
R-102 FL180 282° (127)
R-085
R-229
R-119 (25)
FL180 266° (38)
LBB R-086
R-127 FL180 307° (61)
R-238
R-233
129 14,000 (92)
R-165
R-166
285° (37)
275° (36)
264° (35)
250° (36)
129 14,000 (94)
FL180 299° (25) 50
129 14,000 (94)
R-318
R-008
R-022
R-071 V66 4000 253° (96)
R-081 4000 261° (13)
R-004
R-006

TAKE-OFF MINIMUMS:

Rwy 15 - 400-2 or standard with minimum climb of 234′ per NM to 1100.
Rwy 33 - Standard

NOTE: Rwy 15 - Building 2.06 NM from DER, on centerline, 360′ AGL/974′ MSL, multiple buildings beginning 258′ to 1.83 NM from DER, 21′ to 1307′ left of centerline up to 152′ AGL/787′ MSL, multiple buildings, R/R, road beginning 268′ to 1.94 NM from DER, 5′ to 995′ right of centerline, up to 311′ AGL/955′ MSL.
NOTE: Rwy 33 - Multiple poles and buildings beginning 46′ to 3124′ from DER, 186′ to 801′ right of centerline, up to 84′ AGL/720′ MSL; multiple poles and buildings beginning 640′ to 2690′ from DER, 21′ to 647′ left of centerline, up to 65′ AGL/709′ MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

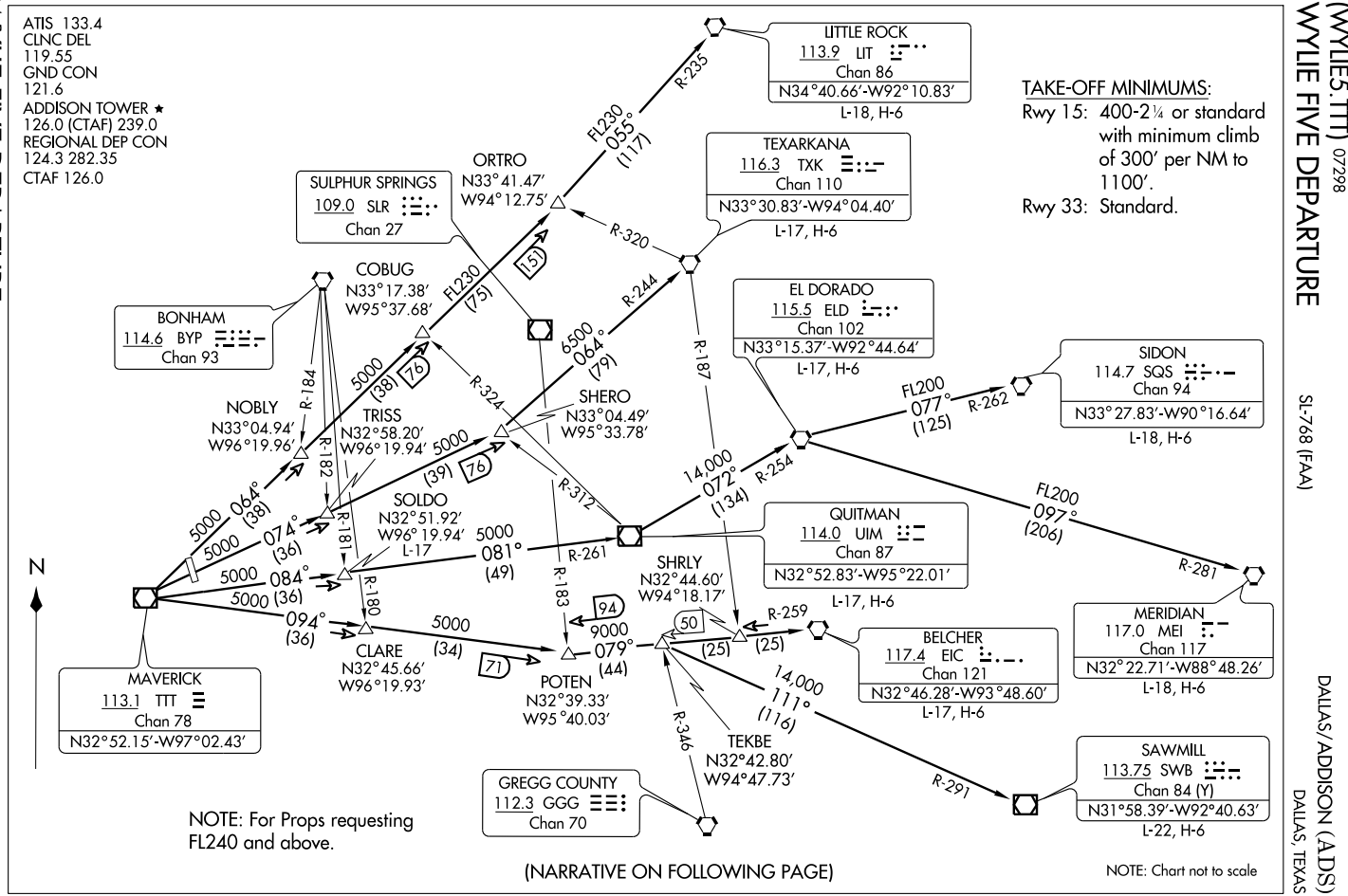
PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


ATIS 133.4
CLNC DEL
119.55
GND CON
121.6
ADDISON TOWER ★
126.0 (CTAF) 239.0
REGIONAL DEP CON
124.3 282.35
CTAF 126.0
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
TAKE-OFF MINIMUMS:
Rwy 15: 400-2¼ or standard with minimum climb of 300' per NM to 1100'.
Rwy 33: Standard.
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.40'
L-17, H-6
ORTRO
N33°41.47'
W94°12.75'
SULPHUR SPRINGS
109.0 SLR
Chan 27
COBUG
N33°17.38'
W95°37.68'
BONHAM
114.6 BYP
Chan 93
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
NOBLY
N33°04.94'
W96°19.96'
TRISS
N32°58.20'
W96°19.94'
SHERO
N33°04.49'
W95°33.78'
SOLDO
N32°51.92'
W96°19.94'
L-17
QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6
SHRLY
N32°44.60'
W94°18.17'
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
CLARE
N32°45.66'
W96°19.93'
POTEN
N32°39.33'
W95°40.03'
TEKBE
N32°42.80'
W94°47.73'
SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39'-W92°40.63'
L-22, H-6
GREGG COUNTY
112.3 GGG
Chan 70
FL230
055°
(117)
R-235
R-320
151
FL230
(75)
6500
064°
(79)
R-244
R-187
5000
(38)
76
R-184
R-324
5000
064°
(38)
R-182
5000
(39)
76
R-312
FL200
077°
(125)
R-262
14,000
072°
(134)
R-254
FL200
097°
(206)
R-281
5000
074°
(36)
R-181
5000
081°
(49)
R-261
5000
084°
(36)
R-180
R-183
5000
094°
(36)
5000
(34)
71
94
9000
079°
(44)
50
(25)
(25)
R-259
14,000
111°
(116)
R-346
R-291
N
NOTE: For Props requesting FL240 and above.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

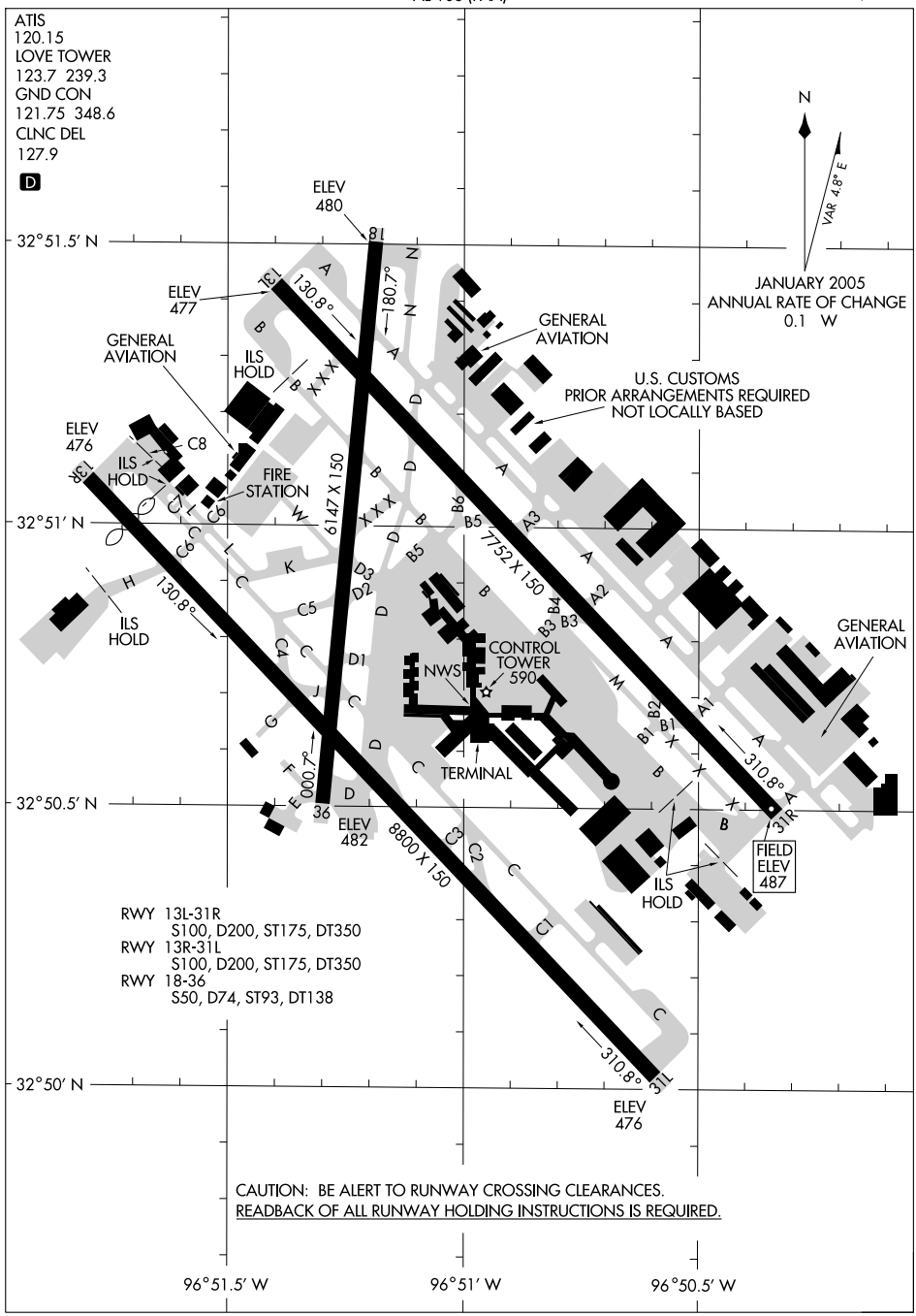
TAKE-OFF OBSTACLES:
Rwy 15, Multiple buildings beginning 1085' from departure end of runway, 21' left of centerline, up to 321' AGL/945' MSL. Building with antenna 1.9 NM from departure end of runway, 968' right of centerline, 345' AGL/975' MSL. Pole 666' from departure end of runway, 640' left of centerline, 60' AGL/681' MSL. Multiple trees beginning 721' from departure end of runway, 115' left of centerline, up to 40' AGL/675' MSL. Road, railroad beginning 268' from departure end of runway, 495' right of centerline, up to 21' AGL/655' MSL.
Rwy 33, Multiple poles and trees beginning 640' from departure end of runway, 21' left of centerline, up to 60' AGL/709' MSL. Multiple buildings beginning 1225' from departure end of runway, 147' left of centerline, up to 37' AGL/607' MSL. Multiple buildings beginning 45' from departure end of runway, 458' right of centerline, up to 57' AGL/696' MSL. Multiple poles beginning 922' from departure end of runway, 186' right of centerline, up to 60' AGL/720' MSL.

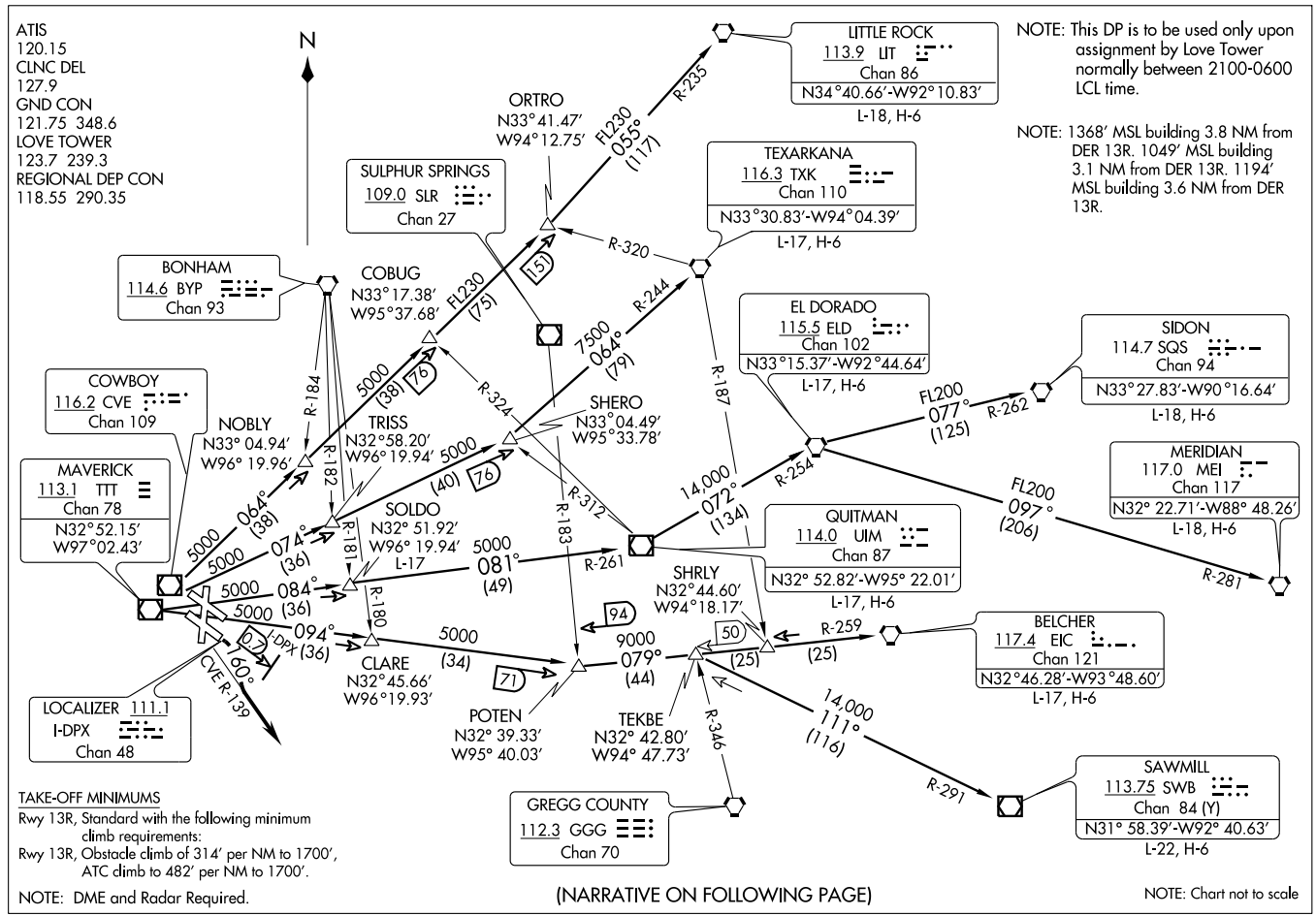
SC-2, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS






(BACH6.TTT) 07298

# BACHMAN SIX DEPARTURE (OBSTACLE)

SL-10B (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

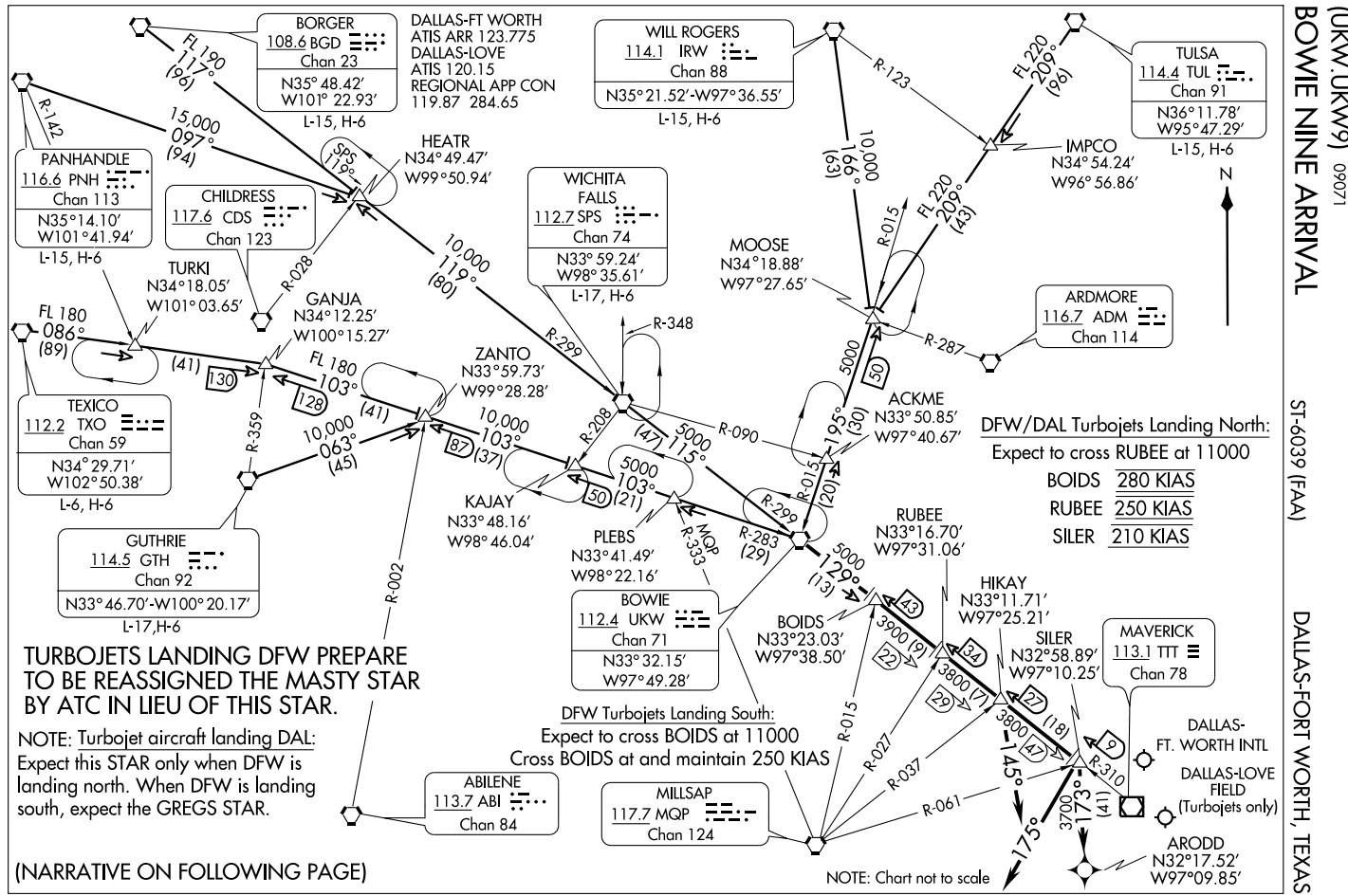
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than 0.7 DME outbound on the I-DPX localizer southeast course, then intercept and climb via CVE R-139 and expect vectors to appropriate route. Maintain 5000′ and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (BACH6.EIC): (For aircraft inbound to Jackson, Monroe and Shreveport terminal areas.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (BACH6.ELD): (For aircraft inbound to Memphis terminal area. Aircraft should file and/or expect the appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (BACH6.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (BACH6.MEI): (For aircraft inbound to the Atlanta terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (BACH6.UIM): (For aircraft inbound to the Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (BACH6.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (BACH6.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (BACH6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (BACH6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES

Rwy 13R: Pole 654′ from DER, 614′ right of centerline, 23′ AGL/500′ MSL.
Trees 1122′ from DER, 719′ right of centerline, 37′ AGL/514′ MSL.
Multiple signs and trees beginning 779′ from DER, 669′ left of centerline, up to 60′ AGL/537′ MSL.


BOWIE NINE ARRIVAL (UKW.UKW9) 09071
ST-6039 (FAA)
DALLAS-FORT WORTH, TEXAS
BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
DALLAS-FT WORTH
ATIS ARR 123.775
DALLAS-LOVE
ATIS 120.15
REGIONAL APP CON
119.87 284.65
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
TURKI
N34° 18.05'
W101° 03.65'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
ACKME
N33° 50.85'
W97° 40.67'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6, H-6
KAJAY
N33° 48.16'
W98° 46.04'
PLEBS
N33° 41.49'
W98° 22.16'
RUBEE
N33° 16.70'
W97° 31.06'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
BOIDS
N33° 23.03'
W97° 38.50'
HIKAY
N33° 11.71'
W97° 25.21'
SILER
N32° 58.89'
W97° 10.25'
MAVERICK
113.1 TTT
Chan 78
DALLAS-
FT. WORTH INTL
DALLAS-LOVE
FIELD
(Turbojets only)
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
ARODD
N32° 17.52'
W97° 09.85'
N
FL 190
117°
(96)
15,000
097°
(94)
R-142
SPS
119°
R-028
10,000
119°
(80)
FL 180
086°
(89)
(41)
130
FL 180
103°
(41)
128
10,000
063°
(45)
R-359
R-002
10,000
103°
(37)
87
R-208
R-299
R-348
5000
115°
(47)
R-090
5000
103°
(21)
50
R-283
(29)
MQP
R-333
5000
129°
(13)
R-123
FL 220
209°
(96)
10,000
099°
(63)
R-015
FL 220
206°
(43)
5000
195°
(30)
50
R-287
R-015
(20)
3900 (9)
22
3800 (7)
29
43
34
27
(18)
9
3800
(47)
R-027
R-037
R-061
R-310
145°
175°
173°
3700
(41)
DFW/DAL Turbojets Landing North:
Expect to cross RUBEE at 11000
BOIDS 280 KIAS
RUBEE 250 KIAS
SILER 210 KIAS
TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE MASTY STAR BY ATC IN LIEU OF THIS STAR.
NOTE: Turbojet aircraft landing DAL: Expect this STAR only when DFW is landing north. When DFW is landing south, expect the GREGS STAR.
DFW Turbojets Landing South:
Expect to cross BOIDS at 11000
Cross BOIDS at and maintain 250 KIAS
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

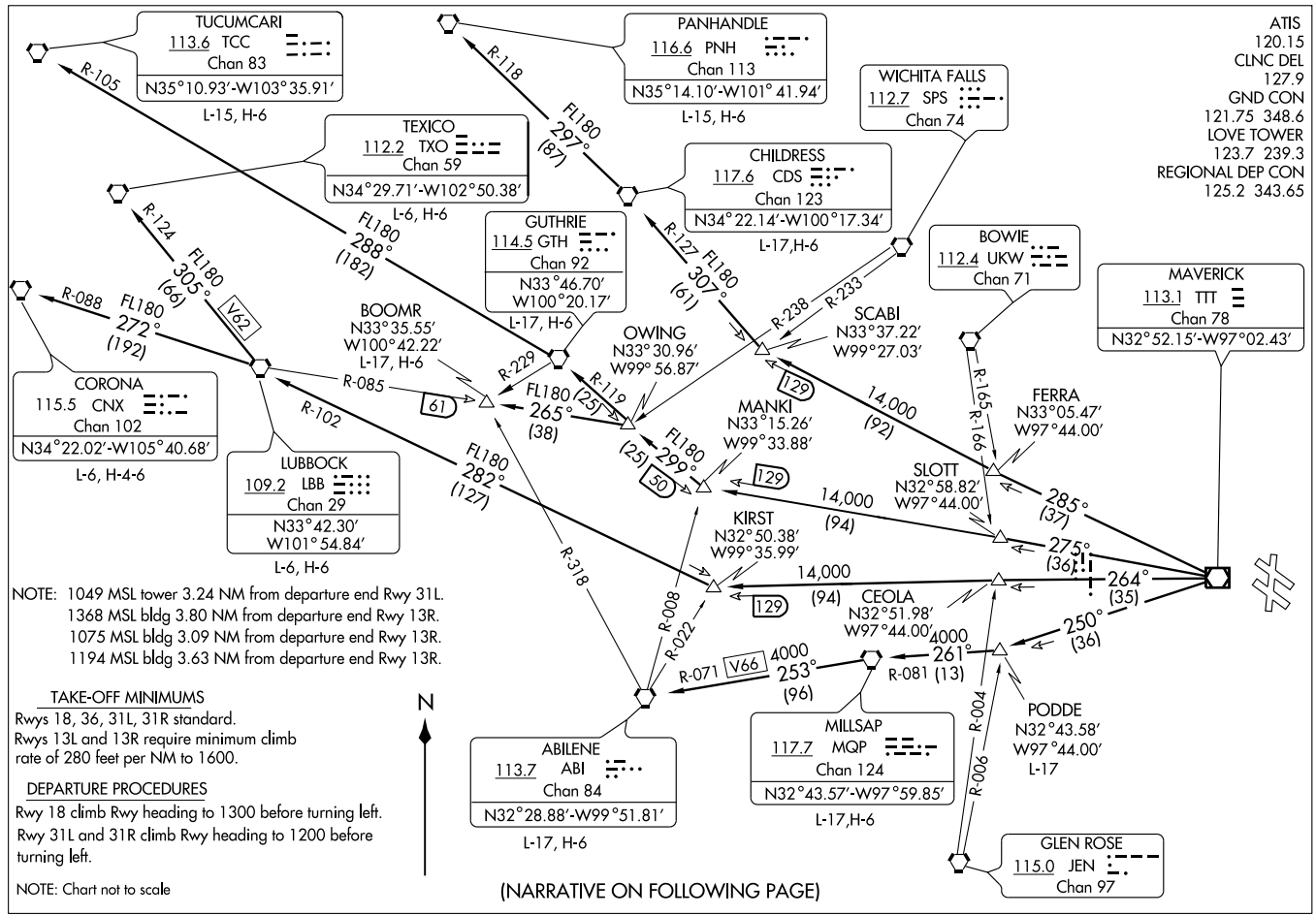
ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.UKW9): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
GUTHRIE TRANSITION (GTH.UKW9): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
PANHANDLE TRANSITION (PNH.UKW9): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
TEXICO TRANSITION (TXO.UKW9): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
TULSA TRANSITION (TUL.UKW9): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .
WICHITA FALLS TRANSITION (SPS.UKW9): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
WILL ROGERS TRANSITION (IRW.UKW9): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over UKW VORTAC via UKW R-129 and TTT R-310. Thence. . . .

. . . . ALL AIRCRAFT LANDING SOUTH: To HIKAY INT, expect vectors to final approach course.
. . . . RNAV CAPABLE JETS LANDING NORTH: From over SILER INT direct ARODD WP, expect vectors to final approach course prior to ARODD WP. If not received by ARODD WP fly present heading. DME/DME/IRU or GPS required. Pilots of RNP capable aircraft use RNP 2.0. Type B.
. . . . PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading 145° for vector to final approach course.
. . . . ALL OTHERS: To SILER INT depart SILER INT heading 175° for vector to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010


TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6
WICHITA FALLS
112.7 SPS
Chan 74
TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6
CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17,H-6
GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6
BOWIE
112.4 UKW
Chan 71
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
BOOMR
N33°35.55'
W100°42.22'
L-17, H-6
OWING
N33°30.96'
W99°56.87'
SCABI
N33°37.22'
W99°27.03'
CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6
MANKI
N33°15.26'
W99°33.88'
FERRA
N33°05.47'
W97°44.00'
LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6
SLOTT
N32°58.82'
W97°44.00'
KIRST
N32°50.38'
W99°35.99'
CEOLA
N32°51.98'
W97°44.00'
PODDE
N32°43.58'
W97°44.00'
L-17
ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17,H-6
GLEN ROSE
115.0 JEN
Chan 97
R-105
R-118
FL180
297°
(87)
FL180
288°
(182)
R-124
FL180
305°
(66)
V62
R-088
FL180
272°
(192)
R-127
FL180
307°
(61)
R-238
R-233
R-229
R-119
R-085
61
FL180
265°
(38)
(25)
129
14,000
(92)
R-165
R-166
R-102
FL180
282°
(127)
FL180
299°
(25)
30
129
14,000
(94)
285°
(37)
275°
(36)
R-318
14,000
(94)
129
264°
(35)
R-008
R-022
250°
(36)
R-071
V66
4000
253°
(96)
4000
261°
R-081 (13)
R-004
R-006
N
NOTE: 1049 MSL tower 3.24 NM from departure end Rwy 31L.
1368 MSL bldg 3.80 NM from departure end Rwy 13R.
1075 MSL bldg 3.09 NM from departure end Rwy 13R.
1194 MSL bldg 3.63 NM from departure end Rwy 13R.
TAKE-OFF MINIMUMS
Rwys 18, 36, 31L, 31R standard.
Rwys 13L and 13R require minimum climb rate of 280 feet per NM to 1600.
DEPARTURE PROCEDURES
Rwy 18 climb Rwy heading to 1300 before turning left.
Rwy 31L and 31R climb Rwy heading to 1200 before turning left.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
125.2 343.65
COYOTE FIVE DEPARTURE
(COYOTE5.111) 08269
SL-106 (FAA)
DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

JETS

Expect the WORTH DEPARTURE

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

ABILENE TRANSITION (CYOTE5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

PANHANDLE TRANSITION (CYOTE5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

BOOMR TRANSITION (CYOTE5.BOOMR): (For aircraft inbound to Lubbock Terminal area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.

CHILDRESS TRANSITION (CYOTE5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (CYOTE5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (CYOTE5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (CYOTE5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, the via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (CYOTE5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC

PODDE TRANSITION (CYOTE5.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (CYOTE5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

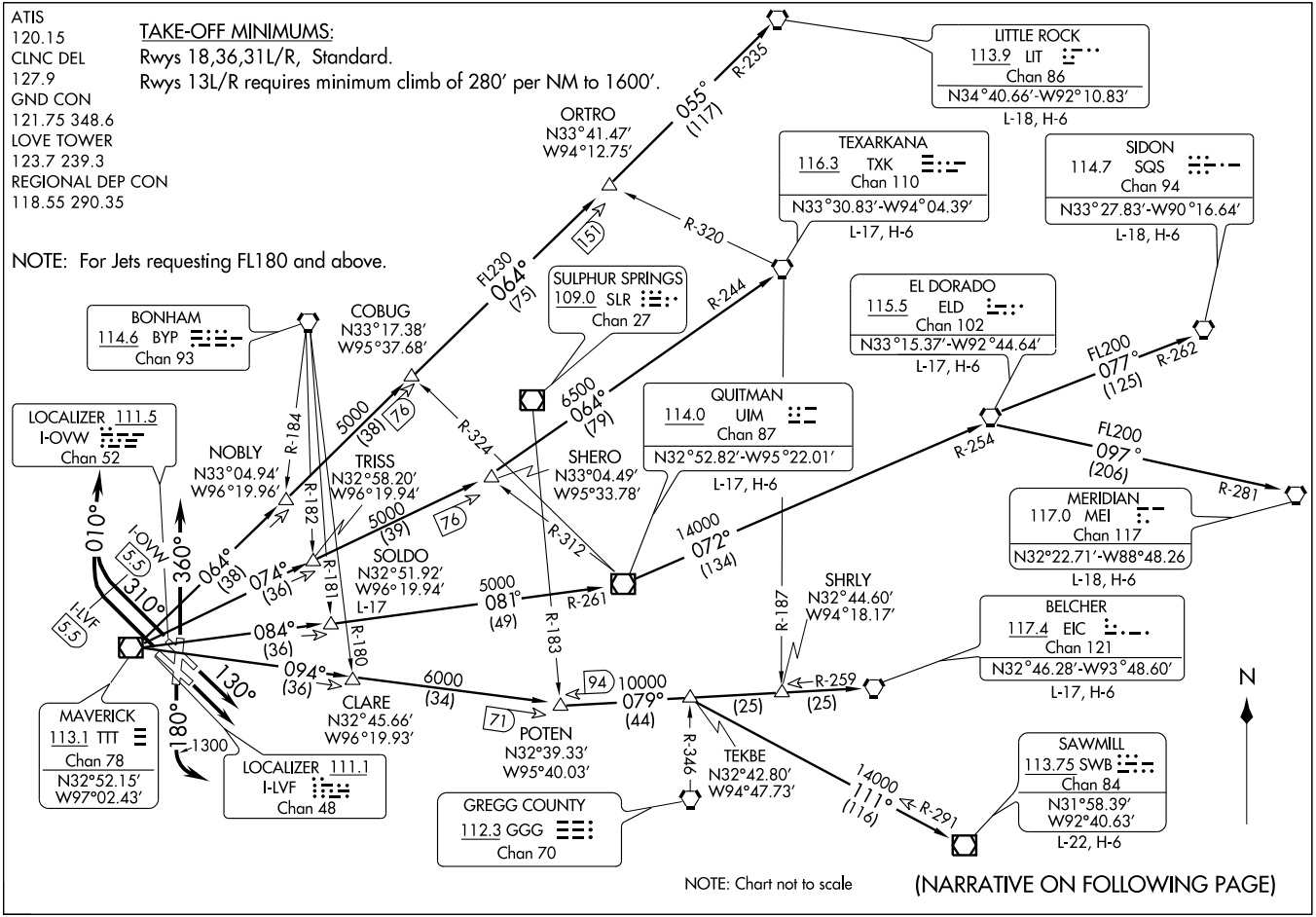
TUCUMCARI TRANSITION (CYOTE5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
118.55 290.35

TAKE-OFF MINIMUMS:
Rwys 18,36,31L/R, Standard.
Rwys 13L/R requires minimum climb of 280′ per NM to 1600′.

NOTE: For Jets requesting FL180 and above.




NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD DEPARTURE

JETS

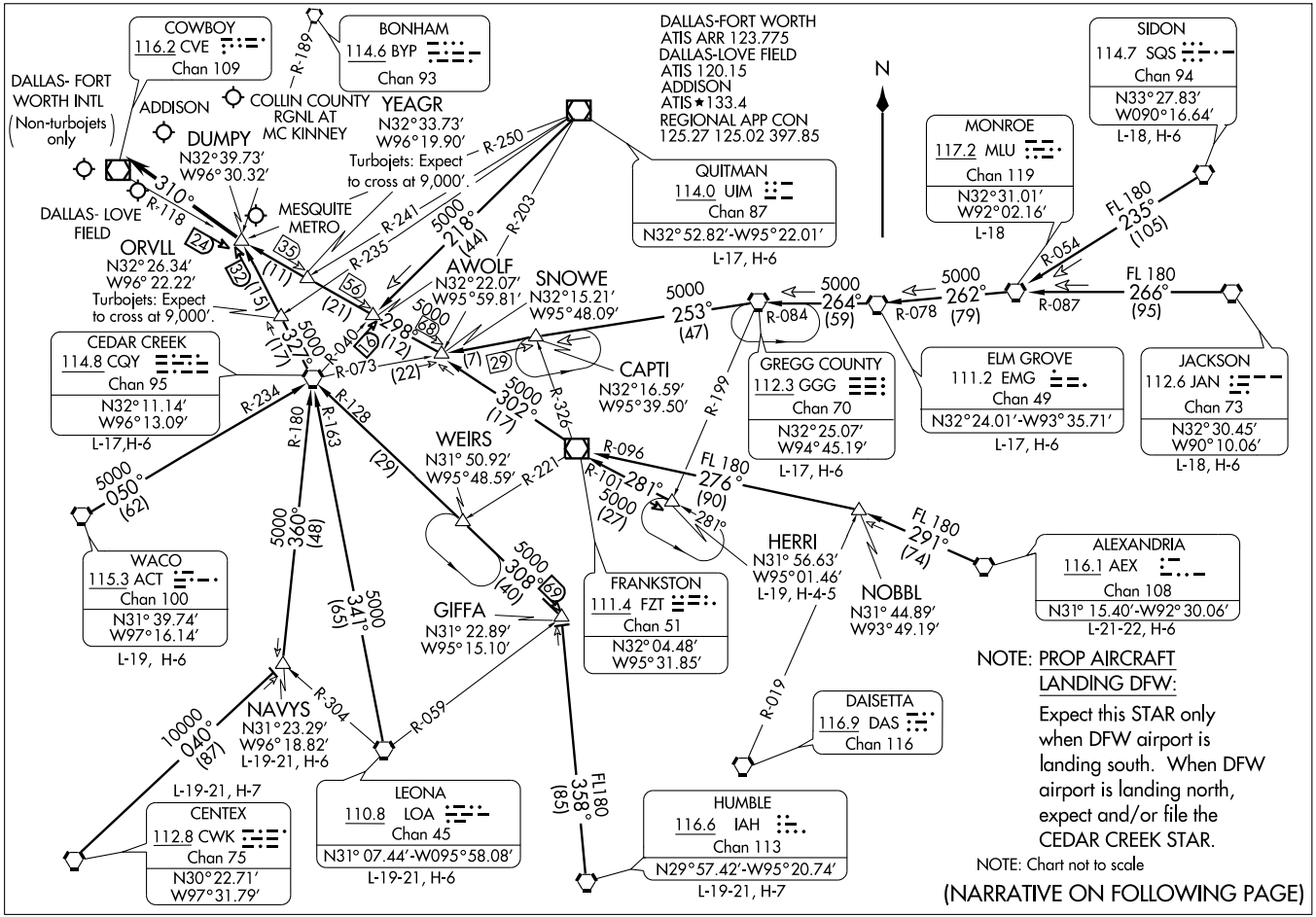
TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then right turn heading 010° for vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via assigned heading and altitude (before turning left, climb via heading 180° TO 1300'), expect vector to appropriate route.
TAKE-OFF RUNWAY 36: Climb via heading 360°and assigned altitude, expect vector to appropriate route.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to the Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13L: Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL. Multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL.
Rwy 13R: Road, tree, and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL. Light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537' MSL.
Rwy 18: Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, building, and obstruction light on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL.
Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/ 486' MSL. Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL.
Rwy 31R: Multiple trees and pole beginning 38' from DER, 329' to 524' left of centerline, up to 13' AGL/490' MSL. Multiple trees and poles beginning 366' from DER, 553' to 720' right of centerline, 48' AGL/525' MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010


COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
R-189
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83'
W090°16.64'
L-18, H-6
DALLAS- FORT WORTH INTL
(Non-turbojets only)
ADDISON
COLLIN COUNTY RGNL AT MC KINNEY
YEAGR
N32°33.73'
W96°19.90'
DUMPY
N32°39.73'
W96°30.32'
Turbojets: Expect to cross at 9,000'.
R-250
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01'
W92°02.16'
L-18
FL 180
235°
(105)
R-054
310°
R-118
DALLAS- LOVE FIELD
MESQUITE METRO
ORVLL
N32°26.34'
W96°22.22'
Turbojets: Expect to cross at 9,000'.
5000
218°
(44)
R-203
R-241
R-235
AWOLF
N32°22.07'
W95°59.81'
SNOWE
N32°15.21'
W95°48.09'
5000
253°
(47)
R-084
5000
264°
(59)
R-078
5000
262°
(79)
R-087
FL 180
266°
(95)
5000
322°
(17)
R-040
5000
298°
(12)
R-073
(22)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14'
W96°13.09'
L-17,H-6
CAPTI
N32°16.59'
W95°39.50'
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'
W94°45.19'
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45'
W90°10.06'
L-18, H-6
R-234
R-180
R-163
R-128
R-326
R-199
5000
302°
(17)
WEIRS
N31° 50.92'
W95°48.59'
R-221
R-096
FL 180
276°
(90)
5000
050°
(62)
5000
360°
(48)
5000
341°
(65)
5000
308°
(40)
281°
5000
(27)
281°
HERRI
N31° 56.63'
W95°01.46'
L-19, H-4-5
NOBBL
N31° 44.89'
W93° 49.19'
FL 180
291°
(74)
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40'-W92° 30.06'
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74'
W97° 16.14'
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48'
W95° 31.85'
GIFFA
N31° 22.89'
W95° 15.10'
NOTE: PROP AIRCRAFT LANDING DFW:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect and/or file the CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
10000
040°
(87)
NAVYS
N31°23.29'
W96°18.82'
L-19-21, H-6
R-304
R-059
R-019
DAISETTA
116.9 DAS
Chan 116
L-19-21, H-7
CENTEX
112.8 CWK
Chan 75
N30°22.71'
W97°31.79'
LEONA
110.8 LOA
Chan 45
N31° 07.44'-W095°58.08'
L-19-21, H-6
FL180
358°
(85)
HUMBLE
116.6 IAH
Chan 113
N29°57.42'-W95°20.74'
L-19-21, H-7

# DUMPY THREE ARRIVAL



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

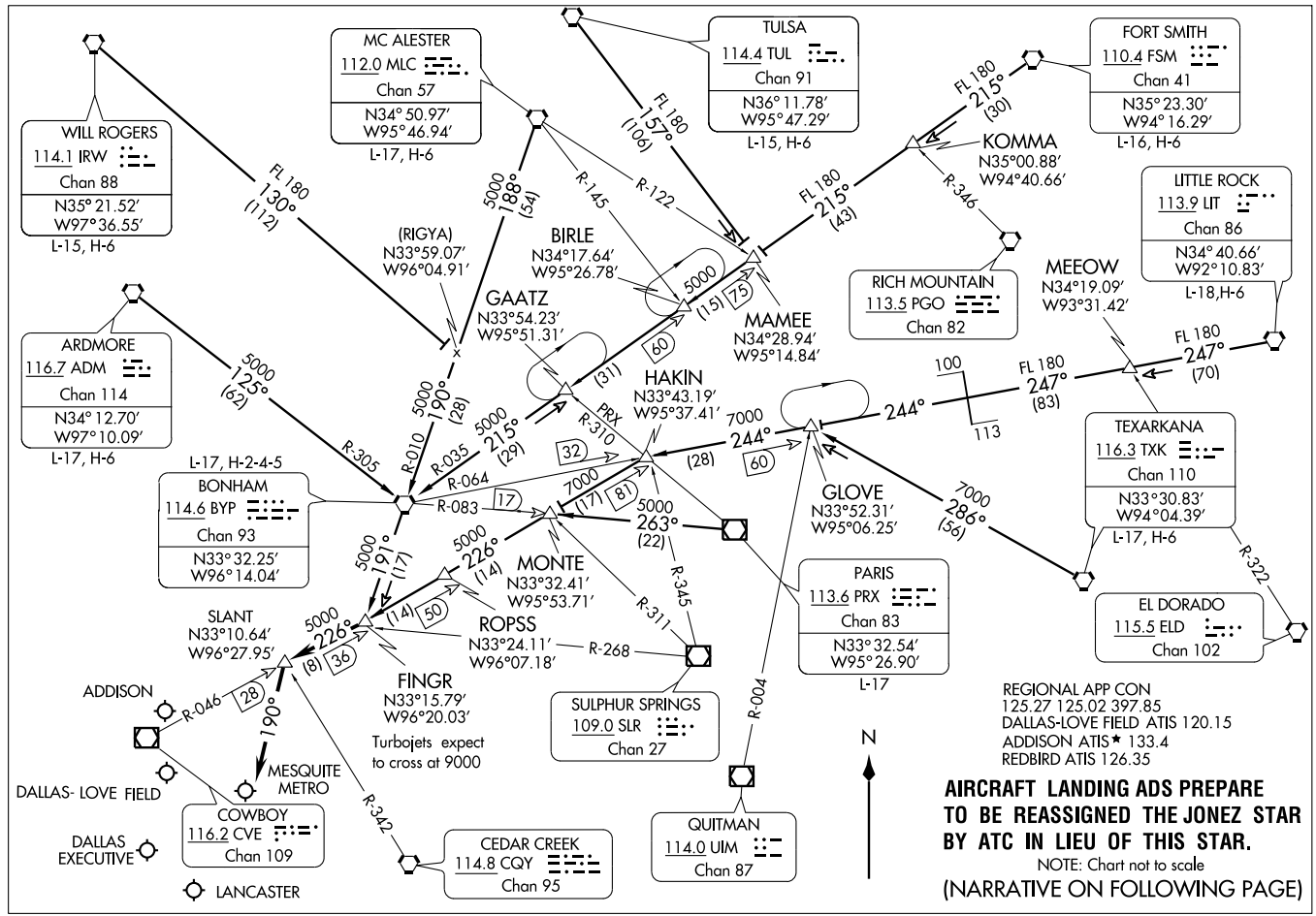
WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010


FINGR THREE ARRIVAL
(FINGR.FINGR3) 09351
ST-106 (FAA)
DALLAS-FT. WORTH, TEXAS
MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE TO BE REASSIGNED THE JONEZ STAR BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

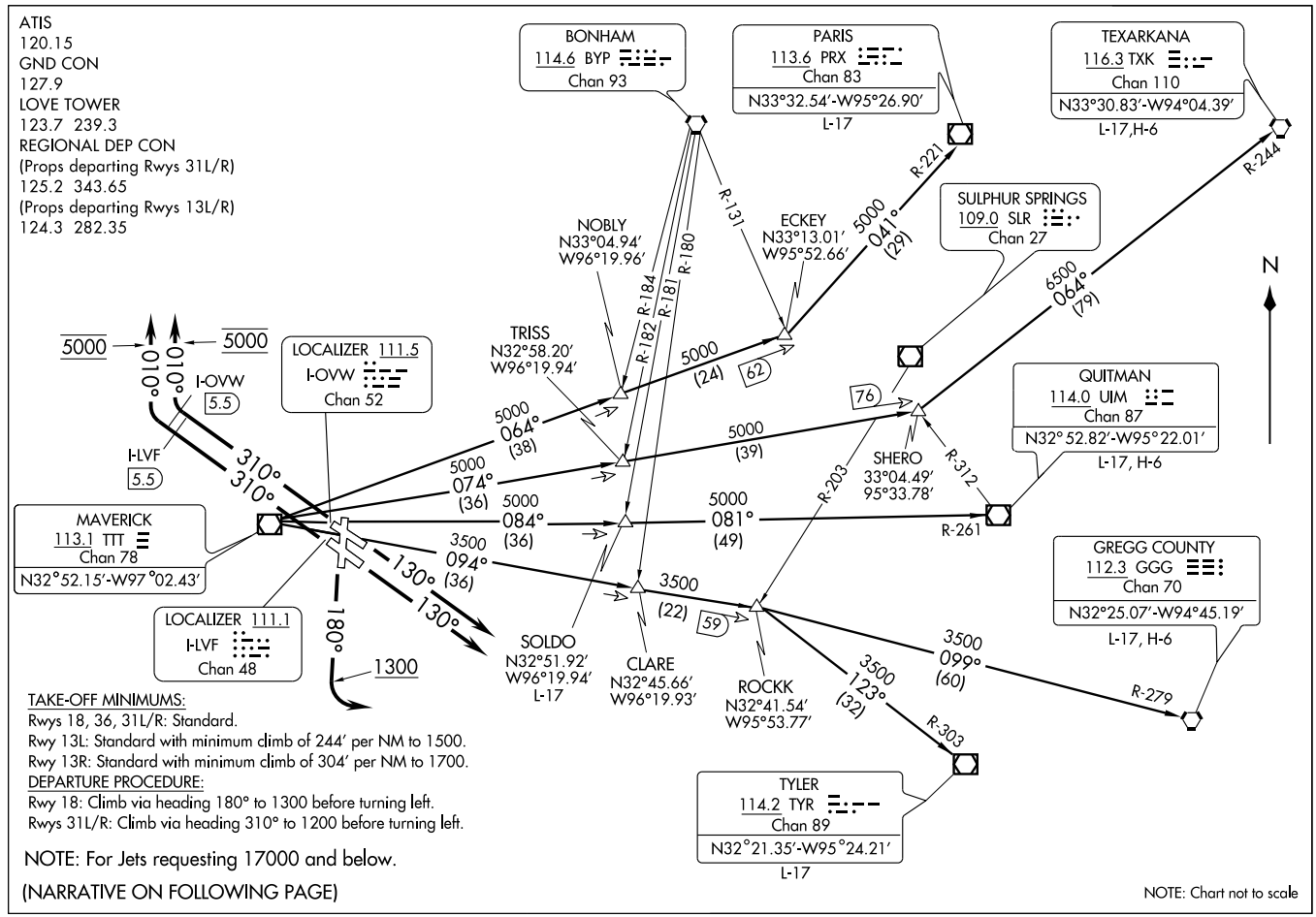
# FINGR THREE ARRIVAL (FINGR.FINGR3)



## ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010




(GARL3.TTT) 09351

# GARLAND THREE DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD departure.

JETS

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors, Thence. . . .
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then turn right heading 010° for vector to appropriate route, maintain 5000' and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via heading 180° to 1300 feet before turning left, then fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAY 36: Fly assigned heading and altitude expect vector to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

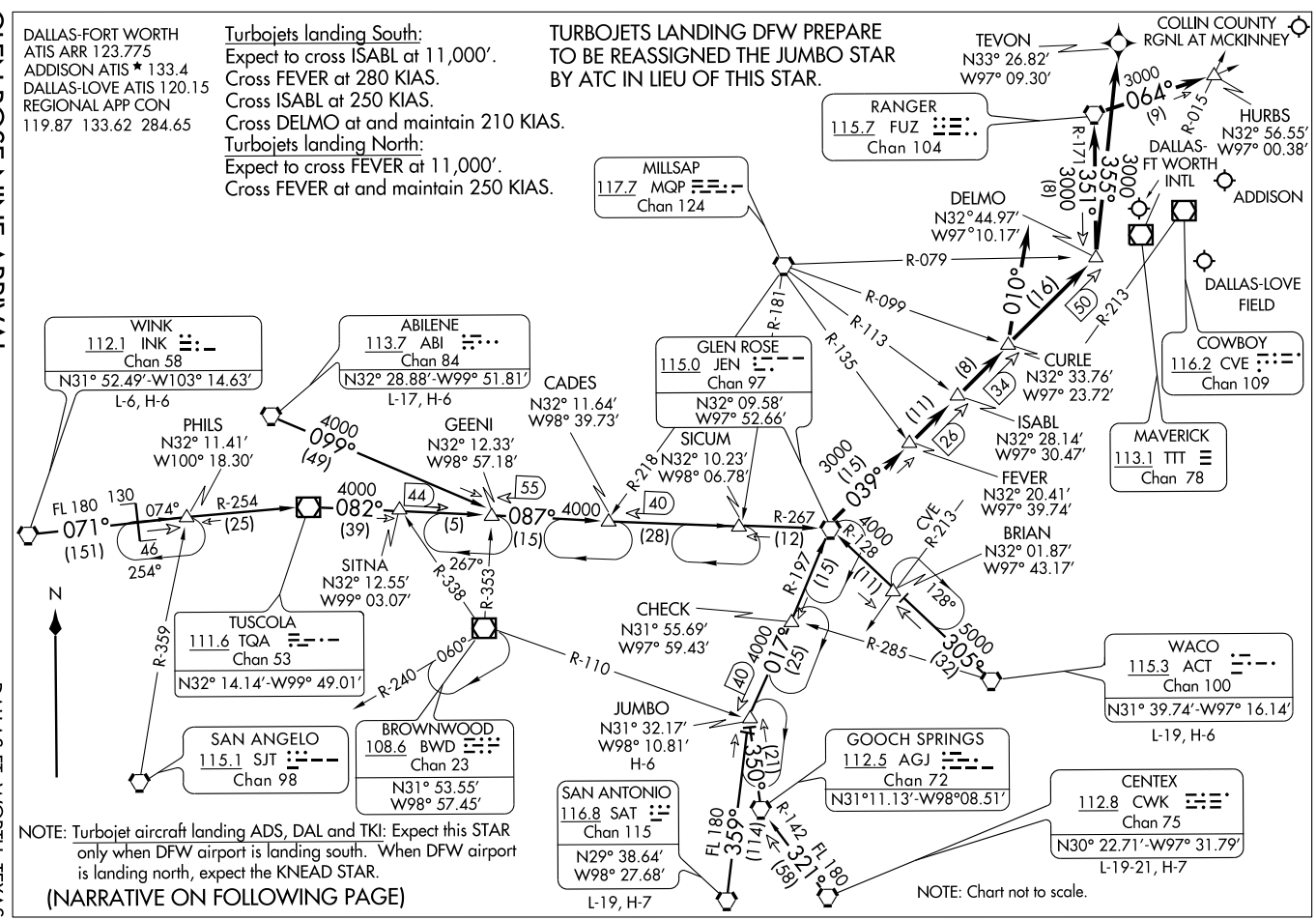
TAKE-OFF OBSTACLES:
Rwy 13L: Floodlight, 965' from DER, 743' right of centerline, 31' AGL/514' MSL.
Multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL.
Rwy 13R: Road, tree, and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL.
Light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537' MSL.
Rwy 18: Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL.
Multiple trees, building, and obstruction light on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL.
Rwy 31L: Tree 340' from DER, 408' right of centerline, 10' AGL/486' MSL.
Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL.
Rwy 31R: Multiple trees and pole beginning 38' from DER, 392' to 524' left of centerline, up to 13' AGL/490' MSL.
Multiple trees and poles beginning 366' from DER, 553' to 720' right of centerline, 48' AGL/525' MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.




NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

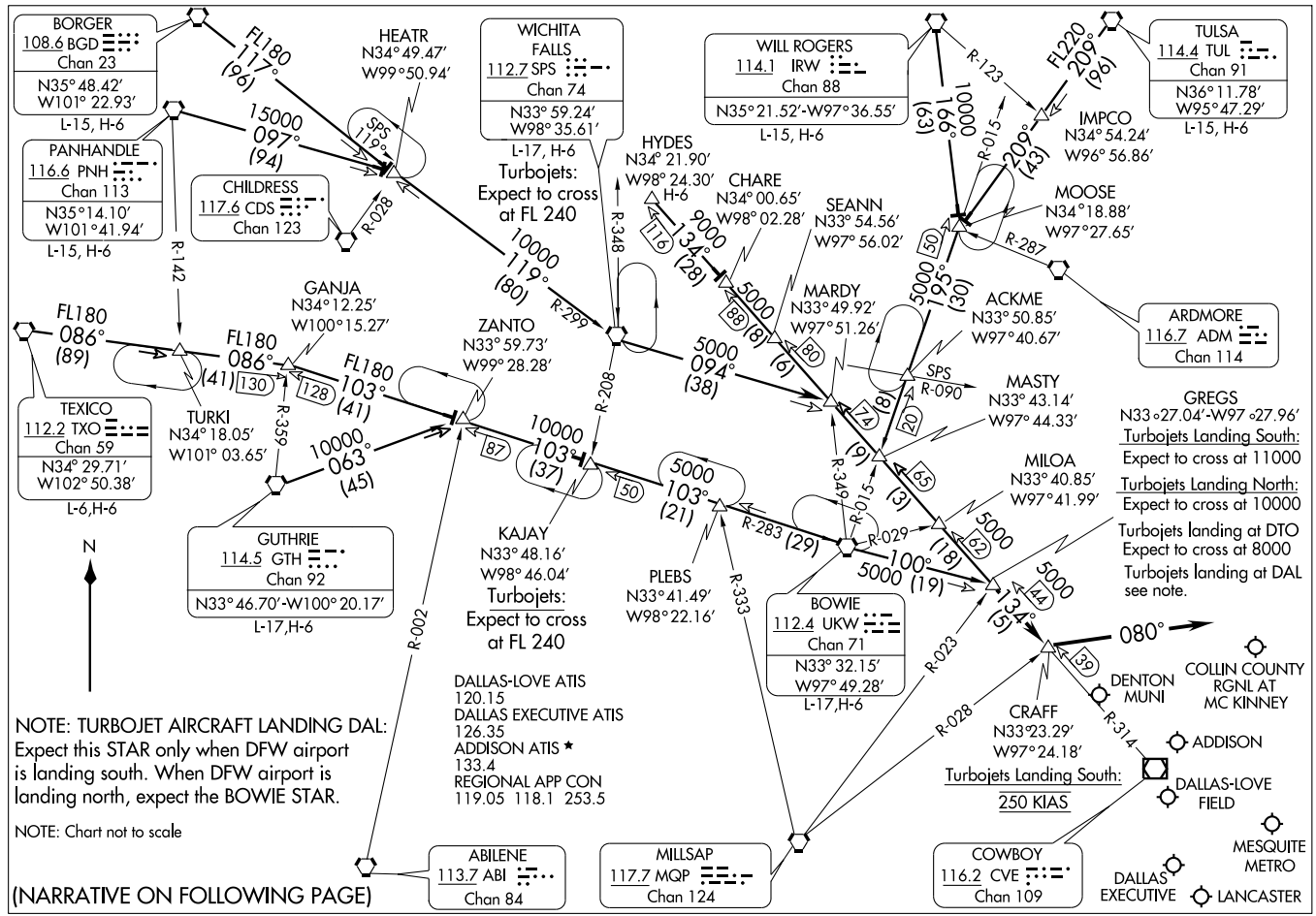
JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
R-349
R-015
R-029
5000 100° (19)
R-123
FL220 209° (96)
10000 166° (63)
R-015
209° (43)
R-287
5000 195° (30)
9000 134° (28)
116
5000 094° (38)
88
8
6
80
74
8
20
9
3
65
62
5000 134° (5)
44
39
080°
R-023
R-028
R-314
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

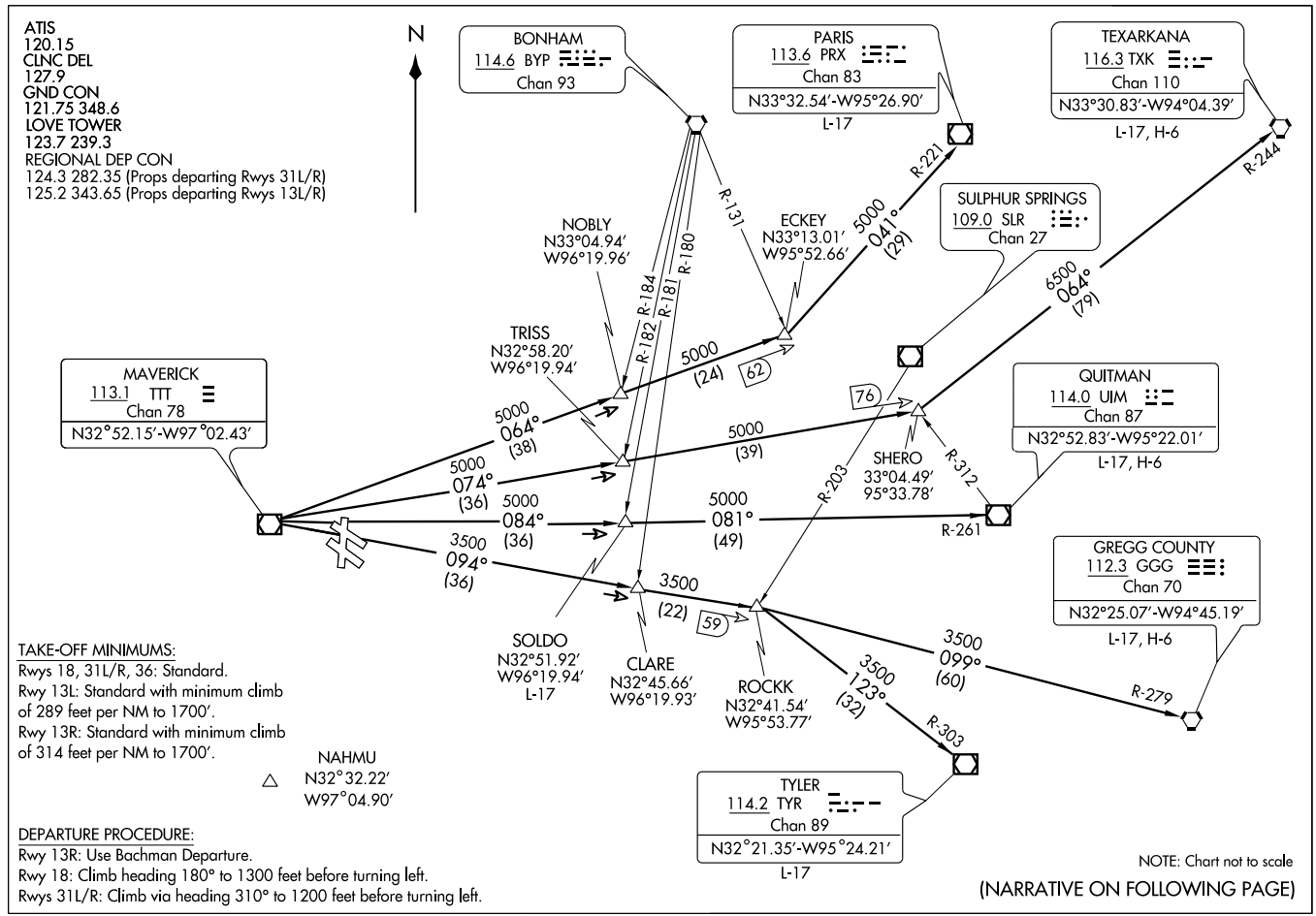
# HUBBARD SIX DEPARTURE



## DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
124.3 282.35 (Props departing Rwys 31L/R)
125.2 343.65 (Props departing Rwys 13L/R)




NAHMU
△ N32°32.22'
W97°04.90'

TAKE-OFF MINIMUMS:
Rwys 18, 31L/R, 36: Standard.
Rwy 13L: Standard with minimum climb of 289 feet per NM to 1700'.
Rwy 13R: Standard with minimum climb of 314 feet per NM to 1700'.

DEPARTURE PROCEDURE:
Rwy 13R: Use Bachman Departure.
Rwy 18: Climb heading 180° to 1300 feet before turning left.
Rwys 31L/R: Climb via heading 310° to 1200 feet before turning left.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

All aircraft departing DAL must contact clearance delivery for departure instructions.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 13L:
Multiple poles and trees beginning 844′ from the departure end of runway, 515′ left of centerline, up to 54′AGL/541′ MSL. Crane 5,270′ from departure end of runway, 568′ left of centerline, 130′ AGL/630′ MSL. Antenna on tank 1.5 NM from departure end of runway, 369′ left of centerline, 208 AGL/712′ MSL.
Rwy 13R:
Pole 654′ from departure end of runway, 614′ right of centerline, 23′ AGL/500′ MSL. Trees 1,122′ from the departure end of runway, 719′ right of centerline, 37′ AGL/514′ MSL. Multiple signs and trees beginning 779′ from departure end of runway, 669′ left of centerline, up to 60′ AGL/537′ MSL.
Rwy 18:
Building 303′ from departure end of runway, 354′ right of centerline, 47′ AGL/ 507′ MSL. Tree 775′ from Departure end of runway, 138′ right of centerline, 32′ AGL/ 513′ MSL. Tree 821′ from departure end of runway, 329′ right of centerline, 39′ AGL/519′ MSL. Tree 1,031′ from departure end of runway, 107′ right of centerline, 49′ AGL/530′ MSL. Tree 1,254′ from departure end of runway, 399′ left of centerline, 50′ AGL/531′ MSL. Tree 2,004′ from departure end of runway 413′ right of centerline, 55′ AGL/536′ MSL.
Rwy 31L:
Multiple trees beginning 327′ from departure end of runway, 374′ right of centerline, up to 22′ AGL/501′ MSL.
Rwy 31R:
Multiple trees beginning 366′ from departure end of runway, 552′ right of centerline, up to 29′ AGL/505′ MSL.. Pole 39′ from departure end of runway, 501′ left of centerline, 27′ AGL/487′ MSL. Pole 1,531′ from departure end of runway, 717′ right of centerline, 61′ AGL/521′ MSL. Trees 2,080′ from departure end of runway, 644′ right of centerline, 54′ AGL/530′ MSL.
Rwy 36:
Tree 52′ from departure end of runway, 390′ left of centerline, 43′ AGL/523 MSL. OL on blast fence, 56′ from departure end of runway, 298′ right of centerline, 7′ AGL/487′ MSL. Trees 433′ from departure end of runway, 357′ right of centerline, 16′ AGL/496′ MSL. Trees 661′ from departure end of runway, 95′ left of centerline, 25′ AGL/505′ MSL. Building 898′ from departure end of runway, 223′ right of centerline, 25′ AGL/505′ MSL. Tree 1,773′ from departure end of runway, 240′ right of centerline, 79′ AGL/559′ MSL. Multiple T-L towers beginning 2,577 from departure end of runway, 116′ left of centerline, up to 68′ AGL/556′ MSL. T-L tower 2,701′ from departure end of runway, 818′ right of centerline, 68′ AGL/572′ MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS, TEXAS

AL-106 (FAA)

| LOC/DME I-LVF | APP CRS | Rwy Idg | 8800 |
|---|---|---|---|
| 111.1 | 310° | TDZE | 476 |
| Chan 48 | | Apt Elev | 487 |

# ILS or LOC RWY 31L

## DALLAS-LOVE FIELD (DAL)

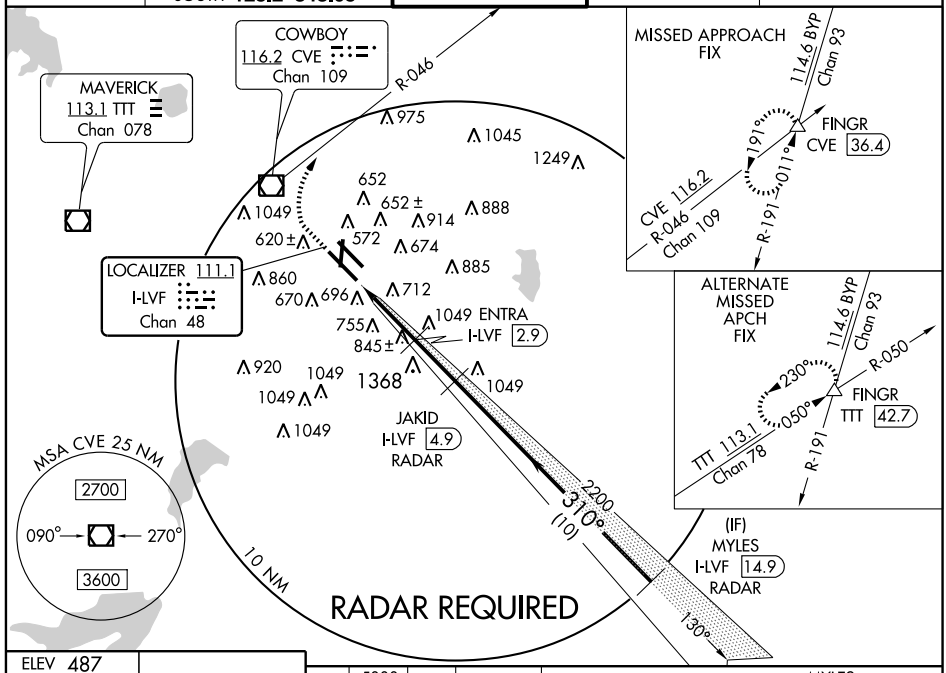
▼ DME or RADAR required.

▲

MALSR

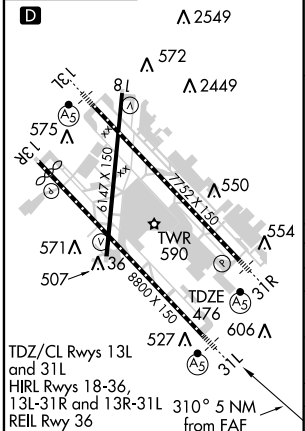
MISSED APPROACH: Climb to 900 then climbing right turn 5000 via heading 042° and CVE R-046 to FINGR/ CVE 36.4 DME and hold.

| ATIS | REGIONAL APP CON | LOVE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | NORTH 124.3 282.275<br>SOUTH 125.2 343.65 | 123.7 239.3 | 121.75 348.6 | 127.9 |




ELEV 487

D

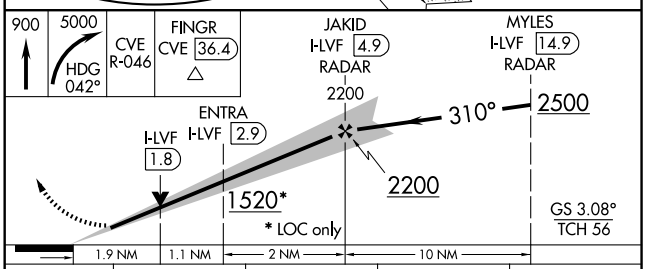



TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L
REIL Rwy 36

310° 5 NM from FAF

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31L | 676/18 200 (200-½) | | | |
| S-LOC 31L | 1520/40 1044 (1100-¾) | 1520/50 1044 (1100-1) | 1520-2½ 1044 (1100-2½) | |
| CIRCLING | 1520-1¼ 1033 (1100-1¼) | 1520-1½ 1033 (1100-1½) | 1520-3 1033 (1100-3) | |
| ENTRA FIX MINIMUMS | | | | |
| S-LOC 31L | 1160/24 684 (700-½) | | 1160-1½ 684 (700-1½) | 1160-1¾ 684 (700-1¾) |
| CIRCLING | 1160-1 673 (700-1) | | 1160-2 673 (700-2) | 1160-2¼ 673 (700-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS, TEXAS

AL-106 (FAA)

| LOC I-OVW | APP CRS | Rwy Idg | 7752 |
|---|---|---|---|
| 111.5 | 310° | TDZE | 487 |
| Chan 52 | | Apt Elev | 487 |

# ILS or LOC RWY 31R

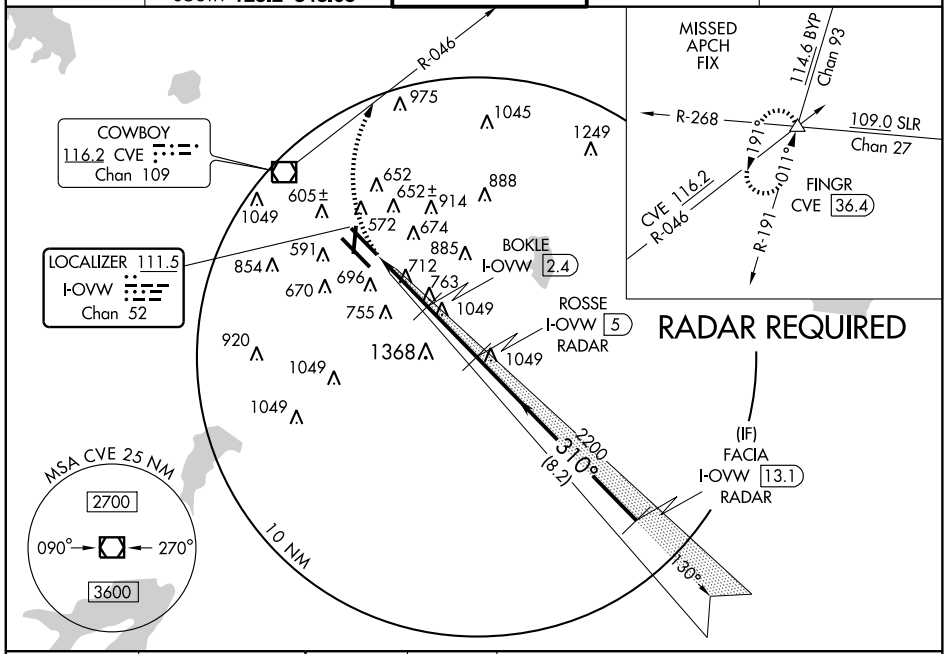
DALLAS-LOVE FIELD (DAL)

DME or RADAR required.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

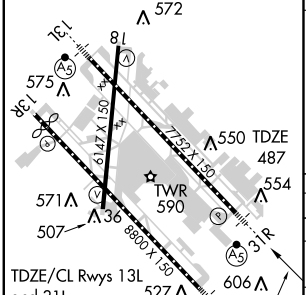
MALSR

MISSED APPROACH: Climbing right turn to 5000 via CVE VOR/DME R-046 to FINGR/CVE 36.4 DME and hold.

| ATIS | REGIONAL APP CON | LOVE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | NORTH 124.3 282.275<br>SOUTH 125.2 343.65 | 123.7 239.3 | 121.75 348.6 | 127.9 |



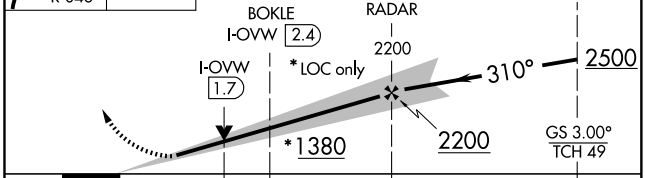

ELEV 487 D




TDZE/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L
REIL Rwy 36

310° 5.2 NM from FAF

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31R | ** 687/24 200 (200- ½) | | | |
| S-LOC 31R | 1380/40 893 (900- ¾) | | 1380-2 ¼<br>893 (900-2 ¼) | 1380-2 ½<br>893 (900-2 ½) |
| CIRCLING | 1380-1 ¼ 893 (900-1 ¼) | | 1380-2 ¾<br>893 (900-2 ¾) | 1380-3<br>893 (900-3) |
| BOKLE FIX MINIMUMS | | | | |
| S-LOC 31R | 1140/24 653 (700- ½) | | 1140/60<br>653 (700-1 ¼) | 1140-1 ½<br>653 (700-1 ½) |
| CIRCLING | 1140-1 653 (700-1) | | 1140-1 ¾<br>653 (700-1 ¾) | 1160-2 ¼<br>673 (700-2 ¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC I-DAL | APP CRS | Rwy Idg | 7752 |
|---|---|---|---|
| 111.5 | 130° | TDZE | 485 |
| Chan 52 | | Apt Elev | 487 |

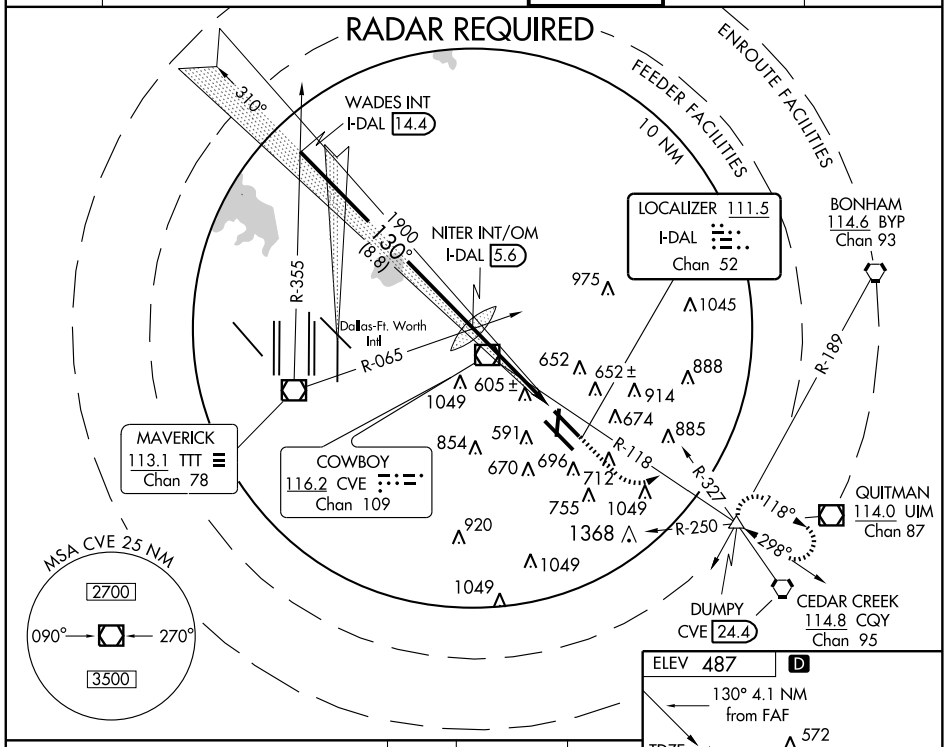
# ILS RWY 13L
## DALLAS-LOVE FIELD (DAL)

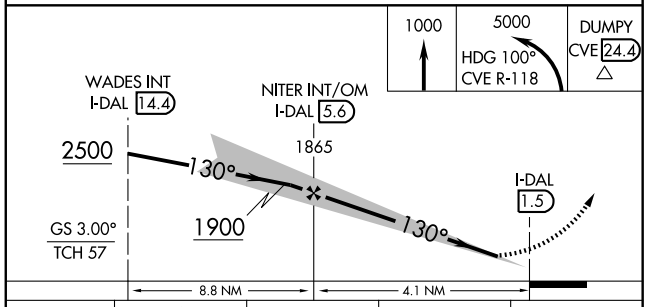
Simultaneous approaches authorized with DFW Rwy 17L.

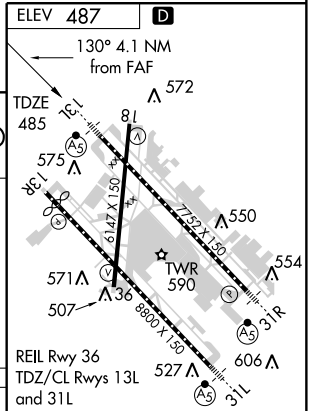
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE R-118 to DUMPY Int/CVE 24.4 DME and hold.

| ATIS | REGIONAL APP CON | LOVE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | NORTH 124.3 282.275 SOUTH 125.2 343.65 | 123.7 239.3 | 121.75 348.6 | 127.9 |




REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13L | 685/18 200 (200-½) | | | |
| S-LOC 13L | 840/24 355 (400-½) | | | 840/40 355 (400-¾) |
| CIRCLING | 1020-1 533 (600-1) | | 1020-1½ 533 (600-1½) | 1160-2¼ 673 (700-2¼) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

SC-2, 14 JAN 2010 to 11 FEB 2010

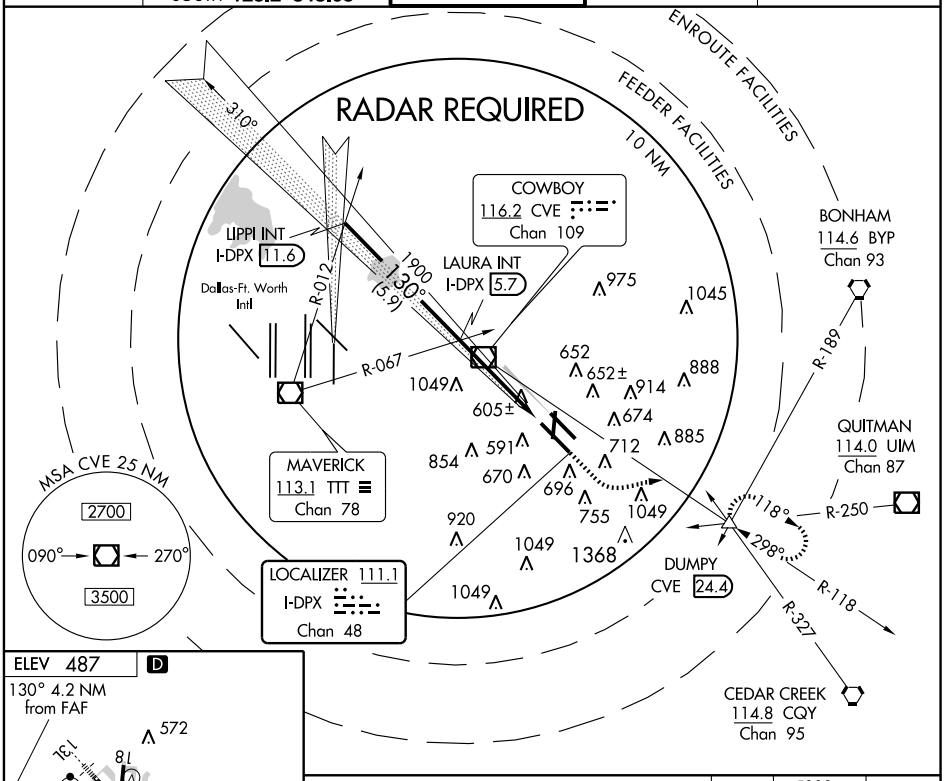
| LOC I-DPX | APP CRS | Rwy Idg | 8310 |
|---|---|---|---|
| 111.1 | 130° | TDZE | 478 |
| Chan 48 | | Apt Elev | 487 |

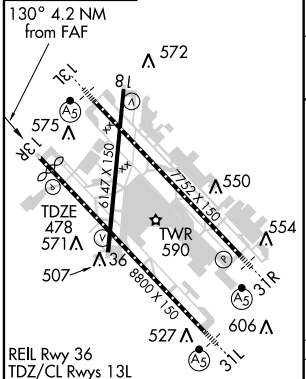
# ILS RWY 13R
## DALLAS-LOVE FIELD (DAL)

Simultaneous approaches authorized with DFW Rwy 17L.
Disregard outer marker indication.

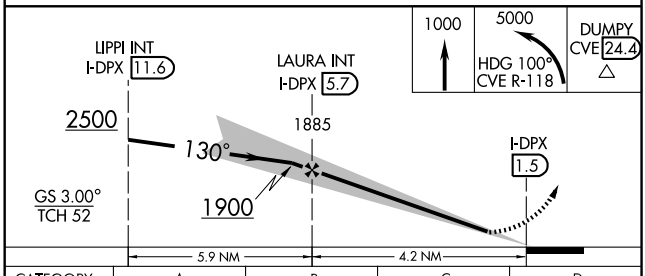
MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE R-118 to DUMPY Int/CVE 24.4 DME and hold.

| ATIS | REGIONAL APP CON | LOVE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | NORTH 124.3 282.275<br>SOUTH 125.2 343.65 | 123.7 239.3 | 121.75 348.6 | 127.9 |




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13R | 678-¾ 200 (200-¾) | | | |
| S-LOC 13R | 960-1 482 (500-1) | | 960-1 ¼ 482 (500-1 ¼) | 960-1 ½ 482 (500-1 ½) |
| CIRCLING | 1020-1 533 (600-1) | | 1020-1 ½ 533 (600-1 ½) | 1160-2 ¼ 673 (700-2 ¼) |

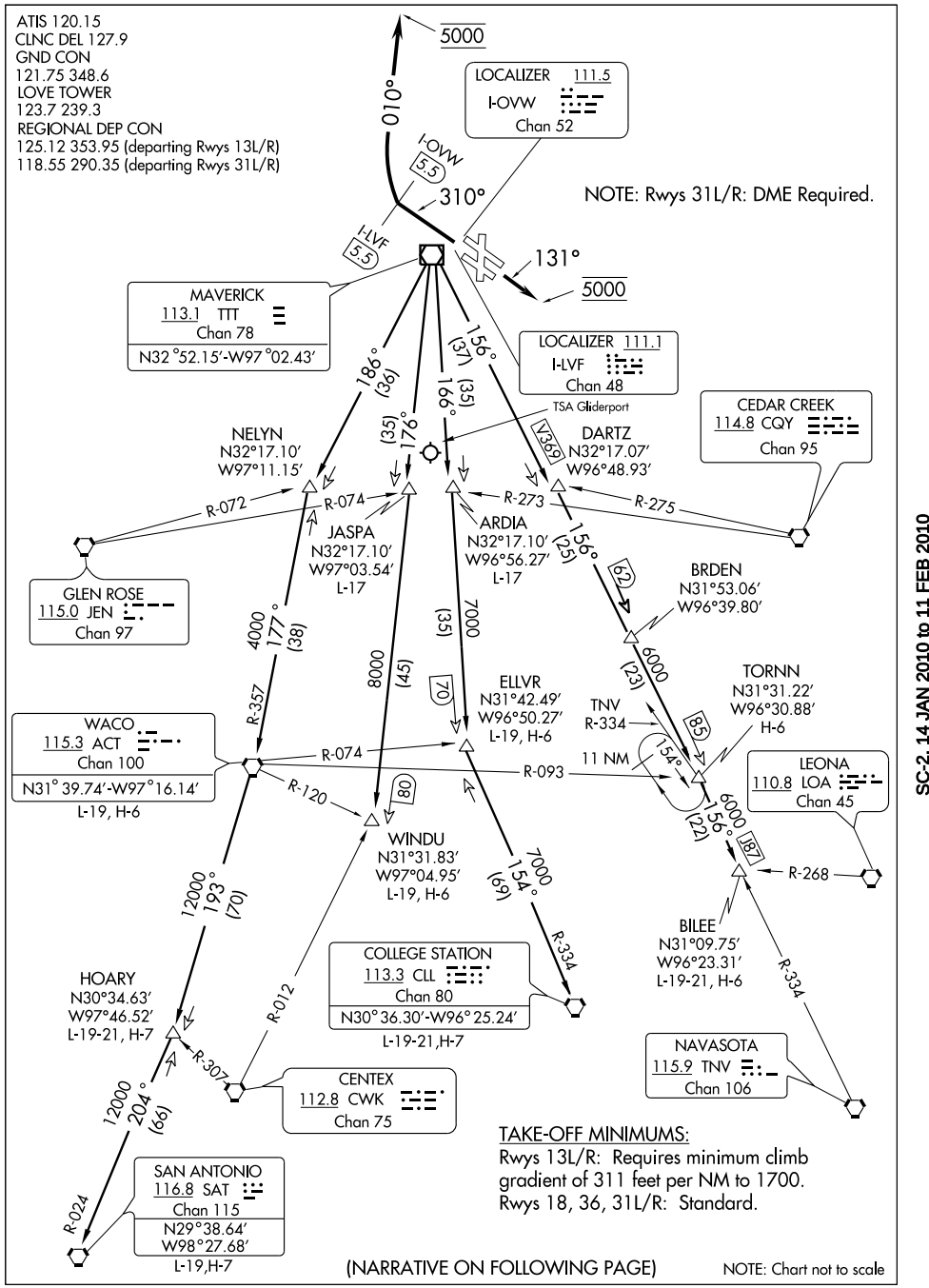
SC-2, 14 JAN 2010 to 11 FEB 2010

(JPOOL4.TTT) 09351

# JOE POOL FOUR DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

# JOE POOL FOUR DEPARTURE



DEPARTURE ROUTE DESCRIPTION

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

JETS

TAKEOFF RWY 13L/R: Climb via heading 131°, expect vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.

TAKEOFF RWY 31L/R: Climb via heading 310° until the LVF or OVW LOCALIZER 5.5 DME, then right turn heading 010° for vector to the appropriate route. Maintain 5000 and expect filed altitude 10 minutes after departure.

TAKEOFF RWY 18: Climb via assigned heading and altitude (before turning left, climb heading 180° to 1300), expect vector to appropriate route.

TAKEOFF RWY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/ Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

Rwy 13L: Floodlight 965′ from DER, 743′ right of centerline, 31′ AGL/514′ MSL. Multiple trees and poles beginning 1166′ from DER, 516′ to 759′ left of centerline, up to 60′ AGL/547′ MSL.

Rwy 13R: Road, tree and pole beginning 203′ from DER, 480′ to 721′ right of centerline, up to 38′ AGL/514′ MSL. Light standard, sign, rod on stack beginning 691′ from DER, 555′ to 991′ left of centerline, up to 61′ AGL/537′ MSL.

Rwy 18: Multiple trees and pipe beginning 605′ from DER, 93′ to 415′ left of centerline, up to 41′ AGL/523′ MSL. Multiple trees, bldg, and OL on hangar beginning 300′ from DER, 90′ to 572′ right of centerline, up to 48′ AGL/530′ MSL.

Rwy 31L: Tree 340′ from DER, 408′ right of centerline, 10′ AGL/486′ MSL. Tree 253′ from DER, 429′ left of centerline, 7′ AGL/483′ MSL.

Rwy 31R: Multiple trees and pole beginning 38′ from DER, 392′ to 524′ left of centerline, up to 13′ AGL/490′ MSL. Multiple trees and poles beginning 366′ from DER, 553′ to 720′ right of centerline 48′ AGL/525′ MSL.

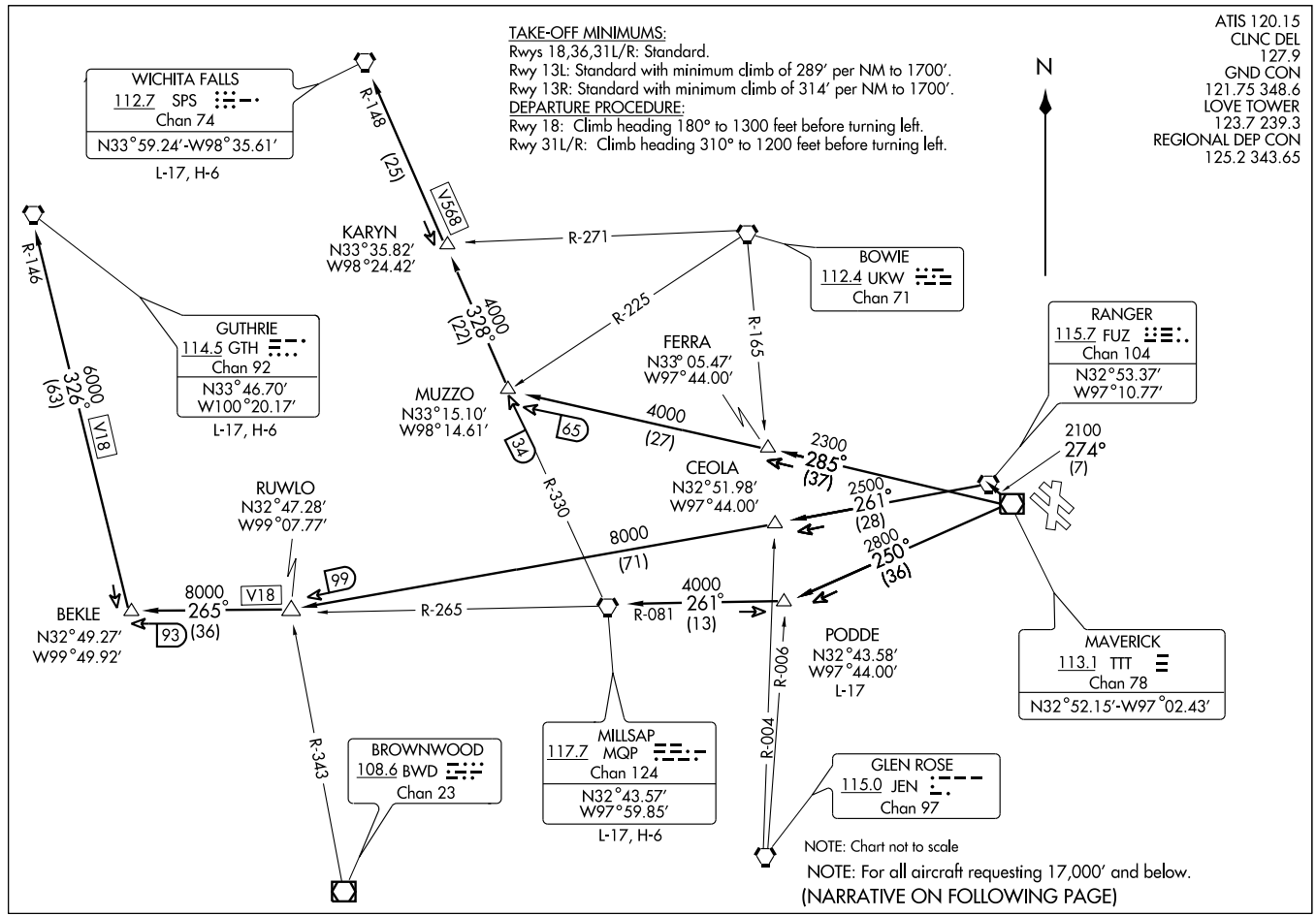
SC-2, 14 JAN 2010 to 11 FEB 2010

# KINGDOM SEVEN DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS



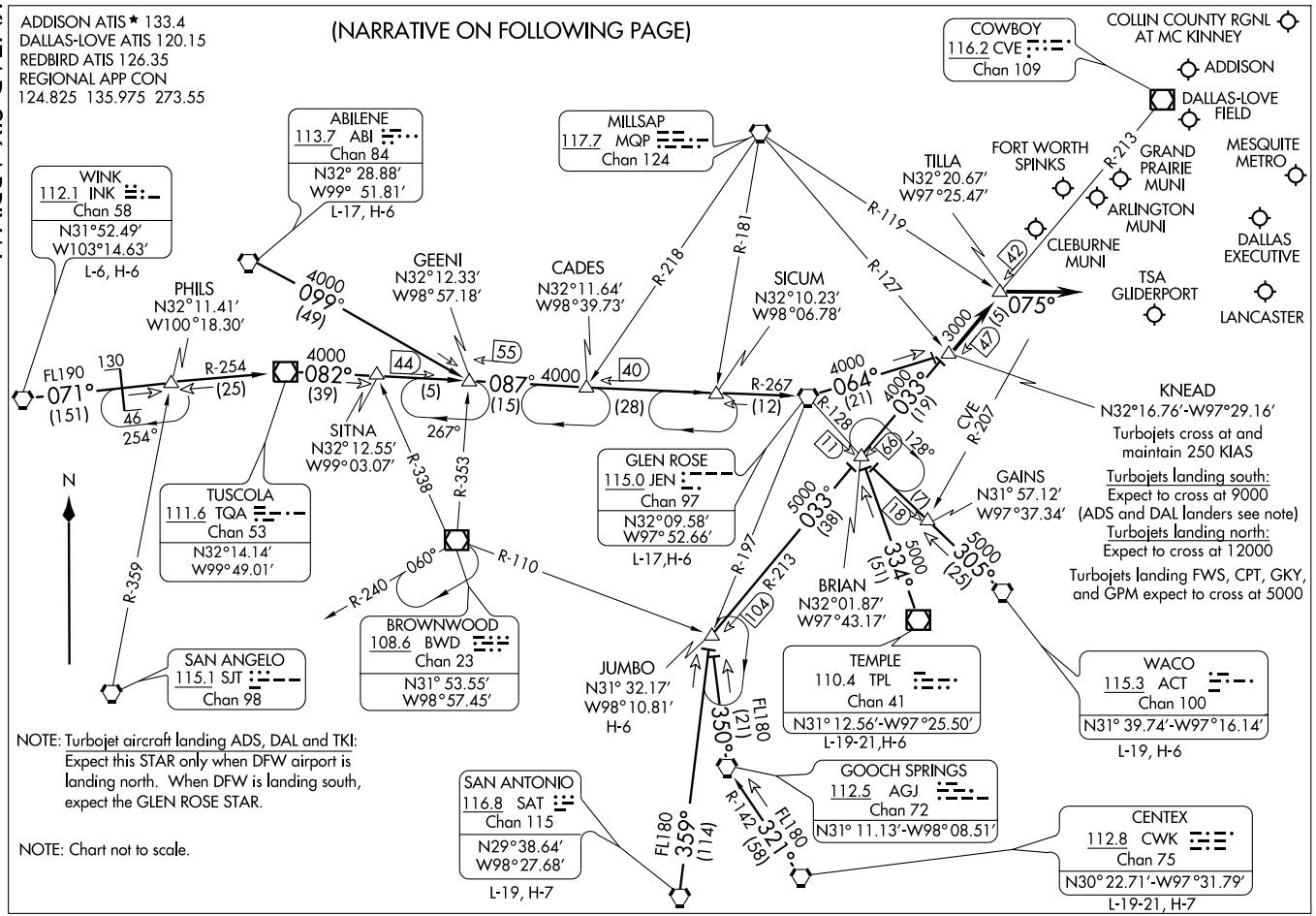
DEPARTURE ROUTE DESCRIPTION

All aircraft departing DAL must contact clearance delivery for departure instructions.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 13R, Pole 654′ from departure end of runway, 614′ right of centerline, 23′ AGL/500′ MSL. Trees 1122′ from departure end of runway, 719′ right of centerline, 37′ AGL/514′ MSL. Multiple signs and trees beginning 779′ from departure end of runway, 669 feet left of centerline, 38′ AGL/503′ MSL up to 45′ AGL/537′ MSL.
Note: Rwy 13L, Multiple poles and trees beginning 844′ from DER, 515′ left of centerline, up to 54′ AGL/541′ MSL. Crane 5270′ from DER, 568′ left of centerline, 130′ AGL/630 MSL. Antenna on tank 1.5 NM from DER, 369′ left of centerline, 208′ AGL/712′ MSL
Note: Rwy 18, Building 303′ from DER, 354′ right of centerline, 47′ AGL/507′ MSL. Tree 775′ from DER, 138′ right of centerline, 32′ AGL/513′ MSL. Tree 821′ from DER, 329′ right of centerline, 39 AGL/519′ MSL. Tree 1031′ from DER, 107′ right of centerline, 49′ AGL/530′ MSL. Tree 1254′ from DER, 399′ left of centerline, 50′ AGL/531′ MSL. Tree 2004′ from DER, 413′ right of centerline, 55′ AGL/536′ MSL.
Note: Rwy 31L, Multiple trees beginning 327′ from DER, 374′ right of centerline, up to 22′ AGL/501′ MSL.
Note: Rwy 31R, Multiple trees beginning 366′ from DER, 552′ right of centerline, up to 29′ AGL/505′ MSL. Pole 39′ from DER, 501′ left of centerline, 27′ AGL/487′ MSL. Pole 1531′ from DER, 717′ right of centerline, 61′ AGL/521′ MSL. Trees 2080′ from DER, 644′ right of centerline, 54′ AGL/530′ MSL.
Note: Rwy 36, Tree 52′ from DER, 390′ left of centerline, 43′ AGL/523′ MSL. OL on blast fence, 56′ from DER, 298′ right of centerline, 7′ AGL/487′MSL. Trees 433′ from DER, 357′ right of centerline, 16′ AGL/496′ MSL. Trees 661′ from DER, 95′ left of centerline, 25′ AGL/505′ MSL. Building 898′ from DER, 223′ right of centerline, 25′ AGL/505′ MSL. Tree 1773′ from DER, 240′ right of centerline, 79′ AGL/559′ MSL. Multiple T-L towers beginning 2577′ from DER, 116′ left of centerline up to 68′ AGL/556′ MSL. T-L tower 2701′ from DER, 818′ right of centerline, 68′ AGL/572′ MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010


ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55
(NARRATIVE ON FOLLOWING PAGE)
COWBOY
116.2 CVE
Chan 109
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
GRAND PRAIRIE MUNI
ARLINGTON MUNI
DALLAS EXECUTIVE
LANCASTER
TSA GLIDERPORT
CLEBURNE MUNI
FORT WORTH SPINKS
TILLA
N32°20.67′
W97°25.47′
ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6
PHILS
N32°11.41′
W100°18.30′
GEENI
N32°12.33′
W98°57.18′
CADES
N32°11.64′
W98°39.73′
SICUM
N32°10.23′
W98°06.78′
FL190
071°
(151)
130
46
254°
R-254
(25)
4000
082°
(39)
4000
099°
(49)
44
(5)
55
087°
4000
(15)
40
(28)
R-267
(12)
4000
064°
(21)
4000
033°
(19)
R-218
R-181
R-119
R-127
R-128
R-207
CVE
42
13000
151
147
075°
KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000 (ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000
GAINS
N31° 57.12′
W97°37.34′
N
R-359
SITNA
N32°12.55′
W99°03.07′
267°
R-338
R-353
TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′
GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6
11
66
128°
17
18
5000
033°
(38)
5000
334°
(51)
5000
305°
(25)
R-197
R-213
104
BRIAN
N32°01.87′
W97°43.17′
R-240
060°
R-110
BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′
SAN ANGELO
115.1 SJT
Chan 98
JUMBO
N31° 32.17′
W98°10.81′
H-6
TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6
FL180
350°
(21)
GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7
FL180
359°
(114)
R-142
321°
(58)
CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7
NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

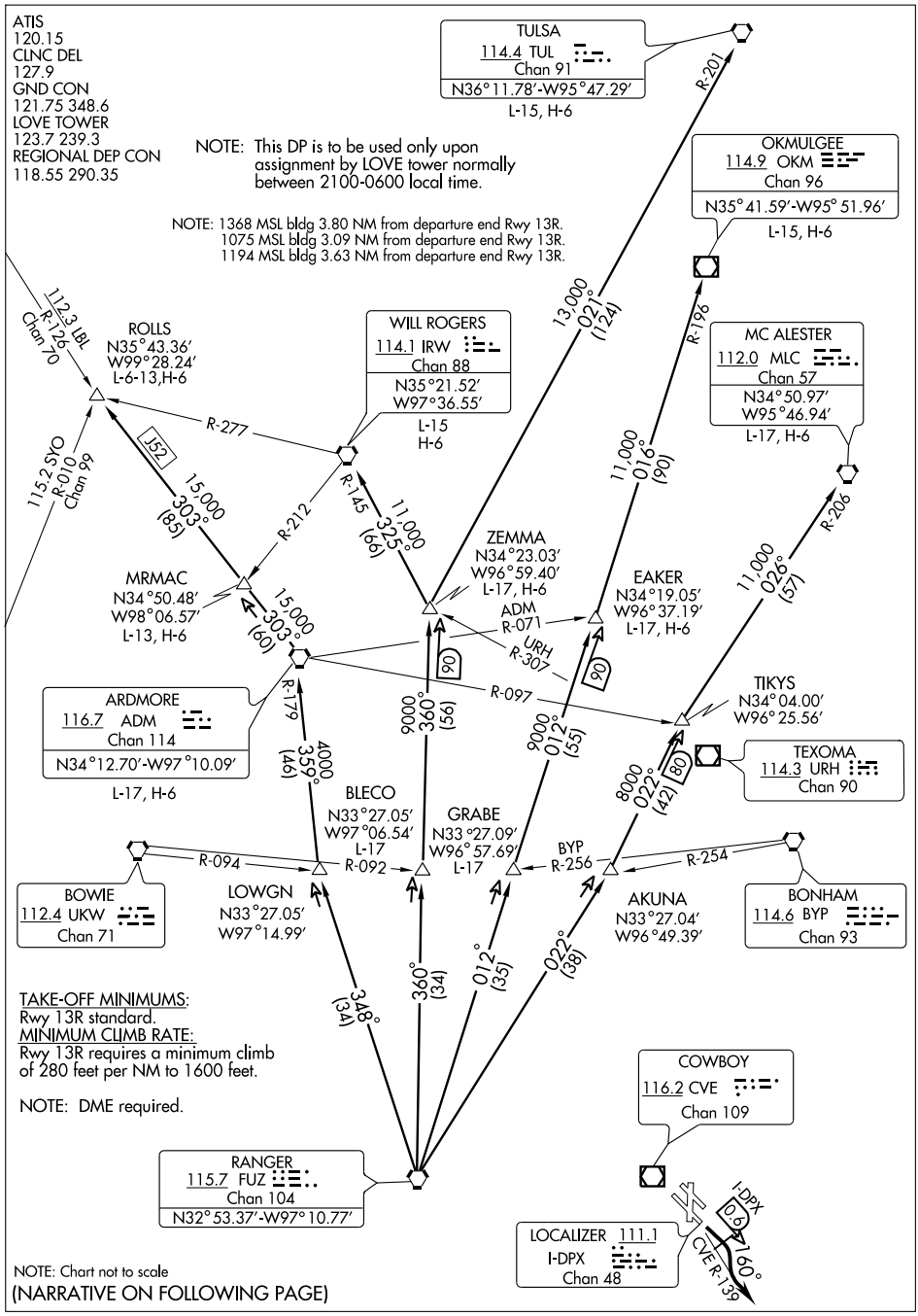
WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

# KRUMM FOUR DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS




SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than 0.6 DME outbound on the I-DPX localizer southeast course, then intercept and climb via the CVE R-139 and expect vector to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.

ARDMORE TRANSITION (KRUMM4.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (KRUMM4.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (KRUMM4.EAKER): (For aircraft inbound to the TULSA terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (KRUMM4.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (KRUMM4.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (KRUMM4.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (KRUMM4.ROLLS): (For all aircraft proceeding northwest bound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (KRUMM4.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (KRUMM4.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (KRUMM4.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 14 JAN 2010 to 11 FEB 2010

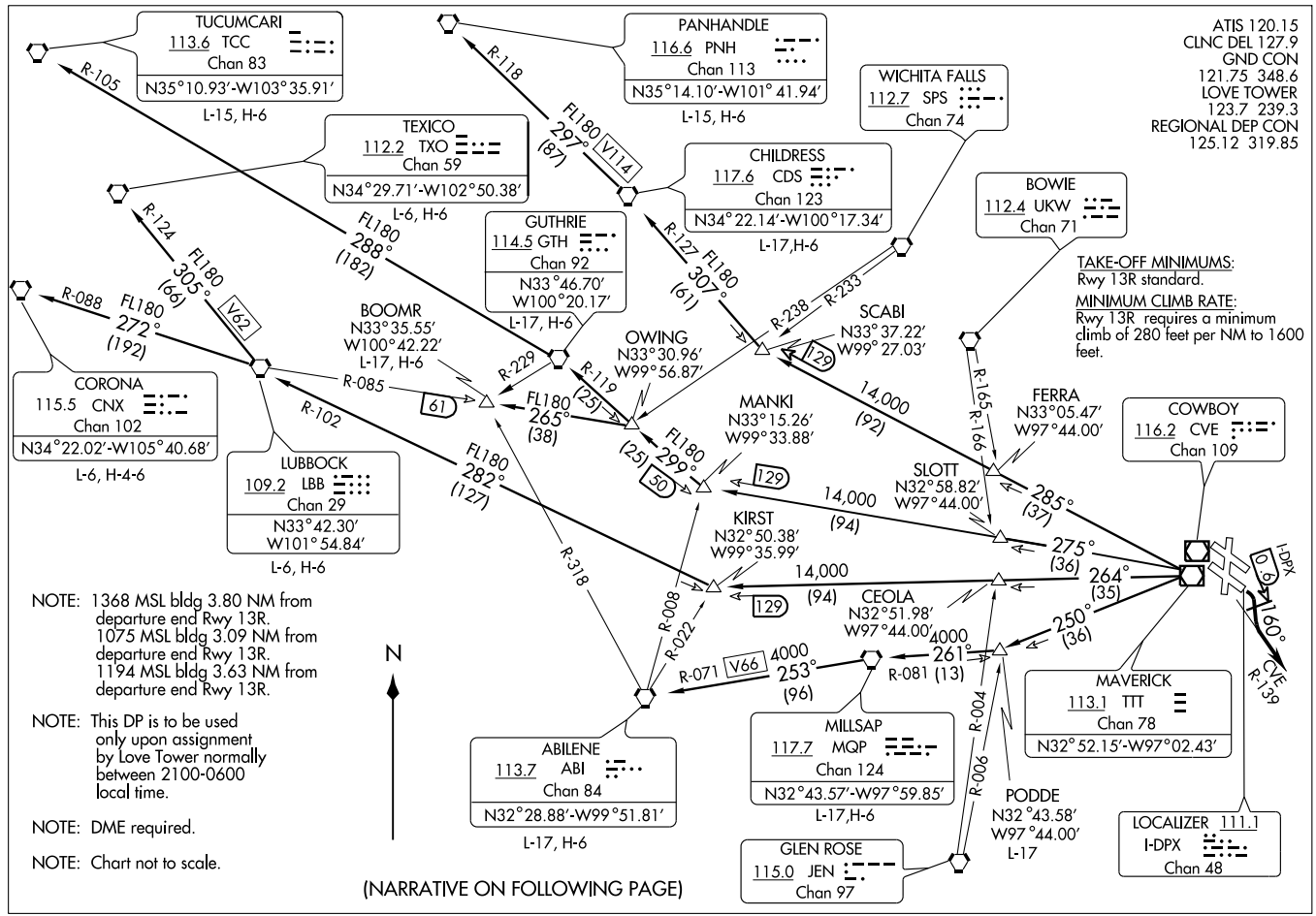
# LOVE TWO DEPARTURE

(LOVE2.1111) 07298

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

SL-106 (FAA)



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off, but no later than 0.6 DME outbound on the I-DPX Localizer southeast course, then intercept and climb via the CVE R-139 and expect vector to appropriate route. Maintain 5,000 feet and expect filed altitude 10 minutes after departure.

ABILENE TRANSITION (LOVE2.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (LOVE2.BOOMR): (For aircraft inbound to Lubbock Terminal Area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.

CHILDRESS TRANSITION (LOVE2.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (LOVE2.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (LOVE2.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (LOVE2.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (LOVE2.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC

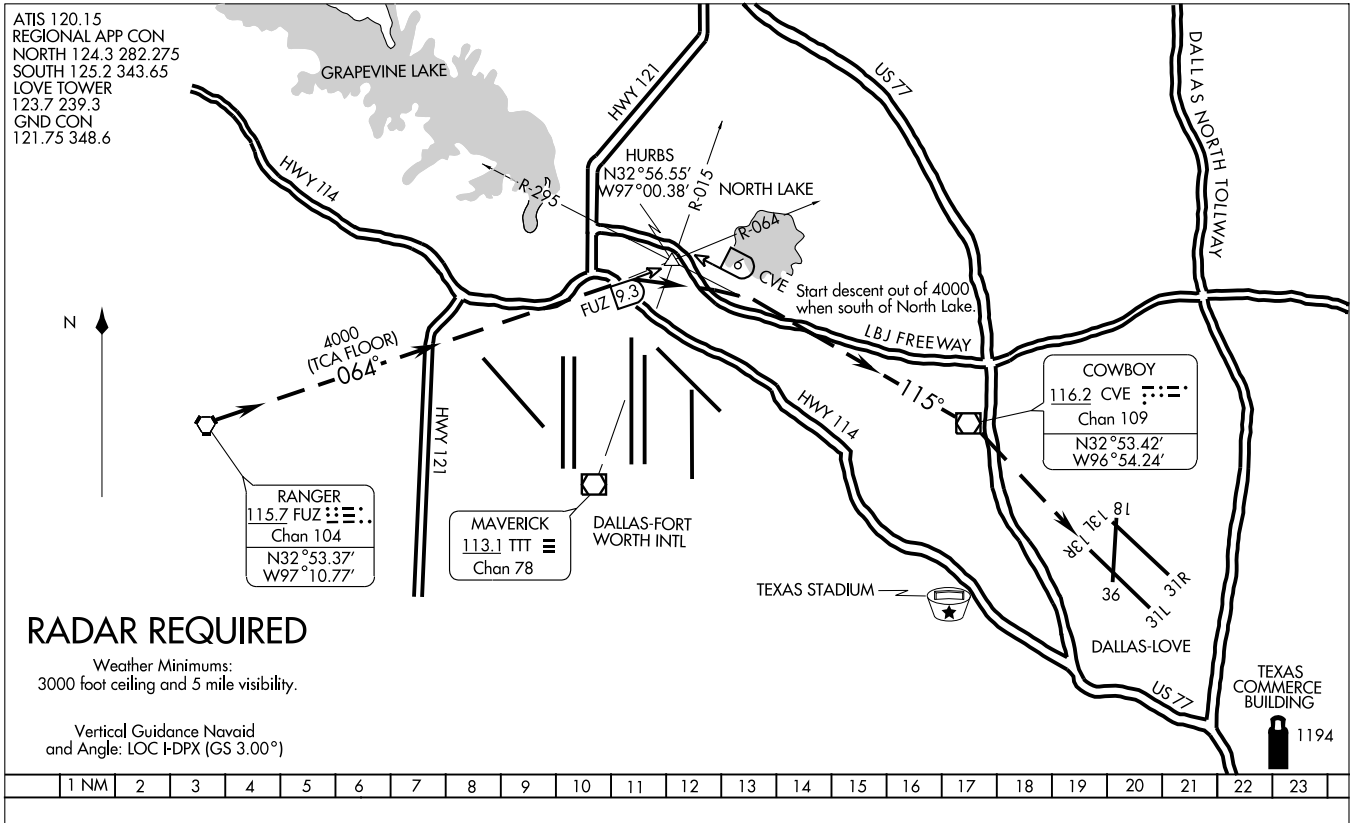
PANHANDLE TRANSITION (LOVE2.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (LOVE2.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (LOVE2.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (LOVE2.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010




# LOVE WEST VISUAL RWY 13R

AL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS

LOVE-WEST VISUAL APPROACH RWY 13R

PROCEDURE NOT AUTHORIZED AT NIGHT.

| WAAS | APP CRS | Rwy Idg | 8800 |
|---|---|---|---|
| CH 72808 | 310° | TDZE | 476 |
| W31A | | Apt Elev | 487 |

# RNAV (GPS) RWY 31L

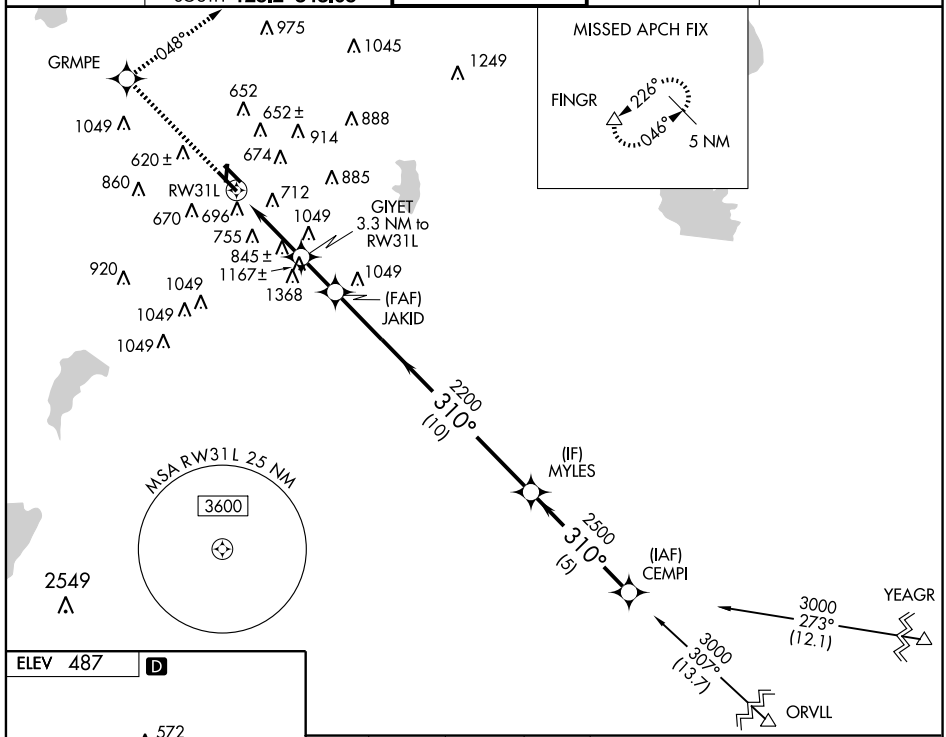
## DALLAS-LOVE FIELD (DAL)

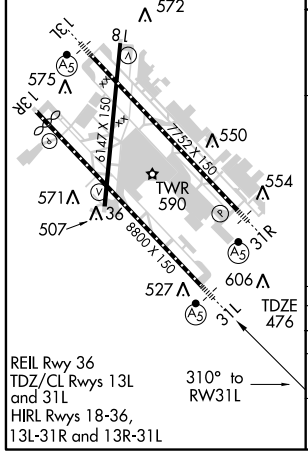
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000. DME/DME RNP-0.3 NA.

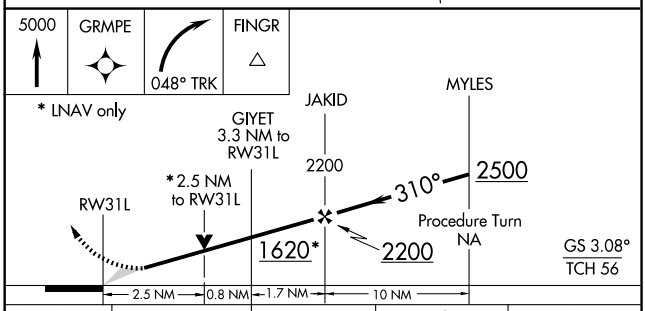
MALSR

MISSED APPROACH: Climb to 5000 direct GRMPE and right turn via 048° track to FINGR and hold.

| ATIS | REGIONAL APP CON | LOVE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | NORTH 124.3 282.275<br>SOUTH 125.2 343.65 | 123.7 239.3 | 121.75 348.6 | 127.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 769/24 293 (300-½) | | | |
| LNAV MDA | 1360/40 884 (900-¾) | | 1360-2¼<br>884 (900-2¼) | 1360-2½<br>884 (900-2½) |
| CIRCLING | 1360-1¼ 873 (900-1¼) | | 1360-2¾<br>873 (900-2¾) | 1360-3<br>873 (900-3) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 7752 |
|---|---|---|
| 310° | TDZE | 487 |
| | Apt Elev | 487 |

# RNAV (GPS) RWY 31R

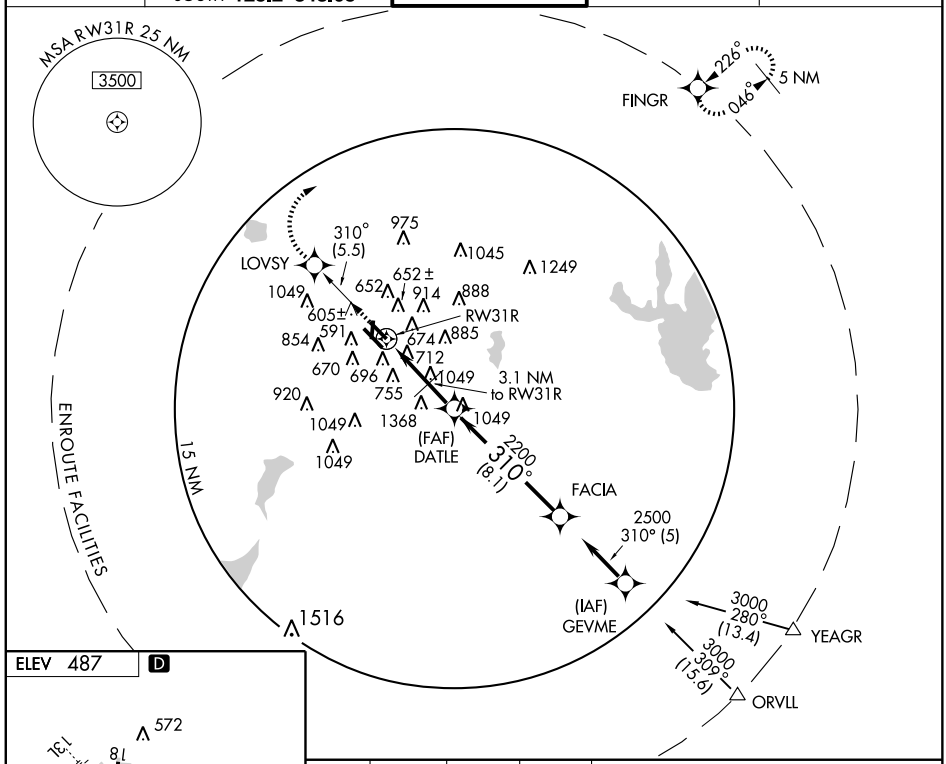
## DALLAS-LOVE FIELD (DAL)

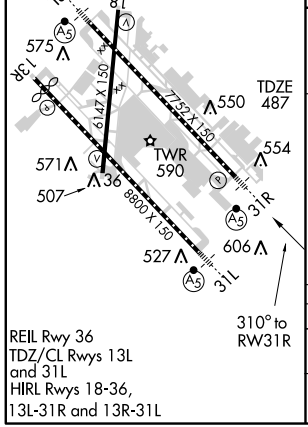
GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

MALSR

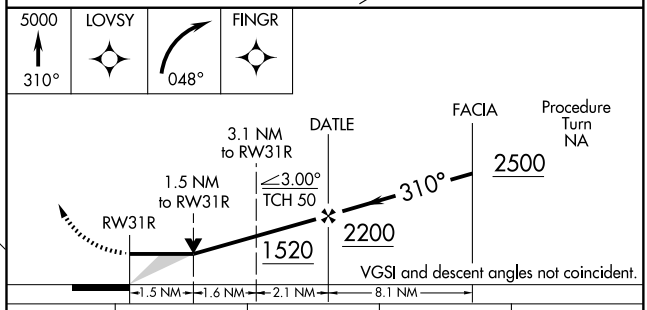
MISSED APPROACH: Climb to 5000 via 310° course to LOVSY WP then right turn via 048 course to FINGR WP and hold.

| ATIS | REGIONAL APP CON | LOVE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | NORTH 124.3 282.275<br>SOUTH 125.2 343.65 | 123.7 239.3 | 121.75 348.6 | 127.9 |




REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020/24 533 (600-½) | | 1020/50 533 (600-1) | 1020/60 533 (600-1¼) |
| CIRCLING | 1020-1 533 (600-1) | | 1020-1½ 533 (600-1½) | 1160-2¼ 673 (700-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 7752 |
|---|---|---|
| 132° | TDZE | 485 |
| | Apt Elev | 487 |

# RNAV (GPS) Y RWY 13L

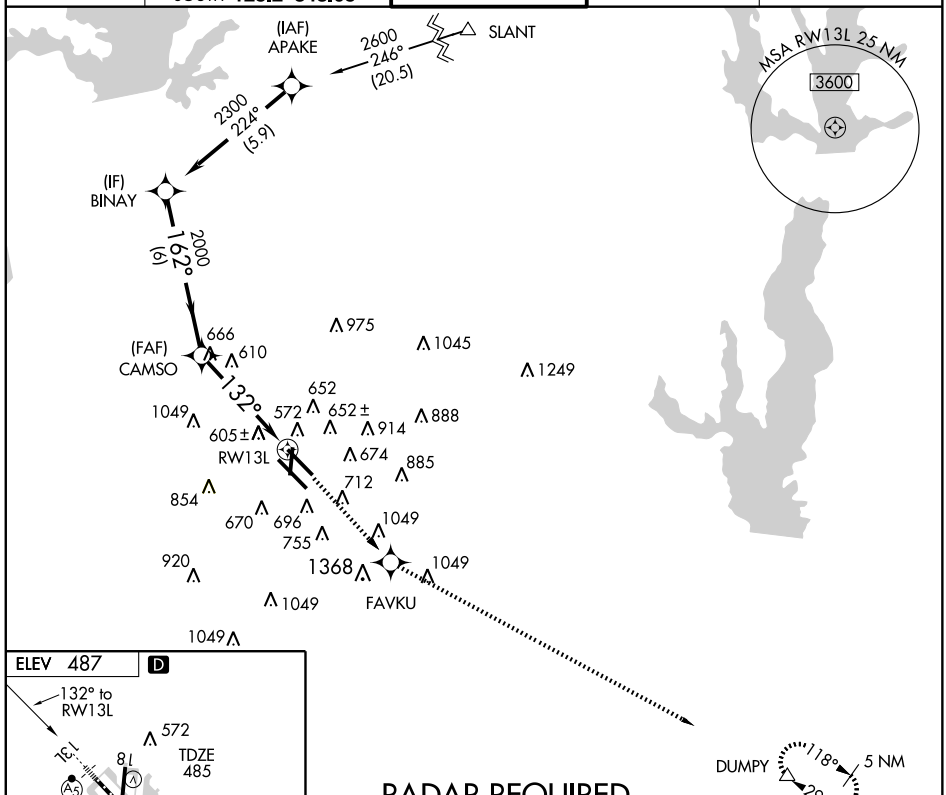
DALLAS-LOVE FIELD (DAL)

DME/DME RNP-0.3 NA.

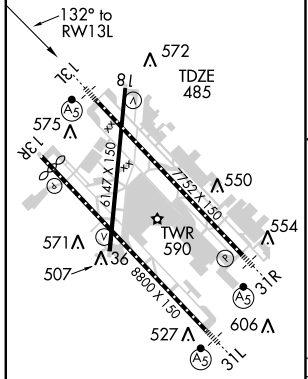
MALSR

MISSED APPROACH: Climb to 5000 direct FAVKU and via 112° TRK to DUMPY and hold, continue climb-in-hold to 5000.

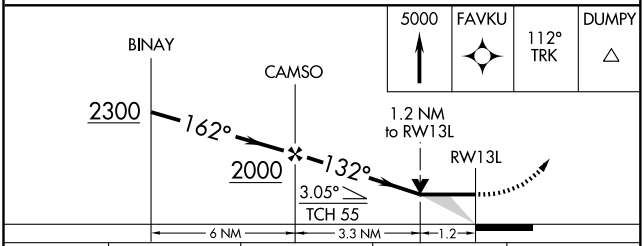
| ATIS | REGIONAL APP CON | LOVE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | NORTH 124.3 282.275<br>SOUTH 125.2 343.65 | 123.7 239.3 | 121.75 348.6 | 127.9 |




## RADAR REQUIRED




REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920/24 435 (500-½) | | 920/40 435 (500-¾) | 920/50 435 (500-1) |
| CIRCLING | 1020-1 533 (600-1) | | 1020-1½ 533 (600-1½) | 1160-2¼ 673 (700-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 8310 |
|---|---|---|
| 139° | TDZE | 478 |
| | Apt Elev | 487 |

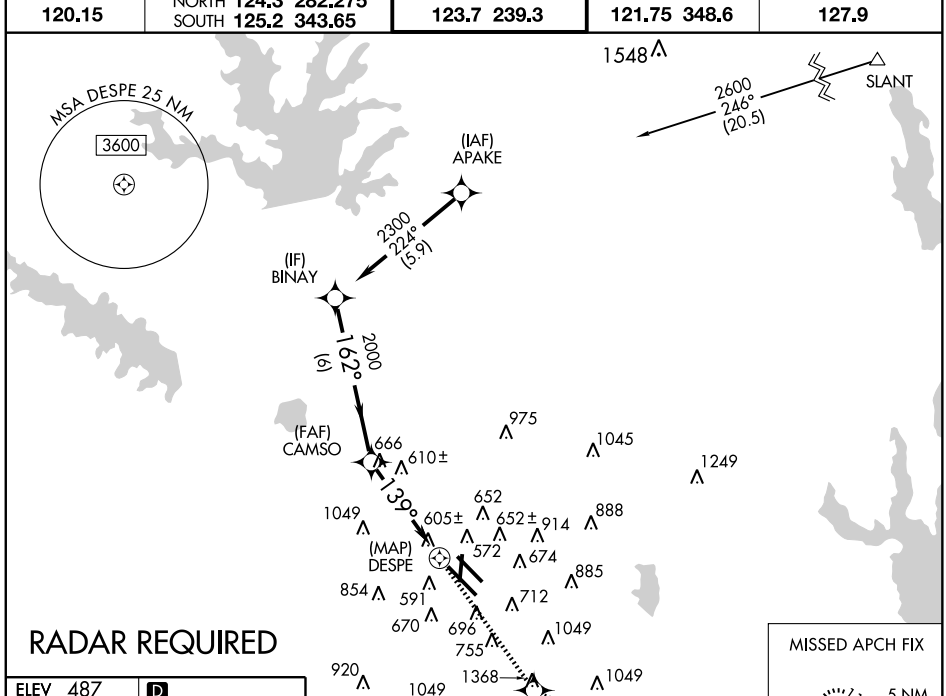
# RNAV (GPS) Y RWY 13R

DALLAS-LOVE FIELD (DAL)

DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 5000 direct ECOTO and via 109° track to DUMPY and hold, continue climb-in-hold to 5000.

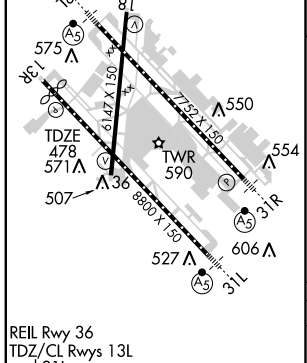
| ATIS | REGIONAL APP CON | LOVE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | NORTH 124.3 282.275<br>SOUTH 125.2 343.65 | 123.7 239.3 | 121.75 348.6 | 127.9 |



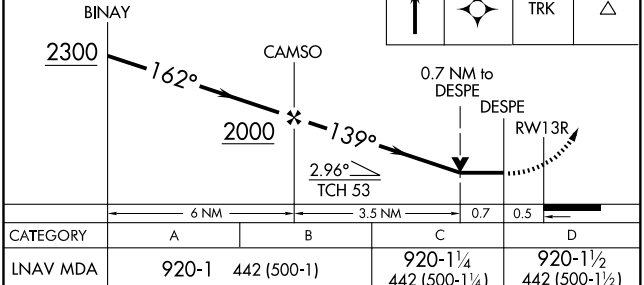

RADAR REQUIRED

MISSED APCH FIX
118°
5 NM
DUMPY
298°

ELEV 487 D




REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 442 (500-1) | | 920-1¼ 442 (500-1¼) | 920-1½ 442 (500-1½) |
| CIRCLING | 1020-1 533 (600-1) | | 1020-1½ 533 (600-1½) | 1160-2¼ 673 (700-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy ldg | 7752 |
|---|---|---|---|
| W13A | 130° | TDZE | 485 |
| | | Apt Elev | 487 |

# RNAV (GPS) Z RWY 13L
DALLAS-LOVE FIELD (DAL)

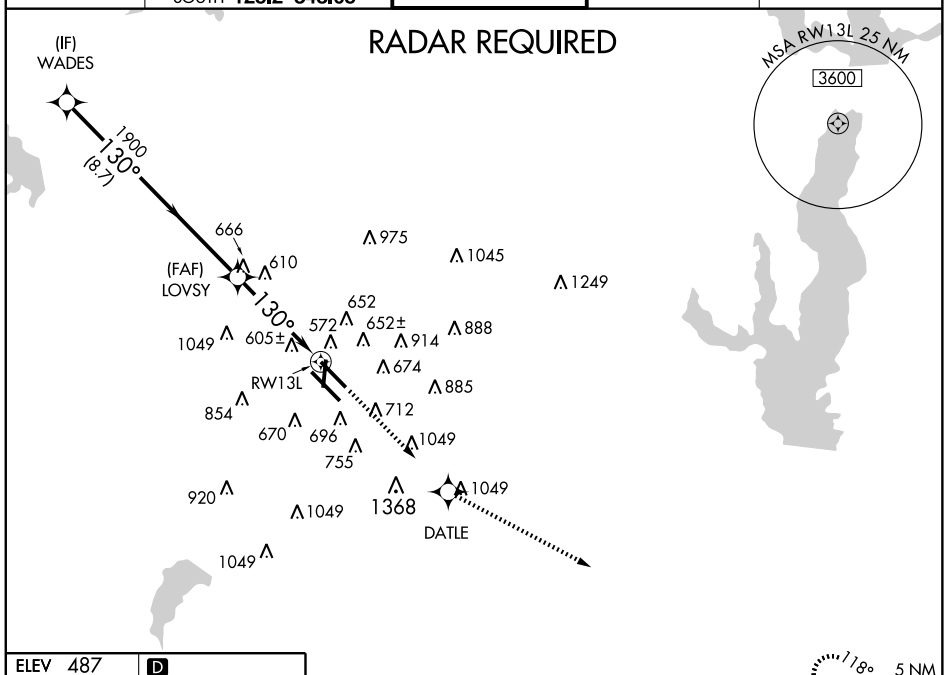
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

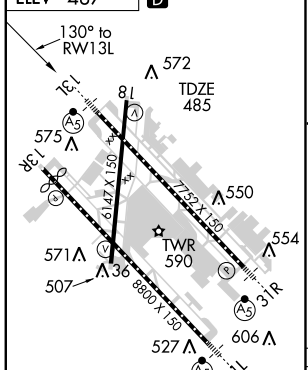
MALSR

MISSED APPROACH: Climb to 5000 direct DATLE and via 112° TRK to DUMPY and hold, continue climb-in-hold to 5000.

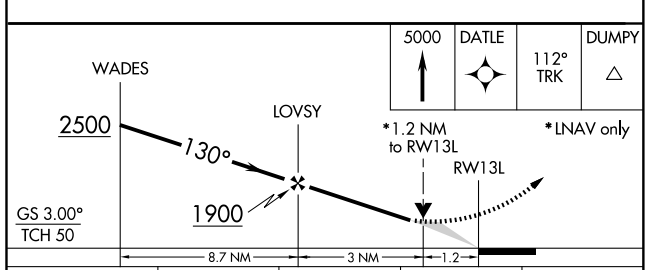
| ATIS | REGIONAL APP CON | LOVE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | NORTH 124.3 282.275<br>SOUTH 125.2 343.65 | 123.7 239.3 | 121.75 348.6 | 127.9 |

RADAR REQUIRED




REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 946/60 461 (500-1¼) | | | |
| LNAV MDA | 920/24 435 (500-½) | | 920/40 435 (500-¾) | 920/50 435 (500-1) |
| CIRCLING | 1020-1½ 533 (600-1½) | | | 1160-2¼ 673 (700-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 8310 |
|---|---|---|
| 130° | TDZE | 478 |
| | Apt Elev | 487 |

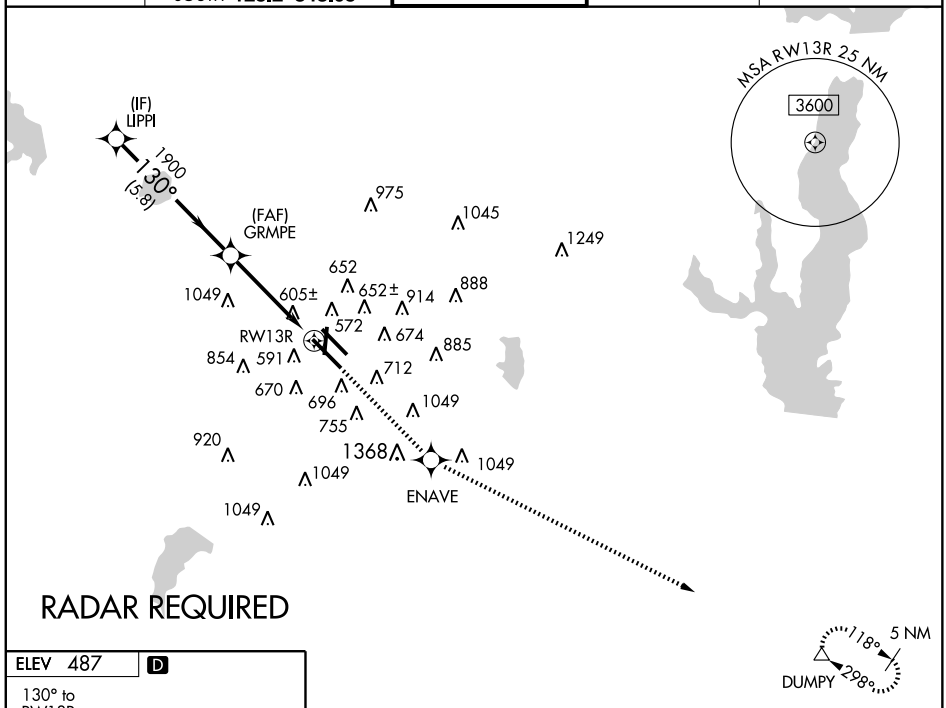
# RNAV (GPS) Z RWY 13R

DALLAS-LOVE FIELD (DAL)

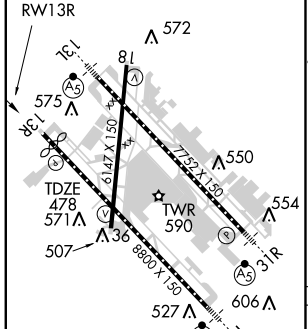
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct ENAVE and via 111° track to DUMPY and hold, continue climb-in-hold to 5000.

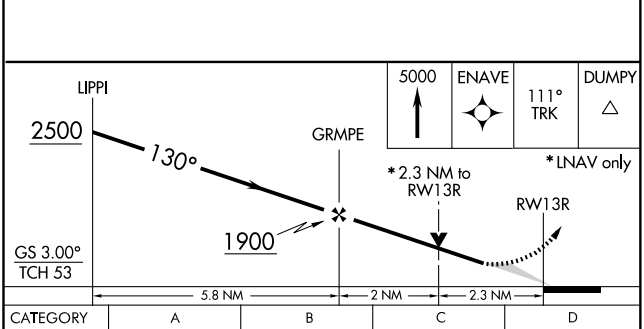
| ATIS | REGIONAL APP CON | LOVE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | NORTH 124.3 282.275<br>SOUTH 125.2 343.65 | 123.7 239.3 | 121.75 348.6 | 127.9 |




RADAR REQUIRED




REIL Rwy 36
TDZ/CL Rwys 13L and 31L
HIRL Rwys 18-36, 13L-31R and 13R-31L







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 946-1¾ 468 (500-1¾) | | | |
| LNAV MDA | 1260-1 782 (800-1) | 1260-1¼ 782 (800-1¼) | 1260-2¼ 782 (800-2¼) | 1260-2½ 782 (800-2½) |
| CIRCLING | 1260-1½ 773 (800-1½) | | 1260-2¼ 773 (800-2¼) | 1260-2½ 773 (800-2½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

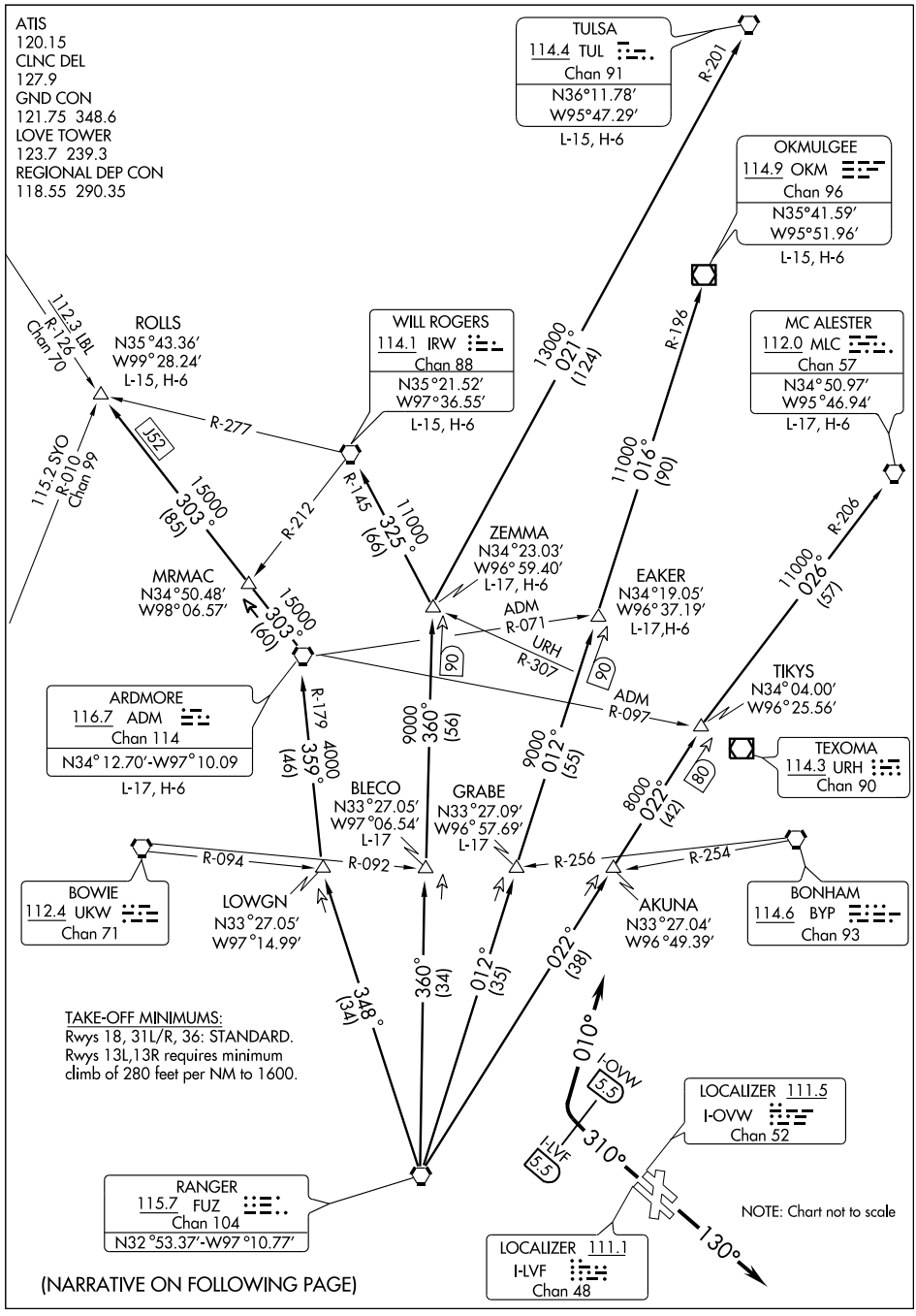
(TEX1.FUZ) 09351

# TEXOMA ONE DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS




SC-2, 14 JAN 2010 to 11 FEB 2010

## DEPARTURE ROUTE DESCRIPTION

PROPS

Props departing DAL must contact Clearance Delivery for departure instructions.

JETS

TAKE-OFF RUNWAYS 13L/R: Climb via heading 130°, expect vectors to appropriate route.
TAKE-OFF RUNWAY 18: Climb via assigned heading and altitude (before turning left, climb via heading 180° to 1300), expect vector to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW localizer 5.5 DME, then turn right heading 010° for vector to appropriate route, maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.
EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.
GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.
MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.
OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

TAKE-OFF OBSTACLES:
Rwy 13L: Floodlight 965′ from DER, 743′ right of centerline, 31′ AGL/514′ MSL. Multiple trees and poles beginning 1166′ from DER, 516′ to 759′ left of centerline, up to 60′ AGL/547′ MSL.
Rwy 13R: Road, tree and pole beginning 203′ from DER, 480′ to 721′ right of centerline, up to 38′ AGL/514′ MSL. Light standard, sign, rod on stack beginning 691′ from DER, 555′ to 991′ left of centerline, up to 61′ AGL/537′ MSL.
Rwy 18: Multiple trees and pipe beginning 605′ from DER, 93′ to 415′ left of centerline, up to 41′ AGL/523′ MSL. Multiple trees, bldg and OL on hangar beginning 300′ from DER, 90′ to 572′ right of centerline, up to 48′ AGL/530′ MSL.
Rwy 31L: Tree 340′ from DER, 408′ right of centerline, 10′ AGL/486′ MSL. Tree 253′ from DER, 429′ left of centerline, 7′ AGL/483′ MSL.
Rwy 31R: Multiple trees and pole beginning 38′ from DER, 392′ to 524′ left of centerline, up to 13′ AGL/490′ MSL. Multiple trees and poles beginning 366′ from DER, 553′ to 720′ right of centerline 48′ AGL/525′ MSL.

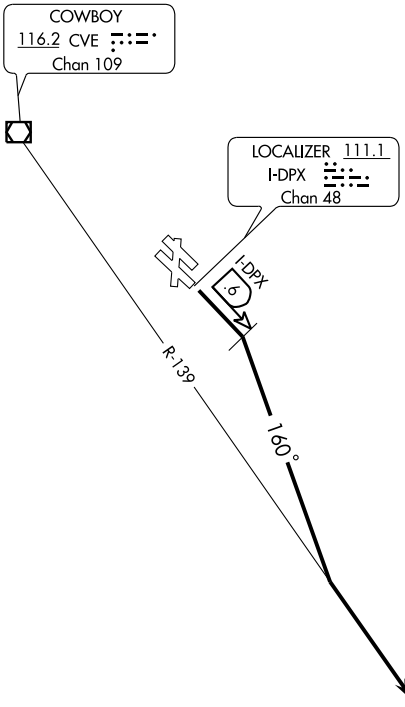
SC-2, 14 JAN 2010 to 11 FEB 2010

# TRINITY SIX DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)
DALLAS, TEXAS

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
125.12 353.95 (South and West)
118.55 290.35 (North and East)




NOTE: DME required.

NOTE: This SID requires a minimum climb of 280 ′ per NM to 1600′.

NOTE: To be used by assignment by Love Tower only, normally used between 2100-0600 local time.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° as soon as possible after take-off but not later than .6 DME outbound on the I-DPX localizer southeast course, then intercept and climb via CVE R-139 and expect vector to appropriate route. Maintain 5,000 feet and expect filed altitude 10 minutes after departure.

SC-2, 14 JAN 2010 to 11 FEB 2010

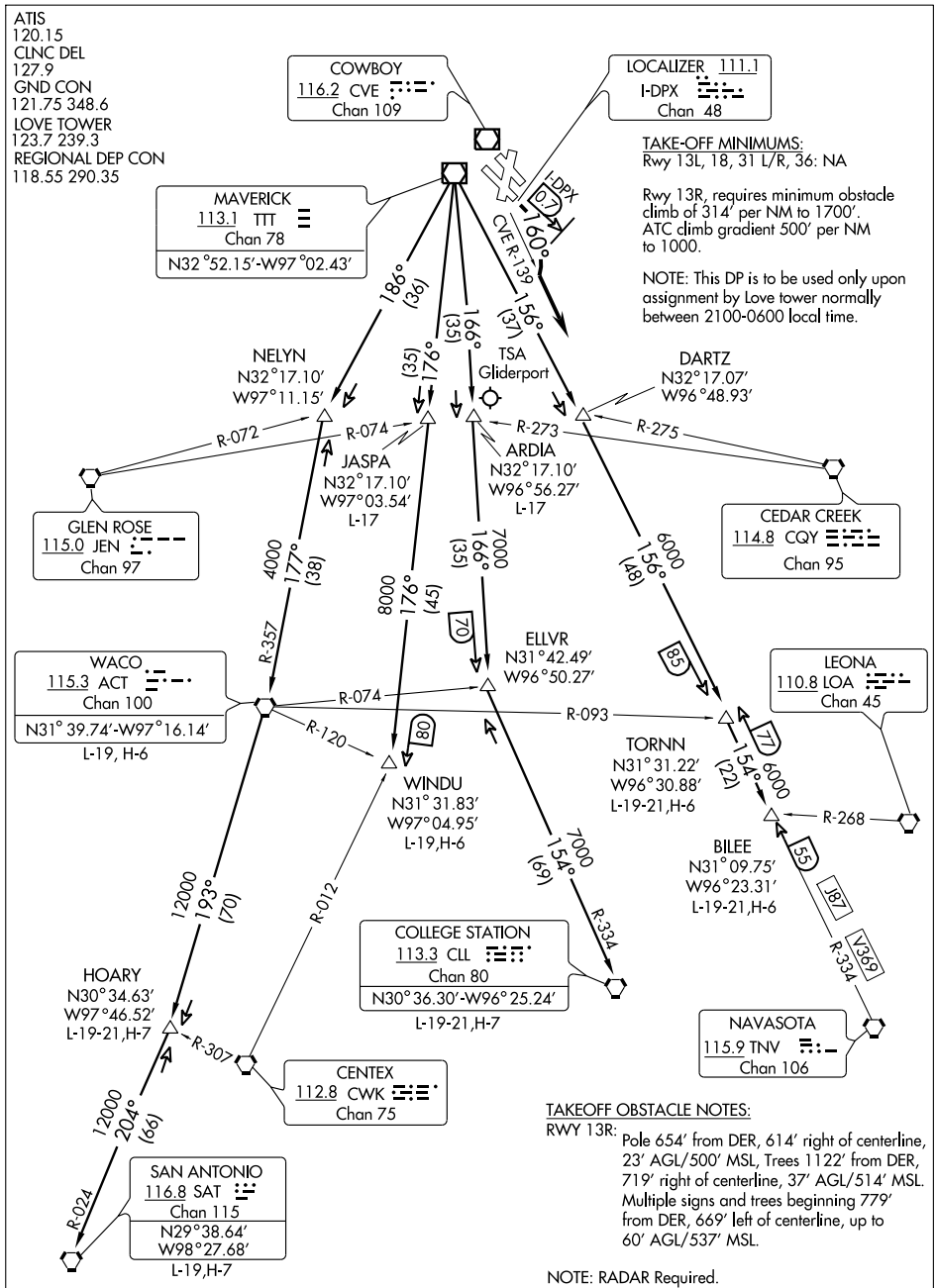
(VENUS7.TTT) 09351

# VENUS SEVEN DEPARTURE

SL-106 (FAA)

DALLAS-LOVE FIELD (DAL)

DALLAS, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 13R: Turn right heading 160° not later than 0.7 DME outbound on the I-DPX localizer southeast course, to intercept and climb via the CVE R-139 outbound. Expect vector to appropriate route. Maintain 5000 feet, expect filed altitude 10 minutes after departure.

ARDIA TRANSITION (VENUS7.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (VENUS7.BILEE): (For aircraft overflying the BILEE INT) Thence . . . .

. . . . via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports.) From over TTT VOR/DME via TTT R-156 and TNV R-334 to BILEE INT.

COLLEGE STATION TRANSITION (VENUS7.CLL): (For aircraft inbound to Houston Hobby and West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (VENUS7.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (VENUS7.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (VENUS7.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

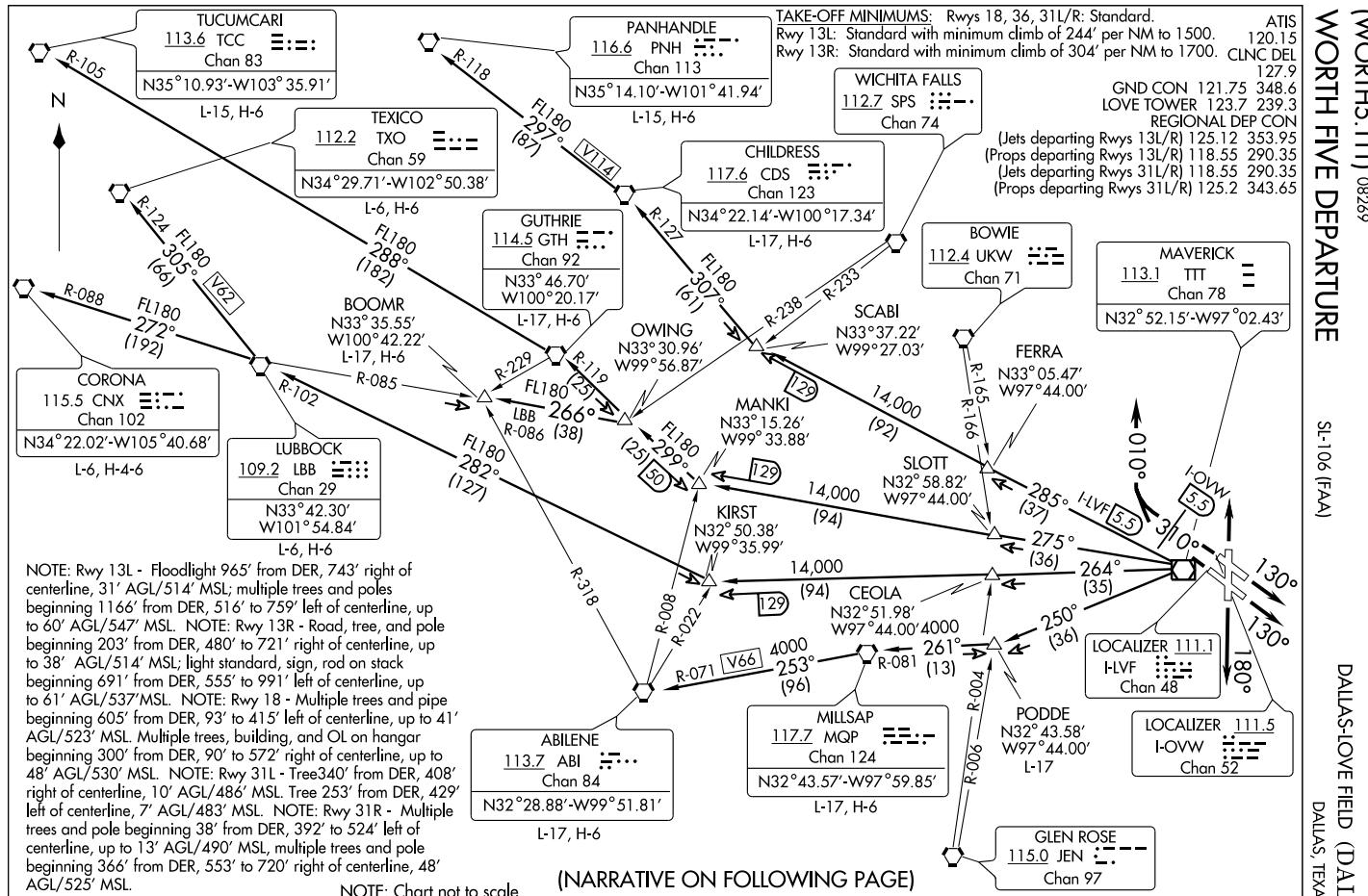
SAN ANTONIO TRANSITION (VENUS7.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (VENUS7.TORNN): (For aircraft landing at Lafayette, Lake Charles, or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (VENUS7.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (VENUS7.WINDU): (For aircraft inbound to Austin or San Antonio terminal area airports, aircraft should file and/or expect the BLEWE or MARCS ARRIVAL at WINDU INT). From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 14 JAN 2010 to 11 FEB 2010


TAKE-OFF MINIMUMS: Rwys 18, 36, 31L/R: Standard.
Rwy 13L: Standard with minimum climb of 244' per NM to 1500.
Rwy 13R: Standard with minimum climb of 304' per NM to 1700.
ATIS 120.15
CLNC DEL 127.9
GND CON 121.75 348.6
LOVE TOWER 123.7 239.3
REGIONAL DEP CON
(Jets departing Rwys 13L/R) 125.12 353.95
(Props departing Rwys 13L/R) 118.55 290.35
(Jets departing Rwys 31L/R) 118.55 290.35
(Props departing Rwys 31L/R) 125.2 343.65
TUCUMCARI 113.6 TCC Chan 83 N35°10.93'-W103°35.91' L-15, H-6
PANHANDLE 116.6 PNH Chan 113 N35°14.10'-W101°41.94' L-15, H-6
WICHITA FALLS 112.7 SPS Chan 74
TEXICO 112.2 TXO Chan 59 N34°29.71'-W102°50.38' L-6, H-6
CHILDRESS 117.6 CDS Chan 123 N34°22.14'-W100°17.34' L-17, H-6
GUTHRIE 114.5 GTH Chan 92 N33°46.70' W100°20.17' L-17, H-6
BOWIE 112.4 UKW Chan 71
MAVERICK 113.1 TTT Chan 78 N32°52.15'-W97°02.43'
CORONA 115.5 CNX Chan 102 N34°22.02'-W105°40.68' L-6, H-4-6
LUBBOCK 109.2 LBB Chan 29 N33°42.30' W101°54.84' L-6, H-6
ABILENE 113.7 ABI Chan 84 N32°28.88'-W99°51.81' L-17, H-6
MILLSAP 117.7 MQP Chan 124 N32°43.57'-W97°59.85' L-17, H-6
GLEN ROSE 115.0 JEN Chan 97
LOCALIZER 111.1 I-LVF Chan 48
LOCALIZER 111.5 I-OVW Chan 52
PODDE N32°43.58' W97°44.00' L-17
BOOMR N33°35.55' W100°42.22' L-17, H-6
OWING N33°30.96' W99°56.87'
SCABI N33°37.22' W99°27.03'
FERRA N33°05.47' W97°44.00'
MANKI N33°15.26' W99°33.88'
SLOTT N32°58.82' W97°44.00'
KIRST N32°50.38' W99°35.99'
CEOLA N32°51.98' W97°44.00'
R-105 FL180 288° (182)
R-118 FL180 297° (87) V114
R-124 FL180 305° (66) V62
R-127 FL180 307° (61)
R-088 FL180 272° (192)
R-085
R-102 FL180 282° (127)
R-229 R-119 FL180 266° (38) LBB R-086
R-238 R-233
R-165 R-166
129 14,000 (92)
129 14,000 (94)
129 14,000 (94)
R-318
R-008 R-022
R-071 V66 4000 253° (96)
R-081 4000 261° (13)
R-004 R-006
010° 310° 285° (37) I-LVF 5.5 I-OVW 5.5
275° (36) 264° (35) 250° (36)
130° 130° 180°
NOTE: Rwy 13L - Floodlight 965' from DER, 743' right of centerline, 31' AGL/514' MSL; multiple trees and poles beginning 1166' from DER, 516' to 759' left of centerline, up to 60' AGL/547' MSL. NOTE: Rwy 13R - Road, tree, and pole beginning 203' from DER, 480' to 721' right of centerline, up to 38' AGL/514' MSL; light standard, sign, rod on stack beginning 691' from DER, 555' to 991' left of centerline, up to 61' AGL/537'MSL. NOTE: Rwy 18 - Multiple trees and pipe beginning 605' from DER, 93' to 415' left of centerline, up to 41' AGL/523' MSL. Multiple trees, building, and OL on hangar beginning 300' from DER, 90' to 572' right of centerline, up to 48' AGL/530' MSL. NOTE: Rwy 31L - Tree340' from DER, 408' right of centerline, 10' AGL/486' MSL. Tree 253' from DER, 429' left of centerline, 7' AGL/483' MSL. NOTE: Rwy 31R - Multiple trees and pole beginning 38' from DER, 392' to 524' left of centerline, up to 13' AGL/490' MSL, multiple trees and pole beginning 366' from DER, 553' to 720' right of centerline, 48' AGL/525' MSL.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT COYOTE OR KINGDOM DEPARTURE

JETS

TAKE-OFF RUNWAY 13L/R: Climb via heading 130°, expect vectors to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 18: Climb via heading 180° to 1300 feet before turning left, then fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 31L/R: Climb via heading 310° until the LVF or OVW localizer 5.5 DME, then turn right heading 010° for vector to appropriate route. Maintain 5000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 36: Climb via assigned heading and altitude, expect vector to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

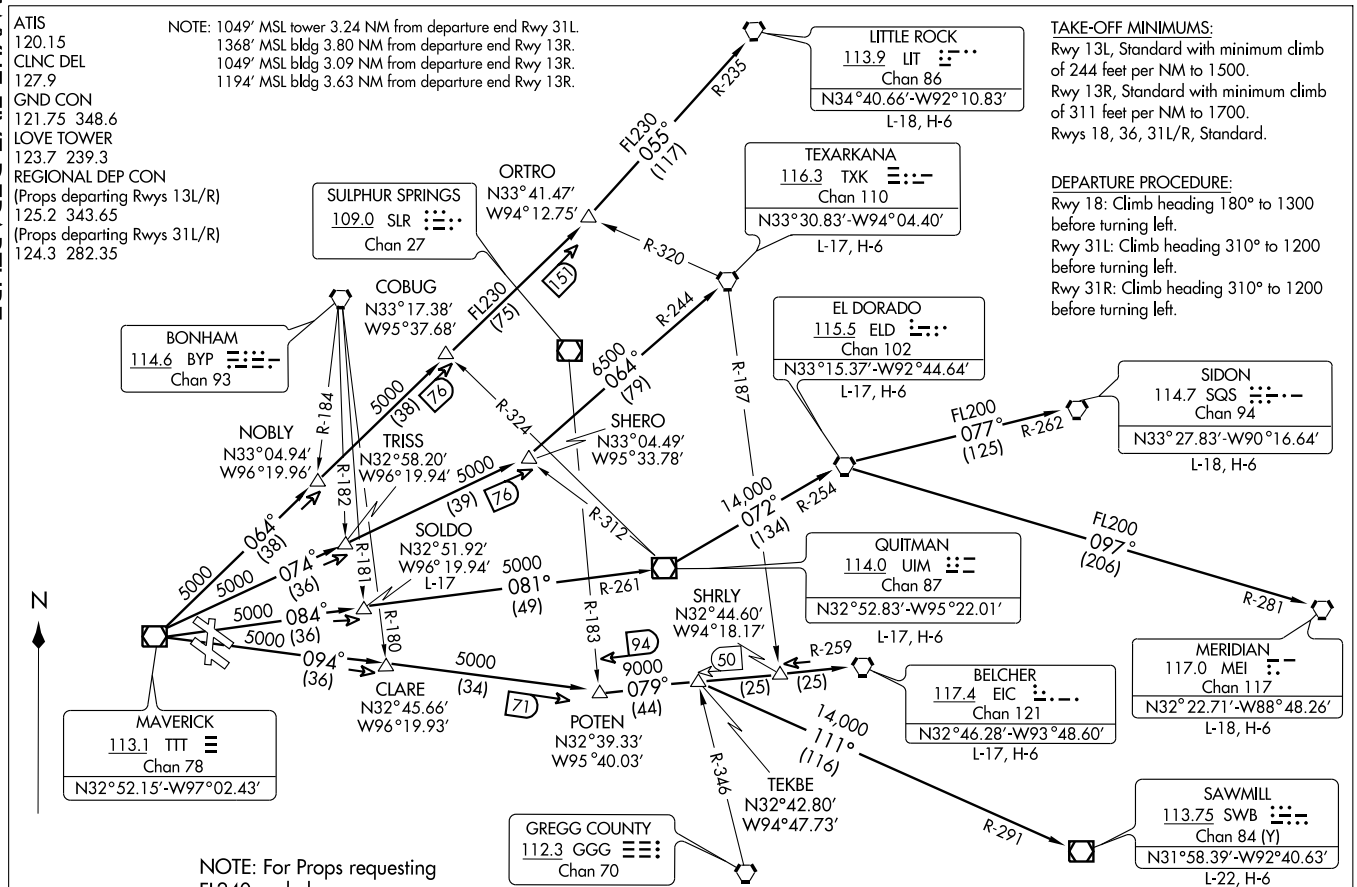
SC-2, 14 JAN 2010 to 11 FEB 2010

ATIS
120.15
CLNC DEL
127.9
GND CON
121.75 348.6
LOVE TOWER
123.7 239.3
REGIONAL DEP CON
(Props departing Rwys 13L/R)
125.2 343.65
(Props departing Rwys 31L/R)
124.3 282.35

NOTE: 1049′ MSL tower 3.24 NM from departure end Rwy 31L.
1368′ MSL bldg 3.80 NM from departure end Rwy 13R.
1049′ MSL bldg 3.09 NM from departure end Rwy 13R.
1194′ MSL bldg 3.63 NM from departure end Rwy 13R.

TAKE-OFF MINIMUMS:
Rwy 13L, Standard with minimum climb of 244 feet per NM to 1500.
Rwy 13R, Standard with minimum climb of 311 feet per NM to 1700.
Rwys 18, 36, 31L/R, Standard.

DEPARTURE PROCEDURE:
Rwy 18: Climb heading 180° to 1300 before turning left.
Rwy 31L: Climb heading 310° to 1200 before turning left.
Rwy 31R: Climb heading 310° to 1200 before turning left.




NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS DEPARTURE

PROPS

Props departing DAL must contact clearance delivery for departure instructions.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13L, Floodlight, 965′ from departure end of runway, 743′ right of centerline, 31′ AGL/514′ MSL. Multiple trees and poles beginning 1166′ from departure end of runway, 516′ left of centerline, up to 60′ AGL/547′ MSL.

Rwy 13R, Road, tree and pole beginning 203′ from departure end of runway, 480′ right of centerline, up to 38′ AGL/514′ MSL. Light standard, sign, rod on stack beginning 691′ from departure end of runway, 555′ left of centerline, up to 61′ AGL/537′ MSL.

Rwy 18, Multiple trees and pipe beginning 605′ from departure end of runway, 93′ left of centerline, up to 41′ AGL/523′ MSL. Multiple trees, building and obstruction light on hangar beginning 300′ from departure end of runway, 90′ right of centerline, up to 48′ AGL/530′ MSL.

Rwy 31L, Tree, 340′ from departure end of runway, 408′ right of centerline, 10′ AGL/486′ MSL. Tree, 253′ from departure end of runway, 429′ left of centerline, 7′ AGL/483′ MSL.

Rwy 31R, Multiple trees and pole beginning 38′ from departure end of runway, 392′ left of centerline, up to 13′ AGL/490′ MSL. Multiple trees and poles beginning 366′ from departure end of runway, 553′ right of centerline, up to 48′ AGL/525′ MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

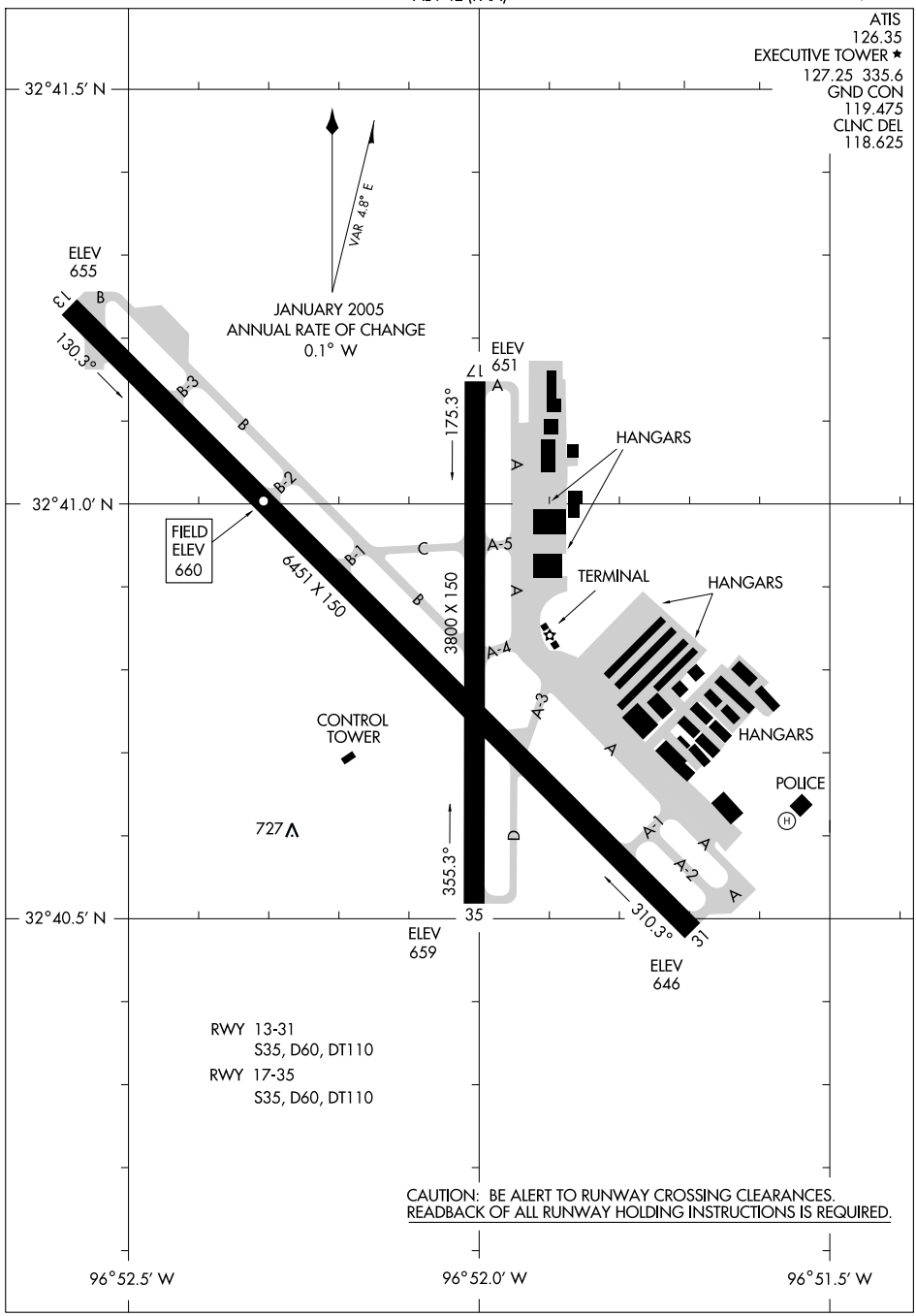
09239

# AIRPORT DIAGRAM

AL-742 (FAA)

## DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS




RWY 13-31
S35, D60, DT110
RWY 17-35
S35, D60, DT110

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-2, 14 JAN 2010 to 11 FEB 2010

# DALLAS NINE DEPARTURE





ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65
CTAF 120.3

DEPARTURE PROCEDURE:
Rwy 13: Climb via heading 129° to 2400 before turning westbound.
Rwy 17: Climb via heading 174° to 2400 before turning westbound.
Rwy 31: Climb via heading 309° to 1600 before turning southbound.
Rwy 35: Climb via heading 354° to 1600 before turning southbound.

TAKE-OFF MINIMUMS:
All runways standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

ORTRO
N33°41.47′
W94°12.75′

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

BONHAM
114.6 BYP
Chan 93

COBUG
N33°17.38′
W95°37.68′

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

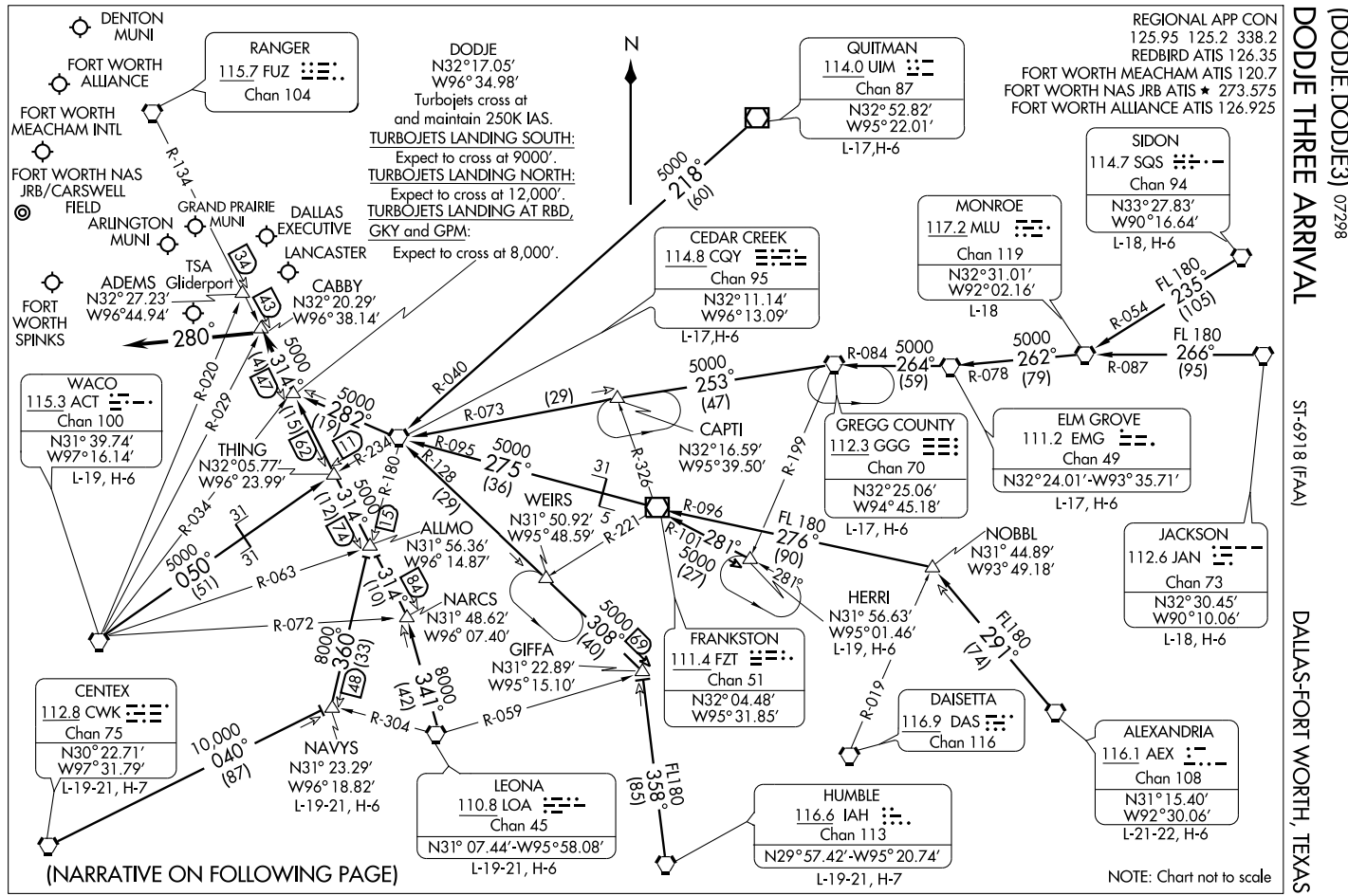
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
FL 180
266°
(95)
R-078
R-084
5000
264°
(59)
5000
253°
(47)
CAPTI
N32°16.59′
W95°39.50′
R-073
(29)
R-040
R-095
5000
275°
(36)
R-128
(29)
R-199
R-326
31
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
NOBBL
N31° 44.89′
W93° 49.18′
FL180
291°
(74)
HERRI
N31° 56.63′
W95°01.46′
L-19, H-6
R-019
DAISETTA
116.9 DAS
Chan 116
ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′
L-21-22, H-6
HUMBLE
116.6 IAH
Chan 113
N29°57.42′-W95° 20.74′
L-19-21, H-7
FL180
358°
(85)
R-059
R-304
8000
341°
(42)
8000
360°
(33)
R-072
R-063
5000
050°
(51)
R-034
31
31
5000
314°
(74)
(12)
13
R-180
R-234
R-029
R-020
5000
282°
(19)
11
5000
314°
(47)
(15)
62
43
34
280°
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95°15.10′
WEIRS
N31° 50.92′
W95° 48.59′
R-221
5
31
R-096
FL 180
276°
(90)
R-101
281°
5000
(27)
281°
5000
308°
(40)
69
314°
(10)
84
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
10,000
040°
(87)
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
148
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

# DODJE THREE ARRIVAL (DODJE.DODJE3)



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

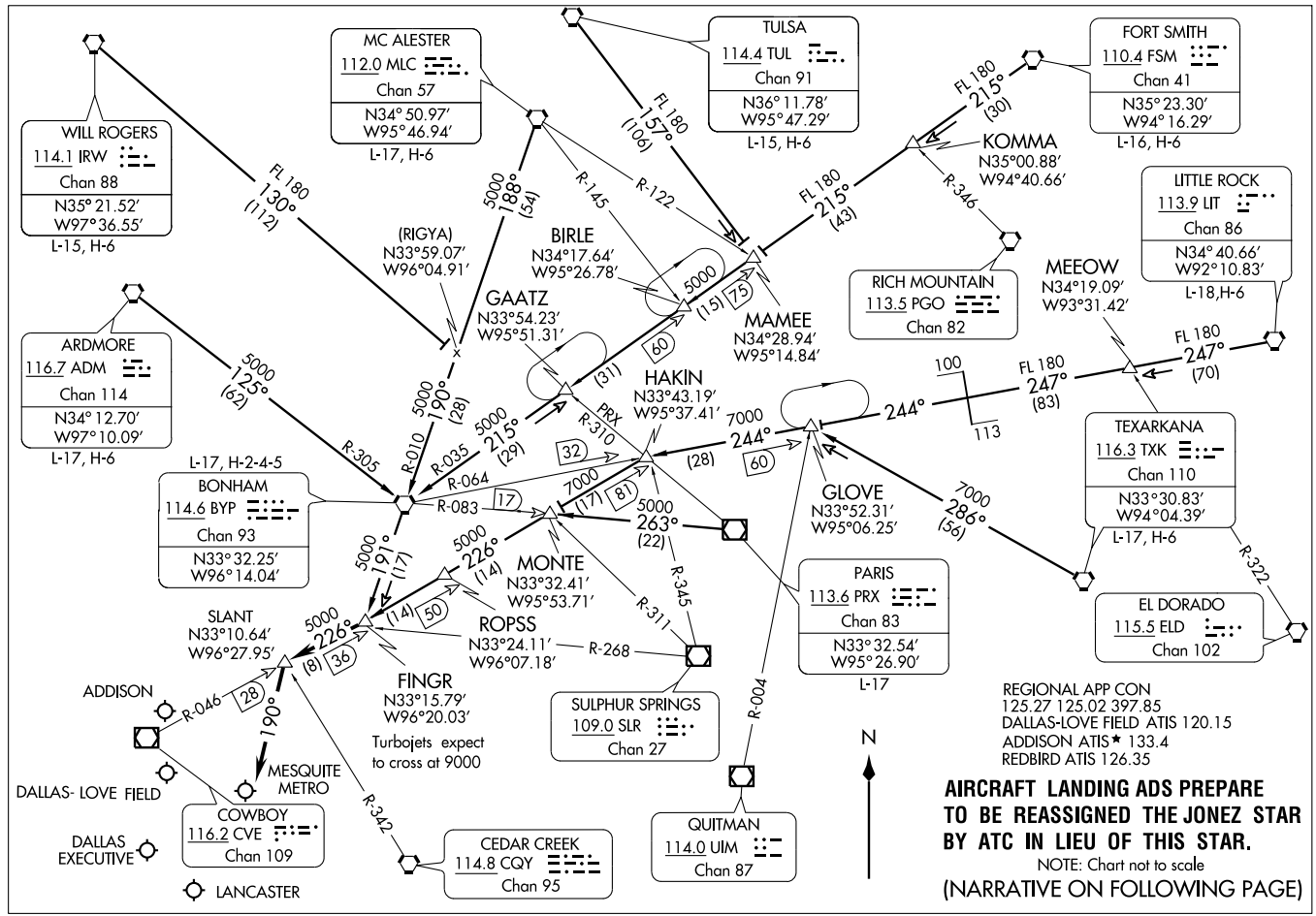
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010


FINGR THREE ARRIVAL
(FINGR.FINGR3) 09351
ST-106 (FAA)
DALLAS-FT. WORTH, TEXAS
MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE TO BE REASSIGNED THE JONEZ STAR BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

# FINGR THREE ARRIVAL (FINGR.FINGR3)



## ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

# GARLAND THREE DEPARTURE

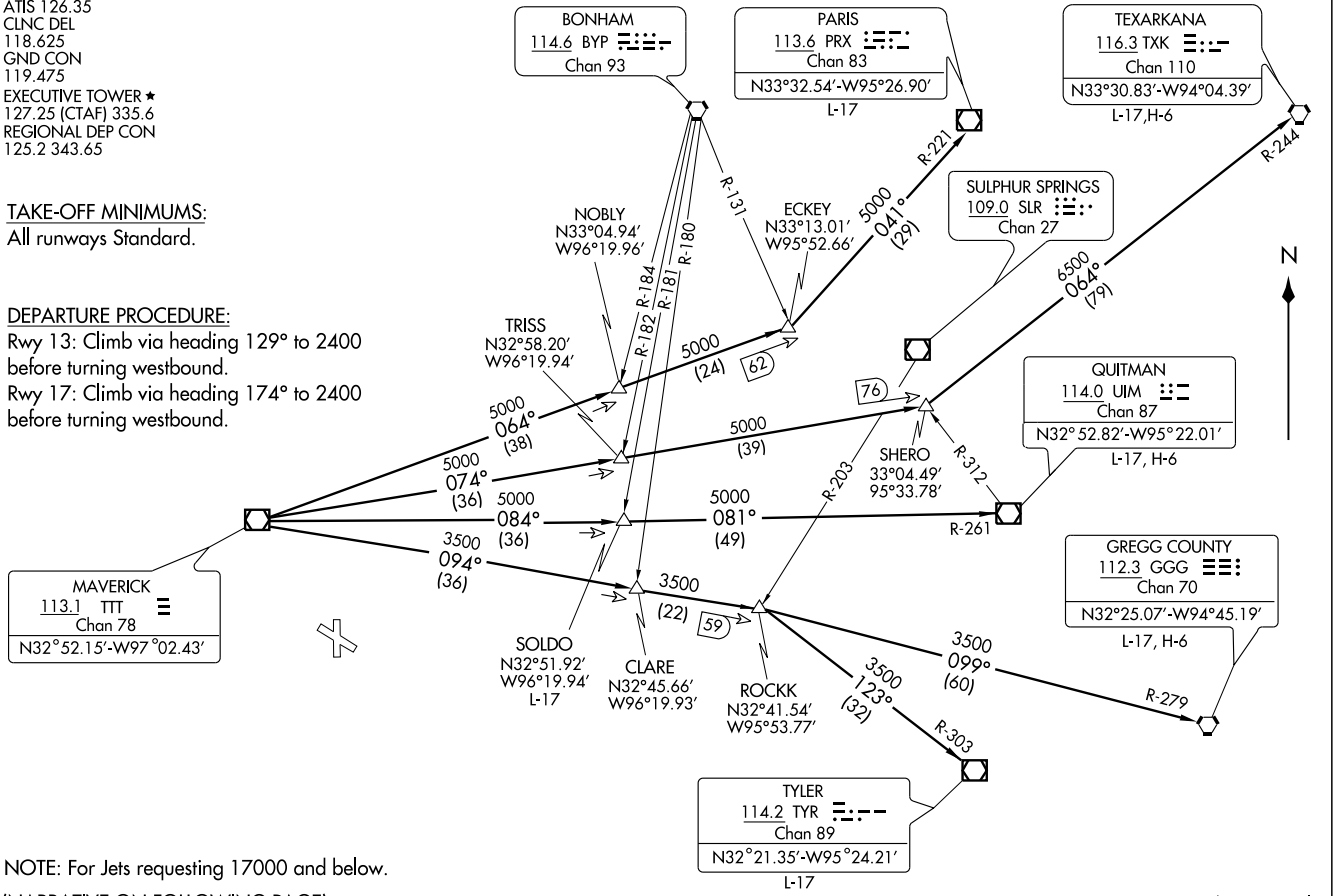




ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TAKE-OFF MINIMUMS:
All runways Standard.

DEPARTURE PROCEDURE:
Rwy 13: Climb via heading 129° to 2400 before turning westbound.
Rwy 17: Climb via heading 174° to 2400 before turning westbound.




NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

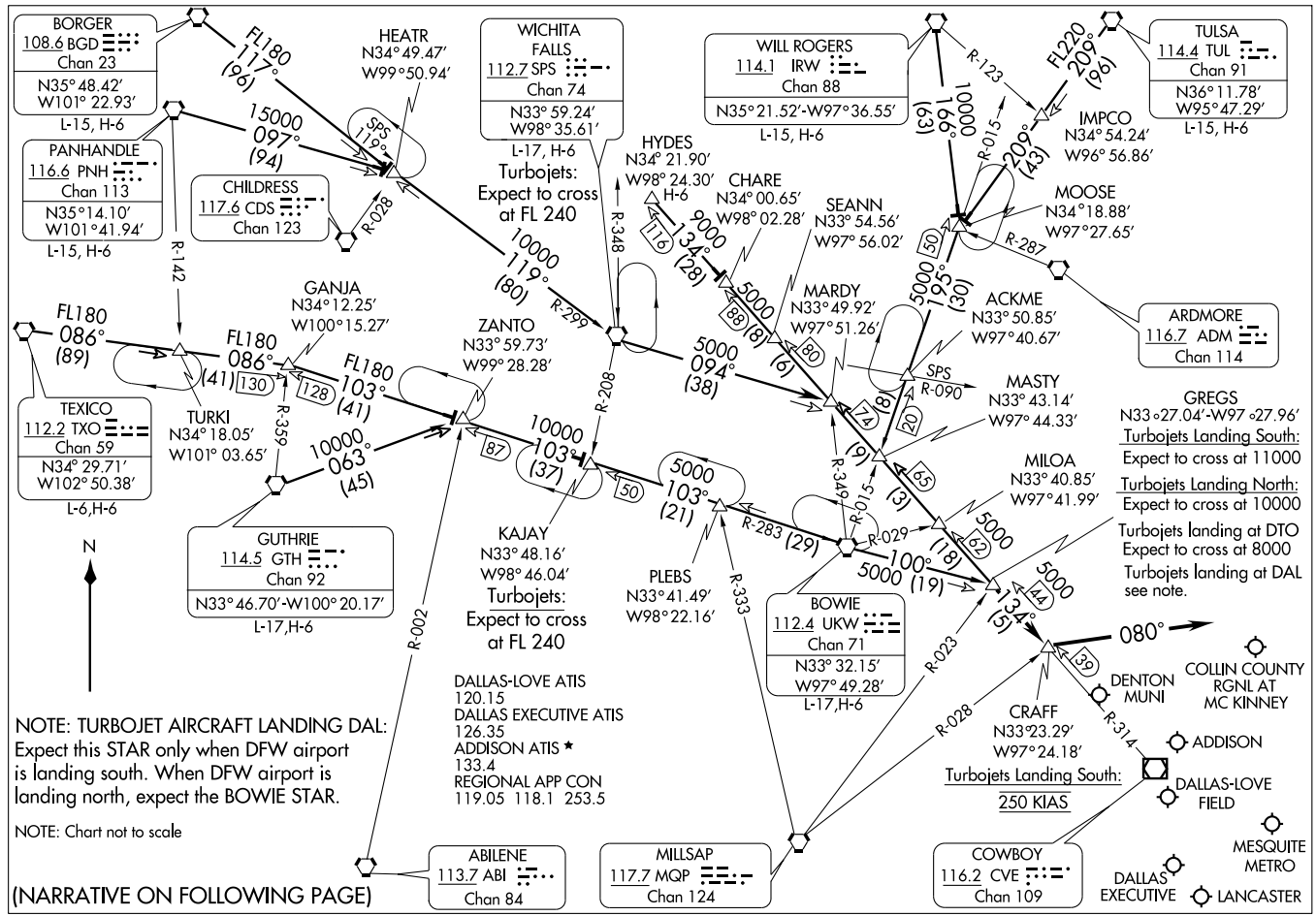
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 14 JAN 2010 to 11 FEB 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
R-349
R-015
R-029
5000 100° (19)
R-123
FL220 209° (96)
10000 166° (63)
R-015
209° (43)
R-287
5000 195° (30)
9000 134° (28)
116
5000 094° (38)
88
8
6
80
74
8
20
9
3
65
62
5000 134° (5)
44
39
080°
R-023
R-028
R-314
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

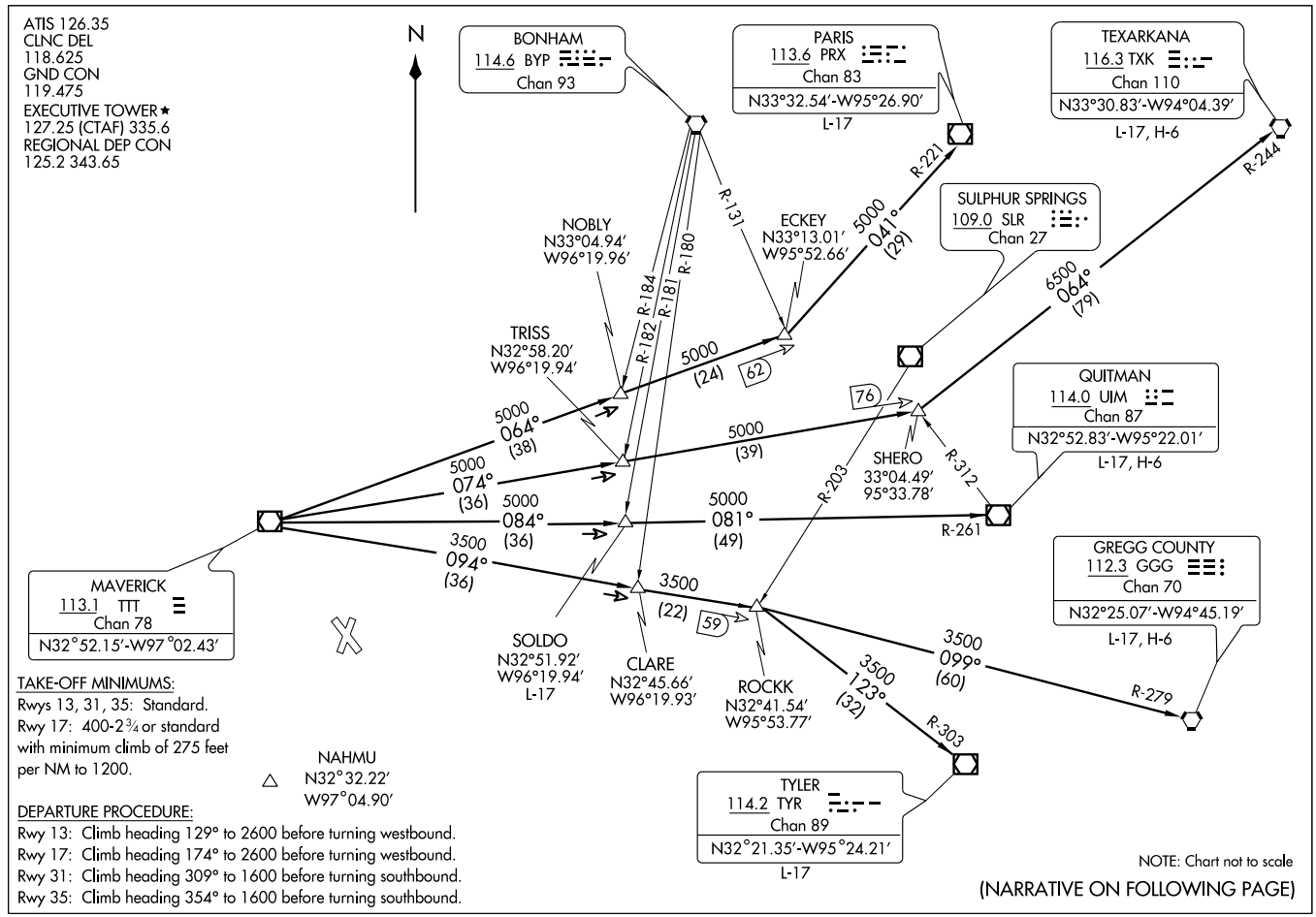
. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

# HUBBARD SIX DEPARTURE







# HUBBARD SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 13:
OL on blast fence 109′ from departure end of runway, 347′ left of centerline, 6′ AGL/658′ MSL.
Rwy 17:
Tree 468′ from departure end of runway, 454′ left of centerline, 35′ AGL/699′ MSL.
Tree 113′ from departure end of runway, 516′ right of centerline, 30′ AGL/679′ MSL.
Tree 871′ from departure end of runway, 405′ left of centerline, 35′ AGL/685′ MSL.
Tree 651′ from departure end of runway, 303′ right of centerline, 35′ AGL/699′ MSL.
Rwy 31:
Tree 481′ from departure end of runway, 552′ right of centerline, 30′ AGL/677′ MSL.
Tree 2,978′ from departure end of runway, 802′ left of centerline, 46′ AGL/732′ MSL.
Rwy 35:
Tree 534′ from departure end of runway, 302′ left of centerline, 34′ AGL/671′ MSL.
Tree 745′ from departure end of runway, 371′ left of centerline, 35′ AGL/672′ MSL.
Tree 972′ from departure end of runway, 405′ right of centerline, 35′ AGL/675′ MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC I-RBD | APP CRS | Rwy Idg | 6451 |
|---|---|---|---|
| 108.5 | 309° | TDZE | 658 |
| | | Apt Elev | 660 |

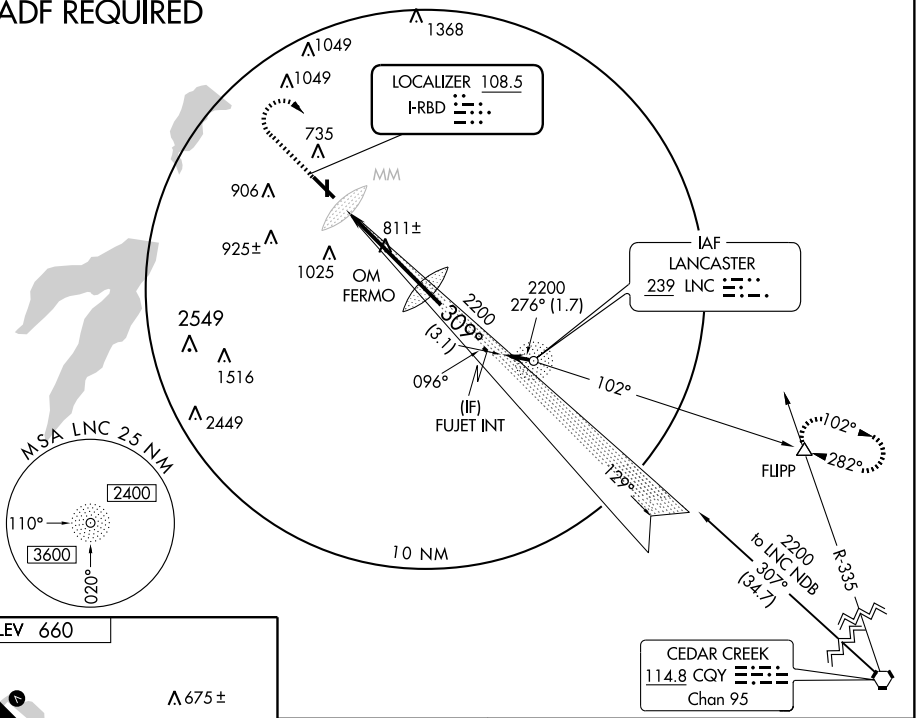
# ILS or LOC RWY 31
## DALLAS EXECUTIVE (RBD)

When local altimeter setting not received use Dallas Love Field altimeter setting and increase DA to 906 feet and all MDA 60 feet, increase S-LOC 31 Cat C visibility ¼ mile.

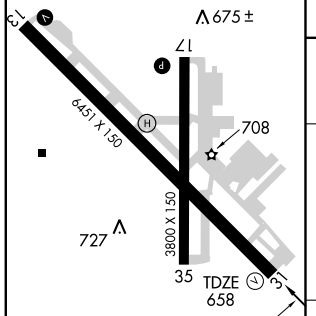
MISSED APPROACH: Climb to 1200 then climbing right turn to 2400 direct LNC NDB and via bearing 102° from LNC NDB to FLIPP INT and hold.

| ATIS | REGIONAL APP CON | EXECUTIVE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.35 | 125.2 343.65 | 127.25 (CTAF) L 335.6 | 119.475 | 118.625 | 122.95 |

ADF REQUIRED




ELEV 660




LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

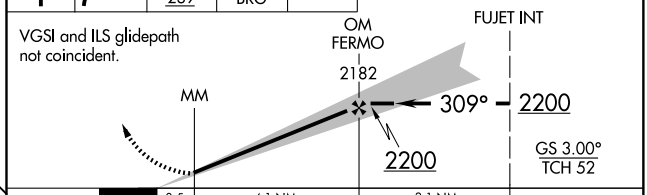
FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| 1200 | 2400 | LNC 239 | 102° BRG | FLIPP |
|---|---|---|---|---|

Procedure Turn NA

VGSI and ILS glidepath not coincident.



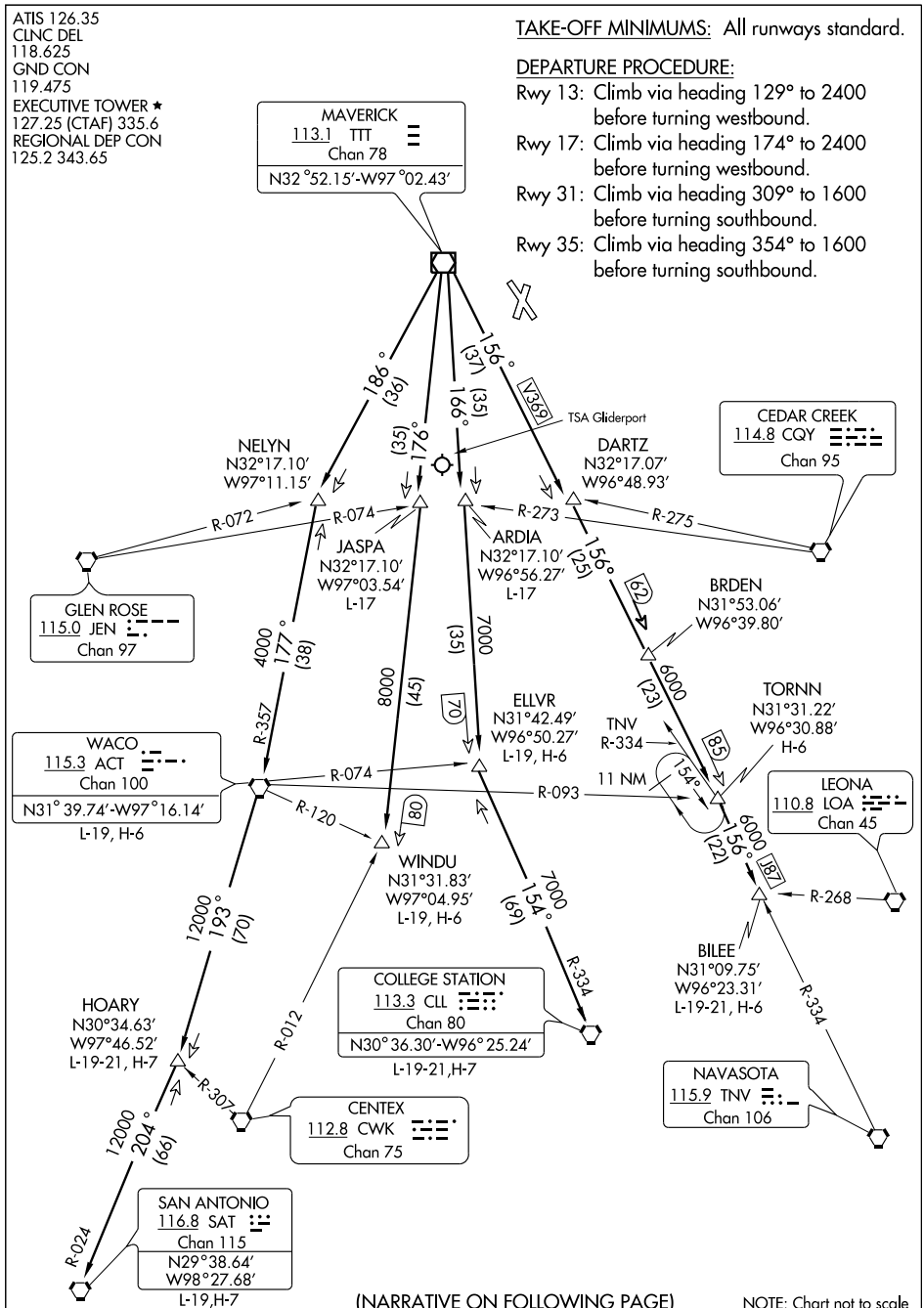

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31 | 858-¾ 200 (200-¾) | | | |
| S-LOC 31 | 1100-1 442 (500-1) | | 1100-1¼ 442 (500-1¼) | 1100-1½ 442 (500-1½) |
| CIRCLING | 1160-1 500 (500-1) | | 1160-1½ 500 (500-1½) | 1340-2¼ 680 (700-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

# JOE POOL FOUR DEPARTURE

SL-742 (FAA)

DALLAS EXECUTIVE (RBD)
DALLAS, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

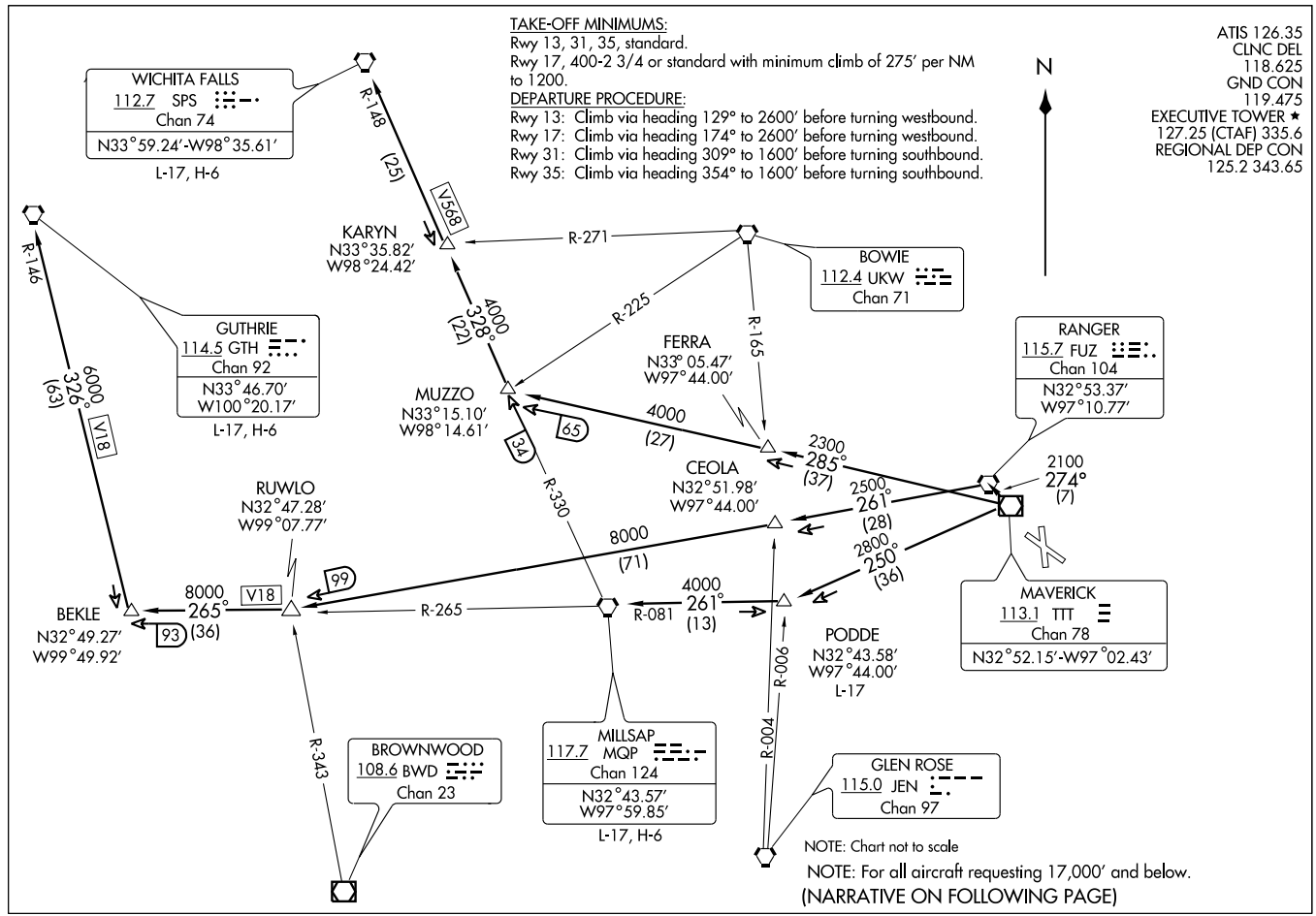
SC-2, 14 JAN 2010 to 11 FEB 2010

# KINGDOM SEVEN DEPARTURE

SI-742 (FAA)

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS



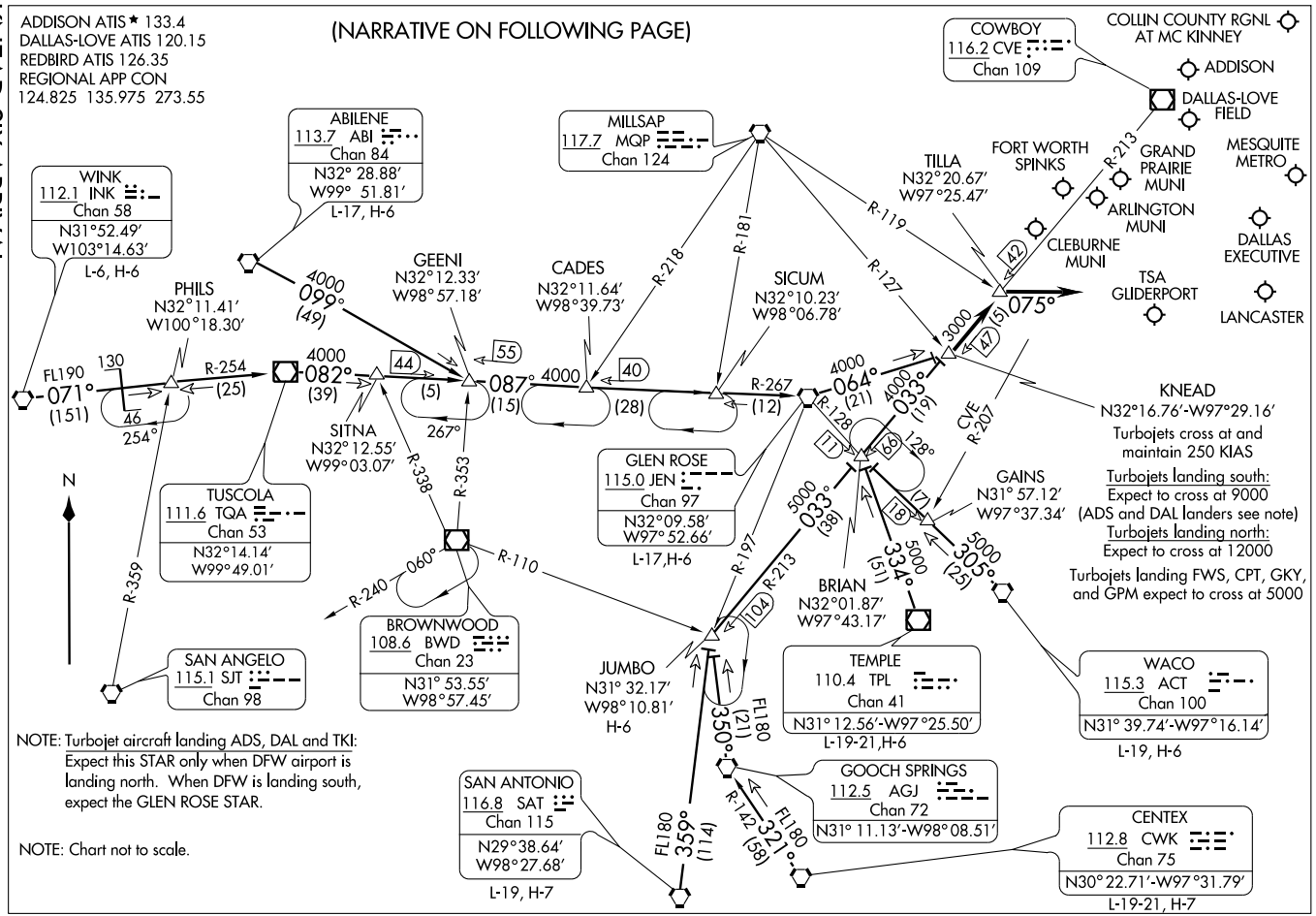
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES:
Note: Rwy 13, OL on blast fence 109′ from DER, 347′ left of centerline, 6′ AGL/658′ MSL.
Note: Rwy 17, Tree 468′ from DER, 454′ left of centerline, 35′ AGL/699′ MSL. Tree 113′ from DER, 516′ right of centerline, 30′ AGL/679′ MSL. Tree 871′ from DER, 405′ left of centerline, 35′ AGL/685′ MSL. Tree 651′ from DER, 303′ right of centerline, 35′ AGL/699′ MSL.
Note: Rwy 31, Tree 481′ from DER, 552′ right of centerline, 30′ AGL/677′ MSL. Tree 2978′ from DER, 802′ left of centerline, 46′ AGL/732′ MSL.
Note: Rwy 35, Tree 534′ from DER, 302′ left of centerline, 34′ AGL/671′ MSL. Tree 745′ from DER, 371′ left of centerline, 35′ AGL/672′ MSL. Tree 972′ from DER, 405′ right of centerline, 35′ AGL/675′ MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010


ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55
(NARRATIVE ON FOLLOWING PAGE)
COWBOY
116.2 CVE
Chan 109
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
GRAND PRAIRIE MUNI
ARLINGTON MUNI
DALLAS EXECUTIVE
LANCASTER
TSA GLIDERPORT
CLEBURNE MUNI
FORT WORTH SPINKS
TILLA
N32°20.67′
W97°25.47′
ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6
PHILS
N32°11.41′
W100°18.30′
GEENI
N32°12.33′
W98°57.18′
CADES
N32°11.64′
W98°39.73′
SICUM
N32°10.23′
W98°06.78′
FL190
071°
(151)
130
46
254°
R-254
(25)
4000
082°
(39)
4000
099°
(49)
44
(5)
55
087°
4000
(15)
40
(28)
R-267
(12)
4000
064°
(21)
4000
033°
(19)
R-218
R-181
R-119
R-127
R-128
R-207
CVE
42
13000
151
147
075°
KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000 (ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000
GAINS
N31° 57.12′
W97°37.34′
N
R-359
SITNA
N32°12.55′
W99°03.07′
267°
R-338
R-353
TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′
GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6
11
66
128°
17
18
5000
033°
(38)
5000
334°
(51)
5000
305°
(25)
R-197
R-213
104
BRIAN
N32°01.87′
W97°43.17′
R-240
060°
R-110
BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′
SAN ANGELO
115.1 SJT
Chan 98
JUMBO
N31° 32.17′
W98°10.81′
H-6
TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6
FL180
350°
(21)
GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7
FL180
359°
(114)
R-142
321°
(58)
CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7
NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

| APP CRS | Rwy Idg | 3801 |
|---|---|---|
| 174° | TDZE | 658 |
| | Apt Elev | 660 |

# RNAV (GPS) RWY 17

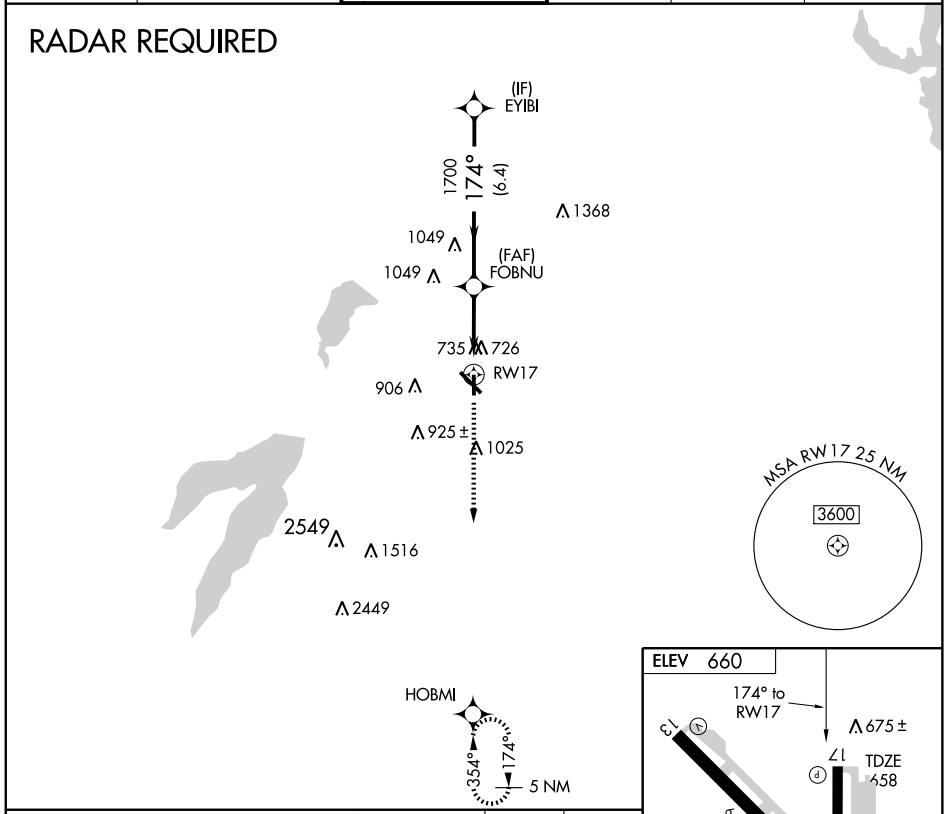
DALLAS EXECUTIVE (RBD)

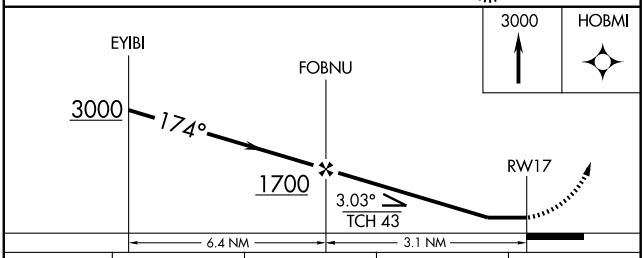
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet.
DME/DME RNP-0.3 NA.

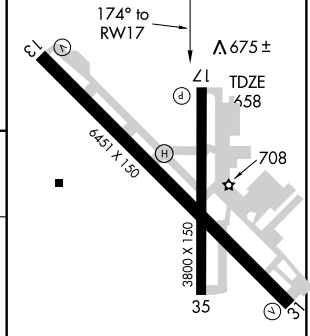
MISSED APPROACH: Climb to 3000 direct HOBMI and hold.

| ATIS | REGIONAL APP CON | EXECUTIVE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.35 | 125.2 343.65 | 127.25 (CTAF) L 335.6 | 119.475 | 118.625 | 122.95 |

## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1 | 442 (500-1) | 1100-1¼ 442 (500-1¼) | 1100-1½ 442 (500-1½) |
| CIRCLING | 1160-1 | 500 (500-1) | 1160-1½ 500 (500-1½) | 1340-2¼ 680 (700-2¼) |

LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS, TEXAS

| WAAS | APP CRS | Rwy Idg | 6451 |
|---|---|---|---|
| Ch 42699 | 309° | TDZE | 658 |
| W31A | | Apt Elev | 660 |

AL-742 (FAA)

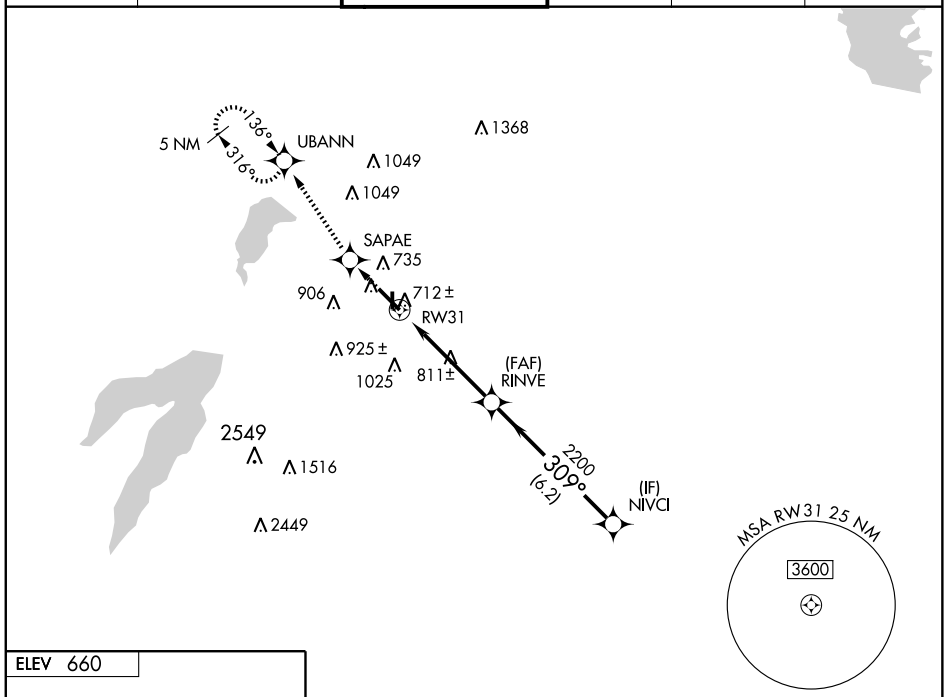
# RNAV (GPS) RWY 31

DALLAS EXECUTIVE (RBD)

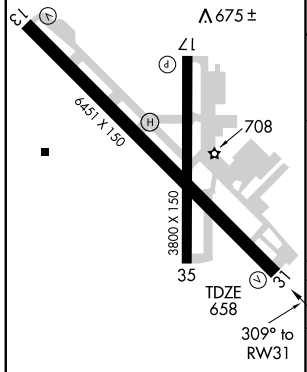
DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs/MDAs 60 feet. BARO-VNAV and VDP NA when using Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 2500 direct SAPAE and via 320° track to UBANN and hold.

| ATIS | REGIONAL APP CON | EXECUTIVE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.35 | 125.2 343.65 | 127.25 (CTAF) L 335.6 | 119.475 | 118.625 | 122.95 |



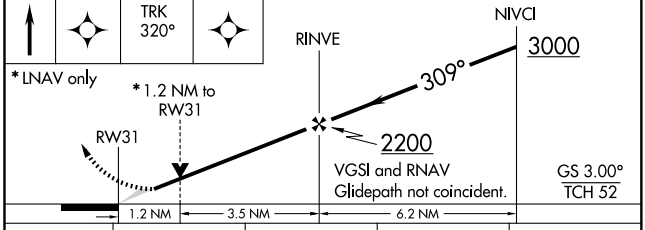

ELEV 660




LDIN Rwy 31 L
REIL Rwys 13, 17, and 35
MIRL Rwys 13-31 and 17-35

## RADAR REQUIRED

| 2500 | SAPAE | TRK 320° | UBANN |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 908-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1073-1½ 415 (500-1½) | | | |
| LNAV MDA | 1080-1 422 (500-1) | | 1080-1¼ 422 (500-1¼) | |
| CIRCLING | 1160-1½ 500 (500-1½) | | | 1340-2¼ 680 (700-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3801 |
|---|---|---|
| 354° | TDZE | 659 |
| | Apt Elev | 660 |

# RNAV (GPS) RWY 35

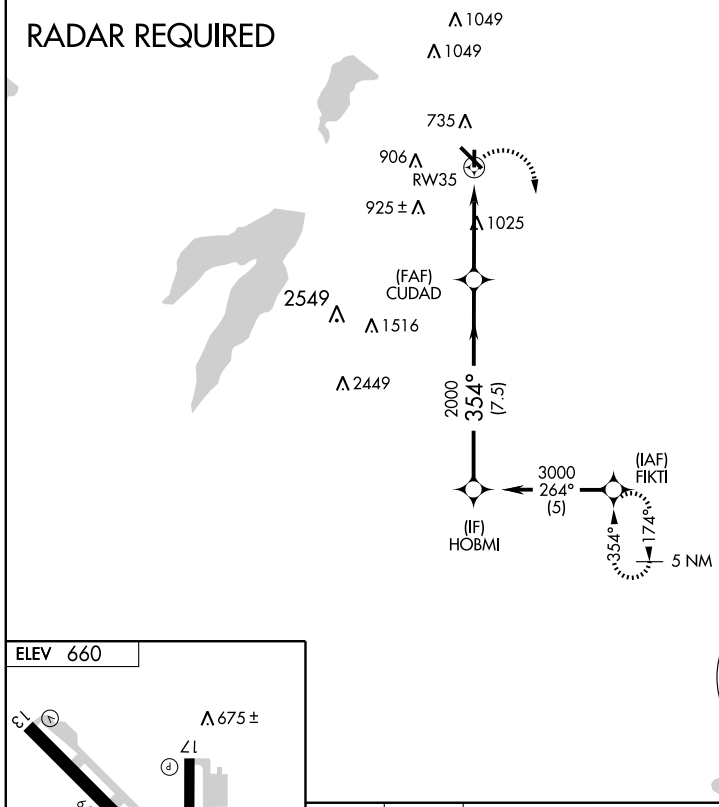
## DALLAS EXECUTIVE (RBD)

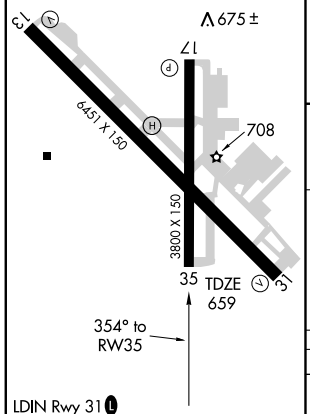
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Dallas-Love Field altimeter setting. DME/DME RNP 0.3 NA.

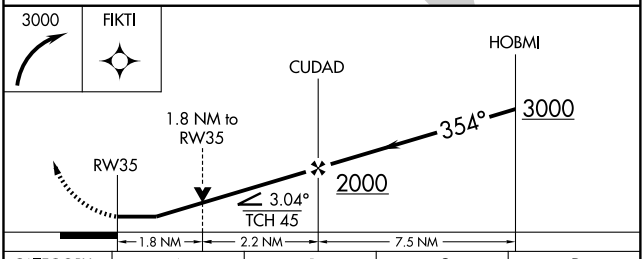
MISSED APPROACH: Climbing right turn to 3000 direct FIKTI and hold.

| ATIS | REGIONAL APP CON | EXECUTIVE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.35 | 125.2 343.65 | 127.25 (CTAF) Ⓛ 335.6 | 119.475 | 118.625 | 122.95 |

RADAR REQUIRED



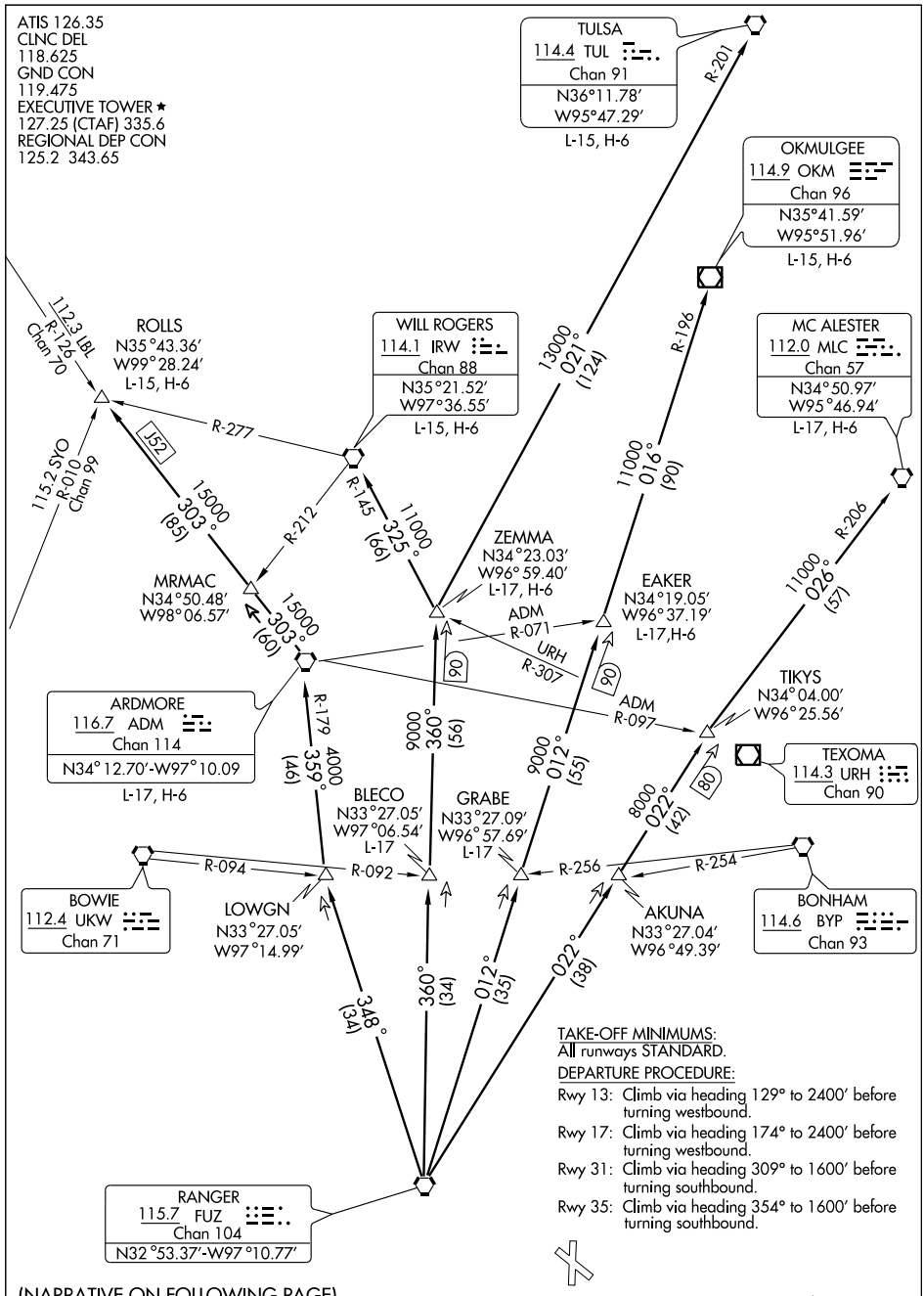

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1 621 (700-1) | | 1280-1¾ 621 (700-1¾) | 1280-2 621 (700-2) |
| CIRCLING | 1280-1 620 (700-1) | | 1280-1¾ 620 (700-1¾) | 1340-2¼ 680 (700-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

# TEXOMA ONE DEPARTURE

SL-742 (FAA)

DALLAS EXECUTIVE (RBD)
DALLAS, TEXAS




TAKE-OFF MINIMUMS:
All runways STANDARD.

DEPARTURE PROCEDURE:

Rwy 13: Climb via heading 129° to 2400′ before turning westbound.

Rwy 17: Climb via heading 174° to 2400′ before turning westbound.

Rwy 31: Climb via heading 309° to 1600′ before turning southbound.

Rwy 35: Climb via heading 354° to 1600′ before turning southbound.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS, TEXAS

AL-742 (FAA)

| VOR/DME CVE | APP CRS | Rwy Idg | 3801 |
|---|---|---|---|
| 116.2 | 165° | TDZE | 658 |
| Chan 109 | | Apt Elev | 660 |

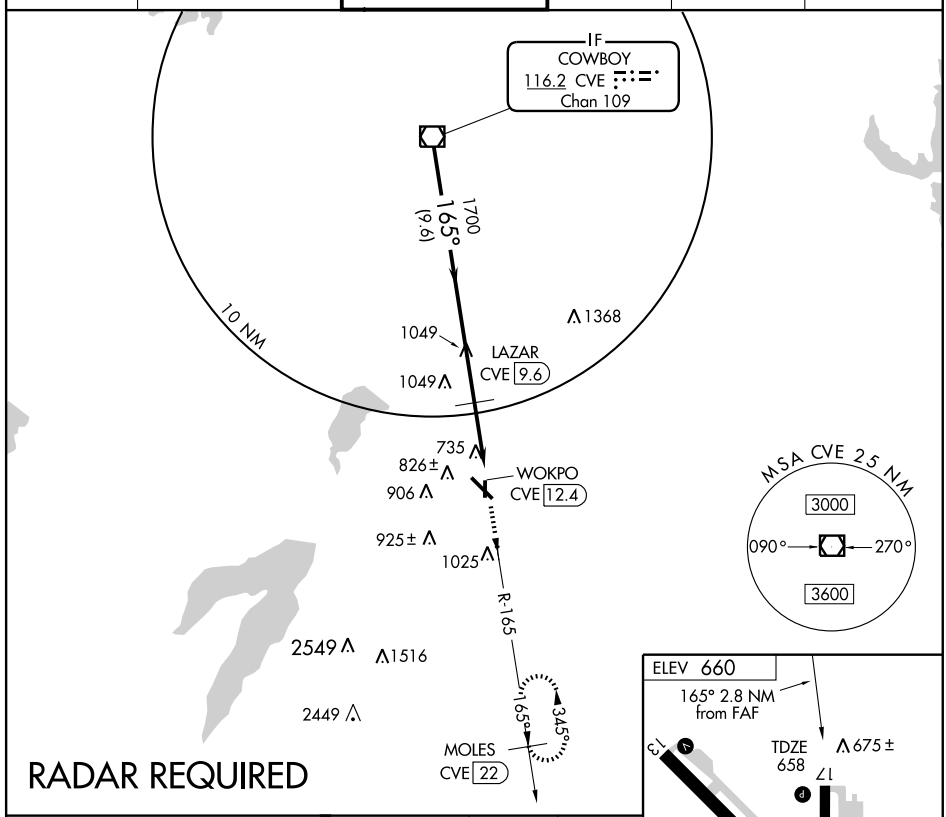
# VOR/DME RWY 17

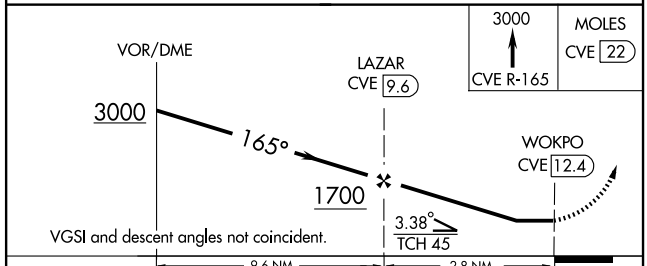
## DALLAS EXECUTIVE (RBD)

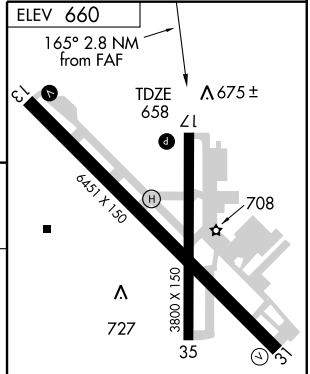
If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet.

MISSED APPROACH: Climb to 3000 via CVE R-165 to MOLES 22 DME and hold.

| ATIS | REGIONAL APP CON | EXECUTIVE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.35 | 125.2 343.65 | 127.25 (CTAF) L 335.6 | 119.475 | 118.625 | 122.95 |




LDIN Rwy 31 L

REIL Rwys 13, 17, and 35

MIRL Rwys 13-31 and 17-35

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1080-1 | 422 (500-1) | 1080-1¼ | 422 (500-1¼) |
| CIRCLING | 1160-1 | 500 (500-1) | 1160-1½ 500 (500-1½) | 1340-2¼ 680 (700-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

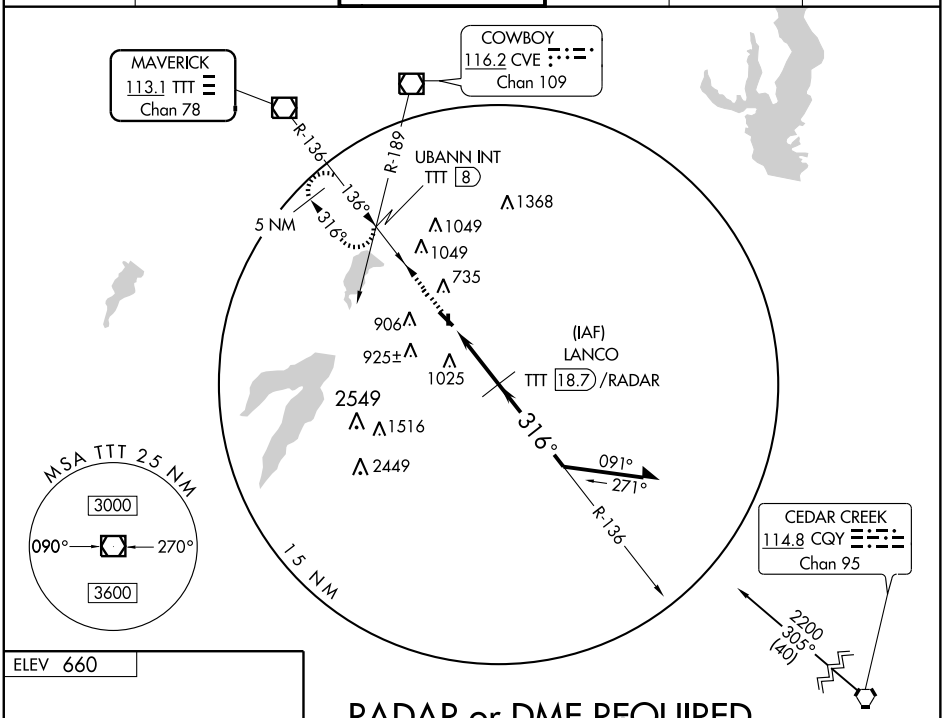
| VOR/DME TTT | APP CRS | Rwy Idg | 6451 |
|---|---|---|---|
| 113.1 | 316° | TDZE | 658 |
| Chan 78 | | Apt Elev | 660 |

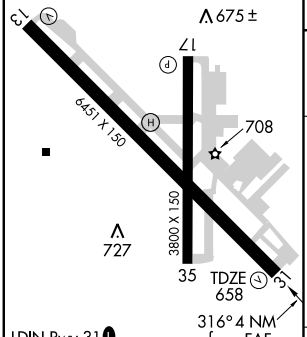
# VOR RWY 31
## DALLAS EXECUTIVE (RBD)

If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 60 feet. VDP NA when using Dallas-Love Field altimeter setting. Radar or DME required.

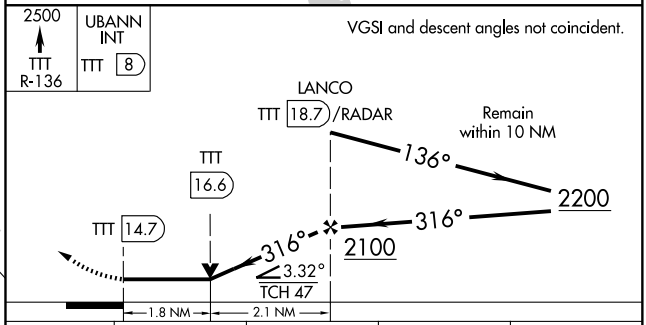
MISSED APPROACH: Climb to 2500 via TTT R-136 to UBANN INT/TTT 8 DME and hold.

| ATIS | REGIONAL APP CON | EXECUTIVE TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.35 | 125.2 343.65 | 127.25 (CTAF) Ⓛ 335.6 | 119.475 | 118.625 | 122.95 |



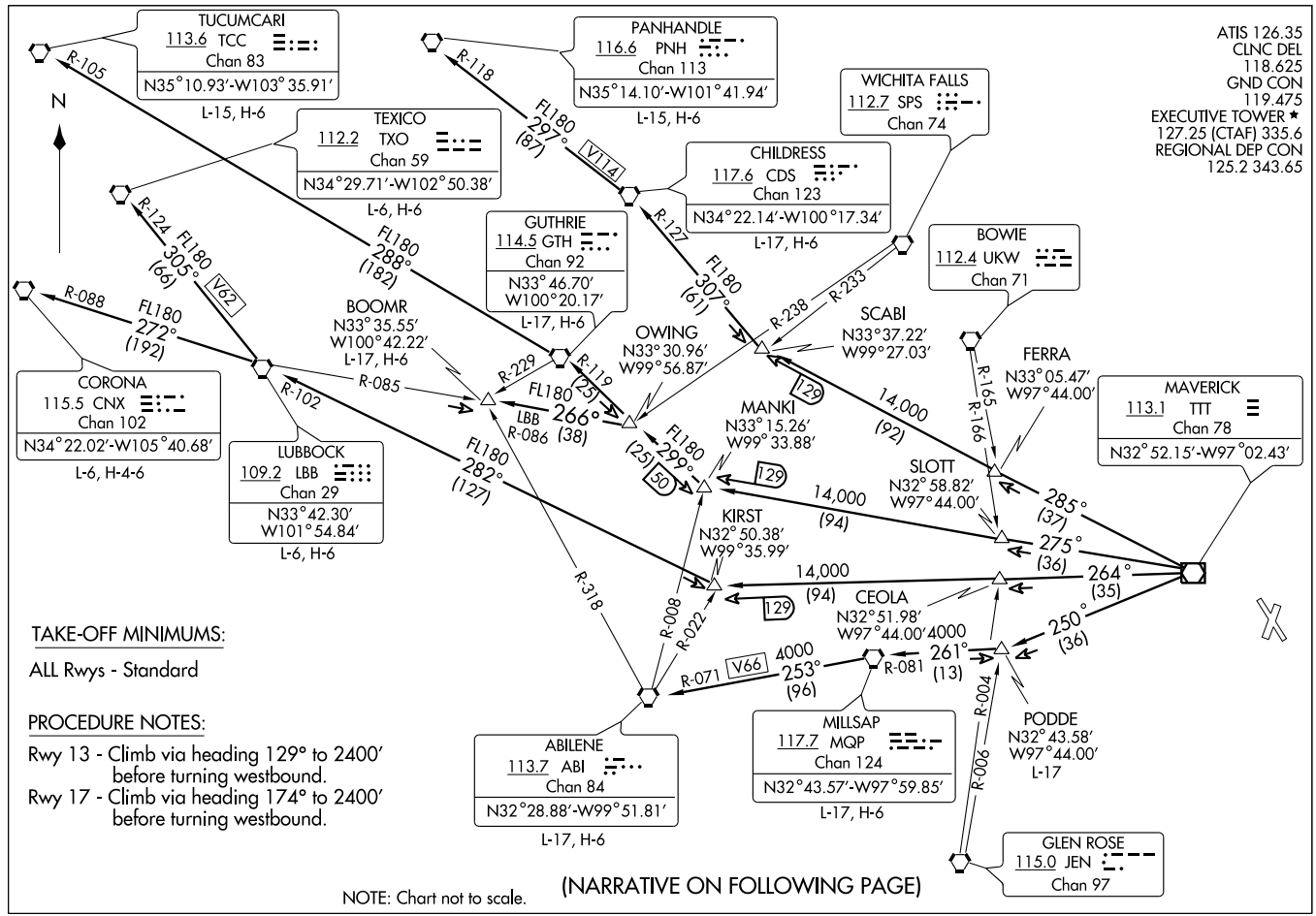

## RADAR or DME REQUIRED




| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S- 31 | 1280-1 | 622 (700-1) | 1280-1¾ 622 (700-1¾) | 1280-2 622 (700-2) |
| CIRCLING | 1280-1 | 620 (700-1) | 1280-1¾ 620 (700-1¾) | 1340-2¼ 680 (700-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010




(KRBD) 08269

# WORTH FIVE DEPARTURE

SI-742 (FAA)

DALLAS EXECUTIVE (RBD)

DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

# WYLIE FIVE DEPARTURE



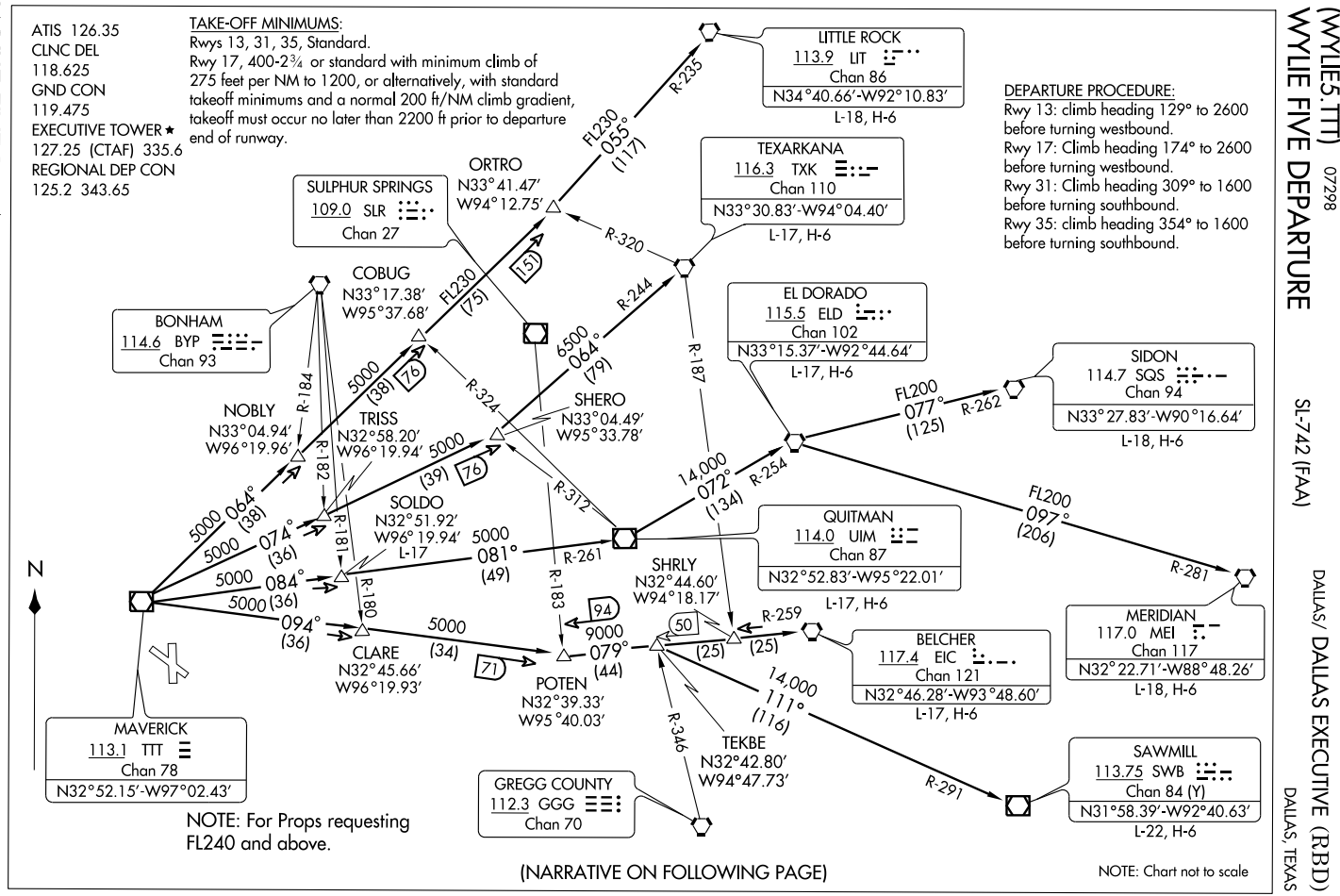




ATIS 126.35
CLNC DEL
118.625
GND CON
119.475
EXECUTIVE TOWER ★
127.25 (CTAF) 335.6
REGIONAL DEP CON
125.2 343.65

TAKE-OFF MINIMUMS:
Rwys 13, 31, 35, Standard.
Rwy 17, 400-2¾ or standard with minimum climb of 275 feet per NM to 1200, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 2200 ft prior to departure end of runway.

DEPARTURE PROCEDURE:
Rwy 13: climb heading 129° to 2600 before turning westbound.
Rwy 17: Climb heading 174° to 2600 before turning westbound.
Rwy 31: Climb heading 309° to 1600 before turning southbound.
Rwy 35: climb heading 354° to 1600 before turning southbound.




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 13, obstruction light on blast fence 109′ from departure end of runway, 347′ left of centerline, 6′ AGL/658′ MSL.
Rwy 17, tree 468′ from departure end of runway, 454′ left of centerline, 35′ AGL/699′ MSL. Tree 113′ from departure end of runway, 516′ right of centerline, 30′ AGL/679′ MSL. Tree 871′ from departure end of runway, 405′ left of centerline, 35′ AGL/685′ MSL. Tree 651′ from departure end of runway, 303′ right of centerline, 35′ AGL/699′ MSL.
Rwy 31, Tree 481′ from departure end of runway, 552′ right of centerline, 30′ AGL/677′ MSL. Tree 2978′ from departure end of runway, 802′ left of centerline, 46′ AGL/732′ MSL.
Rwy 35, Tree 534′ from departure end of runway, 302′ left of centerline, 34′ AGL/671′ MSL. Tree 745′ from departure end of runway, 371′ left of centerline, 35′ AGL/672′ MSL. Tree 972′ from departure end of runway, 405′ right of centerline, 35′ AGL/675′ MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

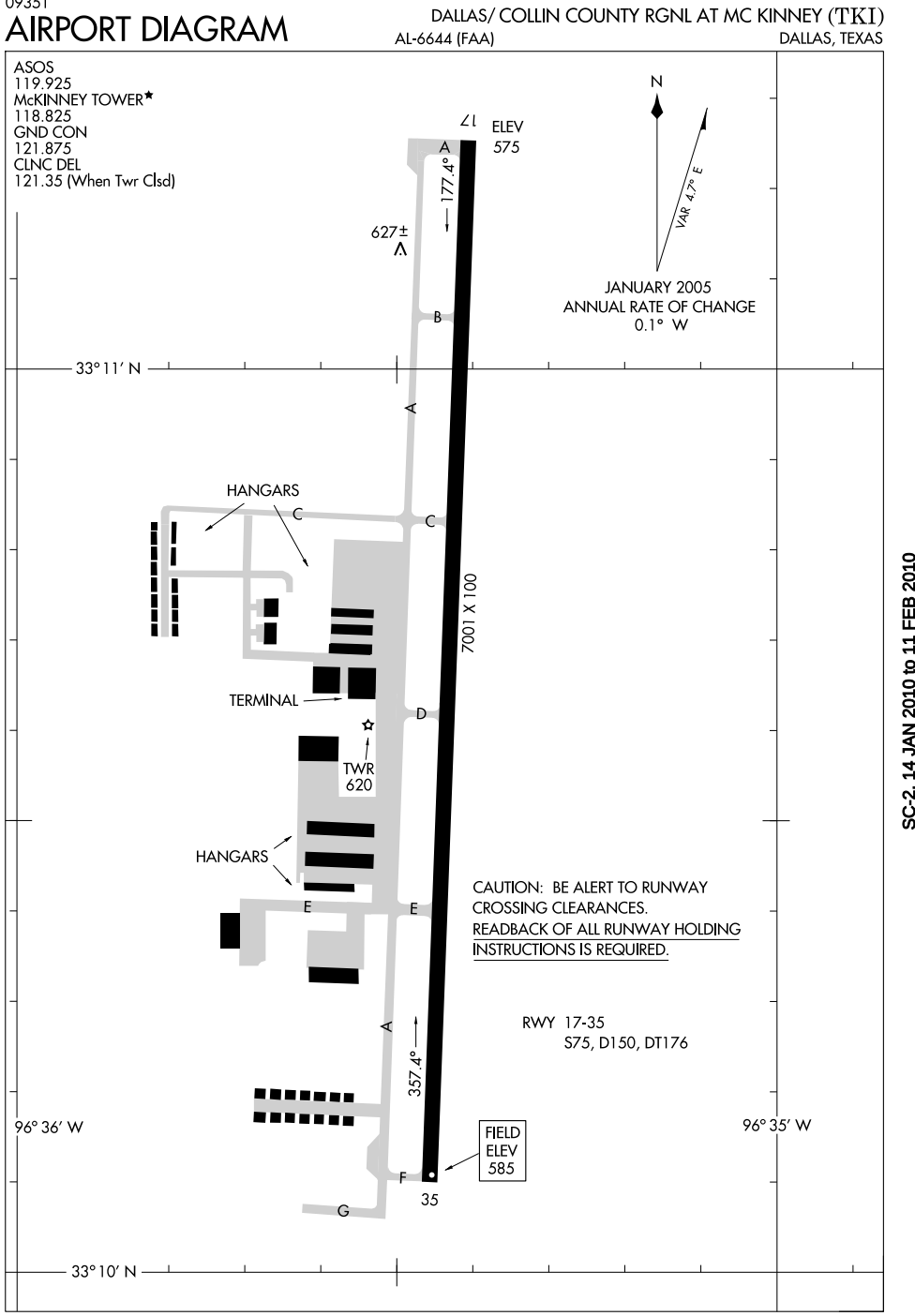
# AIRPORT DIAGRAM

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

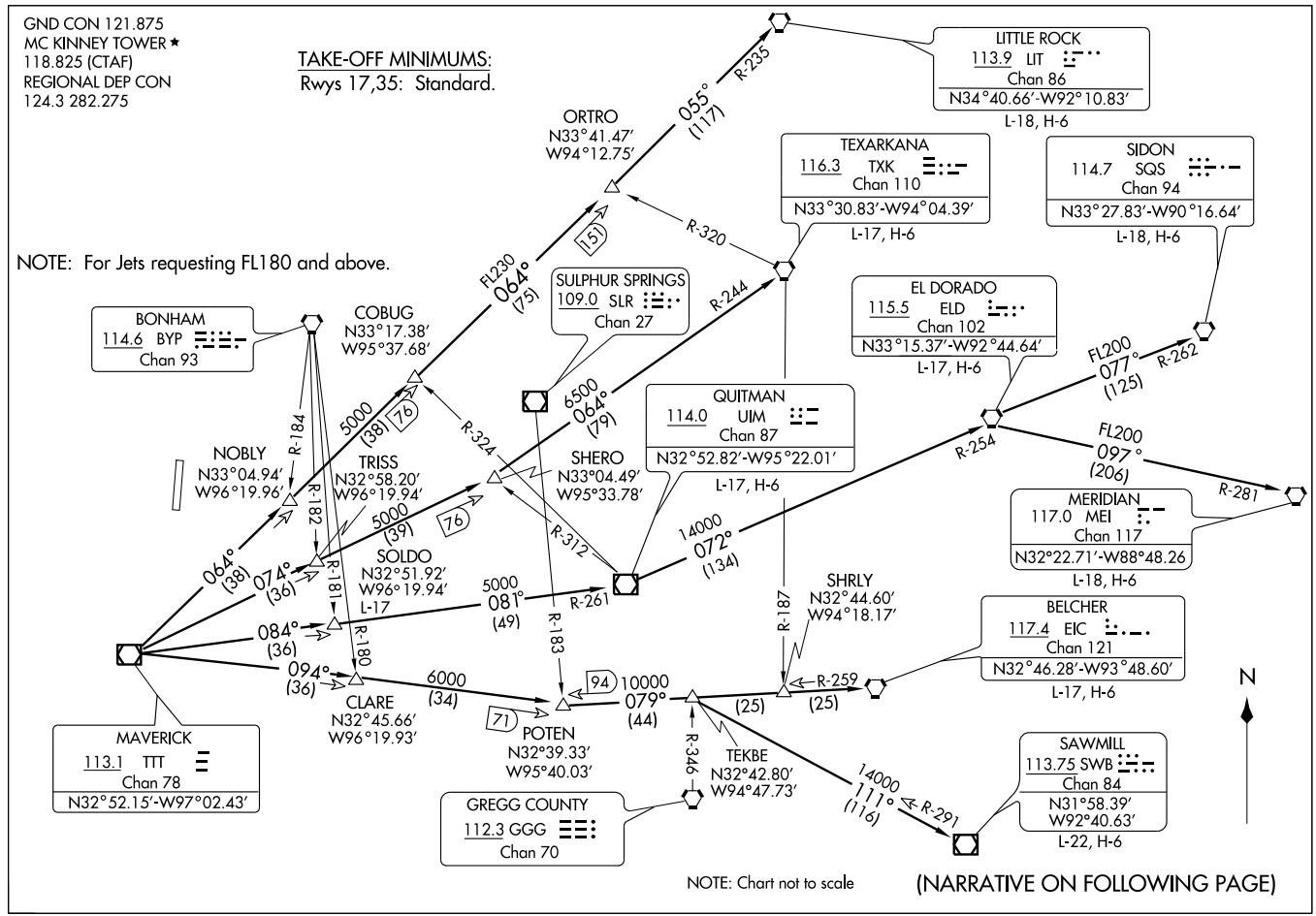
AL-6644 (FAA)

DALLAS, TEXAS

ASOS
119.925
McKINNEY TOWER★
118.825
GND CON
121.875
CLNC DEL
121.35 (When Twr Clsd)




SC-2, 14 JAN 2010 to 11 FEB 2010




# DALLAS NINE DEPARTURE (DAL9.TTT) 09351

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI) SL-6644 (FAA)

DALLAS, TEXAS

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

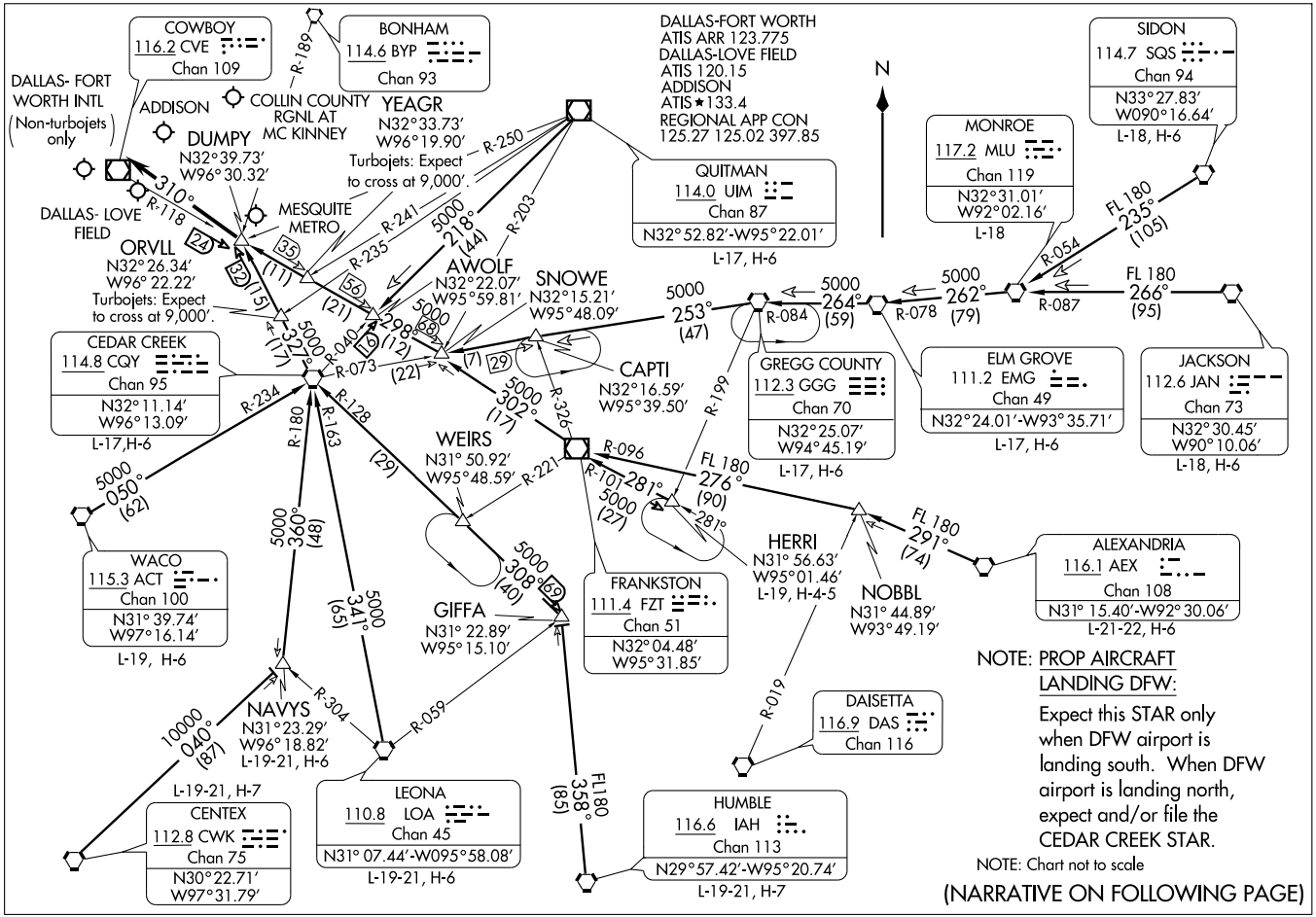
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.


COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
R-189
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83'
W090°16.64'
L-18, H-6
DALLAS- FORT WORTH INTL
(Non-turbojets only)
ADDISON
COLLIN COUNTY RGNL AT MC KINNEY
YEAGR
N32°33.73'
W96°19.90'
DUMPY
N32°39.73'
W96°30.32'
Turbojets: Expect to cross at 9,000'.
R-250
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01'
W92°02.16'
L-18
FL 180
235°
(105)
R-054
310°
R-118
DALLAS- LOVE FIELD
MESQUITE METRO
ORVLL
N32°26.34'
W96°22.22'
Turbojets: Expect to cross at 9,000'.
5000
218°
(44)
R-203
R-241
R-235
AWOLF
N32°22.07'
W95°59.81'
SNOWE
N32°15.21'
W95°48.09'
5000
253°
(47)
R-084
5000
264°
(59)
R-078
5000
262°
(79)
R-087
FL 180
266°
(95)
5000
322°
(17)
R-040
5000
298°
(12)
R-073
(22)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14'
W96°13.09'
L-17,H-6
CAPTI
N32°16.59'
W95°39.50'
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'
W94°45.19'
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45'
W90°10.06'
L-18, H-6
R-234
R-180
R-163
R-128
R-326
R-199
5000
302°
(17)
WEIRS
N31° 50.92'
W95°48.59'
R-221
R-096
FL 180
276°
(90)
5000
050°
(62)
5000
360°
(48)
5000
341°
(65)
5000
308°
(40)
281°
5000
(27)
281°
HERRI
N31° 56.63'
W95°01.46'
L-19, H-4-5
NOBBL
N31° 44.89'
W93° 49.19'
FL 180
291°
(74)
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40'-W92° 30.06'
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74'
W97° 16.14'
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48'
W95° 31.85'
GIFFA
N31° 22.89'
W95° 15.10'
NOTE: PROP AIRCRAFT LANDING DFW:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect and/or file the CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
10000
040°
(87)
NAVYS
N31°23.29'
W96°18.82'
L-19-21, H-6
R-304
R-059
R-019
DAISETTA
116.9 DAS
Chan 116
L-19-21, H-7
CENTEX
112.8 CWK
Chan 75
N30°22.71'
W97°31.79'
LEONA
110.8 LOA
Chan 45
N31° 07.44'-W095°58.08'
L-19-21, H-6
FL180
358°
(85)
HUMBLE
116.6 IAH
Chan 113
N29°57.42'-W95°20.74'
L-19-21, H-7

# DUMPY THREE ARRIVAL



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

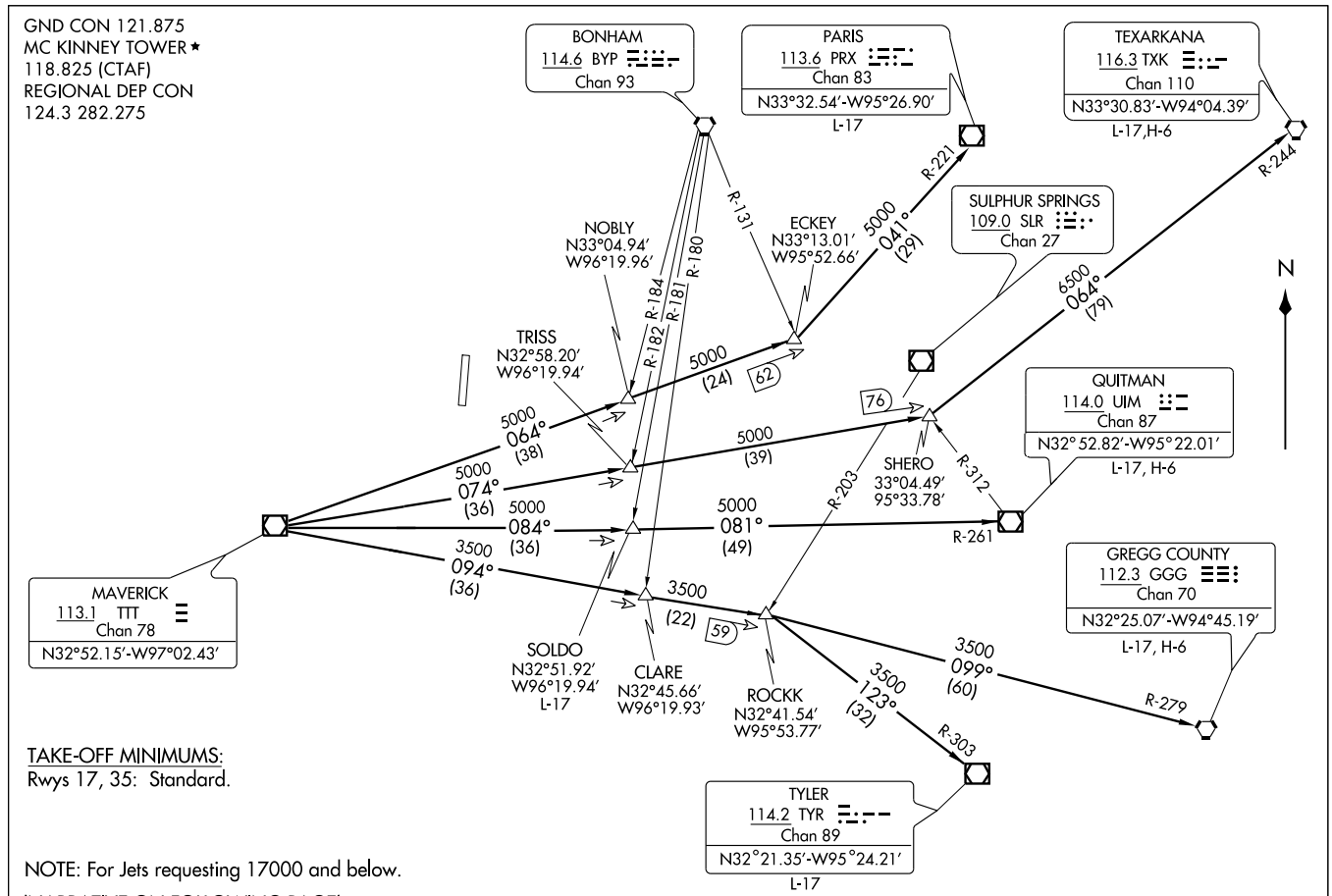
WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010




# (GARL3.TTT) 09351
# GARLAND THREE DEPARTURE

DALLAS/COLLIN COUNTY RGNL AT MC KINNEY (TKI)
SL-6644 (FAA)
DALLAS, TEXAS

DEPARTURE ROUTE DESCRIPTION

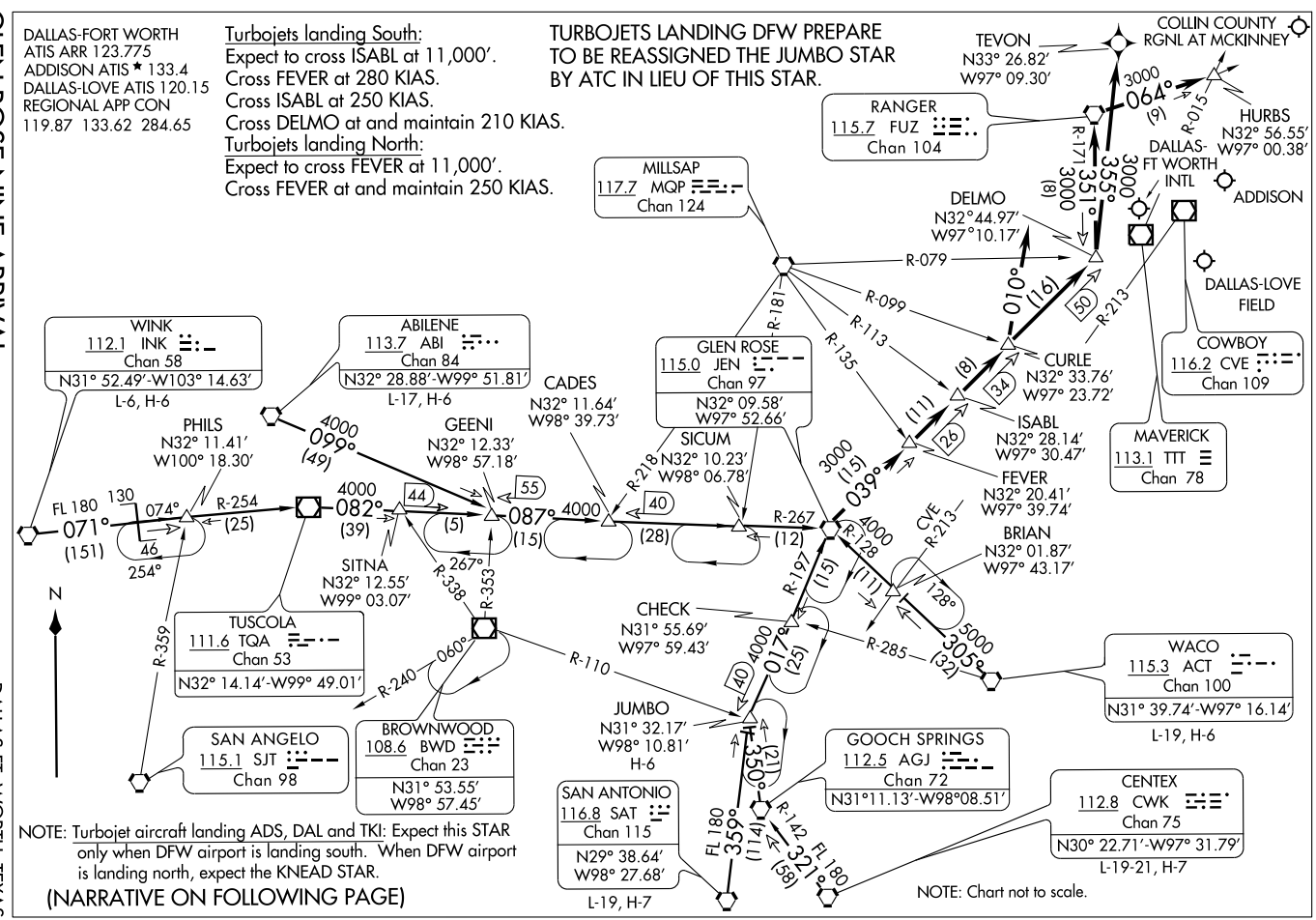
When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.




NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

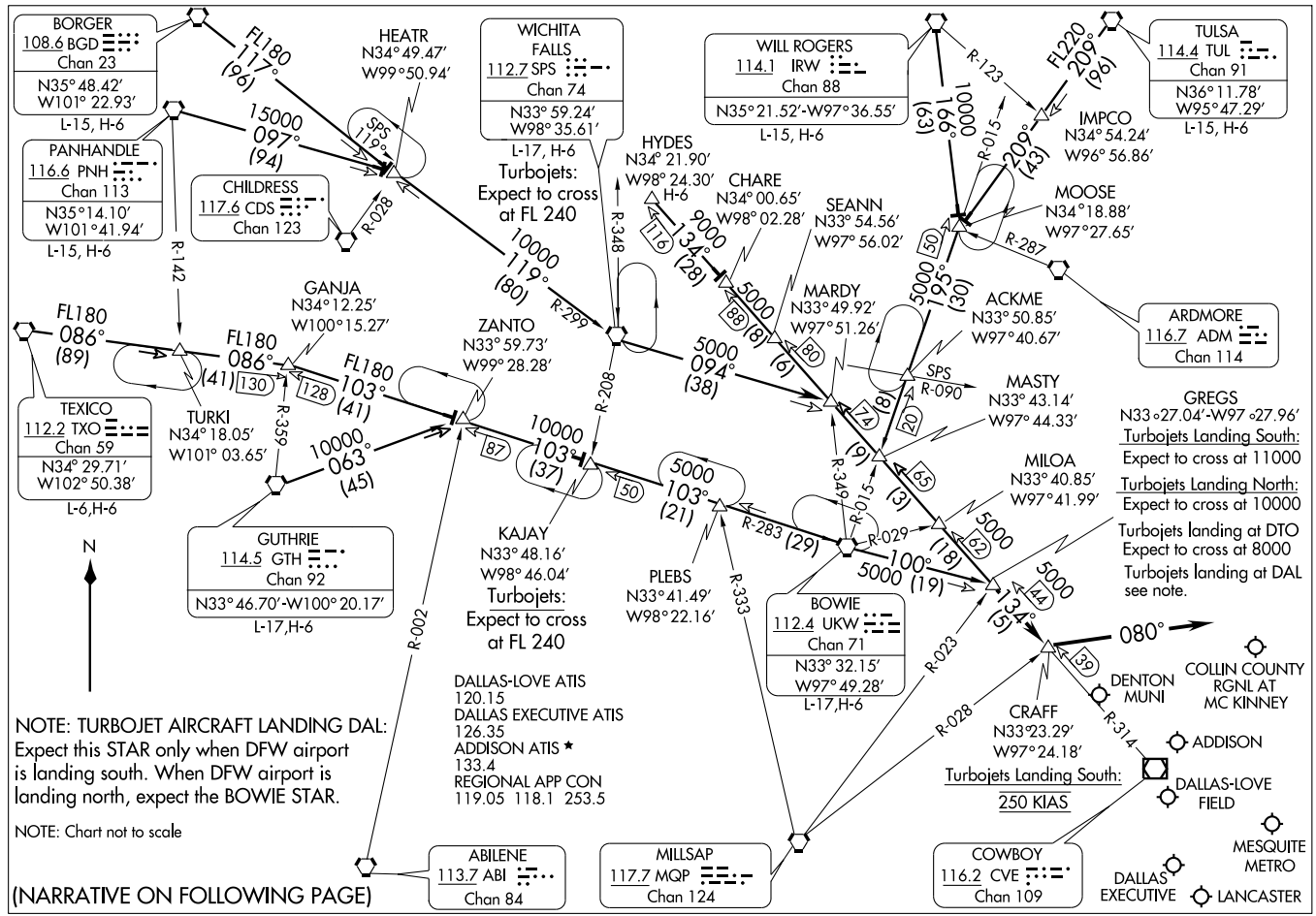
JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
R-349
R-015
R-029
5000 100° (19)
R-123
FL220 209° (96)
10000 166° (63)
R-015
209° (43)
R-287
5000 195° (30)
9000 134° (28)
116
5000 094° (38)
88
8
6
80
74
8
20
9
3
65
62
5000 134° (5)
44
39
080°
R-023
R-028
R-314
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

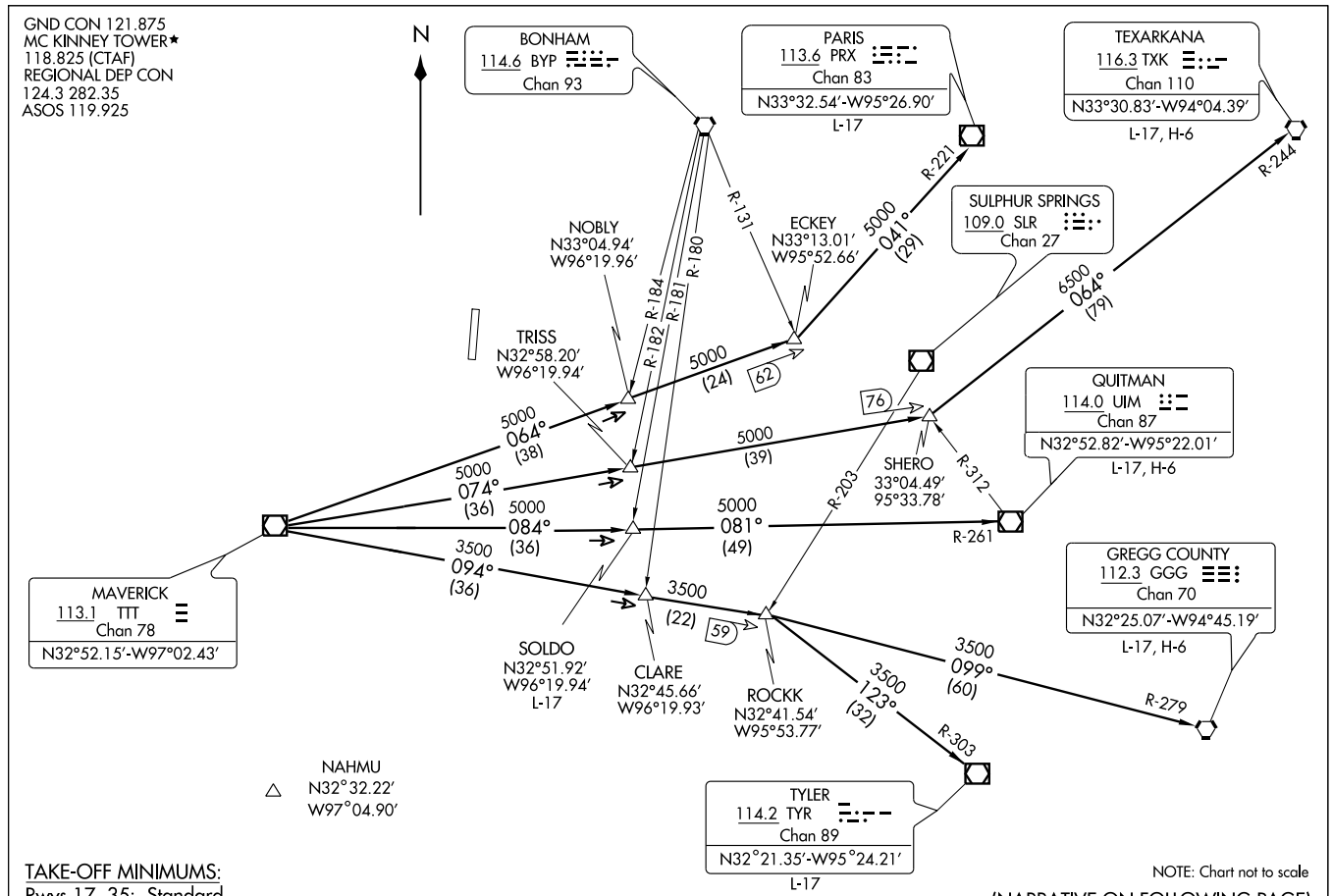
WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

# HUBBARD SIX DEPARTURE

MC KINNEY/COLLIN COUNTY RGNL AT Mc KINNEY (TKI)
SL-6644 (FAA)
Mc KINNEY, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Bush 29' from departure end of runway, 499' right of centerline, 5' AGL/591' MSL.
OL on DME 400' from departure end of runway, 266' right of centerline, 16' AGL/602' MSL.
Trees 784' from departure end of runway, 574' right of centerline, 39' AGL/625' MSL.
Rwy 35:
Trees 1,060' from departure end of runway, 634' right of centerline, 65' AGL/605' MSL.
Multiple trees beginning 1,532' from departure end of runway, 632' left of centerline, up to 79' AGL/626' MSL.

| LOC I-EFE | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| 109.35 | 176° | TDZE | 575 |
| Chan 30 (Y) | | Apt Elev | 585 |

# ILS or LOC RWY 17

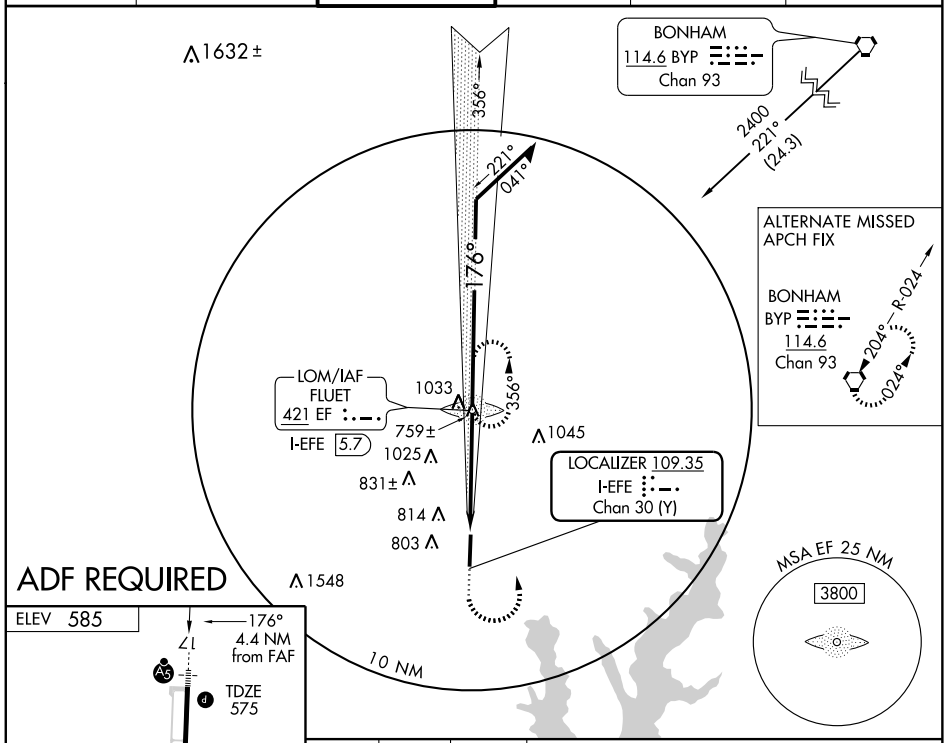
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase S-LOC 17 and Circling Cats C/D visibility ¼ mile.
VDP NA when using Dallas Love Field altimeter setting.
For inoperative MALSR when using Dallas Love Field altimeter setting, increase S-ILS 17 all Cats visibility to 1 mile.

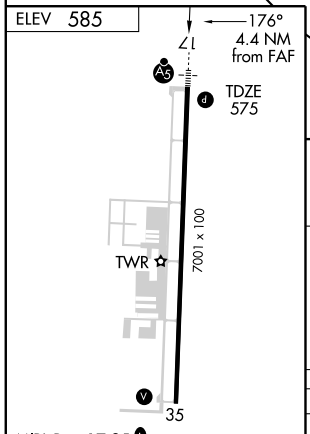
MALSR

MISSED APPROACH: Climb to 1500, then climbing left turn to 2400 direct FLUET LOM and hold.

| ASOS | REGIONAL APP CON | MC KINNEY TOWER ★ | GND CON | CLNC DEL ★ | UNICOM |
|---|---|---|---|---|---|
| 119.925 | 124.3 282.275 | 118.825 (CTAF) | 121.875 | 121.35 | 122.95 |

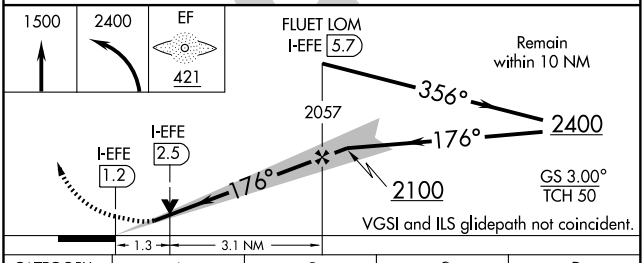



ADF REQUIRED




MIRL Rwy 17-35

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 775-½ 200 (200-½) | | | |
| S-LOC 17 | 1020-½ 445 (500-½) | | 1020-¾ 445 (500-¾) | 1020-1 445 (500-1) |
| CIRCLING | 1120-1 535 (600-1) | | 1120-1½ 535 (600-1½) | 1200-2 615 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

# JOE POOL FOUR DEPARTURE

DALLAS/COLLIN COUNTY RGNL AT MC KINNEY (TKI)

SL-6644 (FAA)

DALLAS, TEXAS

GND CON 121.875
MC KINNEY TOWER ★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.275
ASOS 119.925

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

186° (36)
156° (37)
166° (35)
176° (35)
V369
TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

R-072
R-074
R-273
R-275

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

GLEN ROSE
115.0 JEN
Chan 97

156° (25)
62
BRDEN
N31°53.06'
W96°39.80'

4000
177° (38)
8000 (45)
7000 (35)
6000 (23)

R-357
70
ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TNV
R-334
11 NM
154°
85
TORNN
N31°31.22'
W96°30.88'
H-6

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

R-074
R-093
R-120
80

LEONA
110.8 LOA
Chan 45

6000
156° (22)
187
R-268

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

12000
193° (70)
7000
154° (69)
R-334

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

R-012
R-307

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 14 JAN 2010 to 11 FEB 2010

# KINGDOM SEVEN DEPARTURE SL-6644 (FAA)

MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

MC KINNEY, TEXAS

GND CON
121.875
MC KINNEY TOWER ★
118.825 (CTAF)
REGIONAL DEP CON
124.3 282.35

TAKE-OFF OBSTACLES:
Note: Rwy 17, Bush 29′ from DER, 499′ right of centerline, 5′ AGL/591′ MSL.
OL on DME 400′ from DER, 266′ right of centerline, 16′ AGL/602′ MSL
Trees 784′ from DER, 574′ right of centerline, 39′ AGL/625′ MSL.
Note: Rwy 35, Trees 1060′ from DER, 634′ right of centerline, 65′ AGL/605′ MSL.
Multiple trees beginning 1532′ from DER, 632′ left of centerline, up to 79′ AGL/626′ MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′-W98°35.61′
L-17, H-6

R-148
(25)
V568

KARYN
N33°35.82′
W98°24.42′

R-271

BOWIE
112.4 UKW
Chan 71

R-146
6000
326°
(63)
V18

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

4000
328°
(22)

R-225

R-165

FERRA
N33° 05.47′
W97°44.00′

RANGER
115.7 FUZ
Chan 104
N32°53.37′
W97°10.77′

MUZZO
N33°15.10′
W98°14.61′

65
34

4000
(27)

2300
285°
(37)

CEOLA
N32°51.98′
W97°44.00′

2100
274°
(7)

RUWLO
N32°47.28′
W99°07.77′

R-330

2500
261°
(28)

8000
(71)

2800
250°
(36)

99

8000
265°
(36)
V18
93

4000
261°
(13)

R-081

R-265

BEKLE
N32°49.27′
W99°49.92′

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

PODDE
N32°43.58′
W97°44.00′
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwys 17, 35 standard.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000′ and below.

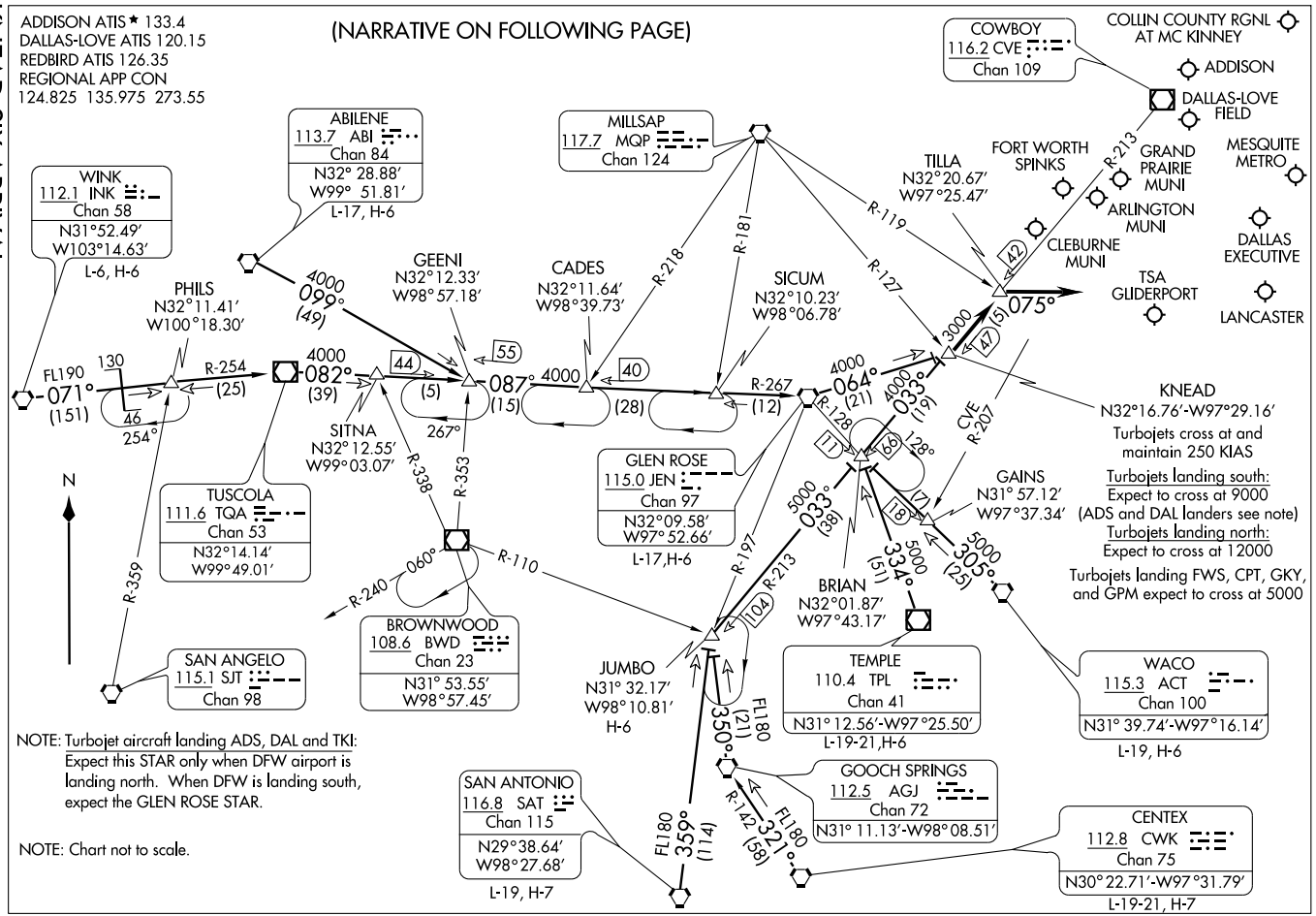
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55
(NARRATIVE ON FOLLOWING PAGE)
COWBOY
116.2 CVE
Chan 109
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
GRAND PRAIRIE MUNI
ARLINGTON MUNI
DALLAS EXECUTIVE
LANCASTER
TSA GLIDERPORT
CLEBURNE MUNI
FORT WORTH SPINKS
TILLA
N32°20.67′
W97°25.47′
ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6
PHILS
N32°11.41′
W100°18.30′
GEENI
N32°12.33′
W98°57.18′
CADES
N32°11.64′
W98°39.73′
SICUM
N32°10.23′
W98°06.78′
FL190
071°
(151)
130
46
254°
R-254
(25)
4000
082°
(39)
4000
099°
(49)
44
(5)
55
087°
4000
(15)
40
(28)
R-267
(12)
4000
064°
(21)
4000
033°
(19)
R-218
R-181
R-119
R-127
R-128
R-207
CVE
42
13000
151
147
075°
KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000 (ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000
GAINS
N31° 57.12′
W97°37.34′
N
R-359
SITNA
N32°12.55′
W99°03.07′
267°
R-338
R-353
TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′
GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6
11
66
128°
17
18
5000
033°
(38)
5000
334°
(51)
5000
305°
(25)
R-197
R-213
104
BRIAN
N32°01.87′
W97°43.17′
R-240
060°
R-110
BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′
SAN ANGELO
115.1 SJT
Chan 98
JUMBO
N31° 32.17′
W98°10.81′
H-6
TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6
FL180
350°
(21)
GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7
FL180
359°
(114)
R-142
321°
(58)
CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7
NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

| WAAS | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| CH 87102 | 176° | TDZE | 575 |
| W17A | | Apt Elev | 585 |

# RNAV (GPS) RWY 17

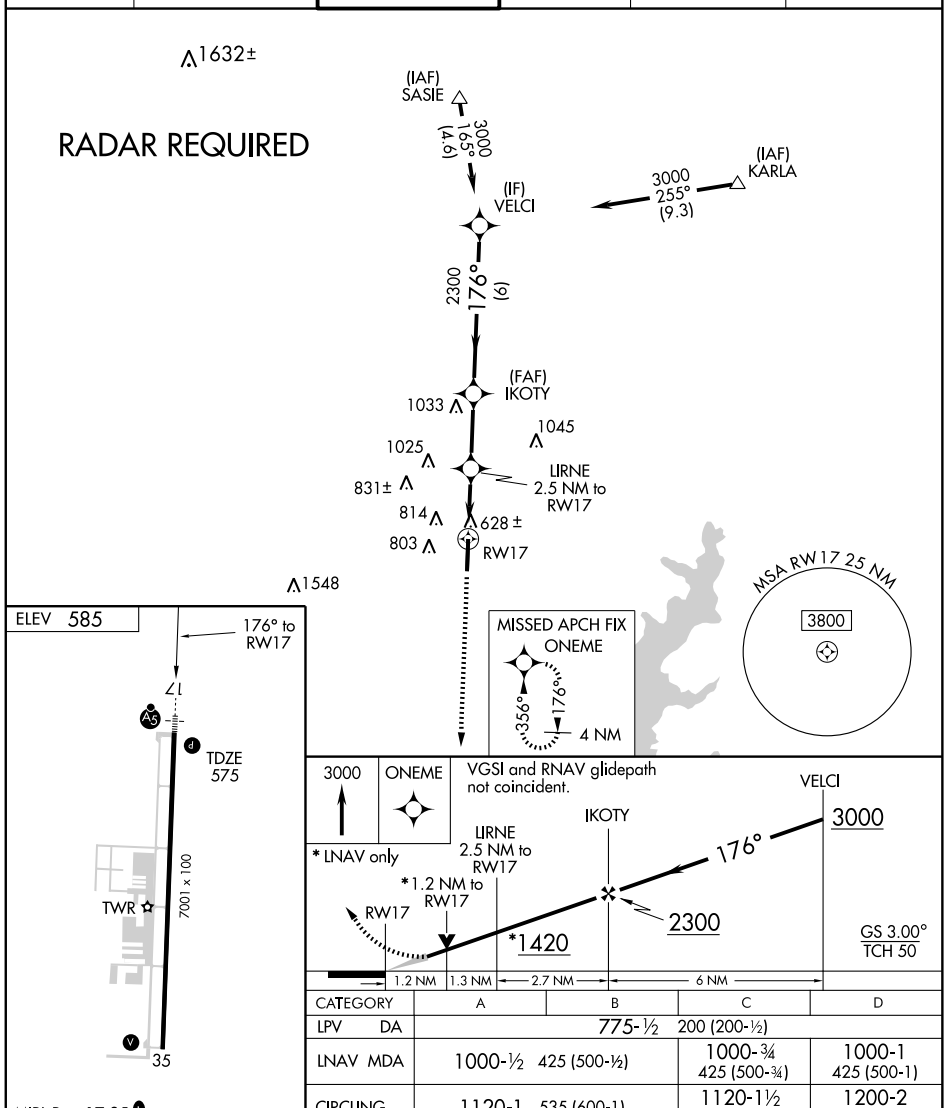
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, increase LNAV Cat C, and Circling Cats C and D visibility ¼ mile. For inoperative MALSR increase LNAV Cat D visibility to 1¼ mile. For inoperative MALSR when using Dallas Love Field altimeter setting increase LPV all Cats visibility to 1 mile. VDP NA when using Dallas Love Field altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct ONEME and hold.

| ASOS | REGIONAL APP CON | MC KINNEY TOWER ★ | GND CON | CLNC DEL ★ | UNICOM |
|---|---|---|---|---|---|
| 119.925 | 124.3 282.275 | 118.825 (CTAF) L | 121.875 | 121.35 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 775-½ | 200 (200-½) | | |
| LNAV MDA | 1000-½ 425 (500-½) | | 1000-¾ 425 (500-¾) | 1000-1 425 (500-1) |
| CIRCLING | 1120-1 535 (600-1) | | 1120-1½ 535 (600-1½) | 1200-2 615 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 7001 |
|---|---|---|---|
| CH 49202 | 356° | TDZE | 585 |
| W35A | | Apt Elev | 585 |

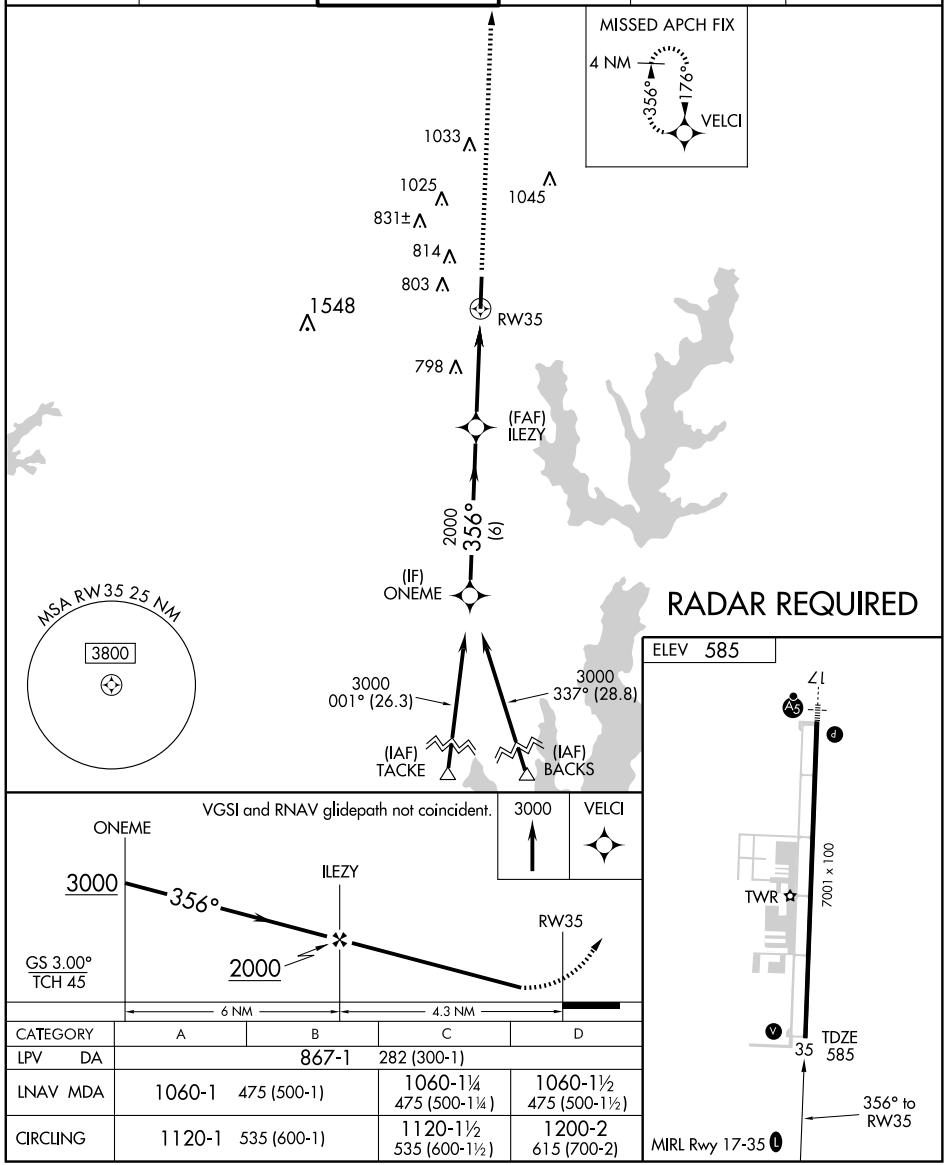
# RNAV (GPS) RWY 35

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 69 feet and all MDA 80 feet, and increase LPV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct VELCI and hold.

| ASOS | REGIONAL APP CON | MC KINNEY TOWER ★ | GND CON | CLNC DEL ★ | UNICOM |
|---|---|---|---|---|---|
| 119.925 | 124.3 282.275 | 118.825 (CTAF) L | 121.875 | 121.35 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 867-1 | | 282 (300-1) | |
| LNAV MDA | 1060-1 475 (500-1) | | 1060-1¼ 475 (500-1¼) | 1060-1½ 475 (500-1½) |
| CIRCLING | 1120-1 535 (600-1) | | 1120-1½ 535 (600-1½) | 1200-2 615 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

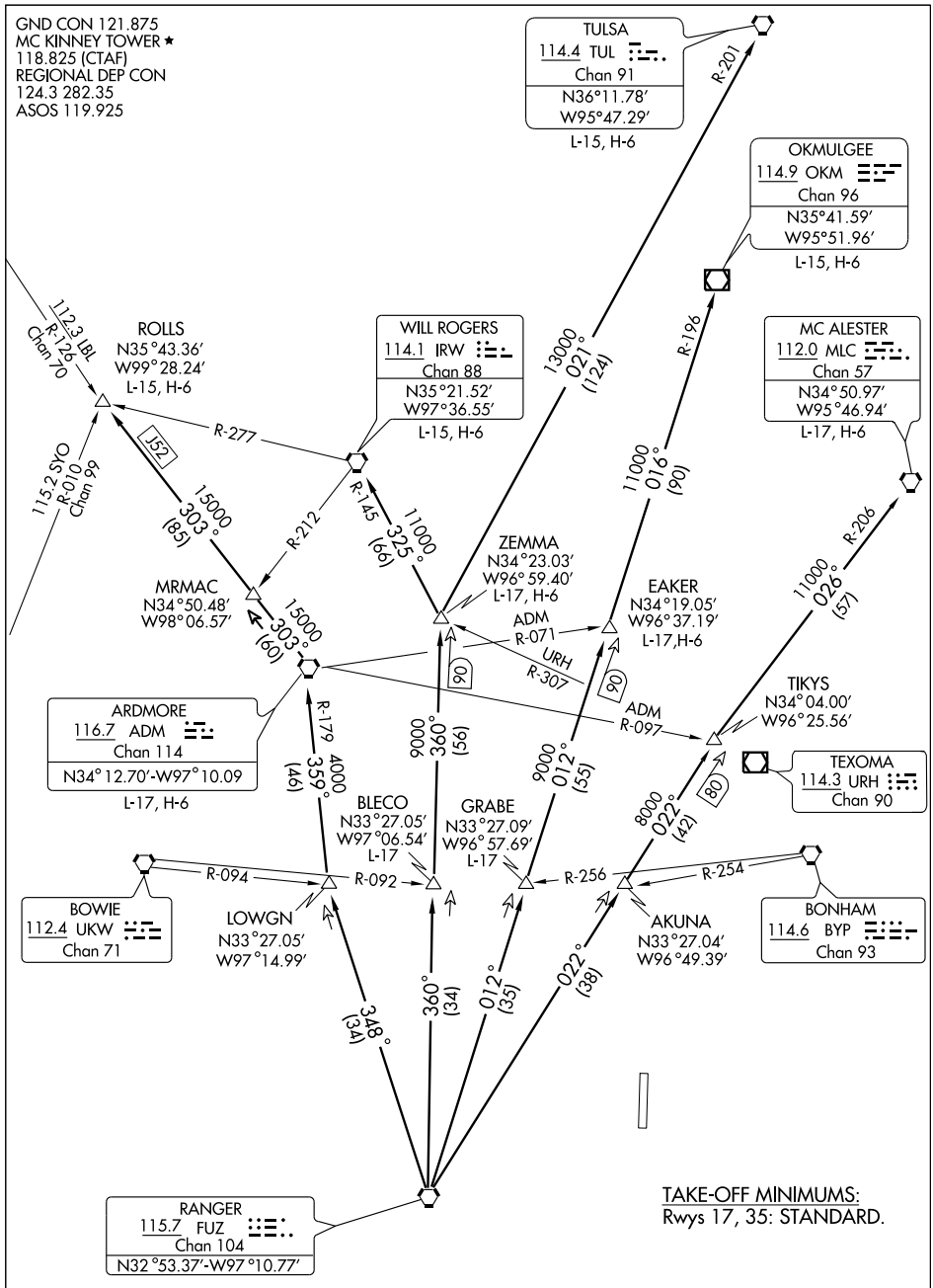
(TEX1.FUZ) 09351

# TEXOMA ONE DEPARTURE

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

SL-6644 (FAA)

DALLAS, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 14 JAN 2010 to 11 FEB 2010

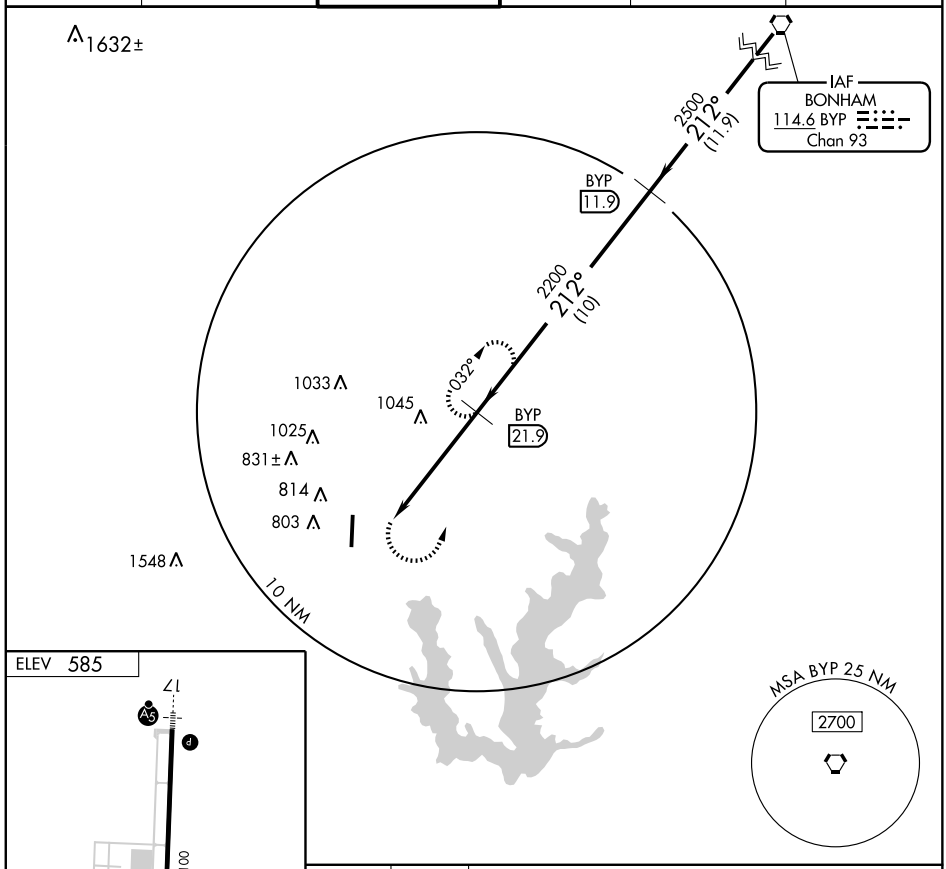
| VORTAC BYP | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.6 | 212° | TDZE | N/A |
| Chan 93 | | Apt Elev | 585 |

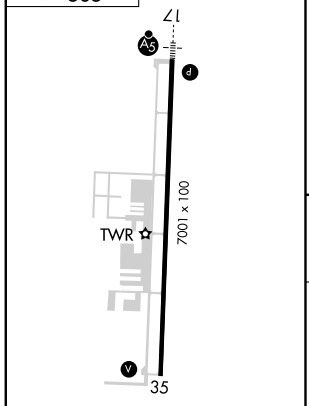
# VOR/DME-A

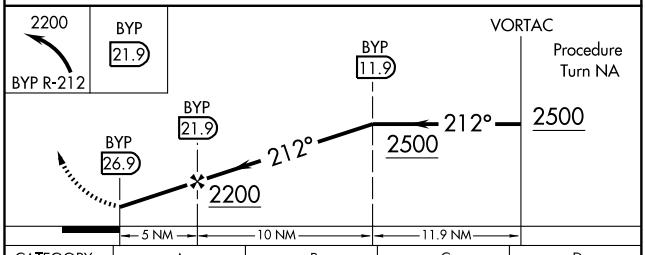
MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

MISSED APPROACH: Climbing left turn to 2200 direct BYP R-212/21.9 DME and hold.

| ASOS | REGIONAL APP CON | MC KINNEY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.925 | 124.3 282.275 | 118.825 (CTAF) L | 121.875 | 121.35 ★ | 122.95 |



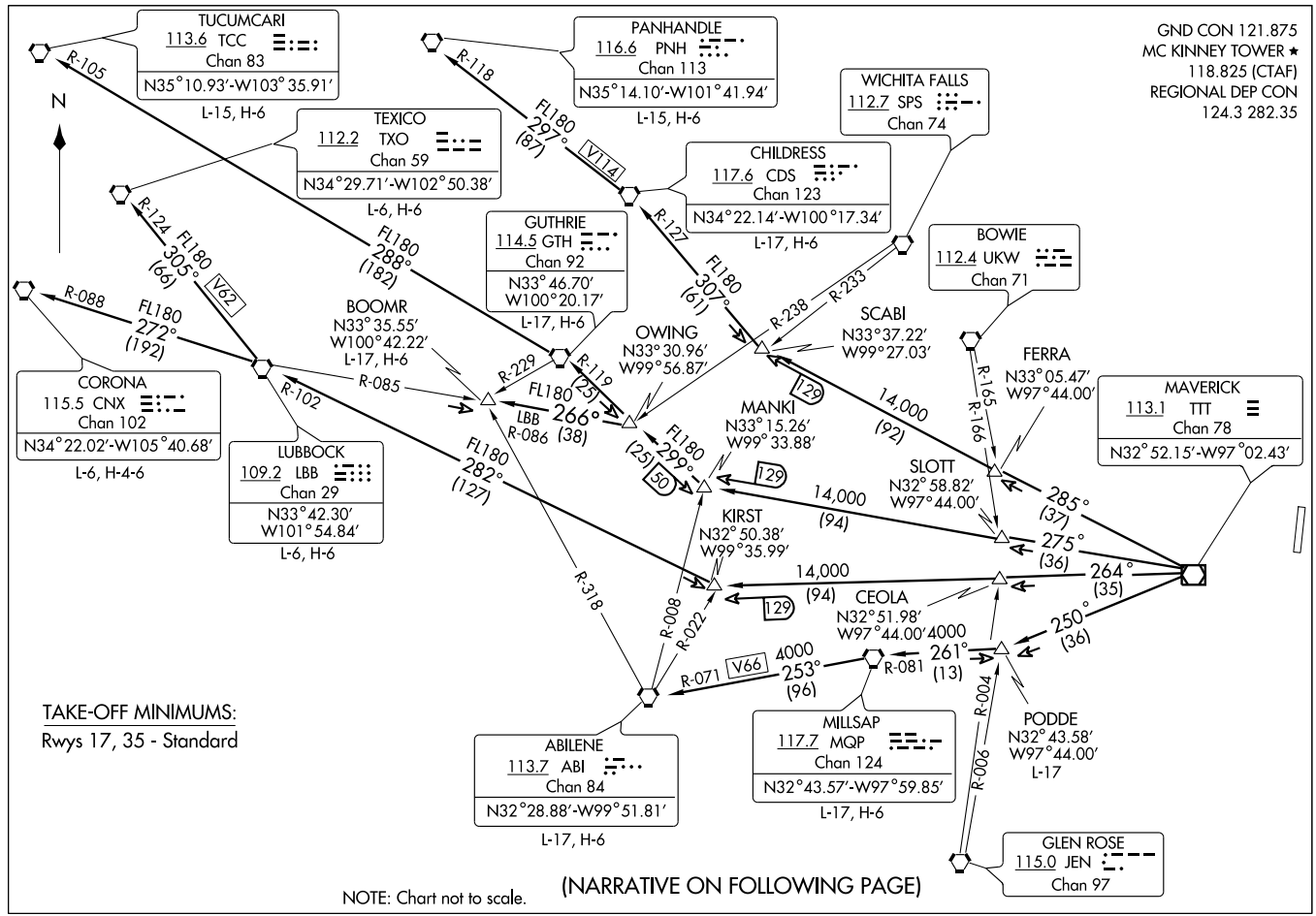




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1360-1<br>*775 (800-1)* | 1360-1¼<br>*775 (800-1¼)* | 1360-2¼<br>*775 (800-2¼)* | 1360-2½<br>*775 (800-2½)* |

MIRL Rwy 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010




# (TWORTH5.1111) 09351 WORTH FIVE DEPARTURE

MC KINNEY/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)
SL-6644 (FAA)
MC KINNEY, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

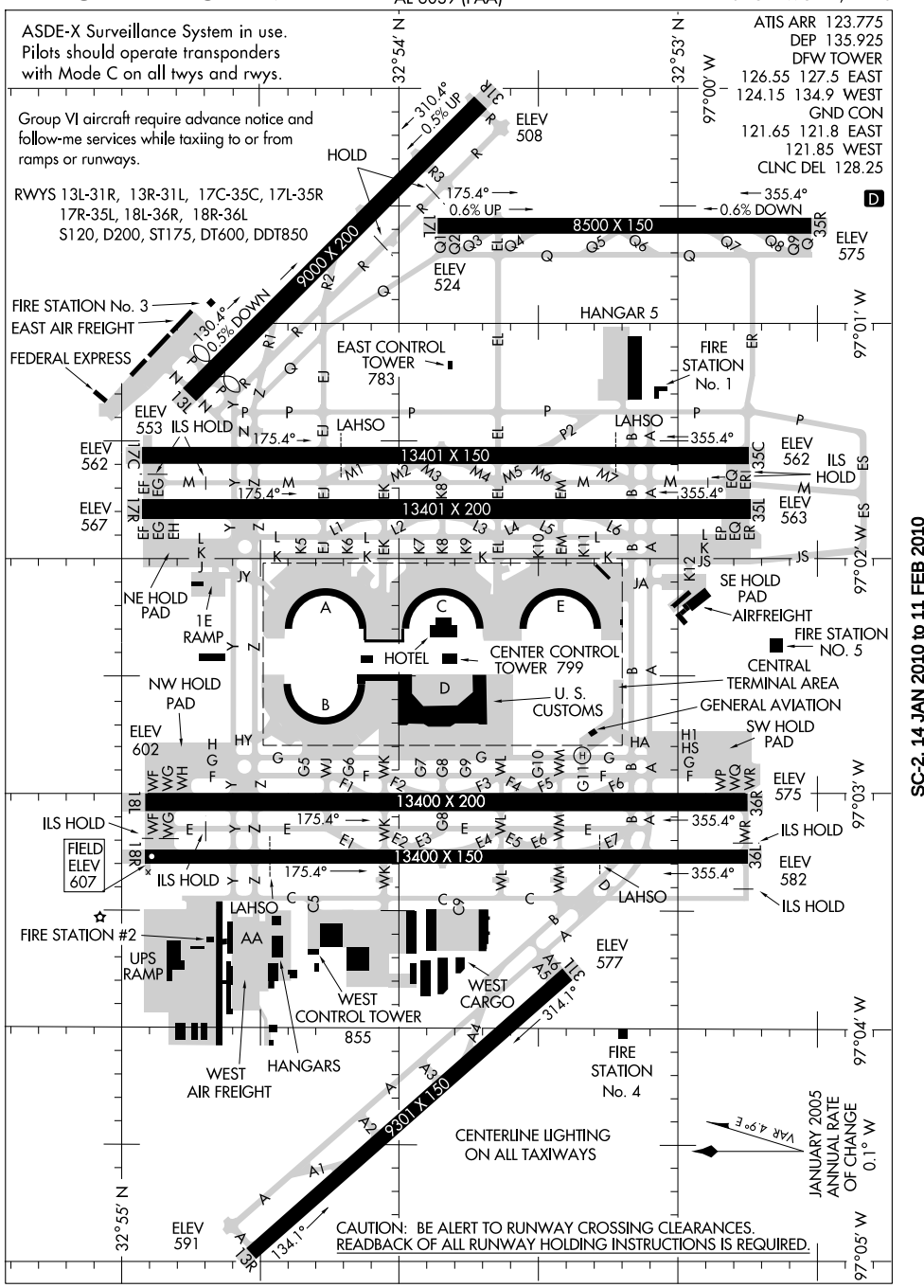
09351

# AIRPORT DIAGRAM

AL-6039 (FAA)

## DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS




SC-2, 14 JAN 2010 to 11 FEB 2010

# AKUNA TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

ATIS 135.925
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
CLNC DEL 128.25
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (RWY 17R/C)
126.47 363.15 (RWY 18L/R)
125.12 353.95 (RWYS 35L/C and 36L/R)

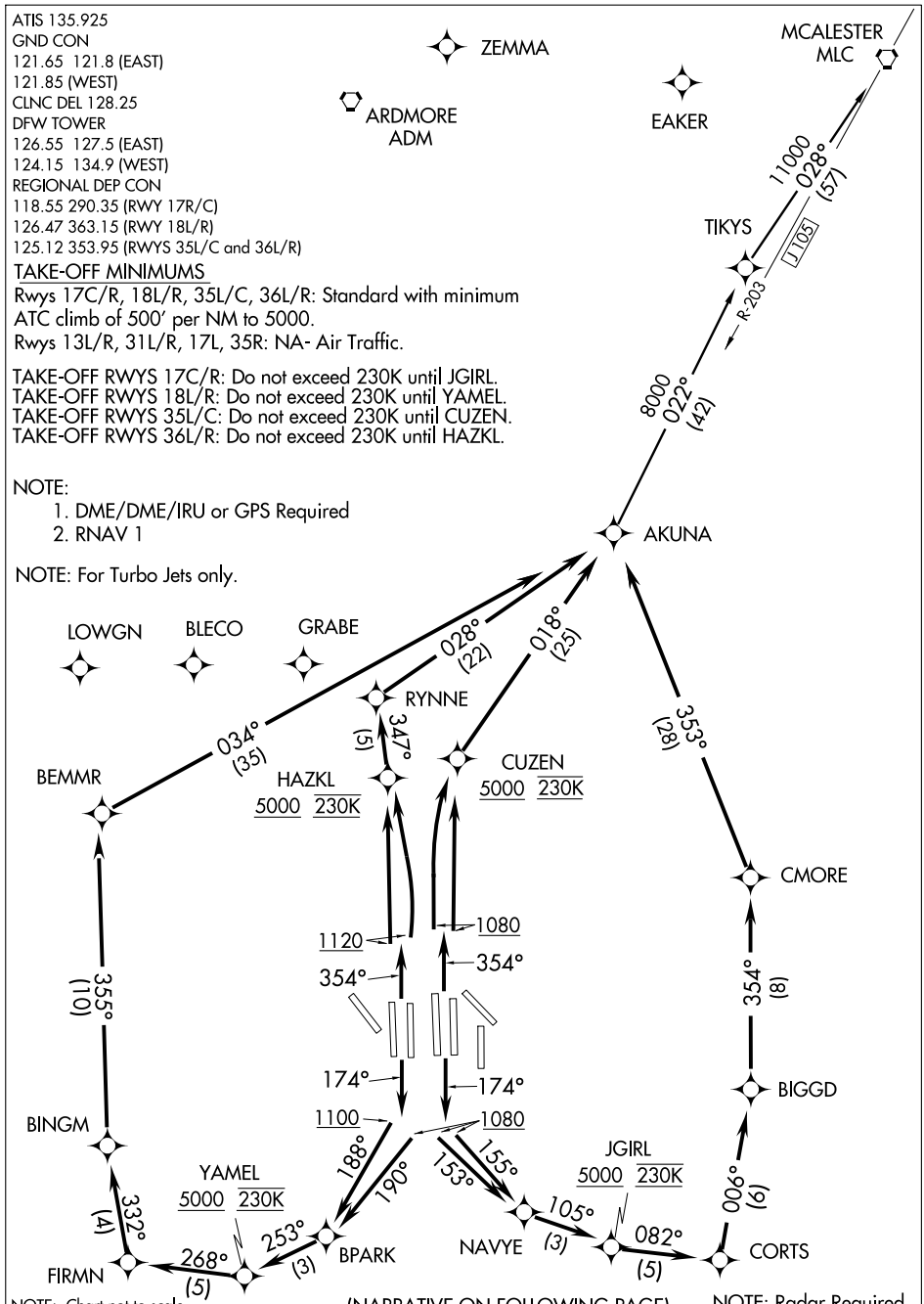
TAKE-OFF MINIMUMS

Rwys 17C/R, 18L/R, 35L/C, 36L/R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwys 13L/R, 31L/R, 17L, 35R: NA- Air Traffic.

TAKE-OFF RWYS 17C/R: Do not exceed 230K until JGIRL.
TAKE-OFF RWYS 18L/R: Do not exceed 230K until YAMEL.
TAKE-OFF RWYS 35L/C: Do not exceed 230K until CUZEN.
TAKE-OFF RWYS 36L/R: Do not exceed 230K until HAZKL.

NOTE:
1. DME/DME/IRU or GPS Required
2. RNAV 1

NOTE: For Turbo Jets only.




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required.

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE WP, then via 105° track to JGIRL WP, cross JGIRL WP at or above 5000, then via depicted route to AKUNA WP, Thence. . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE WP, then via 105° track to JGIRL WP, at or above 5000, then via depicted route to AKUNA WP, Thence. . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 190° course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000 then via depicted route to AKUNA WP, Thence. . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 188° course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000, then via depicted route to AKUNA WP, Thence. . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN WP, cross CUZEN WP at or above 5000, then via depicted route to AKUNA WP, Thence. . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN WP, cross CUZEN WP at or above 5000, then via depicted route to AKUNA WP, Thence. . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to 1120, then direct HAZKL WP. Cross HAZKL WP at or above 5000. Then via depicted route to AKUNA WP, Thence. . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to 1120, then left turn direct HAZKL WP, cross HAZKL WP at or above 5000, then via depicted route to AKUNA WP, Thence. . . .

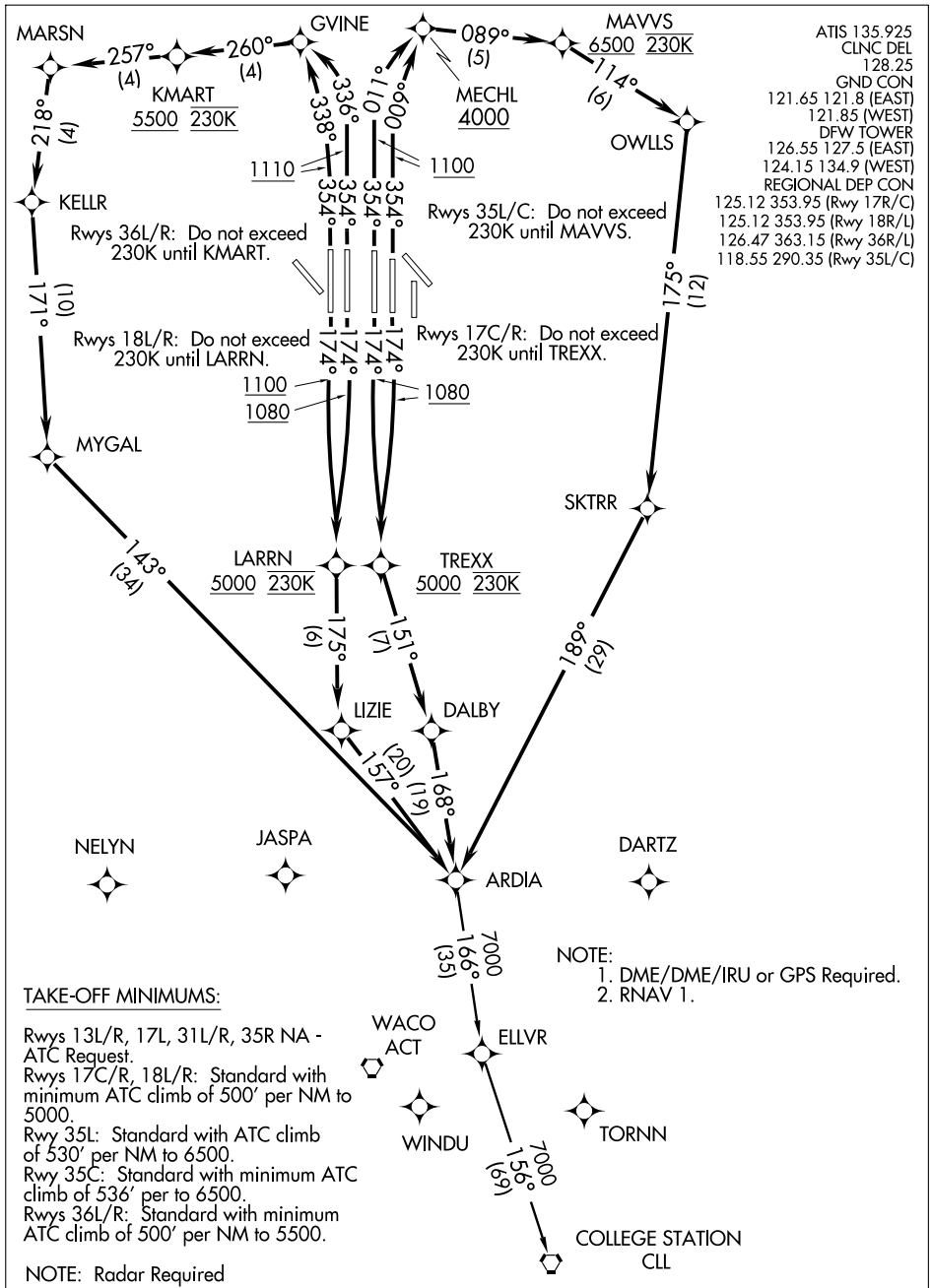
. . . . via (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

MC ALESTER TRANSITION (AKUNA2.MLC): For aircraft overflying the MLC VORTAC or intercepting J105.

SC-2, 14 JAN 2010 to 11 FEB 2010

# ARDIA THREE DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

PROPS

File and expect KEENE or TRI-GATE DP.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX, cross TREXX at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then left turn direct TREXX, cross TREXX at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then left turn direct LARRN cross LARRN at or above 5000, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS. Cross MAVVS at or above 6500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS. Cross MAVVS at or above 6500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART. Cross KMART at or above 5500, then via depicted route to ARDIA. Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART. Cross KMART at or above 5500, then via depicted route to ARDIA, Thence . . . .

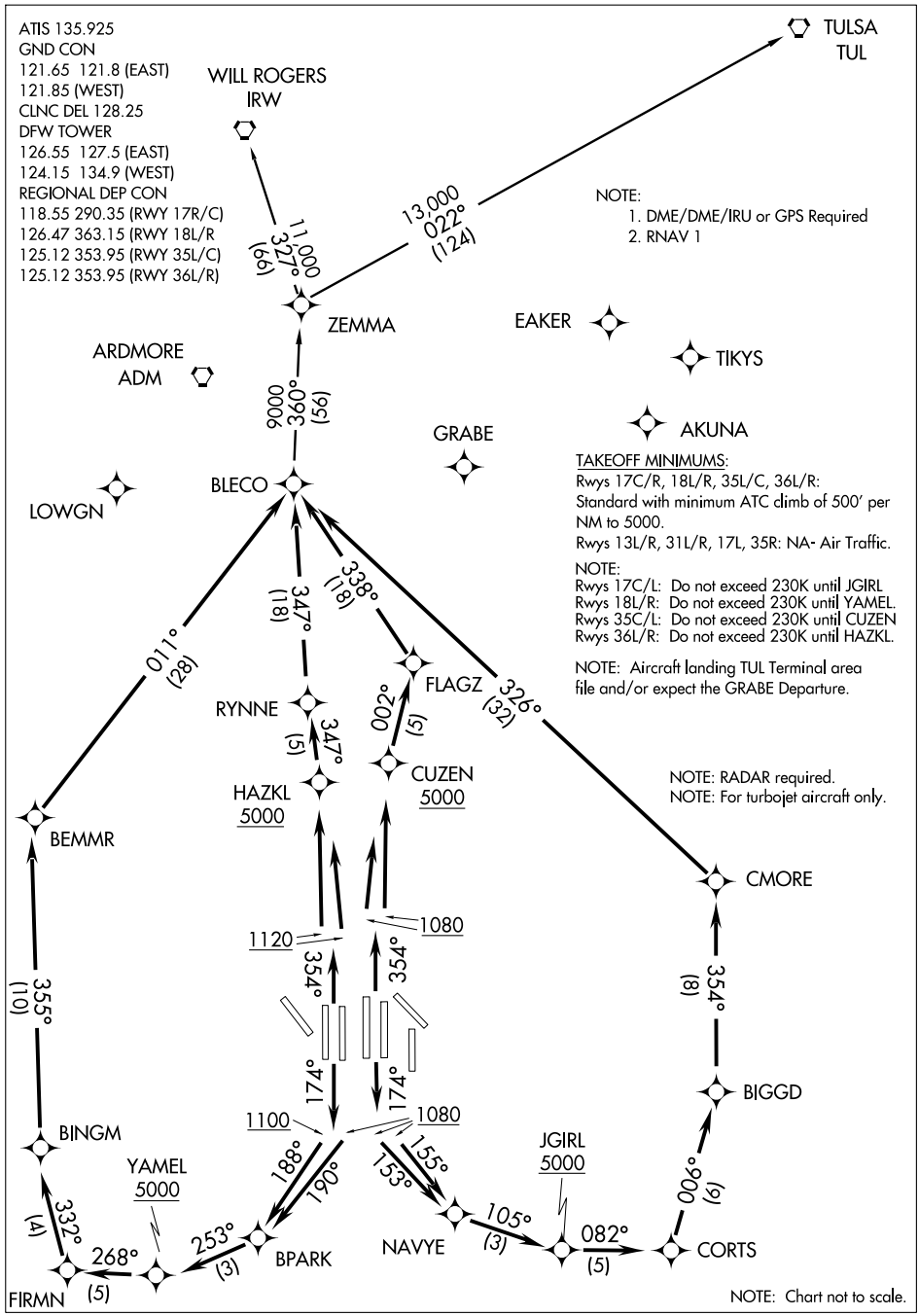
. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

COLLEGE STATION TRANSITION (ARDIA3.CLL): (For turbojet aircraft inbound to West Houston terminal area airports.)

ELLVR TRANSITION (ARDIA3.ELLVR): (For turbojet aircraft inbound to Houston Hobby, EFD, GLS, and LBX.

# BLECO TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS



DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

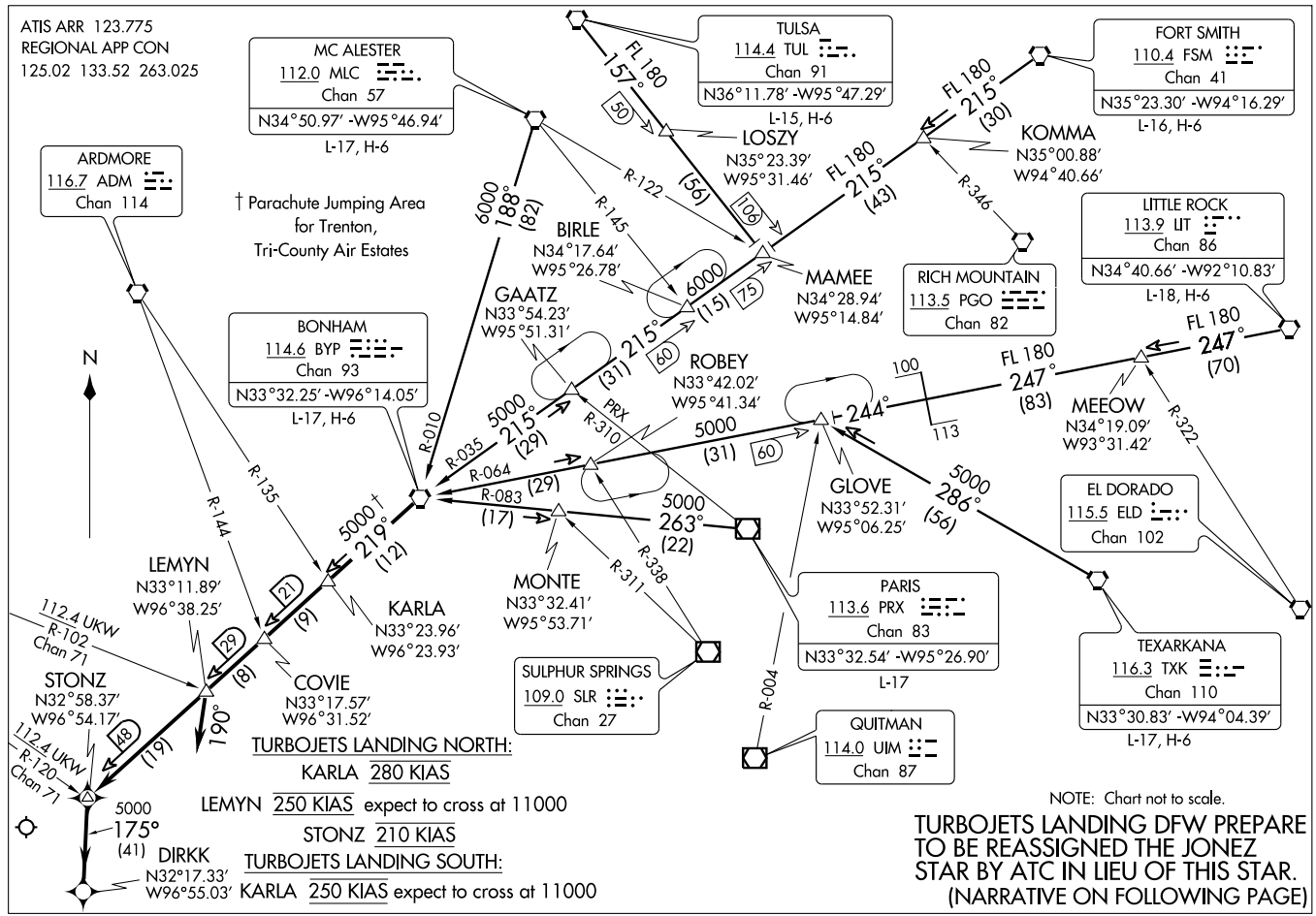
JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to BLECO. Thence. . . .
TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to BLECO. Thence. . . .
TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 190° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to BLECO. Thence. . . .
TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 188° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to BLECO. Thence. . . .
TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to BLECO. Thence. . . .
TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000, then via depicted route to BLECO. Thence. . . .
TAKE-OFF RUNWAY 36L: Climb via 354° heading to 1120, then direct HAZKL, cross HAZKL at or above 5000, then via depicted route to BLECO. Thence. . . .
TAKE-OFF RUNWAY 36R: Climb via 354° heading to 1120, then left turn direct HAZKL, cross HAZKL at or above 5000, then via depicted route to BLECO. Thence. . . .

. . . . via (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

TULSA TRANSITION (BLECO2.TUL): (For all aircraft overflying the TUL VORTAC).
WILL ROGERS TRANSITION (BLECO2.IRW): (For all aircraft inbound to Oklahoma City area or overflying the IRW VORTAC).
ZEMMA TRANSITION (BLECO2.ZEMMA): (ATC assigned).

SC-2, 14 JAN 2010 to 11 FEB 2010




# BONHAM FIVE ARRIVAL (BYP.BYP5) 07298

ST-6039 (FAA)

DALLAS-FORT WORTH INTL

DALLAS-FORT WORTH, TEXAS

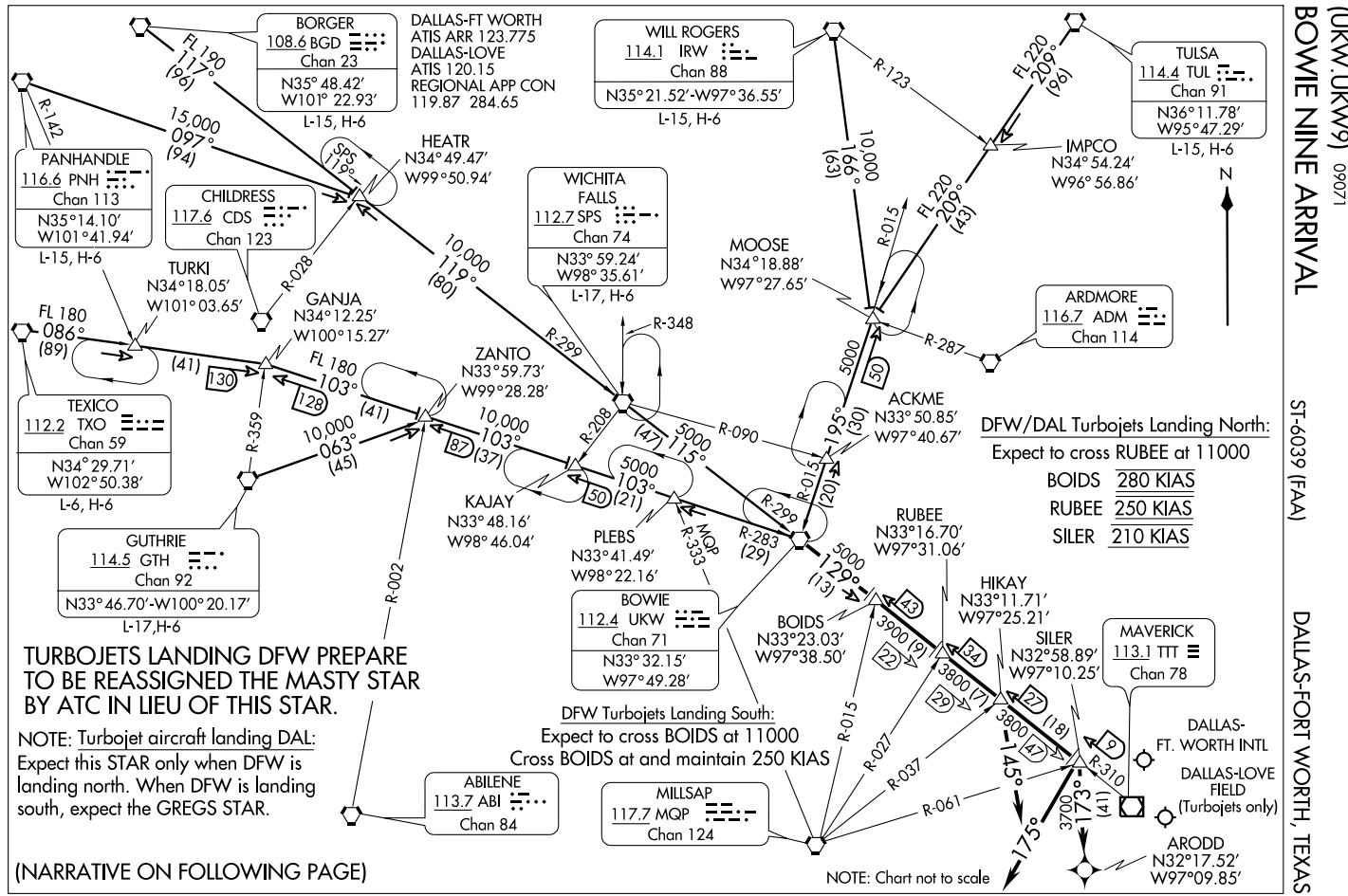
ARRIVAL DESCRIPTION

FORT SMITH TRANSITION (FSM.BYP5): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC. Thence. . . .
LITTLE ROCK TRANSITION (LIT.BYP5): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC. Thence. . . .
MC ALESTER TRANSITION (MLC.BYP5): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC. Thence. . . .
PARIS TRANSITION (PRX.BYP5): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC. Thence. . . .
TEXARKANA TRANSITION (TXK.BYP5): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC. Thence. . . .
TULSA TRANSITION (TUL.BYP5): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over BYP VORTAC via BYP R-219, thence. . . .

ALL AIRCRAFT LANDING SOUTH: To LEMYN, Expect vectors to final approach course.
JETS LANDING NORTH: FOR /E, /F, /G, and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over STONZ INT direct DIRKK WP, expect vector to final approach course prior to DIRKK WP. If not received by DIRKK WP fly present heading. All others to STONZ depart STONZ heading 175° for vector to final approach course.
PROPS LANDING NORTH: Depart LEMYN INT heading 190°. Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010


BOWIE NINE ARRIVAL (UKW.UKW9) 09071
ST-6039 (FAA)
DALLAS-FORT WORTH, TEXAS
BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
DALLAS-FT WORTH
ATIS ARR 123.775
DALLAS-LOVE
ATIS 120.15
REGIONAL APP CON
119.87 284.65
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
TURKI
N34° 18.05'
W101° 03.65'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
ACKME
N33° 50.85'
W97° 40.67'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6, H-6
KAJAY
N33° 48.16'
W98° 46.04'
PLEBS
N33° 41.49'
W98° 22.16'
RUBEE
N33° 16.70'
W97° 31.06'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
BOIDS
N33° 23.03'
W97° 38.50'
HIKAY
N33° 11.71'
W97° 25.21'
SILER
N32° 58.89'
W97° 10.25'
MAVERICK
113.1 TTT
Chan 78
DALLAS-
FT. WORTH INTL
DALLAS-LOVE
FIELD
(Turbojets only)
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
ARODD
N32° 17.52'
W97° 09.85'
N
FL 190
117°
(96)
15,000
097°
(94)
R-142
SPS
119°
R-028
10,000
119°
(80)
FL 180
086°
(89)
(41)
130
FL 180
103°
(41)
128
10,000
063°
(45)
R-359
R-002
10,000
103°
(37)
87
R-208
R-299
R-348
5000
115°
(47)
R-090
5000
103°
(21)
50
R-283
(29)
MQP
R-333
5000
129°
(13)
R-123
FL 220
209°
(96)
10,000
099°
(63)
R-015
FL 220
206°
(43)
5000
195°
(30)
50
R-287
R-015
(20)
3900 (9)
22
3800 (7)
29
43
34
27
(18)
9
3800
(47)
R-027
R-037
R-061
R-310
145°
175°
173°
3700
(41)
DFW/DAL Turbojets Landing North:
Expect to cross RUBEE at 11000
BOIDS 280 KIAS
RUBEE 250 KIAS
SILER 210 KIAS
TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE MASTY STAR BY ATC IN LIEU OF THIS STAR.
NOTE: Turbojet aircraft landing DAL: Expect this STAR only when DFW is landing north. When DFW is landing south, expect the GREGS STAR.
DFW Turbojets Landing South:
Expect to cross BOIDS at 11000
Cross BOIDS at and maintain 250 KIAS
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

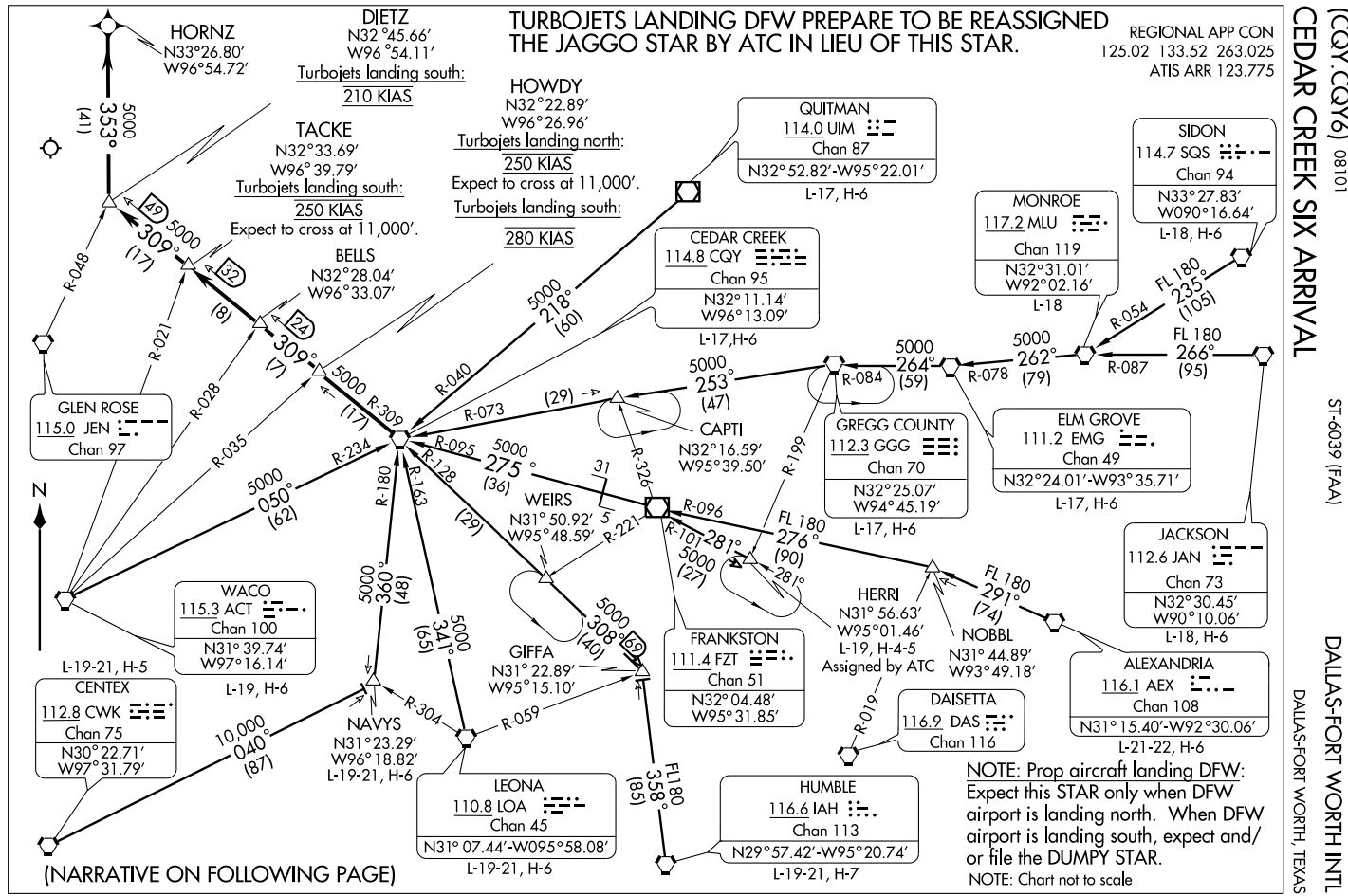
ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.UKW9): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
GUTHRIE TRANSITION (GTH.UKW9): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
PANHANDLE TRANSITION (PNH.UKW9): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
TEXICO TRANSITION (TXO.UKW9): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC. Thence. . . .
TULSA TRANSITION (TUL.UKW9): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .
WICHITA FALLS TRANSITION (SPS.UKW9): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC. Thence. . . .
WILL ROGERS TRANSITION (IRW.UKW9): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over UKW VORTAC via UKW R-129 and TTT R-310. Thence. . . .

. . . . ALL AIRCRAFT LANDING SOUTH: To HIKAY INT, expect vectors to final approach course.
. . . . RNAV CAPABLE JETS LANDING NORTH: From over SILER INT direct ARODD WP, expect vectors to final approach course prior to ARODD WP. If not received by ARODD WP fly present heading. DME/DME/IRU or GPS required. Pilots of RNP capable aircraft use RNP 2.0. Type B.
. . . . PROPS LANDING NORTH: To HIKAY INT, depart HIKAY INT heading 145° for vector to final approach course.
. . . . ALL OTHERS: To SILER INT depart SILER INT heading 175° for vector to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010


CEDAR CREEK SIX ARRIVAL (CQY.CQY6) 08101
DALLAS-FORT WORTH INTL
DALLAS-FORT WORTH, TEXAS
ST-6039 (FAA)
TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JAGGO STAR BY ATC IN LIEU OF THIS STAR.
REGIONAL APP CON
125.02 133.52 263.025
ATIS ARR 123.775
HORNZ
N33°26.80′
W96°54.72′
DIETZ
N32°45.66′
W96°54.11′
Turbojets landing south:
210 KIAS
HOWDY
N32°22.89′
W96°26.96′
Turbojets landing north:
250 KIAS
Expect to cross at 11,000′.
Turbojets landing south:
280 KIAS
TACKE
N32°33.69′
W96°39.79′
Turbojets landing south:
250 KIAS
Expect to cross at 11,000′.
BELLS
N32°28.04′
W96°33.07′
QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
SIDON
114.7 SQS
Chan 94
N33°27.83′
W090°16.64′
L-18, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
GLEN ROSE
115.0 JEN
Chan 97
CAPTI
N32°16.59′
W95°39.50′
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07′
W94°45.19′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
WEIRS
N31° 50.92′
W95°48.59′
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
L-19-21, H-5
HERRI
N31° 56.63′
W95°01.46′
L-19, H-4-5
Assigned by ATC
NOBBL
N31° 44.89′
W93°49.18′
GIFFA
N31° 22.89′
W95°15.10′
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95°31.85′
ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′-W92°30.06′
L-21-22, H-6
CENTEX
112.8 CWK
Chan 75
N30°22.71′
W97°31.79′
NAVYS
N31°23.29′
W96°18.82′
L-19-21, H-6
DAISETTA
116.9 DAS
Chan 116
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W095°58.08′
L-19-21, H-6
HUMBLE
116.6 IAH
Chan 113
N29°57.42′-W95°20.74′
L-19-21, H-7
NOTE: Prop aircraft landing DFW: Expect this STAR only when DFW airport is landing north. When DFW airport is landing south, expect and/or file the DUMPY STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.CQY6): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC. Thence . . . .

CENTEX TRANSITION (CWK.CQY6): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.CQY6): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

GREGG COUNTY TRANSITION (GGG.CQY6): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

HERRI TRANSITION (HERRI.CQY6): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC. Thence . . . .

HUMBLE TRANSITION (IAH.CQY6): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC. Thence . . . .

JACKSON TRANSITION (JAN.CQY6): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

LEONA TRANSITION (LOA.CQY6): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC. Thence. . . .

MONROE TRANSITION (MLU.CQY6): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

NAVYS TRANSITION (NAVYS.CQY6): From over NAVYS INT via CQY R-180 to CQY VORTAC. Thence . . . .

QUITMAN TRANSITION (UIM.CQY6): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC. Thence . . . .

SIDON TRANSITION (SQS.CQY6): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC. Thence . . . .

WACO TRANSITION (ACT.CQY6): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC. Thence . . . .

. . . .ALL AIRCRAFT: From over CQY VORTAC via CQY R-309, thence:

JETS LANDING SOUTH: FOR /E, /F, /G, and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over DIETZ INT direct HORNZ WP, expect vector to final approach course prior to HORNZ WP. If not received by HORNZ WP fly present heading. All others to DIETZ INT depart DIETZ INT heading 350° for vector to final approach course.

ALL AIRCRAFT LANDING NORTH: To TACKE INT, expect vectors to final approach course.

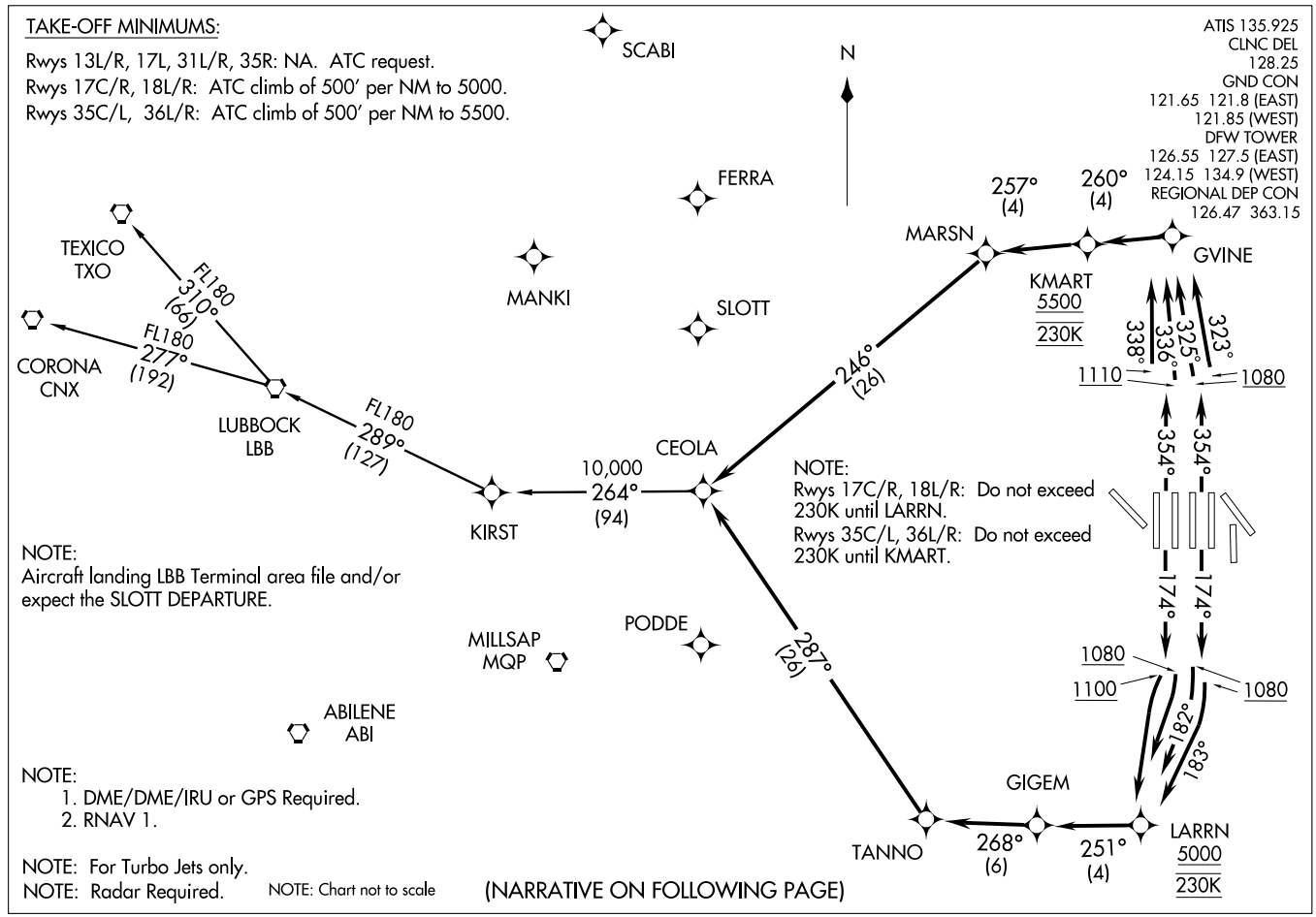
# CEOLA FOUR DEPARTURE (RNAV)

(CEOLA4.CEOLA) 08045

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS



# CEOLA FOUR DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 183° course to LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 182° course to LARRN, cross LARNN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then left turn direct LARRN, cross LARRN at or above 5000, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then via 323° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 325° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to CEOLA. Thence. . . .
. . . . via (transition). Maintain 10,000 feet, expect filed altitude within ten minutes after departure.

CORONA TRANSITION (CEOLA4.CNX)

LUBBOCK TRANSITION (CEOLA4.LBB)

TEXICO TRANSITION (CEOLA4.TXO)

SC-2, 14 JAN 2010 to 11 FEB 2010

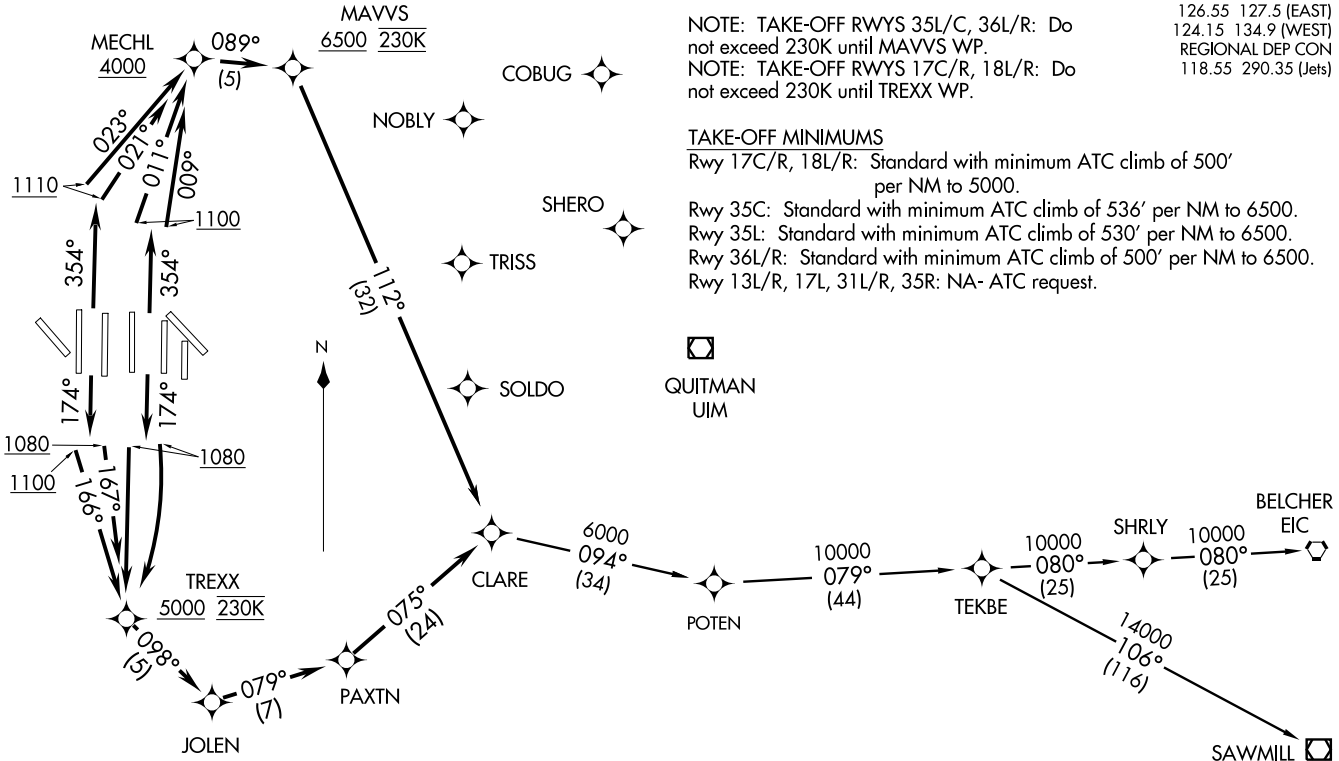
NOTE:
1. DME/DME/IRU or GPS Required
2. RNAV 1.

NOTE: For jets requesting FL180 or above.
NOTE: RADAR required.

ATIS 135.925
CLNC DEL 128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Jets)

NOTE: TAKE-OFF RWYS 35L/C, 36L/R: Do not exceed 230K until MAVVS WP.
NOTE: TAKE-OFF RWYS 17C/R, 18L/R: Do not exceed 230K until TREXX WP.

TAKE-OFF MINIMUMS
Rwy 17C/R, 18L/R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwy 35C: Standard with minimum ATC climb of 536' per NM to 6500.
Rwy 35L: Standard with minimum ATC climb of 530' per NM to 6500.
Rwy 36L/R: Standard with minimum ATC climb of 500' per NM to 6500.
Rwy 13L/R, 17L, 31L/R, 35R: NA- ATC request.




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT WYLIE OR HUBBARD DEPARTURE

JETS

Jets requesting 17000 and below expect GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 167° course to TREXX, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 166° course to TREXX WP, cross TREXX WP at or above 5000, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 023° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to CLARE WP. Thence....

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 021° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS at or above 6500, then via depicted route to CLARE WP. Thence....

....via (TRANSITION). Maintain 10000. Expect filed altitude within 10 minutes after departure.

BELCHER TRANSITION (CLARE2.EIC): For aircraft inbound to JAN and MLU TERMINAL AREAS only.

SAWMILL TRANSITION (CLARE2.SWB)

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

| LOC/DME I-LWN | APP CRS | Rwy Idg | 9301 |
|---|---|---|---|
| 109.5 | 133° | TDZE | 591 |
| Chan 32 | | Apt Elev | 607 |

# CONVERGING ILS RWY 13R

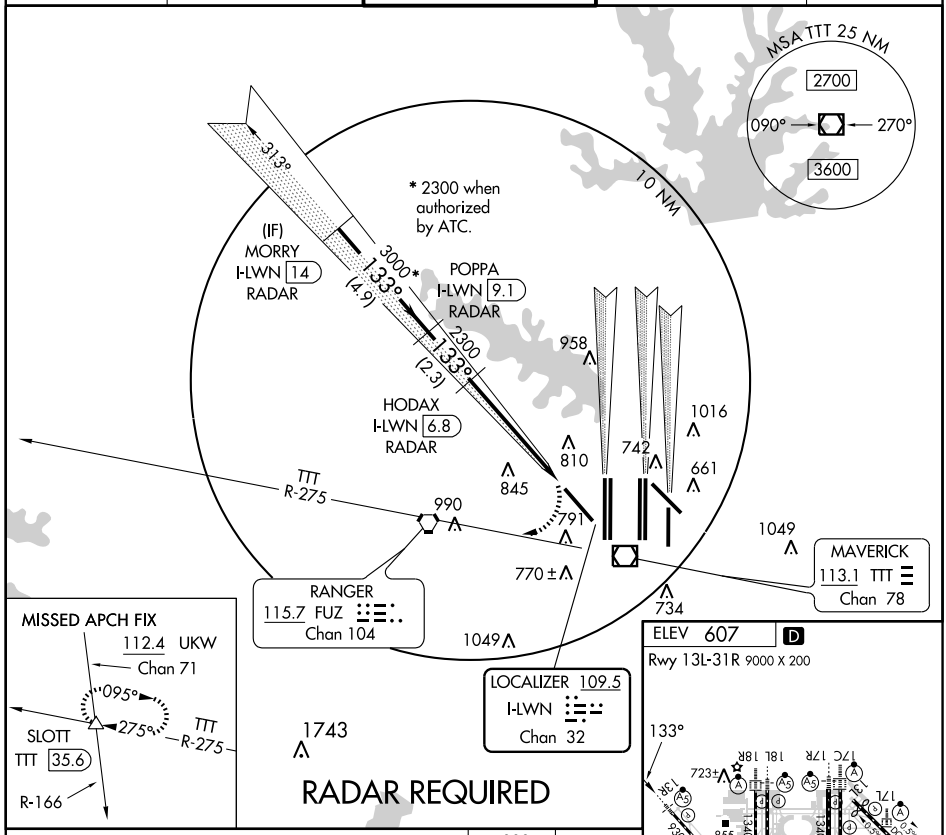
## DALLAS-FORT WORTH INTL (DFW)

Simultaneous converging approach authorized with Converging ILS Rwy 18L/R and Converging ILS Rwy 17C/R. Inoperative table does not apply.

MALSR

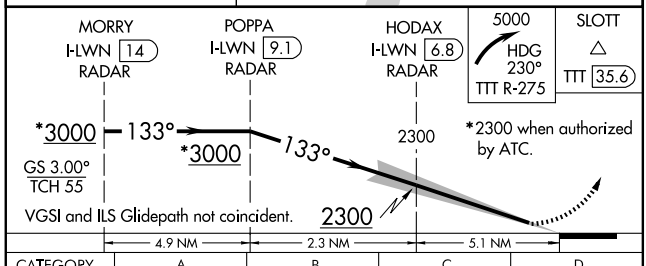
MISSED APPROACH: Climbing right turn to 5000 via heading 230° and TTT R-275 to SLOTT Int/TTT 35.6 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 118.1 133.15 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |

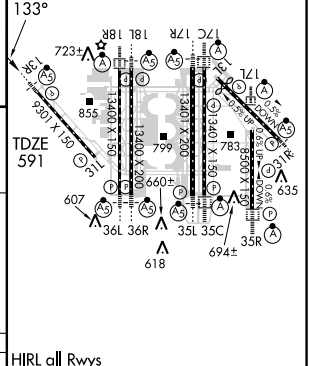









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13R | 1351-2¾ 760 (800-2¾) | | 1391-2¾ 800 (800-2¾) | NA |




SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

# CONVERGING ILS RWY 17C

## DALLAS-FORT WORTH INTL (DFW)

| LOC/DME I-FLQ | APP CRS | Rwy 17C ldg | 13401 |
|---|---|---|---|
| 110.3 | 174° | TDZE | 562 |
| Chan 40 | | Apt Elev | 607 |

DME or RADAR required. Simultaneous approach authorized with Rwy 13 R, 18L/R.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 5000 via TTT VOR/DME R-128 to BELLS INT 34.5 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 127.075 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 5000.

(IF) BOSSI I-FLQ 19.2 RADAR

354°

*5000 174° (3.2)

PENNY I-FLQ 16.1 RADAR

*3000 174° (6.3)

ZINGG I-FLQ 9.8 RADAR

2300 174° (2.2)

OM JIFFY INT I-FLQ 7.6 RADAR

10 NM

1548

958

1016

810

845

855

742

661

990

791

770±

734

1049

COWBOY 116.2 CVE Chan 109

LOCALIZER 110.3 I-FLQ Chan 40

MAVERICK 113.1 TTT Chan 78

R-139

R-128

TTT

MSA TTT 25 NM

2700

090° 270°

3600

ALTERNATE MISSED APCH FIX

116.2 CVE Chan 109 R-139

BELLS CVE 31

139°

319°

114.8 CQY Chan 95 R-309

115.3 ACT Chan 100 R-028

MISSED APCH FIX

113.1 TTT Chan 78 R-128

BELLS TTT 34.5

128°

308°

114.8 CQY Chan 95 R-309

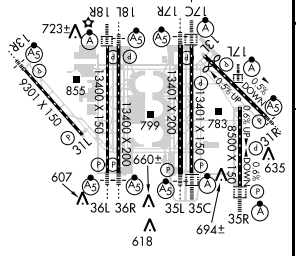
115.3 ACT Chan 100 R-028

ELEV 607 D

Rwy 13L-31R 9000 X 150

174°

TDZE 562




HIRL all Rwys

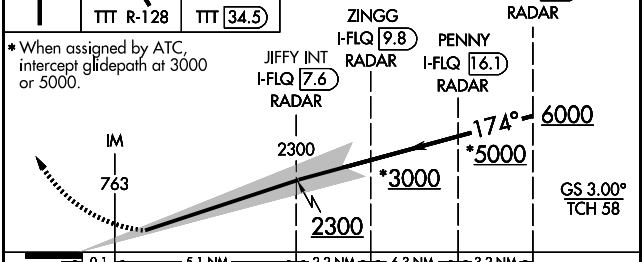
REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

| 1300 | 5000 | BELLS |
|---|---|---|
| | TTT R-128 | TTT 34.5 |

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 5000.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17C | 762/18 200 (200-½) | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

| LOC/DME I-JHZ | APP CRS | Rwy Idg | 13401 |
|---|---|---|---|
| 111.35 | 174° | TDZE | 567 |
| Chan 50 (Y) | | Apt Elev | 607 |

# CONVERGING ILS RWY 17R

## DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 13R, 18L/R.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via TTT VOR/DME R-128 to BELLS INT/TTT 34.5 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 127.075 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |

ALTERNATE MISSED APCH FIX

116.2 CVE Chan 109 R-139 139° 319° BELLS CVE 31

(IF) NETTS I-JHZ 19.2 RADAR

R-354 174° (3.2) *5000

GARZA I-JHZ 16.1 RADAR

174° (6.3) *3000

YALTA I-JHZ 9.8 RADAR

2200 174° (2.5)

BBAKR INT I-JHZ 7.3 RADAR

10 NM

RANGER 115.7 FUZ Chan 104

R-043

COWBOY 116.2 CVE Chan 109

R-128

MAVERICK 113.1 TTT Chan 78

LOCALIZER 111.35 I-JHZ Chan 50 (Y)

958 810 1016 742 661 845 990 791 770± 734 1049 1049

* When assigned by ATC intercept glidepath at 3000 or 5000.

1548

MSA TTT 25 NM

2700

090° 270°

3600

RADAR REQUIRED

MISSED APCH FIX

R-128 128° BELLS TTT 34.5 308° 113.1 TTT Chan 78

ELEV 607 D

Rwy 13L-31R 9000 X 200

174° TDZE 567

| 1000 | 5000 | BELLS |
|---|---|---|
| ↑ | TTT R-128 | △ TTT 34.5 |

* When assigned by ATC intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

NETTS I-JHZ 19.2 RADAR

GARZA I-JHZ 16.1 RADAR

YALTA I-JHZ 9.8 RADAR

BBAKR INT I-JHZ 7.3 RADAR

2200 *3000 2200 174° 6000 *5000

GS 3.00° TCH 52

4.9 NM 2.5 NM 6.3 NM 3.2 NM

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17R | 767/18 | 200 (200-½) | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

| LOC/DME I-CIX | APP CRS | Rwy Idg | 13400 |
|---|---|---|---|
| 110.55 | 174° | TDZE | 602 |
| Chan 42 (Y) | | Apt Elev | 607 |

# CONVERGING ILS RWY 18L

DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 13R, 17C/R. DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 5000 then left turn via heading 170° and TTT VOR/DME R-176 to JASPA INT/TTT 35 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775<br>DEP 135.925 | 118.425 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |

RADAR REQUIRED

(IF) GRUCH I-CIX 16.7 RADAR

354°

174°

*3000

(3.2)

* When assigned by ATC, intercept glidepath at 3000.

ALIGN I-CIX 13.5 RADAR

*3000

174°

(6.3)

10 NM

UDALL I-CIX 7.2 RADAR

2300 (2.3)

HASTY I-CIX 4.9 RADAR

958

810

845

990

791

742

1016

661

1049

734

770±

1743

LOCALIZER 110.55
I-CIX
Chan 42 (Y)

MAVERICK
113.1 TTT
Chan 78

ALTERNATE MISSED APCH FIX

180°

090°

115.0 JEN
Chan 97
CVE R-186

R-074
JASPA
CVE 37.1
TTT R-176

MISSED APCH FIX

176°

356°

115.0 JEN
Chan 97
CVE R-186

R-074
JASPA
TTT 35
TTT R-176

MSA TTT 25 NM

2700

090° 270°

3600

ELEV 607 D

Rwy 13L-31R 9000 X 200

174°

TDZE 602

723±

859

660±

607

618

694±

635

| 5000 | HDG 170°<br>TTT R-176 | JASPA<br>TTT 35 |
|---|---|---|

VGSI and ILS glidepath not coincident.

UDALL I-CIX 7.2 RADAR

ALIGN I-CIX 13.5 RADAR

GRUCH I-CIX 16.7 RADAR

HASTY I-CIX 4.9 RADAR

2300

174°

4000

3000*

3000*

2300

* When assigned by ATC, intercept glidepath at 3000.

GS 3.00°
TCH 55

5.1 NM | 2.3 NM | 6.3 NM | 3.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18L | 802/18 | 200 (200-½) | | |

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 14 JAN 2010 to 11 FEB 2010

# CONVERGING ILS RWY 18R

DALLAS-FORT WORTH INTL (DFW)

| LOC/DME I-VYN | APP CRS | Rwy Idg | 13400 |
|---|---|---|---|
| 111.9 | 174° | TDZE | 607 |
| Chan 56 | | Apt Elev | 607 |

Simultaneous approach authorized with Rwy 13R, 17R and 17C. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climb to 5000 via heading 170° and TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 118.425 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |

ALTERNATE MISSED APCH FIX

090° 186° 115.0 JEN Chan 97 R-074 JASPA INT CVE 37.1 CVE R-186 TTT R-176

* When assigned by ATC, intercept glidepath at 3000.

354° (IF) ICKEL I-VYN 19.2 RADAR

1140

MSA TTT 25 NM: 2700 (090° – 270°) 3600

*3000 174° (3.2)

YOHAN I-VYN 16.1 RADAR

*3000 174° (6.3)

10 NM

RADAR REQUIRED

LEGRE I-VYN 9.8 RADAR

2400 (2.1)

NETEE INT I-VYN 7.7 RADAR

958

RANGER 115.7 FUZ Chan 104

R-036 845 810 742 1016 661 IM

COWBOY 116.2 CVE Chan 109

990 791 1049

LOCALIZER 111.9 I-VYN Chan 56

770± 734

1049

MAVERICK 113.1 TTT Chan 78

R-176

MISSED APCH FIX

356° 176° 115.0 JEN Chan 97 R-074 JASPA INT TTT 35 CVE R-186 TTT R-176

1100 5000 JASPA TTT 35

HDG 170° TTT R-176

VGSI and ILS glidepath not coincident.

ICKEL I-VYN 19.2 RADAR

LEGRE I-VYN 9.8 RADAR

YOHAN I-VYN 16.1 RADAR

NETEE INT I-VYN 7.7 RADAR

2400 IM 174° 3000* 3000* 174° 4000

2400

* When assigned by ATC, intercept glidepath at 3000.

GS 3.00° TCH 59

0.1 5.3 NM 2.1 NM 6.3 NM 3.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18R | 807/18 200 (200-½) | | | |

ELEV 607 D

Rwy 13L-31R 9000 X 200

TDZE 607 174°

723± 855 799 783 660± 607 694± 618 635

13L 31R 13400 X 150 13401 X 150 13400 X 200 9301 X 150 9500 X 150 9500 X 150 3.5% up 3.5% up 3.5% up 3.5% up 3.5% up 3.5% up 3.5% up 3.5% up

36L 36R 35L 35C 35R

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

| LOC/DME I-RRA | APP CRS | Rwy Idg | 8375 |
|---|---|---|---|
| 110.9 | 309° | TDZE | 523 |
| Chan 46 | | Apt Elev | 607 |

# CONVERGING ILS RWY 31R

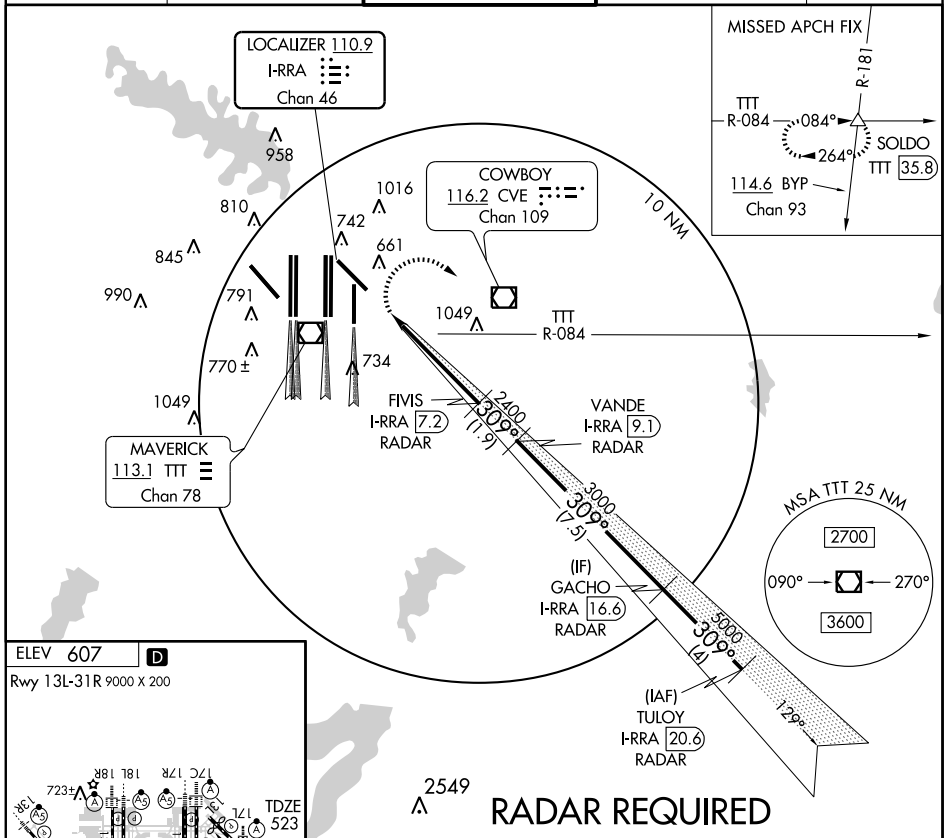
## DALLAS-FORT WORTH INTL (DFW)

T NA Simultaneous Converging approach authorized with Converging ILS Rwy 35L/C and Converging ILS Rwy 36L/R. Inoperative table does not apply.

MALSR

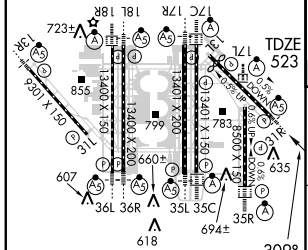
MISSED APPROACH: Climbing right turn to 5000 via heading 125° and TTT R-084 to SOLDO Int/TTT 35.8 DME and hold.

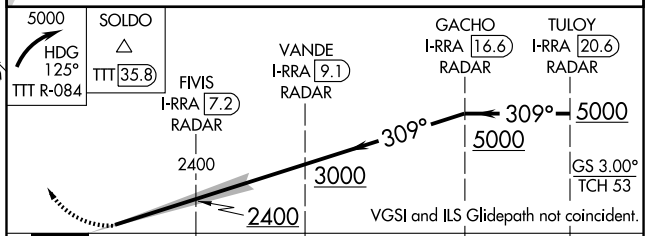
| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 125.2 135.5 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |




ELEV 607 D

Rwy 13L-31R 9000 X 200




HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31R | 1463-3 | 940 (900-3) | 1498-3 975 (900-3) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

| LOC/DME I-PKQ | APP CRS | Rwy 35C ldg | 13401 |
|---|---|---|---|
| 110.3 | 354° | TDZE | 563 |
| Chan 40 | | Apt Elev | 607 |

# CONVERGING ILS RWY 35C

## DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 31R, 36L/R.

ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 127.075 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |

LOCALIZER 110.3
I-PKQ
Chan 40

RANGER
115.7 FUZ
Chan 104

MAVERICK
113.1 TTT
Chan 78

COWBOY
116.2 CVE
Chan 109

MISSED APCH FIX
TTT R-356
356°
17.6
BOSSI
TTT 19.7
RADAR

JOBBS
I-PKQ 4.4
RADAR
2100
(3.0)

DAYZZ
I-PKQ 7.4
RADAR

TUFFO
I-PKQ 13.7
RADAR
*3000
354°
(6.3)

(IF)
RAYMA
I-PKQ 16.9
RADAR
*5000
354°
(3.2)

10 NM

R-012
R-356
R-224
958
1016
810
742
845
661
990
791
IM
1049
770±
734
1049
1743
2549
174°

* When assigned by ATC intercept glidepath at 3000 or 5000.

MSA TTT 25 NM
2700
090° 270°
3600

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
FUZ R-012°
GRABE
FUZ 35.4
114.6 BYP
Chan 93
R-256
012°
192°

ELEV 607 D
Rwy 13L-31R 9000 X 200

4000
TTT R-356

BOSSI
TTT 19.7
RADAR

* When assigned by ATC intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath glidepath not coincident.







HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35C | 763/18 | 200 (200-½) | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

| LOC/DME I-UWX | APP CRS | Rwy Idg | 13401 |
|---|---|---|---|
| 111.35 | 354° | TDZE | 564 |
| Chan 50 (Y) | | Apt Elev | 607 |

# CONVERGING ILS RWY 35L

## DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 31R, 36L/R.

MALSR

MISSED APPROACH: Climb to 4000 via TTT VOR/DME R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 127.075 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |

RADAR REQUIRED

TTT R-356

LOCALIZER 111.35 I-UWX Chan 50 (Y)

MAVERICK 113.1 TTT Chan 78

RANGER 115.7 FUZ Chan 104

MISSED APCH FIX: TTT R-356, 356°–176°, BOSSI TTT 19.7 RADAR

ALTERNATE MISSED APCH FIX: GRABE FUZ 35.4, 012°–192°, FUZ R-012

958 1016 810 742 845 661 990 791 770± 1049 734 1049 1743

10 NM

R-122

BEGGO INT I-UWX 5.1 RADAR

2300 354° (2.4)

* When assigned by ATC, intercept glidepath at 3000'.

DALLN I-UWX 7.4 RADAR

*3000 (6.3)

CORMN I-UWX 13.7 RADAR

5000 (3.2)

(IF) TANDE I-UWX 16.9 RADAR

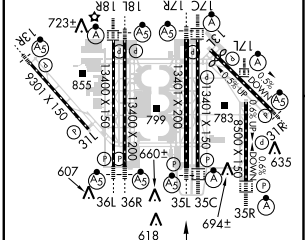
R-174 2549

354°

MSA TTT 25 NM: 2700, 090°–270°, 3600

ELEV 607 D

Rwy 13L-31R 9000 X 200



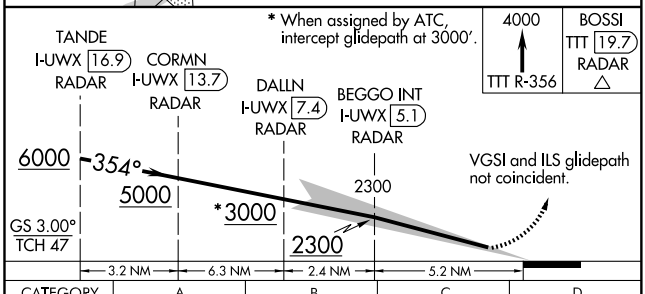

TDZE 564

354°

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | 764/18 | | 200 (200-½) | |

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

| LOC/DME I-BXN | APP CRS | Rwy 36L ldg | 13400 |
|---|---|---|---|
| 111.9 | 354° | TDZE | 588 |
| Chan 56 | | Apt Elev | 607 |

# CONVERGING ILS RWY 36L

## DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 31R, 35L/C. DME or RADAR required.

MALSR

MISSED APPROACH: Climb to 1100, then climbing left turn to 5000 via heading 285° and TTT VOR/DME R-306 to KAGLE Int/TTT 34.4 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 118.425 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |

MISSED APCH FIX
TTT
R-306
CVE
R-298
126°
R-027
306°
117.7 MQP
Chan 124
KAGLE
TTT 34.4

LOCALIZER 111.9
I-BXN
Chan 56

RADAR REQUIRED

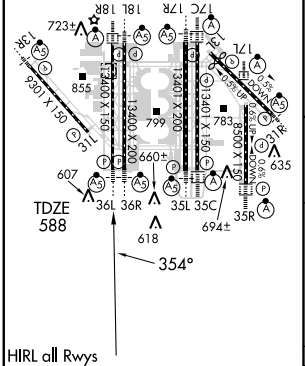
R-298
958
R-306
1016
742
810
845
661
990
791
1049
770±
734
1049
COWBOY
116.2 CVE
Chan 109
MAVERICK
113.1 TTT
Chan 78
BOBIN
I-BXN 5
RADAR
2300
(2.5)
CHAAR
I-BXN 7.4
RADAR
1743
MSA TTT 25 NM
2700
090°
270°
3600
10 NM
*3000
354°
(6.3)
HUTEN
I-BXN 13.7
RADAR
*3000
354°
(3.2)
(IF)
ALLIN
2549
174°
I-BXN 16.9
RADAR
2449

* When assigned by ATC, intercept glidepath at 3000.

ALTERNATE MISSED APCH FIX
TTT R-306
R-027
CVE
R-298
118°
298°
117.7 MQP
Chan 124
KAGLE
CVE 39

ELEV 607 D

Rwy 13L-31R 9000 X 200



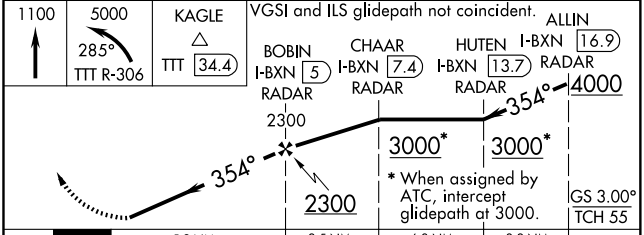

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

1100

5000
285°
TTT R-306

KAGLE
TTT 34.4

VGSI and ILS glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36L | 788/18 200 (200-½) | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-FJN | APP CRS | Rwy Idg 13400 |
|---|---|---|
| 110.55 | 354° | TDZE 581 |
| Chan 42 (Y) | | Apt Elev 607 |

# CONVERGING ILS RWY 36R

## DALLAS-FORT WORTH INTL (DFW)

T DME or RADAR required. Simultaneous approach authorized with Rwy 31R, 35L/C.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 295° and TTT VOR/DME R-306 to KAGLE INT/TTT 34.4 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775<br>DEP 135.925 | 118.425 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |

MISSED APCH FIX KAGLE
TTT 34.4
CVE R-298
126°
306°
MQP R-027
TTT R-306

LOCALIZER 110.55
I-FJN
Chan 42 (Y)

ALTERNATE MISSED APCH FIX KAGLE
CVE 39
CVE R-298
118°
298°
MQP R-027
TTT R-306

958
810
845
R-306
1016
742
661
R-298
990
791
770±
734
1049
1049
R-027

MILLSAP
117.7 MQP
Chan 124

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

10 NM

RADAR REQUIRED

1743

BASIN
I-FJN 7.6
RADAR

2300
354° (2.4)

TUTOO
I-FJN 10
RADAR

*When assigned by ATC, intercept glidepath at 3000'.

*3000
(6.3)

354°

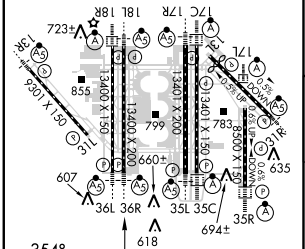
KICKA
I-FJN 16.3
RADAR

*3000
354° (3.2)

(IF)
SLOCO
I-FJN 19.5
RADAR
2549
174°
2449

MSA TTT 25 NM
2700
090° 270°
3600

ELEV 607 D
Rwy 13L-31R 9000 X 200

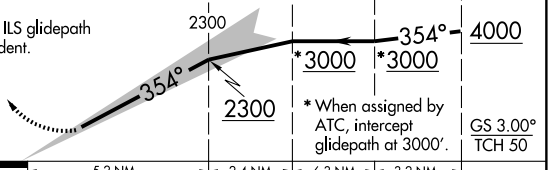



354°
TDZE
581

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

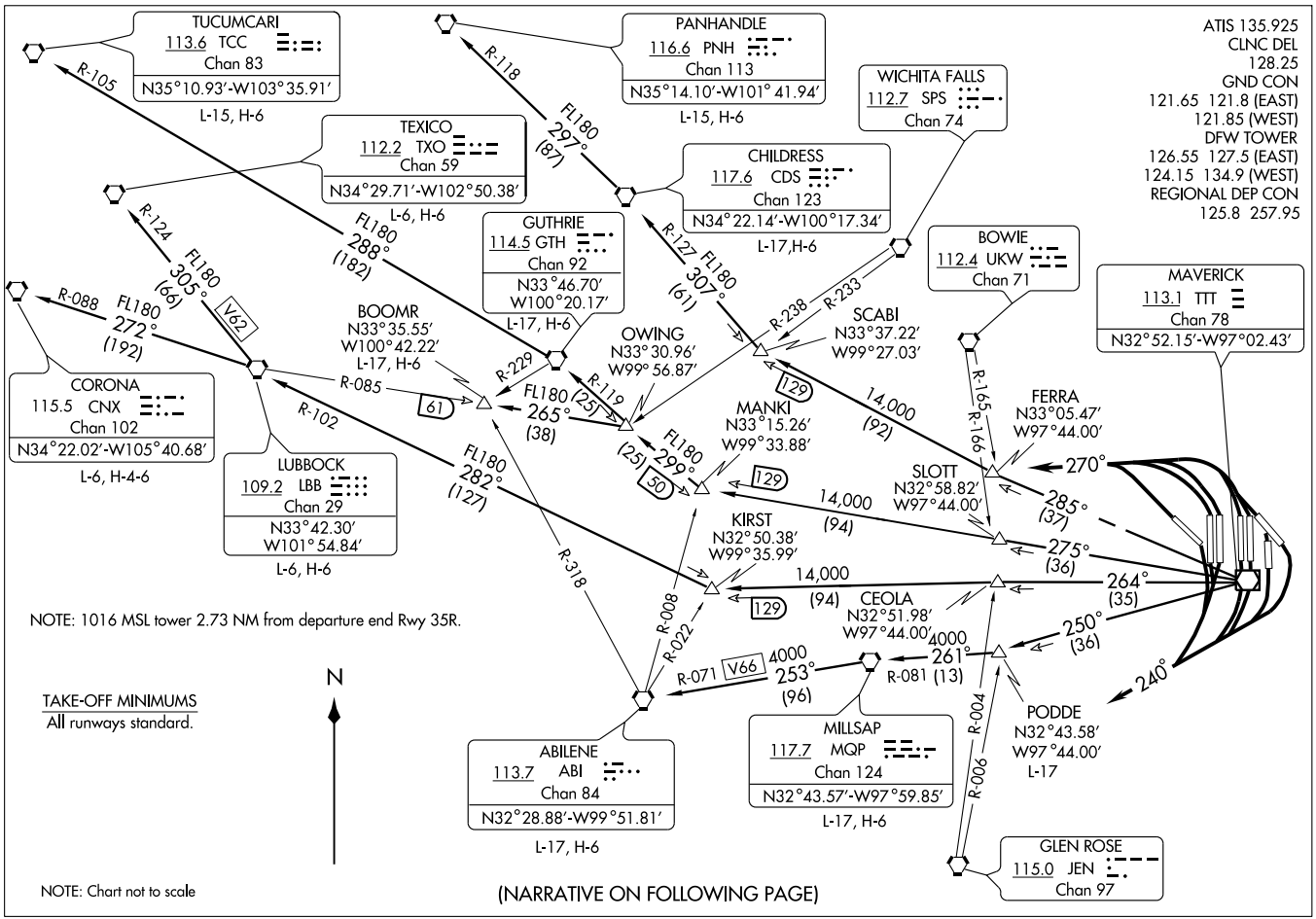
| 1000 | 5000 | KAGLE |
|---|---|---|
| | HDG 295° TTT R-306 | TTT 34.4 |

VGSI and ILS glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36R | 781/18 | | 200 (200-½) | |

SC-2, 14 JAN 2010 to 11 FEB 2010




(KDFW)DFW.COYOTE5.111 08269

# COYOTE FIVE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

JETS

Expect the WORTH DEPARTURE

PROPS

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 240°, expect vector to appropriate route. Thence . . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Fly heading 270°, expect vector to appropriate route. Thence....
. . . . Maintain 2,000 feet and expect filed altitude 10 minutes after departure.
ABILENE TRANSITION (CYOTE5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.
PANHANDLE TRANSITION (CYOTE5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.
BOOMR TRANSITION (CYOTE5.BOOMR): (For aircraft inbound to Lubbock Terminal area.) From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-085 to BOOMR INT.
CHILDRESS TRANSITION (CYOTE5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.
CORONA TRANSITION (CYOTE5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.
GUTHRIE TRANSITION (CYOTE5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.
LUBBOCK TRANSITION (CYOTE5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, the via LBB R-102 to LBB VORTAC.
MILLSAP TRANSITION (CYOTE5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC
PODDE TRANSITION (CYOTE5.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
TEXICO TRANSITION (CYOTE5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.
TUCUMCARI TRANSITION (CYOTE5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

# DALLAS NINE DEPARTURE

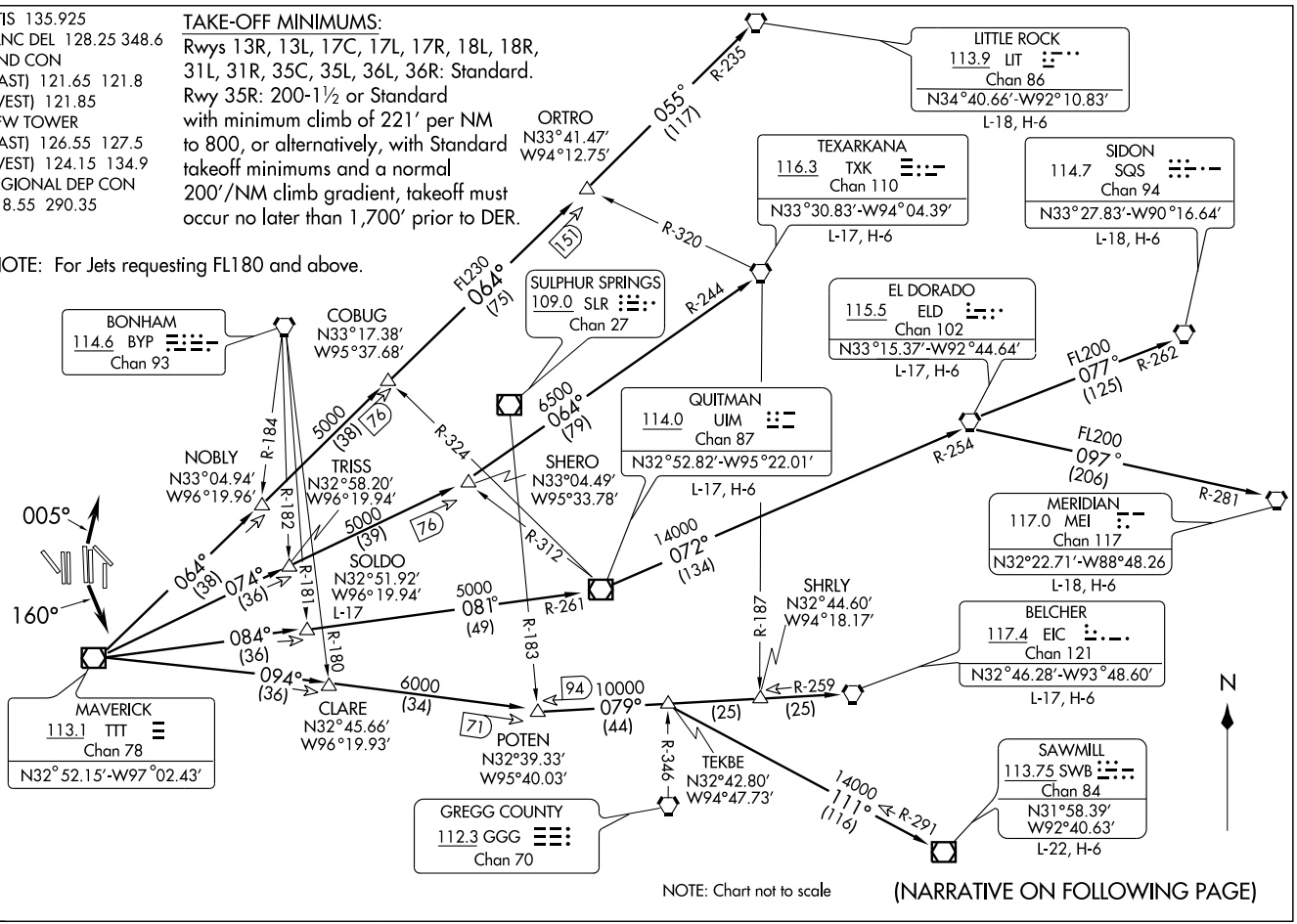




ATIS 135.925
CLNC DEL 128.25 348.6
GND CON
(EAST) 121.65 121.8
(WEST) 121.85
DFW TOWER
(EAST) 126.55 127.5
(WEST) 124.15 134.9
REGIONAL DEP CON
118.55 290.35

**TAKE-OFF MINIMUMS:**
Rwys 13R, 13L, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: Standard.
Rwy 35R: 200-1½ or Standard with minimum climb of 221′ per NM to 800, or alternatively, with Standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1,700′ prior to DER.

NOTE: For Jets requesting FL180 and above.




NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

# DALLAS NINE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD DEPARTURE.

JETS

Jets requesting 17,000 and below expect GARLAND Departure. Unless otherwise advised, maintain 10,000 feet and expect filed altitude 10 minutes after departure. Maintain 240 KIAS until leaving 5,000 ft.

TAKE-OFF RUNWAYS 13L/R, 31L/R, 17L, 35R, 18L/R, 36L/R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple Buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714'MSL.

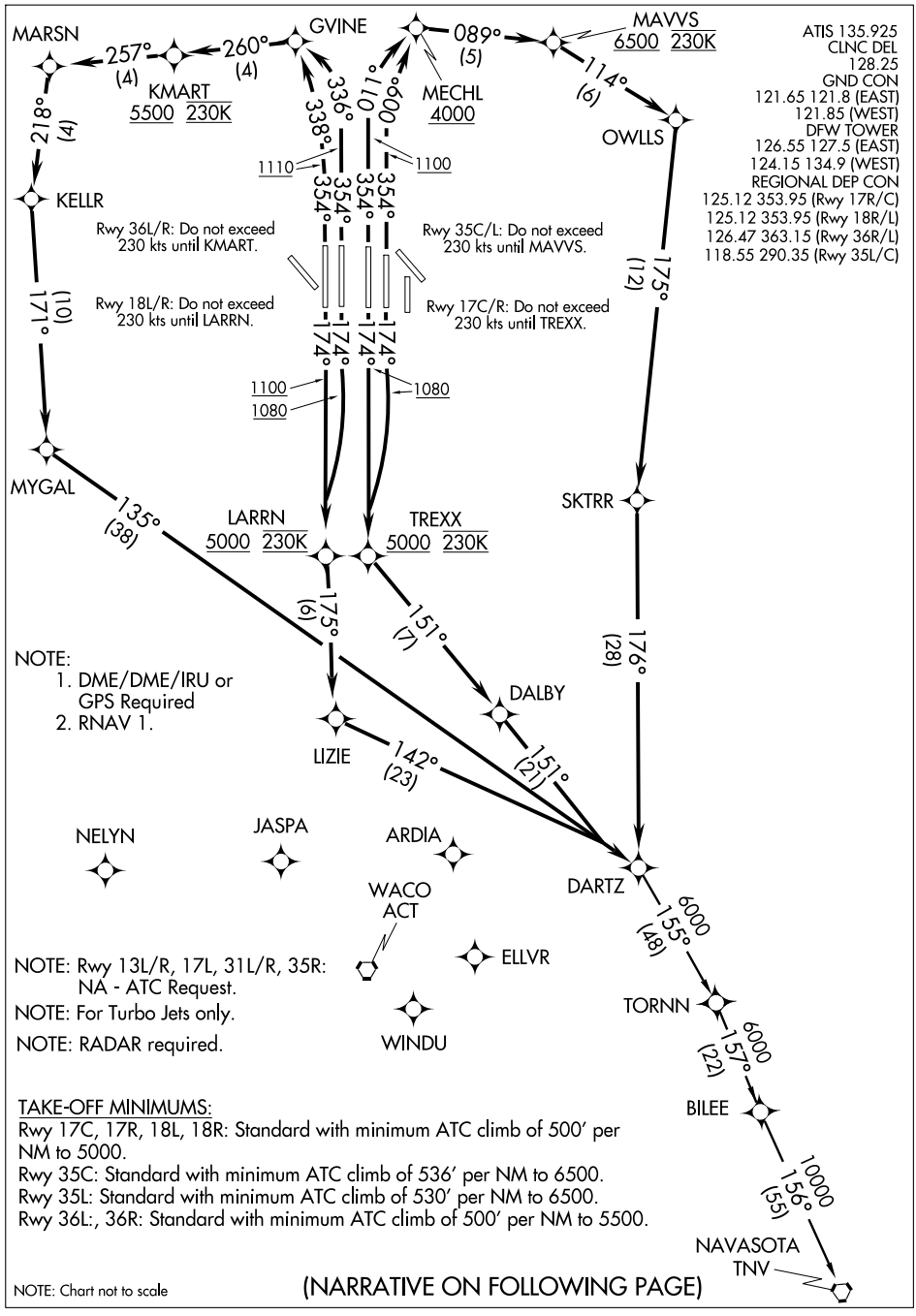
SC-2, 14 JAN 2010 to 11 FEB 2010

# DARTZ TWO DEPARTURE (RNAV)

DALLAS FORT WORTH INTL (DFW)

SL-6039 (FAA)

DALLAS-FORT WORTH, TEXAS




NOTE:
1. DME/DME/IRU or GPS Required
2. RNAV 1.

NOTE: Rwy 13L/R, 17L, 31L/R, 35R: NA - ATC Request.

NOTE: For Turbo Jets only.

NOTE: RADAR required.

TAKE-OFF MINIMUMS:

Rwy 17C, 17R, 18L, 18R: Standard with minimum ATC climb of 500' per NM to 5000.

Rwy 35C: Standard with minimum ATC climb of 536' per NM to 6500.

Rwy 35L: Standard with minimum ATC climb of 530' per NM to 6500.

Rwy 36L:, 36R: Standard with minimum ATC climb of 500' per NM to 5500.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

File and expect KEENE or TRI-GATE DP.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to to DARTZ WP, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX at or above 5000, then via depicted route to DARTZ WP, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to DARTZ WP, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to DARTZ WP, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to DARTZ WP, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS, cross MAVVS WP at or above 6500, then via depicted route to DARTZ WP, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE WP, then via 260° track to KMART WP, cross KMART WP at or above 5500, then via depicted route DARTZ WP, Thence . . . .

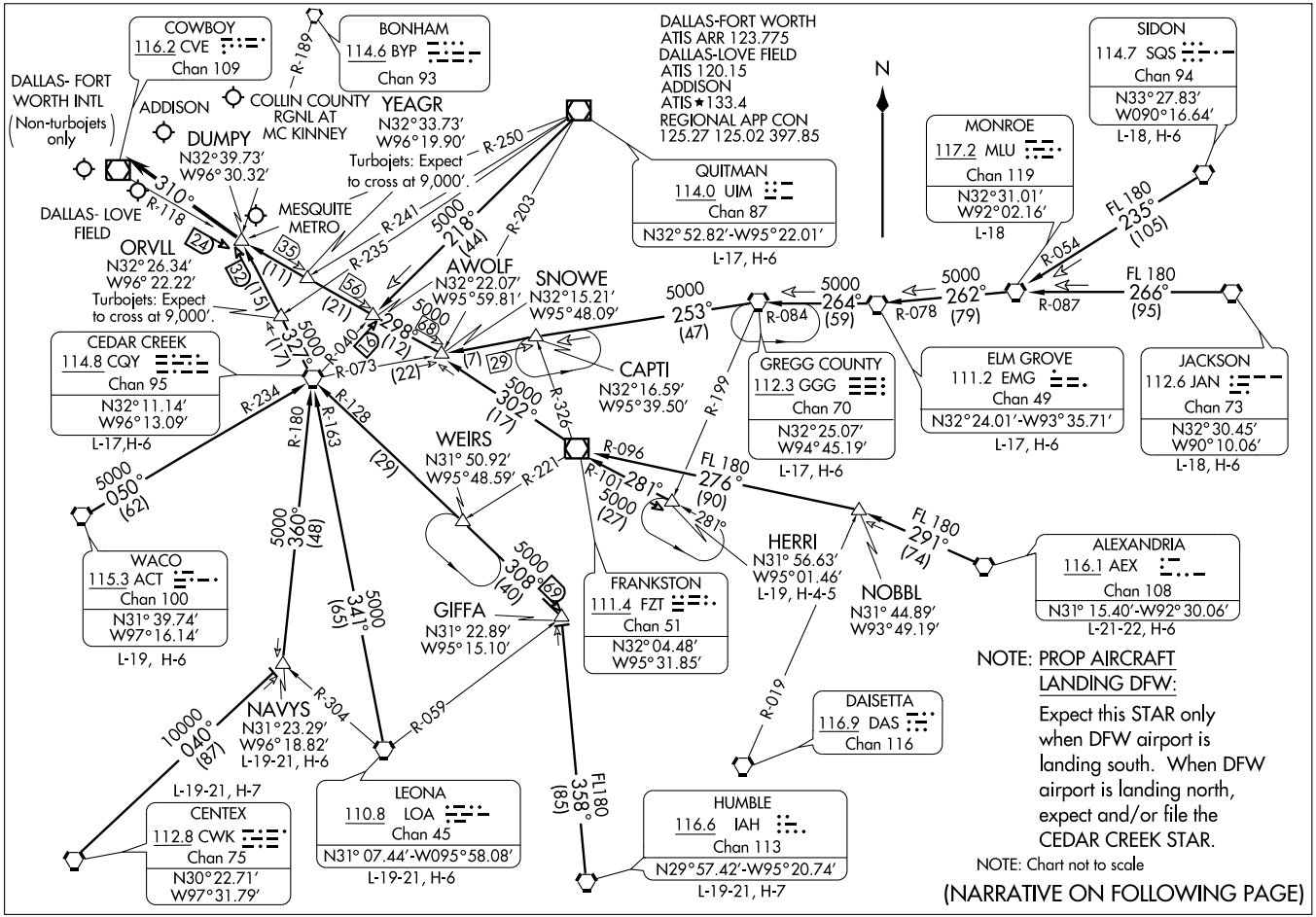
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500, the via depicted route to DARTZ WP, Thence . . . .

. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

TORNN TRANSITION (DARTZ2.TORNN): (For aircraft landing Lafayette, Lake Charles or Beaumont/Port Arthur airports)

BILEE TRANSITION (DARTZ2.BILEE): (For aircraft overflying the Bilee intersection, thence via the appropriate STAR to George Bush Intercontinental or Eastern Houston terminal airports.)

NAVASOTA TRANSITION (DARTZ2.TNV)


COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
R-189
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83'
W090°16.64'
L-18, H-6
DALLAS- FORT WORTH INTL
(Non-turbojets only)
ADDISON
COLLIN COUNTY RGNL AT MC KINNEY
YEAGR
N32°33.73'
W96°19.90'
DUMPY
N32°39.73'
W96°30.32'
Turbojets: Expect to cross at 9,000'.
R-250
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01'
W92°02.16'
L-18
FL 180
235°
(105)
R-054
310°
R-118
DALLAS- LOVE FIELD
MESQUITE METRO
ORVLL
N32°26.34'
W96°22.22'
Turbojets: Expect to cross at 9,000'.
5000
218°
(44)
R-203
R-241
R-235
AWOLF
N32°22.07'
W95°59.81'
SNOWE
N32°15.21'
W95°48.09'
5000
253°
(47)
R-084
5000
264°
(59)
R-078
5000
262°
(79)
R-087
FL 180
266°
(95)
5000
322°
(17)
R-040
5000
298°
(12)
R-073
(22)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14'
W96°13.09'
L-17,H-6
CAPTI
N32°16.59'
W95°39.50'
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'
W94°45.19'
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45'
W90°10.06'
L-18, H-6
R-234
R-180
R-163
R-128
R-326
R-199
5000
302°
(17)
WEIRS
N31° 50.92'
W95°48.59'
R-221
R-096
FL 180
276°
(90)
5000
050°
(62)
5000
360°
(48)
5000
341°
(65)
5000
308°
(40)
281°
5000
(27)
281°
HERRI
N31° 56.63'
W95°01.46'
L-19, H-4-5
NOBBL
N31° 44.89'
W93° 49.19'
FL 180
291°
(74)
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40'-W92° 30.06'
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74'
W97° 16.14'
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48'
W95° 31.85'
GIFFA
N31° 22.89'
W95° 15.10'
NOTE: PROP AIRCRAFT LANDING DFW:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect and/or file the CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
10000
040°
(87)
NAVYS
N31°23.29'
W96°18.82'
L-19-21, H-6
R-304
R-059
R-019
DAISETTA
116.9 DAS
Chan 116
L-19-21, H-7
CENTEX
112.8 CWK
Chan 75
N30°22.71'
W97°31.79'
LEONA
110.8 LOA
Chan 45
N31° 07.44'-W095°58.08'
L-19-21, H-6
FL180
358°
(85)
HUMBLE
116.6 IAH
Chan 113
N29°57.42'-W95°20.74'
L-19-21, H-7

# DUMPY THREE ARRIVAL



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

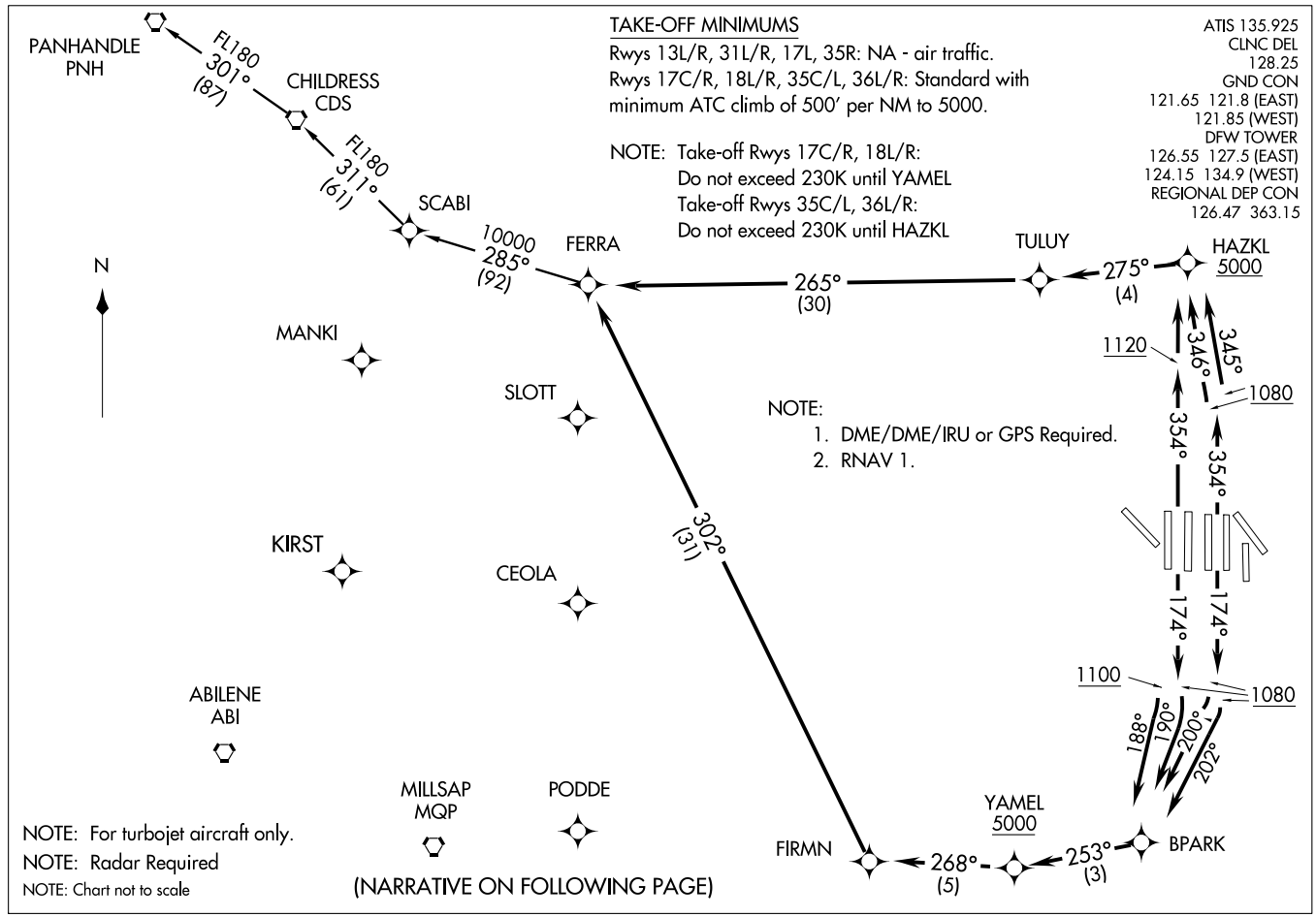
WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010




# FERRA TWO DEPARTURE (RNAV)

(FERRA2.FERRA) 08045

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

# FERRA TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KINGDOM OR COYOTE DEPARTURE

JETS

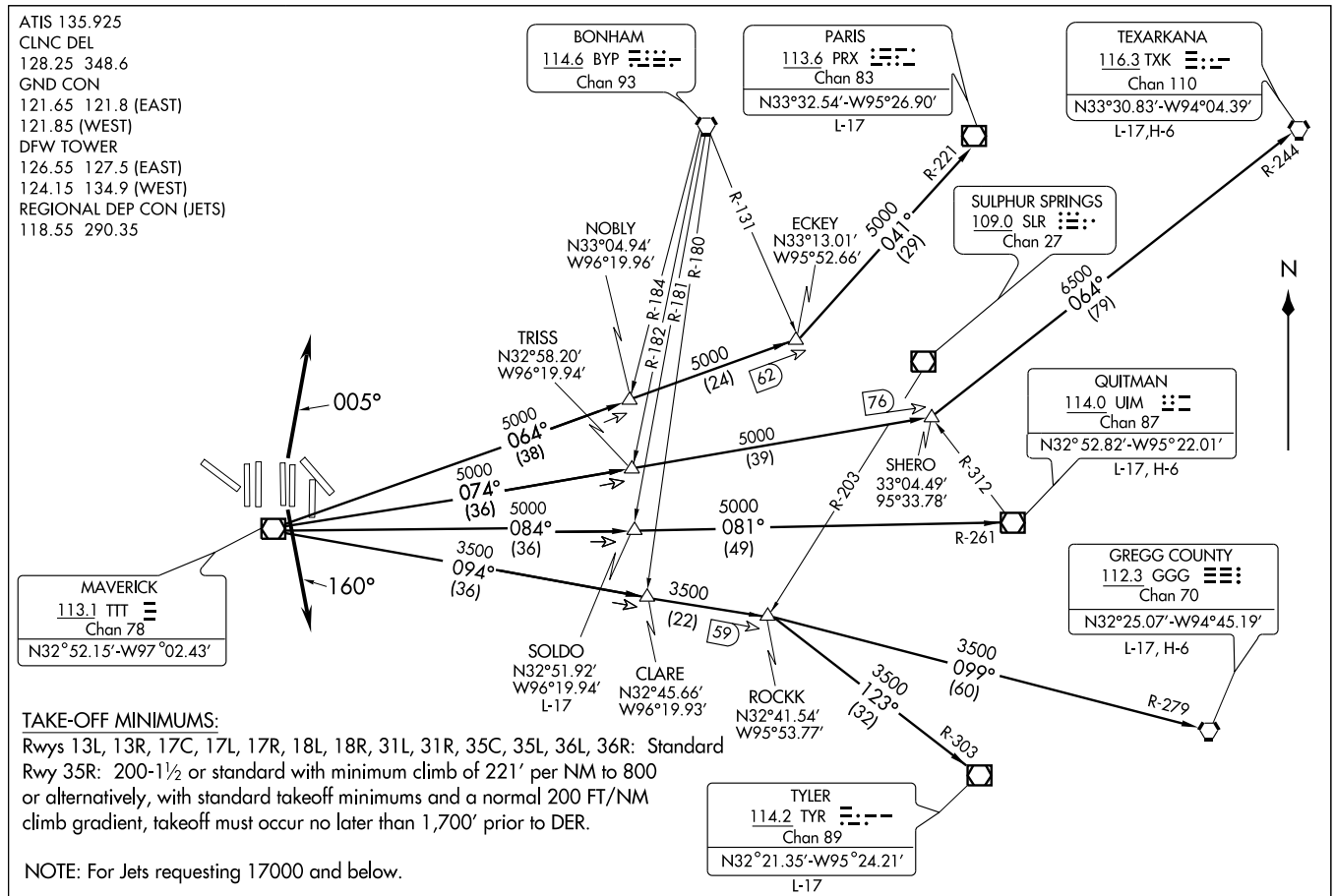
TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 202° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to FERRA. Thence....
TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 200° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to FERRA. Thence....
TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 190° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to FERRA. Thence....
TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 188° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to FERRA. Thence....
TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then via 345° course to HAZKL, cross HAZKL at or above 5000, then via depicted route to FERRA. Thence....
TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 346° course to HAZKL, cross HAZKL at or above 5000, then via depicted route to FERRA. Thence....
TAKE-OFF RUNWAY 36L: Climb via 354° heading to 1120, then direct HAZKL, cross HAZKL at or above 5000, then via 275° track to TULUY, then via depicted route to FERRA. Thence....
TAKE-OFF RUNWAY 36R: Climb via 354° heading to 1120, then direct HAZKL, cross HAZKL at or above 5000, then via 275° track to TULUY, then via depicted route to FERRA. Thence....

. . . . via (transition). Maintain 10,000 feet, expect filed altitude ten minutes after departure.

CHILDRESS TRANSITION (FERRA2.CDS)

PANHANDLE TRANSITION (FERRA2.PNH)

SC-2, 14 JAN 2010 to 11 FEB 2010




(GARL3.TTT) 09351

# GARLAND THREE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

Expect WYLIE or HUBBARD Departure.

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000' AND
EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE.
MAINTAIN 240 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAY 13L/R, 17L, 18L/R, 31L/R, 35R, 36L/R:
Fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAY 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAY 35C/L: Climb via heading 005°, expect vector to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

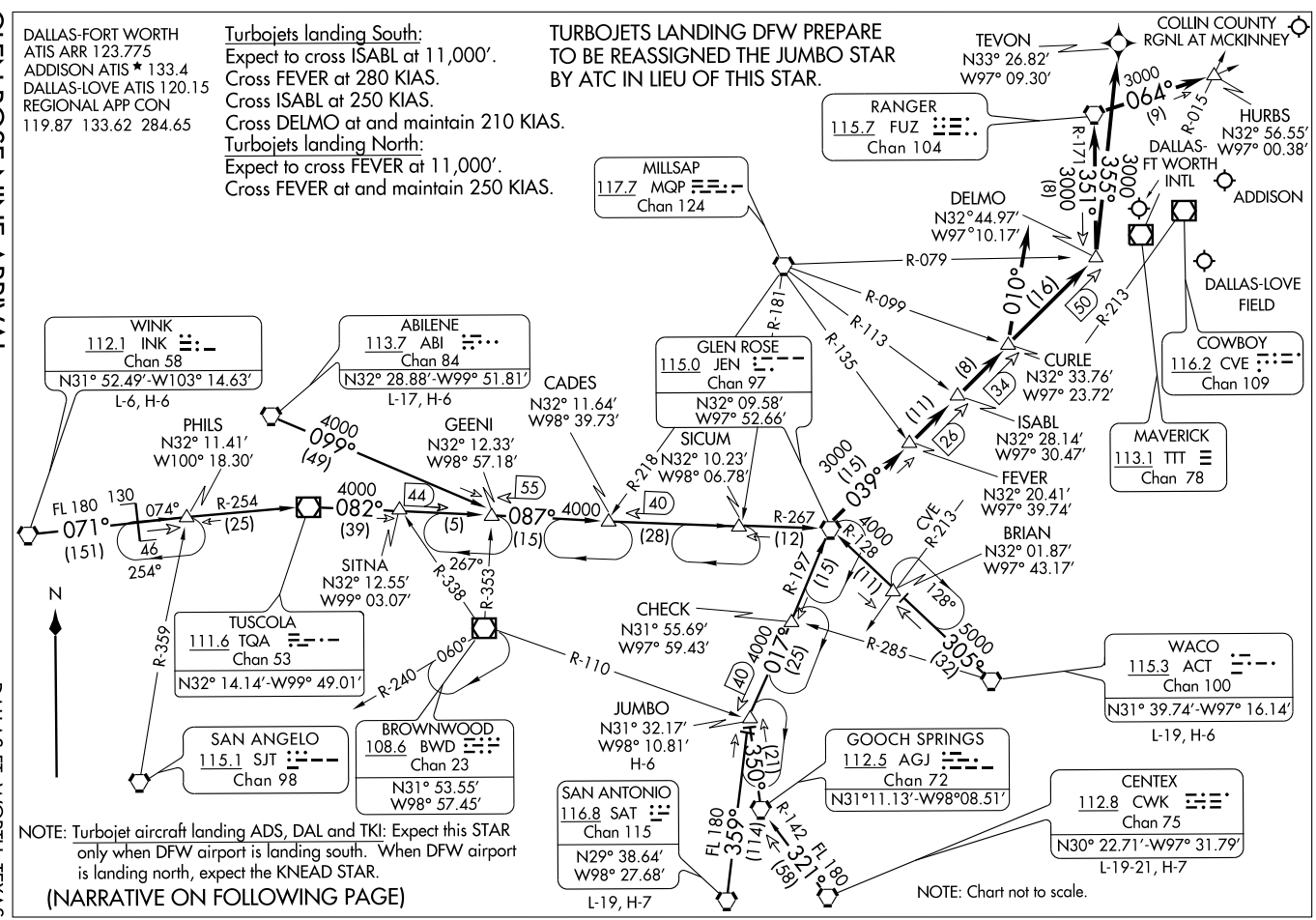
TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928' to 2034' from DER, 724' to 873' left of centerline, up to 32' AGL/654' MSL.
Rwy 35R: Multiple Buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714'MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH
ATIS ARR 123.775
ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REGIONAL APP CON
119.87 133.62 284.65

Turbojets landing South:
Expect to cross ISABL at 11,000′.
Cross FEVER at 280 KIAS.
Cross ISABL at 250 KIAS.
Cross DELMO at and maintain 210 KIAS.
Turbojets landing North:
Expect to cross FEVER at 11,000′.
Cross FEVER at and maintain 250 KIAS.

TURBOJETS LANDING DFW PREPARE TO BE REASSIGNED THE JUMBO STAR BY ATC IN LIEU OF THIS STAR.




NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the KNEAD STAR.

(NARRATIVE ON FOLLOWING PAGE)

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.JEN9): From over ABI VORTAC via R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

CENTEX TRANSITION (CWK.JEN9): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

JUMBO TRANSITION (JUMBO.JEN9): From over JUMBO INT via JEN R-197 to JEN VORTAC. Thence . . . .

SAN ANTONIO TRANSITION (SAT.JEN9): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC. Thence . . . .

WACO TRANSITION (ACT.JEN9): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC. Thence. . . .

WINK TRANSITION (INK.JEN9): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC. Thence. . . .

. . . . ALL AIRCRAFT: From over JEN VORTAC via JEN R-039, thence . . . .

ALL AIRCRAFT LANDING NORTH: To CURLE INT, expect vectors to final approach course.

JETS LANDING SOUTH: To DELMO, depart DELMO heading 355°.

For /E, /F, /G and /R (RNP 2.0) EQUIPMENT SUFFIXED AIRCRAFT: From over DELMO WP direct TEVON WP, expect vector to final approach course prior to TEVON WP. If not received by TEVON fly present heading.

NON TURBOJETS LANDING SOUTH: To CURLE INT, depart CURLE heading 010° for vectors to final approach course.

AIRCRAFT LANDING DAL, ADS, TKI: To DELMO INT, depart DELMO via FUZ R-171 to FUZ VORTAC then FUZ R-064 to HURBS INT, expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

(GRABE2.GRABE) 08045 SL-6039 (FAA)

# GRABE TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

ATIS 135.925
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
CLNC DEL 128.25
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (RWY 17R/C)
126.47 363.15 (RWY 18L/R)
125.12 353.95 (RWYS 35L/C AND 36L/R)

TAKEOFF MINIMUMS:
Rwys 13L/R, 31L/R, 17L, 35R: NA - air traffic
Rwys 17C, 17R, 18L, 18R, 35C, 35L, 36L, 36R: Standard with a minimum ATC climb of 500' per NM to 5000. (Air traffic)

NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

OKMULGEE
OKM
11,000
018°
(90)
ZEMMA
EAKER
ARDMORE
ADM
TIKYS
9000
012°
(55)
AKUNA
LOWGN
BLECO
GRABE

NOTE:
Rwys 17R/C: do not exceed 230K until JGIRL.
Rwys 18L/R: do not exceed 230K until YAMEL.
Rwys 35L/C: do not exceed 230K until CUZEN.
Rwys 36L/R: do not exceed 230K until HAZKL.

NOTE: RADAR required.
NOTE: For use by turbojet aircraft only.

010°
(19)
002°
(23)
RYNNE
347°
(5)
025°
(31)
CUZEN
5000
HAZKL
5000
339°
(29)
BEMMR
1120
1080
CMORE
354°
(8)
354°
355°
(10)
354°
BIGGD
174°
174°
1100
1080
BINGM
188°
190°
153°
155°
JGIRL
5000
010°
(6)
YAMEL
5000
332°
(4)
105°
(3)
082°
(5)
253°
(3)
BPARK
NAVYE
CORTS
268°
(5)
FIRMN

NOTE: Chart not to scale.

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to GRABE. Thence. . . .
TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to GRABE. Thence. . . .
TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 190° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to GRABE. Thence. . . .
TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 188° course to BPARK, then via 253° track to YAMEL, cross YAMEL at or above 5000, then via depicted route to GRABE. Thence. . . .
TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to GRABE. Thence. . . .
TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000, then via depicted route to GRABE. Thence. . . .
TAKE-OFF RUNWAY 36L: Climb via 354° heading to 1120, then direct HAZKL, cross HAZKL at or above 5000, then via depicted route to GRABE. Thence. . . .
TAKE-OFF RUNWAY 36R: Climb via 354° heading to 1120, then left turn direct HAZKL, cross HAZKL at or above 5000, then via depicted route to GRABE. Thence. . . .

. . . . via (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

EAKER TRANSITION (GRABE2.EAKER): (For aircraft inbound to the TUL Terminal Area).
OKMULGEE TRANSITION (GRABE2.OKM): (For all aircraft overflying the OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago Terminal and north).

SC-2, 14 JAN 2010 to 11 FEB 2010

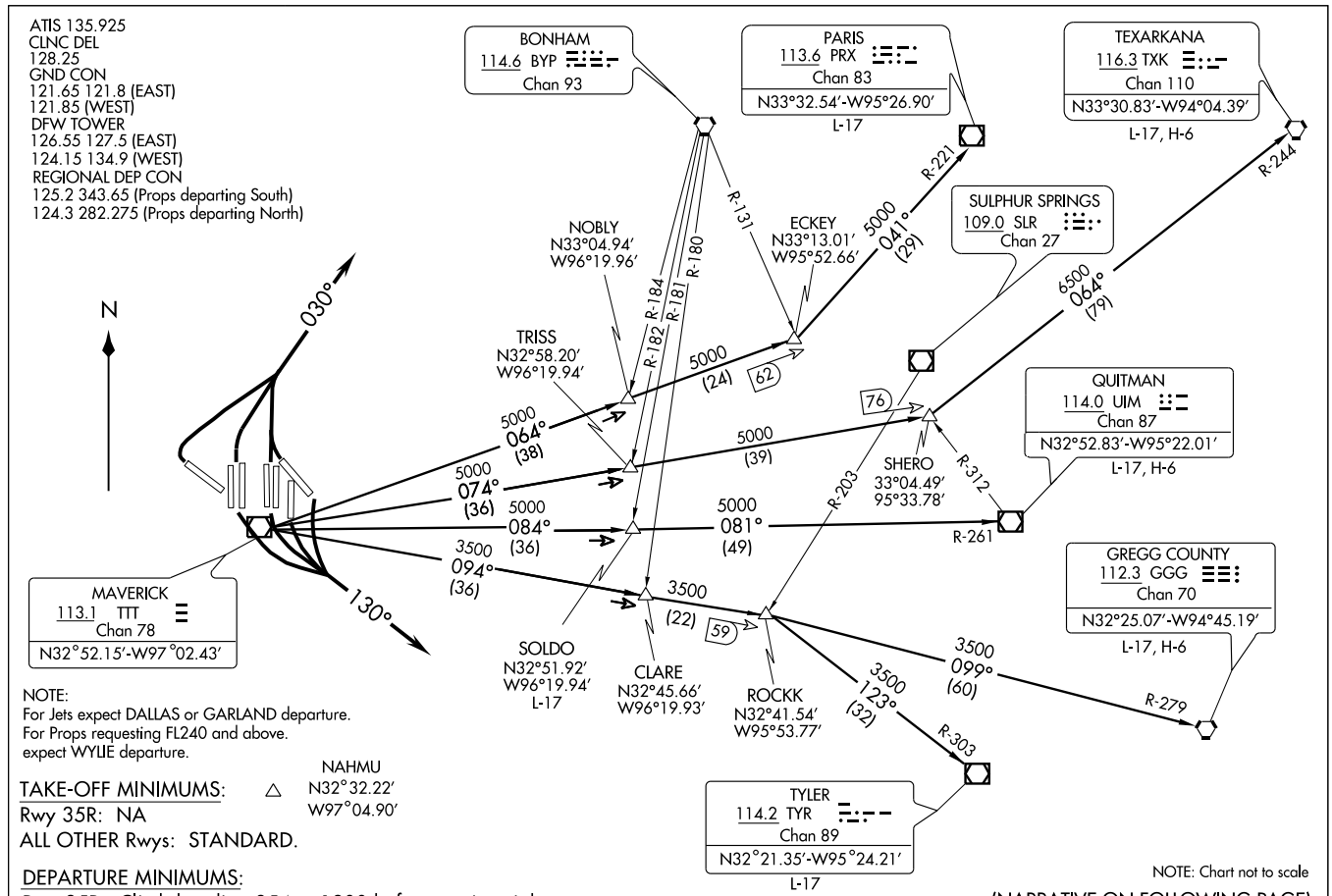
# HUBBARD SIX DEPARTURE

(HUBB6.111) 07298

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS




NOTE:
For Jets expect DALLAS or GARLAND departure.
For Props requesting FL240 and above.
expect WYLIE departure.

TAKE-OFF MINIMUMS:

Rwy 35R: NA

ALL OTHER Rwys: STANDARD.

DEPARTURE MINIMUMS:

Rwy 35R: Climb heading 354 to 1200 before turning right.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS or GARLAND Departure.

PROPS

Requesting FL240 and above expect WYLIE Departure.

TAKE-OFF RUNWAY 13L: Climb heading 130°, expect vector to appropriate route, Thence. . . .
TAKE-OFF RUNWAYS 13R, 17L/C/R, 18L/R: Fly heading 130°, expect vector to appropriate route, Thence. . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C, 36L/R: Fly heading 030°, expect vector to appropriate route, Thence. . . .

. . . . Maintain 2000′ or as assigned by ATC, expect filed altitude 10 minutes after departure.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES
Rwy 31L: Tree, 1229′ from DER, 730′ right of centerline, 28′ AGL/637′MSL.
Trmsn Pole, 3403′ from DER, 1399′ right of centerline, 86′ AGL/708′ MSL.
Multiple Trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

| LOC/DME | APP CRS | | |
|---|---|---|---|
| I-LWN 109.5 Chan 32 | 133° | Rwy Idg 9301 TDZE 591 Apt Elev 607 | |

# ILS or LOC RWY 13R

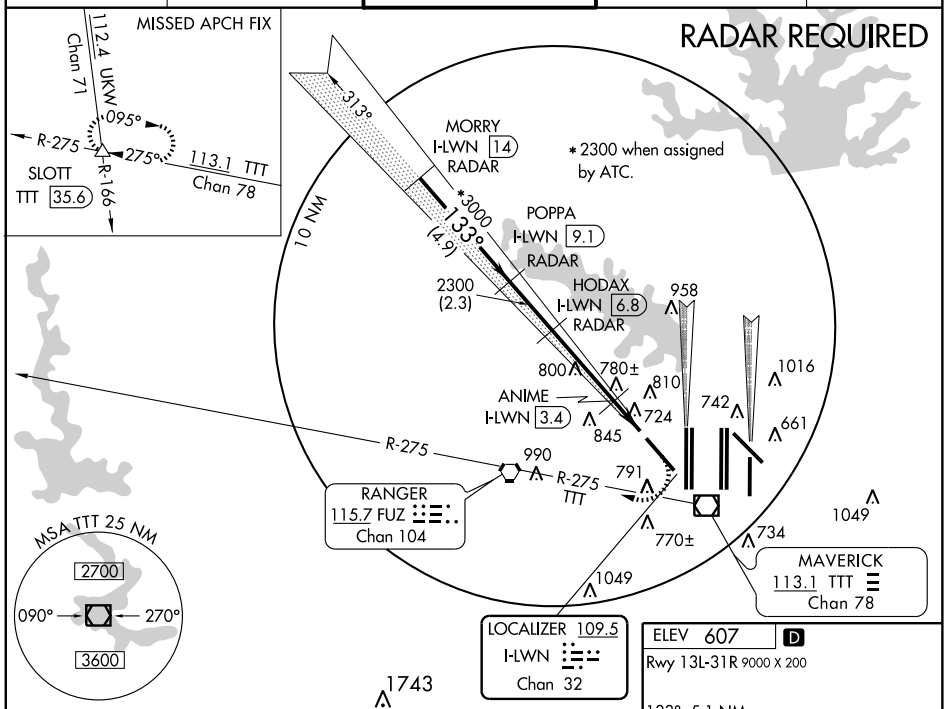
DALLAS-FORT WORTH INTL (DFW)

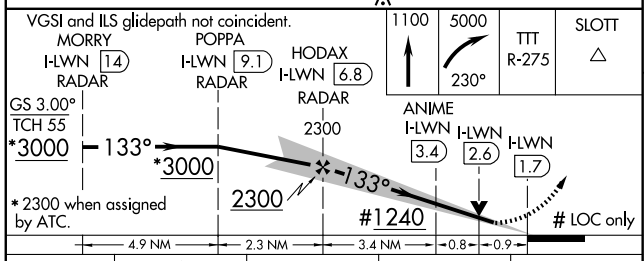
** DME or RADAR required.

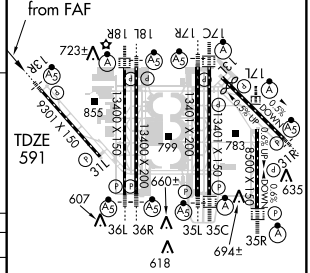
MALSR

MISSED APPROACH: Climb to 1100, then climbing right turn to 5000 via heading 230° and TTT R-275 to SLOTT Int/TTT 35.6 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 DEP 135.925 | 118.1 133.15 | 126.55 127.5 EAST 124.15 134.9 WEST | 121.65 121.8 EAST 121.85 WEST | 128.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13R | 791/18 200 (200-½) | | | |
| S-LOC 13R** | 1240/24 649 (700-½) | | 1240/60 649 (700-1¼) | 1240-1½ 649 (700-1½) |
| ANIME FIX MINIMUMS | | | | |
| S-LOC 13R | 960/24 369 (400-½) | | | 960/40 369 (400-¾) |

HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

| LOC/DME I-FLQ | APP CRS | Rwy 17C Idg | TDZE | Apt Elev | Rwy 17R Idg | TDZE | Apt Elev |
|---|---|---|---|---|---|---|---|
| 110.3 Chan 40 | 174° | 13401 | 562 | 607 | 13401 | 567 | 607 |

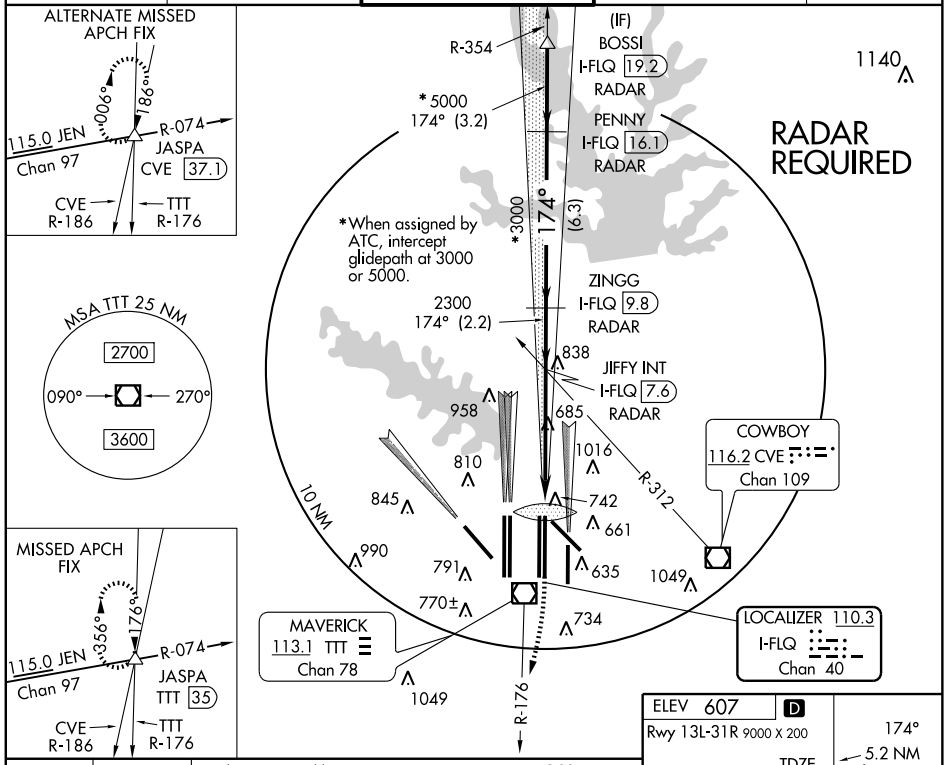
# ILS or LOC RWY 17C
## DALLAS-FORT WORTH INTL (DFW)

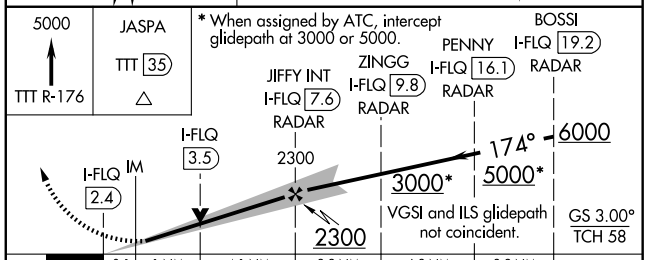
Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. LOC procedure NA during simultaneous operations. DME or RADAR required.

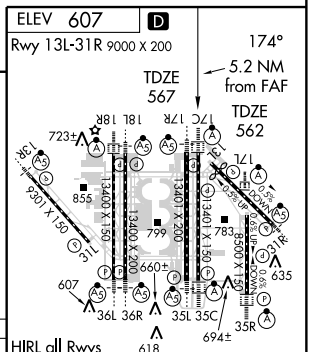
Rwy 17C ALSF-2 (A) Rwy 17R MALSR (A5)

MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 DEP 135.925 | 127.075 | 126.55 127.5 EAST 124.15 134.9 WEST | 121.65 121.8 EAST 121.85 WEST | 128.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17C | 762/18 200 (200-½) | | | |
| S-LOC 17C | 1000/24 438 (500-½) | | 1000/40 438 (500-¾) | 1000/50 438 (500-1) |
| SIDESTEP 17R | 1140-1 573 (600-1) | | | 1140-1½ 573 (600-1½) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-PPZ | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 111.75 | 174° | TDZE | 545 |
| Chan 54 (Y) | | Apt Elev | 607 |

# ILS or LOC RWY 17L
## DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. LOC procedure NA during simultaneous operations. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 119.4 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |

MSA TTT 25 NM
2700
090° 270°
3600

RADAR REQUIRED

1548

R-354°

(IF)
RIVET
I-PPZ 19.5
RADAR

*5000 174° (3.2)

DRAAK
I-PPZ 16.3
RADAR

*3000 174° (6.3)

* When assigned by ATC, intercept glidepath at 3000 or 5000.

INWOD
I-PPZ 10
RADAR

2300 174° (3.1)

GBUSH INT
I-PPZ 6.9
RADAR

958 1016 726 742 661

COWBOY
116.2 CVE
Chan 109

845 R-050 810

RANGER
115.7 FUZ
Chan 104

990 791 635 1049

10 NM 770± 734 100°

R-125

1049

MAVERICK
113.1 TTT
Chan 78

LOCALIZER 111.75
I-PPZ
Chan 54(Y)

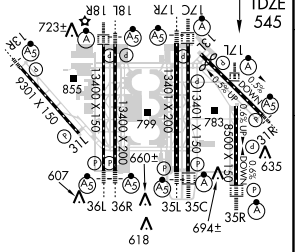
ALTERNATE MISSED APCH FIX
BACKS
TTT 36.8
R-116 116° 114.0 UIM Chan 87
R-241 296° 113.1 TTT Chan 78

MISSED APCH FIX
116.2 CVE Chan 109
125° 114.0 UIM Chan 87
R-241 305° R-125
BACKS
CVE 32

ELEV 607 D
Rwy 13L-31R 9000 X 200

174° 5.3 NM from FAF

TDZE 545



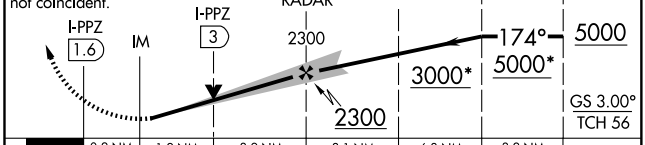

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

1000 | 5000 HDG 100° CVE R-125 | BACKS △ CVE 32

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | 745/18 200 (200-½) | | | |
| S-LOC 17L | 1040/24 495 (500-½) | | 1040/40 495 (500-¾) | 1040/50 495 (500-1) |

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

| LOC/DME I-JHZ | APP CRS | Rwy 17R Idg | TDZE | Apt Elev | Rwy 17C Idg | TDZE | Apt Elev |
|---|---|---|---|---|---|---|---|
| 111.35 Chan 50 (Y) | 174° | 13401 | 567 | 607 | 13401 | 562 | 607 |

# ILS or LOC RWY 17R
## DALLAS-FORT WORTH INTL (DFW)

T Simultaneous approach authorized with Rwy 17L and 18L/R. Inoperative table does not apply to sidestep Rwy 17C. DME or RADAR required. LOC procedure NA during simultaneous operations.

Rwy 17R MALSR (A5) Rwy 17C ALSF-2 (A)

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 via TTT R-176 to JASPA Int/TTT 35 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 DEP 135.925 | 127.075 | 126.55 127.5 EAST 124.15 134.9 WEST | 121.65 121.8 EAST 121.85 WEST | 128.25 |

MISSED APCH FIX: JASPA TTT 35; 356°/176°; 115.1 JEN Chan 97; R-074; CVE R-186; TTT R-176

ALTERNATE MISSED APCH FIX: 006°/186°; 115.1 JEN Chan 97; R-074; JASPA CVE 37.1; CVE R-186; TTT R-176

354° 174° (IF) NETTS I-JHZ 19.2 RADAR

1548

*5000 (3.2) GARZA I-JHZ 16.1 RADAR

*3000 (6.3)

2200 (2.5) YALTA I-JHZ 9.8 RADAR

BBAKR INT I-JHZ 7.3 RADAR

RADAR REQUIRED

* When assigned by ATC, intercept glidepath at 3000 or 5000.

MSA TTT 25 NM: 2700; 090° 270°; 3600

958 742 838 1016 661 845 810 990 791 770± 1049 734

R-043 10 NM

RANGER 115.7 FUZ Chan 104

LOCALIZER 111.35 I-JHZ Chan 50 (Y)

COWBOY 116.2 CVE Chan 109

MAVERICK 113.1 TTT Chan 78 1049

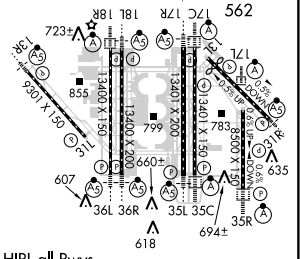
TTT R-176° R-186°

ELEV 607 D

Rwy 13L-31R 9000 X 200

174° 4.9 NM from FAF

TDZE 567 TDZE 562




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

1200 | 4000 TTT R-176 | JASPA TTT 35

BBAKR INT I-JHZ 7.3 RADAR; YALTA I-JHZ 9.8 RADAR; GARZA I-JHZ 16.1 RADAR; NETTS I-JHZ 19.2 RADAR

I-JHZ 2.4; I-JHZ 4; VGSI and ILS glidepath not coincident.

2200 3000* 5000* 6000 174° GS 3.00° TCH 52

*When assigned by ATC, intercept glidepath at 3000 or 5000

1.6 NM 3.3 NM 2.5 NM 6.3 NM 3.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17R | 767/18 200 (200-½) | | | |
| S-LOC 17R | 1140/24 573 (600-½) | | 1140/50 573 (600-1) | 1140/60 573 (600-1¼) |
| SIDESTEP 17C | 1140-1 578 (600-1) | | 1140-1½ 578 (600-1½) | 1140-2 578 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

| LOC/DME I-CIX | APP CRS | Rwy 18L Idg | TDZE | Apt Elev | Rwy 18R Idg | TDZE | Apt Elev |
|---|---|---|---|---|---|---|---|
| 110.55 Chan 42 (Y) | 174° | 13400 | 602 | 607 | 13400 | 603 | 607 |

# ILS or LOC RWY 18L
## DALLAS-FORT WORTH INTL (DFW)

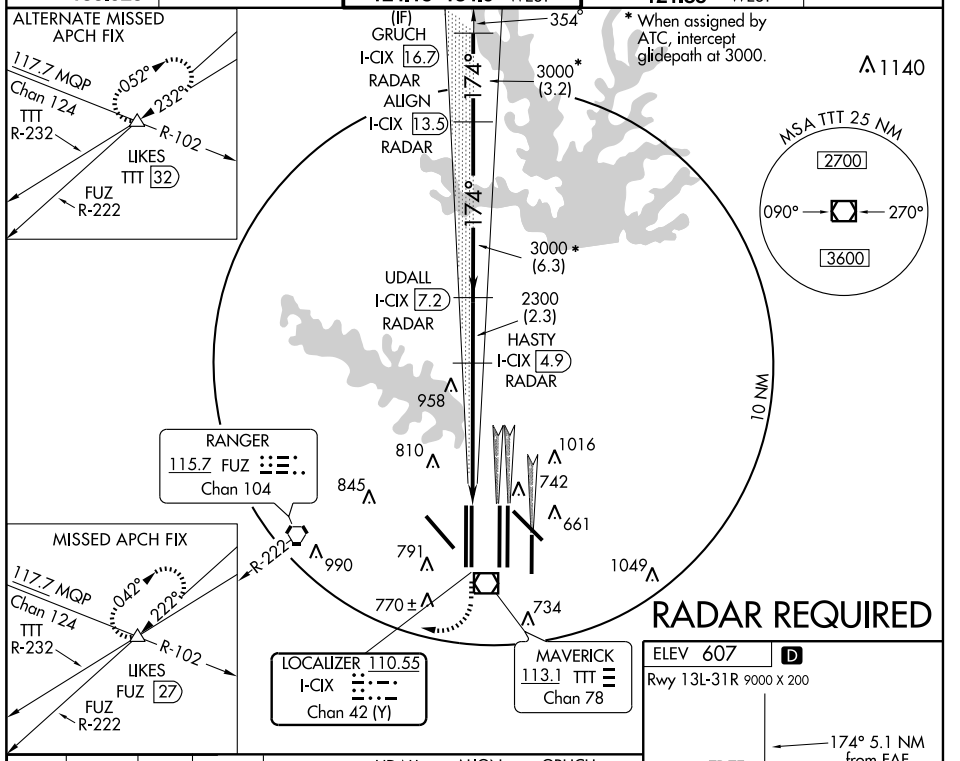
Simultaneous approach authorized with ILS Rwy 17L and 17C/R. Inoperative table does not apply to Sidestep 18R Cat A/B. DME or RADAR required. LOC procedure NA during simultaneous operations.

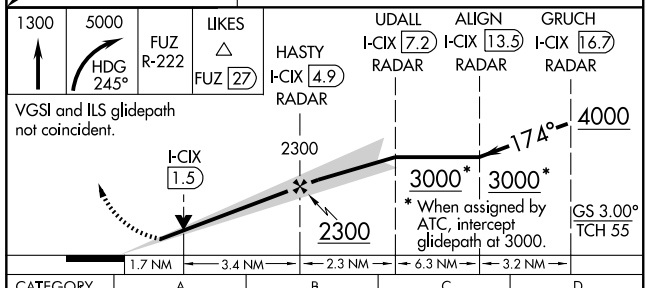
Rwy 18L MALSR (A5)

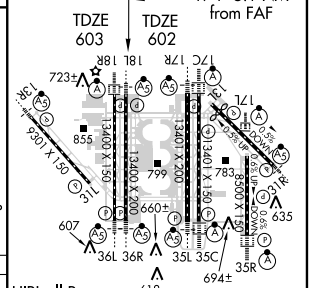
Rwy 18R ALSF-2 (A)

MISSED APPROACH: Climb to 1300, then climbing right turn to 5000 via heading 245° and FUZ R-222 to LIKES Int/FUZ 27 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 DEP 135.925 | 118.425 | 126.55 127.5 EAST 124.15 134.9 WEST | 121.65 121.8 EAST 121.85 WEST | 128.25 |




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18L | 802/18 | | 200 (200-½) | |
| S-LOC 18L | 1220/24 | 618 (700-½) | 1220/60 618 (700-1¼) | 1220-1½ 618 (700-1½) |
| SIDESTEP 18R | 1220-1 | 617 (700-1) | 1220-1½ 617 (700-1½) | 1220-2 617 (700-2) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-VYN | APP CRS | Rwy 18R ldg | 13400 | Rwy 18L ldg | 13400 |
|---|---|---|---|---|---|
| 111.9 Chan 56 | 174° | TDZE | 607 | TDZE | 602 |
| | | Apt Elev | 607 | Apt Elev | 607 |

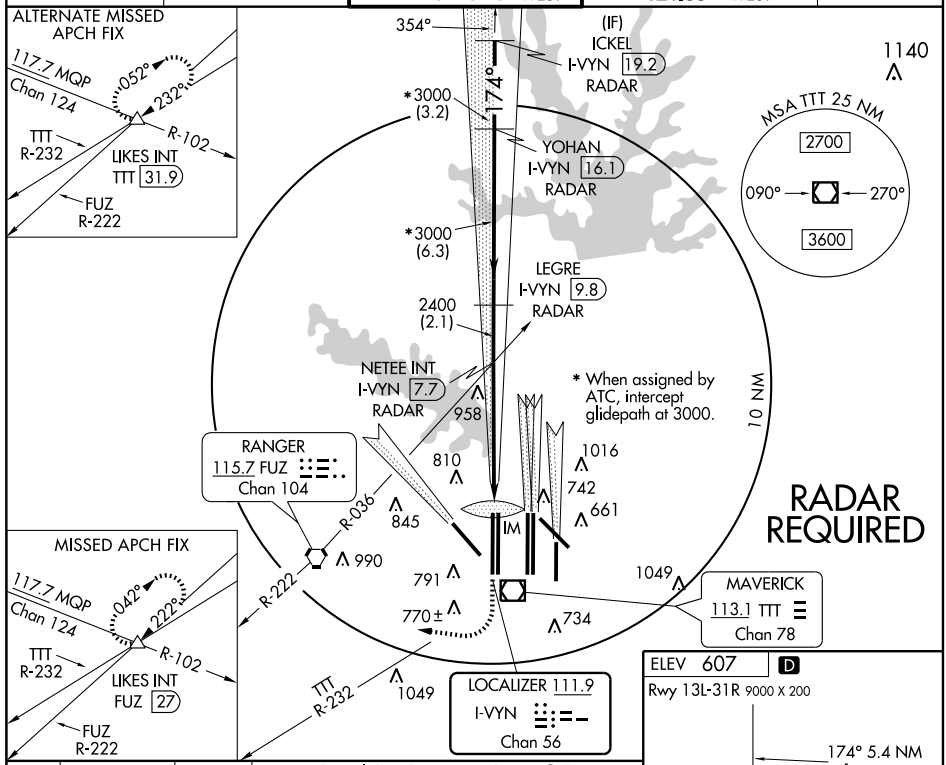
# ILS or LOC RWY 18R
## DALLAS-FORT WORTH INTL (DFW)

Simultaneous approaches authorized with Rwy 17R, 17L/C. Inoperative table does not apply to Sidestep 18L Cats A and B. DME or RADAR required. LOC procedure NA during simultaneous operations.

Rwy 18R ALSF-2 (A) | Rwy 18L MALSR (A5)

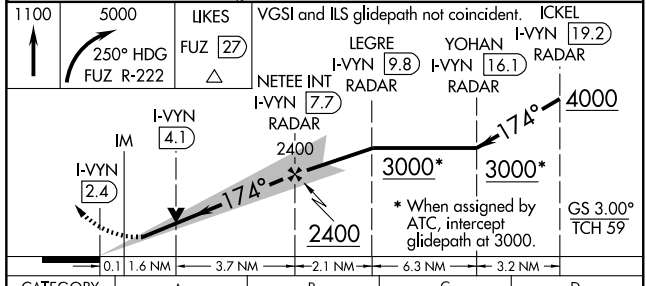
MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/ 27 DME and hold.

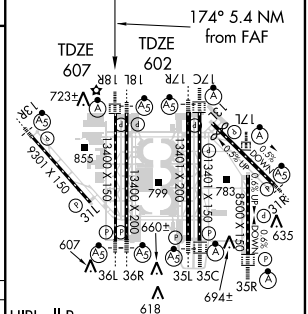
| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 DEP 135.925 | 118.425 | 126.55 127.5 EAST 124.15 134.9 WEST | 121.65 121.8 EAST 121.85 WEST | 128.25 |




| 1100 | 5000 | LIKES |
|---|---|---|
| | 250° HDG FUZ R-222 | FUZ 27 |

VGSI and ILS glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18R | | 807/18 | 200 (200-½) | |
| S-LOC 18R | 1220/24 | 613 (700-½) | 1220/60 613 (700-1¼) | 1220-1½ 613 (700-1½) |
| SIDESTEP 18L | 1220-1 | 618 (700-1) | 1220-1¼ 618 (700-1¼) | 1220-1½ 618 (700-1½) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-RRA | APP CRS | Rwy Idg | 8375 |
|---|---|---|---|
| 110.9 | 309° | TDZE | 523 |
| Chan 46 | | Apt Elev | 607 |

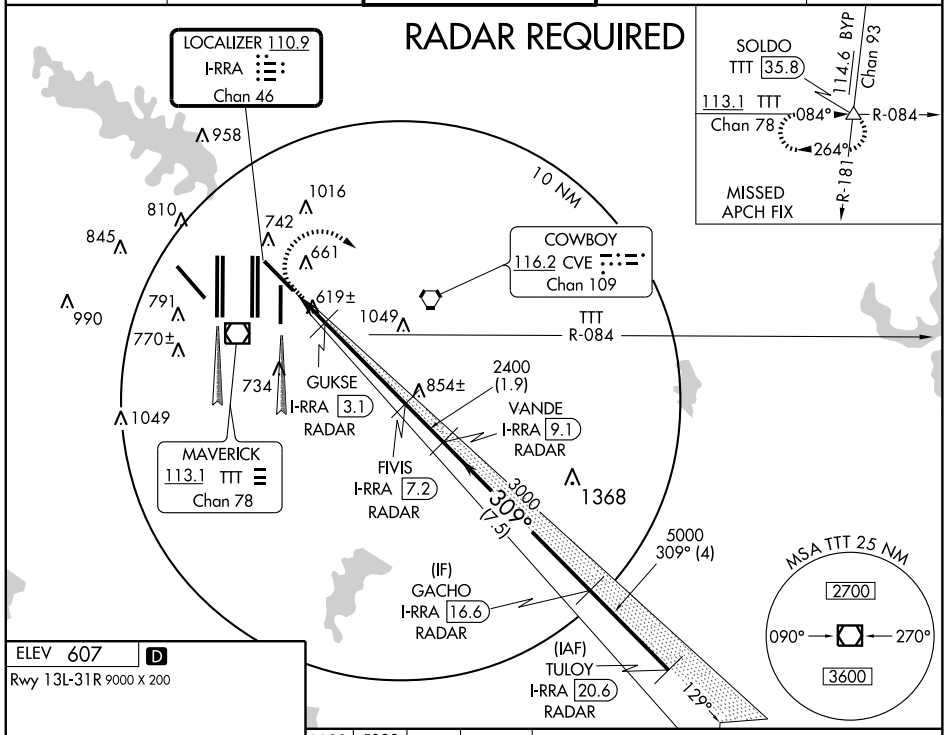
# ILS or LOC RWY 31R
## DALLAS-FORT WORTH INTL (DFW)

* DME or RADAR required.

MALSR

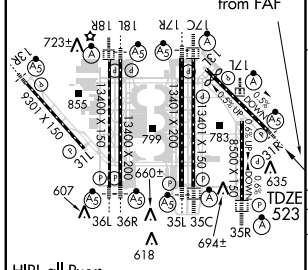
MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 125° and TTT R-084 to SOLDO Int/TTT 35.8 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775<br>DEP 135.925 | 125.2 135.3 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |



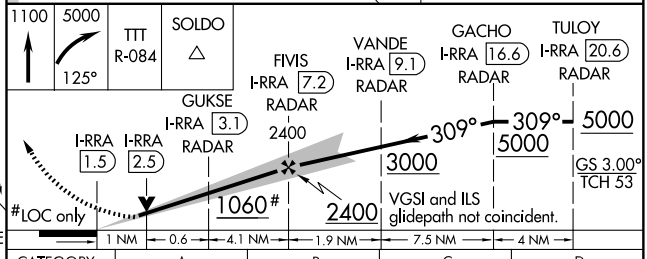

ELEV 607 D

Rwy 13L-31R 9000 X 200




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31R | 723/18 200 (200-½) | | | |
| S-LOC 31R** | 1060/24 537 (500-½) | | 1060/50 537 (500-1) | 1060/60 537 (500-1¼) |
| GUKSE FIX MINIMUMS | | | | |
| S-LOC 31R | 880/24 357 (400-½) | | | 880/40 357 (400-¾) |

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

| LOC/DME I-PKQ | APP CRS | Rwy 35C Idg 13401 | Rwy 35L Idg 13401 |
|---|---|---|---|
| 110.3 | 354° | TDZE 563 | TDZE 564 |
| Chan 40 | | Apt Elev 607 | Apt Elev 607 |

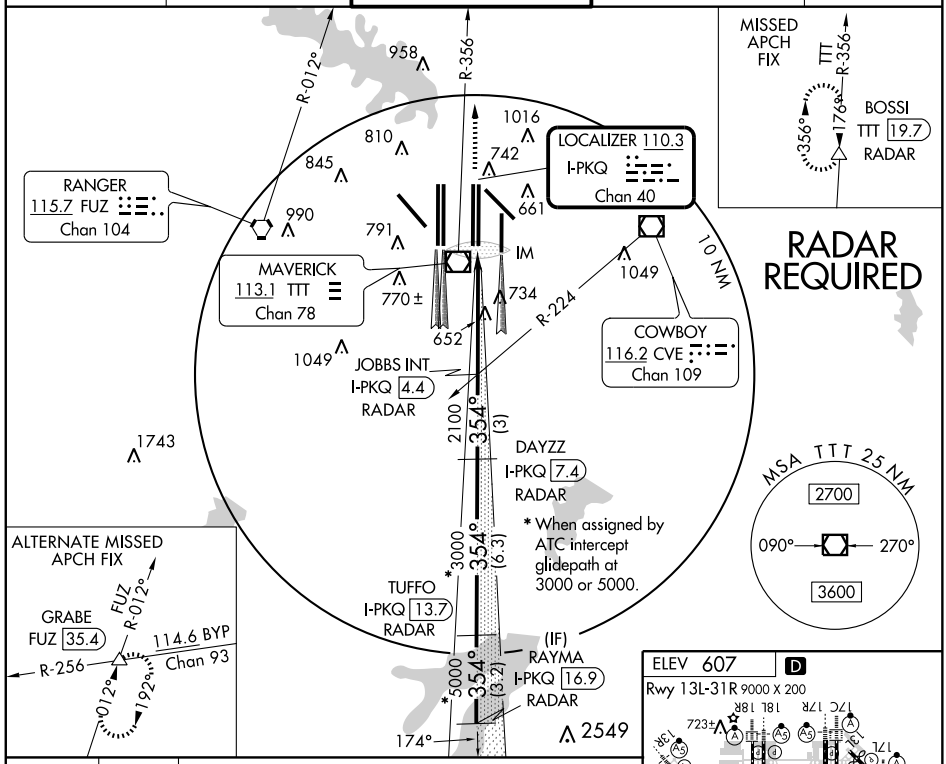
# ILS or LOC RWY 35C
## DALLAS-FORT WORTH INTL (DFW)

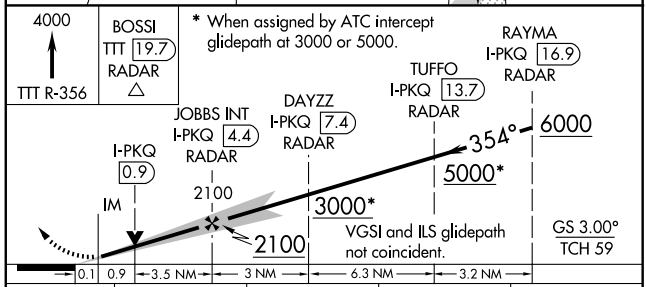
Inoperative table does not apply to Sidestep Rwy 35L Cats A and B. Simultaneous approach authorized with Rwy 35R, 36L and 36R. DME or RADAR required. LOC procedure NA during Simultaneous operations.

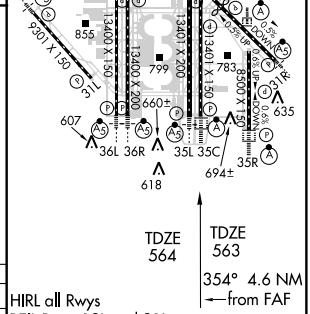
Rwy 35C ALSF-2 (A) | Rwy 35L MALSR (A5)

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 127.075 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35C | 763/18 200 (200-½) | | | |
| S-LOC 35C | 960/24 397 (400-½) | | | 960/40 397 (400-¾) |
| SIDESTEP 35L | 960-1 396 (400-1) | | | 960-1½ 396 (400-1½) |

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

| LOC/DME I-UWX | APP CRS | Rwy 35L Idg | TDZE | Apt Elev | Rwy 35C Idg | TDZE | Apt Elev |
|---|---|---|---|---|---|---|---|
| 111.35 Chan 50 (Y) | 354° | 13401 | 564 | 607 | 13401 | 563 | 607 |

# ILS or LOC RWY 35L

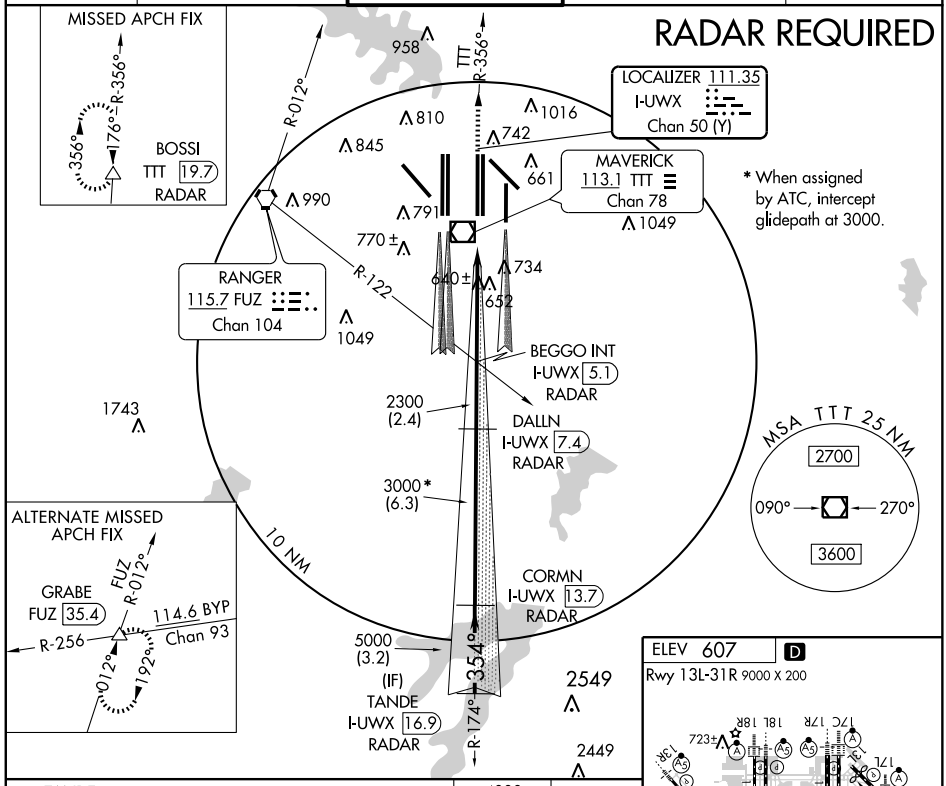
## DALLAS-FORT WORTH INTL (DFW)

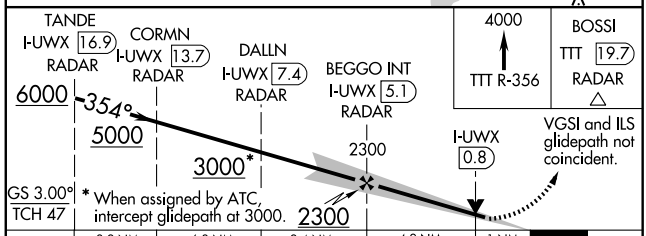
T NA Simultaneous approach authorized with Rwy 35R, Rwy 36L/R. DME or Radar required. LOC procedure NA during simultaneous operations. Inoperative table does not apply to Sidestep 35C.

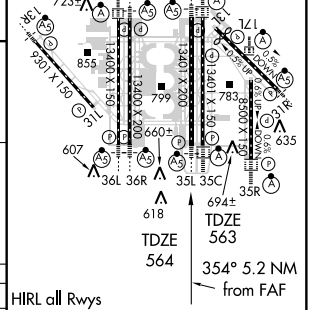
Rwy 35L MALSR (A5) | Rwy 35C ALSF-2 (A)

MISSED APPROACH: Climb to 4000 via TTT VOR/DME R-356 to BOSSI/ TTT 19.7 DME/RADAR and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 DEP 135.925 | 127.075 | 126.55 127.5 EAST 124.15 134.9 WEST | 121.65 121.8 EAST 121.85 WEST | 128.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | 764/18 200 (200-½) | | | |
| S-LOC 35L | 940/24 376 (400-½) | | | 940/40 376 (400-¾) |
| SIDESTEP 35C | 960-1 397 (400-1) | | 960-1½ 397 (400-1½) | 960-2 397 (400-2) |

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-AJQ | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 111.75 | 354° | TDZE | 575 |
| Chan 54 (Y) | | Apt Elev | 607 |

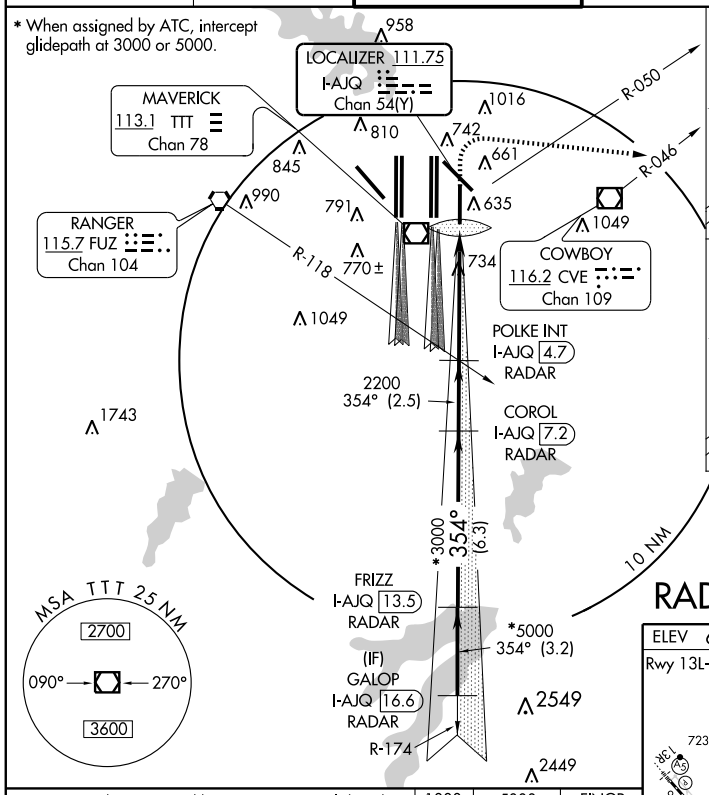
# ILS or LOC RWY 35R
## DALLAS-FORT WORTH INTL (DFW)

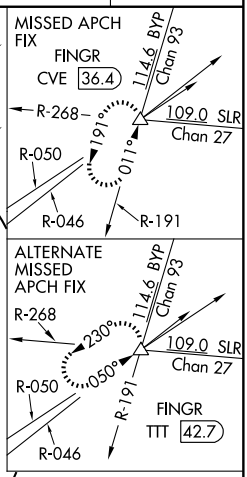
DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C. LOC procedure NA during simultaneous operations.

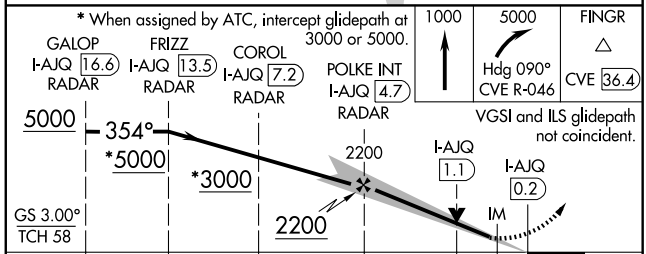
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 119.4 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |



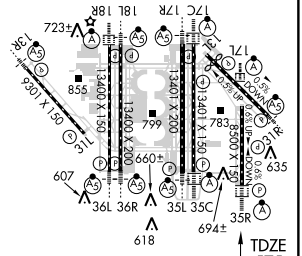




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | 775/18 200 (200-½) | | | |
| S-LOC 35R | 1040/24 465 (500-½) | | 1040/40 465 (500-¾) | 1040/50 465 (500-1) |

## RADAR REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:52 | 3:14 | 2:26 | 1:57 | 1:37 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-BXN | APP CRS | Rwy 36L Idg | 13400 | Rwy 36R Idg | 13400 |
|---|---|---|---|---|---|
| 111.9 | 354° | TDZE | 588 | TDZE | 581 |
| Chan 56 | | Apt Elev | 607 | Apt Elev | 607 |

# ILS or LOC RWY 36L

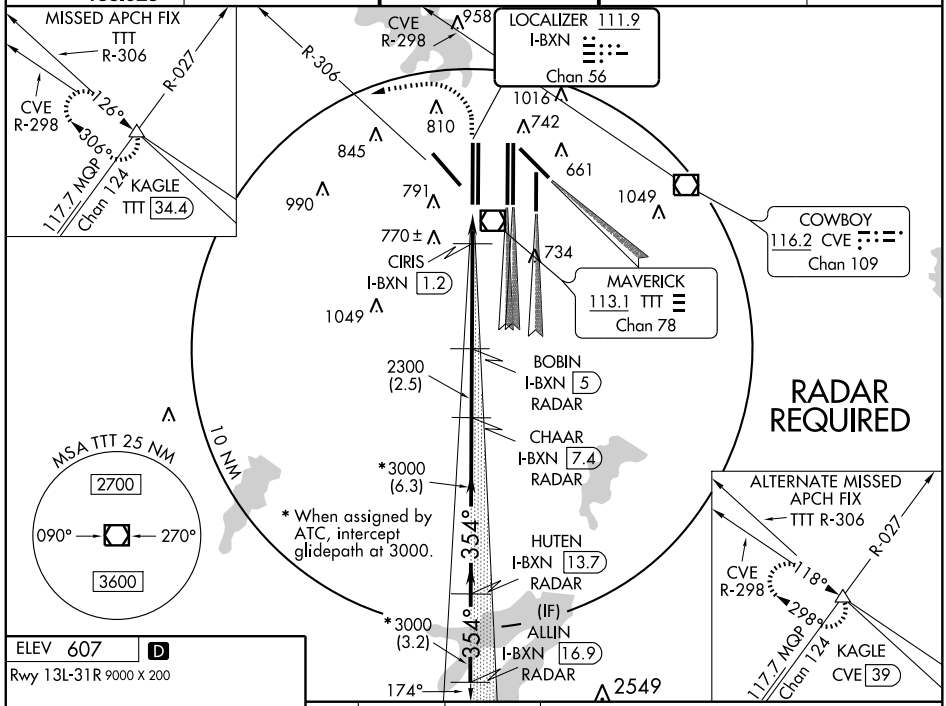
## DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 35R/L/C. LOC procedure NA during simultaneous operations. CIRIS Fix Minimums: For inoperative MALSR, increase Cat D visibility to RVR 5000. sidestep 36R: Inoperative table does not apply to sidestep 36R Cats A and B. DME or RADAR required.

MALSR

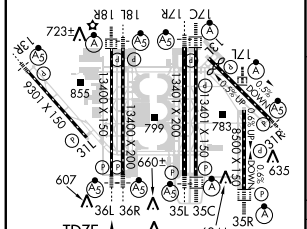
MISSED APPROACH: Climb to 1100, then climbing left turn to 5000 via heading 285° and TTT R-306 to KAGLE Int/TTT 34.4 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 118.425 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |




ELEV 607 D

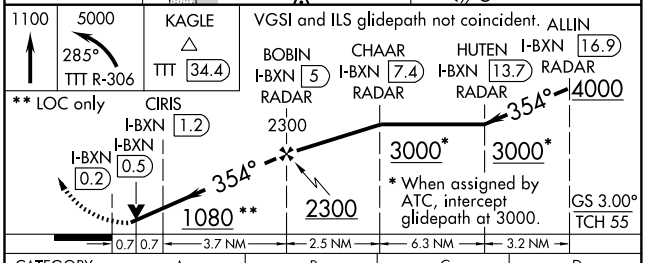
Rwy 13L-31R 9000 X 200




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

354° 5.2 NM from FAF

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36L | 788/18 200 (200-½) | | | |
| S-LOC 36L | 1080/24 492 (500-½) | | 1080/40 492 (500-¾) | 1080/50 492 (500-1) |
| SIDESTEP 36R | 1080-1 499 (500-1) | | | 1080-1½ 499 (500-1½) |
| CIRIS FIX MINIMUMS | | | | |
| S-LOC 36L | 880/24 292 (300-½) | | | 880/40 292 (300-¾) |

DALLAS-FORT WORTH, TEXAS

| LOC/DME I-FJN | APP CRS | Rwy 36R Idg | TDZE | Apt Elev | Rwy 36L Idg | TDZE | Apt Elev |
|---|---|---|---|---|---|---|---|
| 110.55 Chan 42 (Y) | 354° | 13400 | 581 | 607 | 13400 | 588 | 607 |

# ILS or LOC RWY 36R

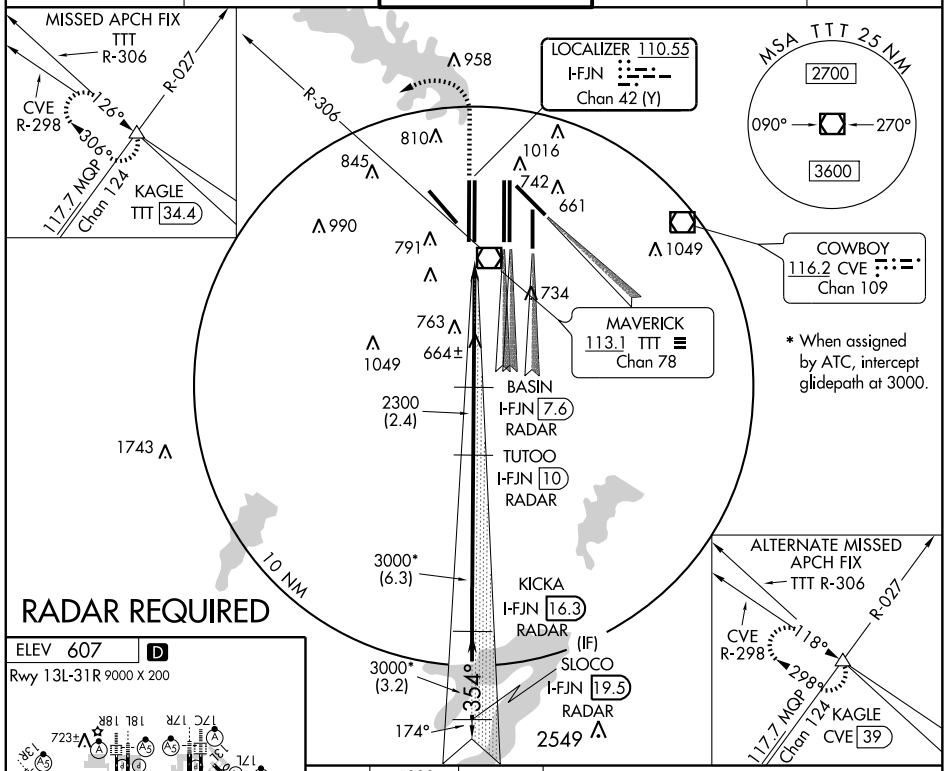
## DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 35L, 35C/R. Inoperative table does not apply to Sidestep 36L. DME or RADAR required. LOC procedure NA during simultaneous operations.

Rwys 36R/L MALSR

MISSED APPROACH: Climb to 1000, then climbing left turn to 5000 via heading 295° and TTT VOR/DME R-306 to KAGLE Int/TTT 34.4 DME and hold.

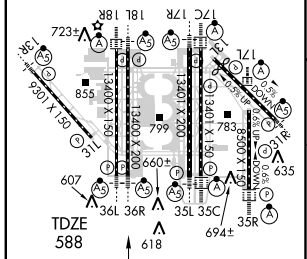
| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775<br>DEP 135.925 | 118.425 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |




## RADAR REQUIRED

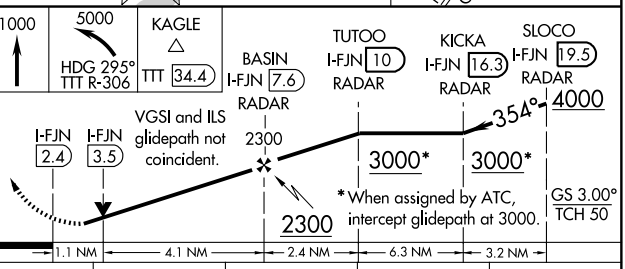
ELEV 607 D

Rwy 13L-31R 9000 X 200




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36R | 781/18 200 (200-½) | | | |
| S-LOC 36R | 980/24 399 (400-½) | | | 980/40 399 (400-¾) |
| SIDESTEP 36L | 1080-1 492 (500-1) | | 1080-1½ 492 (500-1½) | 1080-2 492 (500-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

| LOC/DME I-FLQ | APP CRS | Rwy Idg | 13401 |
|---|---|---|---|
| 110.3 | 174° | TDZE | 562 |
| Chan 40 | | Apt Elev | 607 |

# ILS RWY 17C (CAT II)

## DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. DME or RADAR required.

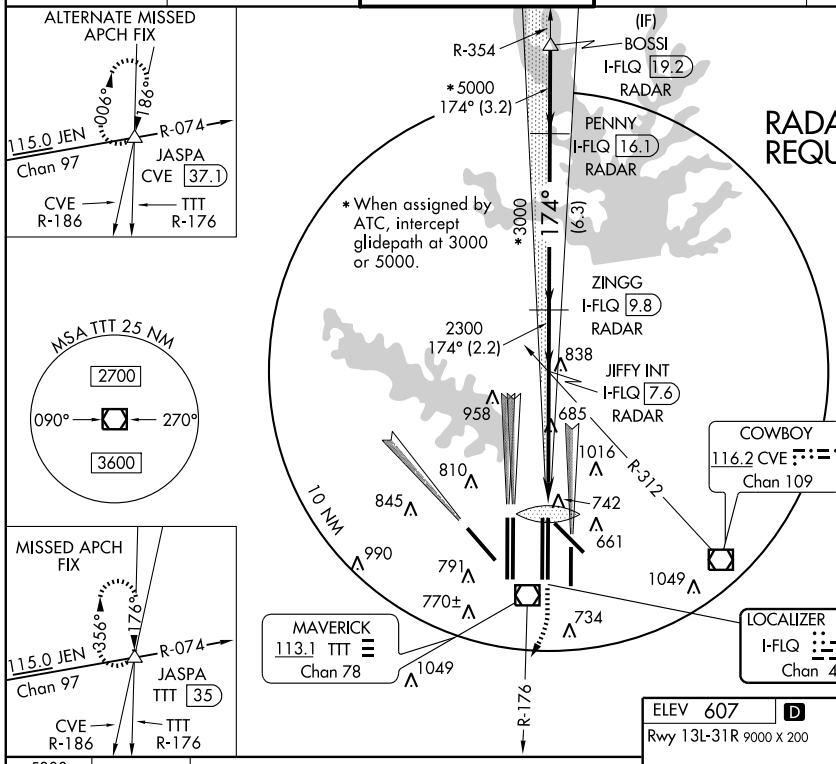
ALSF-2

MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 127.075 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |

ALTERNATE MISSED APCH FIX



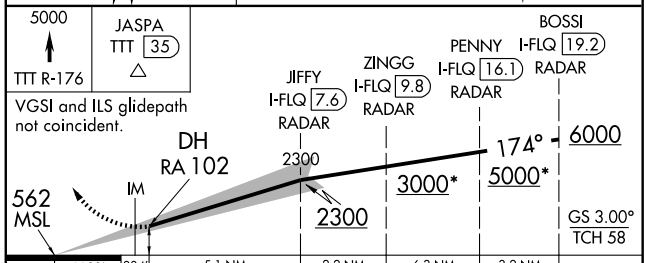




MSA TTT 25 NM




MISSED APCH FIX



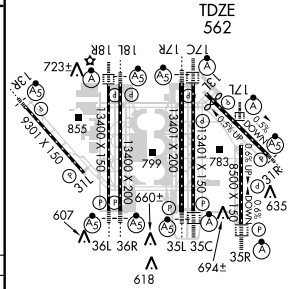




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17C | RA 102/12 100 DA 662 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 607 D

Rwy 13L-31R 9000 X 200




HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

| LOC/DME I-FLQ | APP CRS | Rwy Idg | 13401 |
|---|---|---|---|
| 110.3 | 174° | TDZE | 562 |
| Chan 40 | | Apt Elev | 607 |

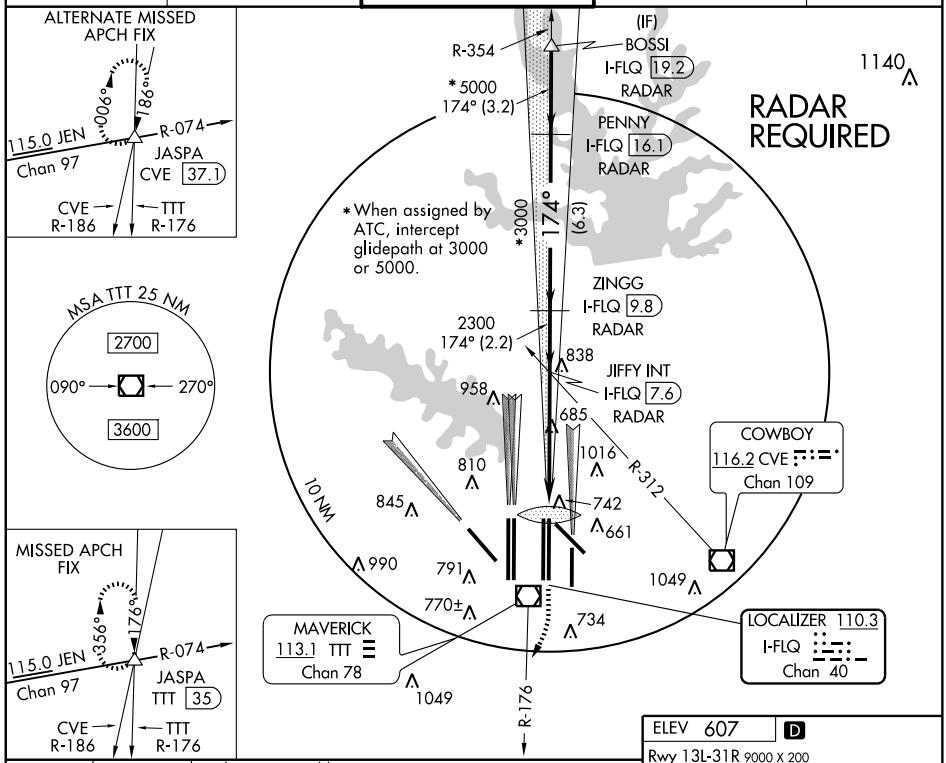
# ILS RWY 17C (CAT III)
## DALLAS-FORT WORTH INTL (DFW)

T Simultaneous approach authorized with Rwy 17L, 18L/18R. Inoperative table does not apply to sidestep 17R Cats A and B. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 5000 via TTT VOR/DME R-176 to JASPA Int/TTT 35 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 127.075 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |

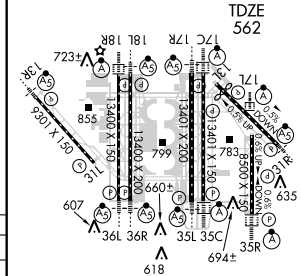



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17C | CAT IIIa RVR 07 | | | |
| S-ILS 17C | CAT IIIb RVR 06 | | | |
| S-ILS 17C | CAT IIIc NA | | | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 607 D

Rwy 13L-31R 9000 X 200




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS

AL-6039 (FAA)

| LOC/DME I-PPZ | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 111.75 | 174° | TDZE | 545 |
| Chan 54 (Y) | | Apt Elev | 607 |

# ILS RWY 17L (CAT II)

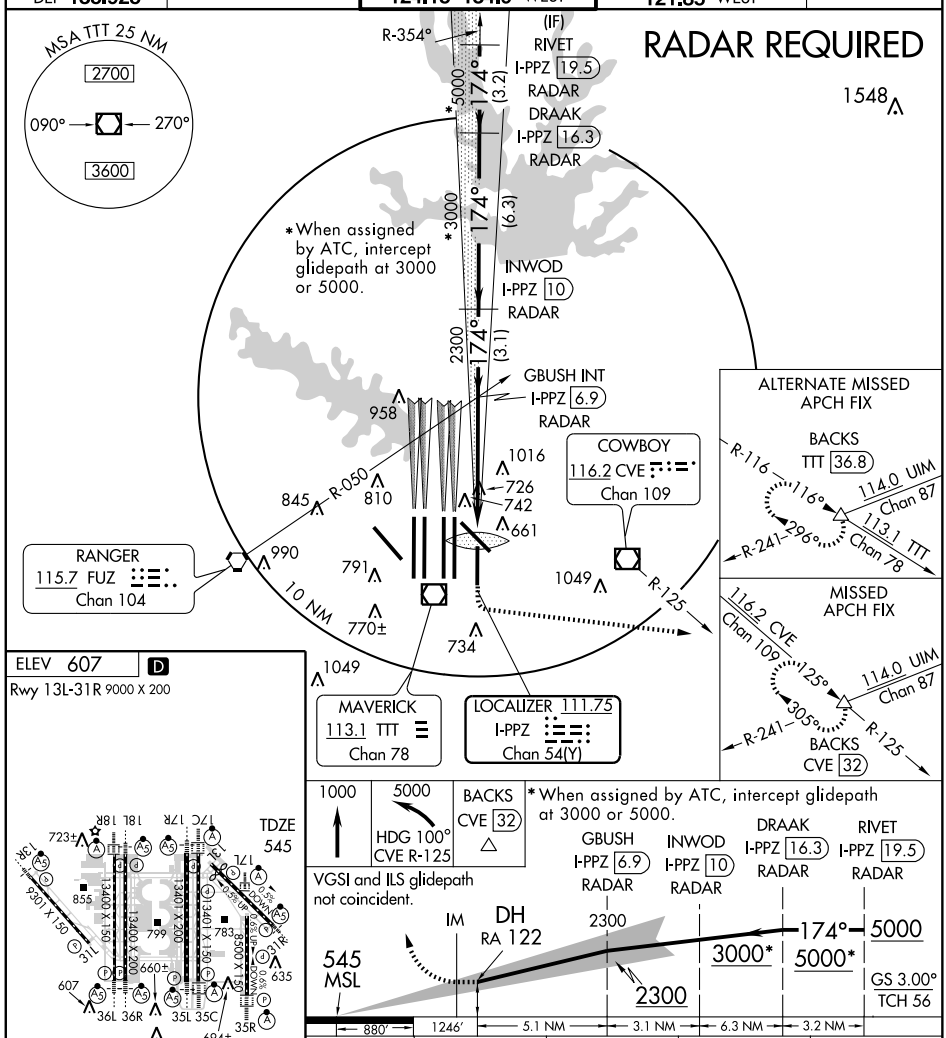
## DALLAS-FORT WORTH INTL (DFW)

T Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 119.4 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |




ELEV 607 D

Rwy 13L-31R 9000 X 200




HIRL all Rwys

REIL Rwys 13L and 31L

TDZ/CL all Rwys except 13L, 17C and 31L

| 1000 | 5000 | BACKS |
|---|---|---|
| | HDG 100° | CVE 32 |
| | CVE R-125 | △ |

*When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | RA 122/12 100 DA 645 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-PPZ | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 111.75 | 174° | TDZE | 545 |
| Chan 54 (Y) | | Apt Elev | 607 |

# ILS RWY 17L (CAT III)
## DALLAS-FORT WORTH INTL (DFW)

Simultaneous approach authorized with Rwy 17 C/R, 18 L/R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 100° and CVE VOR/DME R-125 to BACKS Int/32 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 119.4 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |

RADAR REQUIRED

MSA TTT 25 NM
2700
090° 270°
3600

R-354°
(IF) RIVET
I-PPZ 19.5
RADAR
174° (3.2)
5000*
DRAAK
I-PPZ 16.3
RADAR
174° (6.3)
3000*
INWOD
I-PPZ 10
RADAR
174° (3.1)
2300
GBUSH INT
I-PPZ 6.9
RADAR

1548
958
1016
726
742
661
845
R-050
810
990
791
770±
734
1049
R-125
10 NM

* When assigned by ATC, intercept glidepath at 3000 or 5000.

COWBOY
116.2 CVE
Chan 109

RANGER
115.7 FUZ
Chan 104

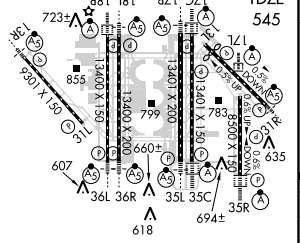
MAVERICK
113.1 TTT
Chan 78

LOCALIZER 111.75
I-PPZ
Chan 54(Y)

ALTERNATE MISSED APCH FIX
BACKS
TTT 36.8
R-116
116°
114.0 UIM
Chan 87
296°
113.1 TTT
Chan 78
R-241

MISSED APCH FIX
116.2 CVE
Chan 109
125°
114.0 UIM
Chan 87
305°
R-125
R-241
BACKS
CVE 32

ELEV 607 D
Rwy 13L-31R 9000 X 200

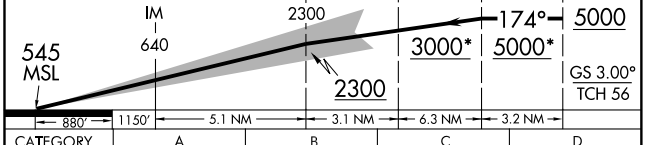



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

1000 5000 HDG 100° CVE R-125
BACKS CVE 32

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | CAT IIIa RVR 07 | | | |
| S-ILS 17L | CAT IIIb RVR 06 | | | |
| S-ILS 17L | CAT IIIc NA | | | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 14 JAN 2010 to 11 FEB 2010

# ILS RWY 18R (CAT II)

## DALLAS-FORT WORTH INTL (DFW)

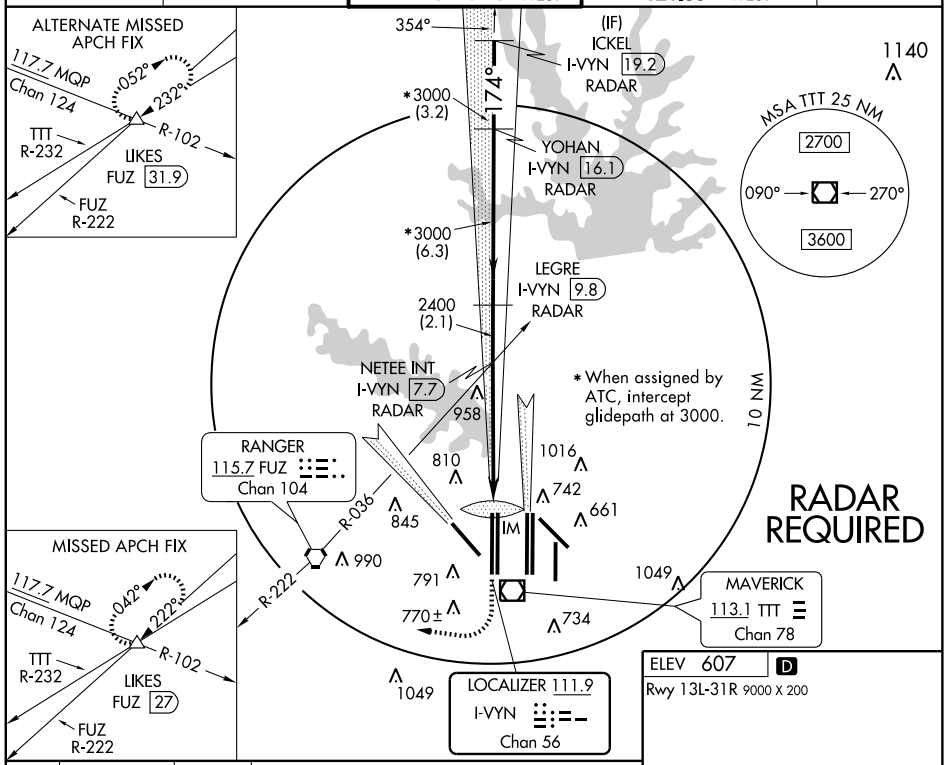
| LOC/DME I-VYN | APP CRS | Rwy Idg | 13400 |
|---|---|---|---|
| 111.9 | 174° | TDZE | 607 |
| Chan 56 | | Apt Elev | 607 |

Simultaneous approach authorized with Rwy 17R, 17L/17C. Inoperative table does not apply to sidestep 18L Cats A and B. DME or RADAR required.

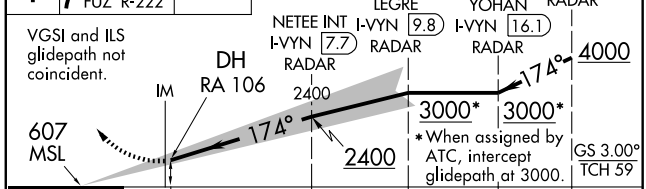
ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/27 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 118.425 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |



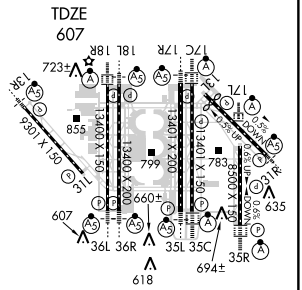

| 1100 | 5000 | LIKES |
|---|---|---|
| | 250° HDG FUZ R-222 | FUZ 27 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18R | RA 106/12 100 | | DA 707 | |

ELEV 607 D

Rwy 13L-31R 9000 X 200




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 14 JAN 2010 to 11 FEB 2010

# ILS RWY 18R (CAT III)

DALLAS-FORT WORTH INTL (DFW)

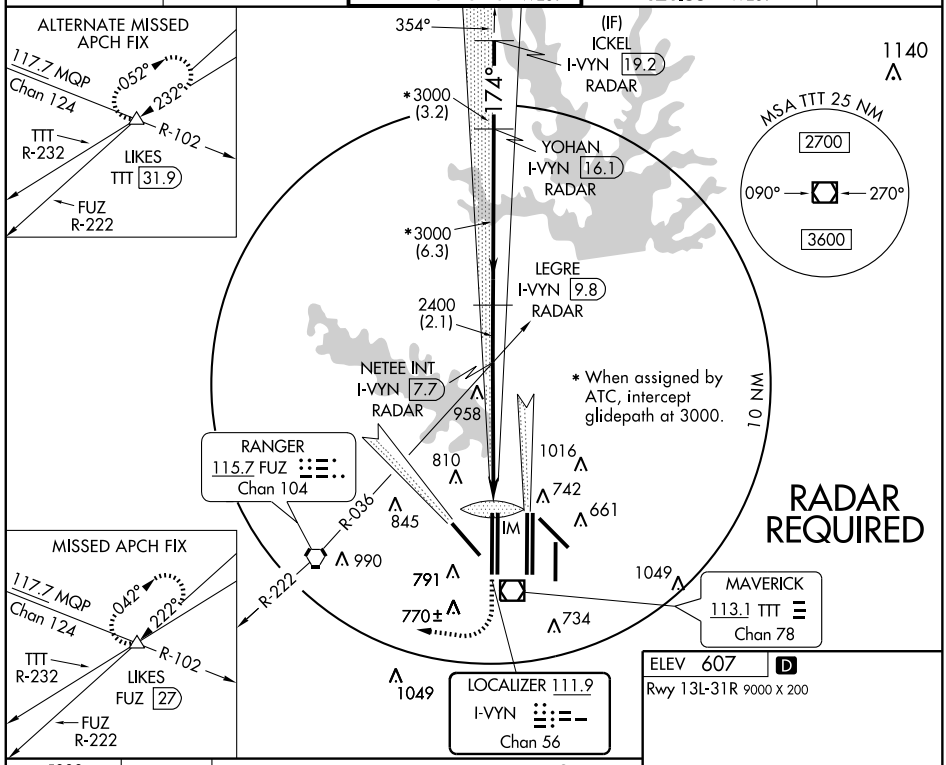
| LOC/DME I-VYN | APP CRS | Rwy Idg | 13400 |
|---|---|---|---|
| 111.9 | 174° | TDZE | 607 |
| Chan 56 | | Apt Elev | 607 |

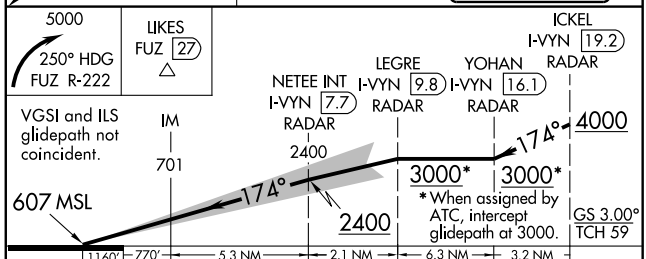
Simultaneous approach authorized with Rwy 17R, 17L/17C. Inoperative table does not apply to sidestep 18L Cats A and B. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 5000 via heading 250° and FUZ VORTAC R-222 to LIKES INT/ 27 DME and hold.

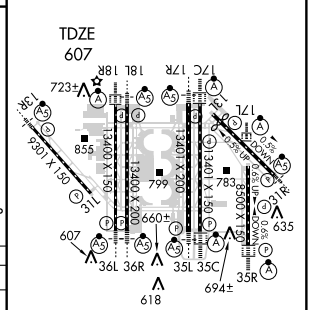
| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 118.425 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18R | CAT IIIa RVR 07 | | | |
| S-ILS 18R | CAT IIIb RVR 06 | | | |
| S-ILS 18R | CAT IIIc NA | | | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 14 JAN 2010 to 11 FEB 2010

DALLAS-FORT WORTH, TEXAS AL-6039 (FAA)

| LOC/DME I-PKQ | APP CRS | Rwy Idg | 13401 |
|---|---|---|---|
| 110.3 | 354° | TDZE | 563 |
| Chan 40 | | Apt Elev | 607 |

# ILS RWY 35C (CAT II)

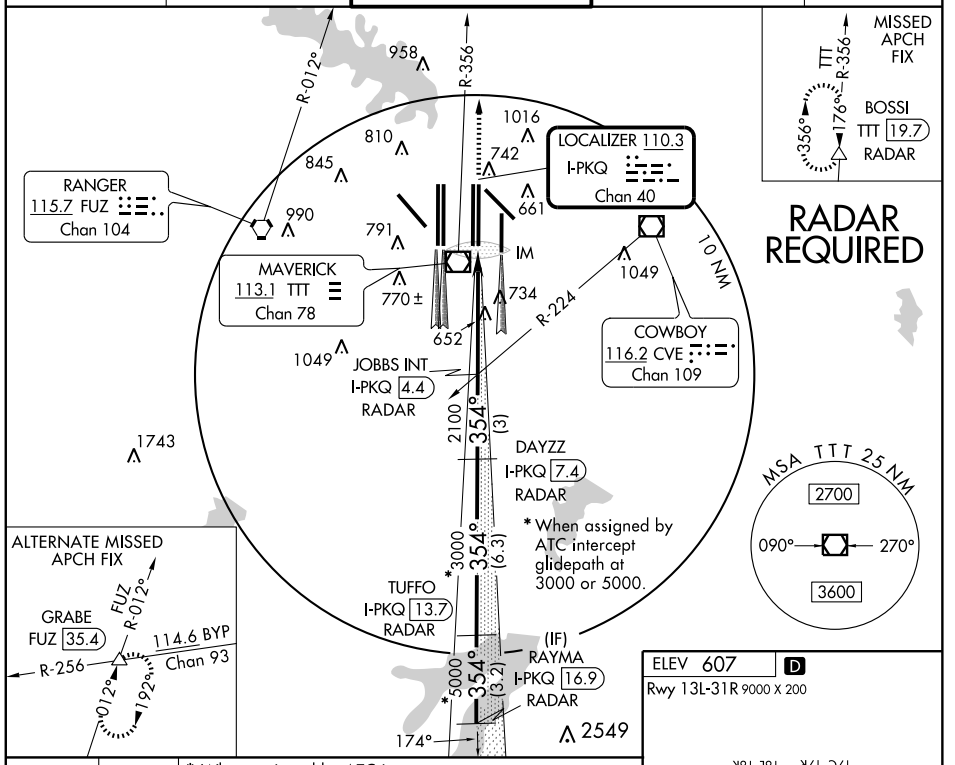
## DALLAS-FORT WORTH INTL (DFW)

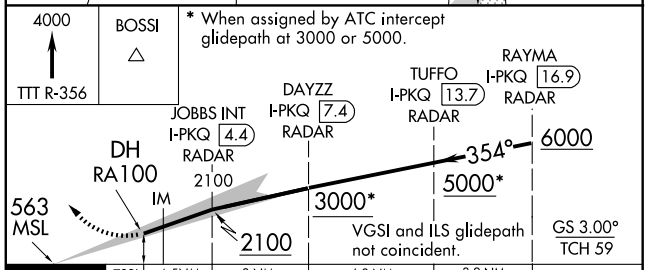
Simultaneous approach authorized with Rwy 35R, 36L and 36R. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 127.075 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |



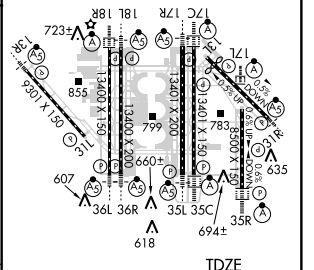




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35C | RA 100/12 100 DA 663 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-PKQ | APP CRS | Rwy Idg | 13401 |
|---|---|---|---|
| 110.3 | 354° | TDZE | 563 |
| Chan 40 | | Apt Elev | 607 |

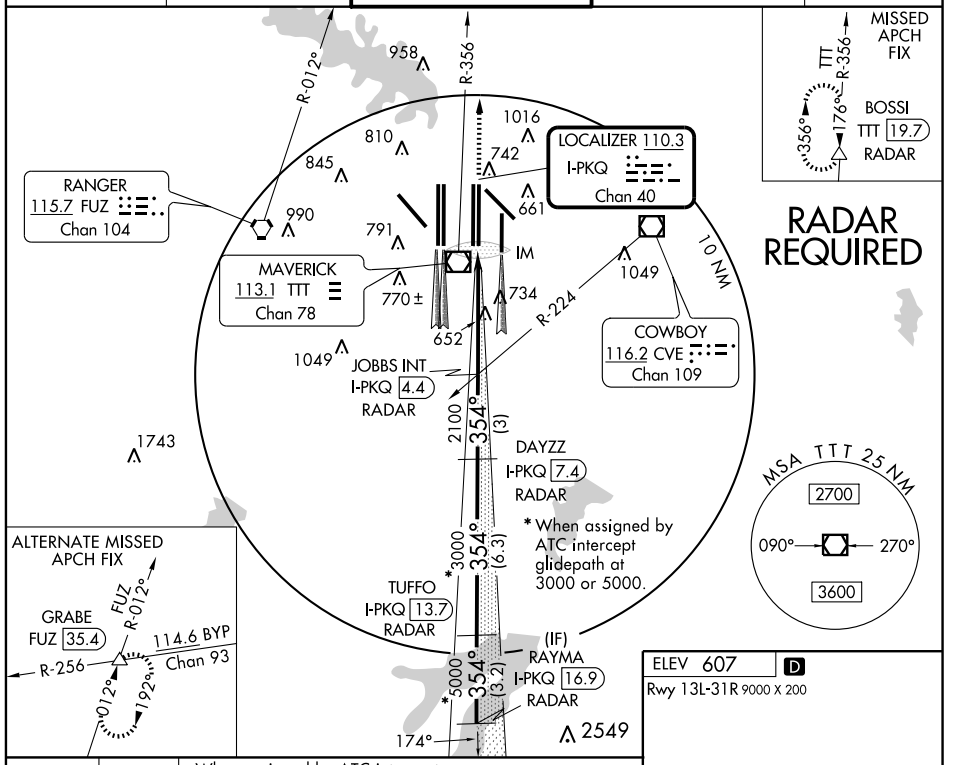
# ILS RWY 35C (CAT III)
## DALLAS-FORT WORTH INTL (DFW)

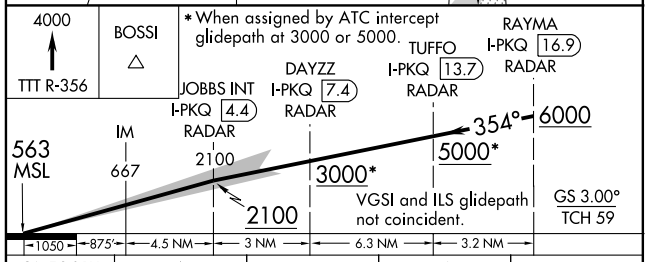
Simultaneous approach authorized with Rwy 35R, 36L and 36R. RADAR or DME required.

ALSF-2

MISSED APPROACH: Climb to 4000 via TTT R-356 to BOSSI/TTT 19.7 DME/RADAR and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 127.075 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |



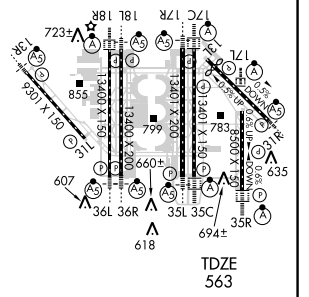




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35C | CAT IIIa | RVR 07 | | |
| S-ILS 35C | CAT IIIb | RVR 06 | | |
| S-ILS 35C | CAT IIIc | NA | | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 607 D

Rwy 13L-31R 9000 X 200




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-AJQ | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 111.75 | 354° | TDZE | 575 |
| Chan 54 (Y) | | Apt Elev | 607 |

# ILS RWY 35R (CATII)

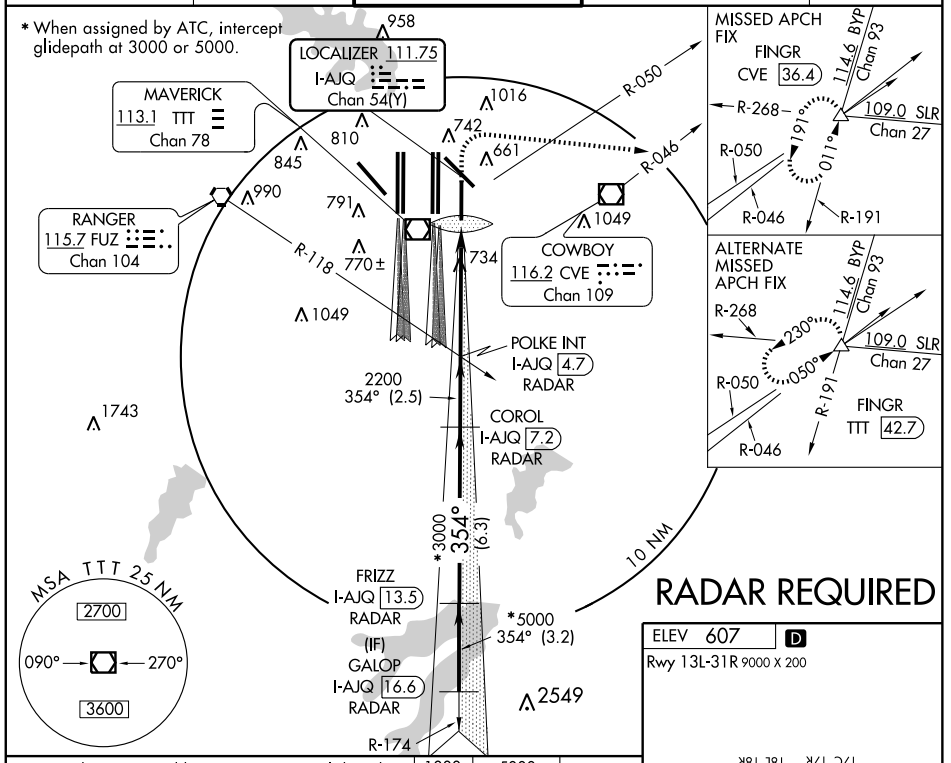
## DALLAS-FORT WORTH INTL (DFW)

DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

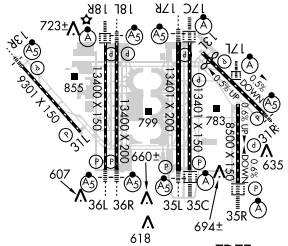
| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 119.4 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |




RADAR REQUIRED

ELEV 607 D

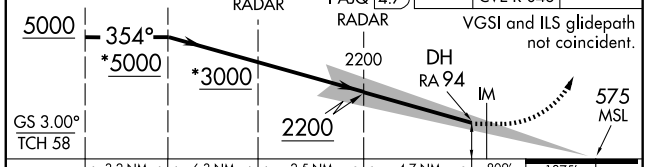
Rwy 13L-31R 9000 X 200




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

*When assigned by ATC, intercept glidepath at 3000 or 5000.

| GALOP I-AJQ 16.6 RADAR | FRIZZ I-AJQ 13.5 RADAR | COROL I-AJQ 7.2 RADAR | POLKE INT I-AJQ 4.7 RADAR | 1000 | 5000 Hdg 090° CVE R-046 | FINGR CVE 36.4 |
|---|---|---|---|---|---|---|




VGSI and ILS glidepath not coincident.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | RA 94/12 | 100 | DA 675 | |

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-AJQ | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| 111.75 | 354° | TDZE | 575 |
| Chan 54 (Y) | | Apt Elev | 607 |

# ILS RWY 35R (CATIII)

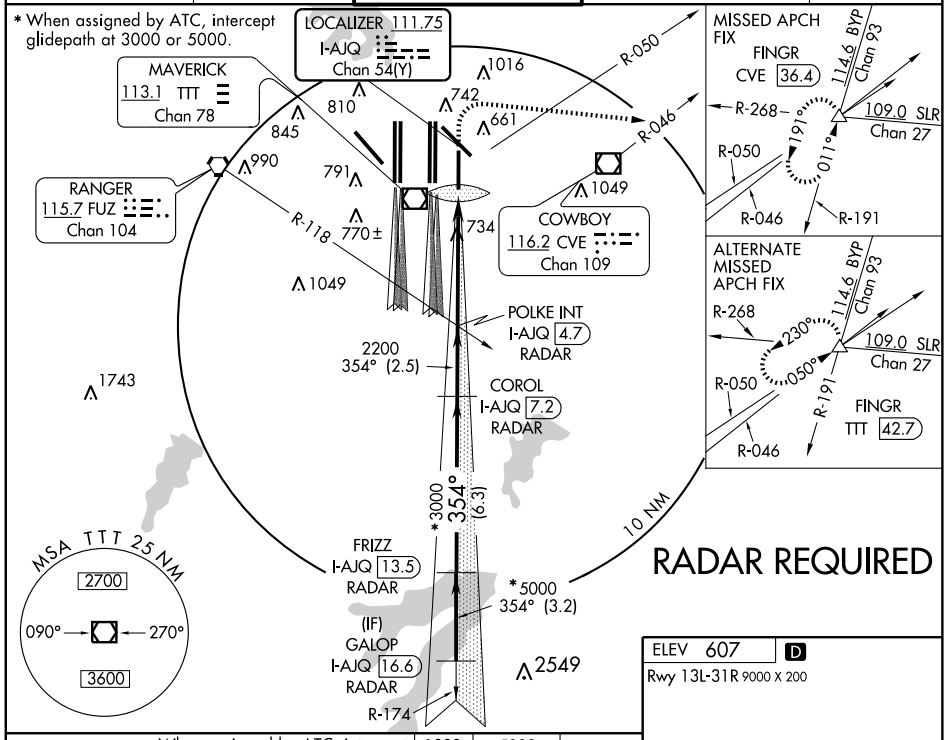
## DALLAS-FORT WORTH INTL (DFW)

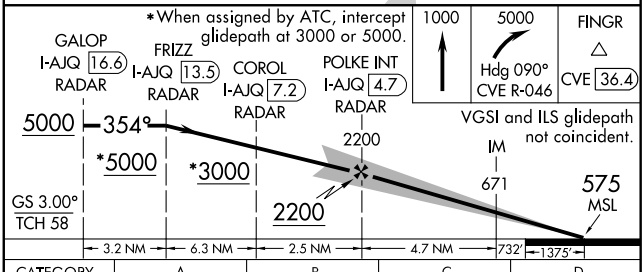
DME or RADAR required. Simultaneous approach authorized with Rwy 36L/R and Rwy 35L/C.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 090° and CVE R-046 to FINGR Int/CVE 36.4 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775 | 119.4 | 126.55 127.5 EAST | 121.65 121.8 EAST | 128.25 |
| DEP 135.925 | | 124.15 134.9 WEST | 121.85 WEST | |



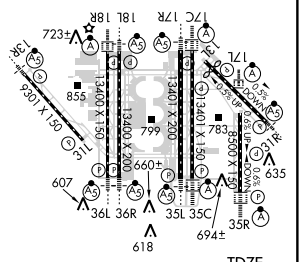




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35R | CAT IIIa RVR 07 | | | |
| S-ILS 35R | CAT IIIb RVR 06 | | | |
| S-ILS 35R | CAT IIIc NA | | | |

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 607 D

Rwy 13L-31R 9000 X 200

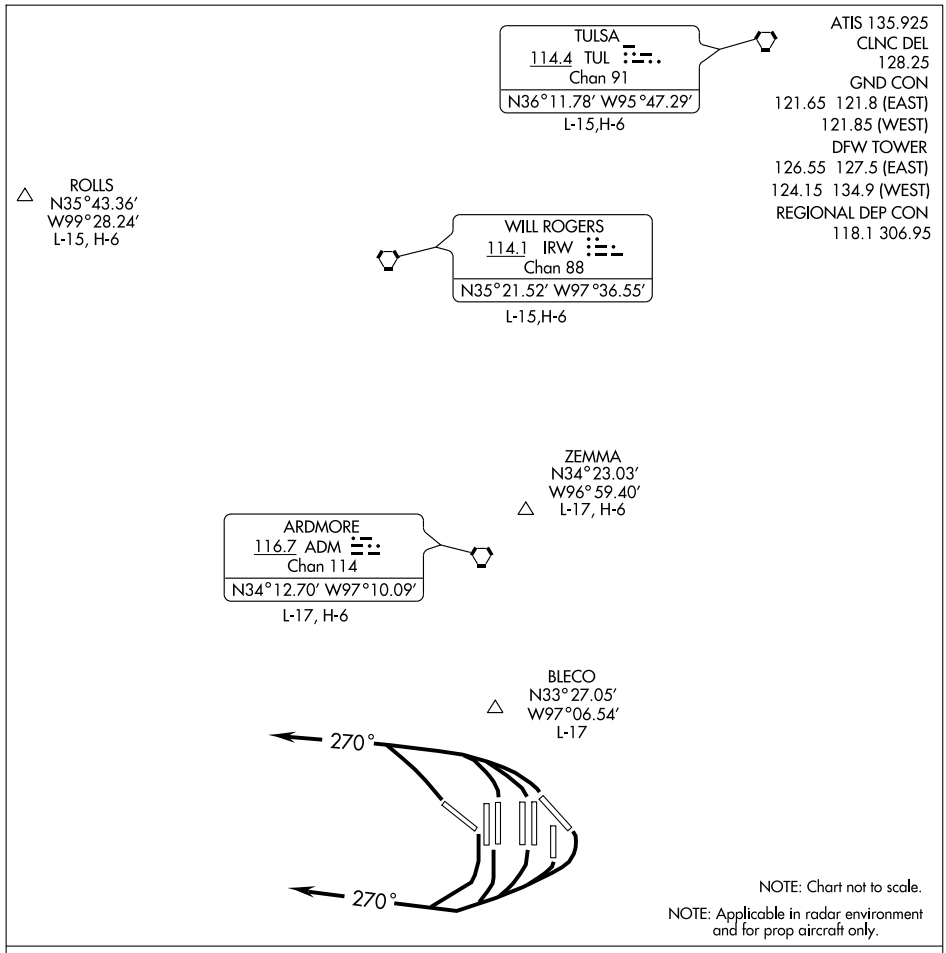



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 14 JAN 2010 to 11 FEB 2010

# JACKY FOUR DEPARTURE






## DEPARTURE ROUTE DESCRIPTION

NON-TURBOJET AIRCRAFT ONLY

TAKE OFF ALL RUNWAYS: Fly heading 270°, expect vector to appropriate fix. Maintain 2000′ and expect filed altitude ten minutes after departure.

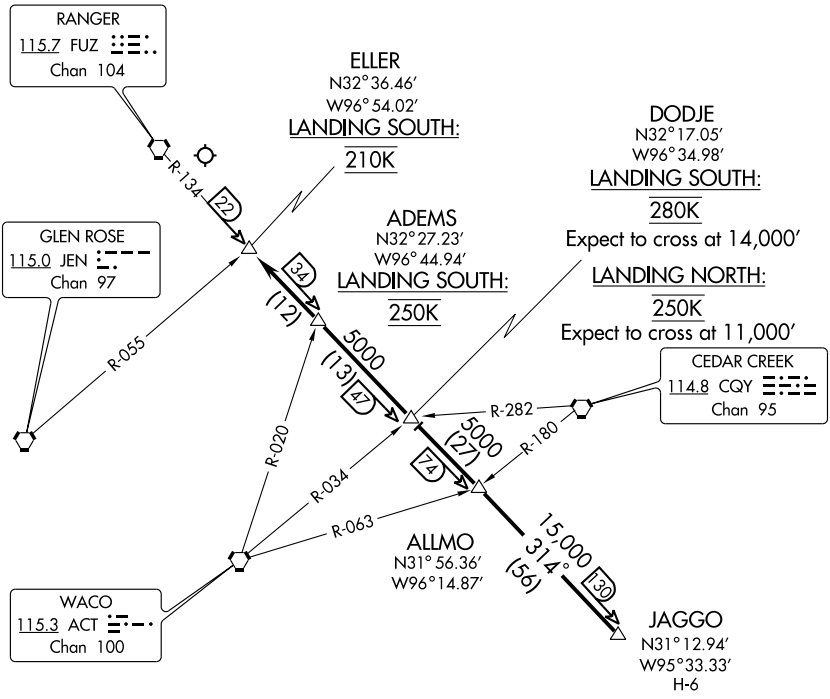
# JAGGO THREE ARRIVAL

ST-6039 (FAA)

DALLAS-FORT WORTH INTL
DALLAS-FORT WORTH, TEXAS

## ASSIGNED BY ATC ONLY

ATIS ARR 123.775
REGIONAL APP CON
125.02 133.52 263.025



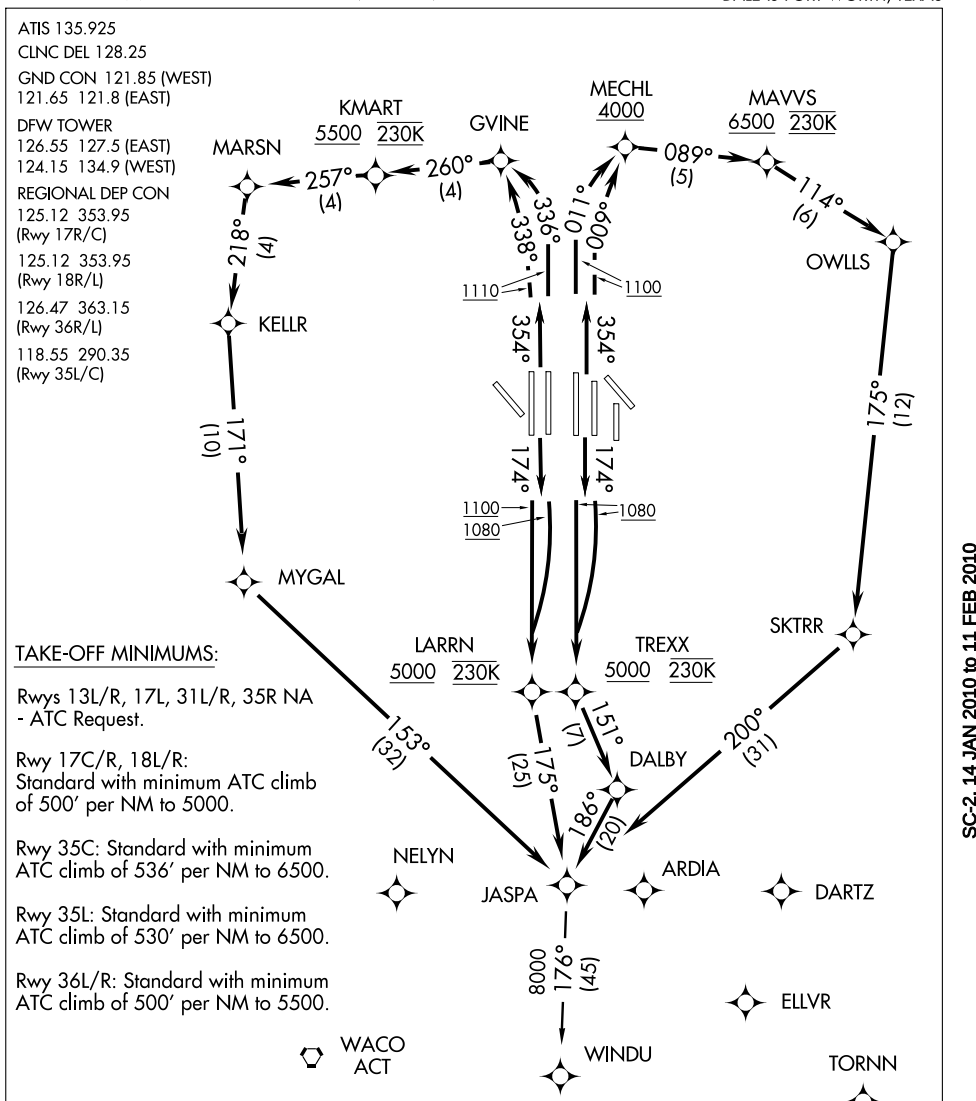

NOTE: Chart not to scale.

DME OR RADAR REQUIRED

From over JAGGO INT via FUZ R-134 to ELLER INT. Expect vectors to final approach course.

# JASPA TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS




TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L, 31L/R, 35R NA - ATC Request.

Rwy 17C/R, 18L/R: Standard with minimum ATC climb of 500′ per NM to 5000.

Rwy 35C: Standard with minimum ATC climb of 536′ per NM to 6500.

Rwy 35L: Standard with minimum ATC climb of 530′ per NM to 6500.

Rwy 36L/R: Standard with minimum ATC climb of 500′ per NM to 5500.

NOTE: TAKE-OFF RWYs 17C/R: Do not exceed 230K until TREXX WP.
TAKE-OFF RWYs 18L/R: Do not exceed 230K until LARRN WP.
TAKE-OFF RWYs 35L/C: Do not exceed 230K until MAVVS WP.
TAKE-OFF RWYs 36L/R: Do not exceed 230K until KMART WP.

NOTE: 1. DME/DME/IRU or GPS Required
2. RNAV 1.

NOTE: For Turbo Jets only.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RADAR required.

SC-2, 14 JAN 2010 to 11 FEB 2010

# JASPA TWO DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT KEENE OR TRI-GATE DEPARTURE.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL WP, cross MECHL WP at or above 4000, then via 089° track to MAVVS WP, cross MAVVS WP at or above 6500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE WP, then via 260° track to KMART WP, cross KMART WP at or above 5500, then via depicted route to JASPA WP, Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART WP, cross KMART at or above 5500, then via depicted route to JASPA WP, Thence . . . .

. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

WINDU TRANSITION (JASPA2.WINDU): For aircraft inbound to AUS or SAT terminal area airports. Aircraft should file and/or expect BLEWE or MARCS STAR at WINDU.

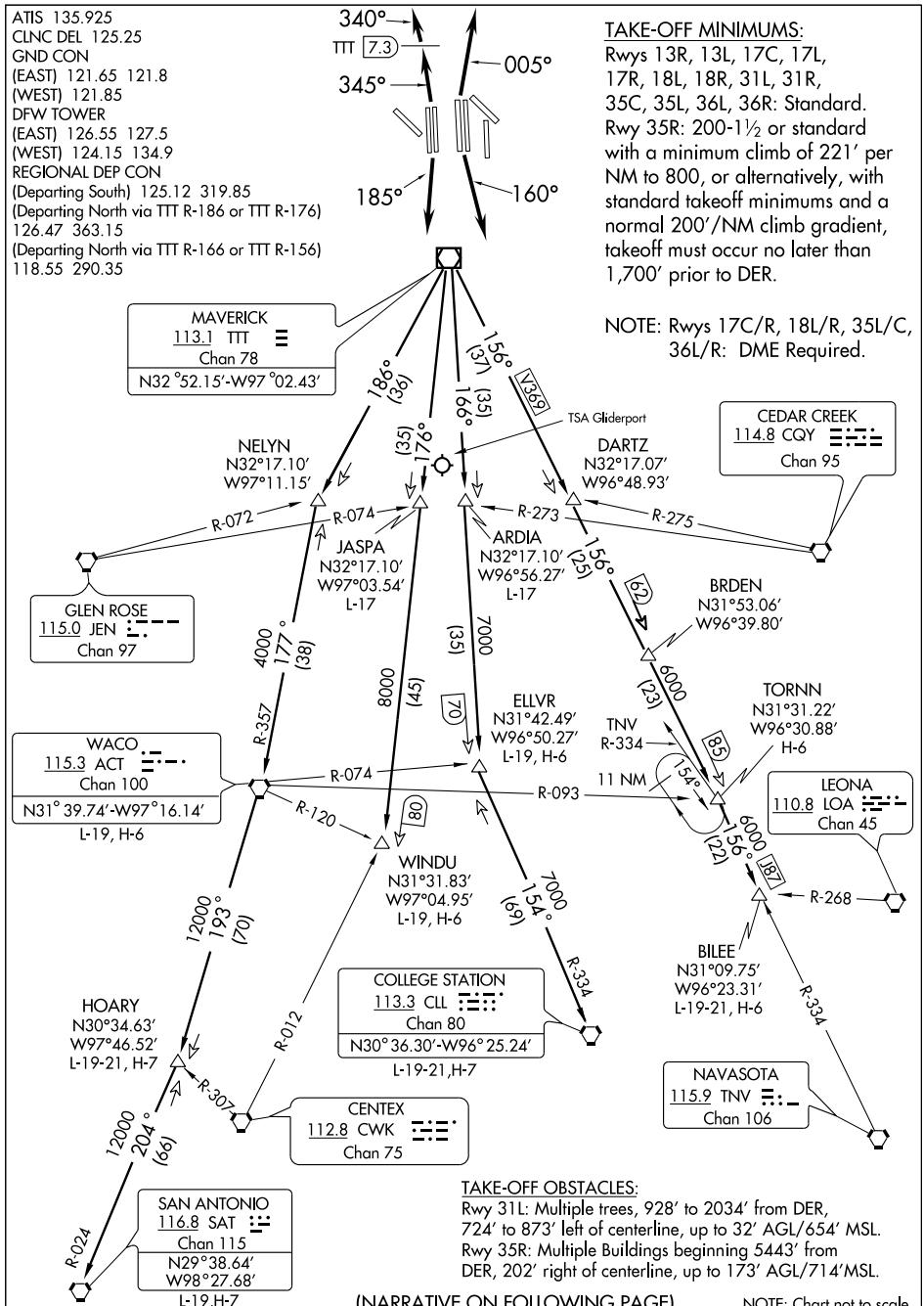
SC-2, 14 JAN 2010 to 11 FEB 2010

(JPOOL4.TTT) 09351

# JOE POOL FOUR DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT KEENE OR TRI-GATE DEPARTURE.

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 240 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAYS 13L/R, 31L/R, 17L, 35R: Fly assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

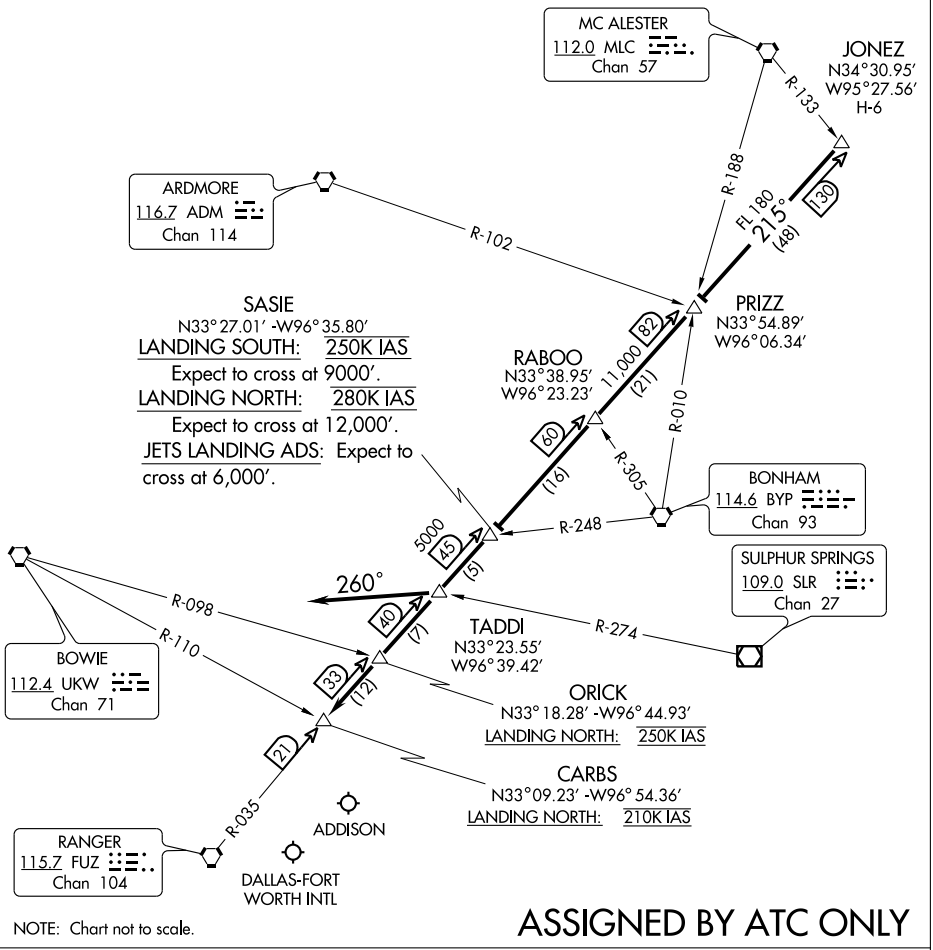
ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

# JONEZ FOUR ARRIVAL

ST-6039 (FAA)

DALLAS-FT. WORTH, TEXAS

REGIONAL APP CON
125.02 133.52 263.025
ATIS ARR
123.775




NOTE: Chart not to scale.

## ASSIGNED BY ATC ONLY

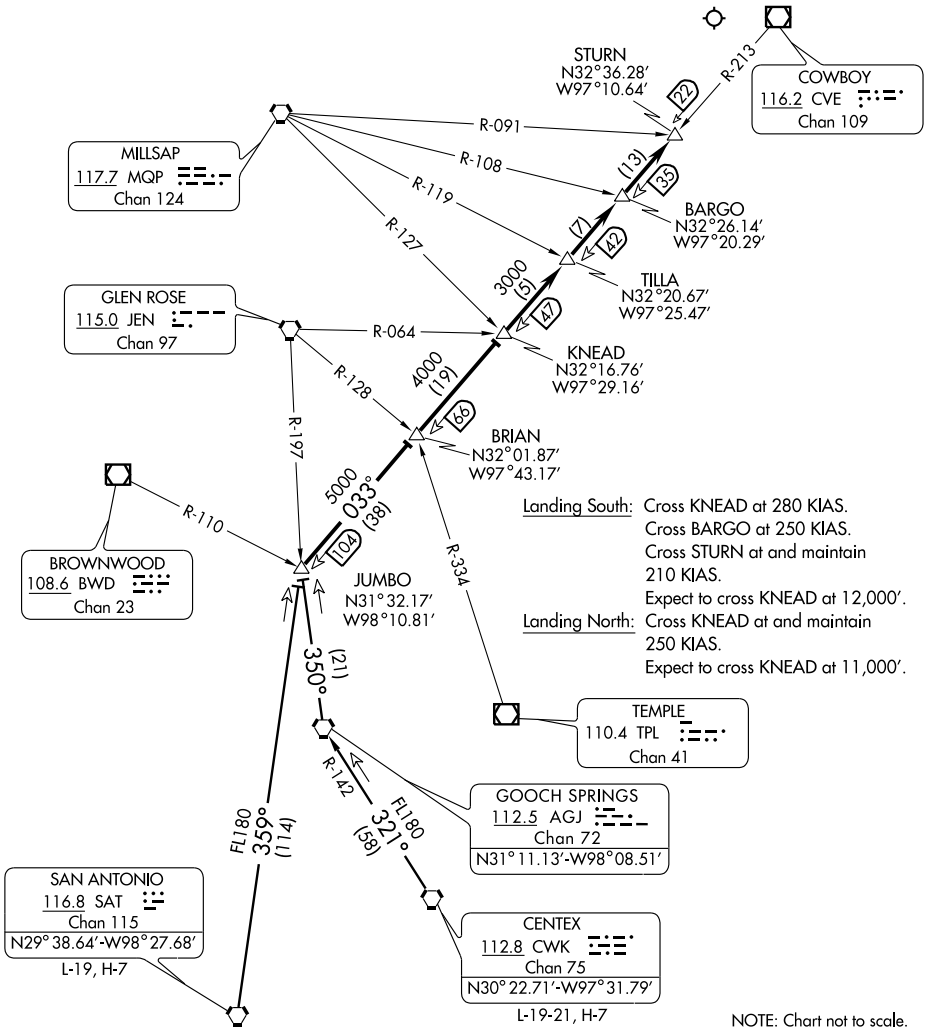
LANDING DFW: From over JONEZ INT via FUZ R-035 to CARBS INT. Expect vectors to final approach course.

LANDING ADS: From over JONEZ INT via FUZ R-035 to TADDI INT, depart TADDI INT heading 260° for vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

REGIONAL APP CON
119.875 133.625 284.65
ATIS ARR 123.775

## ASSIGNED BY ATC ONLY




## ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.JUMBO3): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC then via AGJ R-350 to JUMBO INT. Thence . . . .

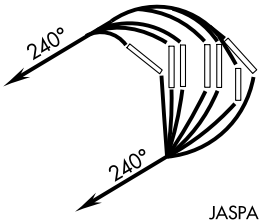
SAN ANTONIO TRANSITION (SAT.JUMBO3): From over SAT VORTAC via SAT R-359 to JUMBO INT. Thence . . . .

. . . . From over JUMBO INT via CVE R-213 to STURN INT. Expect vectors to final approach course.

# KEENE SIX DEPARTURE



ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
135.975 379.9




NOTE: 1016′ MSL tower (2.73 NM from DER 35R).

NOTE: Applicable in radar environment and for non-turbojet aircraft only.

TAKE-OFF MINIMUMS:

Rwys 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard
Rwy 35R: 200-1½ or standard with a minimum climb or standard with a minimum climb of 221′ per NM to 800, or alternatively, with standard take-off minimums and a normal 200′ per NM climb gradient. Take-off must occur no later than 1700′ prior to DER.

JASPA
N32°17.10′
W97°03.54′
L-17

WACO
115.3 ACT
Chan 100
N31°39.75′ W97°16.14′
L-19, H-6

ELLVR
N31°42.49′
W96°50.27′
L-19, H-6

GROESBECK
108.8 GNL
Chan 80
N31°34.89′ W96°32.95′
L-19

WINDU
N31°31.83′
W97°04.95′
L-19, H-6

TORNN
N31°31.22′
W96°30.88′
H-6

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30′ W96°25.24′
L-19-21, H-7

BILEE
N31°09.75′
W96°23.31′
L-19-21, H-6

NAVASOTA
115.9 TNV
Chan 106
N30°17.31′ W96°03.49′
L-19-21, H-7

TAKE-OFF OBSTACLES:

Rwy 31L, Tree 1229′ DER, 730′ right of centerline, 28′ AGL/637′ MSL. Transmission pole 3403′ from DER, 1399′ right of centerline, 86′AGL/708 MSL. Multiple trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.
Rwy 35R, Multiple buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′ MSL.

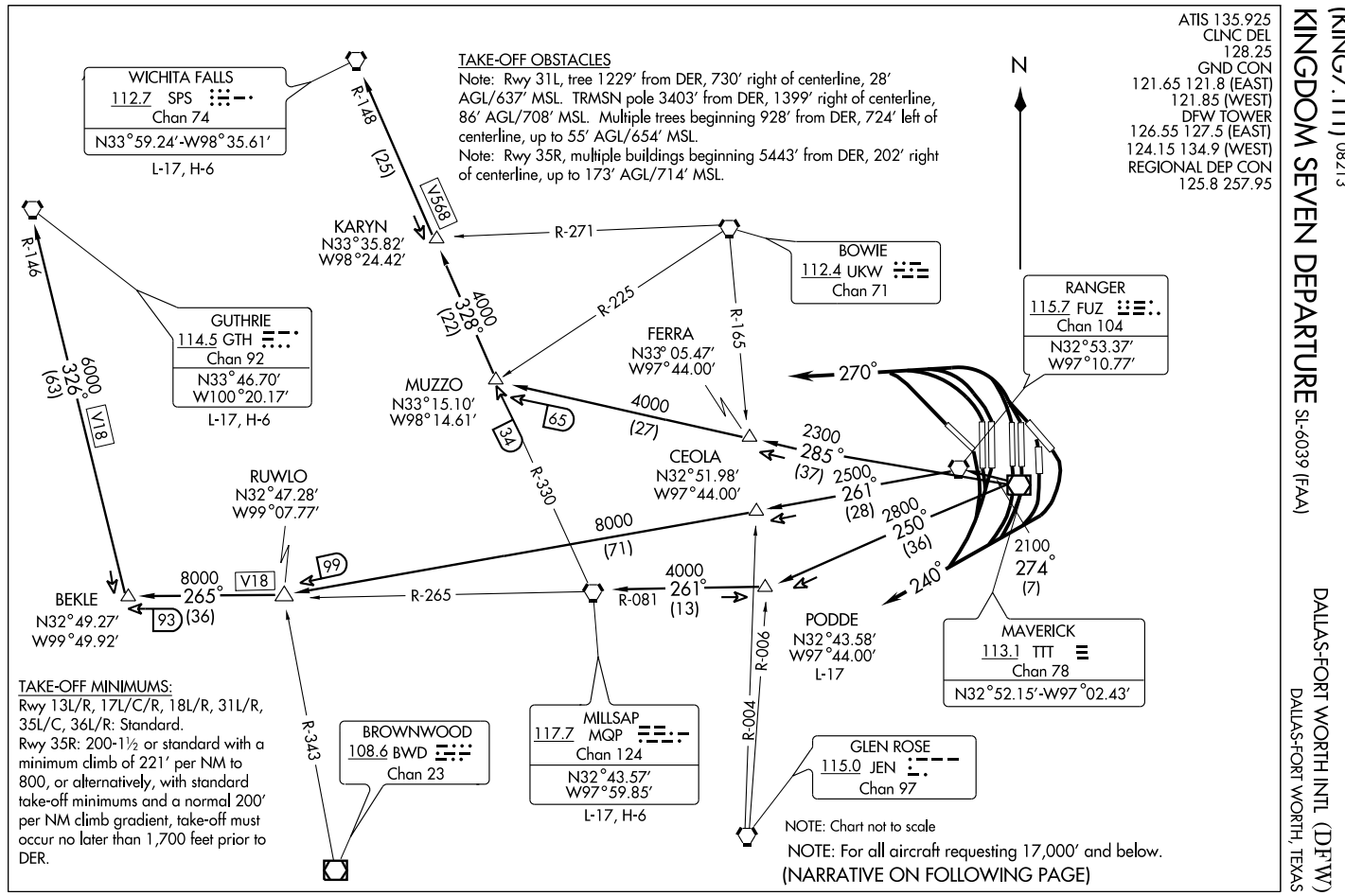
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

### NON-TURBOJET AIRCRAFT ONLY

TAKE OFF ALL RUNWAYS: Fly heading 240°, expect vector to appropriate fix. Maintain 2000′ and expect filed altitude ten minutes after departure.

SC-2, 14 JAN 2010 to 11 FEB 2010


ATIS 135.925
CLNC DEL 128.25
GND CON 121.65 121.8 (EAST) 121.85 (WEST)
DFW TOWER 126.55 127.5 (EAST) 124.15 134.9 (WEST)
REGIONAL DEP CON 125.8 257.95
N
TAKE-OFF OBSTACLES
Note: Rwy 31L, tree 1229' from DER, 730' right of centerline, 28' AGL/637' MSL. TRMSN pole 3403' from DER, 1399' right of centerline, 86' AGL/708' MSL. Multiple trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.
Note: Rwy 35R, multiple buildings beginning 5443' from DER, 202' right of centerline, up to 173' AGL/714' MSL.
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24'-W98°35.61'
L-17, H-6
R-148
(25)
V568
KARYN
N33°35.82'
W98°24.42'
R-271
BOWIE
112.4 UKW
Chan 71
R-225
R-165
RANGER
115.7 FUZ
Chan 104
N32°53.37'
W97°10.77'
R-146
GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6
6000
326°
(63)
V18
4000
328°
(22)
FERRA
N33° 05.47'
W97°44.00'
MUZZO
N33°15.10'
W98°14.61'
65
34
4000
(27)
270°
2300
285°
(37)
2500
261°
(28)
2800
250°
(36)
2100
274°
(7)
240°
CEOLA
N32°51.98'
W97°44.00'
R-330
RUWLO
N32°47.28'
W99°07.77'
8000
(71)
8000
265°
V18
99
BEKLE
N32°49.27'
W99°49.92'
93
(36)
R-265
4000
261°
(13)
R-081
PODDE
N32°43.58'
W97°44.00'
L-17
R-006
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
R-004
TAKE-OFF MINIMUMS:
Rwy 13L/R, 17L/C/R, 18L/R, 31L/R, 35L/C, 36L/R: Standard.
Rwy 35R: 200-1½ or standard with a minimum climb of 221' per NM to 800, or alternatively, with standard take-off minimums and a normal 200' per NM climb gradient, take-off must occur no later than 1,700 feet prior to DER.
R-343
BROWNWOOD
108.6 BWD
Chan 23
MILLSAP
117.7 MQP
Chan 124
N32°43.57'
W97°59.85'
L-17, H-6
GLEN ROSE
115.0 JEN
Chan 97
NOTE: Chart not to scale
NOTE: For all aircraft requesting 17,000' and below.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

JETS

Jets departing DFW must contact clearance delivery for departure instructions.

PROPS

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 240°. Thence....

TAKE-OFF RUNWAYS 31L/R, 35L/C/R, 36L/R: Fly heading 270°. Thence....

.... Expect vectors to appropriate route, maintain 2,000' and expect filed altitude 10 minutes after departure.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.

MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.

WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

# LOWGN TWO DEPARTURE (RNAV)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

TAKE-OFF MINIMUMS
Rwys 17C, 17R, 18L, 18R, 35C, 35L, 36L, 36R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwys 13L/R, 31L/R, 17L, 35R: NA- (ATC)

NOTE: RADAR Required.
NOTE: For use by TURBO JET aircraft only.

NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

ATIS 135.925
CLNC DEL 128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (RWY 17R/C)
126.47 363.15 (RWY 18L/R)
125.12 353.95 (RWYS 35L/C and 36L/R)

NOTE: TAKE-OFF RWYS 18L/R: Do not exceed 230K until YAMEL WP.

NOTE: TAKE-OFF RWYS 35C/L: Do not exceed 230K until CUZEN WP.
NOTE: TAKE-OFF RWYS 17C/R: Do not exceed 230K until JGIRL WP.
NOTE: TAKE-OFF RWYS 36L/R: Do not exceed 230K until HAZKL WP.

ROLLS
15000
303°
(85)
MRMAC
15000
303°
(60)
ARDMORE
ADM
4000
359°
(46)
LOWGN
ZEMMA
BLECO
GRABE
EAKER
TIKYS
AKUNA
356°
(27)
BEMMR
355°
(10)
BINGM
332°
(4)
FIRMN
268°
(5)
331°
(25)
319°
(21)
315°
(36)
002°
(5)
FLAGZ
CMORE
HAZKL
5000 230K
CUZEN
5000 230K
1120
354°
1080
354°
174°
1100
174°
1080
188°
190°
153°
155°
YAMEL
5000 230K
253°
(3)
BPARK
NAVYE
105°
(3)
JGIRL
5000 230K
082°
(5)
CORTS
354°
(8)
BIGGD
006°
(6)

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT JACKY OR TRI-GATE DEPARTURE PROCEDURE.

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE WP, then via 105° track to JGIRL WP, cross JGIRL WP at or above 5000, then via depicted route to LOWGN WP, Thence. . . .
TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE WP, then via 105° track to JGIRL WP, cross JGIRL WP at or above 5000, then via depicted route to LOWGN WP, Thence. . . .
TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 190° course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000, then via depicted route to LOWGN WP, Thence. . . .
TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 188° course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000, then via depicted route to LOWGN WP, Thence. . . .
TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN WP, cross CUZEN WP at or above 5000, then via depicted route to LOWGN WP, Thence. . . .
TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN WP, cross CUZEN WP at or above 5000, then via depicted route to LOWGN WP, Thence. . . .
TAKE-OFF RUNWAY 36L: Climb via 354° heading to 1120, then direct HAZKL WP, cross HAZKL WP at or above 5000, then via depicted route to LOWGN WP, Thence. . . .
TAKE-OFF RUNWAY 36R: Climb via 354° heading to 1120, then left turn direct HAZKL WP, cross HAZKL WP at or above 5000, then via depicted route to LOWGN WP, Thence. . . .

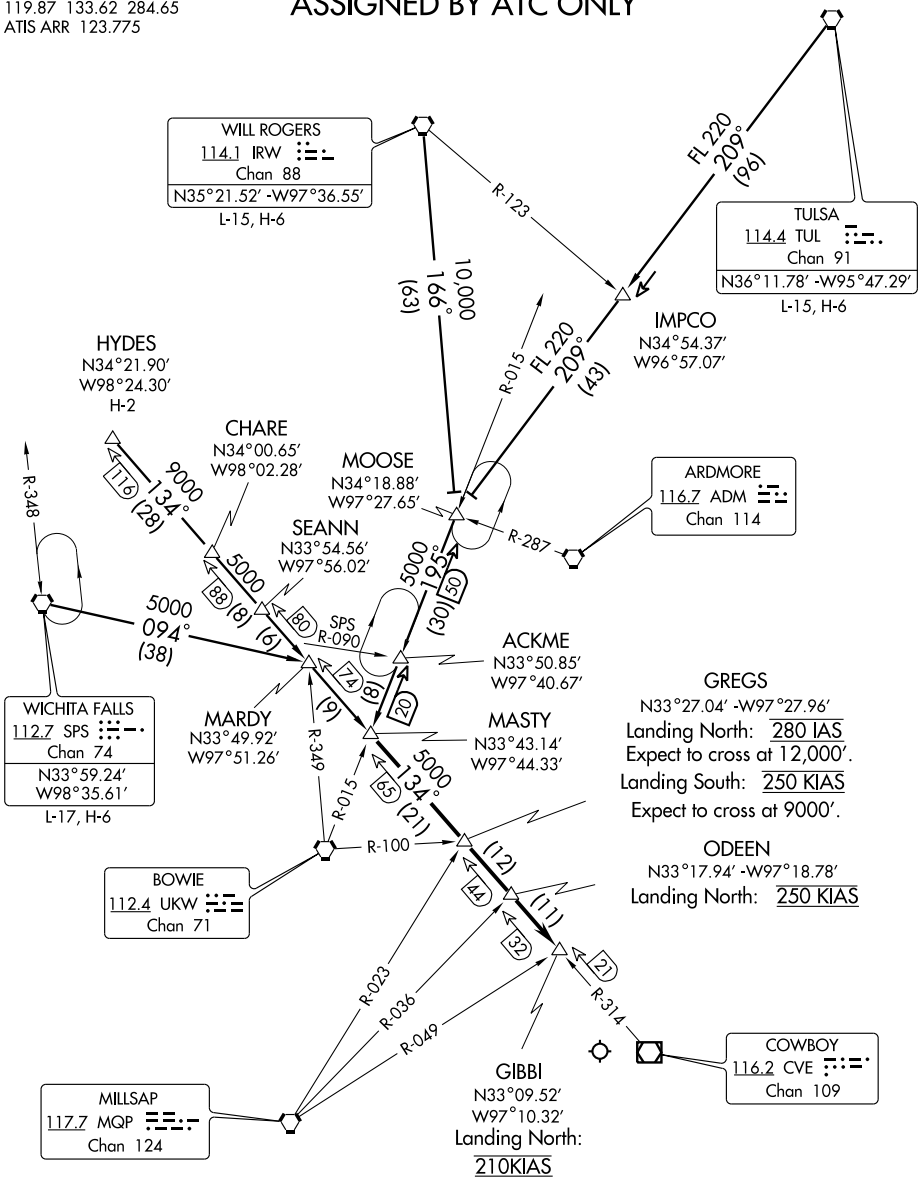
. . . . via (transition). Maintain 10,000', expect filed altitude ten minutes after departure.

ARDMORE TRANSITION (LOWGN2.ADM):
ROLLS TRANSITION (LOWGN2.ROLLS): (For all aircraft proceeding northwestbound via J52).

# MASTY TWO ARRIVAL

REGIONAL APP CON
119.87 133.62 284.65
ATIS ARR 123.775

## ASSIGNED BY ATC ONLY




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# MASTY TWO ARRIVAL

ARRIVAL DESCRIPTION

HYDES TRANSITION (HYDES.MASTY2): From over HYDES INT via CVE R-314 to MASTY INT. Thence. . . .

TULSA TRANSITION (TUL.MASTY2): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT. Thence. . . .

WICHITA FALLS TRANSITION (SPS.MASTY2): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to MASTY INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.MASTY2): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT. Thence. . . .

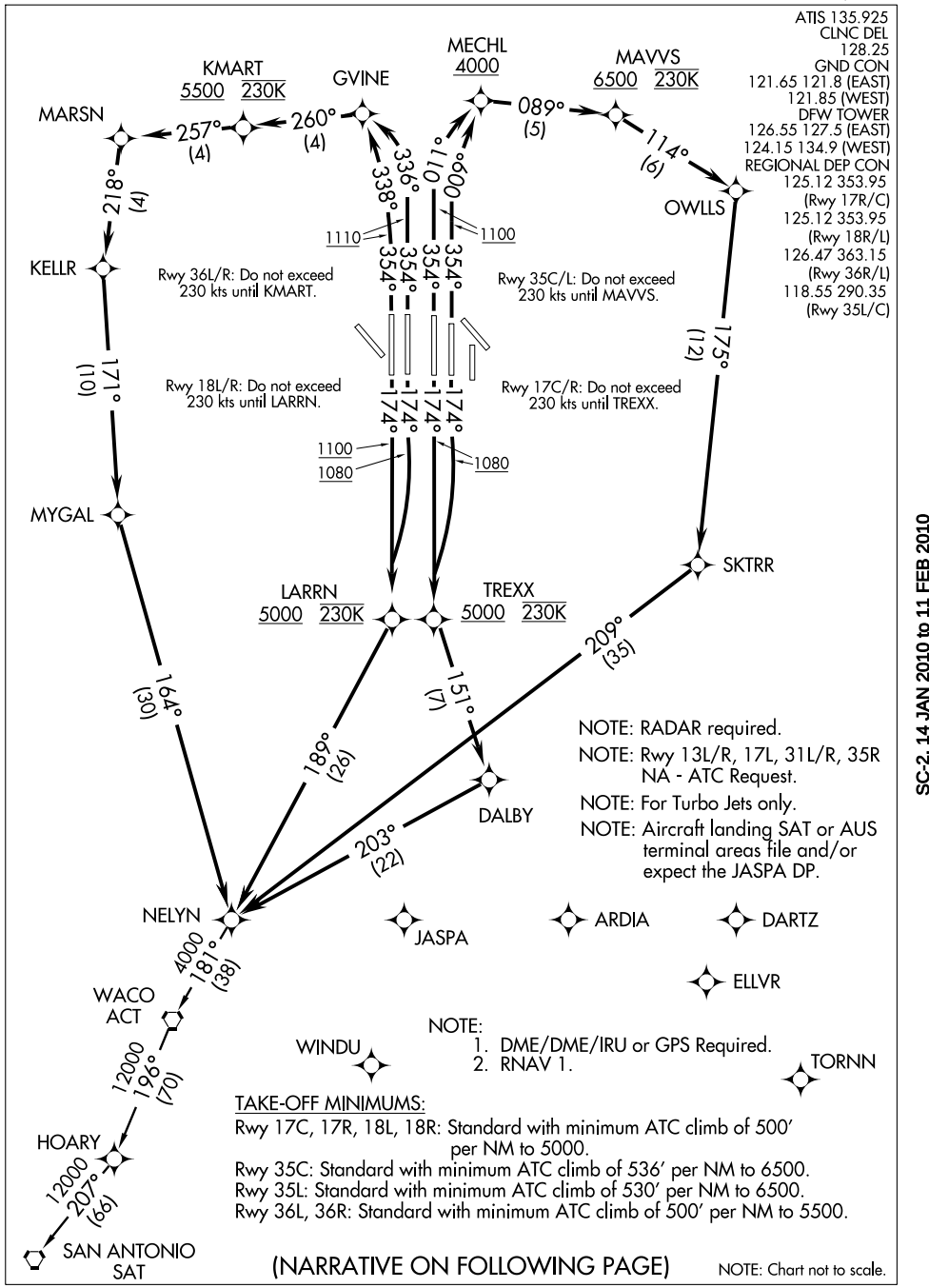
. . . . From over MASTY INT via CVE R-314 to GIBBI INT. Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

# NELYN TWO DEPARTURE (RNAV)

## DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS




NOTE: RADAR required.

NOTE: Rwy 13L/R, 17L, 31L/R, 35R NA - ATC Request.

NOTE: For Turbo Jets only.

NOTE: Aircraft landing SAT or AUS terminal areas file and/or expect the JASPA DP.

NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.

TAKE-OFF MINIMUMS:

Rwy 17C, 17R, 18L, 18R: Standard with minimum ATC climb of 500' per NM to 5000.
Rwy 35C: Standard with minimum ATC climb of 536' per NM to 6500.
Rwy 35L: Standard with minimum ATC climb of 530' per NM to 6500.
Rwy 36L, 36R: Standard with minimum ATC climb of 500' per NM to 5500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

PROPS

File and expect KEENE or TRI-GATE DP.

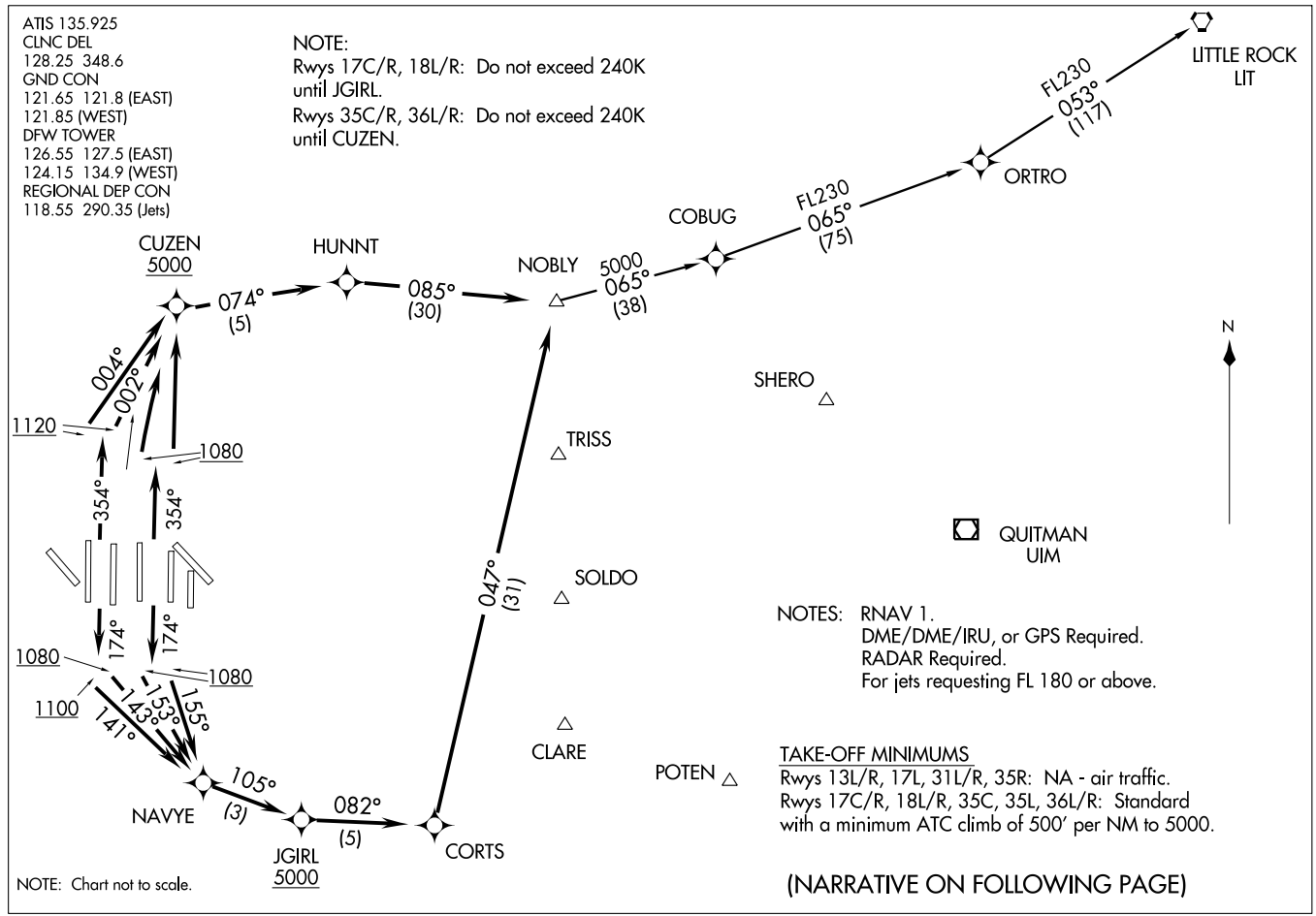
JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX WP, cross TREXX WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then direct LARRN WP, cross LARRN WP at or above 5000, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS, cross MAVVS WP at or above 6500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL WP at or above 4000, then via 089° track to MAVVS, cross MAVVS WP at or above 6500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500, then via depicted route to NELYN WP, Thence . . . .
TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE WP, then via 260° track to KMART, cross KMART WP at or above 5500, then via depicted route to NELYN WP, Thence . . . .

. . . . via (transition). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

HOARY TRANSITION (NELYN2.HOARY)
WACO TRANSITION (NELYN2.ACT): (For aircraft inbound to WACO or GRAY terminal area airports.)
SAN ANTONIO TRANSITION (NELYN2.SAT): (For aircraft overflying CENTEX and SAN ANTONIO.)

SC-2, 14 JAN 2010 to 11 FEB 2010




(NOBLY3.NOBLY) 09015

# NOBLY THREE DEPARTURE (RNAV)

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

File and Expect WYLIE or HUBBARD Departure.

JETS

Jets requesting 17000' and below expect the GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 143° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 141° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000 then via depicted route to NOBLY. Thence . . . .

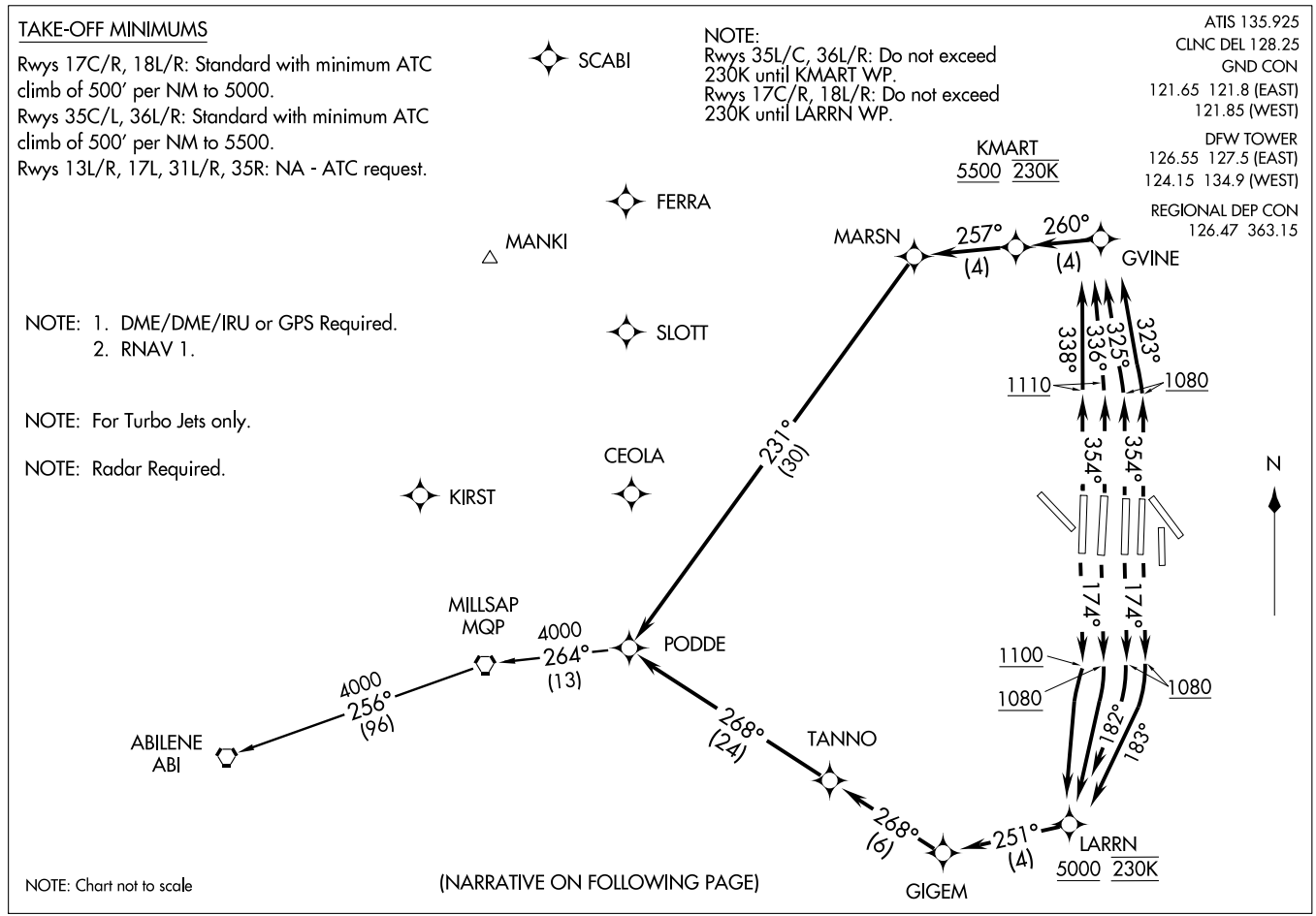
TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1120, then via 004° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1120, then via 002° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to NOBLY. Thence . . . .

. . . . via (transition). Maintain 10000', expect filed altitude 10 minutes after departure.

LITTLE ROCK TRANSITION (NOBLY3.LIT)

SC-2, 14 JAN 2010 to 11 FEB 2010




PODE THREE DEPARTURE (RNAV)

(PODE3.PODDE) 08045

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT THE KINGDOM OR COYOTE DEPARTURE

JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 183°course to LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 182° course to LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 18L: Climb via 174° heading to 1080, then right turn direct LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 18R: Climb via 174° heading to 1100, then left turn direct LARRN, cross LARRN at or above 5000, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080, then via 323° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080, then via 325° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 338° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, then via 336° course to GVINE, then via 260° track to KMART, cross KMART at or above 5500, then via depicted route to PODDE. Thence....

. . . . via (transition). Maintain 10,000 feet. Expect filed altitude within ten minutes after departure.

ABILENE TRANSITION (PODDE3.ABI)

MILLSAP TRANSITION (PODDE3.MQP)

| WAAS CH 97324 W17D | APP CRS 174° | Rwy Idg 13401 TDZE 562 Apt Elev 607 |
|---|---|---|

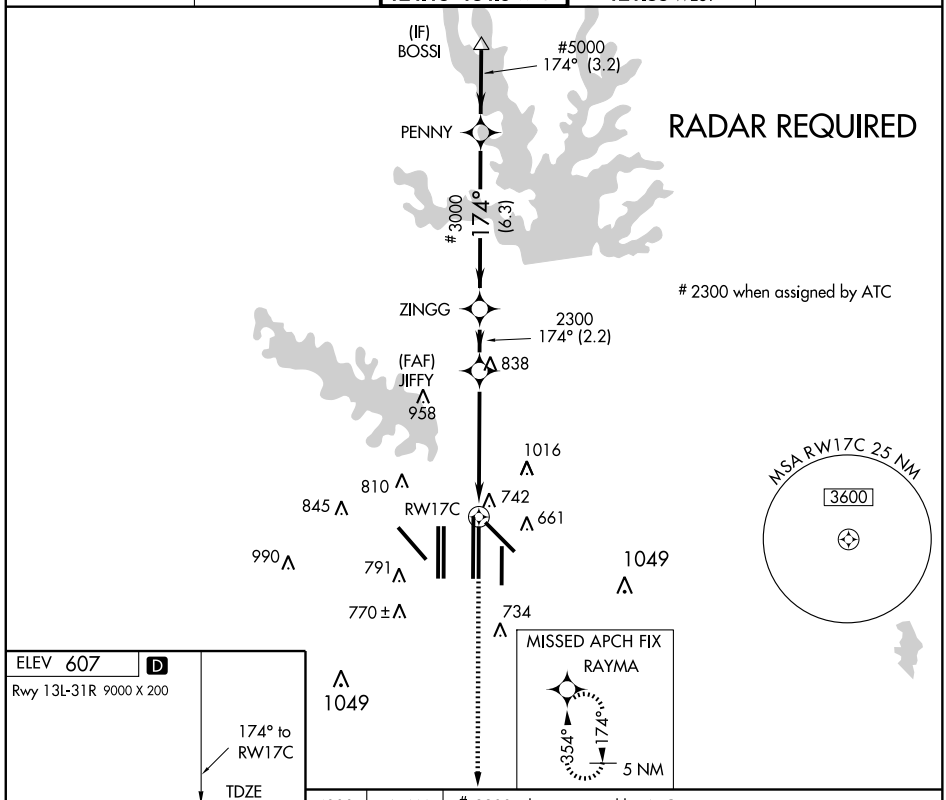
# RNAV (GPS) RWY 17C
## DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C(116°F). DME/DME RNP-0.3 NA.

ALSF-2

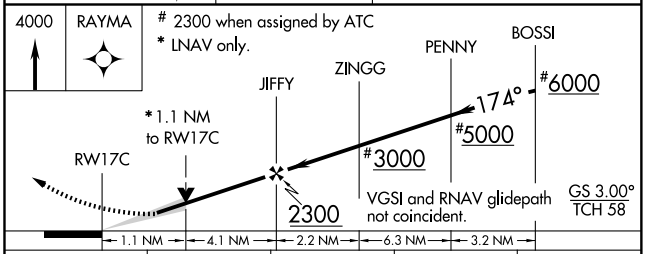
MISSED APPROACH: Climb to 4000 direct RAYMA and hold.

| ATIS ARR 123.775 DEP 135.925 | REGIONAL APP CON 127.075 | DFW TOWER 126.55 127.5 EAST 124.15 134.9 WEST | GND CON 121.65 121.8 EAST 121.85 WEST | CLNC DEL 128.25 |
|---|---|---|---|---|










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 812/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1068/60 506 (500-1¼) | | | |
| LNAV MDA | 1000/24 438 (400-½) | | 1000/40 438 (400-¾) | 1000/50 438 (400-1) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 8500 |
|---|---|---|---|
| CH 40008 | 174° | TDZE | 545 |
| W17B | | Apt Elev | 607 |

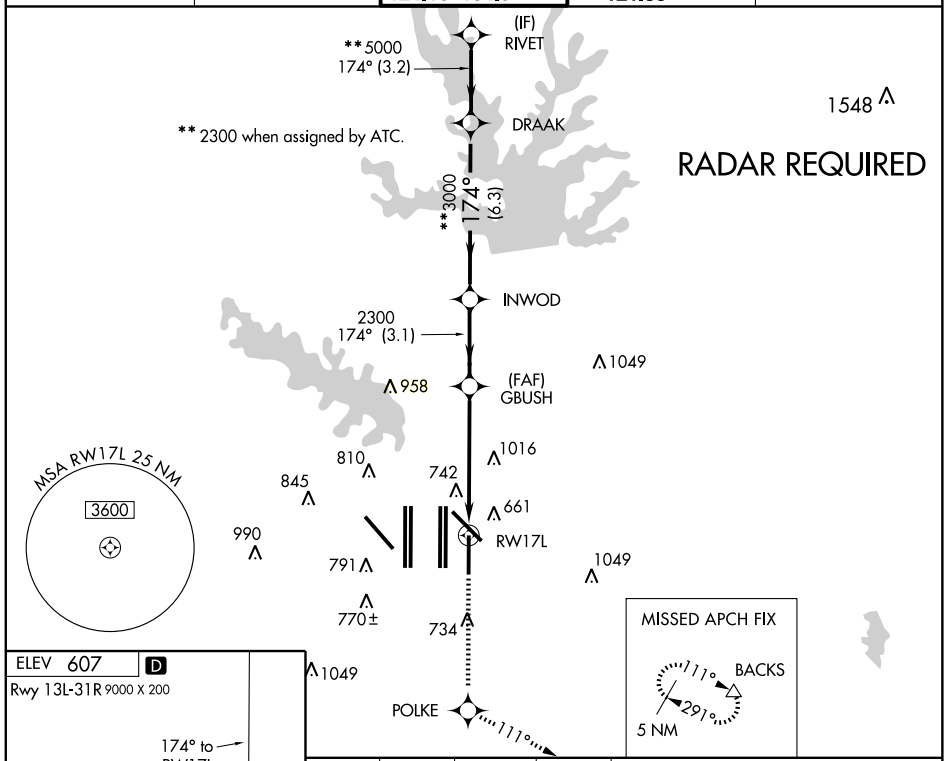
# RNAV (GPS) RWY 17L
## DALLAS-FORT WORTH INTL (DFW)

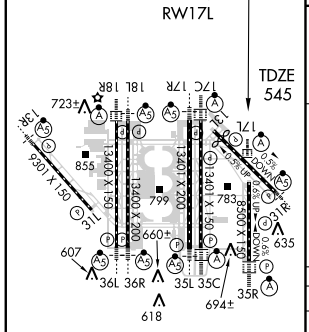
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LPV all Cats visibility to 1½.

ALSF-2

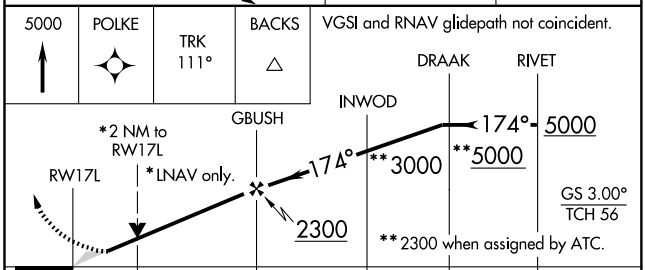
MISSED APPROACH: Climb to 5000 direct POLKE and via 111° track to BACKS and hold.

| ATIS ARR | ATIS DEP | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 123.775 | 135.925 | 119.4 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 984/50 | 439 (400-1) | | |
| LNAV/VNAV DA | 1042/60 | 497 (500-1¼) | | |
| LNAV MDA | 1240/24 | 695 (700-½) | 1240-1½<br>695 (700-1½) | 1240-1¾<br>695 (700-1¾) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 53505 W17A | APP CRS 174° | Rwy Idg 13401 TDZE 567 Apt Elev 607 |
|---|---|---|

# RNAV (GPS) RWY 17R

## DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct BEGGO then via 177° track to JASPA and hold.

| ATIS ARR | ATIS DEP | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 123.775 | 135.925 | 127.075 | 126.55 127.5 EAST 124.15 134.9 WEST | 121.65 121.8 EAST 121.85 WEST | 128.25 |

(IF) NETTS

# 5000 174° (3.2) GARZA

# 2200 when assigned by ATC.

# 3000 174° (6.3) YALTA

2200 174° (2.5)

(FAF) BBAKR

MSA RW17R 25 NM 3600

1548 958 810 1016 845 RW17R 742 661 990 791 1049 770± 734 1049

RADAR REQUIRED

MISSED APCH FIX 5 NM 356° 176° JASPA

BEGGO 177°

ELEV 607 D

Rwy 13L-31R 9000 x 200

174° to RW17R

TDZE 567

| 4000 | BEGGO | 177° TRK | JASPA △ |
|---|---|---|---|

# 2200 when assigned by ATC.

VGSI and RNAV glidepath not coincident.

*LNAV only *1.2 NM to RW17R

NETTS GARZA YALTA BBAKR RW17R

174° # 6000 # 5000 # 3000 2200

GS 3.00° TCH 52

1.2 3.7 NM 2.5 NM 6.3 NM 3.2 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 817/24 250 (300-½) | | | |
| LNAV/VNAV DA | 1066/60 499 (500-1¼) | | | |
| LNAV MDA | 1000/24 433 (400-½) | | 1000/40 433 (400-¾) | 1000/50 433 (400-1) |

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 86807 W18A | APP CRS 174° | Rwy Idg 13400 TDZE 602 Apt Elev 607 |
|---|---|---|

# RNAV (GPS) RWY 18L
## DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 5000 direct BASIN and via 239° track to LIKES and hold.

| ATIS ARR | ATIS DEP | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 123.775 | 135.925 | 119.4 | 126.55 127.5 EAST 124.15 134.9 WEST | 121.65 121.8 EAST 121.85 WEST | 128.25 |

RADAR REQUIRED

#3000 174° (3.2) (IF) GRUCH

ALIGN

#3000 174° (6.3)

2300 174° (2.3) UDALL

(FAF) HASTY

1049 958 1016 810 742 845 730± RW18L 661 990 791 770± 734 1049 1049 BASIN 239°

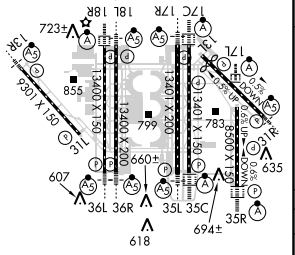
MISSED APCH FIX 5 NM 042° 222° LIKES

MSA RW18L 25 NM 3600 1368

ELEV 607 D

174° to RW18L

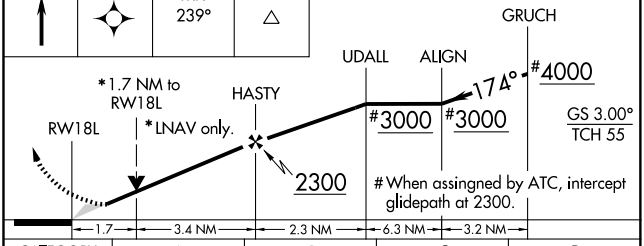
TDZE 602




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

| 5000 | BASIN | TRK 239° | LIKES |
|---|---|---|---|

VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 802/24 | 200 (200-½) | |
| LNAV/VNAV DA | | 980/40 | 378 (400-¾) | |
| LNAV MDA | 1220/24 | 618 (700-½) | 1220/60 618 (700-1¼) | 1220-1½ 618 (700-1½) |

| WAAS | APP CRS | Rwy Idg 13400 |
|---|---|---|
| CH 99407 | 174° | TDZE 607 |
| W18B | | Apt Elev 607 |

# RNAV (GPS) RWY 18R

## DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 5000 direct BOBIN and via 239° track to LIKES and hold.

| ATIS ARR | ATIS DEP | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 123.775 | 135.925 | 119.4 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |

RADAR REQUIRED

(IF) ICKEL

#3000 174° (3.2)

YOHAN

#3000 174° (6.3)

2400 174° (2.1)

LEGRE

(FAF) NETEE

1049

958

1016

810

742

845

730± RW18R

661

990

791

770±

734

1049

1049

BOBIN

239°

1368

MSA RW 18R 25 NM

3600

MISSED APCH FIX

5 NM

042°

222°

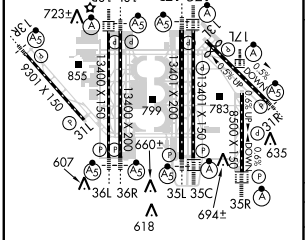
LIKES

ELEV 607

D

174° to RW18R

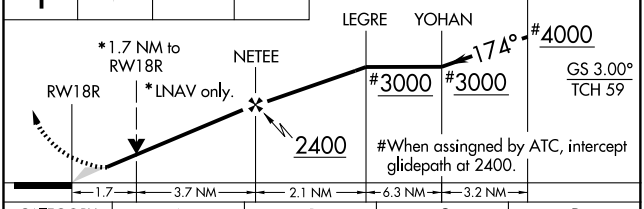
TDZE 607




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

| 5000 | BOBIN | TRK 239° | LIKES |
|---|---|---|---|

VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 807/24 | 200 (200-½) | |
| LNAV/VNAV DA | | 980/40 | 373 (400-¾) | |
| LNAV MDA | 1220/24 | 613 (700-½) | 1220/60<br>613 (700-1¼) | 1220-1½<br>613 (700-1½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 40025 W35D | APP CRS 354° | Rwy Idg 13401<br>TDZE 563<br>Apt Elev 607 |
|---|---|---|

# RNAV (GPS) RWY 35C

DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). For inoperative ALSF, increase LNAV/VNAV all Cats visibility to RVR 6000. DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 4000 direct BOSSI and hold.

| ATIS ARR 123.775 DEP 135.925 | REGIONAL APP CON 127.075 | DFW TOWER 126.55 127.5 EAST 124.15 134.9 WEST | GND CON 121.65 121.8 EAST 121.85 WEST | CLNC DEL 128.25 |
|---|---|---|---|---|

RADAR REQUIRED

MISSED APCH FIX

5 NM 354° 174° BOSSI

958 1016 810 845 742 661 990 791 RW35C 1049 770± 734 354° 1049

(FAF) JOBBS 2100 (3)

DAYZZ 3000 354° (6.3)

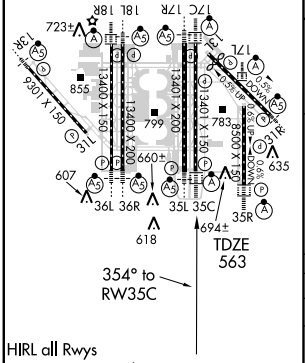
TUFFO 5000 354° (3.2)

(IF) RAYMA 2549

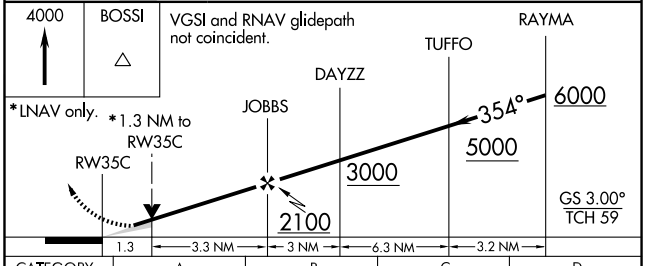
MSA RW35C 25 NM 3600

ELEV 607 D

Rwy 13L-31R 9000 X 200




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 813/24 250 (300-½) | | | |
| LNAV/VNAV DA | 931/40 368 (400-¾) | | | |
| LNAV MDA | 1040/24 477 (500-½) | | 1040/40 477 (500-¾) | 1040/50 477 (500-1) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 13401 |
|---|---|---|---|
| CH 45805 | 354° | TDZE | 564 |
| W35B | | Apt Elev | 607 |

# RNAV (GPS) RWY 35L
## DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).
DME/DME RNP -0.3 NA.

MALSR

MISSED APPROACH: Climb to 4000 direct BBAKR then via 355° track to BOSSI and hold.

| ATIS ARR | ATIS DEP | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 123.775 | 135.925 | 127.075 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |

MISSED APCH FIX
5 NM
354° 174°
BOSSI

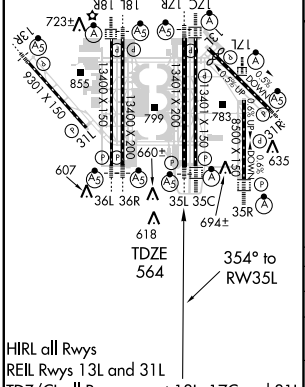
RADAR REQUIRED

355°
BBAKR
958
1016
810
742
845
661
990
791
1049
RW35L
656±
770±
734
711±
1049
(FAF)
BEGGO
2300
354° (2.4)
1743
DALLN
*3000
354°
(6.3)
* 2300 when assigned by ATC.
CORMN
5000
354° (3.2)
(IF)
TANDE
2549

MSA RW35L 25 NM
3600

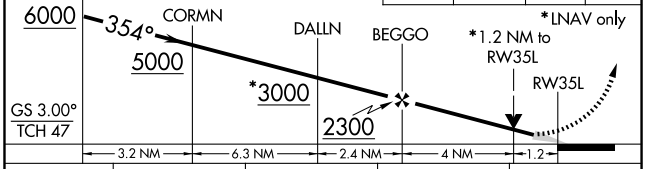
SC-2, 14 JAN 2010 to 11 FEB 2010

ELEV 607 D
Rwy 13L-31R 9000 X 200




VGSI and RNAV glidepath not coincident.
* 2300 when assigned by ATC.

4000 | BBAKR | 355° track | BOSSI




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 814/24 250 (300-½) | | | |
| LNAV/VNAV | DA | 927/40 363 (400-¾) | | | |
| LNAV | MDA | 1020/24 456 (500-½) | | 1020/40 456 (500-¾) | 1020/50 456 (500-1) |

| WAAS CH 40401 W35A | APP CRS 354° | Rwy Idg 8500 TDZE 575 Apt Elev 607 |
|---|---|---|

# RNAV (GPS) RWY 35R

## DALLAS-FORT WORTH INTL (DFW)

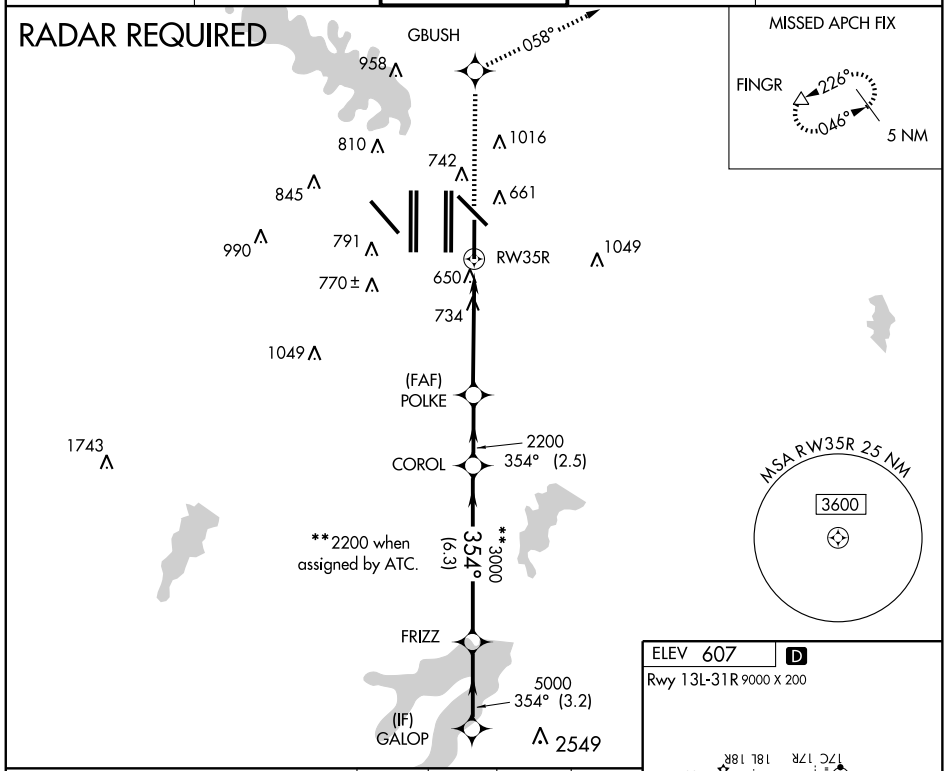
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

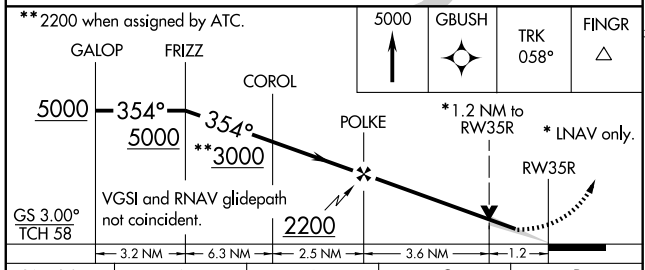
ALSF-2

MISSED APPROACH: Climb to 5000 direct GBUSH and via 058° track to FINGR and hold.

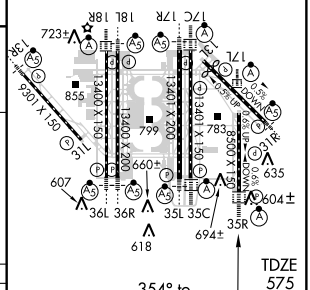
| ATIS ARR DEP | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 123.775 135.925 | 119.4 | 126.55 127.5 EAST 124.15 134.9 WEST | 121.65 121.8 EAST 121.85 WEST | 128.25 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 825/24 250 (300-½) | | | |
| LNAV/VNAV DA | 917/40 342 (400-¾) | | | |
| LNAV MDA | 1040/24 465 (500-½) | | 1040/40 465 (500-¾) | 1040/50 465 (500-1) |




SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 13400 |
|---|---|---|---|
| CH 93805 | 354° | TDZE | 588 |
| W36B | | Apt Elev | 607 |

# RNAV (GPS) RWY 36L

## DALLAS-FORT WORTH INTL (DFW)

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

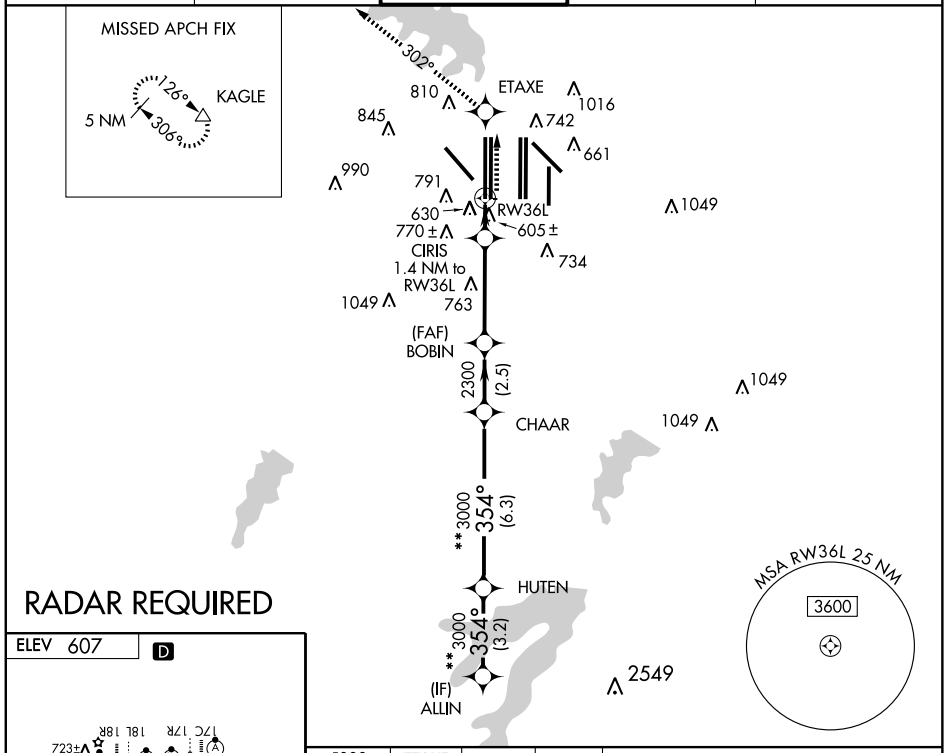
MALSR

MISSED APPROACH: Climb to 5000 direct ETAXE and via 302° track to KAGLE and hold.

| ATIS ARR | ATIS DEP | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 123.775 | 135.925 | 118.425 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |

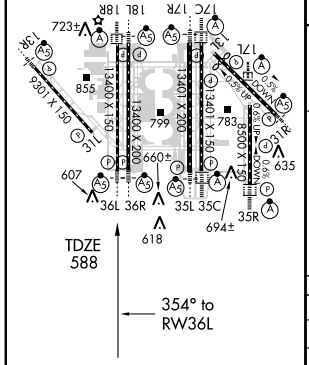
MISSED APCH FIX



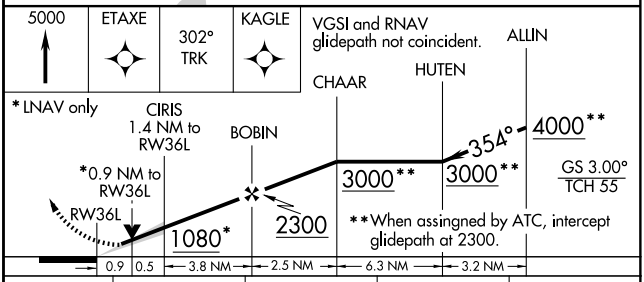




RADAR REQUIRED

ELEV 607 D




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 788/24 200 (200-½) | | | |
| LNAV/VNAV DA | 987/50 399 (400-1) | | | |
| LNAV MDA | 940/24 352 (400-½) | | | 940/50 352 (400-1) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 13400 |
|---|---|---|---|
| CH 87005 | 354° | TDZE | 581 |
| W36A | | Apt Elev | 607 |

# RNAV (GPS) RWY 36R

DALLAS-FORT WORTH INTL (DFW)

T For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP -0.3 NA.

MALSR (A5)

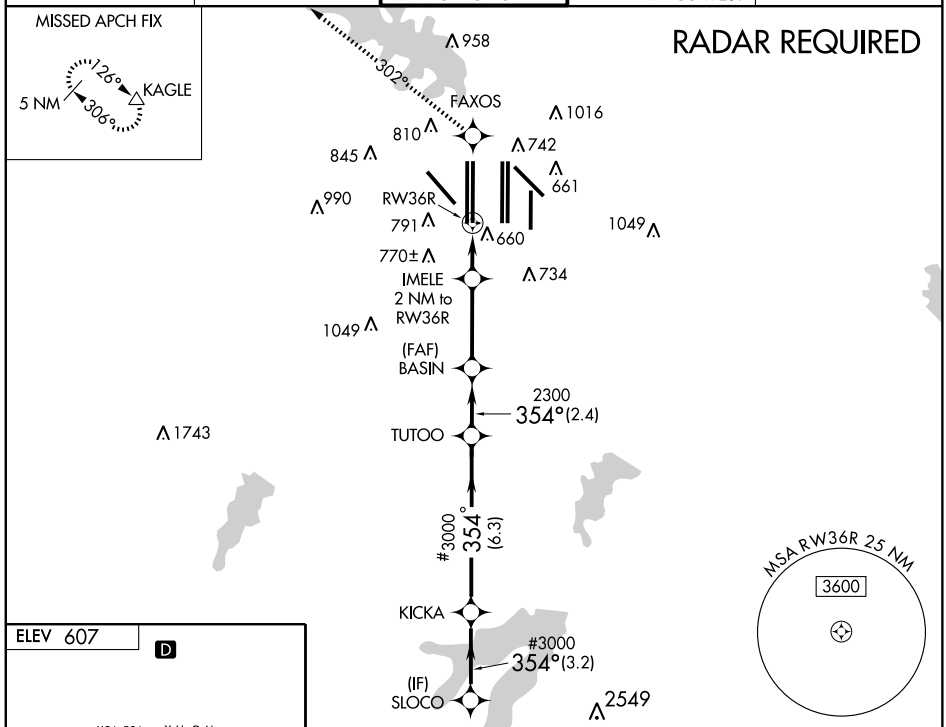
MISSED APPROACH: Climb to 5000 direct FAXOS and via 302° track to KAGLE and hold.

| ATIS ARR | ATIS DEP | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 123.775 | 135.925 | 118.425 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |

MISSED APCH FIX



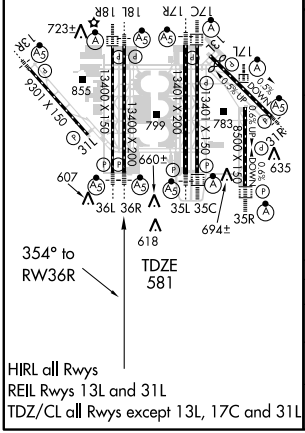

RADAR REQUIRED







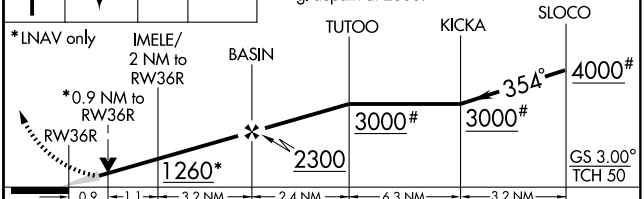
ELEV 607 D




| 5000 | FAXOS | 302° TRK | KAGLE |
|---|---|---|---|

VGSI and RNAV glidepath not coincident.

# When assigned by ATC, intercept glidepath at 2300.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 781/24 200 (200-½) | | | |
| LNAV/VNAV DA | 941/40 360 (400-¾) | | | |
| LNAV MDA | 940/24 359 (400-½) | | | 940/50 359 (400-1) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 9301 |
|---|---|---|
| 133° | TDZE | 591 |
| | Apt Elev | 607 |

# RNAV (GPS) Y RWY 13R

DALLAS-FORT WORTH INTL (DFW)

| | | | | |
|---|---|---|---|---|
| DME/DME RNP-0.3 NA. NA | MALSR | MISSED APPROACH: Climbing right turn to 5000 direct SLOTT and hold. | | |
| ATIS ARR 123.775 DEP 135.925 | REGIONAL APP CON 133.15 118.1 | DFW TOWER 126.55 127.5 EAST 124.15 134.9 WEST | GND CON 121.65 121.8 EAST 121.85 WEST | CLNC DEL 128.25 |

## RADAR REQUIRED

*2300 when assigned by ATC.

MISSED APCH FIX
4 NM
095°
275°
SLOTT

(IF) MORRY
*3000
133°
(4.9)
POPPA
2.3 NM to HODAX
2300
133° (2.3)
(FAF) HODAX
ANIME
1.8 NM to RW13R
780±
845
990
RW13R
791
770±
1049
1743
958
810
1016
742
661
734
1049

MSA RW13R 25 NM
3600

ELEV 607 D
Rwy 13L-31R 9000 X 200

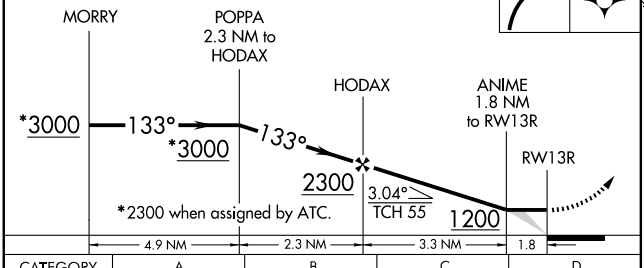
133° to RW13R

TDZE 591

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

VGSI and descent angles not coincident.

5000 SLOTT




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080/24 | 489 (500-½) | 1080/40 489 (500-¾) | 1080/50 489 (500-1) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 9301 |
|---|---|---|---|
| CH 99703 | 313° | TDZE | 581 |
| W31A | | Apt Elev | 607 |

# RNAV (GPS) Y RWY 31L

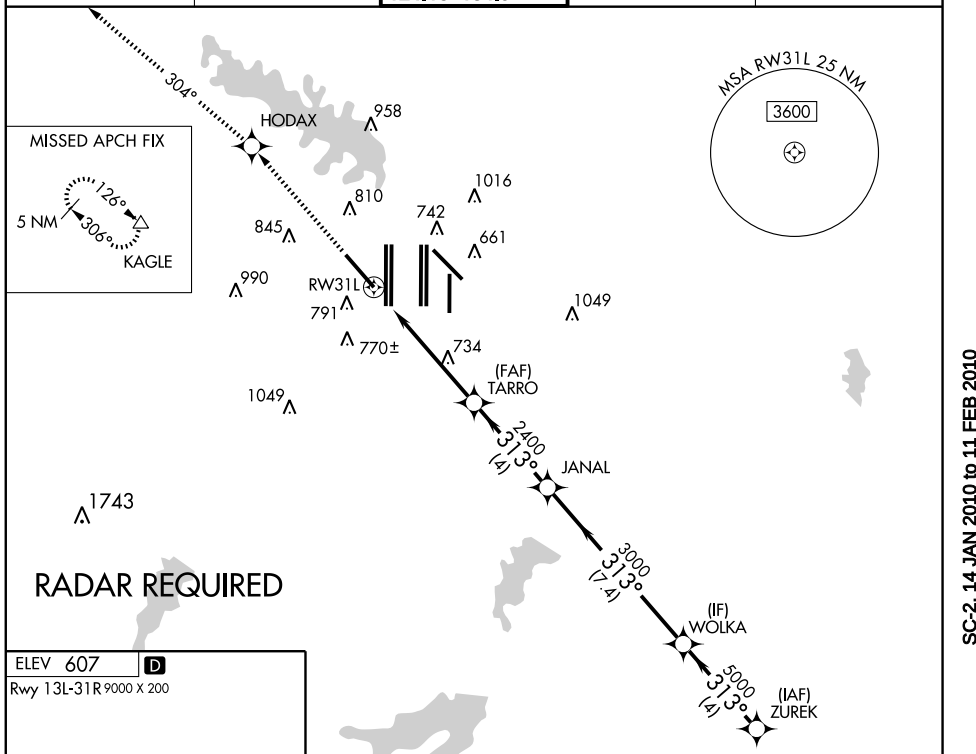
## DALLAS-FORT WORTH INTL (DFW)

NA

DME/DME RNP-0.3 NA.

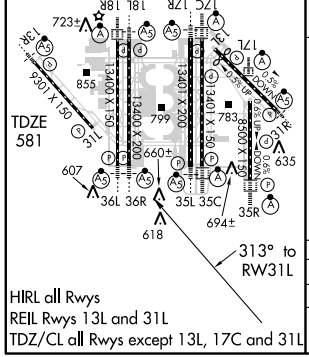
MISSED APPROACH: Climb to 5000 direct HODAX and via 304° track to KAGLE and hold.

| ATIS ARR | ATIS DEP | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 123.775 | 135.925 | 133.15 118.1 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |

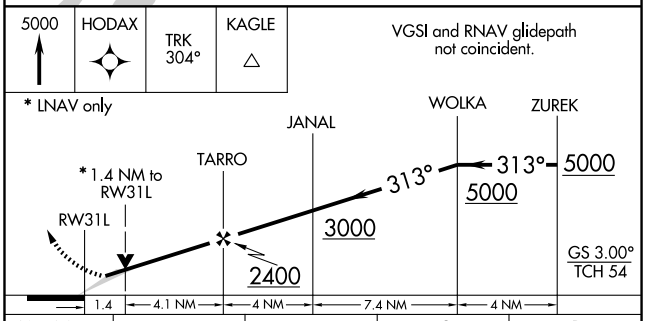



ELEV 607 D

Rwy 13L-31R 9000 X 200




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 837/40 | 256 (300-¾) | |
| LNAV MDA | 1060/50 479 (500-1) | | 1060/60 479 (500-1¼) | 1060-1½ 479 (500-1½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 8375 |
|---|---|---|
| 309° | TDZE | 523 |
| | Apt Elev | 607 |

# RNAV (GPS) Y RWY 31R

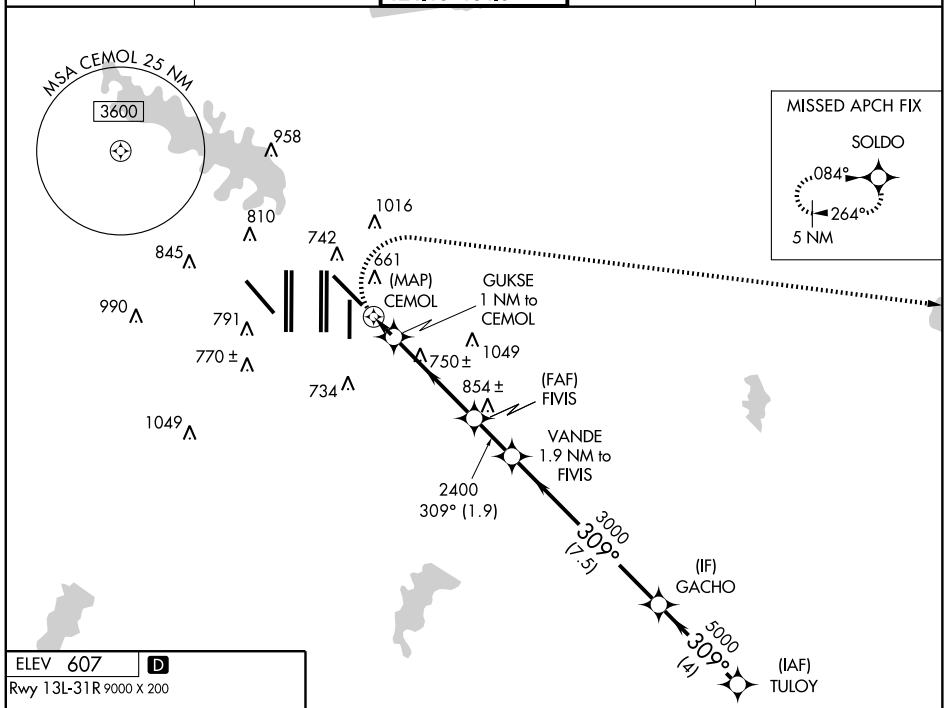
## DALLAS-FORT WORTH INTL (DFW)

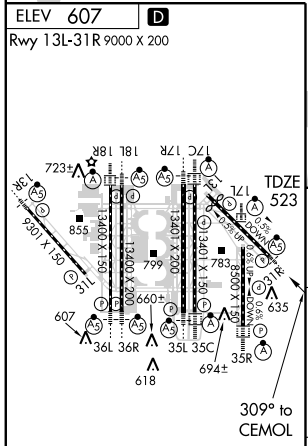
For inoperative MALSR, increase Cat D visibility to RVR 6000.
NA DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climbing right turn to 5000 direct SOLDO and hold.

| ATIS ARR | ATIS DEP | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 123.775 | 135.925 | 125.2 135.5 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |

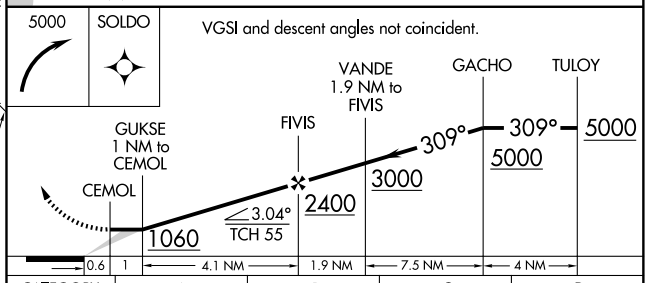



HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

2549

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940/24 417 (400-½) | | 940/40 417 (400-¾) | 940/50 417 (400-1) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 9301 |
|---|---|---|
| 133° | TDZE | 591 |
| | Apt Elev | 607 |

# RNAV (RNP) Z RWY 13R

## DALLAS-FORT WORTH INTL (DFW)

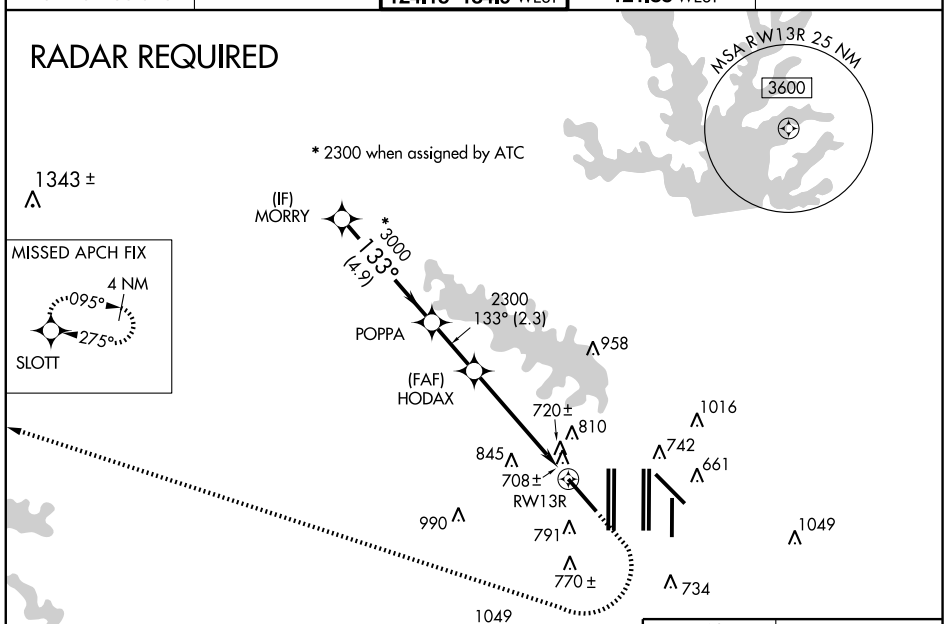
For inoperative MALSR, increase RNP 0.14 visibility to RVR 6000 and RNP 0.30 visibilities to 1½. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required. # Missed approach requires minimum climb of 390 feet per NM to 1100.

MALSR

MISSED APPROACH: Climb to 1200, then climbing right turn to 5000 direct SLOTT and hold.

| ATIS ARR | ATIS DEP | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 123.775 | 135.925 | 133.15 118.1 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |

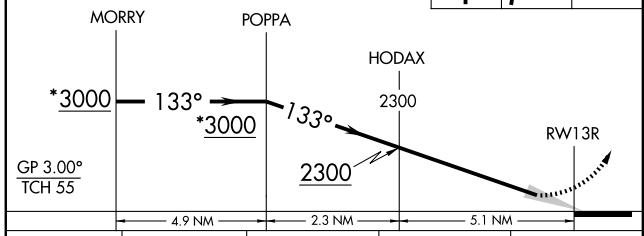
RADAR REQUIRED




VGSI and RNAV glidepath not coincident.

* 2300 when assigned by ATC

| 1200 | 5000 | SLOTT |
|---|---|---|

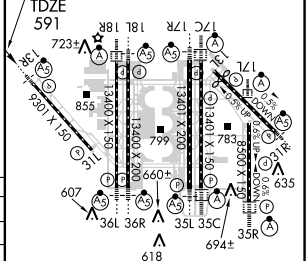



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.14 DA | | 931/32 | 340 (400-⅝) | |
| RNP 0.30# DA | | 1034/50 | 443 (500-1) | |
| RNP 0.30 DA | | 1051/60 | 460 (500-1¼) | |

SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

ELEV 607 D

Rwy 13L-31R 9000 X 200




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 9301 |
|---|---|---|
| 313° | TDZE | 581 |
| | Apt Elev | 607 |

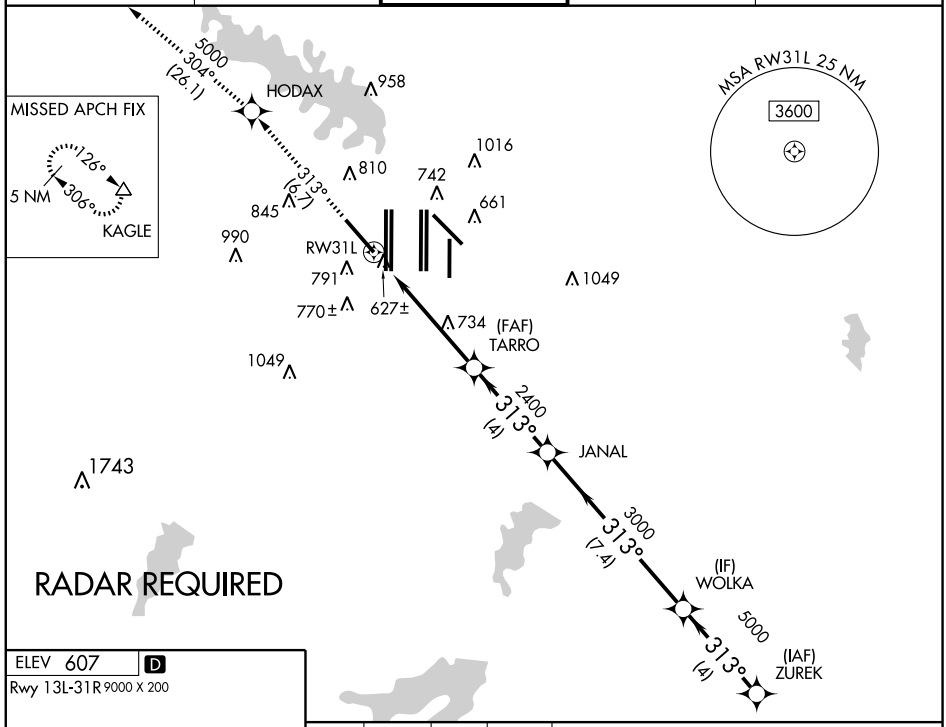
# RNAV (RNP) Z RWY 31L

## DALLAS-FORT WORTH INTL (DFW)

For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required.
* Missed approach requires minimum climb of 280 feet per NM to 1200.

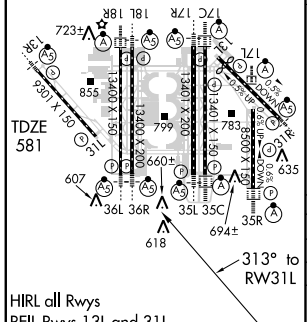
MISSED APPROACH: Climb to 5000 via track 313° to HODAX and via track 304° to KAGLE and hold.

| ATIS | ARR | DEP | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|
| | 123.775 | 135.925 | 133.15 118.1 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |




ELEV 607 D

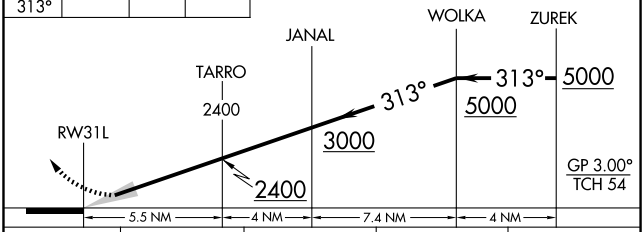
Rwy 13L-31R 9000 X 200




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

| 5000 track 313° | HODAX | track 304° | KAGLE |
|---|---|---|---|

VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30* DA | | 882/50 | 301 (300-1) | |
| RNP 0.30 DA | | 940/60 | 359 (400-1¼) | |

**SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED**

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 8375 |
|---|---|---|
| 309° | TDZE | 523 |
| | Apt Elev | 607 |

# RNAV (RNP) Z RWY 31R

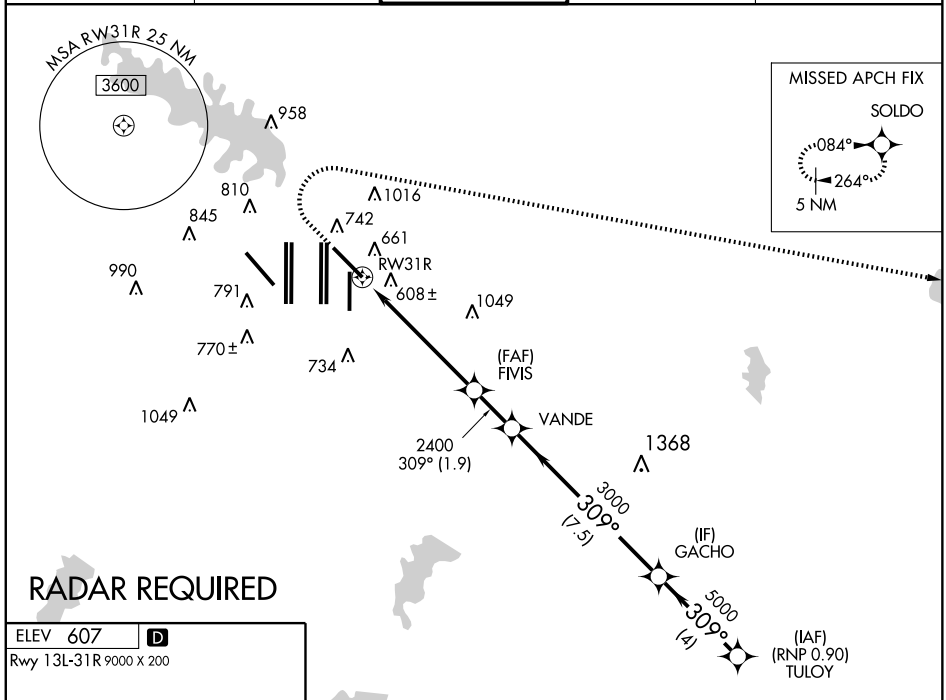
## DALLAS-FORT WORTH INTL (DFW)

For inoperative MALSR, increase RNP 0.16 visibility to RVR 5000, RNP 0.28 and RNP 0.30 visibility to 1½. For uncompensated Baro-VNAV systems, procedure NA below -8°C (18°F) or above 47°C (117°F). GPS required.

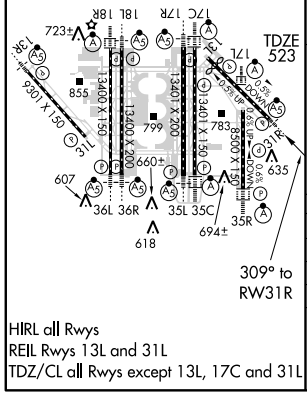
MALSR

MISSED APPROACH: Climb to 1100, then climbing right turn to 5000 direct SOLDO and hold.

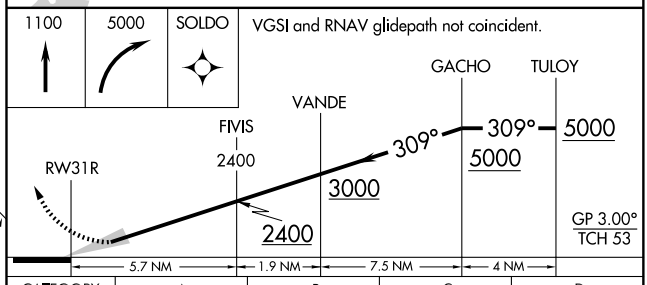
| ATIS | | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| ARR | DEP | | 126.55 127.5 EAST | 121.65 121.8 EAST | |
| 123.775 | 135.925 | 125.2 135.5 | 124.15 134.9 WEST | 121.85 WEST | 128.25 |




RADAR REQUIRED




HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.16 DA | 822/24 299 (300-½) | | | |
| RNP 0.28 DA | 951/50 428 (400-1) | | | |
| RNP 0.30 DA | 972/60 449 (400-1¼) | | | |

## SPECIAL AIRCRAFT & AIRCREW AUTHORIZATION REQUIRED

SC-2, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF MINIMUMS
Rwy 17C/R, 18L/R, 35C/L, 36L/R: Standard with minimum ATC climb of 500' per NM to 5000'.
Rwy 13L/R, 31L/R, 17L, 35R: NA - Air Traffic.

ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
126.47 363.15

TUCUMCARI
TCC

FL180
292°
(182)

GUTHRIE
GTH

FL180
303°
(25)

OWING

FL180
271°
(38)

BOOMR

FL180
303°
(25)

MANKI

10000
275°
(94)

SLOTT

SCABI

FERRA

NOTE: Rwy 35C/L, 36L/R:
Do not exceed
230 kts until HAZKL.

RGYLE

252°
(25)

254°
(5)

TULUY

275°
(4)

HAZKL
5000 230K

N

1120

345°
349°

1080

354°
354°
354°
354°

NOTE: Radar required.

NOTE: For Turbo jet aircraft only.

NOTE: 1. DME/DME/IRU or GPS Required.
2. RNAV 1.

CEOLA

NOTE:
Rwy 17C/R, 18L/R:
Do not exceed
230 kts until YAMEL.

1080
1100

174°
174°
174°
174°

291°
(28)

PODDE

YAMEL
5000 230K

188°
190°
200°
202°

1080

ABILENE
ABI

KIRST

MILLSAP
MQP

FIRMN

268°
(5)

253°
(3)

BPARK

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

# SLOTT TWO DEPARTURE (RNAV)

## DEPARTURE ROUTE DESCRIPTION

### PROPS

FILE AND EXPECT THE KINGDOM OR COYOTE DEPARTURE

### JETS

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080', then via 202° course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000', then via depicted route to SLOTT WP. Thence. . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080', then via 200° course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000', then via depicted route to SLOTT WP. Thence. . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080', then via 190° course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000', then via depicted route to SLOTT WP. Thence. . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100' then via 188° course to BPARK WP, then via 253° track to YAMEL WP, cross YAMEL WP at or above 5000', then via depicted route to SLOTT WP. Thence. . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1080', then via 345° course to HAZKL WP, cross HAZKL WP at or above 5000', then via depicted route to SLOTT WP. Thence. . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1080', then via 346° course to HAZKL WP, cross HAZKL WP at or above 5000', then via depicted route to SLOTT WP. Thence. . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to 1120', then direct HAZKL WP, cross HAZKL WP at or above 5000', then via 275° to TULUY WP, then via 255° track to RGYLE WP, then via depicted route to SLOTT WP. Thence. . . .

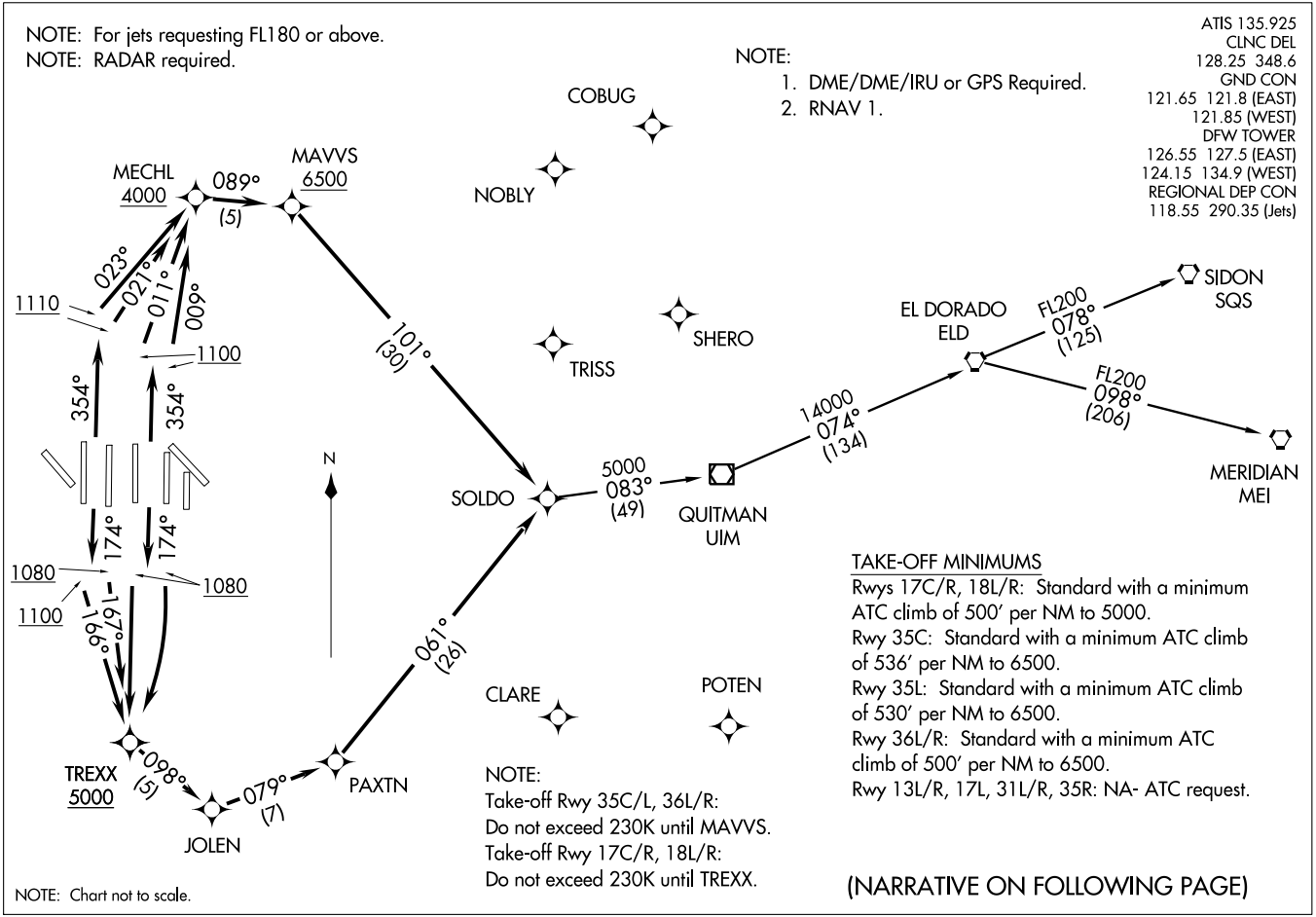
TAKE-OFF RUNWAY 36R: Climb via 354° heading to 1120', then left turn direct HAZKL WP, cross HAZKL WP at or above 5000', then via 275° to TULUY WP, then via 255° track to RGYLE WP, then via depicted route to SLOTT WP. Thence. . . .

. . . . via (transition). Maintain 10,000', expect filed altitude 10 minutes after departure.

BOOMR TRANSITION (SLOTT2.BOOMR): (For aircraft inbound to the Lubbock Terminal area only.)

GUTHRIE TRANSITION (SLOTT2.GTH)

TUCUMCARI TRANSITION (SLOTT2.TCC)


NOTE: For jets requesting FL180 or above.
NOTE: RADAR required.
NOTE:
1. DME/DME/IRU or GPS Required.
2. RNAV 1.
ATIS 135.925
CLNC DEL
128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Jets)
(SOLDO2.SOLDO) 08045
SOLDO TWO DEPARTURE (RNAV)
SL-6039 (FAA)
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS
COBUG
NOBLY
MECHL
4000
089°
(5)
MAVVS
6500
023°
021°
011°
009°
1110
1100
354°
354°
101°
(30)
TRISS
SHERO
EL DORADO
ELD
FL200
078°
(125)
SIDON
SQS
FL200
098°
(206)
MERIDIAN
MEI
14000
074°
(134)
5000
083°
(49)
SOLDO
QUITMAN
UIM
N
174°
174°
1080
1100
1080
169°
169°
061°
(26)
CLARE
POTEN
TREXX
5000
098°
(5)
079°
(7)
PAXTN
JOLEN
NOTE:
Take-off Rwy 35C/L, 36L/R:
Do not exceed 230K until MAVVS.
Take-off Rwy 17C/R, 18L/R:
Do not exceed 230K until TREXX.
TAKE-OFF MINIMUMS
Rwys 17C/R, 18L/R: Standard with a minimum ATC climb of 500′ per NM to 5000.
Rwy 35C: Standard with a minimum ATC climb of 536′ per NM to 6500.
Rwy 35L: Standard with a minimum ATC climb of 530′ per NM to 6500.
Rwy 36L/R: Standard with a minimum ATC climb of 500′ per NM to 6500.
Rwy 13L/R, 17L, 31L/R, 35R: NA- ATC request.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

PROPS

FILE AND EXPECT WYLIE OR HUBBARD DEPARTURE

JETS

Jets requesting 17,000 and below expect GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to 1080, then right turn direct TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to 1080, then direct TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 167° course to TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 166° course to TREXX, cross TREXX at or above 5000, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to at or above 1100, then via 009° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to at or above 1100, then via 011° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1110, then via 023° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1110, the via 021° course to MECHL, cross MECHL at or above 4000, then via 089° track to MAVVS, cross MAVVS at or above 6500, then via depicted route to SOLDO. Thence. . . .

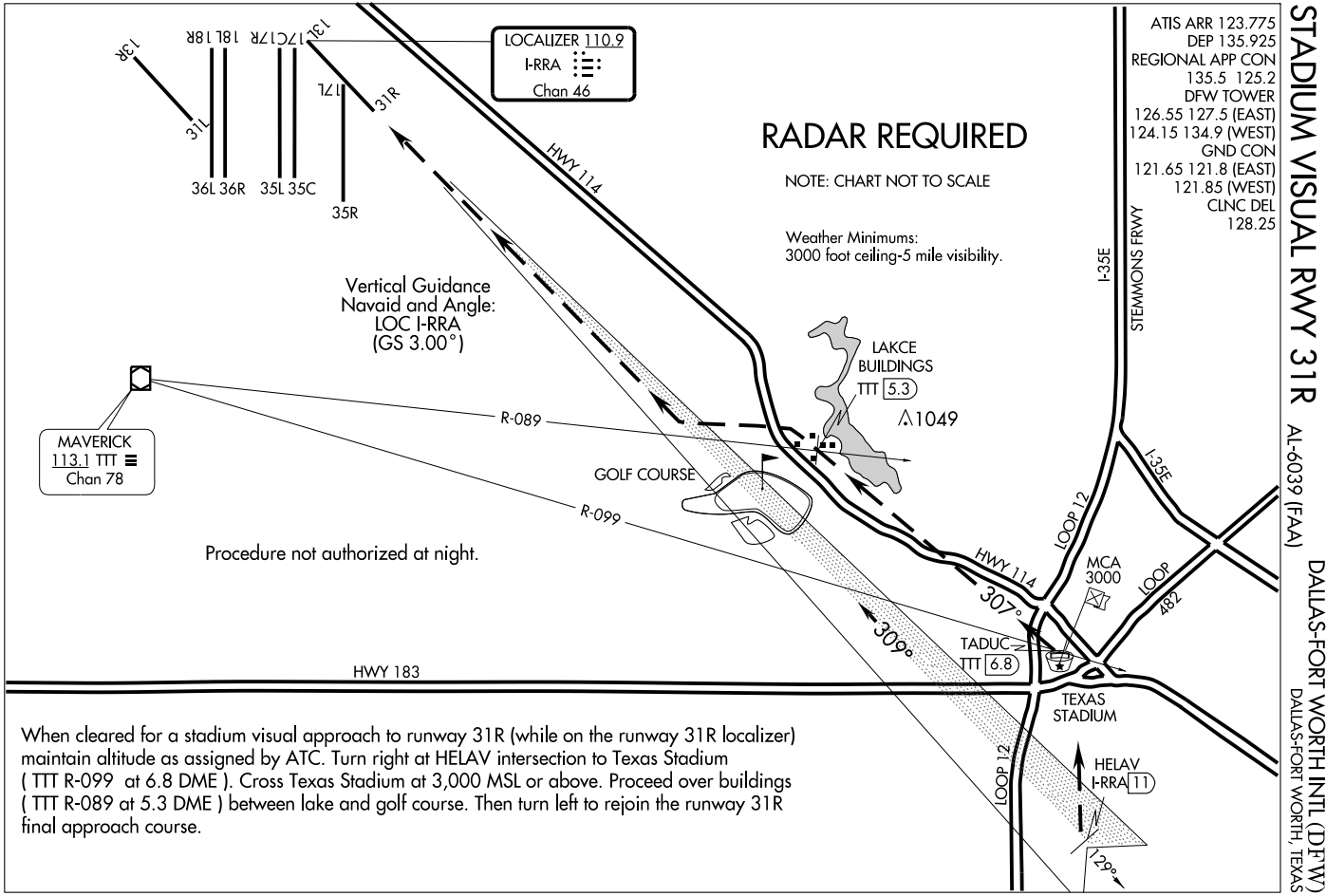
. . . .via (TRANSITION). Maintain 10,000. Expect filed altitude within 10 minutes after departure.

EL DORADO TRANSITION (SOLDO2.ELD): (For aircraft inbound to the MEMPHIS TERMINAL AREA. Aircraft should file and/or expect appropriate STAR.)

MERIDIAN TRANSITION (SOLDO2.MEI): (For aircraft inbound to the ATLANTA TERMINAL AREA.)

QUITMAN TRANSITION (SOLDO2.UIM): (For aircraft inbound to the SHREVEPORT TERMINAL AREA.)

SIDON TRANSITION (SOLDO2.SQS)


STADIUM VISUAL RWY 31R
AL-6039 (FAA)
DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS
ATIS ARR 123.775
DEP 135.925
REGIONAL APP CON
135.5 125.2
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
CLNC DEL
128.25
LOCALIZER 110.9
I-RRA
Chan 46
13R
31L
18L 18R
36L 36R
17C 17R
35L 35C
13L
17L
31R
35R
RADAR REQUIRED
NOTE: CHART NOT TO SCALE
Weather Minimums:
3000 foot ceiling-5 mile visibility.
HWY 114
I-35E
STEMMONS FRWY
Vertical Guidance
Navaid and Angle:
LOC I-RRA
(GS 3.00°)
LAKCE
BUILDINGS
TTT 5.3
1049
MAVERICK
113.1 TTT
Chan 78
R-089
R-099
GOLF COURSE
Procedure not authorized at night.
LOOP 12
I-35E
MCA
3000
307°
309°
LOOP
482
TADUC
TTT 6.8
HWY 183
TEXAS
STADIUM
HELAV
I-RRA 11
229°
When cleared for a stadium visual approach to runway 31R (while on the runway 31R localizer) maintain altitude as assigned by ATC. Turn right at HELAV intersection to Texas Stadium ( TTT R-099 at 6.8 DME ). Cross Texas Stadium at 3,000 MSL or above. Proceed over buildings ( TTT R-089 at 5.3 DME ) between lake and golf course. Then turn left to rejoin the runway 31R final approach course.

# TEXOMA ONE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)
DALLAS-FORT WORTH, TEXAS

ATIS 135.925
CLNC DEL 128.25
GND CON 121.65 121.8 (EAST) 121.85 (WEST)
DFW TOWER 126.55 127.5 (EAST) 124.15 134.9 (WEST)
REGIONAL DEP CON
125.12 319.85 (Departing North)
126.47 363.15 (Departing South via FUZ R-248 or FUZ R-360)
118.55 290.35 (Departing South via FUZ R-013 or FUZ R-022)

TAKE-OFF OBSTACLES:
Rwy 31L: Multiple trees, 928′ to 2034′ from DER, 724′ to 873′ left of centerline, up to 32′ AGL/654′ MSL.
Rwy 35R: Multiple Buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′MSL.

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

TAKE-OFF MINIMUMS:
Rwys 13L, 13R, 17C, 17L, 17R, 18L, 18R, 31L, 31R, 35C, 35L, 36L, 36R: STANDARD.
Rwy 35R: 200-1½ or Standard with minimum climb of 221′ per NM to 800, or alternatively, with Standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1,700′ prior to DER.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

PROPS
EXPECT JACKY OR TRI-GATE DEPARTURE.

JETS
UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 240 KIAS UNTIL LEAVING 5000.

TAKE-OFF RUNWAYS 13L/R, 17L, 31L/R, 35R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 17C/R: Climb via heading 160°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 35L/C: Climb via heading 005°, expect vector to appropriate route.
TAKE-OFF RUNWAYS: 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.
BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.
EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.
GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.
MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.
OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.
TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.
WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.
ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

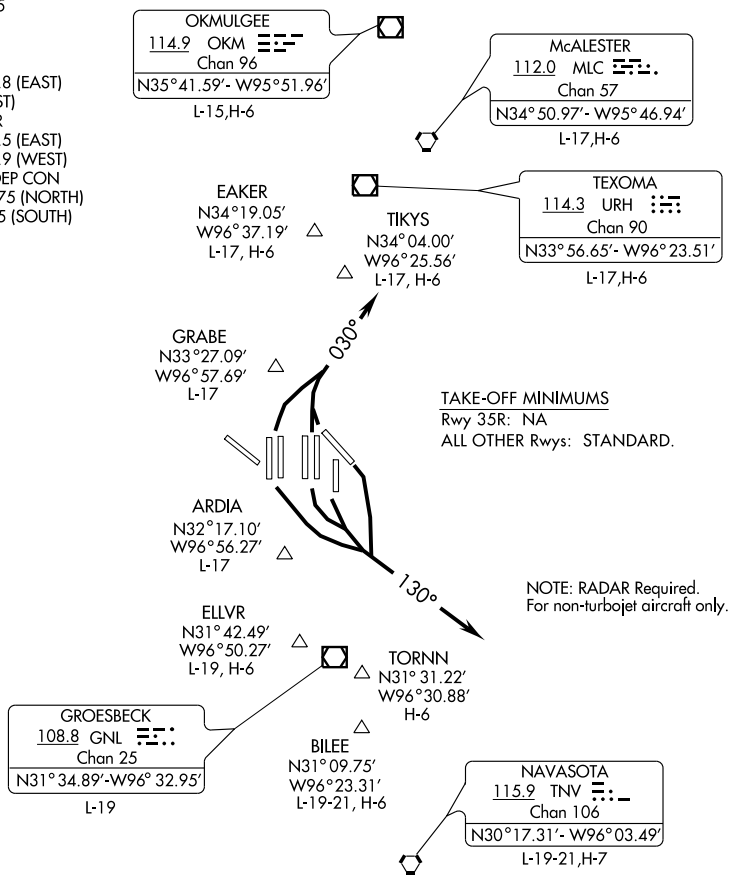
SC-2, 14 JAN 2010 to 11 FEB 2010

# TRI-GATE SIX DEPARTURE

SL-6039 (FAA)



ATIS 135.925
CLNC DEL
128.25
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
124.3 282.275 (NORTH)
125.2 343.65 (SOUTH)




TAKE-OFF OBSTACLES
Rwy 31L: Tree 1229' from DER, 730' right of centerline, 28' AGL/637'MSL.
Trmsn Pole 3403' from DER, 1399' right of centerline, 86' AGL/708' MSL.
Multiple Trees beginning 928' from DER, 724' left of centerline, up to 55' AGL/654' MSL.

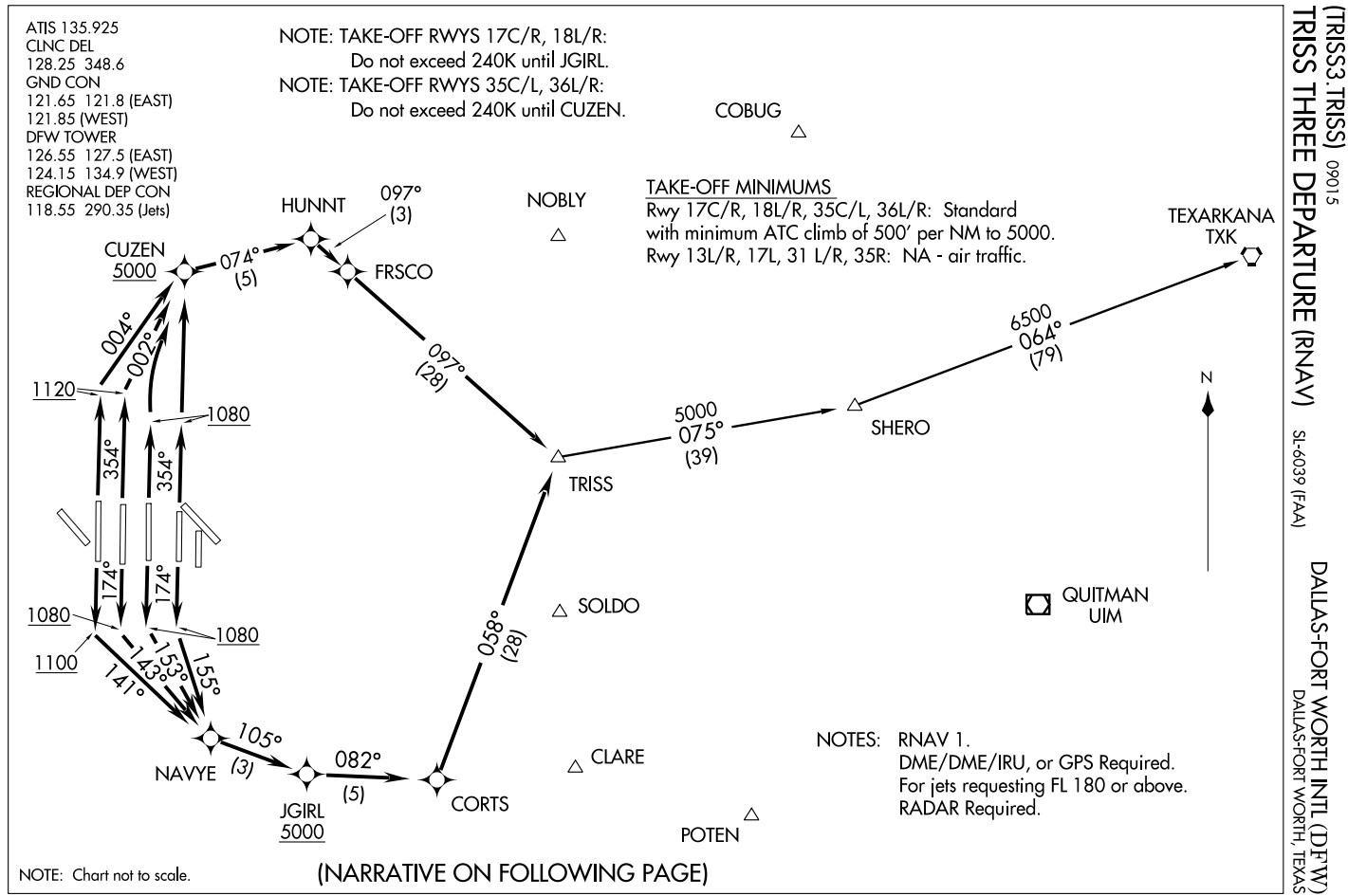
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 18L/R: Fly heading 130°, expect vector to appropriate fix. Thence. . . .
TAKE-OFF RUNWAYS 31R, 35L/C, 36L/R: Fly heading 030°, expect vector to appropriate fix. Thence. . . .

. . . . Maintain 2000 or as assigned by ATC, expect filed altitude ten minutes after departure.

SC-2, 14 JAN 2010 to 11 FEB 2010


ATIS 135.925
CLNC DEL
128.25 348.6
GND CON
121.65 121.8 (EAST)
121.85 (WEST)
DFW TOWER
126.55 127.5 (EAST)
124.15 134.9 (WEST)
REGIONAL DEP CON
118.55 290.35 (Jets)
NOTE: TAKE-OFF RWYS 17C/R, 18L/R:
Do not exceed 240K until JGIRL.
NOTE: TAKE-OFF RWYS 35C/L, 36L/R:
Do not exceed 240K until CUZEN.
COBUG
TAKE-OFF MINIMUMS
Rwy 17C/R, 18L/R, 35C/L, 36L/R: Standard
with minimum ATC climb of 500' per NM to 5000.
Rwy 13L/R, 17L, 31 L/R, 35R: NA - air traffic.
HUNNT
097°
(3)
NOBLY
TEXARKANA
TXK
CUZEN
5000
074°
(5)
FRSCO
004°
002°
1120
1080
097°
(28)
6500
064°
(79)
354°
354°
5000
075°
(39)
SHERO
N
TRISS
174°
174°
1080
1080
SOLDO
QUITMAN
UIM
1100
141°
143°
153°
155°
058°
(28)
105°
NAVYE
(3)
082°
(5)
CLARE
JGIRL
5000
CORTS
POTEN
NOTES: RNAV 1.
DME/DME/IRU, or GPS Required.
For jets requesting FL 180 or above.
RADAR Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

PROPS

File and Expect WYLIE or HUBBARD Departure

JETS

Jets requesting 17000' and below expect the GARLAND DEPARTURE

TAKE-OFF RUNWAY 17C: Climb via 174° heading to at or above 1080, then via 155° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 17R: Climb via 174° heading to at or above 1080, then via 153° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 18L: Climb via 174° heading to at or above 1080, then via 143° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 18R: Climb via 174° heading to at or above 1100, then via 141° course to NAVYE, then via 105° track to JGIRL, cross JGIRL at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 35C: Climb via 354° heading to 1080, then direct CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 35L: Climb via 354° heading to 1080, then right turn direct CUZEN, cross CUZEN at or above 5000 then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 36L: Climb via 354° heading to at or above 1120, then via 004° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

TAKE-OFF RUNWAY 36R: Climb via 354° heading to at or above 1120, then via 002° course to CUZEN, cross CUZEN at or above 5000, then via depicted route to TRISS, Thence . . . .

. . . . via (transition). Maintain 10000', expect filed altitude 10 minutes after departure.

TEXARKANA TRANSITION (TRISS3.TXK)

SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR/DME TTT | APP CRS | Rwy Idg 9301 |
|---|---|---|
| 113.1 Chan 78 | 132° | TDZE 591 Apt Elev 603 |

# VOR RWY 13R

## DALLAS-FORT WORTH INTL (DFW)

MALSR

MISSED APPROACH: Climbing right turn to 5000 via TTT R-275 to SLOTT INT/TTT 35.6 DME.

| ATIS ARR | ATIS DEP | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 123.775 | 135.925 | 118.1 133.15 | 126.55 127.5 EAST 124.15 134.9 WEST | 121.65 121.8 EAST 121.85 WEST | 128.25 |

RADAR REQUIRED

MSA TTT 25 NM
2600
090° 270°
3500

10 NM

R-312
CEKHI INT TTT 15 RADAR
EPOVE INT TTT 11 RADAR
SULHU INT TTT 7.5 RADAR
3000 132° (4)
2000 132° (13.5)
R-352
R-337
R-019
TTT R-275
132°
958
895
810
742
1016
661
845
791
990
1049
770±
734
1049
RANGER 115.7 FUZ Chan 104
MAVERICK 113.1 TTT Chan 78

MISSED APCH FIX
112.4 UKW Chan 71
095°
R-275
275°
R-166
113.1 TTT Chan 78
SLOTT TTT 35.6
1743

5000
TTT R-275
SLOTT

CEKHI INT TTT 15 RADAR
EPOVE INT TTT 11 RADAR
SULHU INT TTT 7.5 RADAR
TTT 4.7
TTT 3.3
3000
132°
3000
2000
2.99°
TCH 55
4 NM 3.5 NM 2.8 NM 1.4 NM 0.1

ELEV 603 D
Rwy 13L-31R 9000 X 200
132° 4.3 NM from FAF
TDZE 591
HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13R | 1100/24 509 (600-½) | | 1100/50 509 (600-1) | |

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR/DME TTT | APP CRS | Rwy Idg | 9301 |
|---|---|---|---|
| 113.1 | 312° | TDZE | 581 |
| Chan 78 | | Apt Elev | 607 |

# VOR RWY 31L

## DALLAS-FORT WORTH INTL (DFW)

MISSED APPROACH: Climb to 1200 then climbing left turn to 5000 via heading 300° and TTT R-306.36 to KAGLE INT/TTT 34.4 DME and hold.

| ATIS | REGIONAL APP CON | DFW TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 123.775<br>DEP 135.925 | 135.5 125.2 | 126.55 127.5 EAST<br>124.15 134.9 WEST | 121.65 121.8 EAST<br>121.85 WEST | 128.25 |

RADAR REQUIRED

MISSED APCH FIX

KAGLE INT
TTT 34.4

126°
306°
TTT R-306

TTT R-306

10 NM

958 1016 810 742 845 661 990 791 670± 770± 734 1049 1049

R-242

R-201

R-132

COWBOY
116.2 CVE
Chan 109

MAVERICK
113.1 TTT
Chan 78

1200
312° (1.5)

1400
312° (4.5)

(IF)
HILEG INT
TTT 6
RADAR

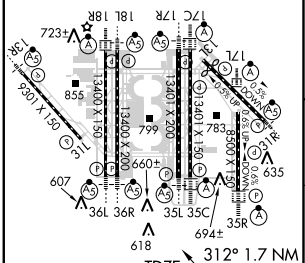
HATOV INT
TTT 1.5
RADAR

1743

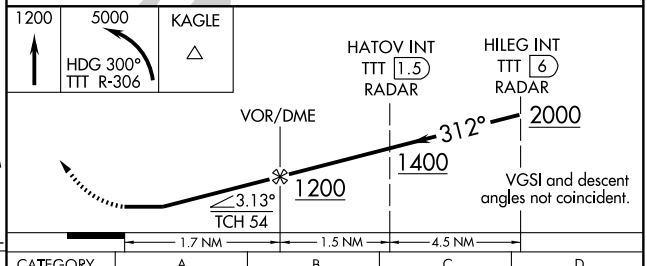
MSA TTT 25 NM
2700
090° 270°
3500

ELEV 607 D

Rwy 13L-31R 9000 X 200



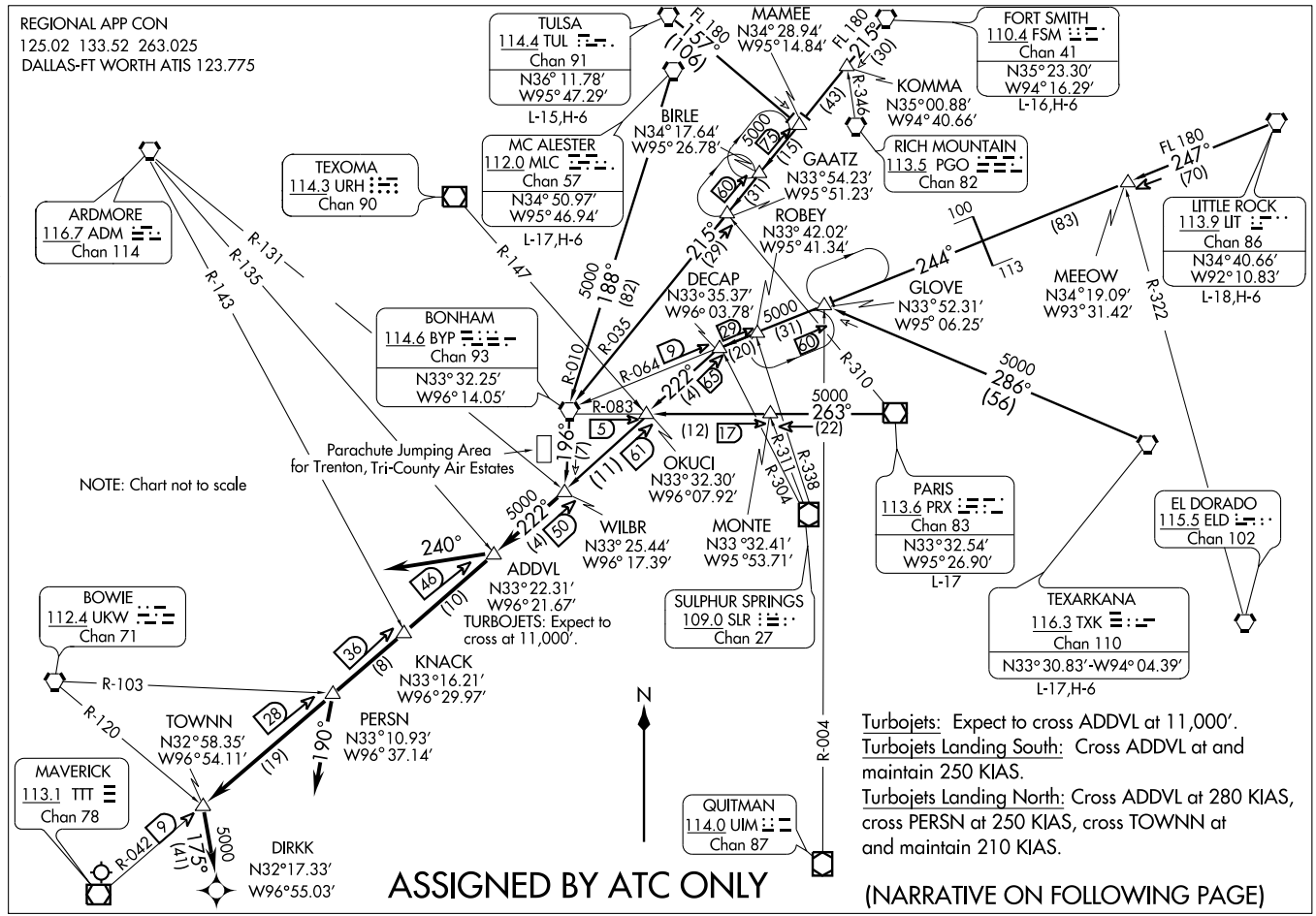

HIRL all Rwys
REIL Rwys 13L and 31L
TDZ/CL all Rwys except 13L, 17C and 31L




| FAF to MAP 1.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:43 | 1:08 | 0:51 | 0:41 | 0:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31L | 1020/50 | 439 (500-1) | 1020/60<br>439 (500-1¼) | 1020-1½<br>439 (500-1½) |

SC-2, 14 JAN 2010 to 11 FEB 2010




# WILBR THREE ARRIVAL (WILBR.WILBR3)

07298

ST-6039 (FAA)

DALLAS- FORT WORTH INTL

DALLAS-FT. WORTH, TEXAS

ARRIVAL DESCRIPTION

FORT SMITH TRANSITION (FSM.WILBR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

LITTLE ROCK TRANSITION (LIT.WILBR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to DECAP INT, then via TTT R-042 to WILBR INT. Thence . . . .

MCALESTER TRANSITION (MLC.WILBR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

PARIS TRANSITION (PRX.WILBR3): From over PRX VOR/DME via PRX R-263 and BYP R-083 to OKUCI INT, then via TTT R-042 to WILBR INT. Thence . . . .

TEXARKANA TRANSITION (TXK.WILBR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to DECAP INT, then via TTT R-042 to WILBR INT. Thence . . . .

TULSA TRANSITION (TUL.WILBR3): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-196 to WILBR INT. Thence . . . .

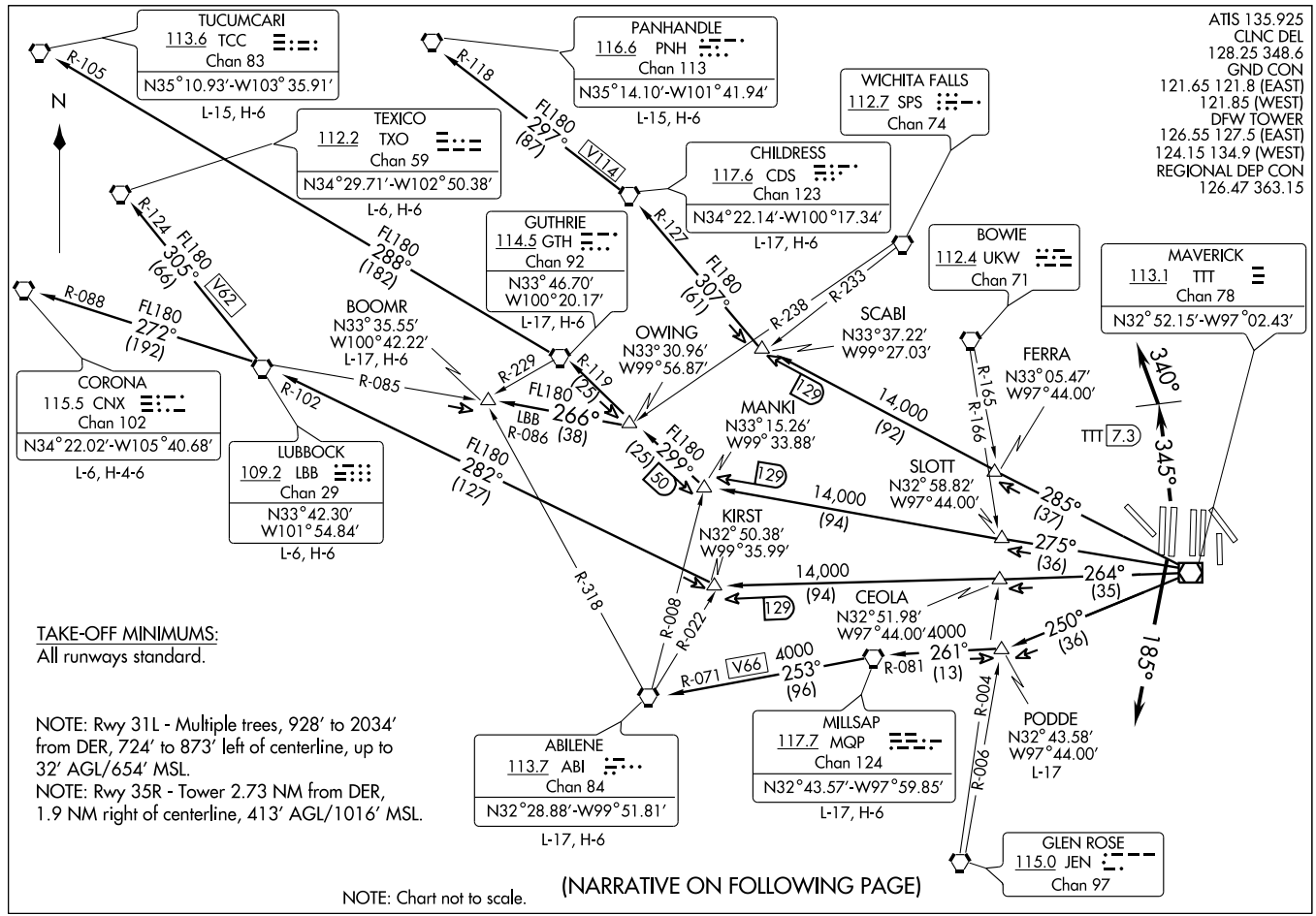
. . . .ALL AIRCRAFT: From over WILBR INT via TTT R-042, thence . . . .

. . . . ALL AIRCRAFT LANDING SOUTH: To ADDVL INT, then depart ADDVL INT heading 240°, Expect vectors to final approach course.

. . . . JETS LANDING NORTH: For /E, /F, /G and /R (RNP-2.0) EQUIPPED AIRCRAFT: From over TOWNN INT direct DIRKK WP, Expect vector to final approach course prior to DIRKK WP. If not received by DIRKK WP, fly present heading.

. . . . ALL OTHER JETS LANDING NORTH: to TOWNN, depart TOWNN INT heading 175° for vector to final approach course.

. . . . PROPS LANDING NORTH: Depart PERSN INT heading 190°, Expect vectors to final approach course.




(DFW) 08269

# WORTH FIVE DEPARTURE

SL-6039 (FAA)

DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

PROPS

EXPECT THE COYOTE OR KINGDOM DEPARTURE

JETS

UNLESS OTHERWISE ADVISED, MAINTAIN 10,000 FEET AND EXPECT FILED ALTITUDE 10 MINUTES AFTER DEPARTURE. MAINTAIN 230 KIAS UNTIL LEAVING 5,000'.

TAKE-OFF RUNWAYS 13L/R, 17L/C/R, 31L/R, 35L/C/R: Climb via assigned heading and altitude, expect vector to appropriate route.
TAKE-OFF RUNWAYS 18L/R: Climb via heading 185°, expect vector to appropriate route.
TAKE-OFF RUNWAYS 36L/R: Climb via heading 345° to TTT VOR/DME 7.3 DME then via heading 340°, expect vector to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

# WYLIE FIVE DEPARTURE

SL-6039 (FAA)

## DALLAS-FORT WORTH INTL (DFW)

DALLAS-FORT WORTH, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

JETS

Expect DALLAS or GARLAND DEPARTURE

PROPS

PROPS REQUESTING FL230 AND BELOW EXPECT HUBBARD DEPARTURE

TAKE-OFF RUNWAY 13L: Climb heading 130°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAYS 13R, 17L/C/R, 18L/R: Climb heading 130°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAYS 31L/R, 35L/C, 36L/R: Climb heading 030°, expect vector to appropriate route. Thence. . . .
TAKE-OFF RUNWAY 35R: Climb heading 354° to 1200 then via heading 030°, expect vector to appropriate route. Thence. . . .
. . . . Maintain 2,000 feet and expect filed altitude 10 minutes after departure.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 31L, tree 1229′ from DER, 730′ right of centerline, 28′ AGL/637′ MSL. Trmsn pole 3403′ from DER, 1399′ right of centerline, 86′ AGL/708′ MSL. Multiple trees beginning 928′ from DER, 724′ left of centerline, up to 55′ AGL/654′ MSL.
Rwy 35R, multiple buildings beginning 5443′ from DER, 202′ right of centerline, up to 173′ AGL/714′ MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

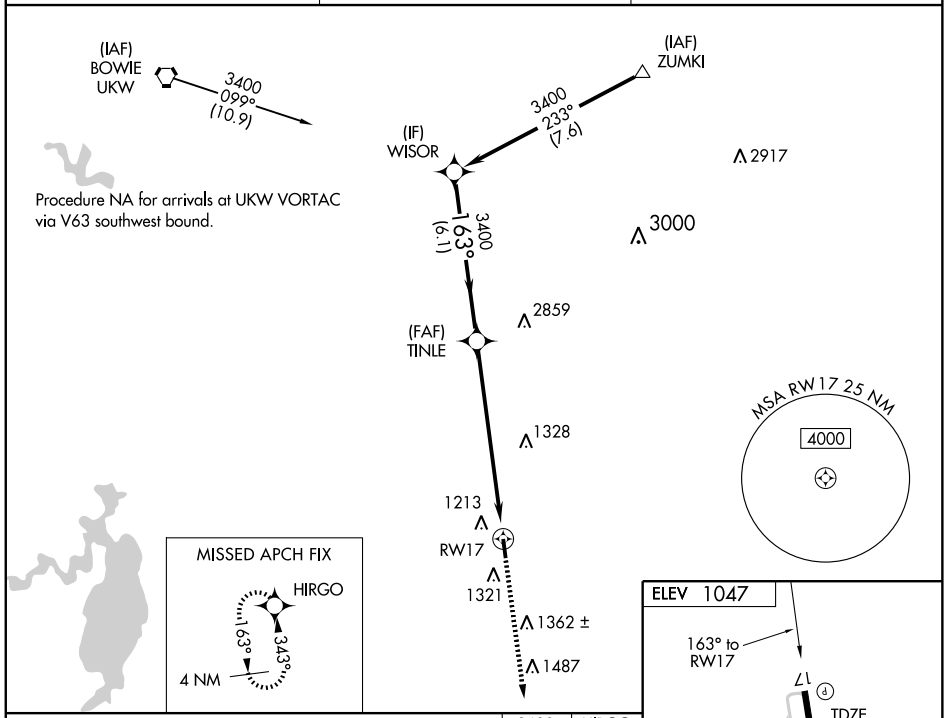
| WAAS | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| CH 40107 | 163° | TDZE | 1047 |
| W17A | | Apt Elev | 1047 |

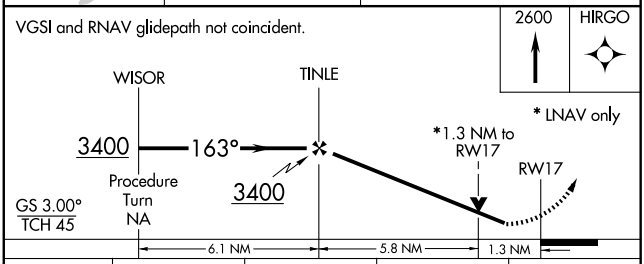
# RNAV (GPS) RWY 17
DECATUR MUNI (LUD)

When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting and increase all DAs 113 feet, and all MDAs 120 feet, increase LPV visibilities ¼ mile, LNAV/VNAV visibilities ½ mile, and circling Cat B visibility ¼ mile. BARO-VNAV and VDP NA when using Fort Worth Meacham Intl altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

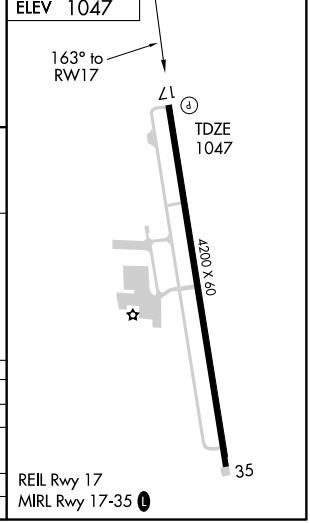
MISSED APPROACH: Climb to 2600 direct HIRGO and hold.

| AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| 118.225 | 118.1 306.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1297-1 | 250 (300-1) | NA | |
| LNAV/VNAV DA | 1459-1½ | 412 (500-1½) | NA | |
| LNAV MDA | 1560-1 | 513 (600-1) | NA | |
| CIRCLING | 1680-1 | 633 (700-1) | NA | |




SC-2, 14 JAN 2010 to 11 FEB 2010

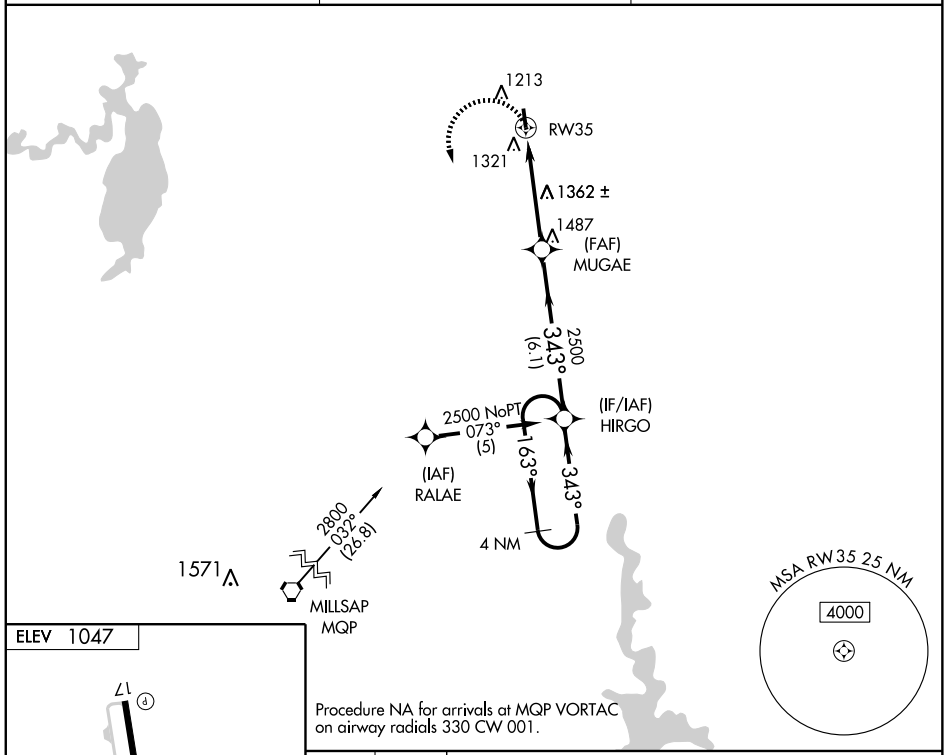
| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 343° | TDZE | 1047 |
| | Apt Elev | 1047 |

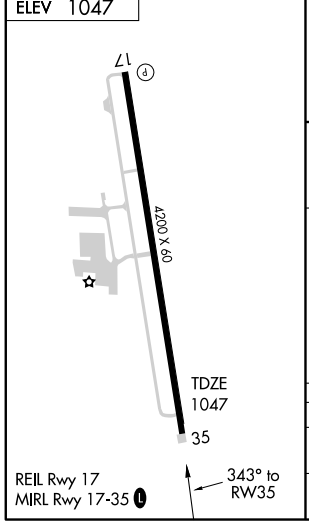
# RNAV (GPS) RWY 35
## DECATUR MUNI (LUD)

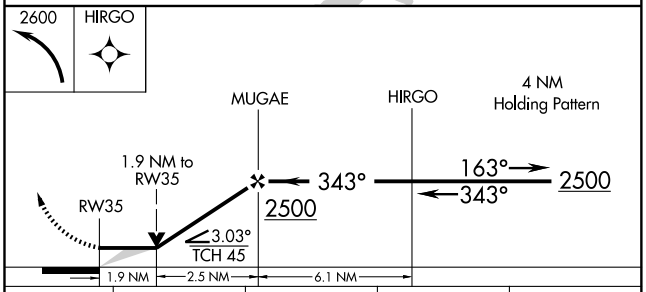
When local altimeter setting not received, use Fort Worth Meacham Intl altimeter setting and increase all MDAs 120 feet, and Cat B visibilities ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Fort Worth Meacham Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 direct HIRGO and hold.

| AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| 118.225 | 118.1 306.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1680-1 | 633 (700-1) | NA | |
| CIRCLING | 1680-1 | 633 (700-1) | NA | |

SC-2, 14 JAN 2010 to 11 FEB 2010

DECATUR, TEXAS

AL-6190 (FAA)

| VORTAC UKW | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| 112.4 | 137° | TDZE | 1047 |
| Chan 71 | | Apt Elev | 1047 |

# VOR/DME RWY 17

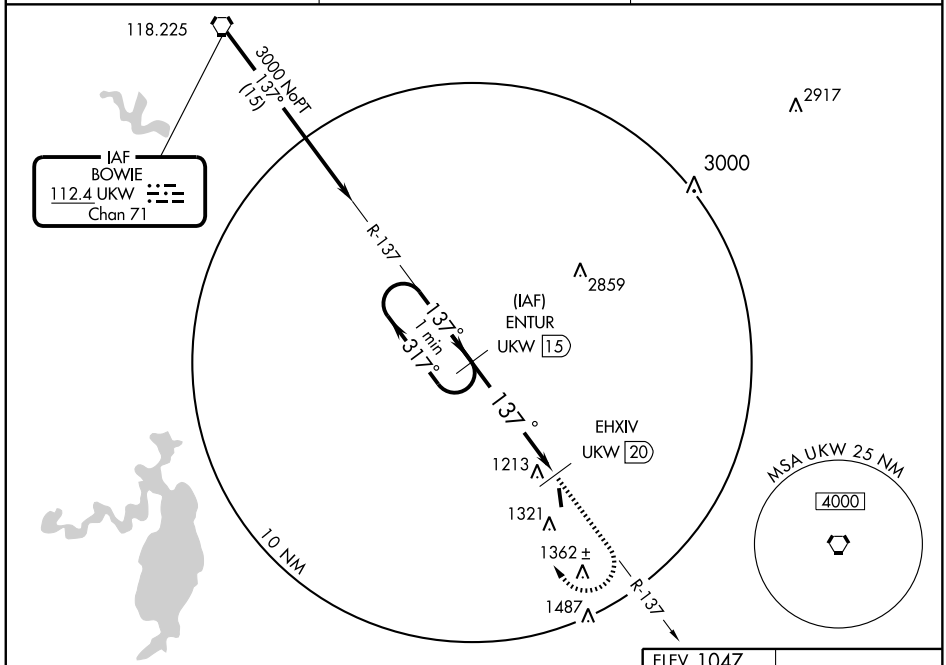
DECATUR MUNI (LUD)

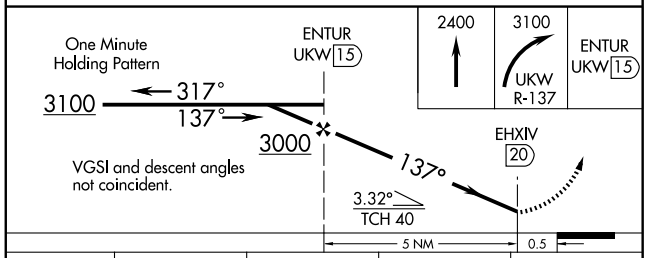
▼ Use Forth Worth Meacham Intl altimeter setting.

▲ NA

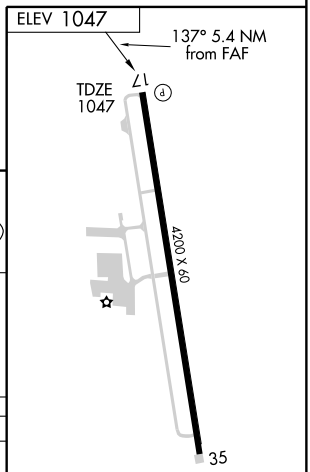
MISSED APPROACH: Climb to 2400 then climbing right turn to 3100 via UKW R-137 to ENTUR/15 DME and hold.

| AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| 118.225 | 118.1 306.95 | 122.8 (CTAF) L |



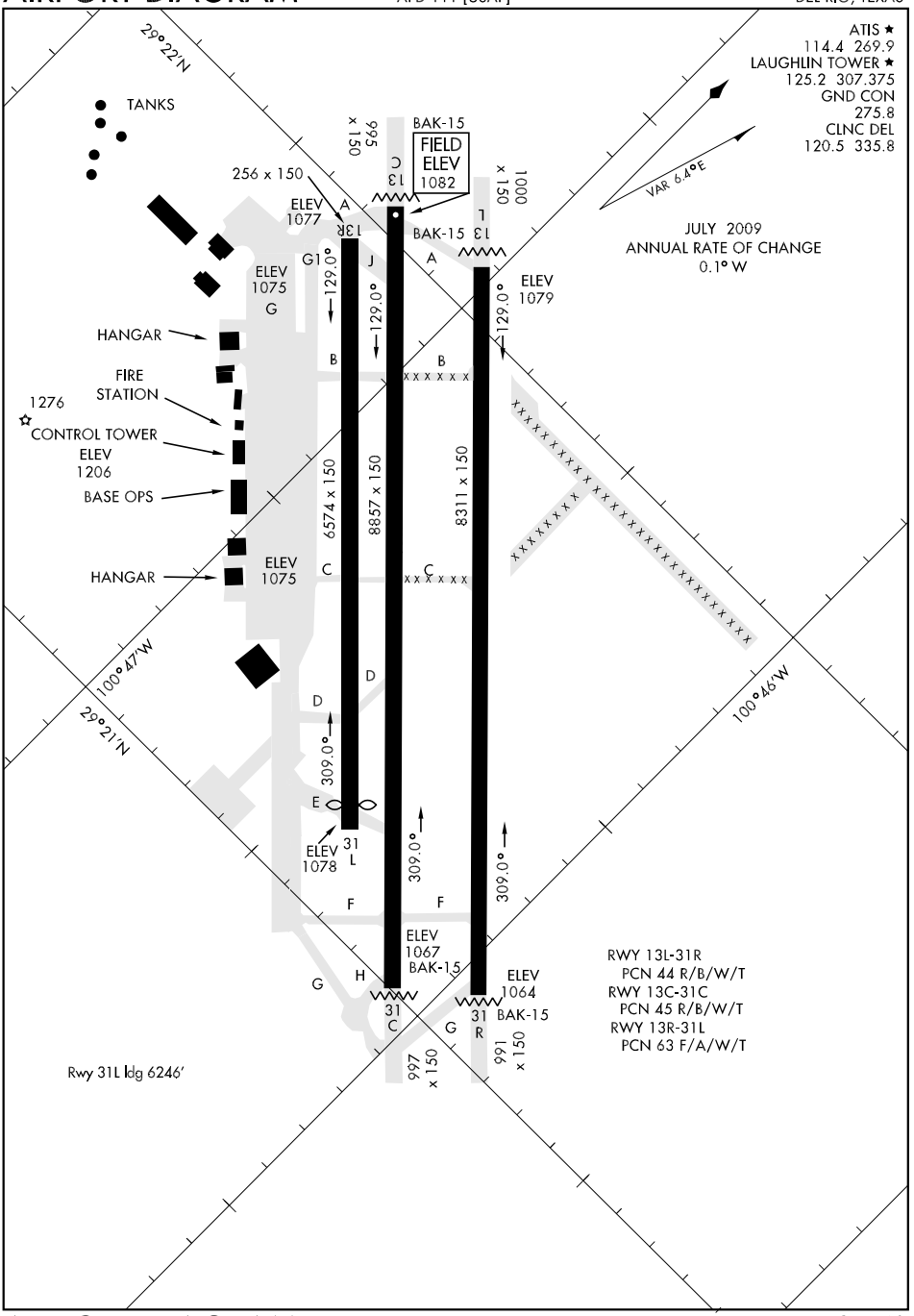

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1700-1<br>653 (700-1) | 1700-1¼<br>653 (700-1¼) | NA | |
| CIRCLING | 1800-1<br>753 (800-1) | 1800-1¼<br>753 (800-1¼) | NA | |




REIL Rwy 17

MIRL Rwy 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010


29°22'N
TANKS
ATIS ★
114.4 269.9
LAUGHLIN TOWER ★
125.2 307.375
GND CON
275.8
CLNC DEL
120.5 335.8
VAR 6.4°E
JULY 2009
ANNUAL RATE OF CHANGE
0.1° W
BAK-15
FIELD ELEV 1082
256 x 150
995 x 150
1000 x 150
ELEV 1077
ELEV 1075
ELEV 1079
HANGAR
FIRE STATION
1276
CONTROL TOWER
ELEV 1206
BASE OPS
HANGAR
ELEV 1075
6574 x 150
8857 x 150
8311 x 150
129.0°
309.0°
ELEV 1078
31 L
ELEV 1067
BAK-15
31 C
ELEV 1064
BAK-15
31 R
997 x 150
991 x 150
100°47'W
29°21'N
100°46'W
RWY 13L-31R
PCN 44 R/B/W/T
RWY 13C-31C
PCN 45 R/B/W/T
RWY 13R-31L
PCN 63 F/A/W/T
Rwy 31L ldg 6246'

# HI-ILS or LOC/DME RWY 13C

| LOC I-DLF | APCH CRS | Rwy Idg 13C 8857 13L 8311 TDZE 13C 1082 13L 1078 Arpt Elev 1082 |
|---|---|---|
| 110.3 | 128° | |

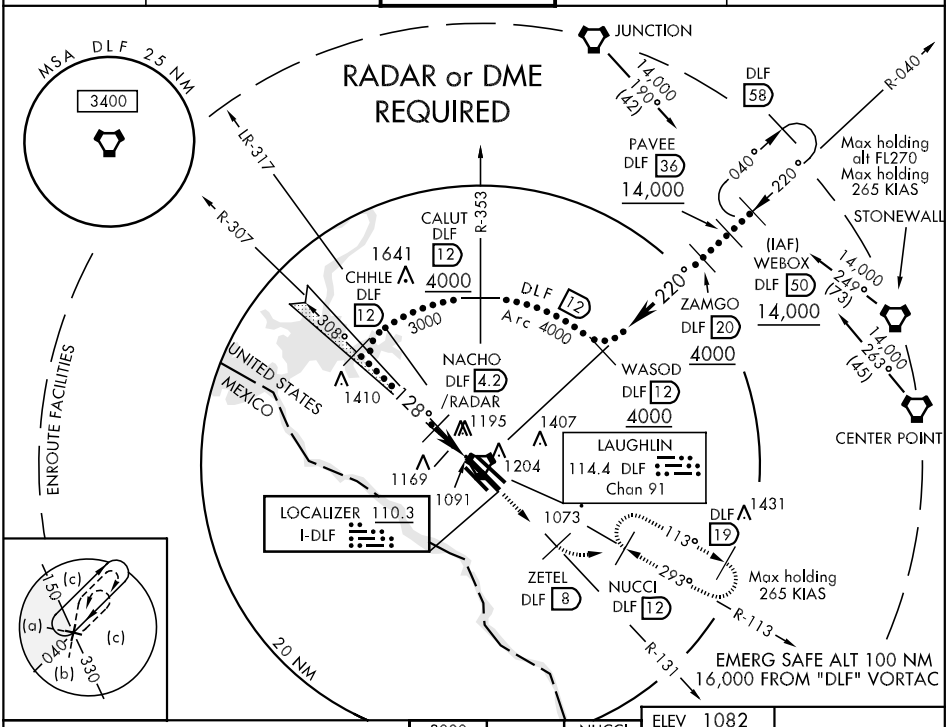
JAL-111 [USAF] LAUGHLIN AFB (KDLF)

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.
*** Circling W of Rwy 13R-31L not authorized.

ALSF-1

MISSED APPROACH: Climb to 3000 direct ZETEL, DLF VORTAC R-131/8 DME, then turn left direct NUCCI, DLF R-113/12 DME, and hold.

| ATIS ★ | DEL RIO APP CON | LAUGHLIN TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 114.4 269.9 | 119.6 259.1 | 125.2 307.375 | 275.8 | 120.5 335.8 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 13C * | 1282/24 | 200 (200-½) | 1282/40 | 200 | (200-¾) |
| S-LOC 13C ** | 1420/24 | 338 (400-½) | 1420/40 | 338 | (400-¾) |
| CIRCLING *** | 1500-1 418 (500-1) | 1540-1 458 (500-1) | 1540-1½ 458 (500-1½) | 1640-2 558 (600-2) | 1720-2¼ 638 (700-2¼) |
| SIDESTEP 13L | 1440-1 | 362 (400-1) | 1440-1¼ | 362 | (400-1¼) |

Rwy 31L Idg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

| LOC FAF to MAP 2.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 1:27 | 1:15 | 1:05 | 0:58 | 0:52 |

# HI-ILS or LOC/DME RWY 31C

| LOC I-ILH | APCH CRS | Rwy Idg 31C 8857 31R 8311<br>TDZE 31C 1077 31R 1077<br>Arpt Elev 1082 |
|---|---|---|
| 108.9 | 308° | |

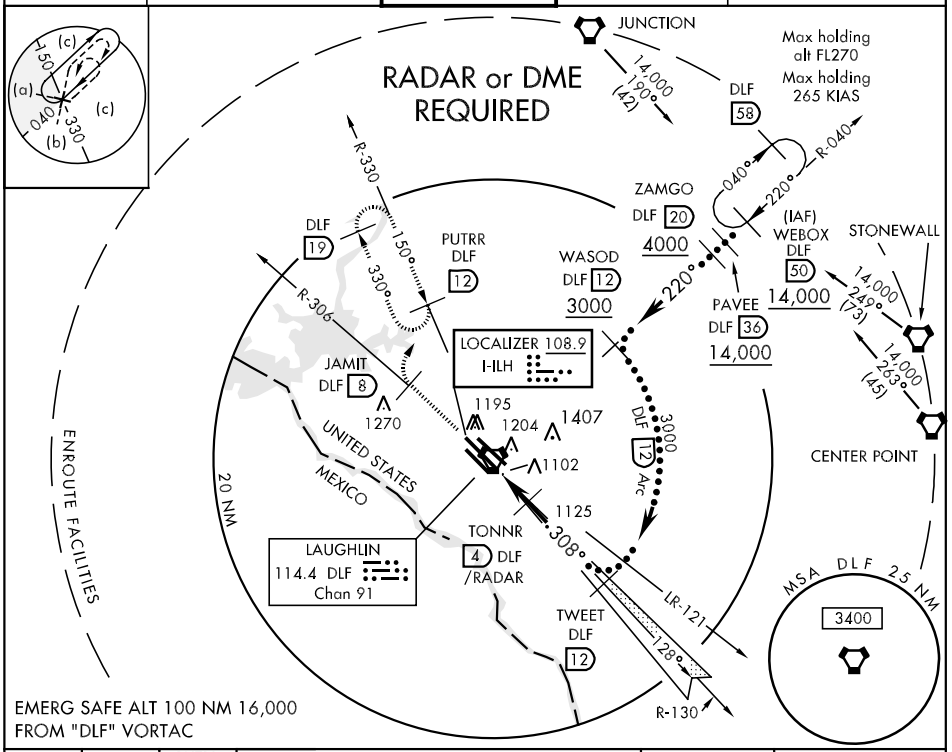
JAL-111 [USAF] LAUGHLIN AFB (KDLF)

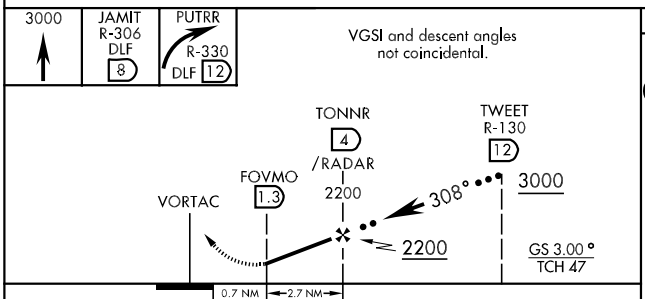
* Circling not authorized in sector SW of Rwy 13R-31L.

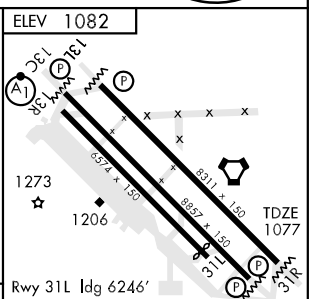
MISSED APPROACH: Climb to 3000 direct to JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR, DLF R-330/12 DME and hold.

| ATIS * | DEL RIO APP CON | LAUGHLIN TOWER * | GND CON | CLNC DEL |
|---|---|---|---|---|
| 114.4 269.9 | 119.6 259.1 | 125.2 307.375 | 275.8 | 120.5 335.8 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 31C | 1327-1 | | 250 | (300-1) | |
| S-LOC 31C | 1380-1 | | 303 | (300-1) | |
| CIRCLING * | 1500-1<br>418 (500-1) | 1540-1<br>458 (500-1) | 1540-1½<br>458(500-1½) | 1640-2<br>558 (600-2) | 1720-2¼<br>638(700-2¼) |
| SIDESTEP 31R | 1380-1 | | 303 | (300-1) | |

| FAF to MAP 2.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 1:21 | 1:09 | 1:01 | 0:54 | 0:49 |

# HINKO ONE DEPARTURE (HINKO1 • HINKO)

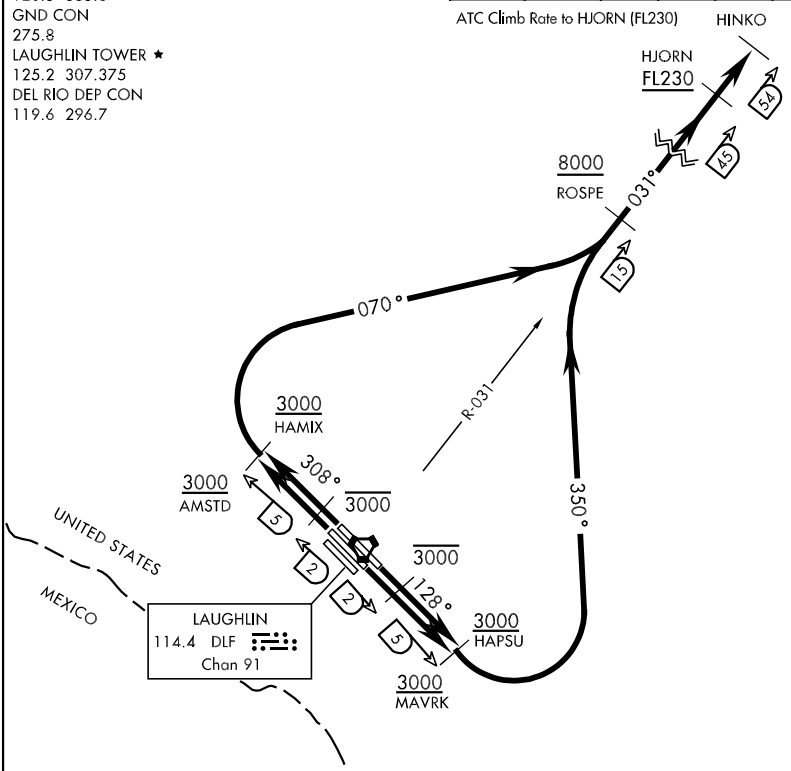
SHL-111 [USAF]

ATIS ★ 114.4 269.9
CLNC DEL
120.5 335.8
GND CON
275.8
LAUGHLIN TOWER ★
125.2 307.375
DEL RIO DEP CON
119.6 296.7

2216

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 13C/L | V/V(fpm) | 450 | 900 | 1340 | 1790 | 2230 | 2680 |
| 31C/R | V/V(fpm) | 460 | 920 | 1380 | 1840 | 2300 | 2760 |

ATC Climb Rate to HJORN (FL230)




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13C: Climb on track 128°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-132/5 DME (MAVRK) at or above 3000. Then turn left and track 350° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 13L: Climb on track 128°, cross DER at or below 1600, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-130/5 DME (HAPSU) at or above 3000. Then turn left and track 350° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 31C: Climb on track 308°, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-305/5 DME (AMSTD) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.

TAKE-OFF RWY 31R: Climb on track 308°, cross DER at or below 1600, cross DLF VORTAC 2 DME at or below 3000, cross DLF R-307/5 DME (HAMIX) at or above 3000. Then turn right and track 070° to intercept the DLF R-031 prior to ROSPE, cross ROSPE at or above 8000, cross HJORN at or above FL230, then direct HINKO.



SC-3, 14 JAN 2010 to 11 FEB 2010

# ILS or LOC/DME RWY 13C

| LOC I-DLF | APCH CRS | Rwy ldg 13C 8857 13L 8311 TDZE 13C 1082 13L 1078 Arpt Elev 1082 |
|---|---|---|
| 110.3 | 128° | |

AL-111 [USAF] LAUGHLIN AFB (KDLF)

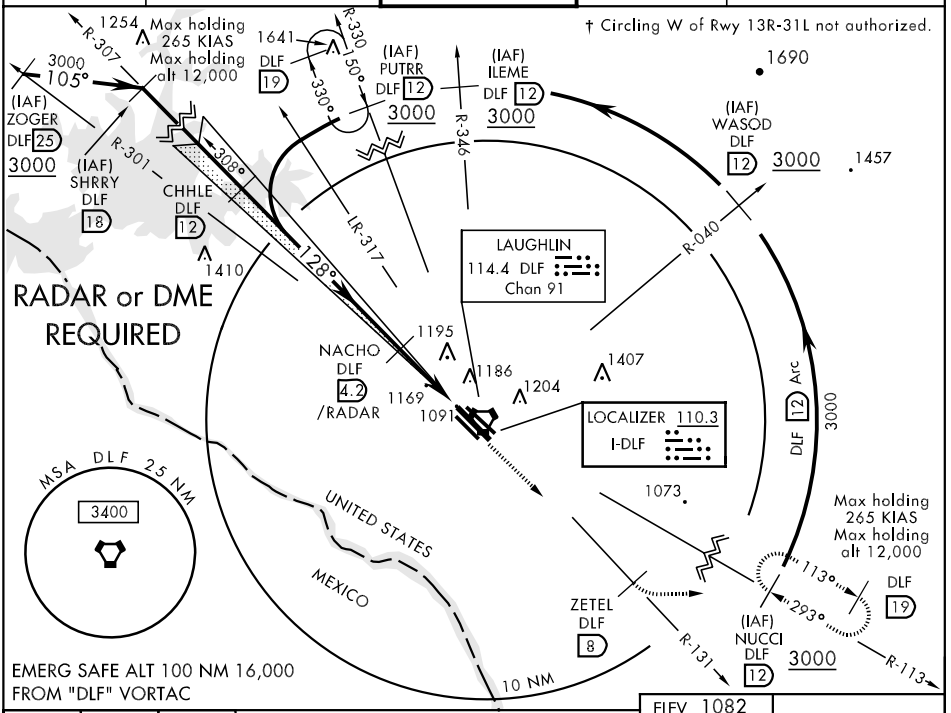
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABCD RVR to 50 and vis to 1 mile, CAT E RVR to 60 and vis to 1¼ miles.

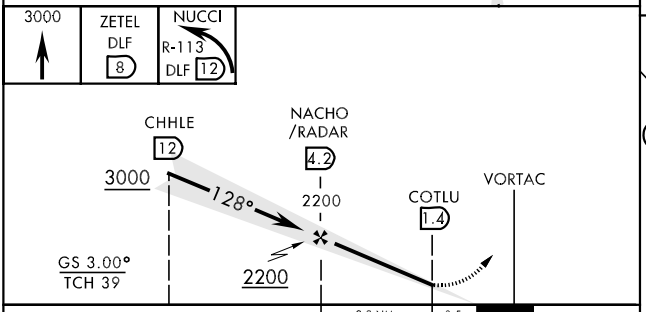
ALSF-1

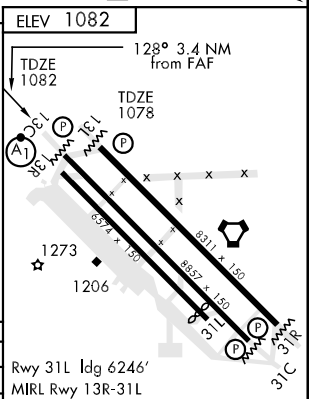
MISSED APPROACH: Climb to 3000 direct ZETEL, DLF R-131/8, then left turn direct NUCCI and hold.

| ATIS ★ | DEL RIO APP CON | LAUGHLIN TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 114.4 269.9 | 119.6 259.1 | 125.2 307.375 | 275.8 | 120.5 335.8 |

† Circling W of Rwy 13R-31L not authorized.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 13C * | 1282/24 200 (200-½) | | 1282/40 200 (200-¾) | | |
| S-LOC 13C** | 1420/24 338 (400-½) | | 1420/40 338 (400-¾) | | |
| SIDESTEP RWY 13L | 1440-1 362 (400-1) | | | 1440-1¼ 362 (400-1¼) | |
| CIRCLING † | 1500-1 418 (500-1) | 1540-1 458 (500-1) | 1540-1½ 458(500-1½) | 1640-2 558 (600-2) | 1720-2¼ 638 (700-2¼) |

Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

| FAF to MAP 2.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:54 | 1:56 | 1:27 | 1:10 | 0:58 |

# ILS or LOC/DME RWY 31C

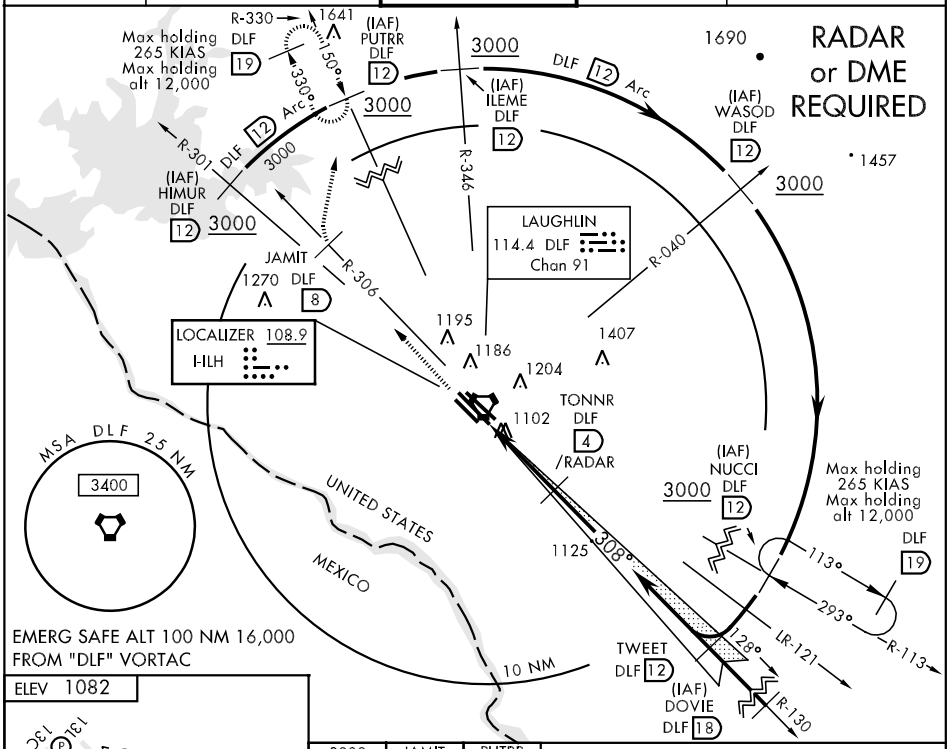
| LOC I-ILH 108.9 | APCH CRS 308° | Rwy Idg 31C 8857 31R 8311<br>TDZE 31C 1077 31R 1077<br>Arpt Elev 1082 |
|---|---|---|

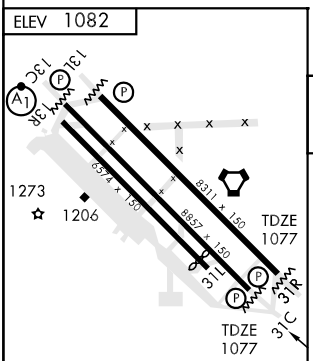
AL-111 [USAF] LAUGHLIN AFB (KDLF)

* Circling W of Rwy 13R-31L not authorized.

MISSED APPROACH: Climb to 3000 direct JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR and hold.

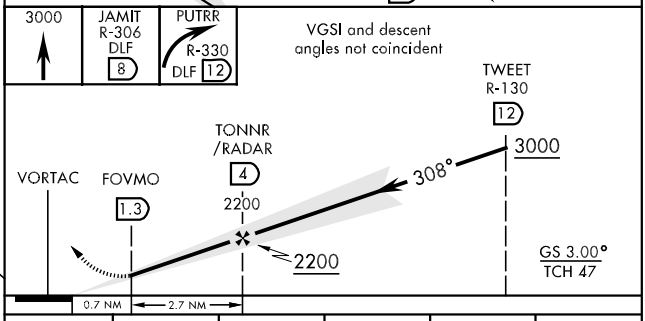
| ATIS ★ | DEL RIO APP CON | LAUGHLIN TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 114.4 269.9 | 119.6 259.1 | 125.2 307.375 | 275.8 | 120.5 335.8 |




Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

| FAF to MAP 2.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:42 | 1:48 | 1:21 | 1:05 | 0:54 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 31C | | 1327-1 | 250 | (300-1) | |
| S-LOC 31C | | 1380-1 | 303 | (300-1) | |
| SIDESTEP RWY 31R | | 1380-1 | 303 | (300-1) | |
| CIRCLING * | 1500-1<br>418 (500-1) | 1540-1<br>458 (500-1) | 1540-1½<br>458(500-1½) | 1640-2<br>558 (600-2) | 1720-2¼<br>638 (700-2¼) |

# LAUGHLIN ONE DEPARTURE (DLF1 • DLF)

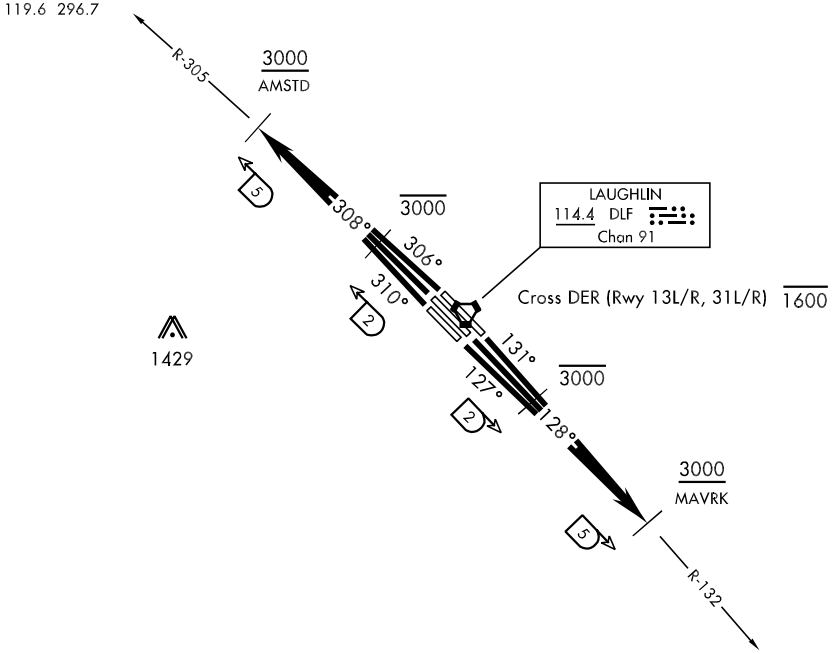
SHL-111 [USAF]

DEL RIO, TEXAS

ATIS ★ 114.4 269.9
CLNC DEL
120.5 335.8
GND CON
275.8
LAUGHLIN TOWER ★
125.2 307.375
DEL RIO DEP CON
119.6 296.7

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 31C/R @ | V/V(fpm) | 470 | 940 | 1410 | 1880 | 2350 | 2810 |
| 13C @ | V/V(fpm) | 440 | 880 | 1320 | 1760 | 2200 | 2640 |
| 13L @ | V/V(fpm) | 450 | 890 | 1330 | 1770 | 2210 | 2650 |
| 13R @ | V/V(fpm) | 410 | 810 | 1210 | 1620 | 2020 | 2420 |

@ ATC Climb Rate to 5 DME




## DEPARTURE ROUTE DESCRIPTION

(MAVRK Tracks)

TAKE-OFF RWY 13C: Climb on track 128°, thence. . .

TAKE-OFF RWY 13L: Climb on track 131°, cross DER at or below 1600, thence. . .

TAKE-OFF RWY 13R: Climb on track 127°, cross DER at or below 1600, thence. . .

Intercept DLF VORTAC R-132 to DLF 5 DME (MAVRK), cross DLF 2 DME at or below 3000, cross DLF 5 DME (MAVRK) at or above 3000, then as directed by ATC.

(AMSTD Tracks)

TAKE-OFF RWY 31C: Climb on track 308°, thence. . .

TAKE-OFF RWY 31L: Climb on track 310°, cross DER at or below 1600, thence. . .

TAKE-OFF RWY 31R: Climb on track 306°, cross DER at or below 1600, thence. . .

Intercept DLF VORTAC R-305 to DLF 5 DME (AMSTD), cross DLF 2 DME at or below 3000, cross DLF 5 DME (AMSTD) at or above 3000, then as directed by ATC.



LAUGHLIN ONE DEPARTURE (DLF1 • DLF)

DEL RIO, TEXAS

# RNAV (GPS) B

| APCH CRS | Rwy ldg | NA |
|---|---|---|
| 340° | TDZE | NA |
| | Arpt Elev | 1082 |

AL-111 [USAF]

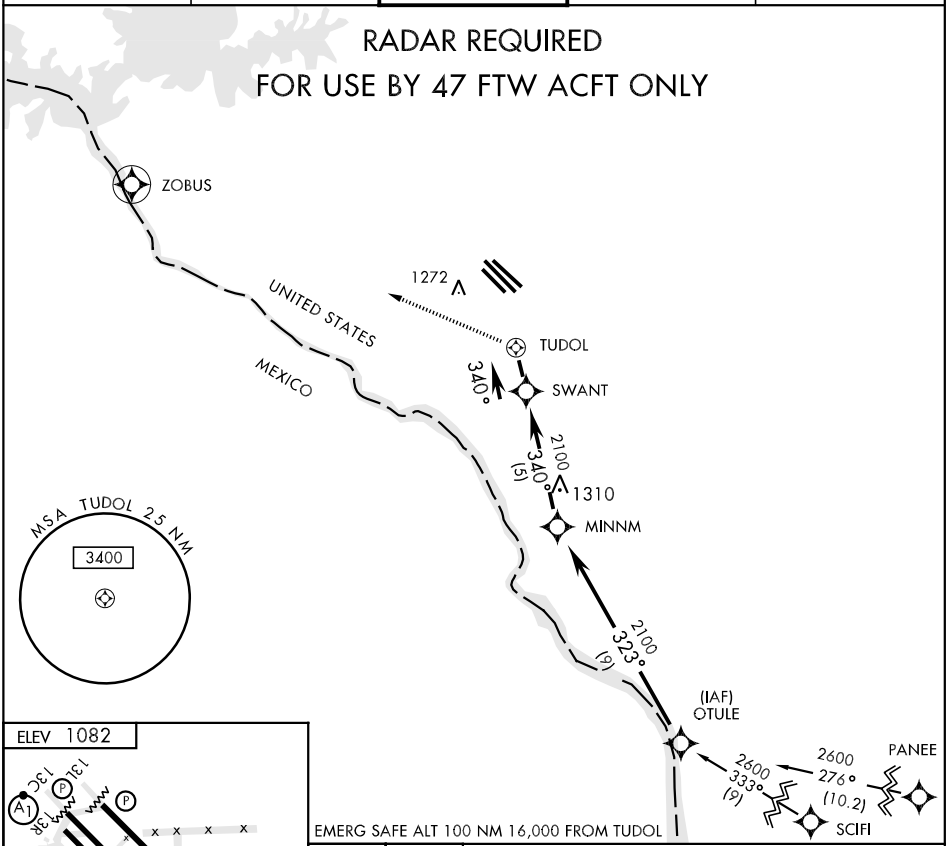
LAUGHLIN AFB (KDLF)

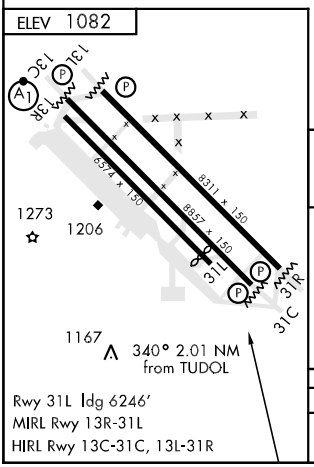
▼ * Circling not authorized in sector NE of RWY 13R-31L.

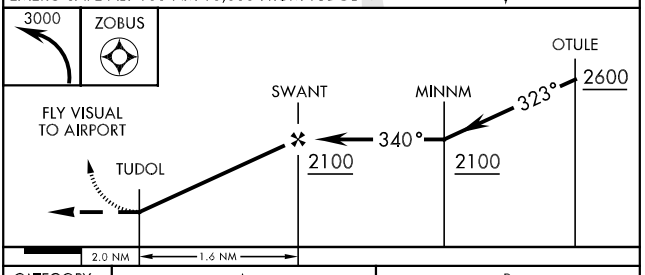
MISSED APPROACH: Climbing left turn to 3000 direct ZOBUS, expect radar vectors.

| ATIS ★ | DEL RIO APP CON | LAUGHLIN TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 114.4 269.9 | 127.75 326.2 | 125.2 307.375 | 275.8 | 120.5 335.8 |

RADAR REQUIRED
FOR USE BY 47 FTW ACFT ONLY




| CATEGORY | A | B |
|---|---|---|
| CIRCLING * | 1600-3 518 (1000-3) | |



29°22'N-100°47'W

# RNAV (GPS) RWY 13C

| APCH CRS | Rwy ldg | 13C **8857** | 13R **6574** |
|---|---|---|---|
| **128°** | TDZE | 13C **1082** | 13R **1076** |
| | Arpt Elev **1082** | | |

AL-111 [USAF]

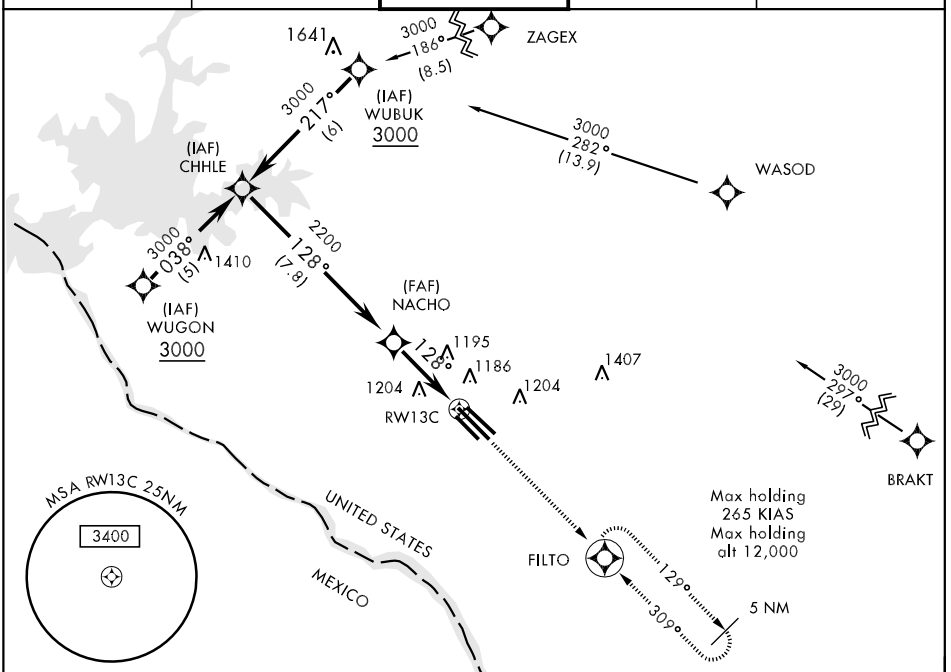
LAUGHLIN AFB (KDLF)

▼ * When ALS inop, increase vis by ½ mile in all categories.
† Circling SW of Rwy 13R-31L not authorized.

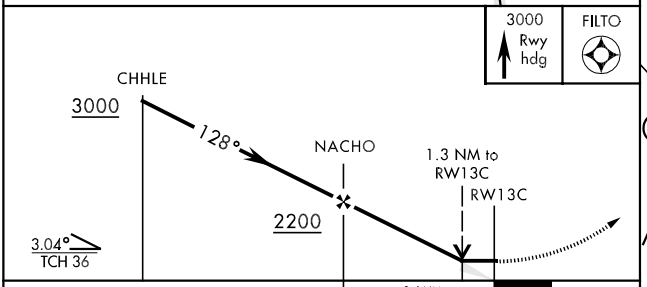
ALSF-1

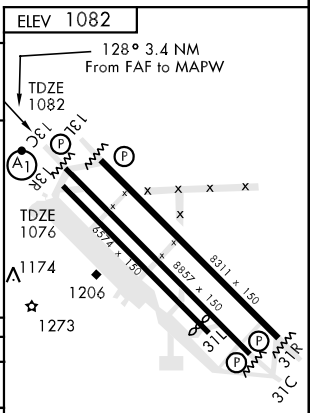
MISSED APPROACH: Track rwy heading, climbing to 3000 until FILTO and hold.

| ATIS ★ | DEL RIO APP CON | LAUGHLIN TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 114.4 269.9 | 119.6 259.1 | 125.2 307.375 | 275.8 | 120.5 335.8 |




EMERG SAFE ALT 100 NM 16,000 FROM RW13C




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA* | 1520/24 438 (500-½) | | 1520/40 438 (500-¾) | 1520/50 438 (500-1 ) | |
| CIRCLING † | 1520-1 438 (500-1) | 1540-1 458 (500-1) | 1540-1 ½ 458 (500-1½) | 1640-2 558 (600-2) | 1720-2¼ 638 (700-2¼) |
| SIDESTEP 13R | 1520-1 443 (500-1) | | 1520-1¼ 443 (500-1¼) | 1520-1½ 443 (500-1½) | |

Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R



29°22'N-100°47'W

LAUGHLIN AFB (KDLF)

RNAV (GPS) RWY 13C

# RNAV (GPS) RWY 31C

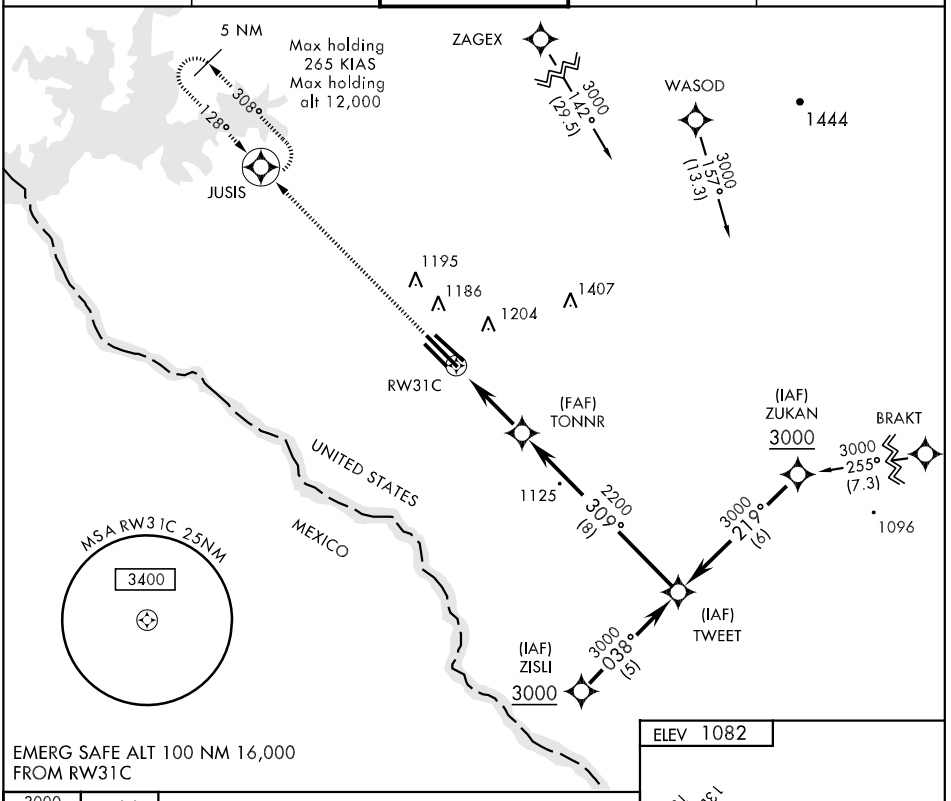
| APCH CRS | Rwy ldg | | | | |
|---|---|---|---|---|---|
| 309° | TDZE | 31C **8857** | 31L **6246** | | |
| | Arpt Elev **1082** | 31C **1077** | 31L **1079** | | |

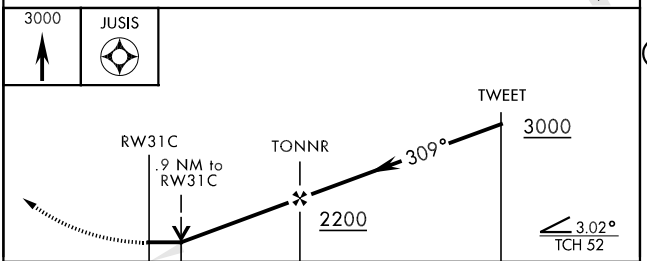
AL-111 (USAF) — LAUNCHLIN AFB (KDLF)

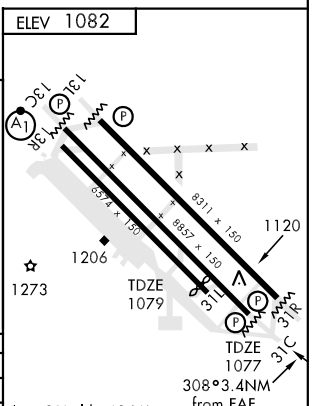
* Circling not authorized SW of Rwy 13R-31L

MISSED APPROACH: Track runway heading, climb to 3000 until JUSIS and hold.

| ATIS ★ | DEL RIO APP CON | LAUGHLIN TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 114.4 269.9 | 119.6 259.1 | 125.2 307.375 | 275.8 | 120.5 335.8 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 1420-1 | 343 (400-1) | | 1420-1¼ | 343 (400-1¼) |
| CIRCLING * | 1500-1<br>418 (500-1) | 1540-1<br>458 (500-1) | 1540-1½<br>458 (500-1½) | 1640-2<br>558 (600-2) | 1720-2¼<br>638 (700-2¼) |
| SIDESTEP 31L | 1440-1 | 361 (400-1) | | 1440-1¼ | 361 (400-1¼) |

Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

# VOR/DME RWY 13C

| VORTAC DLF | APCH CRS | Rwy ldg 8857 |
|---|---|---|
| 114.4 | 118° | TDZE 1082 |
| Chan 91 | | Arpt Elev 1082 |

AL-111 [USAF]

LAUGHLIN AFB (KDLF)

T * When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT D RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized in sector SW of Rwy 13R-31L.

ALSF-1

MISSED APPROACH: Climb to 3000 direct to ZETEL, DLF VORTAC R-131/8 DME, then turn left direct NUCCI and hold.

| ATIS ★ | DEL RIO APP CON | LAUGHLIN TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 114.4 269.9 | 119.6 259.1 | 125.2 307.375 | 275.8 | 120.5 335.8 |

RADAR or DME REQUIRED

Max holding 265 KIAS Max holding alt 12,000

1641 R-330 (IAF) PUTRR DLF 12 (IAF) ILEME DLF 12 3000

DLF 19 150° 330° 3000 R-346

LR-308 R-298

HOBOR DLF 12 1410

WALAD DLF 4 /RADAR

LAUGHLIN 114.4 DLF Chan 91

1690 (IAF) WASOD DLF 12 1457 3000 R-040

118° 1195 1186 1204 1204 1407

DLF 12 Arc 3000

1070

Max holding 265 KIAS Max holding alt 12,000 DLF 19

MSA DLF 25 NM 3400

UNITED STATES MEXICO

ZETEL DLF 8

113° 293° R-113 R-131

3000 (IAF) NUCCI DLF 12

10 NM

EMERG SAFE ALT 100 NM 16,000

VGSI and descent angles not coincident.

| 3000 | ZETEL DLF 8 | NUCCI R-113 DLF 12 |
|---|---|---|

HOBOR R-298 12 3000 118° WALAD 4 /RADAR 2 ENYAC 1.3 VORTAC

3.31° TCH 36 2200

2.7 NM 0.4

ELEV 1082

118° to VORTAC

TDZE 1082

13C 13L 13R 31C 31L 31R

8574 x 150 8811 x 150 8857 x 150

1273 1206

Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-13C * | 1480/24 398 | (400-½) | 1480/40 398 | (400-¾) | 1480/50 398 (400-1) |
| CIRCLING ** | 1500-1 418 (500-1) | 1540-1 458 (500-1) | 1540-1½ 458(500-1½) | 1640-2 558 (600-2) | 1720-2¼ 638(700-2¼) |



29°22'N-100°47'W



VOR/DME RWY 13C

# VOR/DME RWY 31C

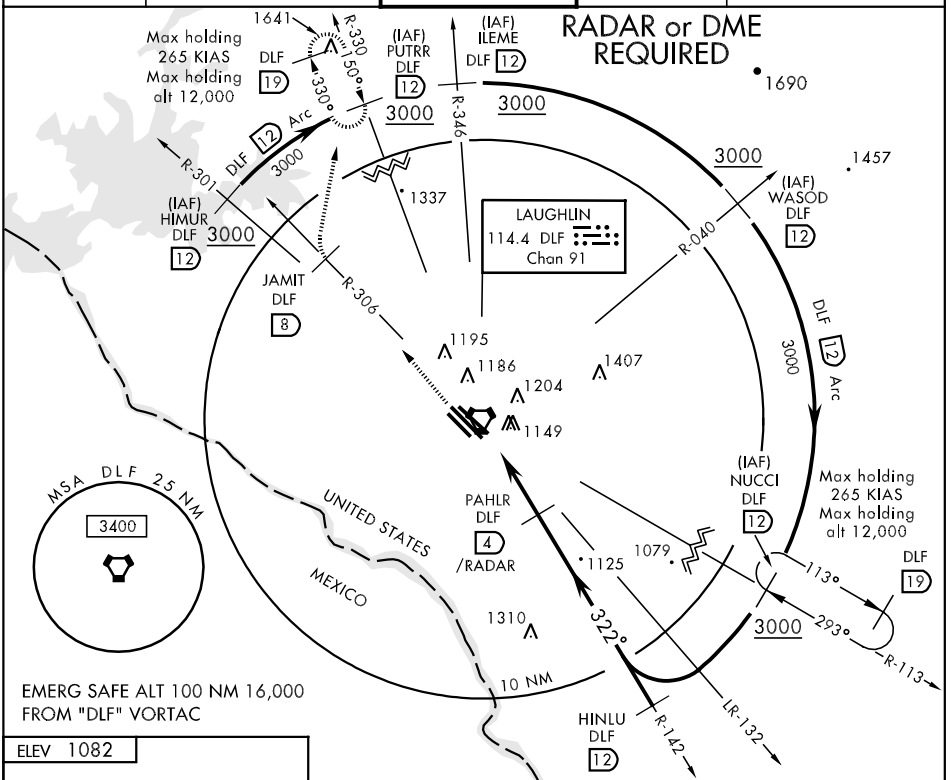
| VORTAC DLF 114.4 Chan 91 | APCH CRS 322° | Rwy ldg 8857 TDZE 1077 Arpt Elev 1082 |
|---|---|---|

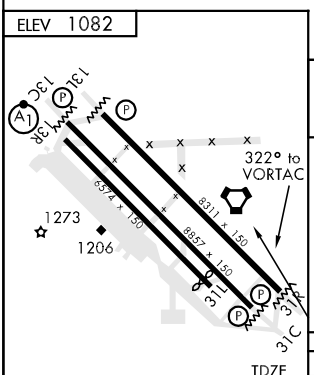
AL-111 [USAF] — LAUGHLIN AFB (KDLF)

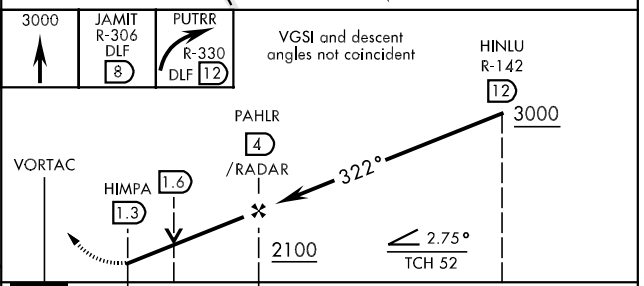
*Circling not authorized in sector SW of Rwy 13R-31L.

MISSED APPROACH: Climb to 3000 direct JAMIT, DLF VORTAC R-306/8 DME, then turn right direct PUTRR, DLF R-330/12 DME, and hold.

| ATIS ★ | DEL RIO APP CON | LAUGHLIN TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 114.4 269.9 | 119.6 259.1 | 125.2 307.375 | 275.8 | 120.5 335.8 |

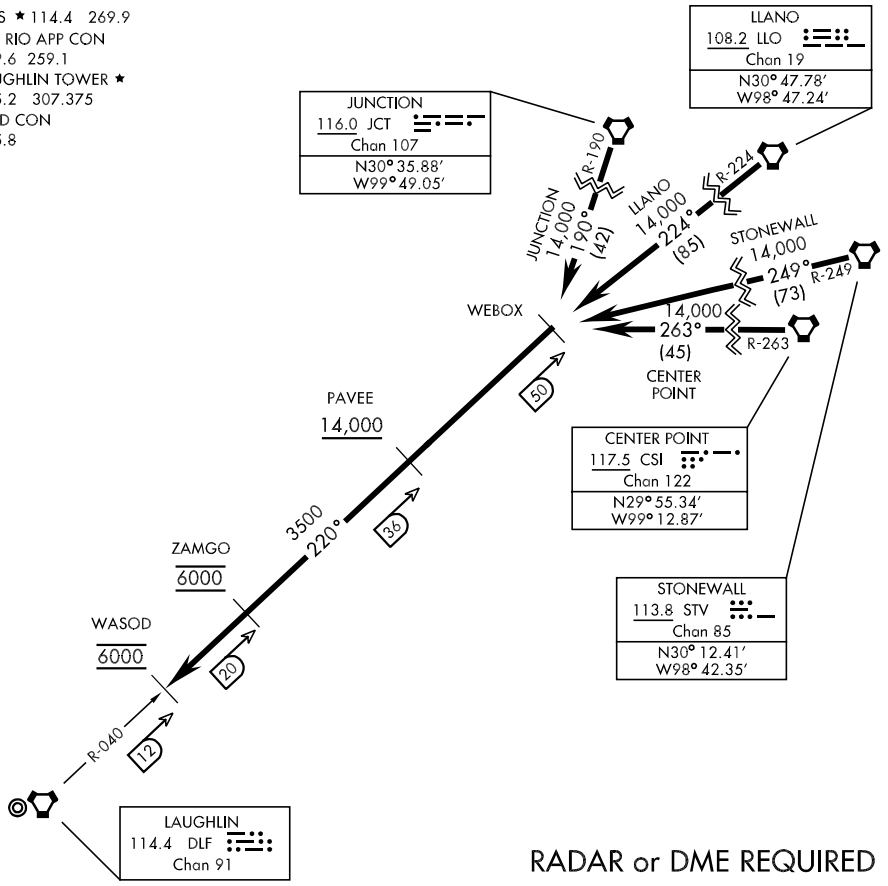



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-31C | 1420-1 | 343 | (400-1) | 1420-1¼ | 343 (400-1¼) |
| CIRCLING * | 1500-1 418 (500-1) | 1540-1 458 (500-1) | 1540-1½ 458(500-1½) | 1640-2 558 (600-2) | 1720-2¼ 638(700-2¼) |

Rwy 31L ldg 6246'
MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R




ARRIVAL ROUTE DESCRIPTION

JUNCTION Transition (JCT.WEBOX4): From over JCT VORTAC via JCT R-190 to WEBOX. Thence...

LLANO Transition (LLO.WEBOX4): From over LLO VORTAC via LLO R-224 to WEBOX. Thence...

STONEWALL Transition (STV.WEBOX4): From over STV VORTAC via STV R-249 to WEBOX. Thence...

CENTER POINT Transition (CSI.WEBOX4): From over CSI VORTAC via CSI R-263 to WEBOX. Thence...

...From over DLF R-040/50 (WEBOX) via DLF R-040 to DLF R-040/12 (WASOD). Expect vectors for an instrument approach to runway in use.



SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-DRT 111.9 Chan 56 | APP CRS 132° | Rwy Idg 6000 TDZE 1002 Apt Elev 1002 |
|---|---|---|

# LOC RWY 13
## DEL RIO INTL (DRT)

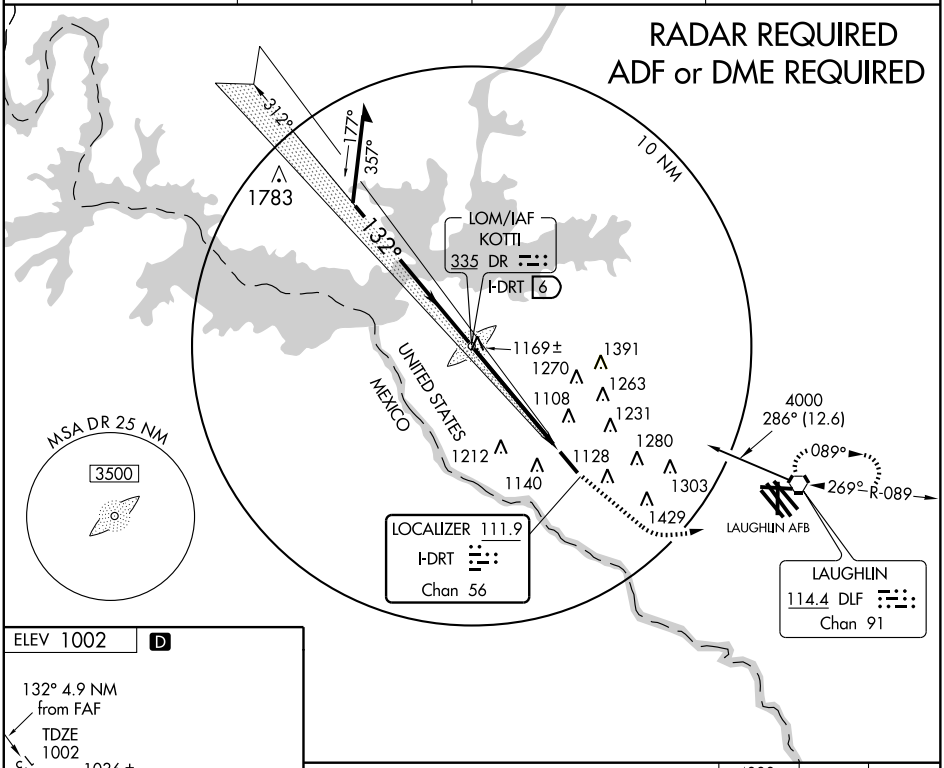
Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet. VDP NA when using Laughlin AFB altimeter setting. Inoperative table does not apply to S-13 Cat C.

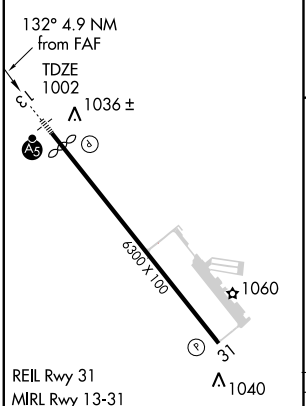
MALSR

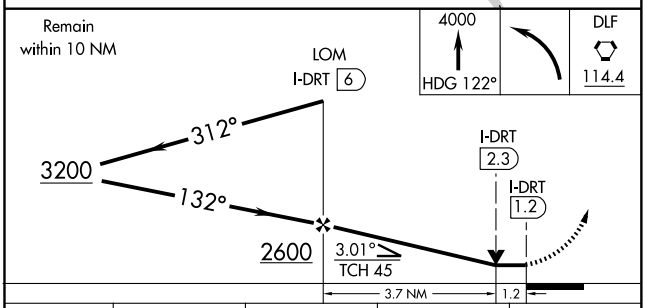
MISSED APPROACH: Climb to 4000 via heading 122° then left turn direct DLF VORTAC and hold.

| ASOS | DEL RIO APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.525 | 119.6 259.1 | 120.5 | 122.8 (CTAF) L |

RADAR REQUIRED
ADF or DME REQUIRED




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1420-¾ | 418 (500-¾) | 1420-1¼ | 418 (500-1¼) |
| CIRCLING | 1440-1<br>438 (500-1) | 1460-1<br>458 (500-1) | 1560-1½<br>558 (600-1½) | 1640-2<br>638 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOM DR | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 335 | 132° | TDZE | 1002 |
| | | Apt Elev | 1002 |

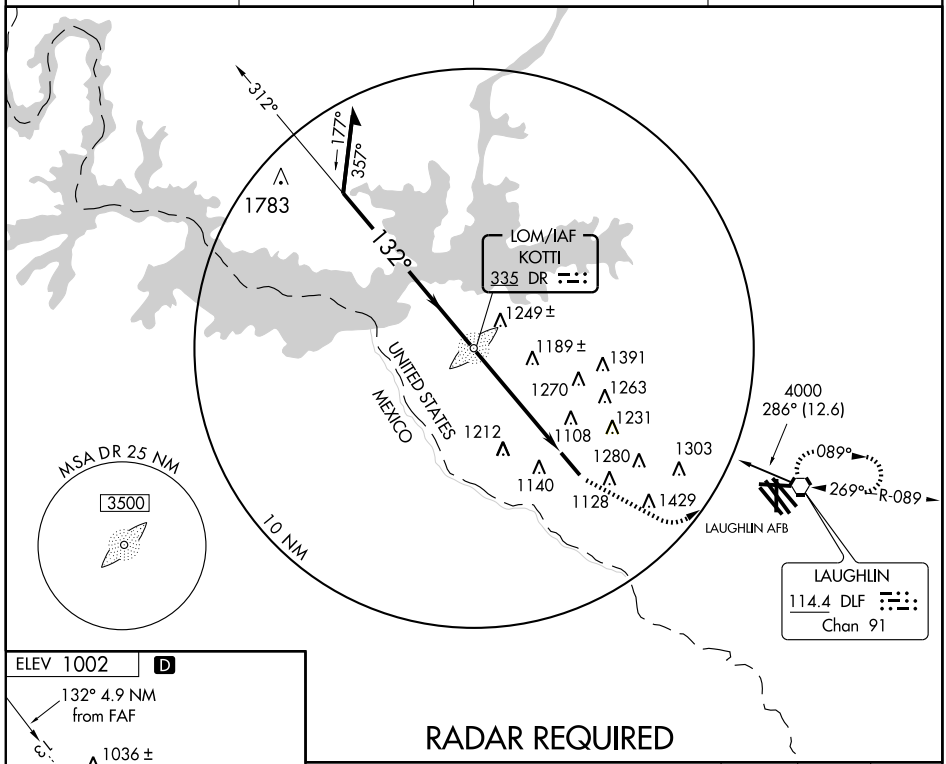
# NDB RWY 13
## DEL RIO INTL (DRT)

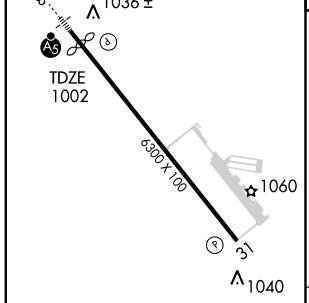
T NA — Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet. Inoperative table does not apply to S-13 Cat C.

MALSR

MISSED APPROACH: Climb to 4000 via heading 122° then left turn direct DLF VORTAC and hold.

| ASOS | DEL RIO APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.525 | 119.6 259.1 | 120.5 | 122.8 (CTAF) L |

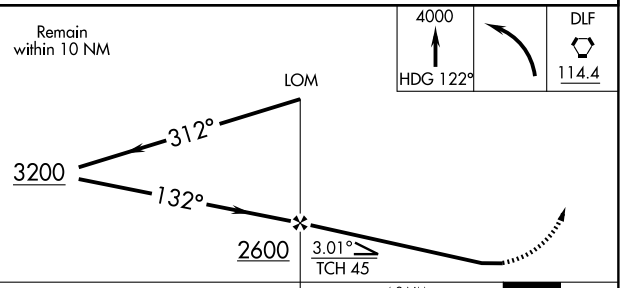



REIL Rwy 31
MIRL Rwy 13-31

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1500-1 | 498 (500-1) | 1500-1¼ 498 (500-1¼) | 1500-1½ 498 (500-1½) |
| CIRCLING | 1500-1 | 498 (500-1) | 1560-1½ 558 (600-1½) | 1640-2 638 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| CH 86499 | 132° | TDZE | 1002 |
| W13A | | Apt Elev | 1002 |

# RNAV (GPS) RWY 13

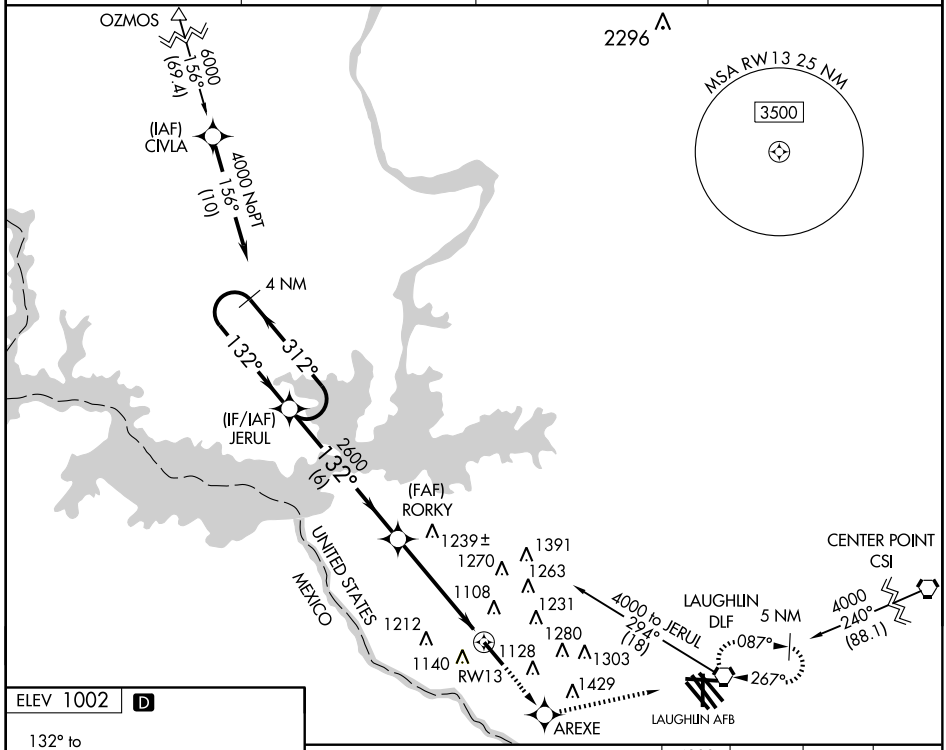
## DEL RIO INTL (DRT)

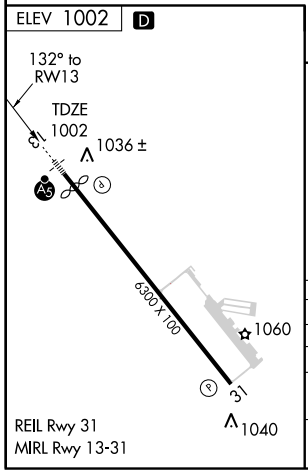
DME/DME RNP-0.3 NA. BARO/VNAV NA below -17°C (2°F). Cat D circling NA SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all DAs/MDAs 40 feet. BARO/VNAV and VDP NA with Laughlin AFB altimeter setting. Inoperative table does not apply to LPV, LNAV/VNAV or LNAV Cat C.

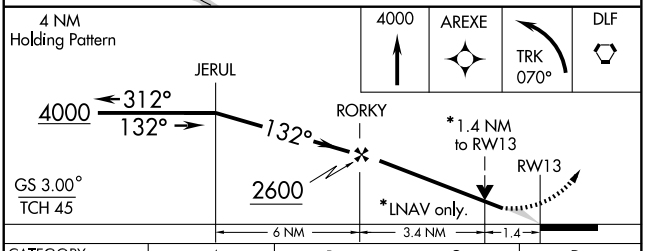
MALSR

MISSED APPROACH: Climb to 4000 direct AREXE and left turn via 070° track to DLF VORTAC and hold, continue climb-in-hold to 4000.

| ASOS | DEL RIO APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.525 | 119.6 259.1 | 120.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1252-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1382-1¼ 380 (400-1¼) | | | |
| LNAV MDA | 1500-¾ 498 (500-¾) | | 1500-1¼ 498 (500-1¼) | 1500-1½ 498 (500-1½) |
| CIRCLING | 1500-1¼ 498 (500-1¼) | | 1560-1½ 558 (600-1½) | 1640-2 638 (700-2) |

| VORTAC DLF | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.4 | 269° | TDZE | N/A |
| Chan 91 | | Apt Elev | 1002 |

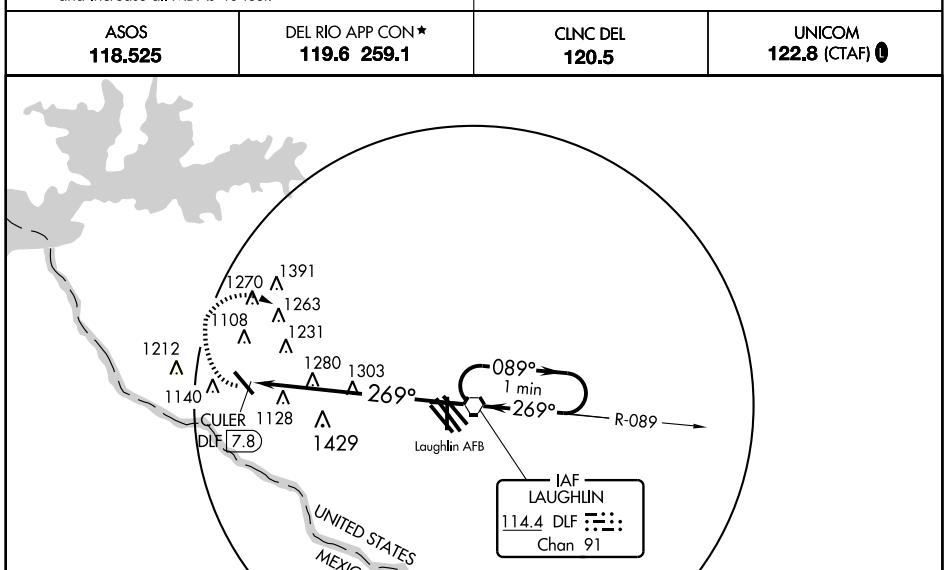
# VOR-A

DEL RIO INTL (DRT)

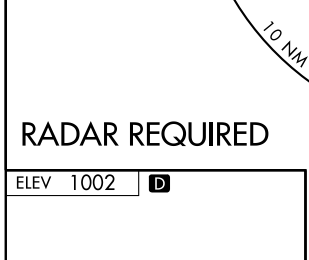
Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

| ASOS | DEL RIO APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.525 | 119.6 259.1 | 120.5 | 122.8 (CTAF) |




RADAR REQUIRED



| FAF to MAP 7.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:48 | 5:12 | 3:54 | 3:07 | 2:36 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1780-1<br>778 (800-1) | 1780-1¼<br>778 (800-1¼) | 1780-2¼<br>778 (800-2¼) | 1780-2½<br>778 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

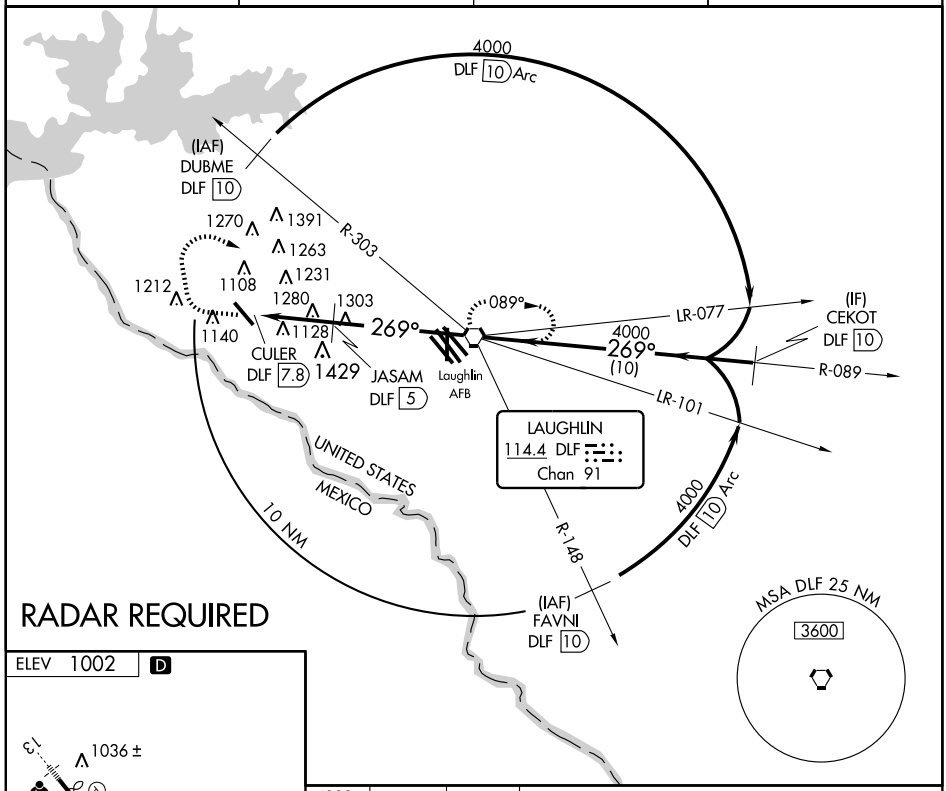
| VORTAC DLF 114.4 Chan 91 | APP CRS 269° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1002 |
|---|---|---|

# VOR/DME-B
## DEL RIO INTL (DRT)

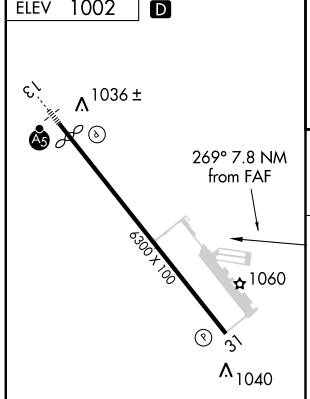
▼ Circling NA for Cat D SW of Rwy 13-31. If local altimeter setting not received, use Laughlin AFB altimeter setting and increase all MDAs 40 feet.

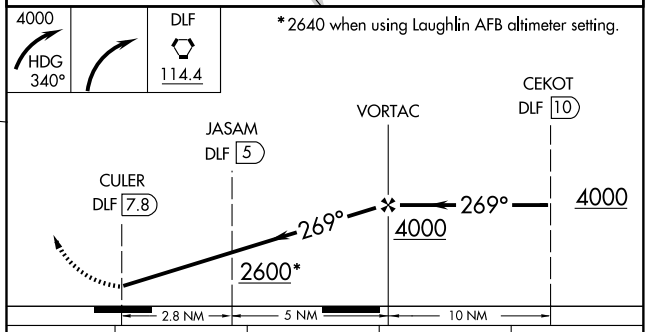
MISSED APPROACH: Climbing right turn to 4000 via heading 340° then right turn direct DLF VORTAC and hold.

| ASOS | DEL RIO APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.525 | 119.6 259.1 | 120.5 | 122.8 (CTAF) L |




## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1580-1 578 (600-1) | | 1580-1½ 578 (600-1½) | 1640-2 638 (700-2) |

REIL Rwy 31
MIRL Rwy 13-31

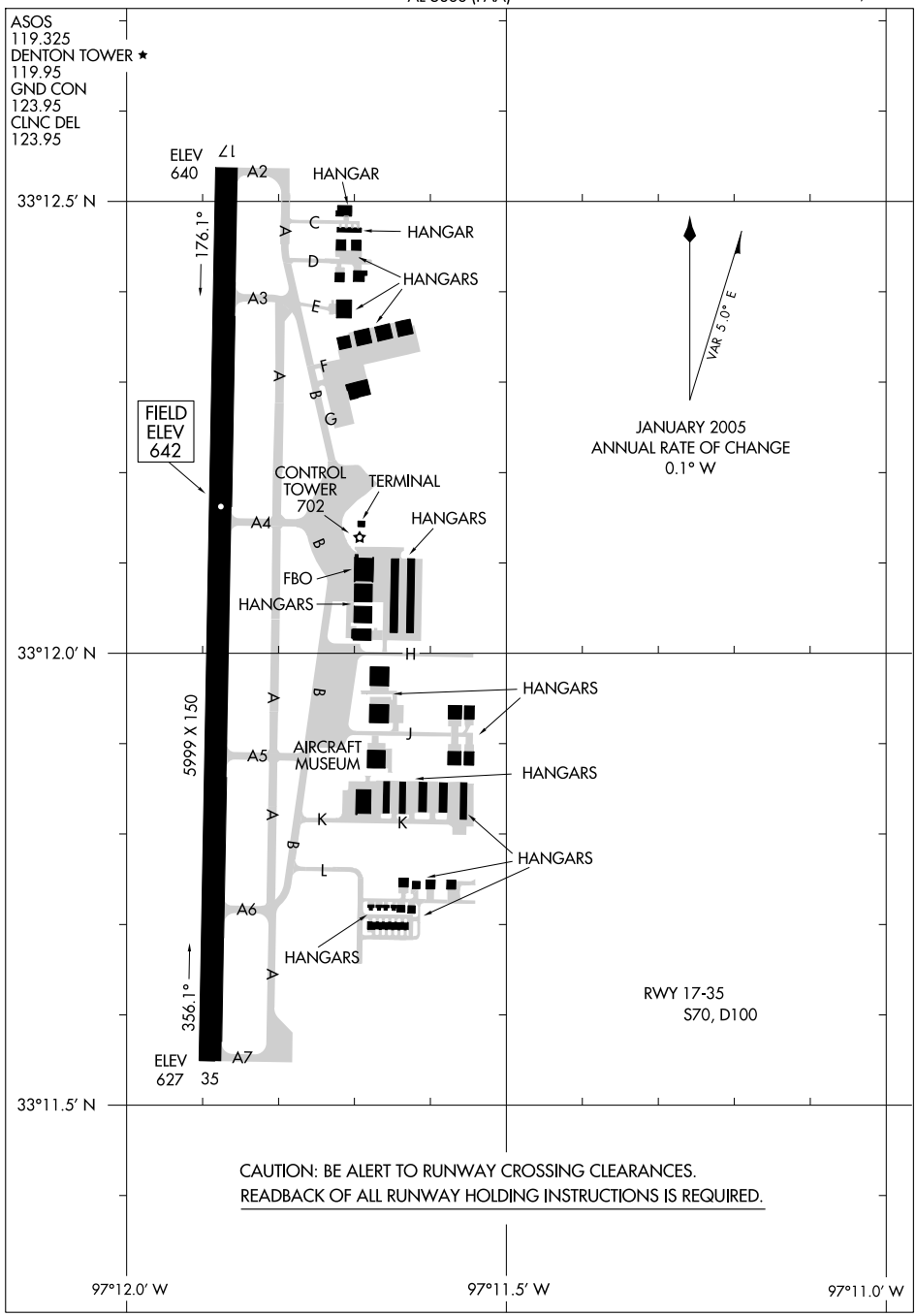
SC-3, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-5866 (FAA)

DENTON MUNI (DTO)
DENTON, TEXAS

ASOS
119.325
DENTON TOWER ★
119.95
GND CON
123.95
CLNC DEL
123.95




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-2, 14 JAN 2010 to 11 FEB 2010

# DALLAS NINE DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)
DENTON, TEXAS

CLNC DEL
123.95
GND CON
123.95
DENTON TOWER ★
119.95 (CTAF)
REGIONAL DEP CON
118.1 306.95

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66′-W92°10.83′
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83′-W94°04.39′
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83′-W90°16.64′
L-18, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37′-W92°44.64′
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

QUITMAN
114.0 UIM
Chan 87
N32°52.82′-W95°22.01′
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71′-W88°48.26
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28′-W93°48.60′
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15′
W97°02.43′

GREGG COUNTY
112.3 GGG
Chan 70

SAWMILL
113.75 SWB
Chan 84
N31°58.39′
W92°40.63′
L-22, H-6

ORTRO
N33°41.47′
W94°12.75′

COBUG
N33°17.38′
W95°37.68′

NOBLY
N33°04.94′
W96°19.96′

TRISS
N32°58.20′
W96°19.94′

SHERO
N33°04.49′
W95°33.78′

SOLDO
N32°51.92′
W96°19.94′
L-17

SHRLY
N32°44.60′
W94°18.17′

CLARE
N32°45.66′
W96°19.93′

POTEN
N32°39.33′
W95°40.03′

TEKBE
N32°42.80′
W94°47.73′

055° (117) R-235
R-320
FL230 064° (75)
R-244
6500 064° (79)
5000 (38) 76
R-324
R-184
R-182
R-181
R-180
5000 (39) 76
R-312
064° (38)
074° (36)
084° (36)
094° (36)
6000 (34)
5000 081° (49)
R-261
R-183
14000 072° (134)
R-187
FL200 077° (125)
R-262
FL200 097° (206)
R-281
R-254
94 10000 079° (44)
(25) (25)
R-259
71
R-346
14000 111° (116)
R-291
N

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

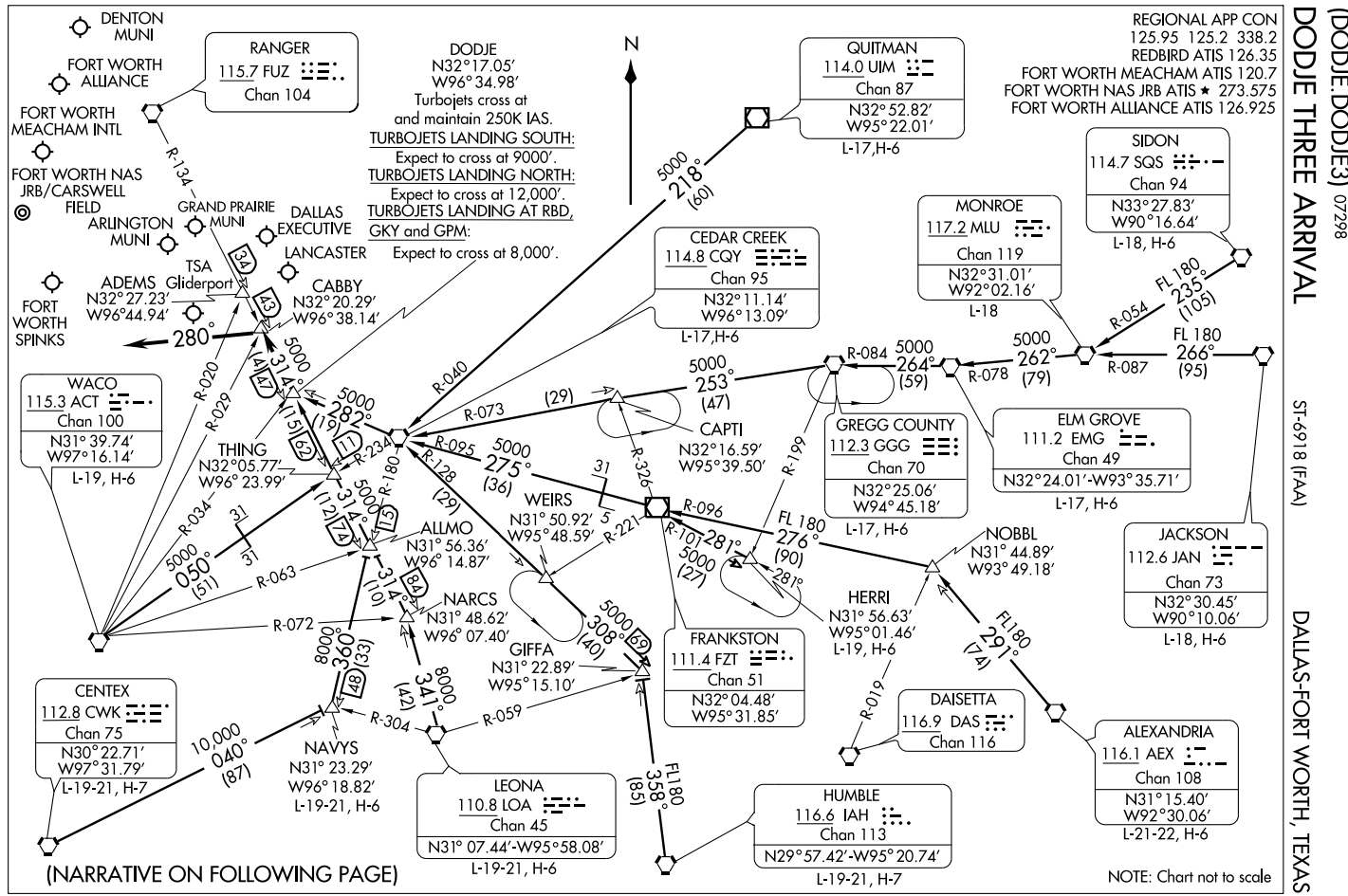
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
FL 180
266°
(95)
R-078
R-084
5000
264°
(59)
5000
253°
(47)
CAPTI
N32°16.59′
W95°39.50′
R-073
(29)
R-040
R-095
5000
275°
(36)
R-128
(29)
R-199
R-326
31
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
NOBBL
N31° 44.89′
W93° 49.18′
FL180
291°
(74)
HERRI
N31° 56.63′
W95°01.46′
L-19, H-6
R-019
DAISETTA
116.9 DAS
Chan 116
ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′
L-21-22, H-6
HUMBLE
116.6 IAH
Chan 113
N29°57.42′-W95° 20.74′
L-19-21, H-7
FL180
358°
(85)
R-059
R-304
8000
341°
(42)
8000
360°
(33)
R-072
R-063
5000
050°
(51)
R-034
31
31
5000
314°
(74)
(12)
13
R-180
R-234
R-029
R-020
5000
282°
(19)
11
5000
314°
(47)
(15)
62
43
34
280°
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95°15.10′
WEIRS
N31° 50.92′
W95° 48.59′
R-221
5
31
R-096
FL 180
276°
(90)
R-101
281°
5000
(27)
281°
5000
308°
(40)
69
314°
(10)
84
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
10,000
040°
(87)
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
148
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

# DODJE THREE ARRIVAL (DODJE.DODJE3)



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

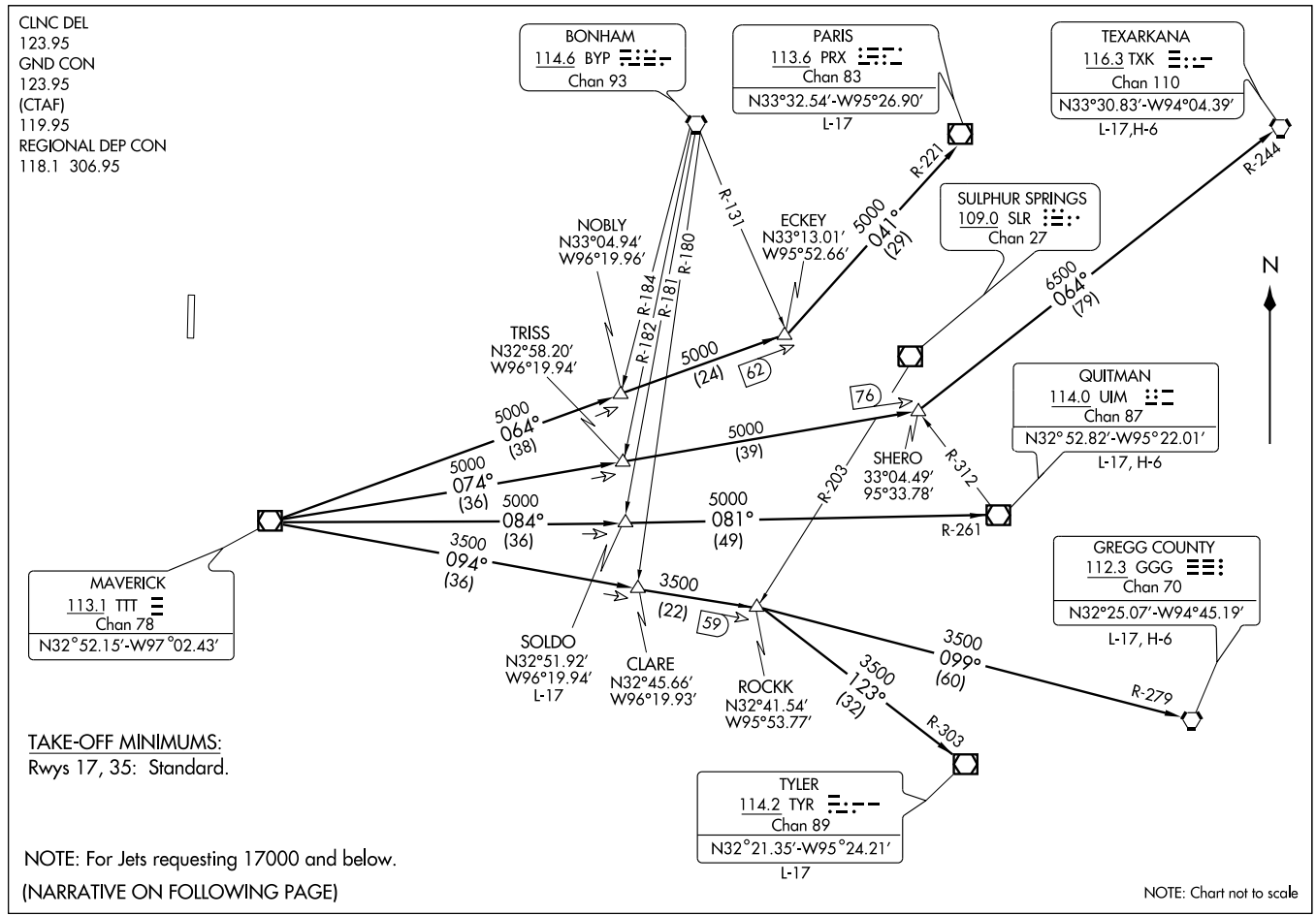
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010




(GARL3.TTT) 0935

# GARLAND THREE DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)

DENTON, TEXAS

# GARLAND THREE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 14 JAN 2010 to 11 FEB 2010

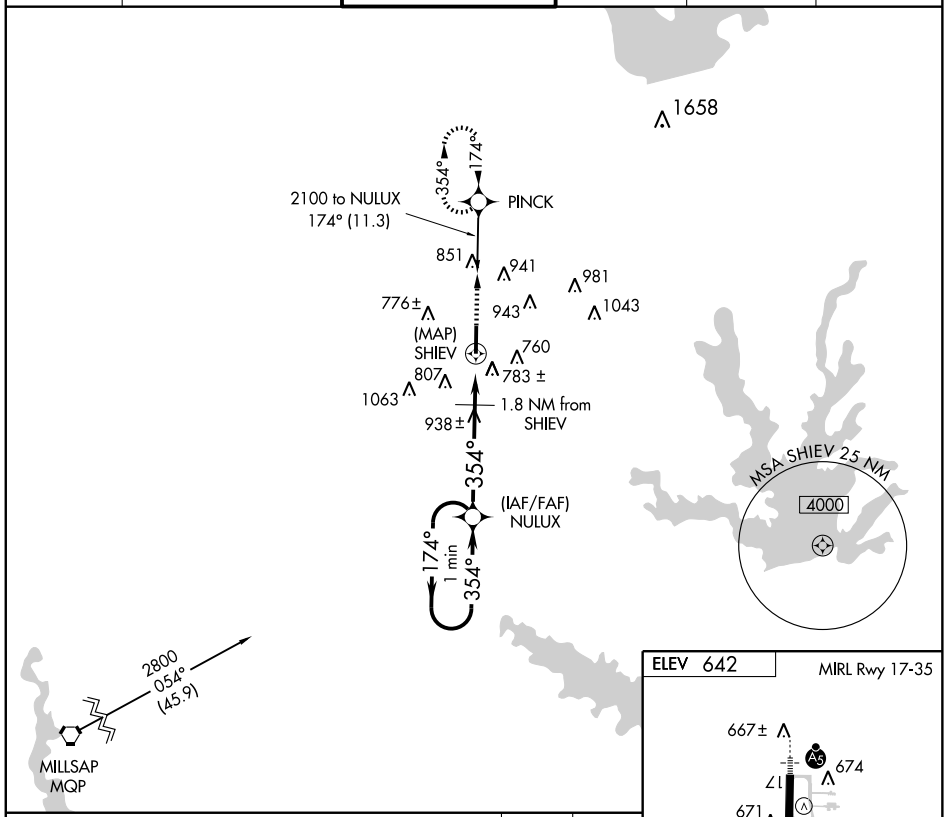
| APP CRS | Rwy Idg | 5999 |
|---|---|---|
| 354° | TDZE | 642 |
| | Apt Elev | 642 |

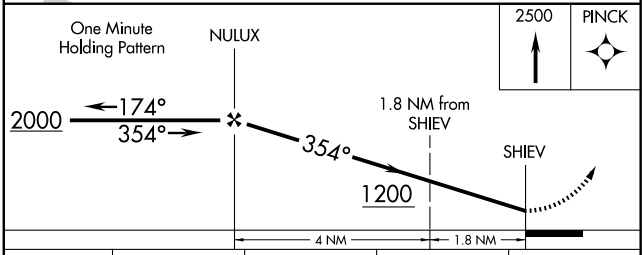
# GPS RWY 35
## DENTON MUNI (DTO)

NA

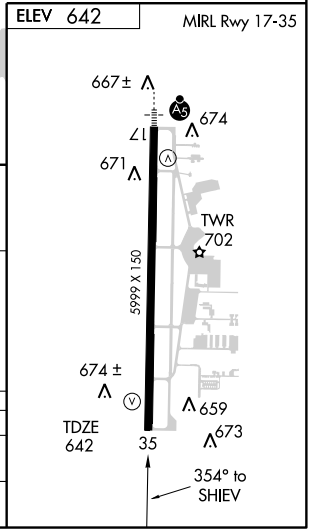
MISSED APPROACH: Climb to 2500 direct PINCK WP and hold.

| ASOS | REGIONAL APP CON | DENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.325 | 118.1 306.95 | 119.95 CTAF Ⓛ | 123.95 | 123.95 | 122.95 |

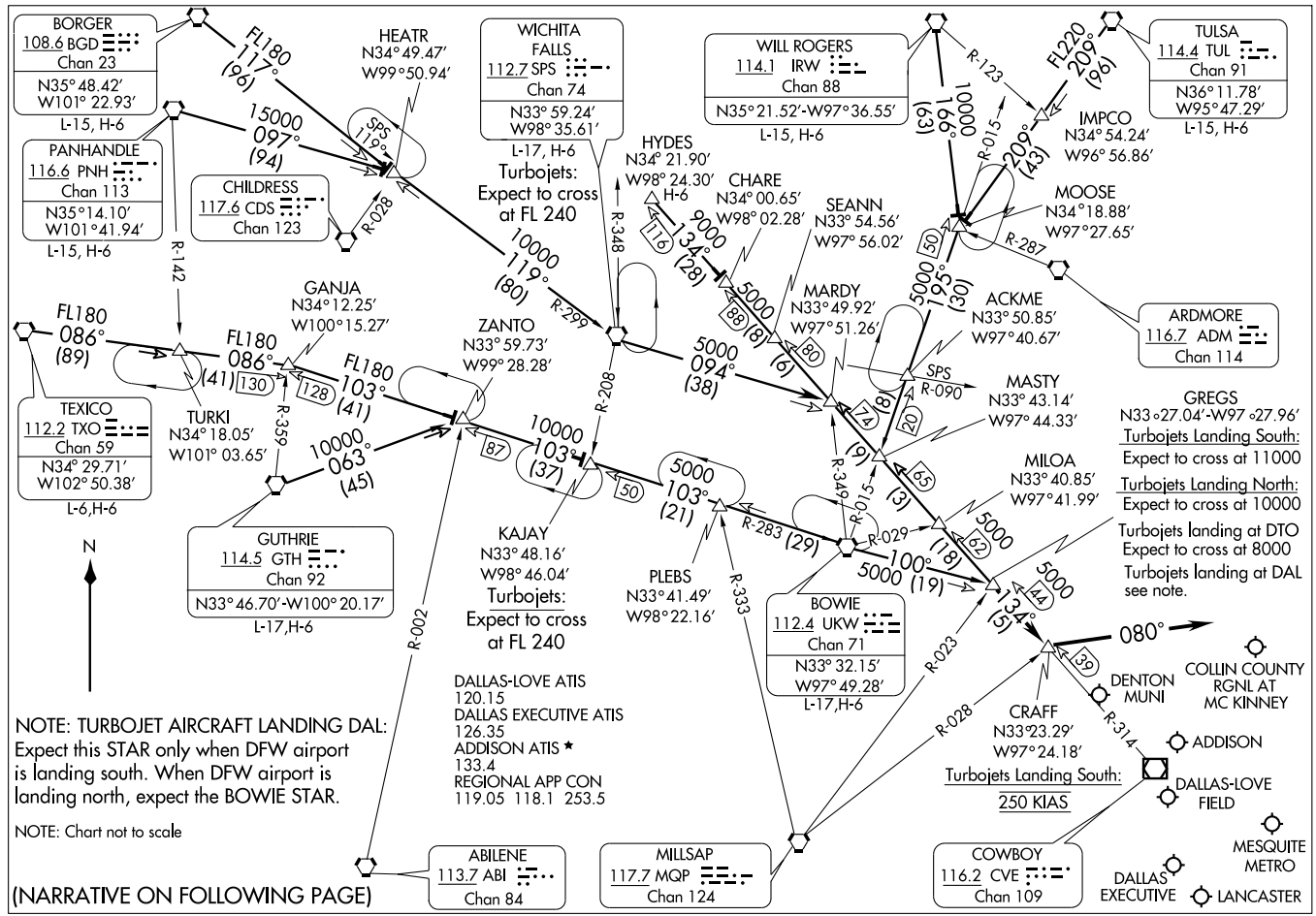



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1040-1 398 (400-1) | | | 1040-1¼ 398 (400-1¼ ) |
| CIRCLING | 1100-1 458 (500-1) | | 1120-1½ 478 (500-1½ ) | 1260-2 618 (700-2) |




SC-2, 14 JAN 2010 to 11 FEB 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
R-349
R-015
R-029
5000 100° (19)
R-123
FL220 209° (96)
10000 166° (63)
R-015
209° (43)
R-287
5000 195° (30)
9000 134° (28)
116
5000 094° (38)
88
8
6
80
74
8
20
9
3
65
62
5000 134° (5)
44
39
080°
R-023
R-028
R-314
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

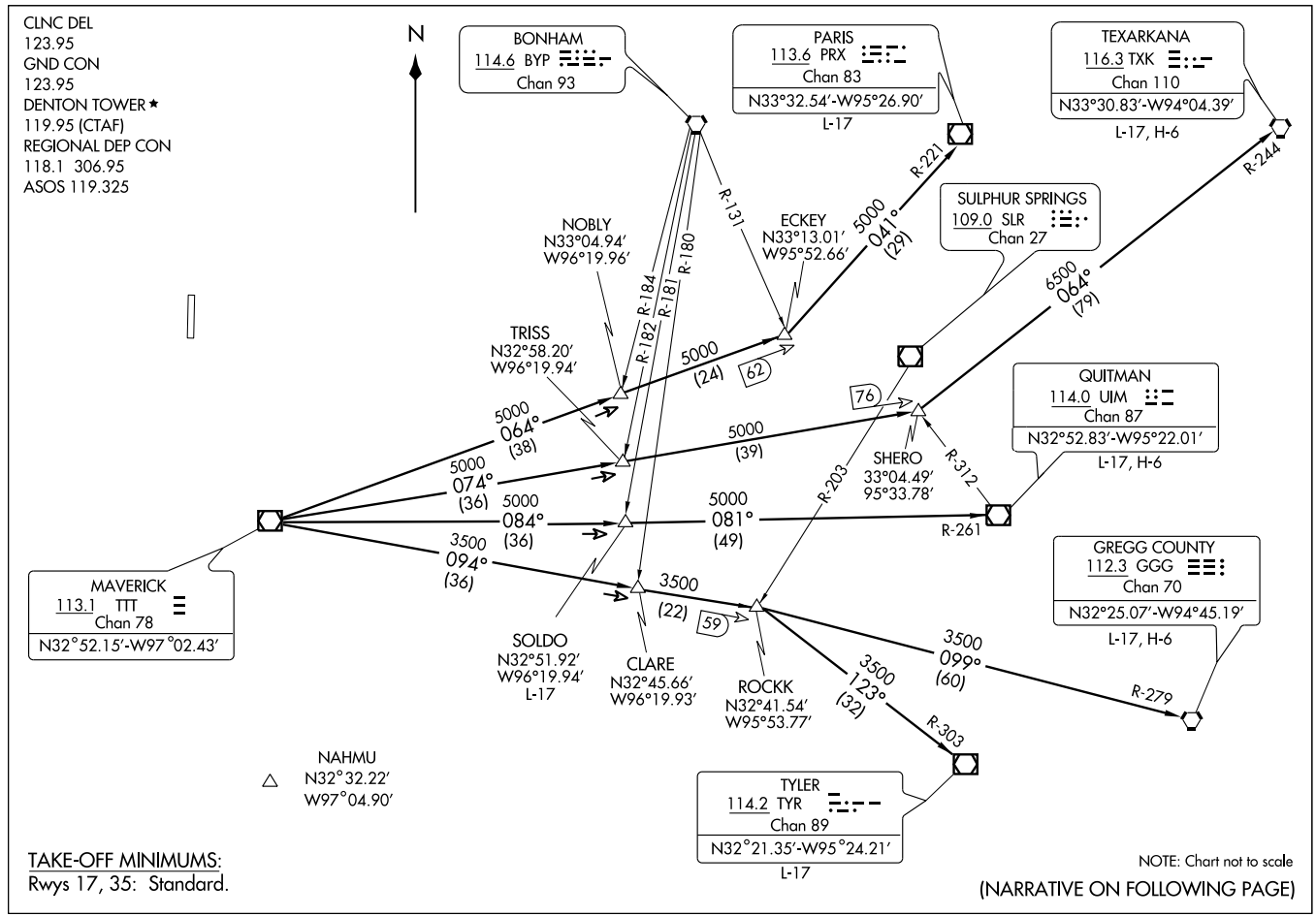
TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010


CLNC DEL
123.95
GND CON
123.95
DENTON TOWER ★
119.95 (CTAF)
REGIONAL DEP CON
118.1 306.95
ASOS 119.325
N
BONHAM
114.6 BYP
Chan 93
PARIS
113.6 PRX
Chan 83
N33°32.54'-W95°26.90'
L-17
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SULPHUR SPRINGS
109.0 SLR
Chan 27
NOBLY
N33°04.94'
W96°19.96'
ECKEY
N33°13.01'
W95°52.66'
TRISS
N32°58.20'
W96°19.94'
QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6
SHERO
33°04.49'
95°33.78'
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'-W94°45.19'
L-17, H-6
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
SOLDO
N32°51.92'
W96°19.94'
L-17
CLARE
N32°45.66'
W96°19.93'
ROCKK
N32°41.54'
W95°53.77'
NAHMU
N32°32.22'
W97°04.90'
TYLER
114.2 TYR
Chan 89
N32°21.35'-W95°24.21'
L-17
R-131
R-180
R-184
R-181
R-182
R-221
R-244
R-203
R-312
R-261
R-279
R-303
5000
041°
(29)
5000
(24)
62
5000
064°
(38)
5000
074°
(36)
5000
084°
(36)
3500
094°
(36)
5000
(39)
76
5000
081°
(49)
3500
(22)
59
6500
064°
(79)
3500
099°
(60)
3500
123°
(32)
TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Multiple trees beginning 190′ from departure end of runway, 178′ right of centerline, up to 66′ AGL/665′ MSL.
Building 371′ from departure end of runway, 261′ left of centerline, 14′ AGL/643′ MSL.
Rwy35:
Tree 1,242′ from departure end of runway, 806′ right of centerline, 63′ AGL/692′ MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

DENTON, TEXAS

AL-5866 (FAA)

| LOC I-DTO | APP CRS | Rwy Idg | 5999 |
|---|---|---|---|
| 109.1 | 174° | TDZE | 642 |
| | | Apt Elev | 642 |

# ILS or LOC RWY 17

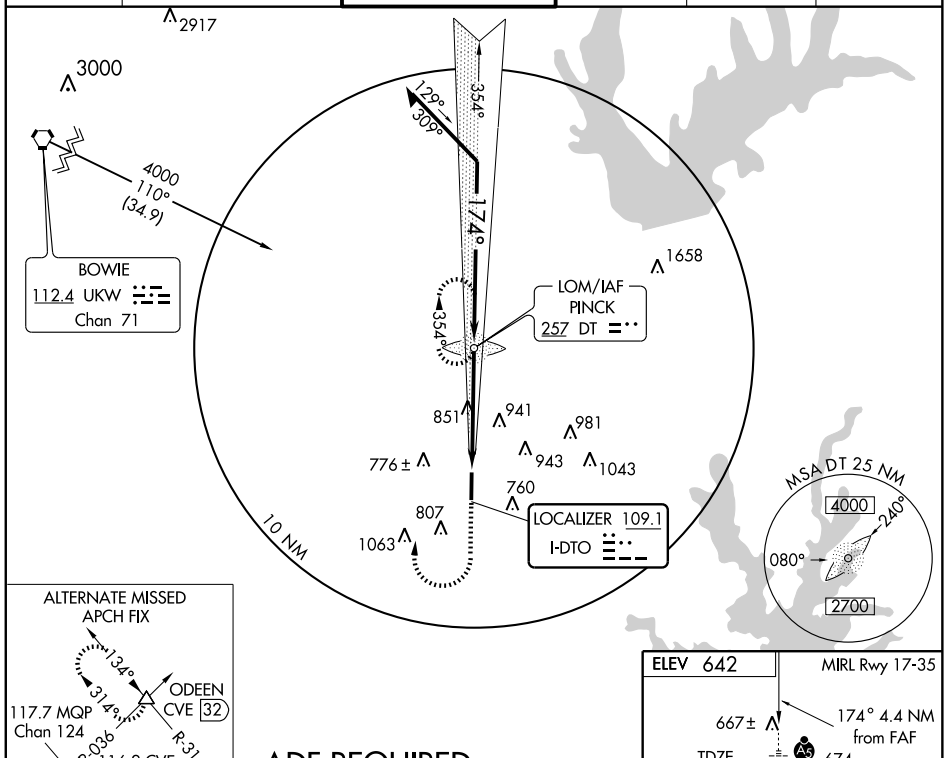
DENTON MUNI (DTO)

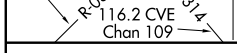
NA ADF REQUIRED

MALSR

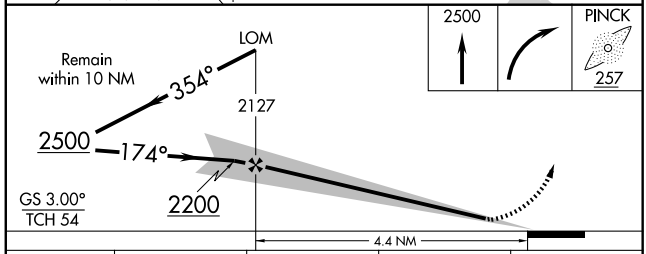
MISSED APPROACH: Climb to 2500, then right turn direct PINCK LOM and hold.

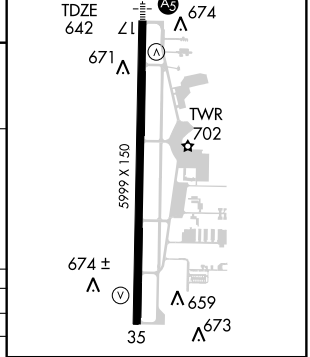
| ASOS | REGIONAL APP CON | DENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.325 | 118.1 306.95 | 119.95 (CTAF) L | 123.95 | 123.95 | 122.95 |




## ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | | 842- ½ | 200 (200-½) | |
| S-LOC 17 | 1120-½ 478 (500-½) | | 1120-¾ 478 (500-¾) | 1120-1 478 (500-1) |
| CIRCLING | 1120-1 478 (500-1) | | 1120-1½ 478 (500-1½) | 1260-2 618 (700-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

SC-2, 14 JAN 2010 to 11 FEB 2010

(JPOOL4.TTT) 09351

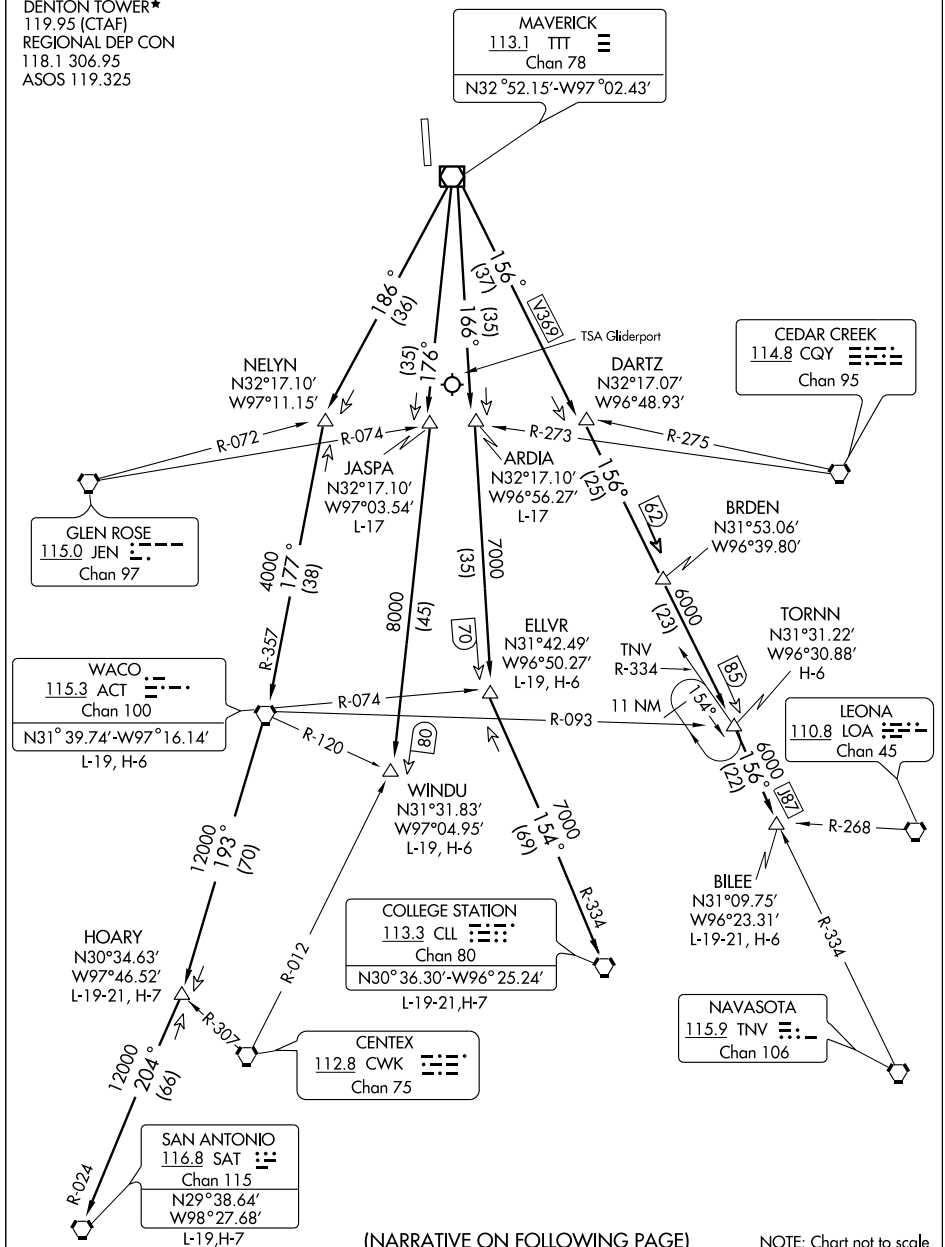
# JOE POOL FOUR DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)
DENTON, TEXAS

CLNC DEL
123.95
GND CON
123.95
DENTON TOWER★
119.95 (CTAF)
REGIONAL DEP CON
118.1 306.95
ASOS 119.325

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 14 JAN 2010 to 11 FEB 2010

# KINGDOM SEVEN DEPARTURE SL-5866 (FAA)



CLNC DEL 123.95
GND CON 123.95
DENTON TOWER ★ 119.95 (CTAF)
REGIONAL DEP CON 118.1 306.95
ASOS 119.325

TAKE-OFF OBSTACLES:
Note: Rwy 17, Multiple trees beginning 190′ from DER, 178′ right of centerline, up to 66′ AGL/665′ MSL. Building 371′ from DER, 261′ left of centerline, 14′ AGL/643′ MSL.
Note: Rwy 35, Tree 1242′ from DER, 806′ right of centerline, 63′ AGL/692′ MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′-W98°35.61′
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82′
W98°24.42′

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47′
W97°44.00′

RANGER
115.7 FUZ
Chan 104
N32°53.37′
W97°10.77′

MUZZO
N33°15.10′
W98°14.61′

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

CEOLA
N32°51.98′
W97°44.00′

RUWLO
N32°47.28′
W99°07.77′

R-330

2500 261° (28)

2800 250° (36)

8000 (71)

99

8000 265° V18 93 (36)

BEKLE
N32°49.27′
W99°49.92′

R-265

4000 261° (13)

R-081

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

PODDE
N32°43.58′
W97°44.00′
L-17

R-006

R-004

R-343

TAKE-OFF MINIMUMS:
Rwys 17, 35 standard.

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000′ and below.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

DENTON, TEXAS

AL-5866 (FAA)

09351

# NDB or GPS RWY 17

DENTON MUNI (DTO)

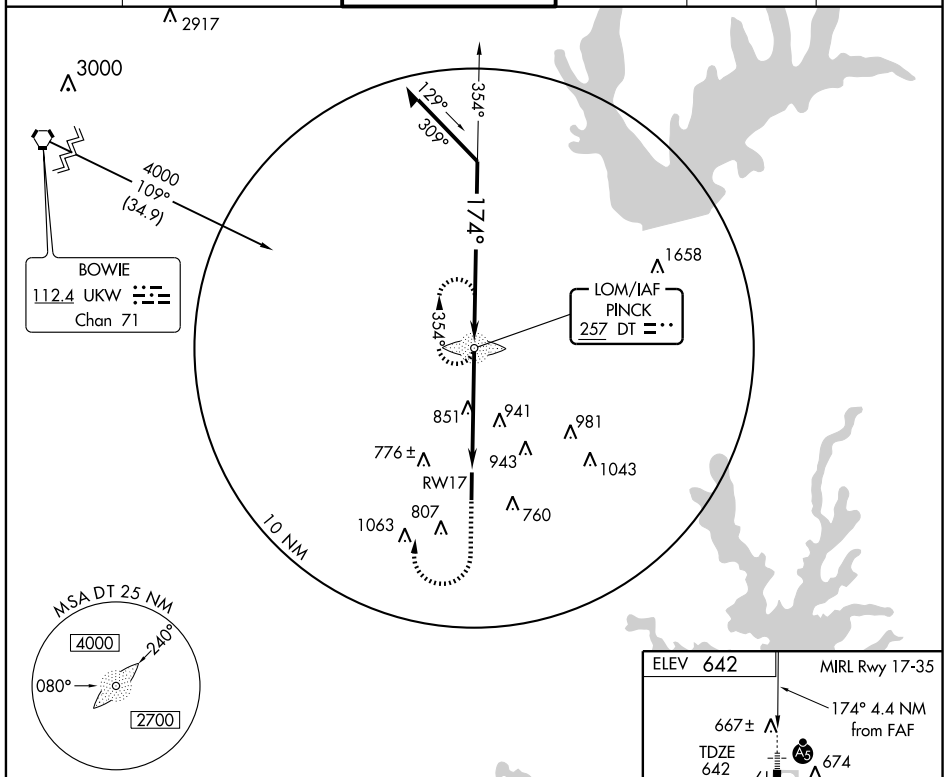
| LOM DT | APP CRS | Rwy Idg | 5999 |
|---|---|---|---|
| 257 | 174° | TDZE | 642 |
| | | Apt Elev | 642 |

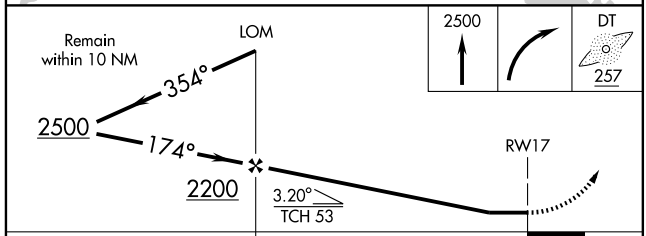
NA

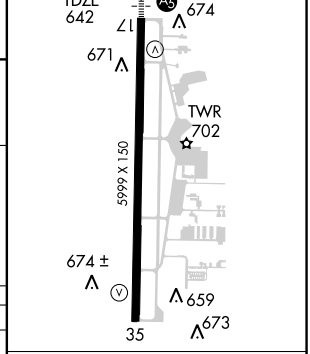
MALSR

MISSED APPROACH: Climb to 2500, then right turn direct DT LOM and hold.

| ASOS | REGIONAL APP CON | DENTON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.325 | 118.1 306.95 | 119.95 CTAF | 123.95 | 123.95 | 122.95 |



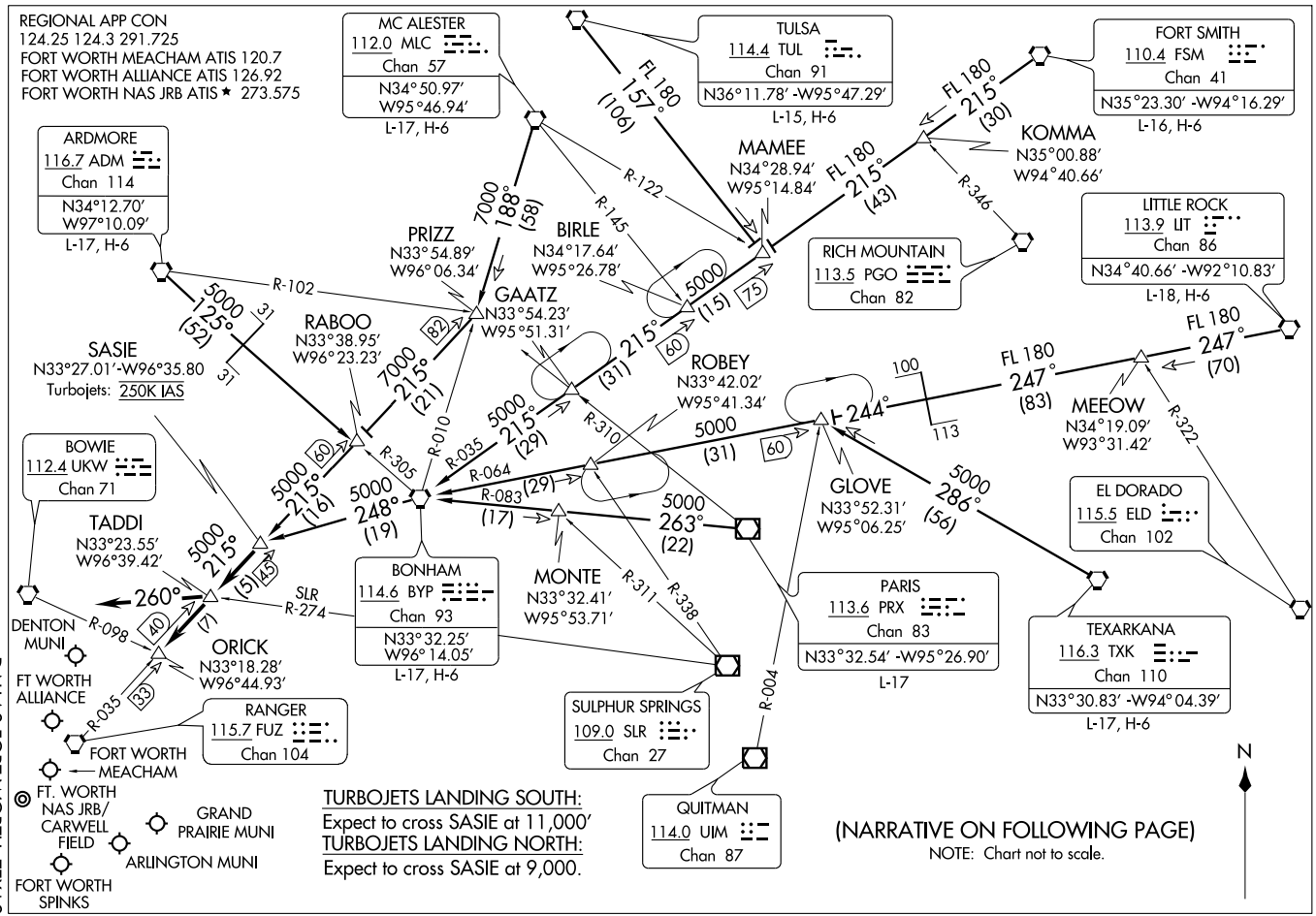




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1260-¾ | 618 (700-¾) | 1260-1¼ 618 (700-1¼) | 1260-1¾ 618 (700-1¾) |
| CIRCLING | 1260-1 | 618 (700-1) | 1260-1¾ 618 (700-1¾) | 1260-2 618 (700-2) |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

SC-2, 14 JAN 2010 to 11 FEB 2010




SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

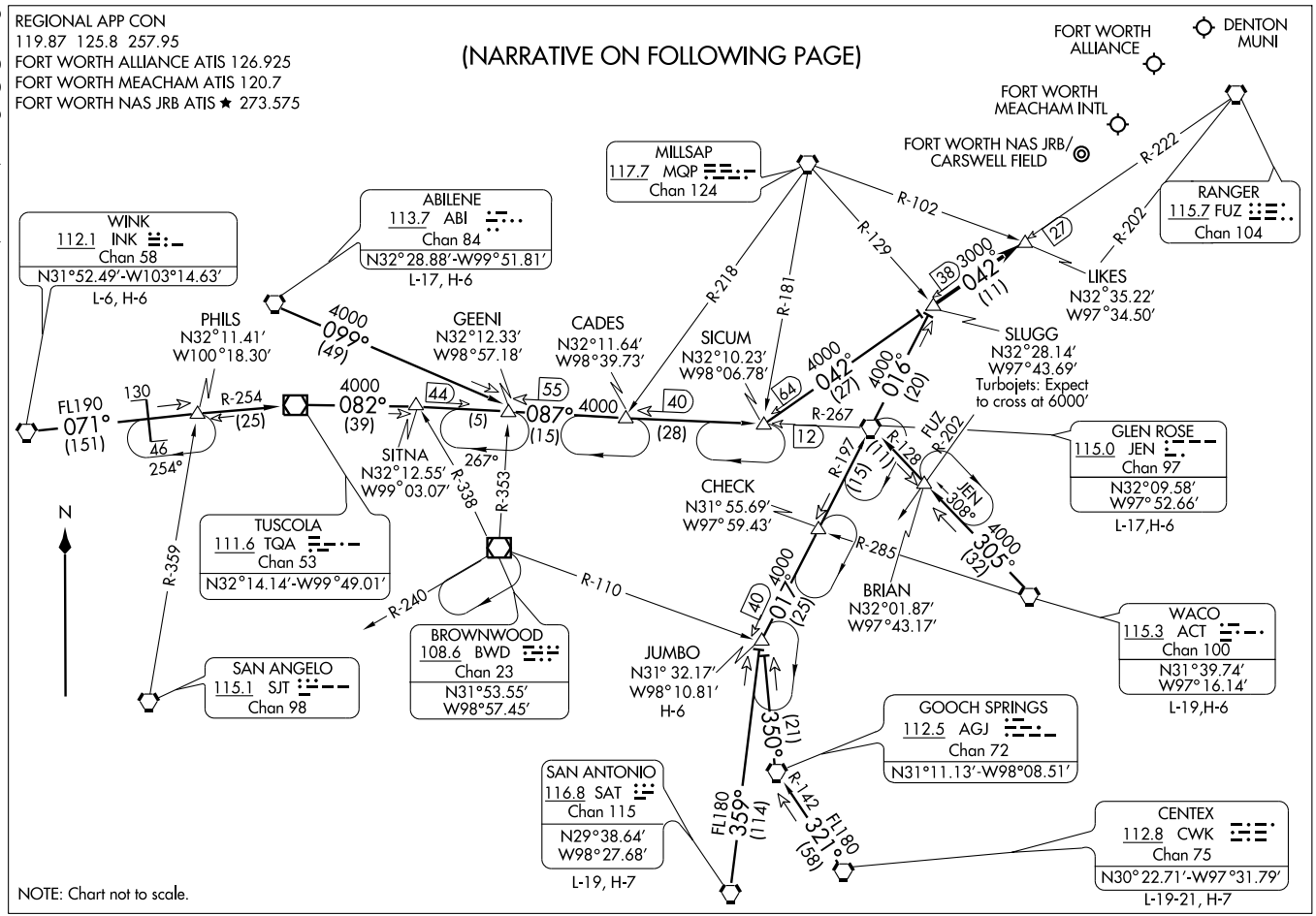
# SLUGG SIX ARRIVAL





REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

# TEXOMA ONE DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)
DENTON, TEXAS

CLNC DEL
123.95
GND CON
123.95
DENTON TOWER★
119.95 (CTAF)
REGIONAL DEP CON
118.1 306.95
ASOS 119.325

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

MRMAC
N34°50.48′
W98°06.57′

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

TAKE-OFF MINIMUMS:
Rwys 17, 35: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

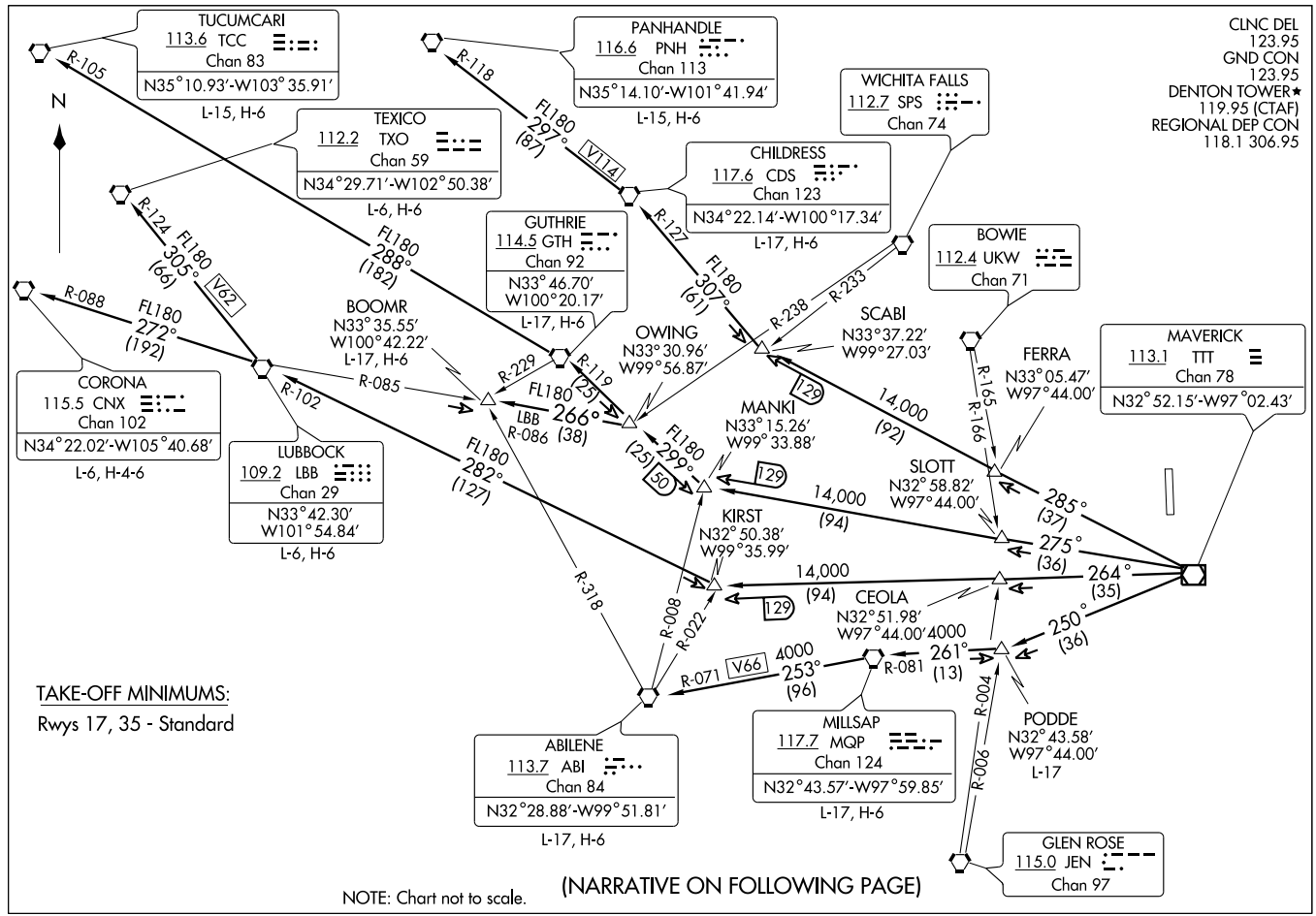
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 14 JAN 2010 to 11 FEB 2010




(KDTO) 08269

# WORTH FIVE DEPARTURE

SL-5866 (FAA)

DENTON MUNI (DTO)

DENTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

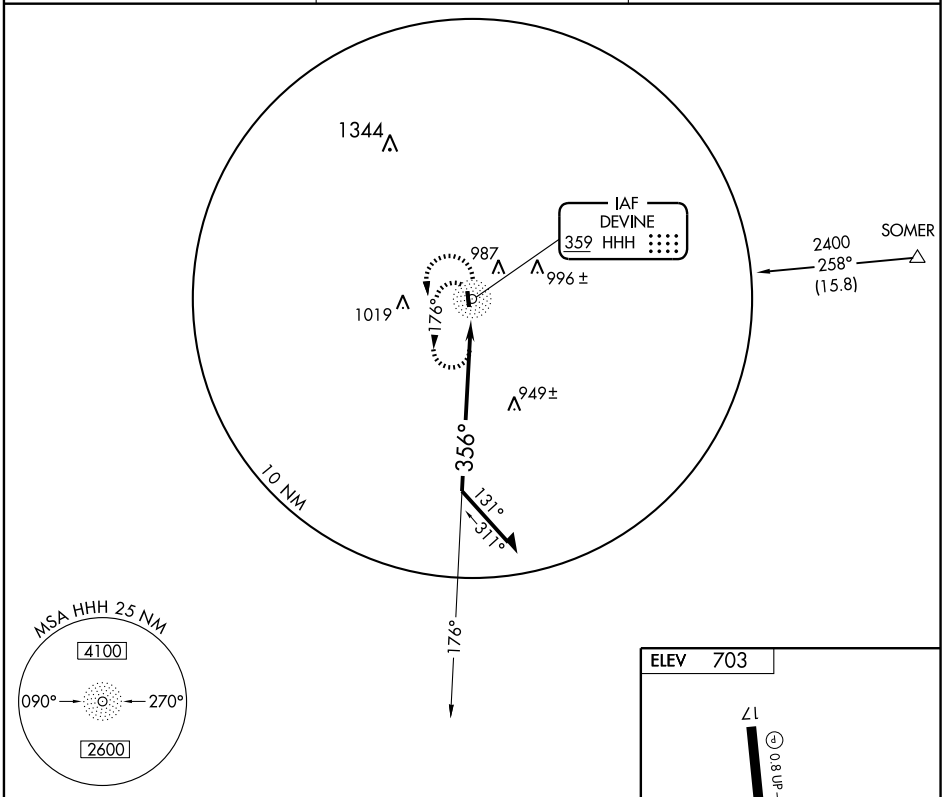
| NDB HHH | APP CRS | Rwy Idg | 3400 |
|---|---|---|---|
| 359 | 356° | TDZE | 703 |
| | | Apt Elev | 703 |

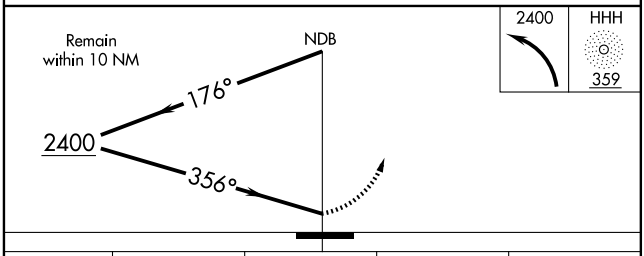
# NDB RWY 35
DEVINE MUNI (23R)

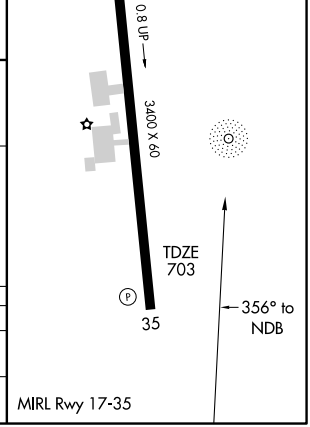
Use Castroville Muni altimeter setting; when not received, use Hondo Muni altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2400 in HHH NDB holding pattern.

| CASTROVILLE AWOS | SAN ANTONIO APP CON | CTAF |
|---|---|---|
| 119.250 | 118.05 353.5 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1340-1 | 637 (700-1) | NA | |
| CIRCLING | 1380-1 | 677 (700-1) | NA | |

SC-3, 14 JAN 2010 to 11 FEB 2010

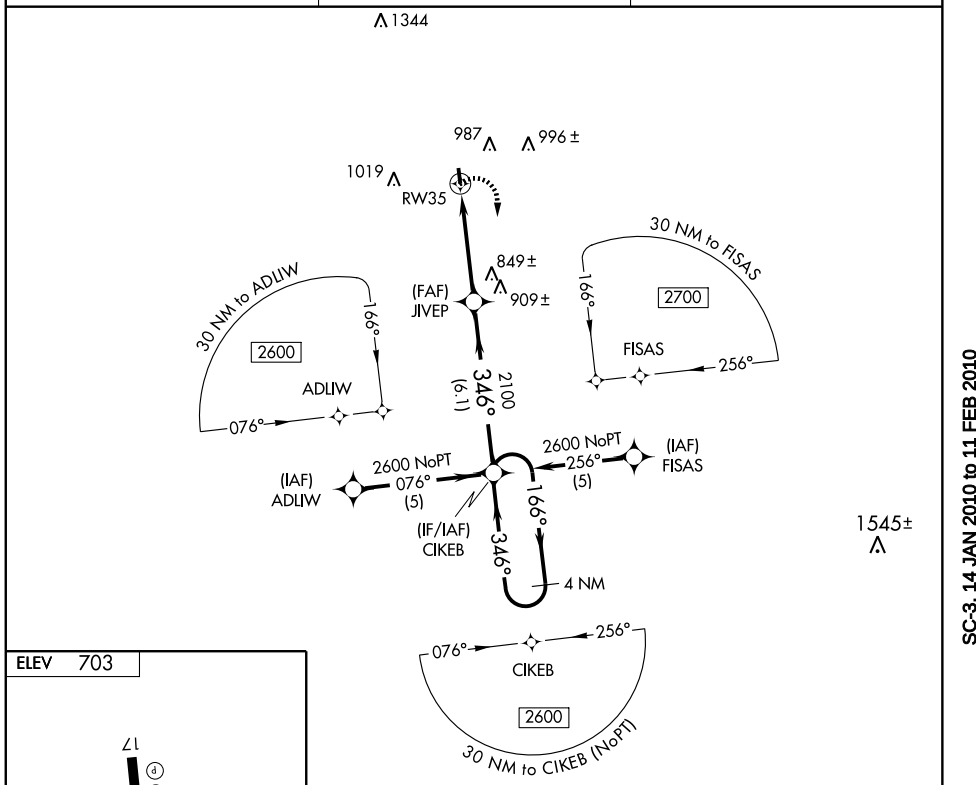
| APP CRS | Rwy Idg | 3400 |
|---|---|---|
| 346° | TDZE | 703 |
| | Apt Elev | 703 |

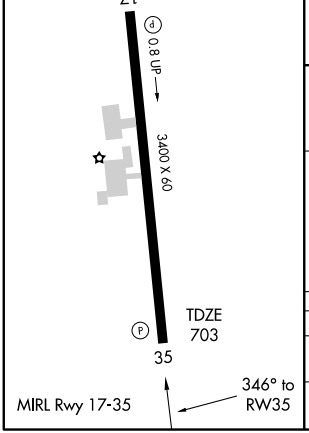
# RNAV (GPS) RWY 35
DEVINE MUNI (23R)

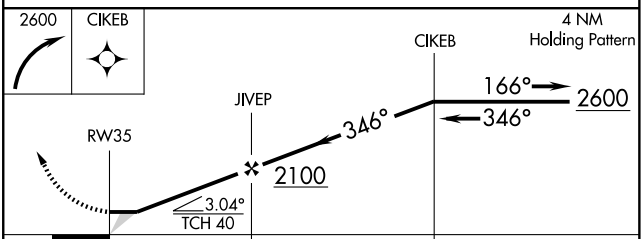
DME/DME RNP-0.3 NA. Use Castroville Muni altimeter setting; when not received, use Hondo Muni altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 2600 direct CIKEB and hold.

| CASTROVILLE AWOS | SAN ANTONIO APP CON | CTAF |
|---|---|---|
| 119.250 | 118.05 353.5 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 | 437 (500-1) | NA | |
| CIRCLING | 1380-1 | 677 (700-1) | NA | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 194° | Rwy Idg | 5474 |
| | TDZE | 3701 |
| | Apt Elev | 3705 |

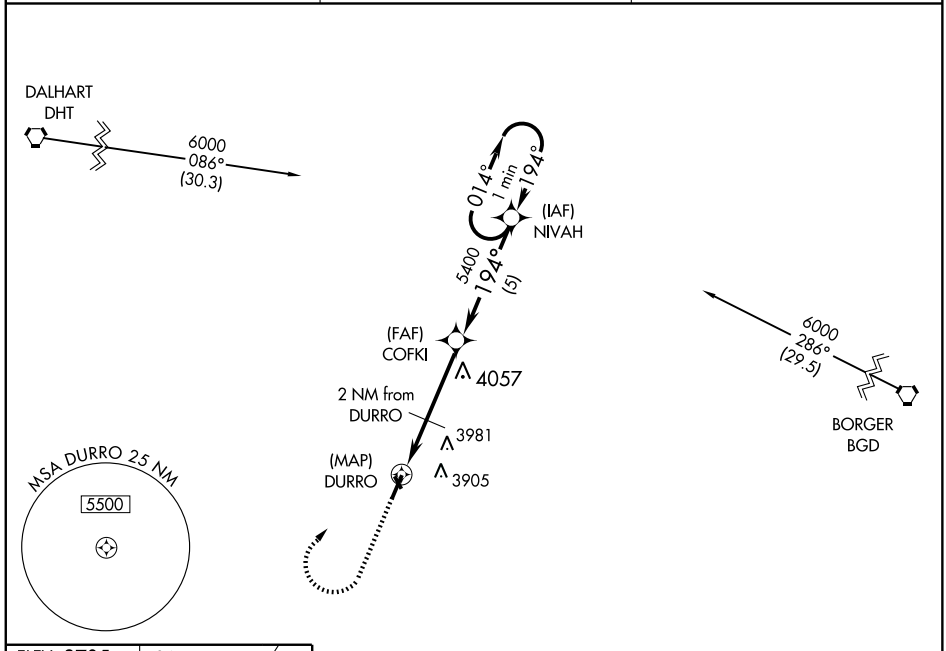
# GPS RWY 19

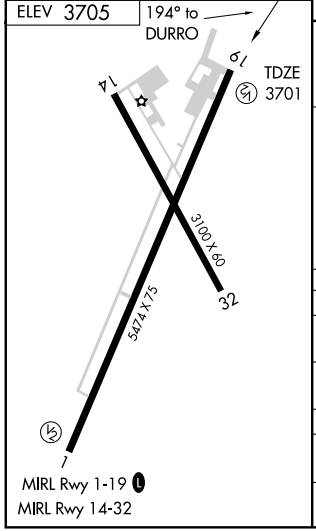
DUMAS/MOORE COUNTY (DUX)

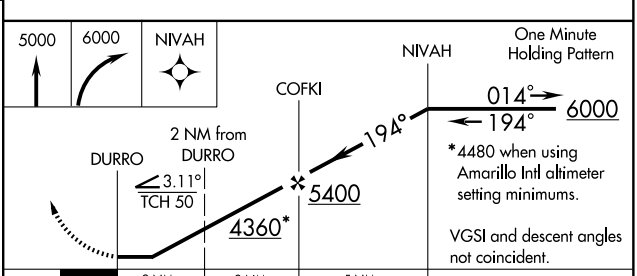
Obtain local altimeter setting on CTAF; when not received, use Amarillo Intl altimeter setting.
⚠ NA

MISSED APPROACH: Climb to 5000 then climbing right turn to 6000 direct NIVAH and hold.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.075 | 127.85 285.475 | 122.8 L (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 4200-1 499 (500-1) | | 4200-1 ¼ 499 (500-1¼) | 4200-1½ 499 (500-1½) |
| CIRCLING | 4200-1 495 (500-1) | 4220-1 515 (600-1) | 4220-1 ½ 515 (600-1½) | 4300-2 595 (600-2) |
| AMARILLO INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-19 | 4320-1 619 (700-1) | | 4320-1 ¾ 619 (700-1¾) | 4320-2 619 (700-2) |
| CIRCLING | 4320-1 615 (700-1) | | 4320-1¾ 615 (700-1¾) | 4400-2 ¼ 695 (700-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 106° | TDZE | N/A |
| | Apt Elev | 3705 |

# VOR/DME-A

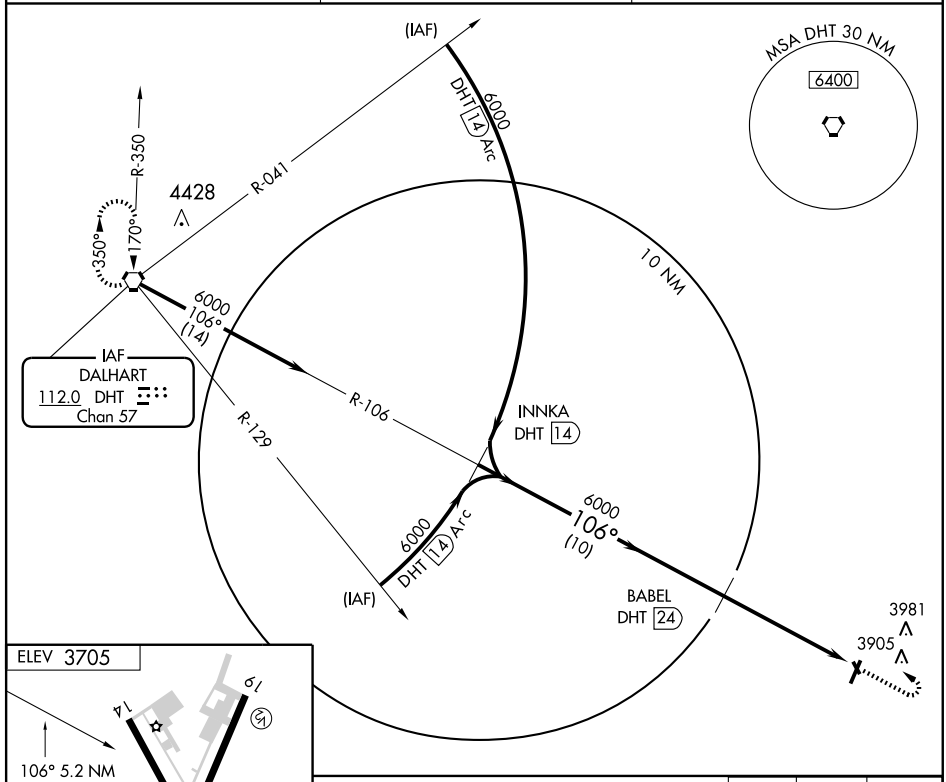
## DUMAS/MOORE COUNTY (DUX)

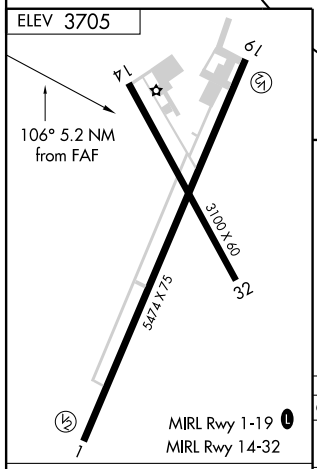
Obtain local altimeter on CTAF; when not received, use Amarillo altimeter setting. When neither received, procedure not authorized.

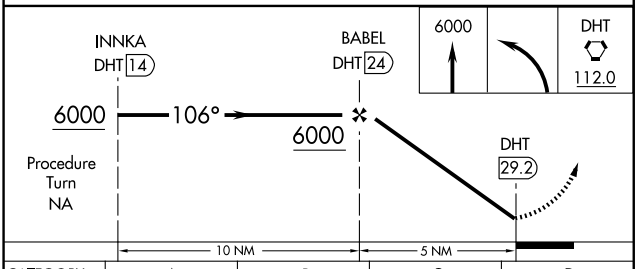
⚠ NA

MISSED APPROACH: Climb to 6000 then turn left direct DHT VORTAC and hold.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.075 | 127.85 285.475 | 122.8 L (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4700-1¼ 995 (1000-1¼) | 4700-1½ 995 (1000-1½) | 4700-3 995 (1000-3) | |
| AMARILLO ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 4820-1¼ 1115 (1200-1¼) | 4820-1½ 1115 (1200-1½) | 4820-3 1115 (1200-3) | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

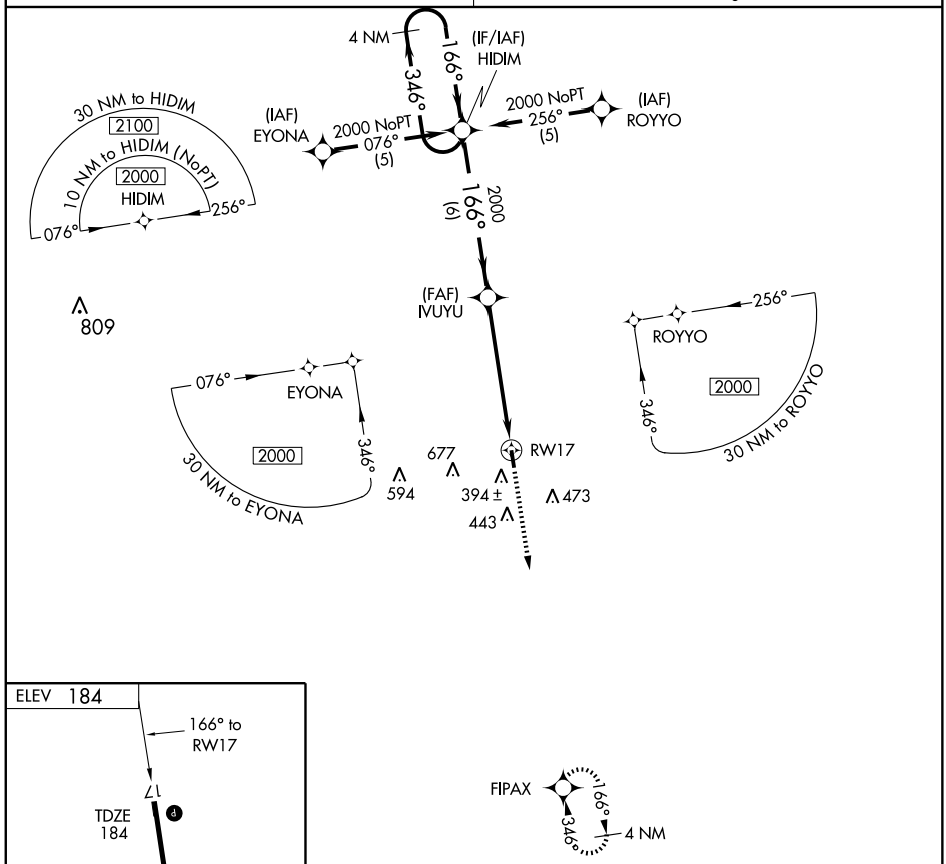
| APP CRS | Rwy Idg | 3801 |
|---|---|---|
| 166° | TDZE | 184 |
| | Apt Elev | 184 |

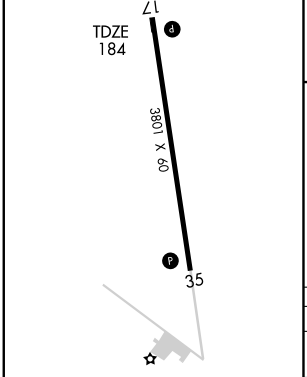
# RNAV (GPS) RWY 17
EAGLE LAKE (ELA)

DME/DME RNP-0.3 NA.
NA Use Sugar Land Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct FIPAX and hold.

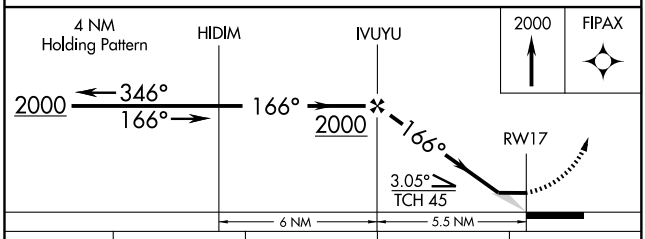
| HOUSTON CENTER | CTAF |
|---|---|
| 128.6 360.8 | 122.9 L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 | 496 (500-1) | 680-1¼ 496 (500-1¼) | NA |
| CIRCLING | 840-1 | 656 (700-1) | 840-1¾ 656 (700-1¾) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3801 |
|---|---|---|
| 346° | TDZE | 184 |
| | Apt Elev | 184 |

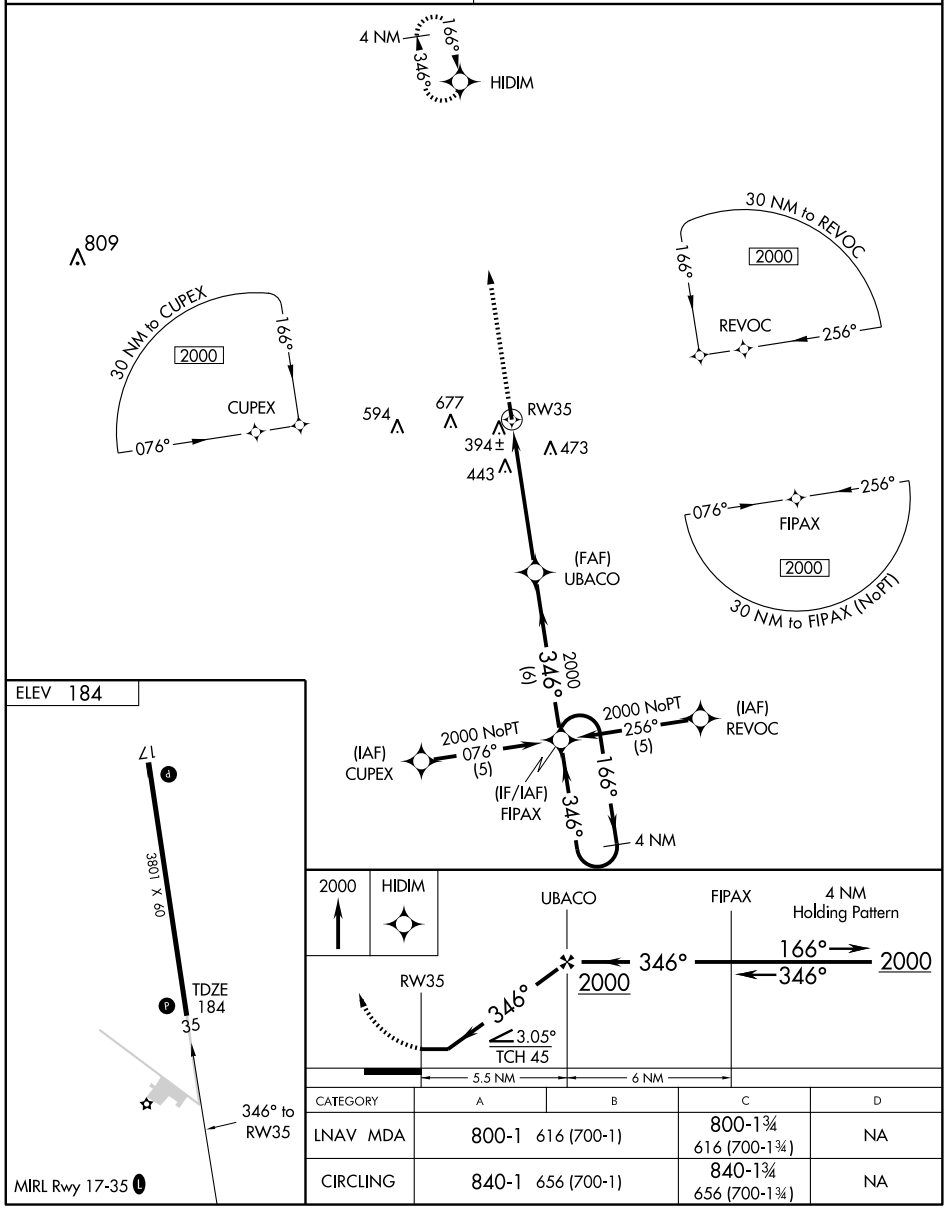
# RNAV (GPS) RWY 35

EAGLE LAKE (ELA)

DME/DME RNP-0.3 NA.
NA Use Sugar Land Rgnl altimeter setting.

MISSED APPROACH: Climb to 2000 direct HIDIM and hold.

| HOUSTON CENTER | CTAF |
|---|---|
| 128.6 360.8 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 | 616 (700-1) | 800-1¾ 616 (700-1¾) | NA |
| CIRCLING | 840-1 | 656 (700-1) | 840-1¾ 656 (700-1¾) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| VOR ELA 116.4 Chan 111 | APP CRS 177° | Rwy Idg 3801<br>TDZE 184<br>Apt Elev 184 |
|---|---|---|

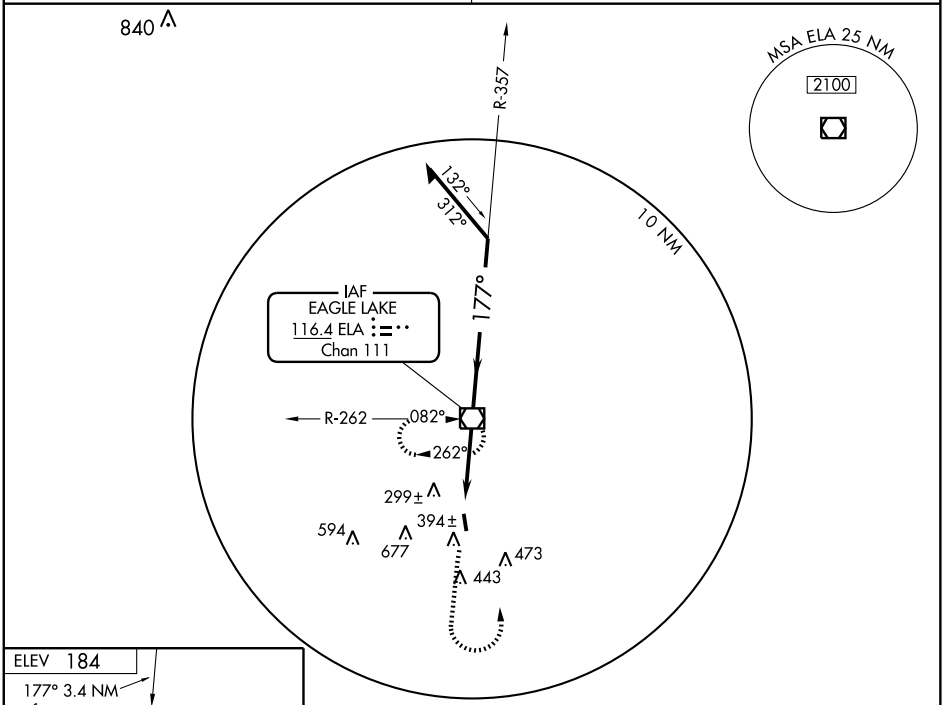
# VOR RWY 17
## EAGLE LAKE (ELA)

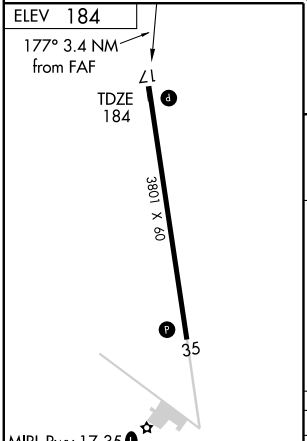
Use Sugar Land Rgnl altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then left turn direct ELA VOR/DME and hold.

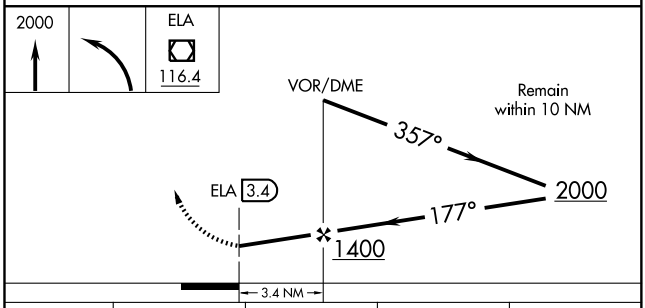
HOUSTON CENTER
**128.6 360.8**

CTAF
**122.9** L




| FAF to MAP 3.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:24 | 2:16 | 1:42 | 1:22 | 1:08 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 660-1 476 (500-1) | | 660-1¼ 476 (500-1¼) | NA |
| CIRCLING | 840-1 656 (700-1) | | 840-1¾ 656 (700-1¾) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5506 |
|---|---|---|
| 144° | TDZE | 887 |
| | Apt Elev | 887 |

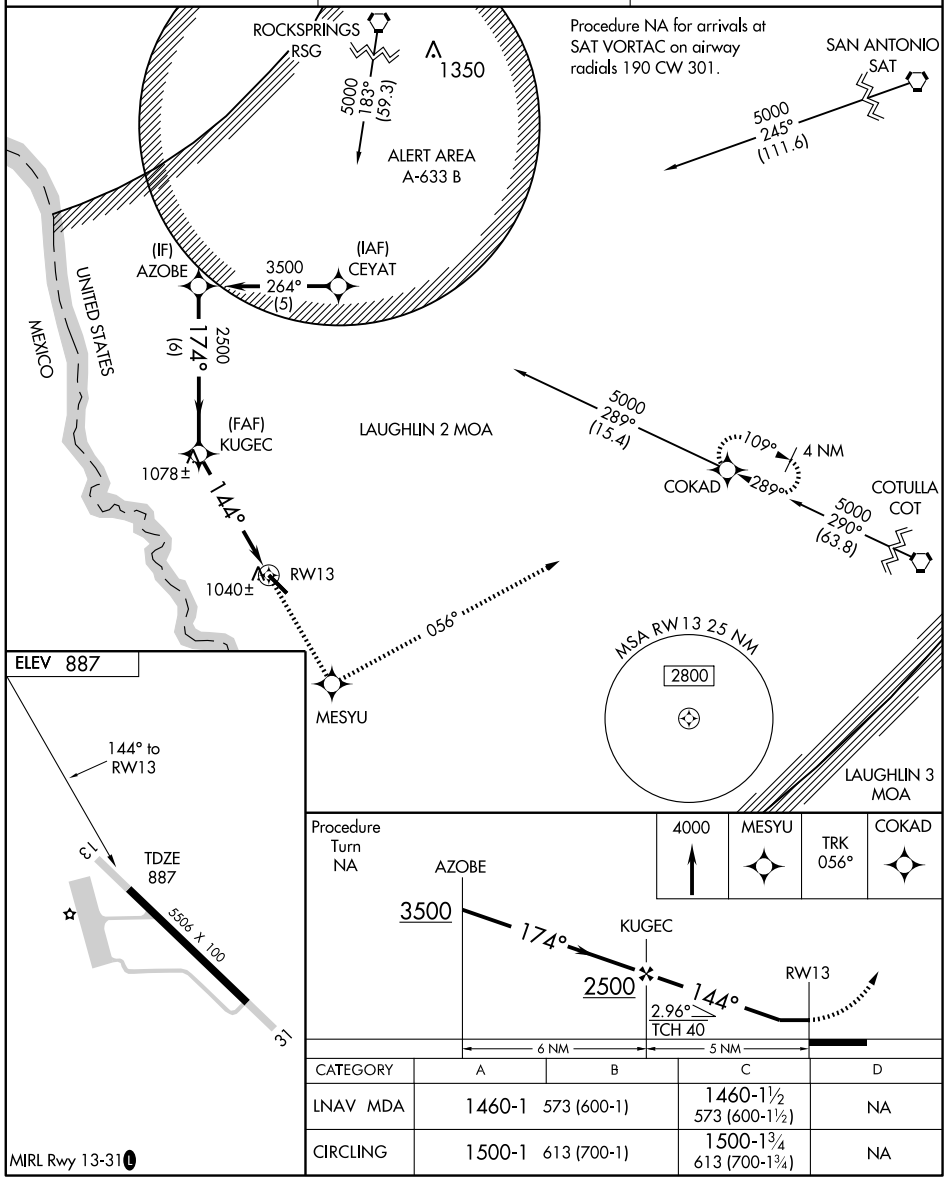
# RNAV (GPS) RWY 13

EAGLE PASS/ MAVERICK COUNTY MEMORIAL INTL (5T9)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Laughlin AFB altimeter setting; when not received, use Del Rio Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct MESYU and via track 056° to COKAD and hold.

| LAUGHLIN AFB ATIS | DEL RIO APP CON | UNICOM |
|---|---|---|
| 114.4 | 127.75 326.2 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1460-1 | 573 (600-1) | 1460-1½ 573 (600-1½) | NA |
| CIRCLING | 1500-1 | 613 (700-1) | 1500-1¾ 613 (700-1¾) | NA |

MIRL Rwy 13-31 (L)

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 63207 W31A | APP CRS 309° | Rwy Idg 5506<br>TDZE 882<br>Apt Elev 887 |
|---|---|---|

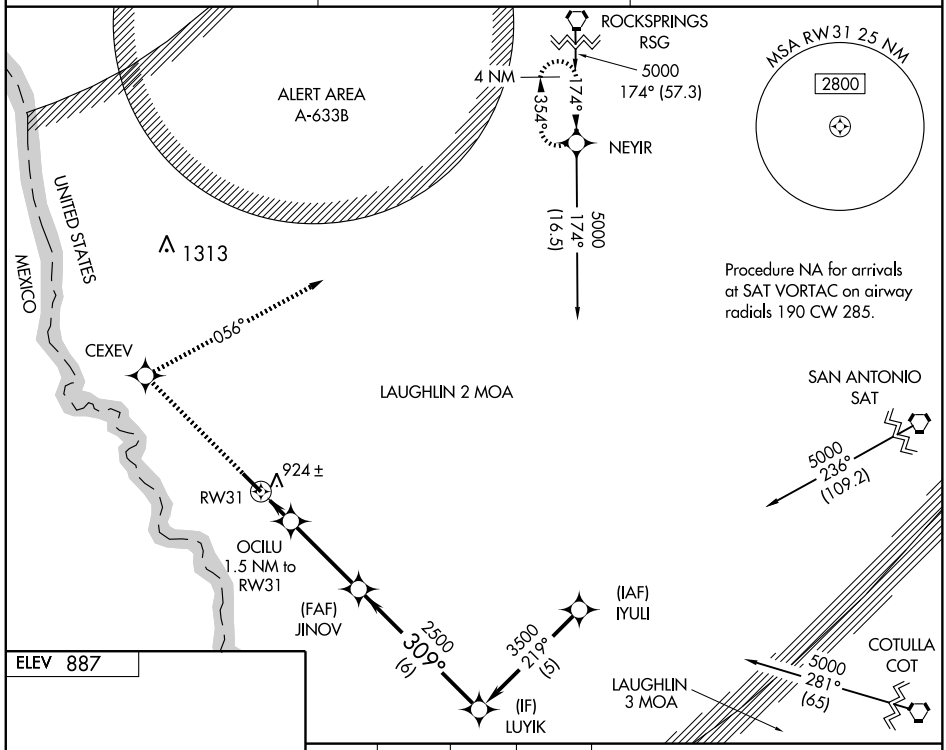
# RNAV (GPS) RWY 31

EAGLE PASS/ MAVERICK COUNTY MEMORIAL INTL (5T9)

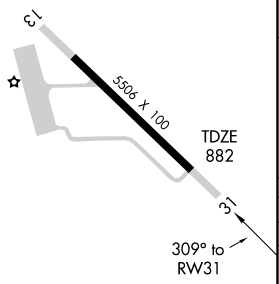
Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Laughlin AFB altimeter setting; when not received, use Del Rio Intl altimeter setting.

MISSED APPROACH: Climb to 4000 direct CEXEV and via 056° track to NEYIR and hold.

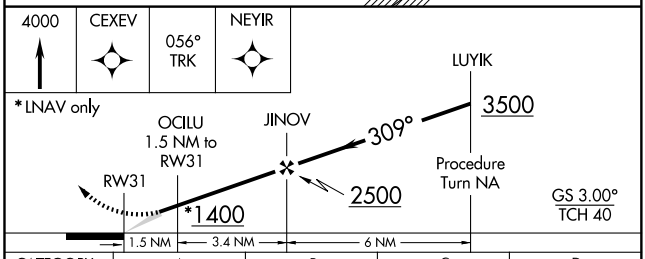
| LAUGHLIN AFB ATIS | DEL RIO APP CON | UNICOM |
|---|---|---|
| 114.4 | 127.75 326.2 | 122.8 (CTAF) |




ELEV 887




MIRL Rwy 13-31 (L)




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1236-1¼ 354 (400-1¼) | | | NA |
| LNAV/ VNAV DA | 1298-1½ 416 (500-1½) | | | NA |
| LNAV MDA | 1280-1 398 (400-1) | | | NA |
| CIRCLING | 1500-1 613 (700-1) | | 1500-1¾ 613 (700-1¾) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB OIP | APP CRS | Rwy Idg | 4020 |
|---|---|---|---|
| 410 | 355° | TDZE | 1458 |
| | | Apt Elev | 1464 |

# NDB RWY 35

## EASTLAND MUNI (ETN)

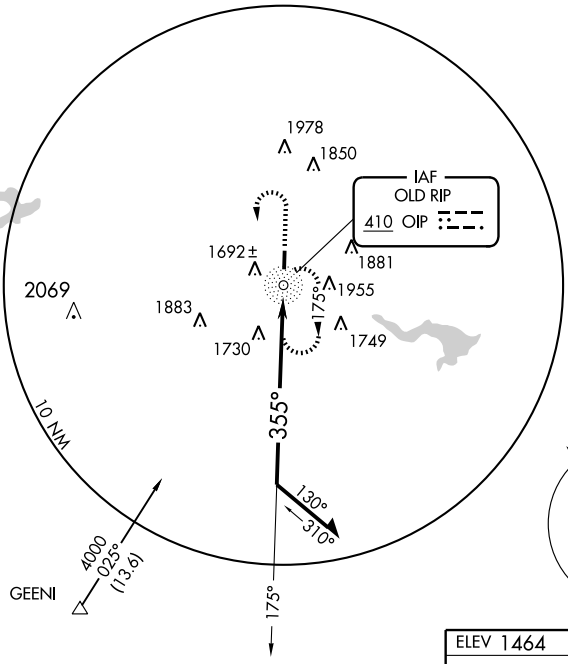
NA

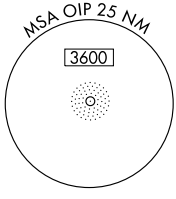
Use Abilene altimeter setting.

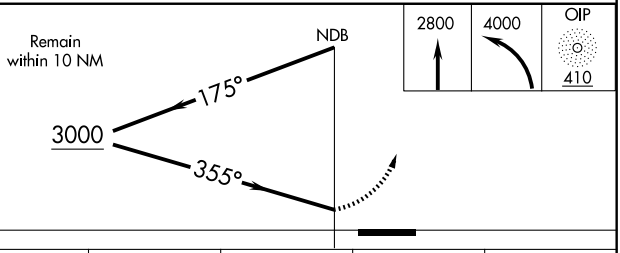
MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 to OIP NDB and hold.

FORT WORTH CENTER
**127.15 314.0**

UNICOM
**122.8** (CTAF) L

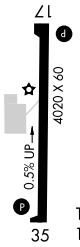


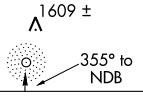




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 2280-1<br>822 (900-1) | 2280-1¼<br>822 (900-1¼) | 2280-2½<br>822 (900-2½) | NA |
| CIRCLING | 2280-1<br>816 (900-1) | 2280-1¼<br>816 (900-1¼) | 2380-2¾<br>916 (1000-2¾) | NA |

ELEV 1464 MIRL Rwy 17-35 L




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

EASTLAND, TEXAS

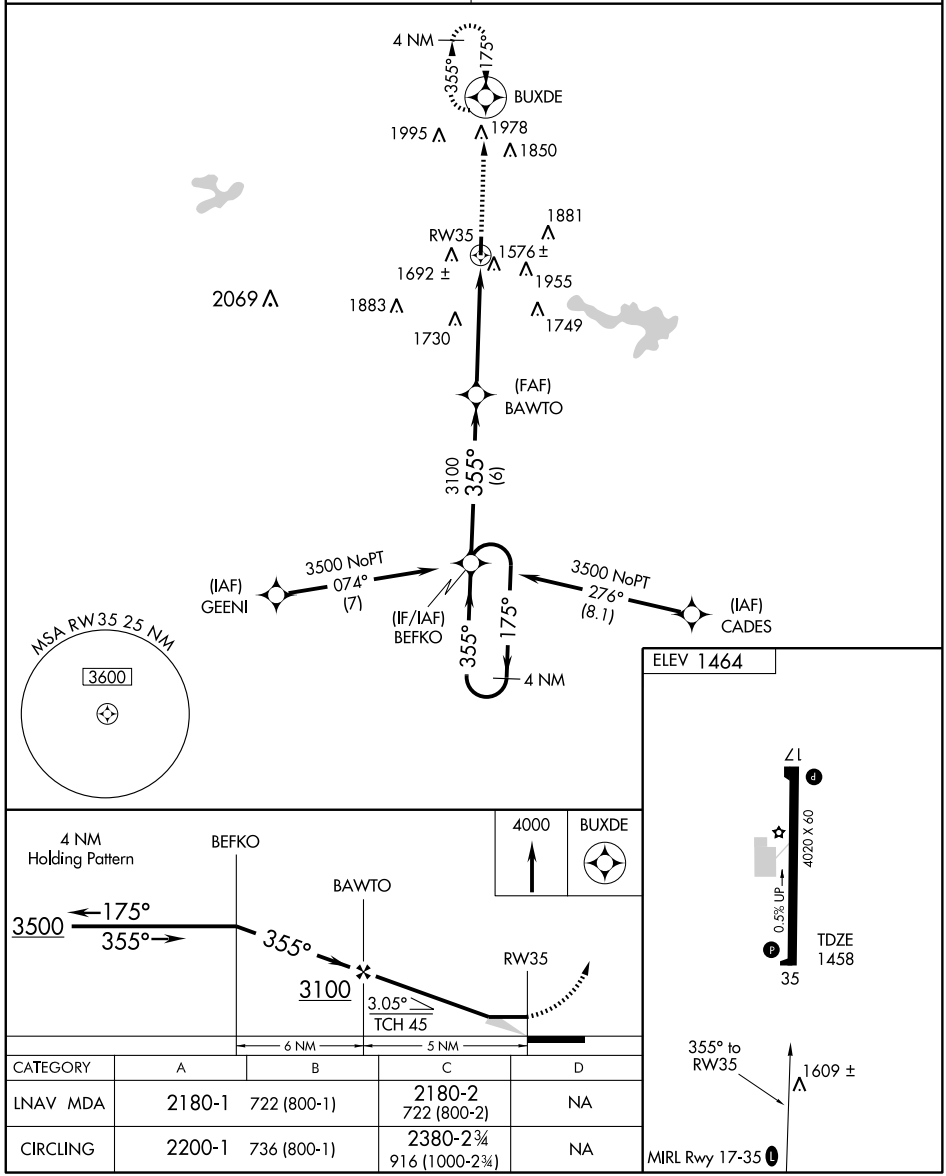
AL-6623 (FAA)

| APP CRS | Rwy Idg | 4020 |
|---|---|---|
| 355° | TDZE | 1458 |
| | Apt Elev | 1464 |

# RNAV (GPS) RWY 35

EASTLAND MUNI (ETN)

| | |
|---|---|
| ▼ Use Abilene altimeter setting.<br>⚠ NA DME/DME RNP-0.3 NA. | MISSED APPROACH: Climb to 4000 direct BUXDE WP and hold, continue climb-in hold to 4000. |
| FORT WORTH CENTER<br>**127.15 314.0** | UNICOM<br>**122.8** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2180-1 | 722 (800-1) | 2180-2<br>722 (800-2) | NA |
| CIRCLING | 2200-1 | 736 (800-1) | 2380-2¾<br>916 (1000-2¾) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 77901 W14A | APP CRS 138° | Rwy Idg 5000 / TDZE 75 / Apt Elev 75 |
|---|---|---|

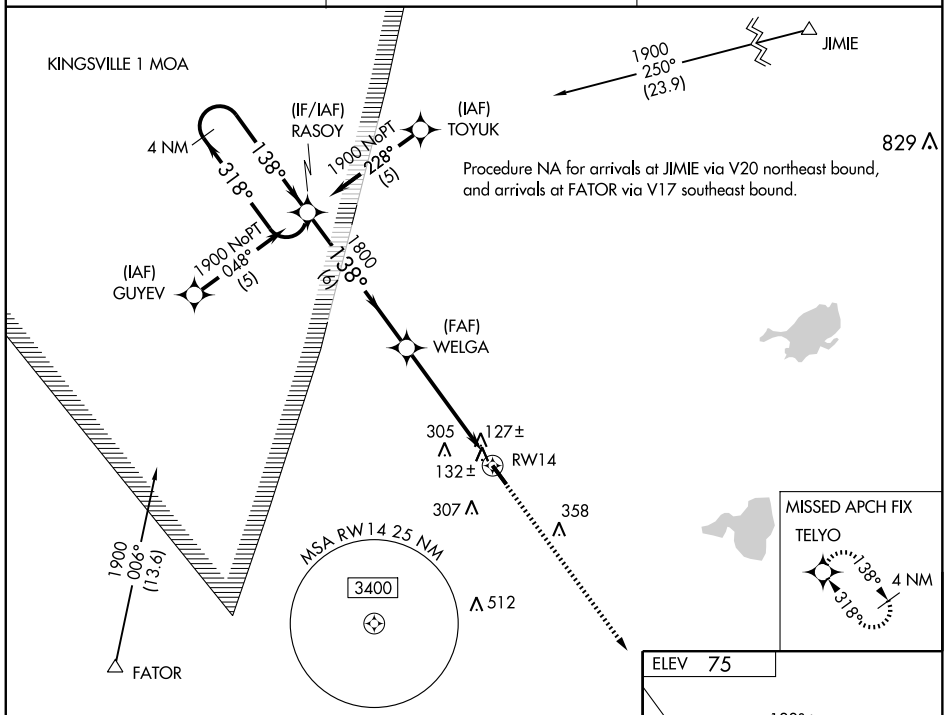
# RNAV (GPS) RWY 14

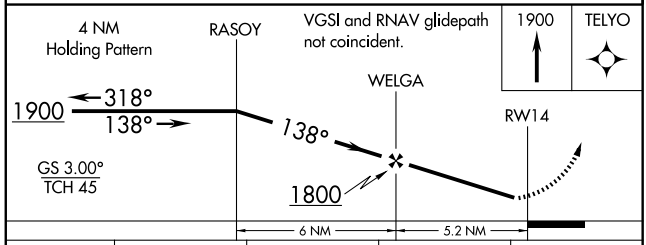
## SOUTH TEXAS INTL AT EDINBURG (EBG)

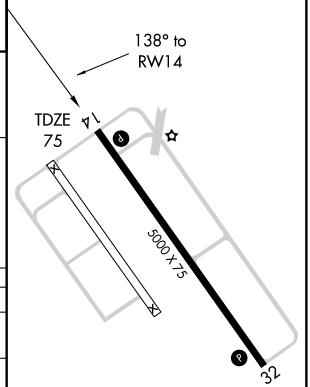
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

MISSED APPROACH: Climb to 1900 direct TELYO and hold.

| AWOS-3 | CORPUS APP CON | UNICOM |
|---|---|---|
| 118.025 | 121.0 377.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 325-1 250 (300-1) | | | |
| LNAV/VNAV DA | 441-1¼ 366 (400-1¼) | | | |
| LNAV MDA | 440-1 365 (400-1) | | | 440-1¼ 365 (400-1¼) |
| CIRCLING | 500-1¼ 425 (500-1¼) | 540-1¼ 465 (500-1¼) | 620-1½ 545 (600-1½) | 640-2 565 (600-2) |

MIRL Rwy 14-32 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 70701 W32A | APP CRS 318° | Rwy Idg 5000 TDZE 73 Apt Elev 75 |
|---|---|---|

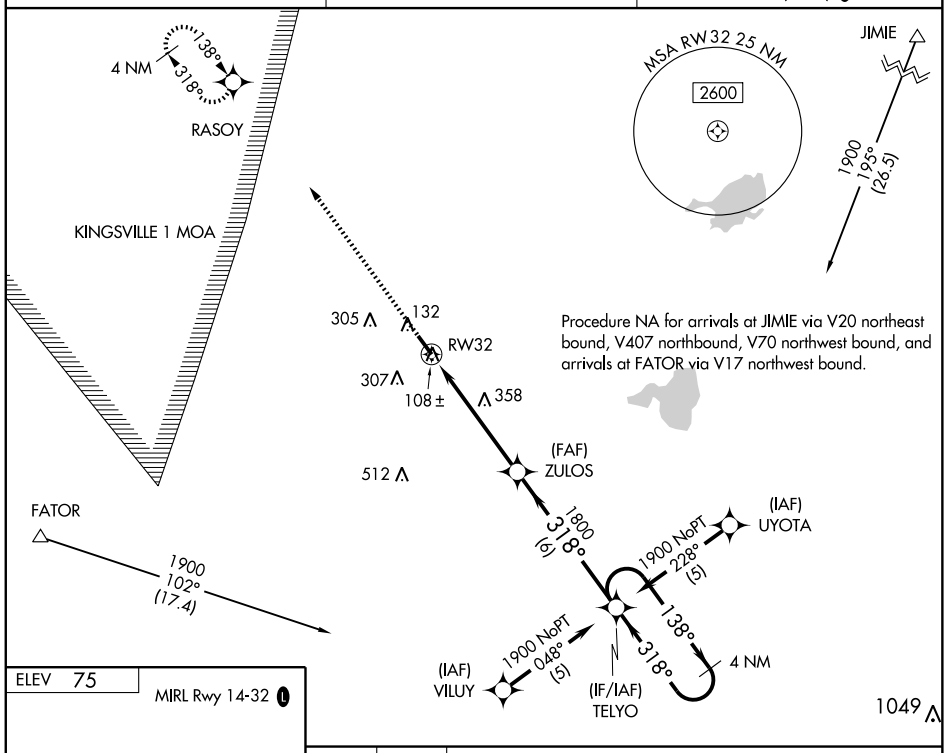
# RNAV (GPS) RWY 32

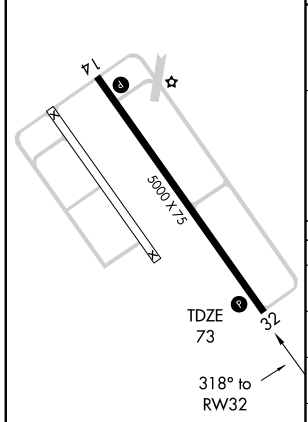
## SOUTH TEXAS INTL AT EDINBURG (EBG)

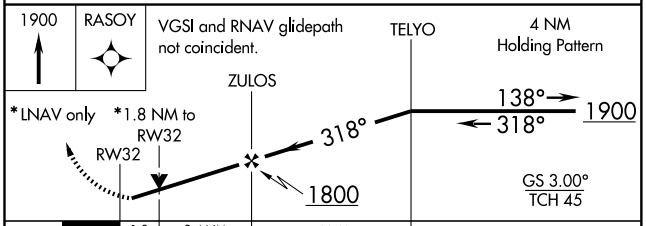
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (120°F).

MISSED APPROACH: Climb to 1900 direct RASOY and hold.

| AWOS-3 | CORPUS APP CON | UNICOM |
|---|---|---|
| 118.025 | 121.0 377.2 | 122.8 (CTAF) L |

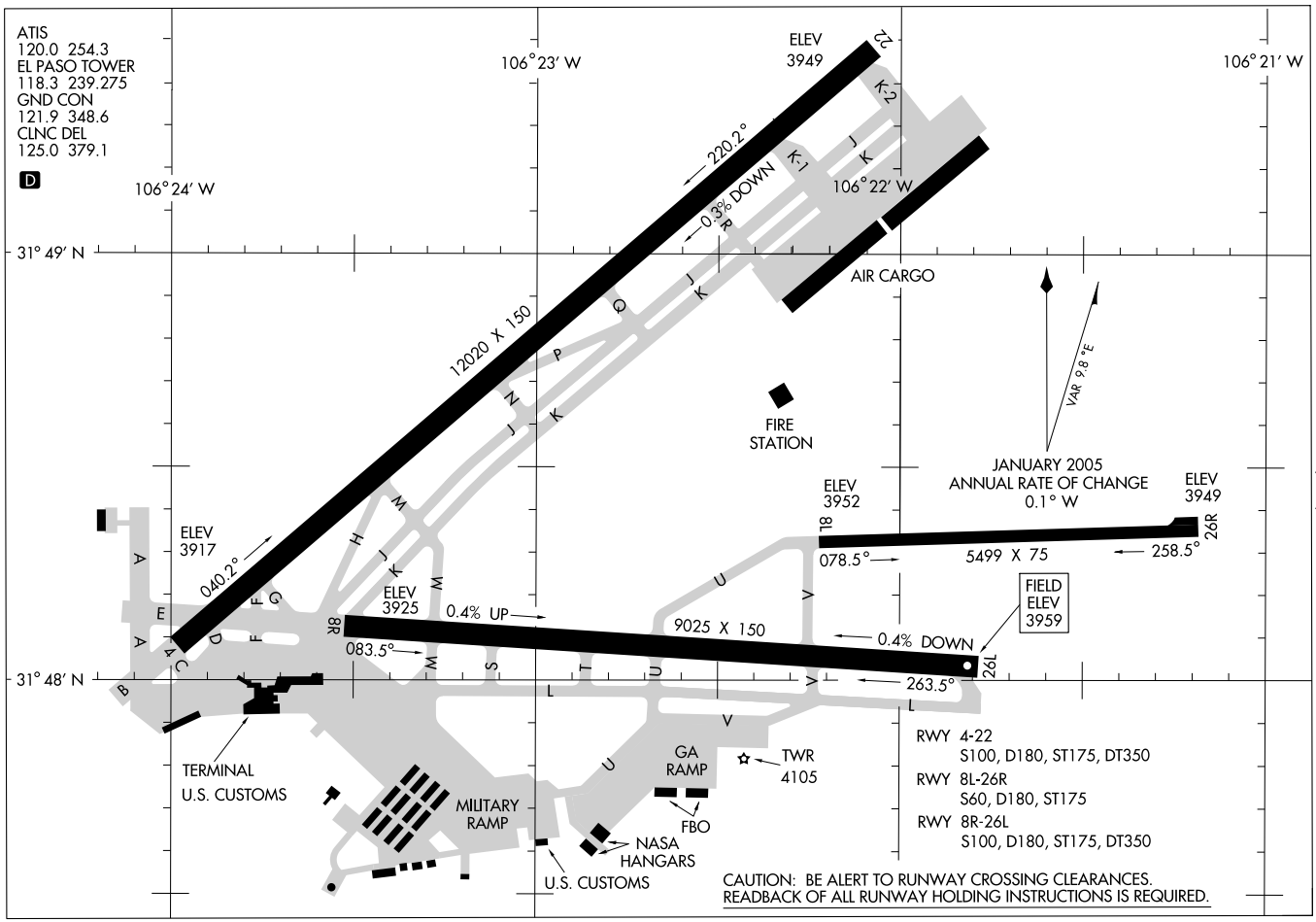



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 323-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 361-1 288 (300-1) | | | |
| LNAV MDA | 660-1 587 (600-1) | | 660-1½ 587 (600-1½) | 660-1¾ 587 (600-1¾) |
| CIRCLING | 660-1 585 (600-1) | | 660-1½ 585 (600-1½) | 660-2 585 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010






EL PASO INTL (ELP)
EL PASO, TEXAS

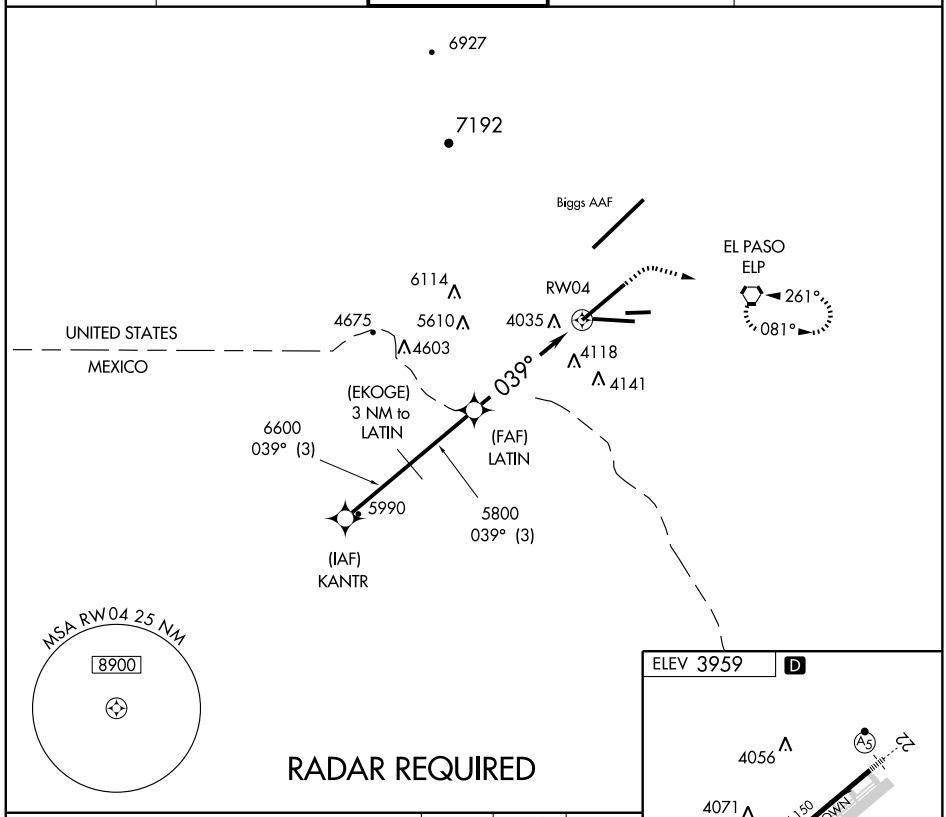
| APP CRS | Rwy Idg | 12020 |
|---|---|---|
| 039° | TDZE | 3923 |
| | Apt Elev | 3959 |

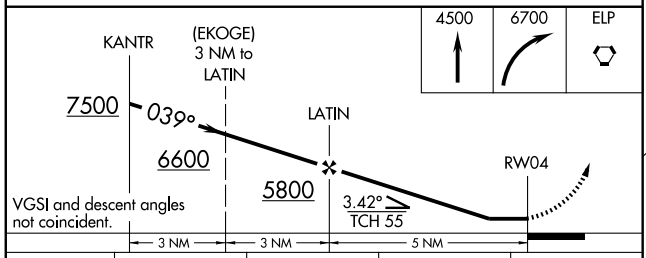
# GPS RWY 4
## EL PASO INTL (ELP)

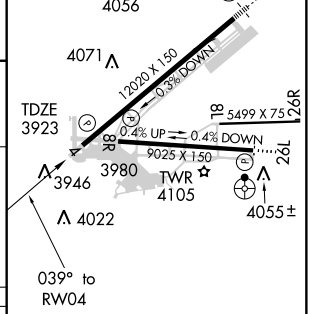
ASR

MISSED APPROACH: Climb to 4500 then climbing right turn to 6700 direct ELP VORTAC and hold.

| ATIS | EL PASO APP CON | EL PASO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.0 254.3 | 124.25 298.85 | 118.3 239.275 | 121.9 348.6 | 125.0 379.1 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 4320-1 397 (400-1) | | | 4320-1¼ 397 (400-1¼) |
| CIRCLING | 4420-1 462 (500-1) | | 4420-1½ 462 (500-1½) | 4520-2 562 (600-2) |

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 14 JAN 2010 to 11 FEB 2010

# HI-VOR/DME or TACAN RWY 26L

EL PASO INTL (KELP)

JAL-134 [USAF]

| VORTAC ELP | APCH CRS | Rwy ldg | 9025 |
|---|---|---|---|
| 115.2 | 245° | TDZE | 3956 |
| Chan 99 | | Arpt Elev | 3959 |

* CAUTION: CAT E circling not authorized W of airport.

ODALS

MISSED APPROACH: Climbing left turn to 7000 on hdg 080° to ANJIE 10 DME and hold.

| ATIS | EL PASO APP CON | EL PASO TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 120.0 254.3 | S of V16 119.15 353.5<br>N of V16 124.25 298.85 | 118.3 239.275 | 121.9 348.6 | 125.0 379.1 | |

CAUTION: Steeply rising terrain 4.5 NM W of airport.

NEWMAN
112.4 EWM
Chan 71

BIGGS AAF

EL PASO
115.2 ELP
Chan 99

UNITED STATES
MEXICO

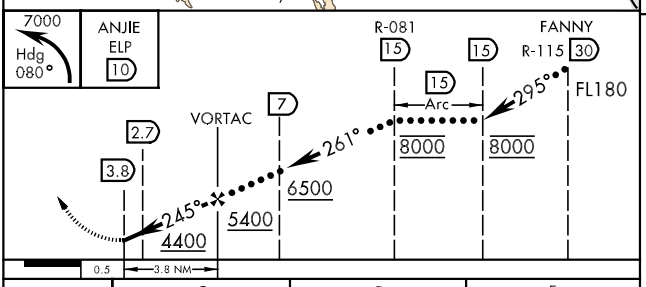
ANJIE
ELP
10

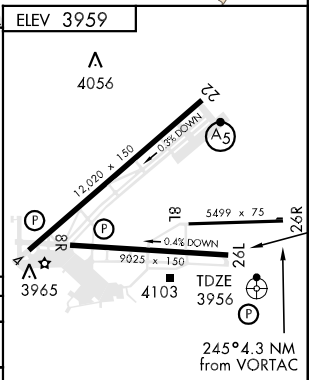
FANNY
(IAF)
ELP 30

MSA ELP 25 NM
8300

20 NM

EMERG SAFE ALT 100 NM 16,000




| CATEGORY | C | D | E |
|---|---|---|---|
| S-26L | 4300-¾ 344 (400-¾) | | 4300-1 344 (400-1) |
| CIRCLING * | 4460-1½ 504 (600-1½) | 4520-2 564 (600-2) | 4620-2¼ 664 (700-2¼) |
| S-ASR 26L | 4380-1¼ 424 (500-1¼) | | |

MIRL Rwy 8L-26R
REIL Rwy 4, 8R
HIRL Rwy 4-22 and 8R-26L

| LOC I-ELP | APP CRS | Rwy Idg | 12020 |
|---|---|---|---|
| 111.5 | 219° | TDZE | 3949 |
| Chan 52 | | Apt Elev | 3959 |

# ILS or LOC RWY 22

EL PASO INTL (ELP)

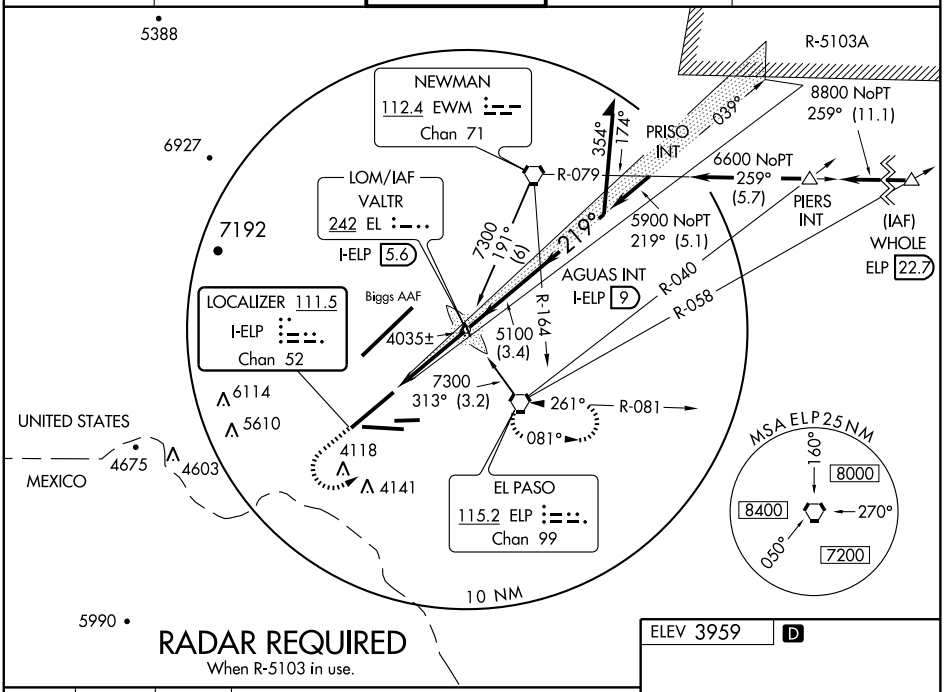
ASR

Cat E circling not authorized west of airport. Procedure turn not authorized for Cat E aircraft. For inoperative MALSR increase S-ILS 22 Cat E visibility to RVR 4000 and S-LOC 22 Cat E visibility to RVR 6000. **Visibility Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 4600, then climbing left turn to 7300 direct ELP VORTAC and hold. (TACAN equiped aircraft continue climbing to 9000 via ELP R-058 to WHOLE Int/ ELP 22.7 DME)

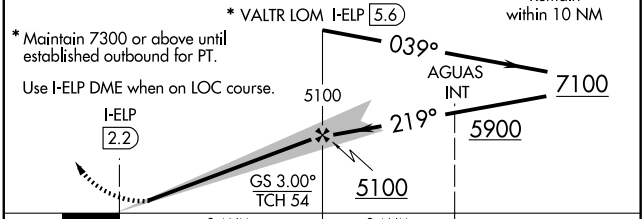
| ATIS | EL PASO APP CON | EL PASO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.0 254.3 | 124.25 298.85 | 118.3 239.275 | 121.9 348.6 | 125.0 379.1 |




## RADAR REQUIRED

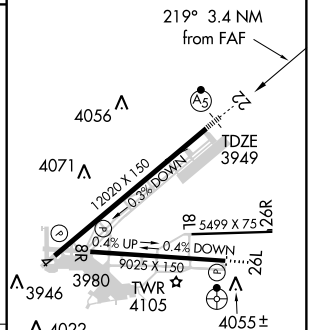
When R-5103 in use.

| 4600 | 7300 | ELP |
|---|---|---|
| | | 115.2 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS R22 | **4149/24 200 (200-½) | | | | |
| S-LOC R22 | 4300/24 351 (400-½) | | | 4300/40 351 (400-¾) | |
| CIRCLING* | 4420-1 462 (500-1) | | 4420-1½ 462 (500-1½) | 4520-2 562 (600-2) | 4660-2½ 702 (800-2½) |

ELEV 3959 D




MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-ETF | APP CRS | Rwy Idg 12020 |
|---|---|---|
| 111.5 | 039° | TDZE 3923 |
| Chan 52 | | Apt Elev 3959 |

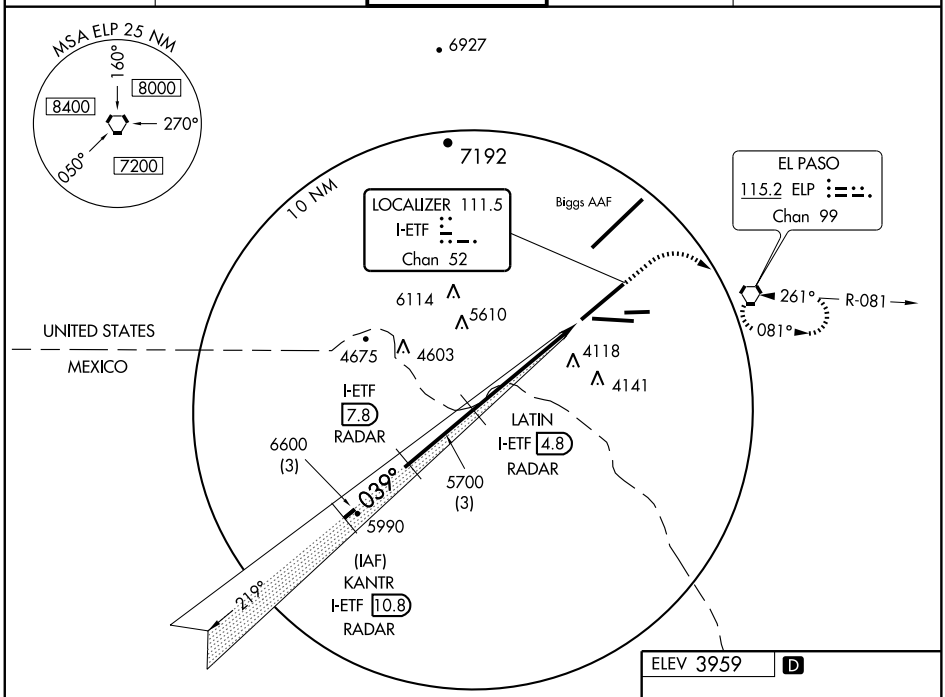
# LOC/DME RWY 4

EL PASO INTL (ELP)

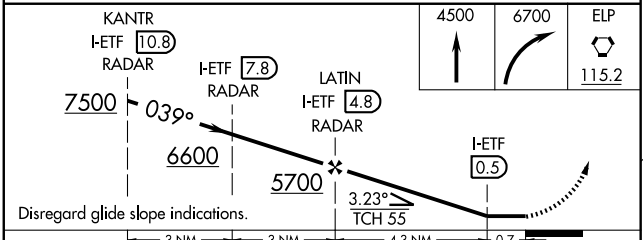
ASR

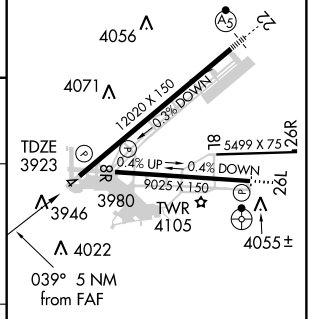
MISSED APPROACH: Climb to 4500 then climbing right turn to 6700 direct ELP VORTAC and hold.

| ATIS | EL PASO APP CON | EL PASO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.0 254.3 | 124.25 298.85 | 118.3 239.275 | 121.9 348.6 | 125.0 379.1 |




RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 4300-1 377 (400-1) | | | 4300-1¼ 377 (400-1¼) |
| CIRCLING | 4420-1 462 (500-1) | | 4420-1½ 462 (500-1½) | 4520-2 562 (600-2) |

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 14 JAN 2010 to 11 FEB 2010

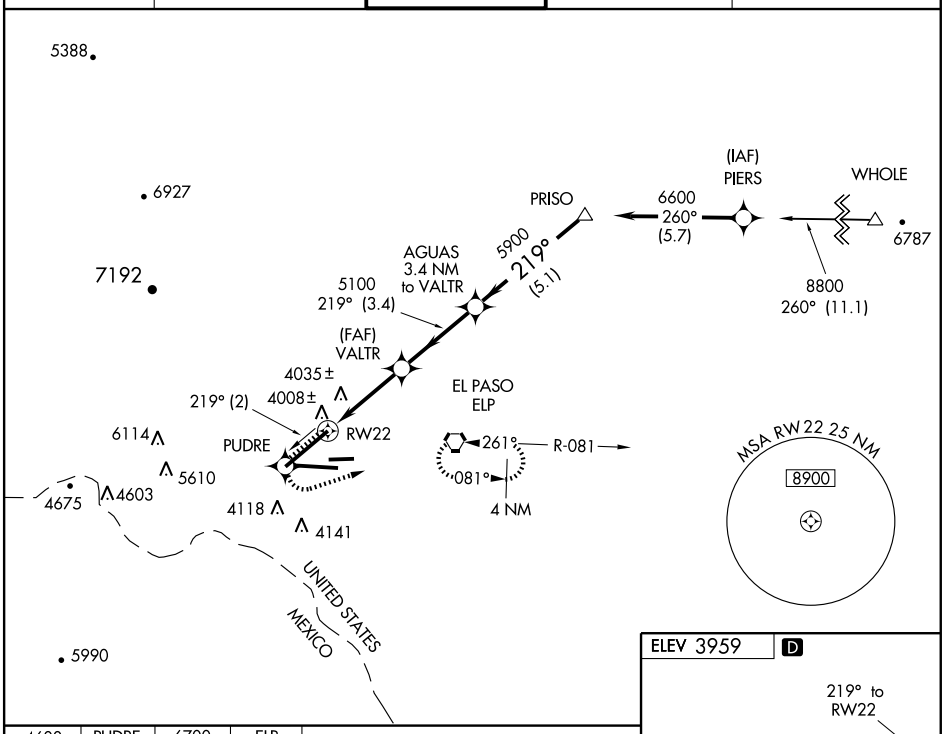
| APP CRS | Rwy Idg | 12020 |
|---|---|---|
| 219° | TDZE | 3949 |
| | Apt Elev | 3959 |

# RNAV (GPS) RWY 22
## EL PASO INTL (ELP)

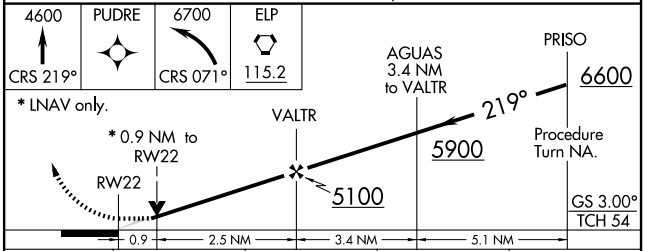
ASR — DME/DME RNP-0.3 not authorized. For uncompensated Baro-VANV, systems, LNAV/VNAV NA below -22°C (-7°F) or above 40°C (104°F). For inoperative MALSRS increase LNAV/VNAV Cat D visibility to RVR 5000 and LNAV Cat D to RVR 6000.

MALSR — MISSED APPROACH: Climb to 4600 via 219° course to PUDRE then climbing left turn via 071° course to 6700 to ELP VORTAC and hold.

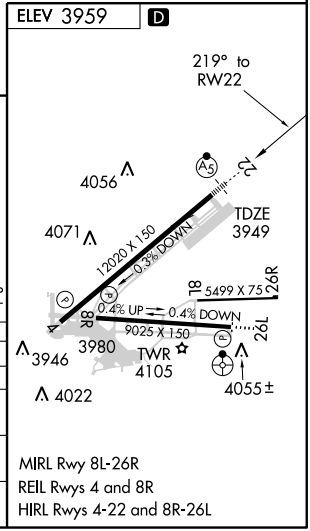
| ATIS | EL PASO APP CON | EL PASO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.0 254.3 | 124.25 298.85 | 118.3 239.275 | 121.9 348.6 | 125.0 379.1 |




| 4600 | PUDRE | 6700 | ELP |
|---|---|---|---|
| CRS 219° | | CRS 071° | 115.2 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 4273/24 324 (400-½) | | | 4273/40 324 (400-¾) |
| LNAV MDA | 4300/24 351 (400-½) | | | 4300/50 351 (400-1) |
| CIRCLING | 4420-1 462 (500-1) | | 4420-1½ 462 (500-1½) | 4520-2 562 (600-2) |




SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 9025 |
|---|---|---|
| 262° | TDZE | 3959 |
| | Apt Elev | 3959 |

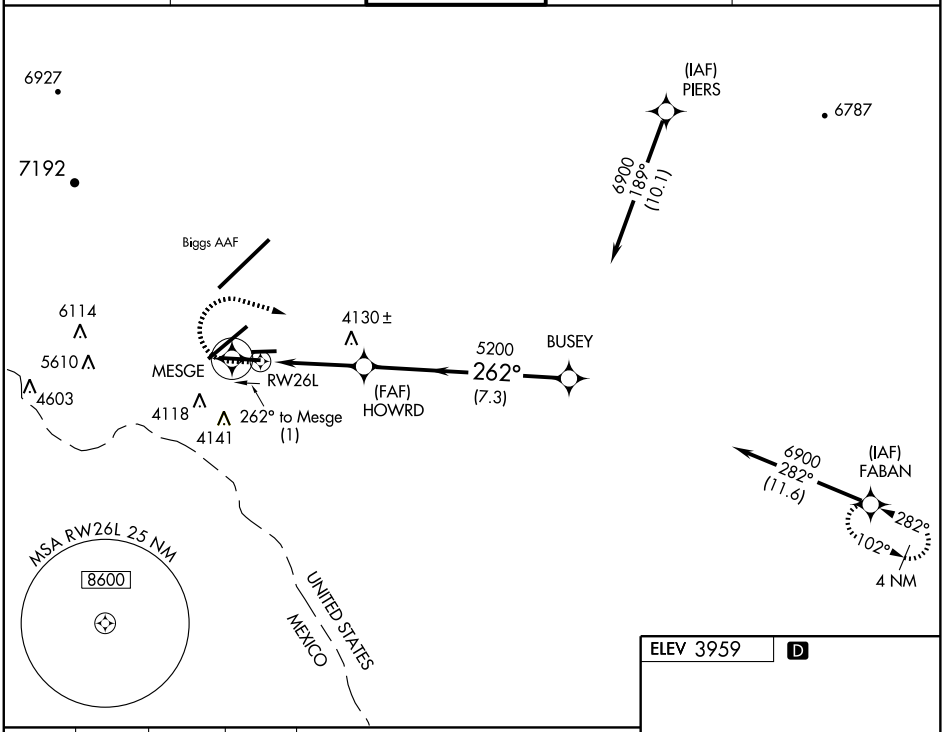
# RNAV (GPS) RWY 26L
## EL PASO INTL (ELP)

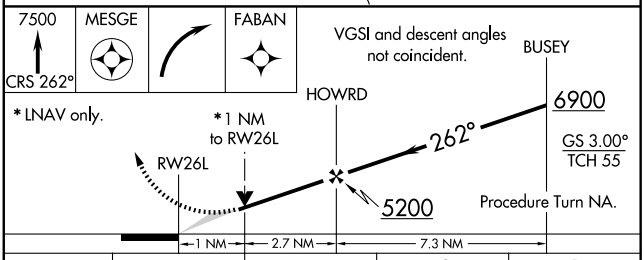
Baro-VNAV NA below -22°C (-7°F).
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.
NA Inoperative table does not apply to LNAV/VNAV Cats A-D.
ASR Inoperative table does not apply to LNAV Cat C.

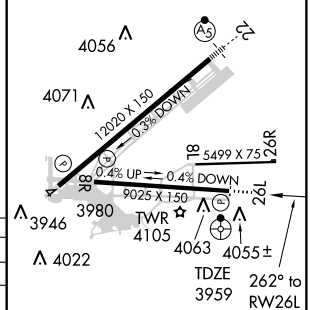
ODALS

MISSED APPROACH: Climb to 7500 via 262° course to MESGE then right turn direct FABAN and hold.

| ATIS | EL PASO APP CON | EL PASO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.0 254.3 | 124.25 298.85 | 118.3 239.275 | 121.9 348.6 | 125.0 379.1 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 4320-1¼ 362 (400-1¼) | | | |
| LNAV MDA | 4360-¾ 402 (500-¾) | | 4360-1¼ 402 (500-1¼) | |
| CIRCLING | 4420-1¼ 462 (500-1¼) | | 4420-1½ 462 (500-1½) | 4520-2 562 (600-2) |

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 14 JAN 2010 to 11 FEB 2010

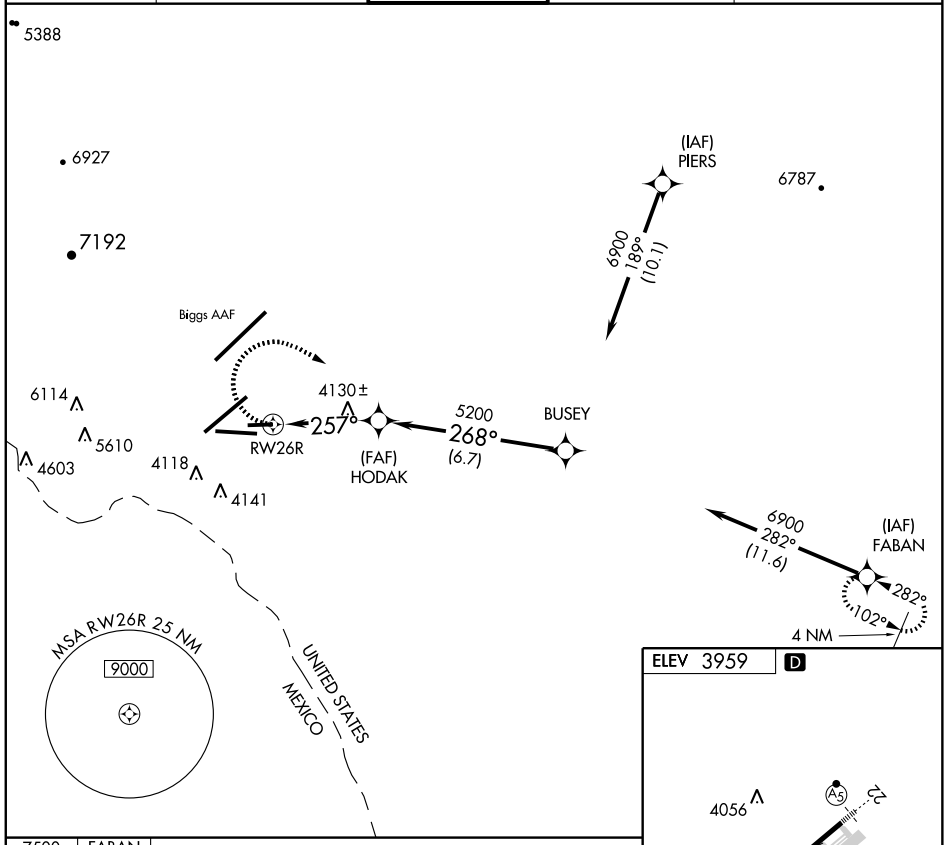
| APP CRS | Rwy Idg | 5499 |
|---|---|---|
| 257° | TDZE | 3951 |
| | Apt Elev | 3959 |

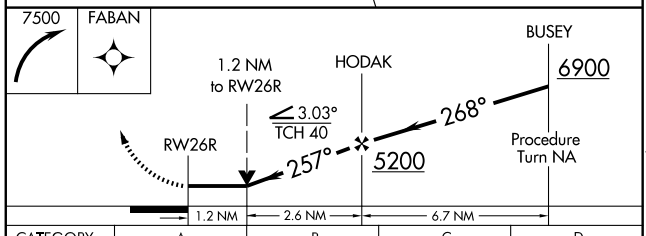
# RNAV (GPS) RWY 26R
EL PASO INTL (ELP)

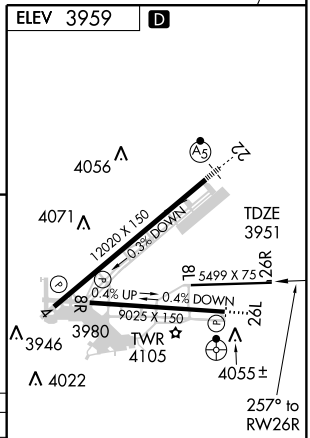
GPS or RNP-0.3 Required.
NA DME/DME RNP-0.3 NA.
ASR Straight-In Minimums NA at night.

MISSED APPROACH: Climbing right turn to 7500 direct FABAN and hold.

| ATIS | EL PASO APP CON | EL PASO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.0 254.3 | 124.25 298.85 | 118.3 239.275 | 121.9 348.6 | 125.0 379.1 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4380-1 | 429 (500-1) | 4380-1¼ 429 (500-1¼) | 4380-1½ 429 (500-1½) |
| CIRCLING | 4420-1 | 462 (500-1) | 4420-1½ 462 (500-1½) | 4520-2 562 (600-2) |

MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC ELP | APP CRS | Rwy Idg | 9025 |
|---|---|---|---|
| 115.2 | 245° | TDZE | 3959 |
| Chan 99 | | Apt Elev | 3959 |

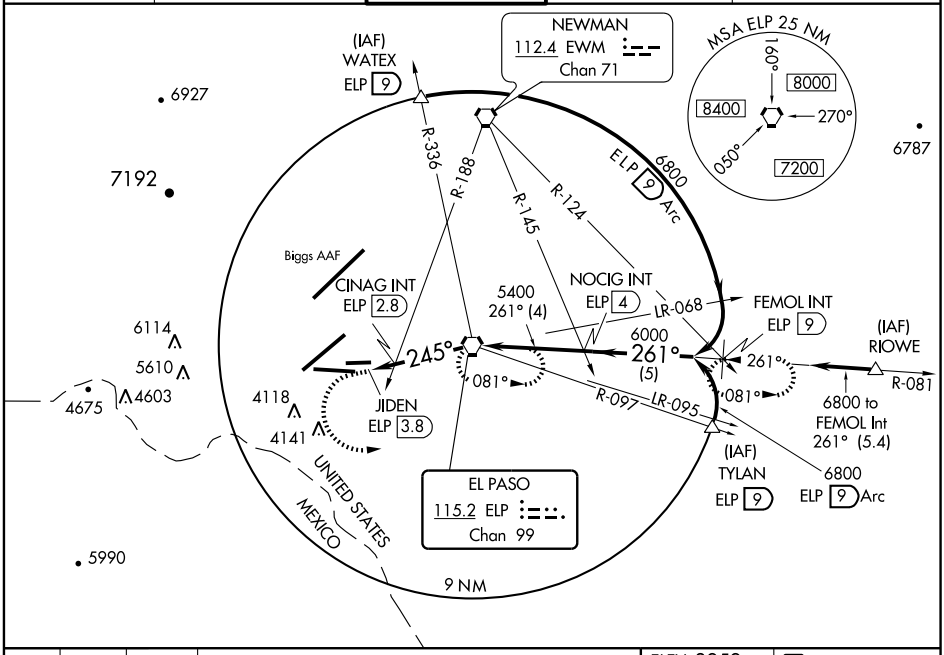
# VOR RWY 26L
## EL PASO INTL (ELP)

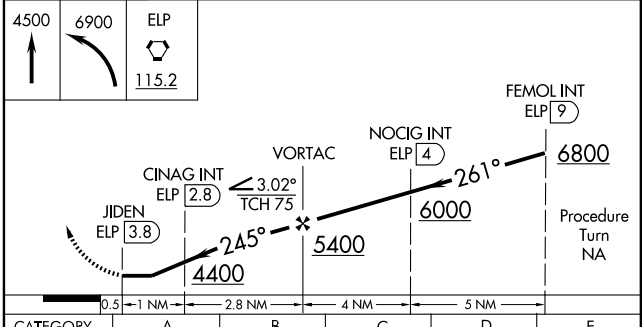
Cat E circling west of airport not authorized.
Inoperative table does not apply to Cat C.
ASR

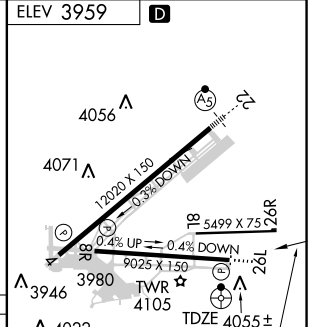
ODALS

MISSED APPROACH: Climb to 4500 then climbing left turn to 6900 direct ELP VORTAC and hold. (TACAN aircraft climb to 4500 then climbing left turn to 6900 via heading 050° and ELP R-081 to FEMOL/9 DME and hold. Hold east, left turn, 261° inbound.)

| ATIS | EL PASO APP CON | EL PASO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.0 254.3 | 124.25 298.85 | 118.3 239.275 | 121.9 348.6 | 125.0 379.1 |




MIRL Rwy 8L-26R
REIL Rwys 4 and 8R
HIRL Rwys 4-22 and 8R-26L

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-26L | 4400-¾ 442 (500-¾) | | 4400-1¼ 442 (500-1¼) | 4400-1½ 442 (500-1½) | |
| CIRCLING | 4420-1 462 (500-1) | | 4420-1½ 462 (500-1½) | 4520-2 562 (600-2) | 4660-2½ 702 (800-2½) |
| CINAG MINIMUMS | | | | | |
| S-26L | 4320-¾ 362 (400-¾) | | | 4320-1¼ 362 (400-1¼) | |
| CIRCLING | 4420-1 462 (500-1) | | 4420-1½ 462 (500-1½) | 4520-2 562 (600-2) | 4660-2½ 702 (800-2½) |

FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

SC-3, 14 JAN 2010 to 11 FEB 2010

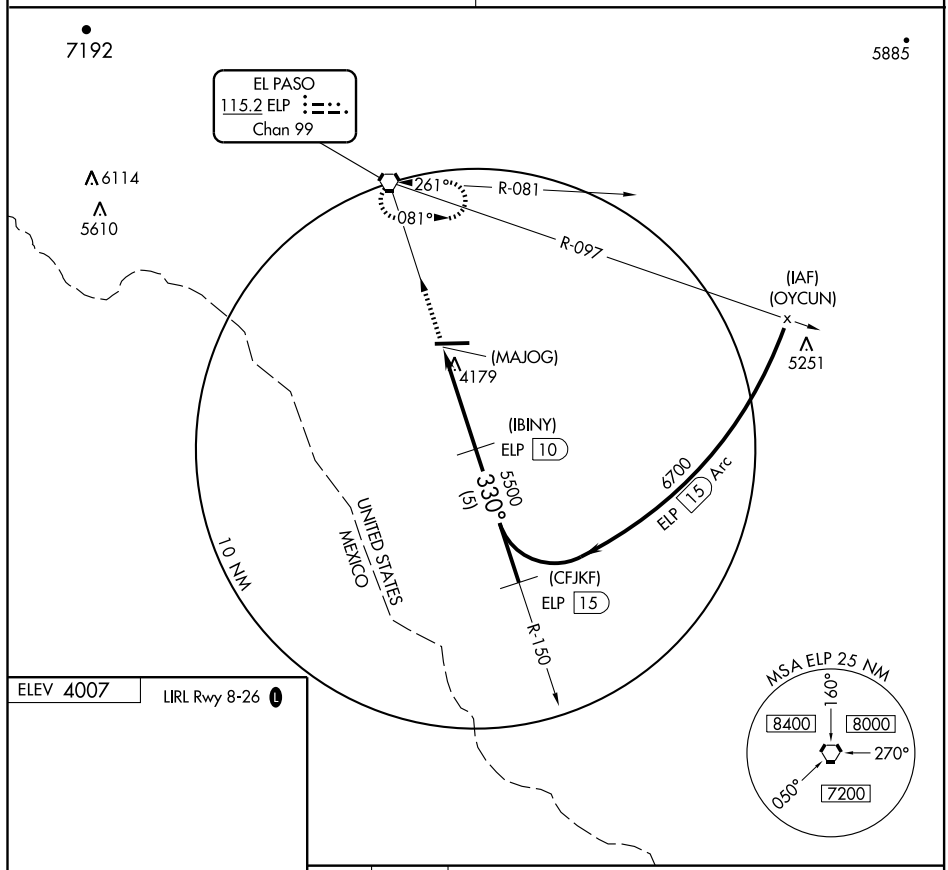
| VORTAC ELP 115.2 Chan 99 | APP CRS 330° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 4007 |
|---|---|---|

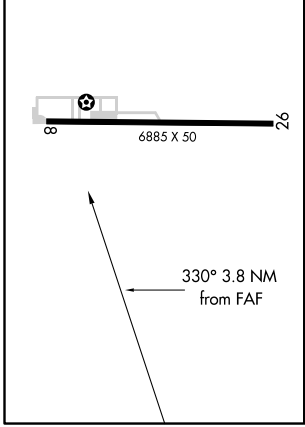
# VOR/DME or GPS-A

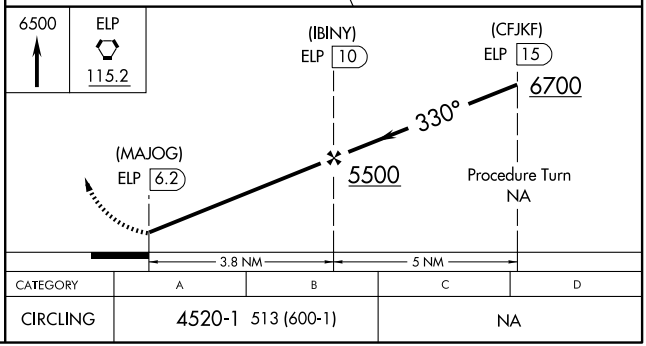
## EL PASO/ HORIZON (T27)

| NA | Use El Paso Intl altimeter setting.<br>Procedure not authorized at night. | MISSED APPROACH: Climb to 6500 direct ELP VORTAC and hold. |
|---|---|---|

| EL PASO APP CON | UNICOM |
|---|---|
| 119.15 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4520-1 513 (600-1) | | NA | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC CQY 114.8 Chan 95 | APP CRS 285° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 492 |
|---|---|---|

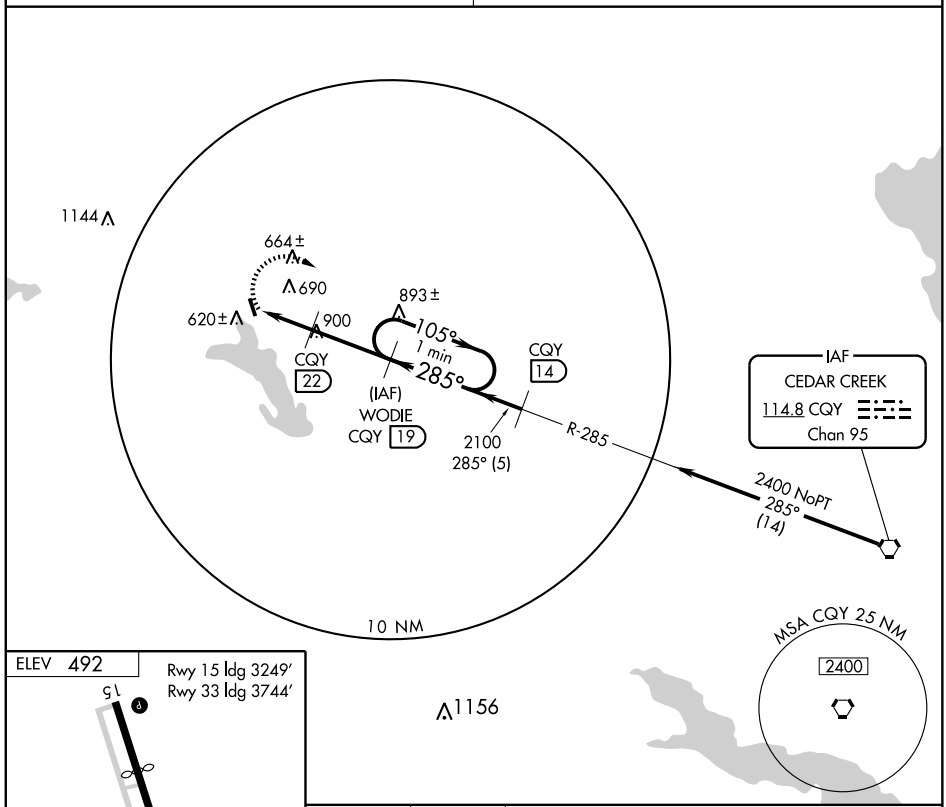
# VOR/DME-A
ENNIS MUNI (F41)

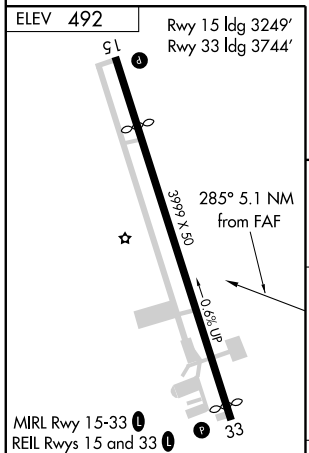
NA

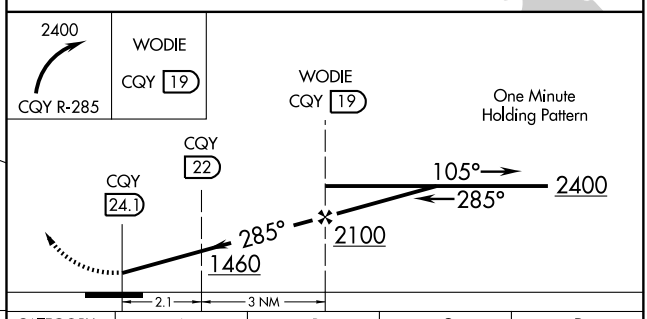
Use Dallas Love Field altimeter setting.

MISSED APPROACH: Climbing right turn to 2400 via CQY R-285 to WODIE/CQY 19 DME and hold.

| REGIONAL APP CON | (CTAF) |
|---|---|
| 125.2 343.65 | 122.9 L |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1020-1<br>528 (600-1) | 1080-1¼<br>588 (600-1¼) | 1080-1½<br>588 (600-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB BKS | APP CRS | Rwy Idg | 6002 |
|---|---|---|---|
| 353 | 349° | TDZE | 113 |
| | | Apt Elev | 113 |

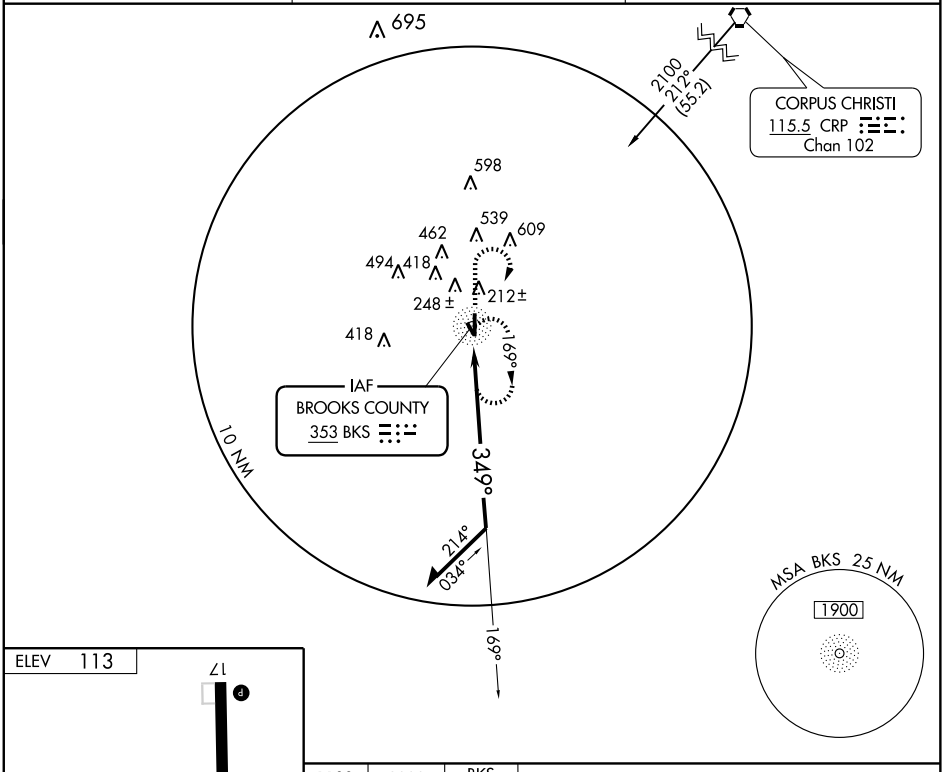
# NDB RWY 35

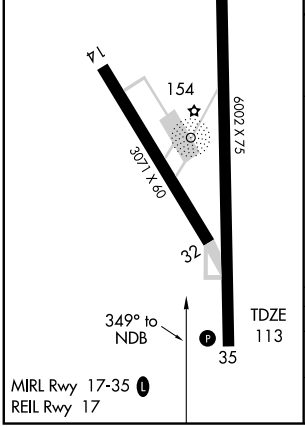
FALFURRIAS/ BROOKS COUNTY (BKS)

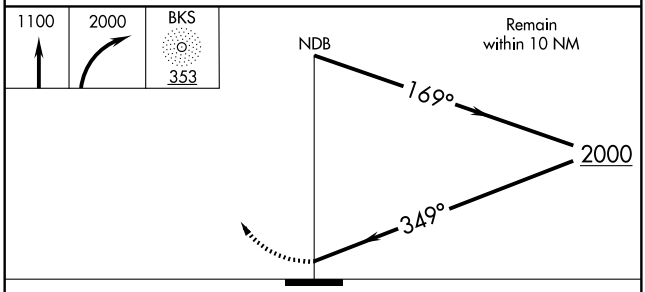
Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase Cats C and D visibility ¼ mile. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct BKS NDB and hold.

| AWOS-3 | KINGSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 118.125 | 119.9 290.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 740-1 | 627 (700-1) | 740-1¾ 627 (700-1¾) | 740-2 627 (700-2) |
| CIRCLING | 740-1 | 627 (700-1) | 740-1¾ 627 (700-1¾) | 740-2 627 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6002 |
|---|---|---|
| 174° | TDZE | 113 |
| | Apt Elev | 113 |

# RNAV (GPS) RWY 17

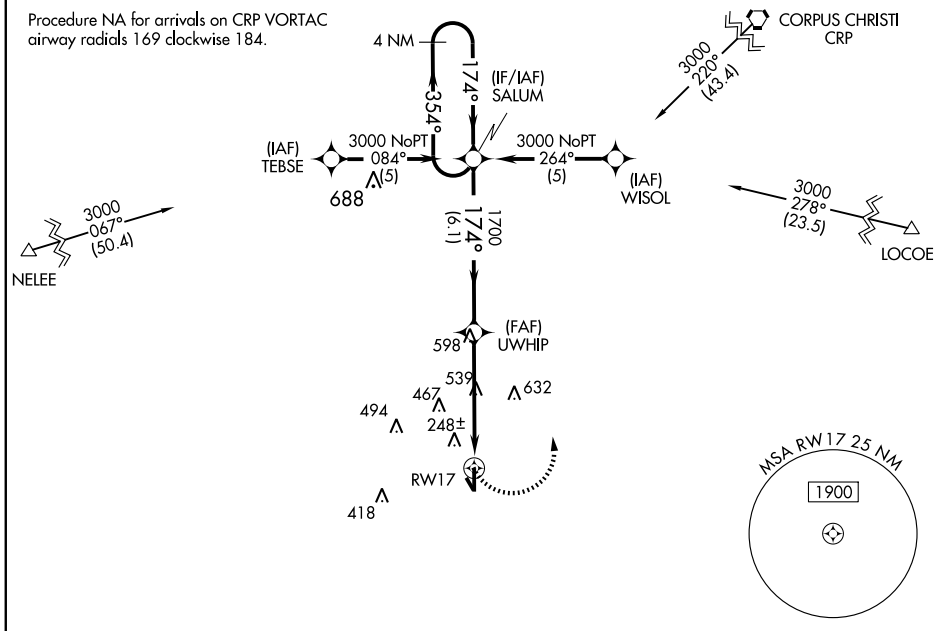
FALFURRIAS/ BROOKS COUNTY (BKS)

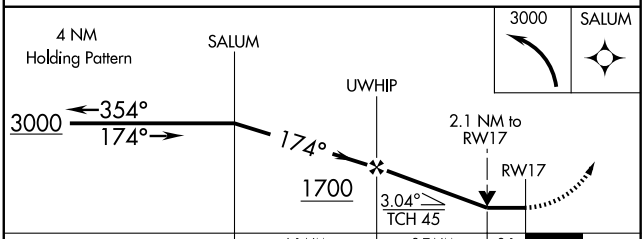
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase Cat B visibility ¼ mile, Cat C and D visiblity ½ mile. VDP NA when using Alice altimeter setting. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climbing left turn to 3000 direct SALUM and hold.

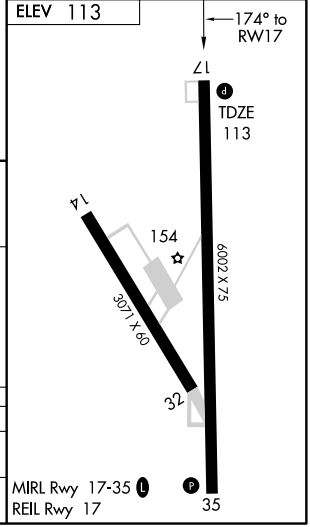
| AWOS-3 | KINGSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 118.125 | 119.9 290.45 | 122.8 (CTAF) L |

Procedure NA for arrivals on CRP VORTAC airway radials 169 clockwise 184.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 727 (800-1) | | 840-2 727 (800-2) | 840-2¼ 727 (800-2¼) |
| CIRCLING | 840-1 727 (800-1) | | 840-2 727 (800-2) | 840-2¼ 727 (800-2¼) |




SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6002 |
|---|---|---|
| 354° | TDZE | 113 |
| | Apt Elev | 113 |

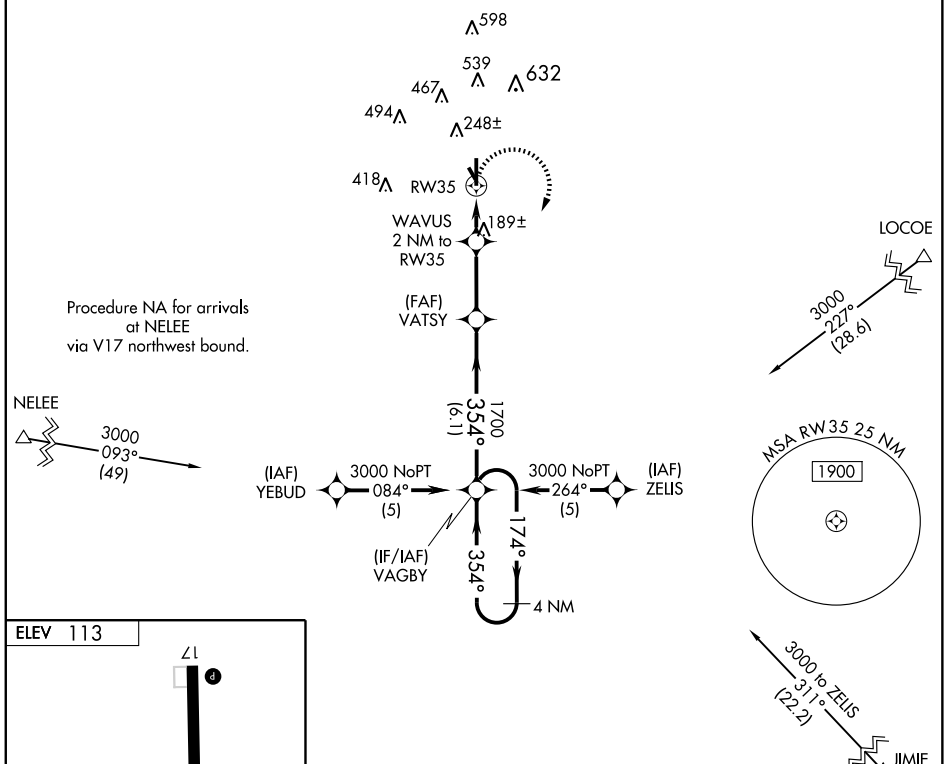
# RNAV (GPS) RWY 35

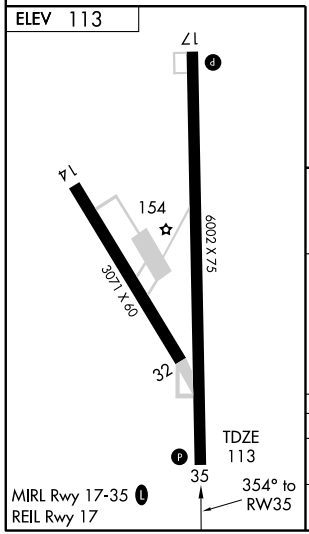
FALFURRIAS/BROOKS COUNTY (BKS)

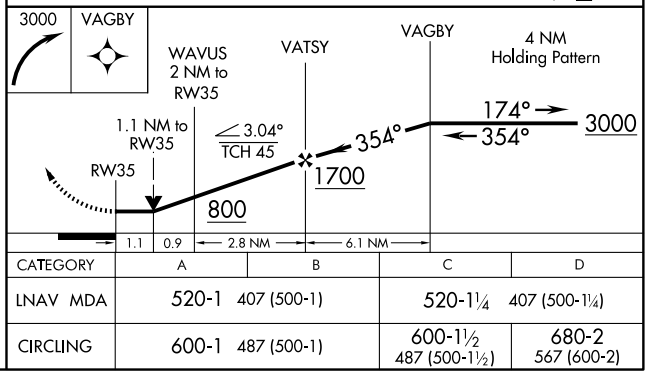
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alice altimeter setting and increase all MDA 100 feet and increase LNAV Cat C and D visiblity ¼ mile. VDP NA when using Alice altimeter setting. Circling NA for Cat D west of Rwy 17-35.

MISSED APPROACH: Climbing right turn to 3000 direct VAGBY and hold.

| AWOS-3 | KINGSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 118.125 | 119.9 290.45 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 407 (500-1) | | 520-1¼ 407 (500-1¼) | |
| CIRCLING | 600-1 487 (500-1) | | 600-1½ 487 (500-1½) | 680-2 567 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 172° | Rwy Idg | 4600 |
| | TDZE | 3187 |
| | Apt Elev | 3187 |

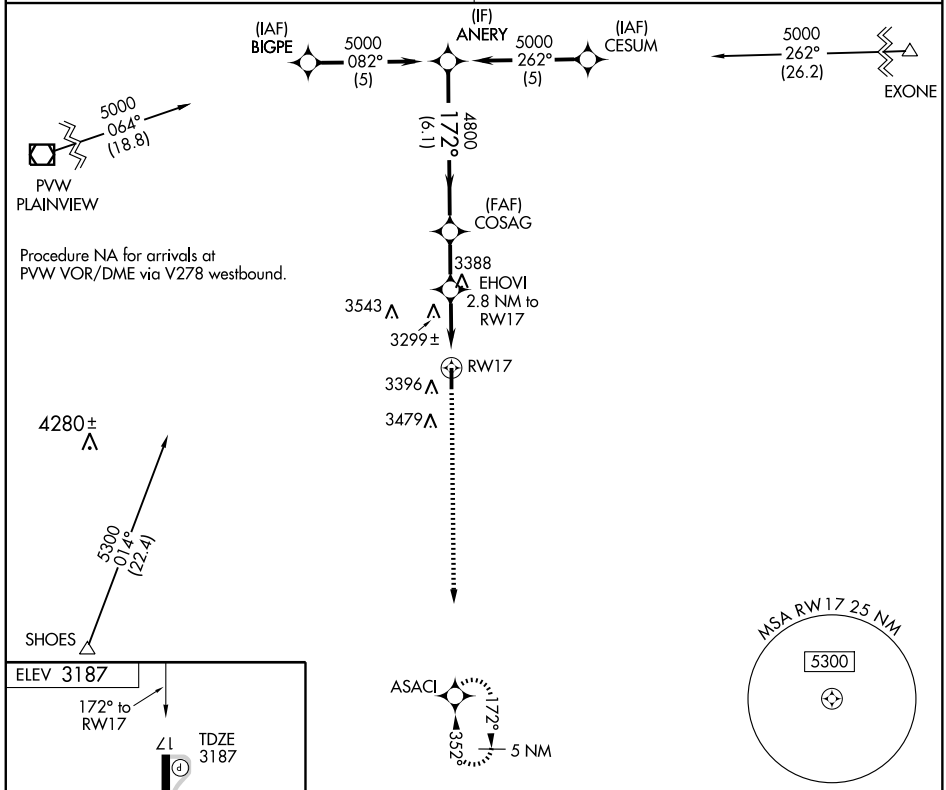
# RNAV (GPS) RWY 17

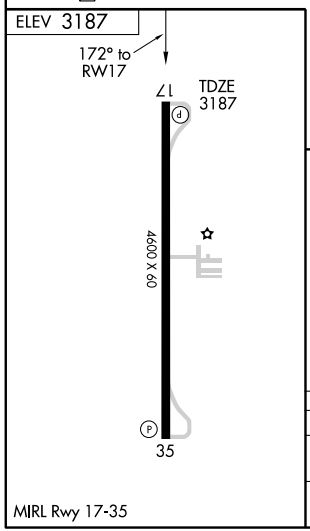
FLOYDADA MUNI (41F)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Plainview altimeter setting; when not received, use Lubbock altimeter setting.

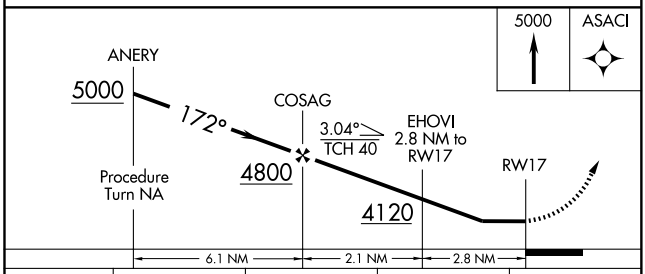
MISSED APPROACH: Climb to 5000 direct ASACI and hold.

| LUBBOCK APP CON | UNICOM |
|---|---|
| 119.2 351.8 | 122.8 (CTAF) |




MIRL Rwy 17-35




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3720-1 533 (600-1) | | 3720-1½ 533 (600-1½) | NA |
| CIRCLING | 3840-1 653 (700-1) | | 3920-2 733 (800-2) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 35

FLOYDADA MUNI (41F)

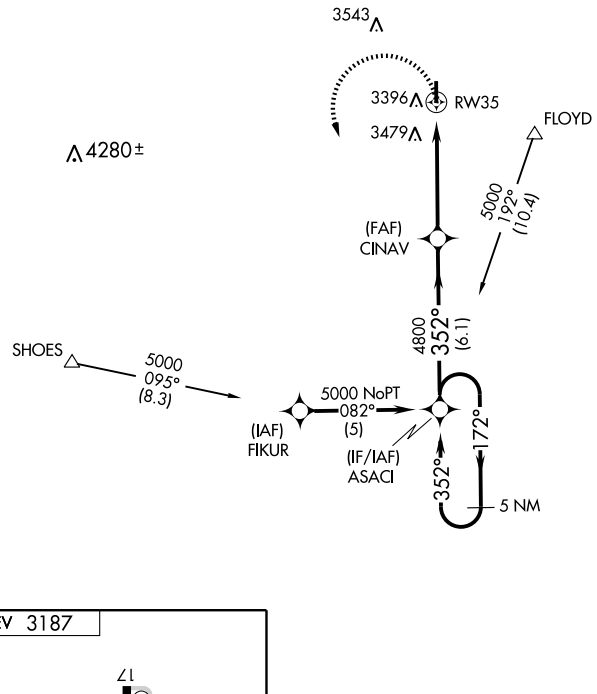
| APP CRS | Rwy Idg | 4600 |
|---|---|---|
| 352° | TDZE | 3187 |
| | Apt Elev | 3187 |

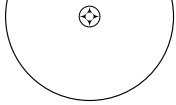
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Plainview altimeter setting; when not received, use Lubbock altimeter setting and increase all MDA 20 feet, increase LNAV and Circling Cat C visibility ¼ mile.

NA

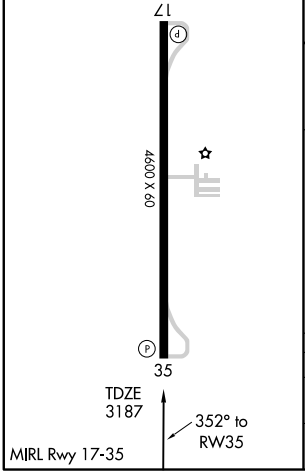
MISSED APPROACH: Climbing left turn to 5000 direct ASACI and hold.

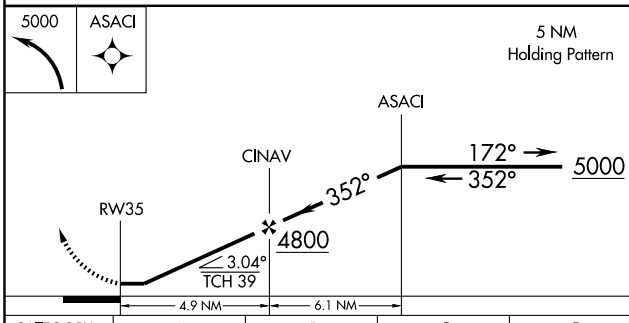
| LUBBOCK APP CON | UNICOM |
|---|---|
| 119.2 351.8 | 122.8 (CTAF) |




ELEV 3187




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3840-1 | 653 (700-1) | 3840-1¾<br>653 (700-1¾) | NA |
| CIRCLING | 3840-1 | 653 (700-1) | 3920-2<br>733 (800-2) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC GAG 115.6 Chan 103 | APP CRS 286° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 2601 |
|---|---|---|

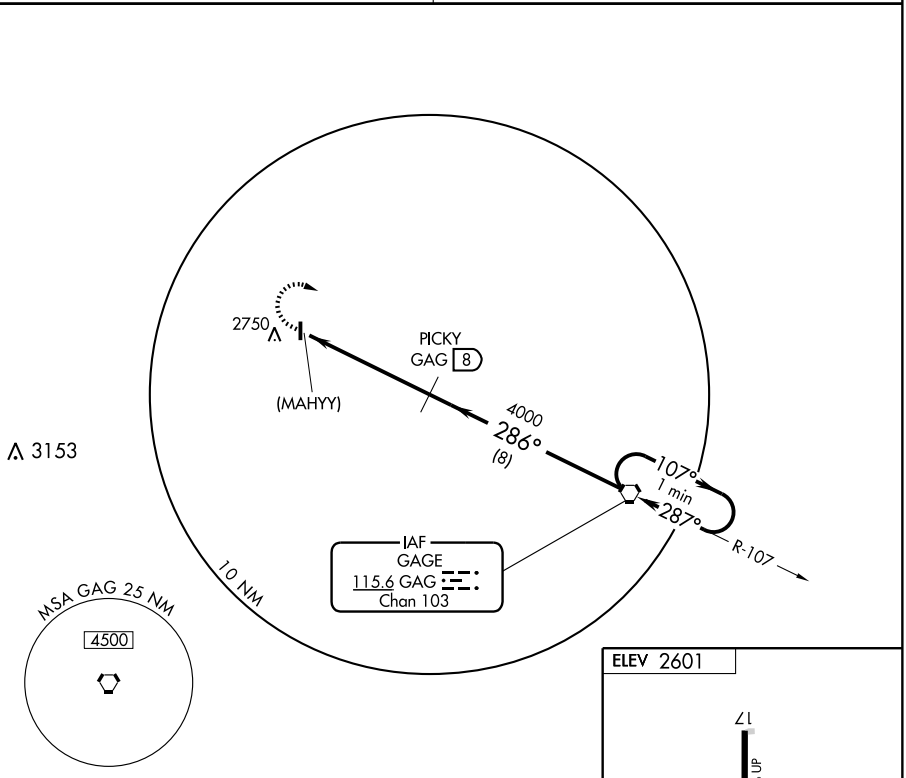
# VOR/DME or GPS-A

## FOLLETT-LIPSCOMB COUNTY (T93)

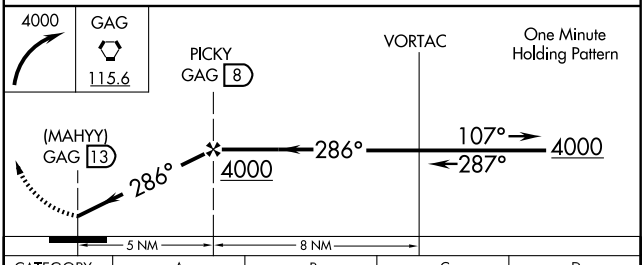
⚠ NA Use Gage, OK altimeter setting; when not available, procedure NA.

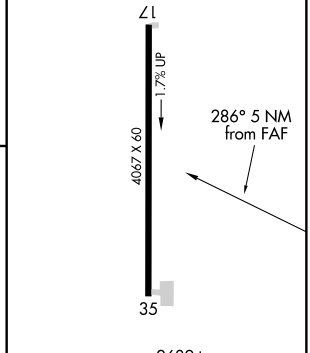
MISSED APPROACH: Climbing right turn to 4000 direct GAG VORTAC.

| KANSAS CITY CENTER | CTAF |
|---|---|
| 126.95 379.2 | 122.9 |




NoPT for arrivals on GAG VORTAC airway radials 015 CW 142.



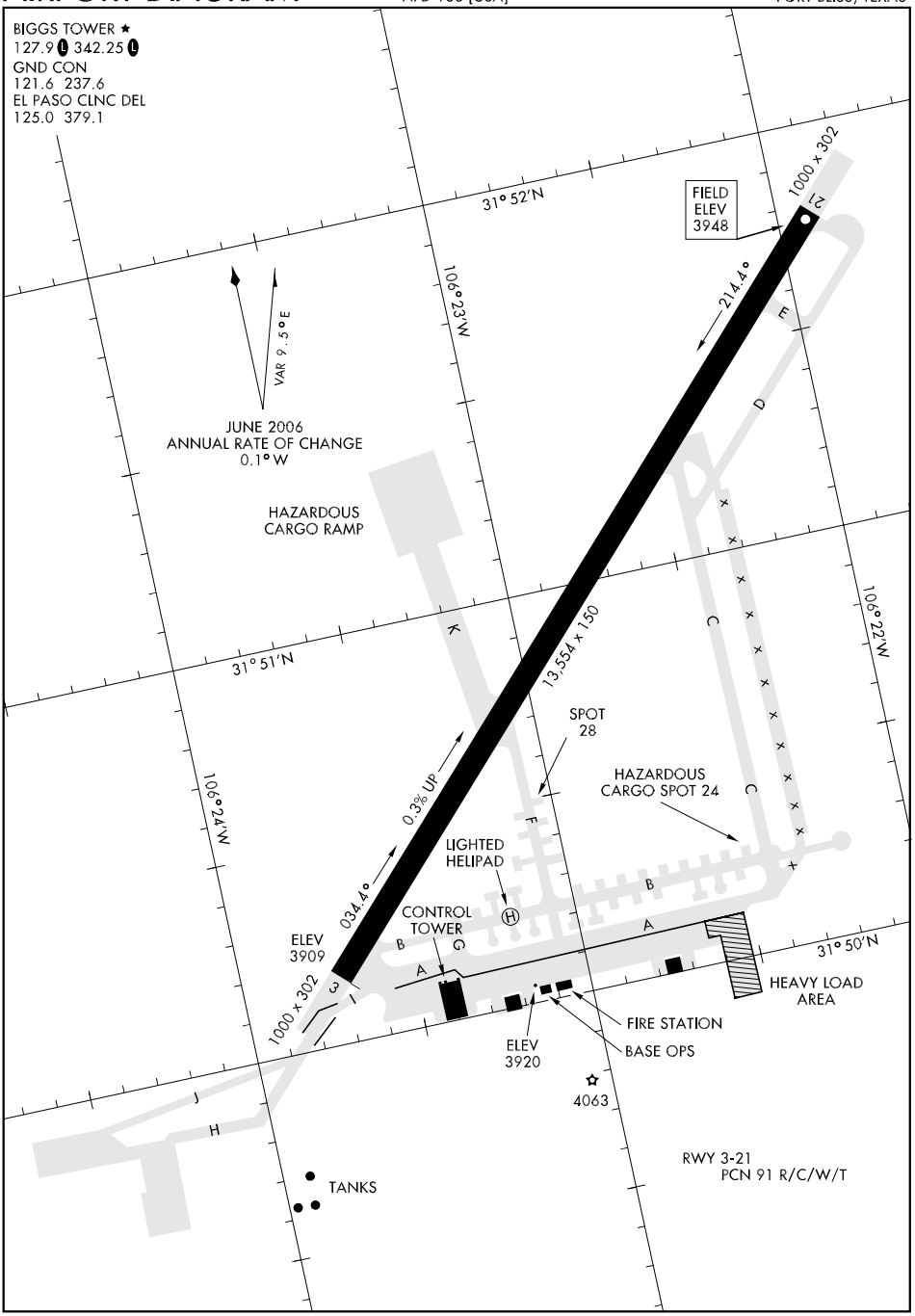




LIRL Rwy 17-35.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3160-1 559 (600-1) | | 3160-1½ 559 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010


BIGGS TOWER ★
127.9 L 342.25 L
GND CON
121.6 237.6
EL PASO CLNC DEL
125.0 379.1
31° 52'N
106° 23'W
FIELD ELEV 3948
1000 x 302
21
214.4°
VAR 9.5°E
JUNE 2006
ANNUAL RATE OF CHANGE
0.1° W
HAZARDOUS CARGO RAMP
31° 51'N
106° 24'W
106° 22'W
13,554 x 150
0.3% UP
034.4°
SPOT 28
HAZARDOUS CARGO SPOT 24
LIGHTED HELIPAD
CONTROL TOWER
ELEV 3909
1000 x 302
3
21
ELEV 3920
4063
FIRE STATION
BASE OPS
HEAVY LOAD AREA
31° 50'N
TANKS
RWY 3-21
PCN 91 R/C/W/T

# RNAV (GPS) RWY 21

BIGGS AAF (KBIF)

AL-133 [USA]

| APCH CRS | Rwy ldg | 13,554 |
|---|---|---|
| 212° | TDZE | 3948 |
| | Arpt Elev | 3948 |

T
A

DME/DME RNP-0.3 NA.

ALSF-1

MISSED APPROACH: Climbing left turn to 7500 direct ELP VORTAC and hold, continue climb-in-hold to 7500.

| EL PASO APP CON | BIGGS TOWER ★ | GND CON | EL PASO CLNC DEL | ASR |
|---|---|---|---|---|
| S of V16 119.15 353.5<br>N of V16 124.25 298.85 | 127.9 (L) 342.25 (L) | 121.6 237.6 | 125.0 379.1 | |

R5107A

R5103A

CAUTION: Steeply rising terrain exceeding 7100' 4 miles W of airport.

Procedure NA for arrivals at PIERS via eastbound. Radar required when R-5103 in use.

HIMUP

5600
212°
6.0
4105

6800
280°
7.5
4341

5161

5729

(FAF)
CULAC

212°
4102

(IAF)
PIERS

5026

6927

7192

5000

6810

6114

5014

4049

4071

261°

081°

4309

MSA RW 21 25 NM

9300

UNITED STATES

MEXICO

5610

EL PASO INTL

EL PASO
115.2 ELP
Chan 99

7500

ELP

VGSI and descent angles not coincident.

HIMUP

6800

CULAC

212°

1.1 NM
to RW21

RW21

5600

3.04°
TCH 50

5.0 NM

ELEV 3948

212° to RW21

TDZE
3948

13,554 x 150
-0.3% DOWN

4046

3995

4063

HIRL Rwy 3-21 (L)
REIL Rwy 3-21

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4360-½ 412 (500-½) | | 4360-¾ 412 (500-¾) | |
| CIRCLING | 4360-1 412 (500-1) | 4400-1 452 (500-1) | 4400-1½ 452 (500-1½) | 4500-2 552 (600-2) |
| S-ASR 21 | 4360-½ 412 (500-½) | | 4360-¾ 412 (500-¾) | |



31° 51'N-106° 23'W

# VOR or TACAN RWY 21

BIGGS AAF (KBIF)

| EWM VORTAC | APCH CRS | Rwy ldg 13,554 |
|---|---|---|
| 112.4 | 210° | TDZE 3948 |
| Chan 71 | | Arpt Elev 3948 |

AL-133 [USA]

▼ * When ALS inop, increase CAT E vis to 1¾ miles.
** Circling Cat E NA W of Rwy 3-21.
▲ *** When ALS inop, increase CAT E vis to 1½ miles.

ALSF-1

MISSED APPROACH: Climbing left turn to 8000 direct ELP VORTAC, then via ELP R-081 to GIFEN INT/ELP 7 DME and hold. Continue climb-in-hold to 8000.

| EL PASO APP CON | BIGGS TOWER ★ | GND CON | EL PASO CLNC DEL | ASR |
|---|---|---|---|---|
| S of V16 119.15 353.5<br>N of V16 124.25 298.85 | 127.9 (L) 342.25 (L) | 121.6 237.6 | 125.0 379.1 | |

R5107A

R5103A

CAUTION: Steeply rising terrain exceeding 7100' 4 miles W of airport.

TACAN only equipped acft.
Final apch fr holding pat not auth.
Radar vector rqr to final apch crs.
Radar required when R-5103 in use.

6927
7192
6810
6114
5014
5610
5026
6500
351° (8.2)
R-030
030°
210°
210°
R-131
R-081
261°
081°
GIFEN

IAF
NEWMAN
112.4 EWM
Chan 71

MSA EWM 25 NM
10,200
090°
8400
8000
360°

UNITED STATES
MEXICO
EL PASO INTL

EL PASO
115.2 ELP
Chan 99

ELEV 3948

210° 7.1 NM From VORTAC

TDZE 3948
13,554 x 150
0.3% DOWN
4046
3995
4063

8000 | ELP | GIFEN ELP 7

VORTAC
Descend in holding pattern
030°
6500
210°
5.9
7.1
210°
7.1 NM

VGSI and descent angles not coincident.

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-21 * | 4420-½ 472 (500-½) | | 4420-¾ 472 (500-¾) | 4420-1 472 (500-1) | 4420-1¼ 472 (500-1¼) |
| CIRCLING ** | 4420-1 472 (500-1) | | 4420-1½ 472 (500-1½) | 4500-2 552 (600-2) | |
| S-ASR 21 *** | 4360-½ 412 (500-½) | | 4360-¾ 412 (500-¾) | 4360-1 412 (500-1) | |

HIRL Rwy 3-21 (L)
REIL Rwy 3-21

FAF to MAP 7.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:06 | 4:44 | 3:33 | 2:50 | 2:22 |

FT. HOOD TOWER ★
119.65 269.45
GND CON
133.85 225.4
CLNC DEL
225.4
VAR 4.9°E
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1°W
980
FIELD ELEV 924
CONTROL TOWER 979
EAST RAMP
NORTH RAMP
BASE OPS
WEST RAMP
CENTER RAMP
SOUTH RAMP
FIRE STATION
158.6°
1.2% DOWN
338.6°
3701 x 144
ELEV 881
1000 x 144
31°08' 30"N
31°08'N
97°43'W
97°42' 30"W
RWY 16-34
PCN 8 F/C/W/T
Rwy 16 ldg 3134'

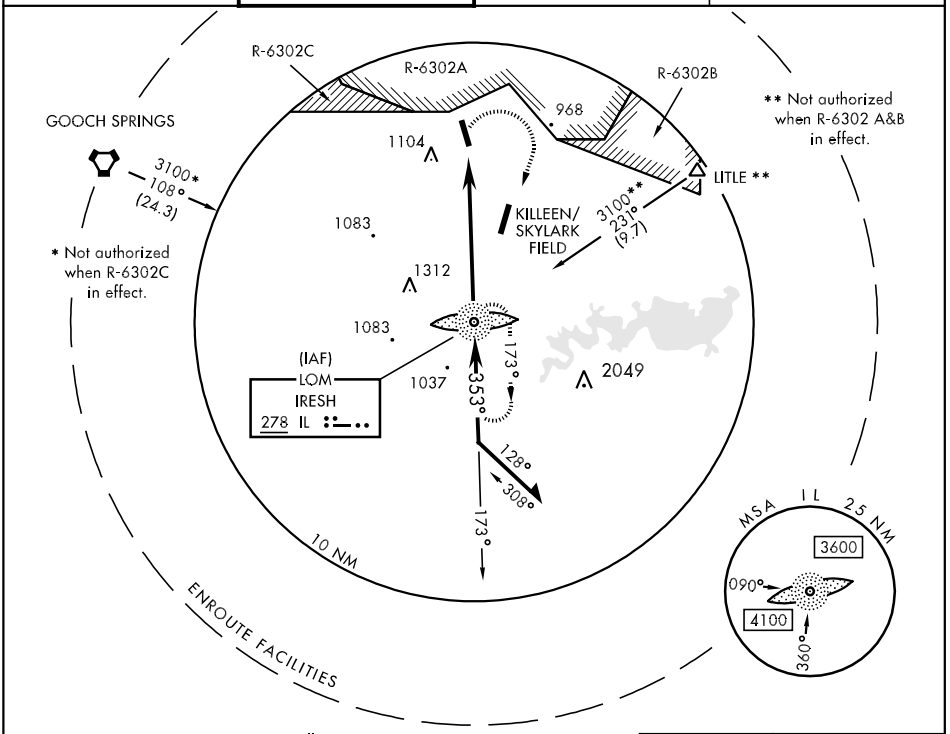
# COPTER NDB RWY 34

| LOM IL 278 | APCH CRS 353° | Rwy ldg 3701 TDZE 914 Arpt Elev 924 | AL-5031 [USA] | HOOD AAF (KHLR) |
|---|---|---|---|---|

NA

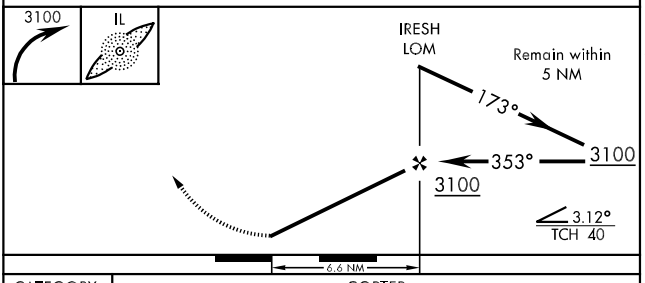
MISSED APPROACH: Climbing right turn to 3100 direct IL LOM and hold.

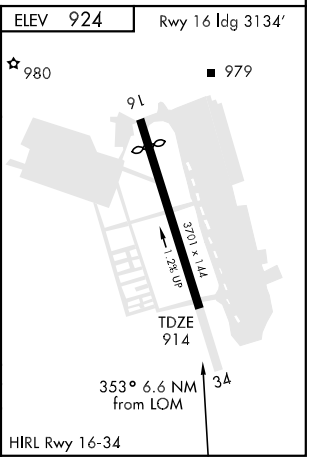
| GRAY APP CON | HOOD TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|
| 120.075 323.15 | 119.65 269.45 | 133.85 225.4 | 225.4 |




Limit all segments airspeed to 90 KIAS.

When local altimeter setting not received, use SKYLARK FIELD altimeter setting.




| CATEGORY | COPTER | | |
|---|---|---|---|
| S-34 | 1400/40 | 486 | (500-¾) |

# COPTER RNAV (GPS) RWY 34

| APCH CRS | Rwy ldg | 3701 |
|---|---|---|
| 338° | TDZE | 914 |
| | Arpt Elev | 924 |

AL-5031 [USA]

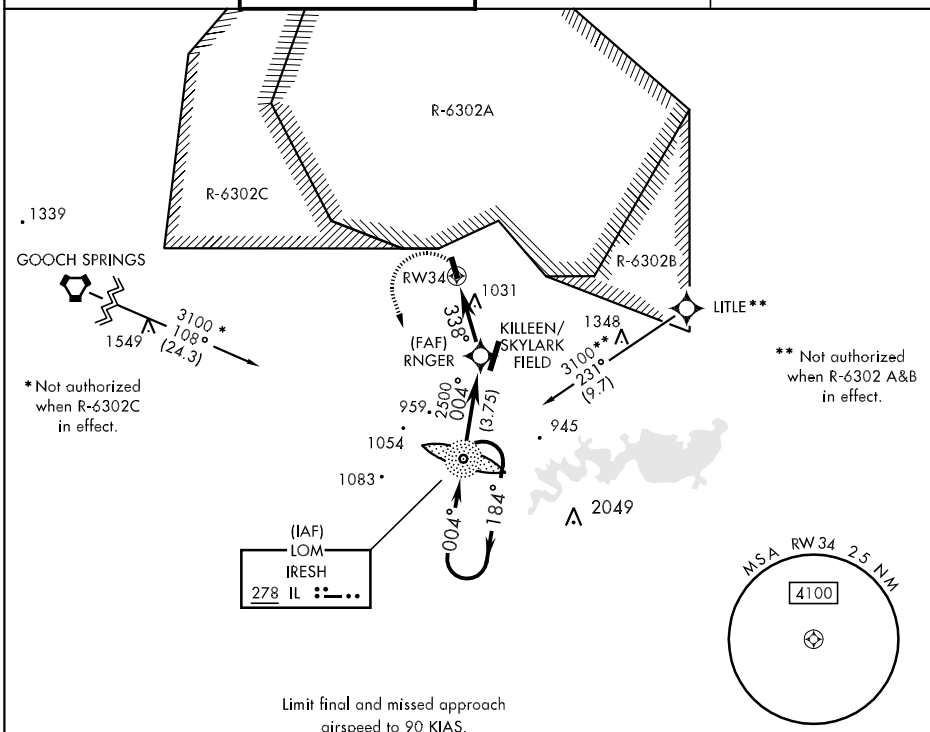
HOOD AAF (KHLR)

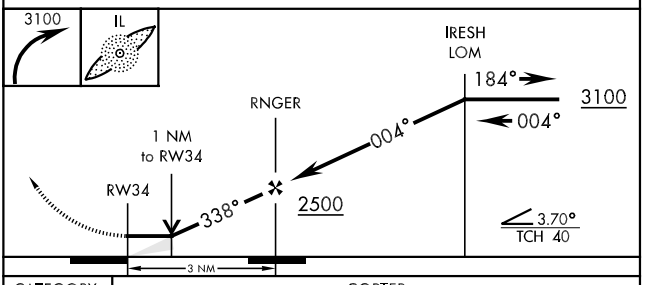
NA

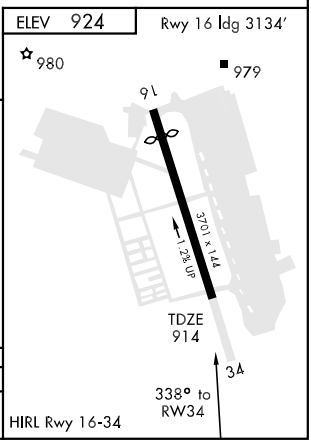
DME/DME RNP -0.3 NA

MISSED APPROACH: Climbing left turn to 3100 direct IRESH LOM and hold.

| GRAY APP CON | HOOD TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|
| 120.075 323.15 | 119.65 269.45 | 133.85 225.4 | 225.4 |




| CATEGORY | COPTER | | |
|---|---|---|---|
| LNAV MDA | 1320/24 | 406 | (500-½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

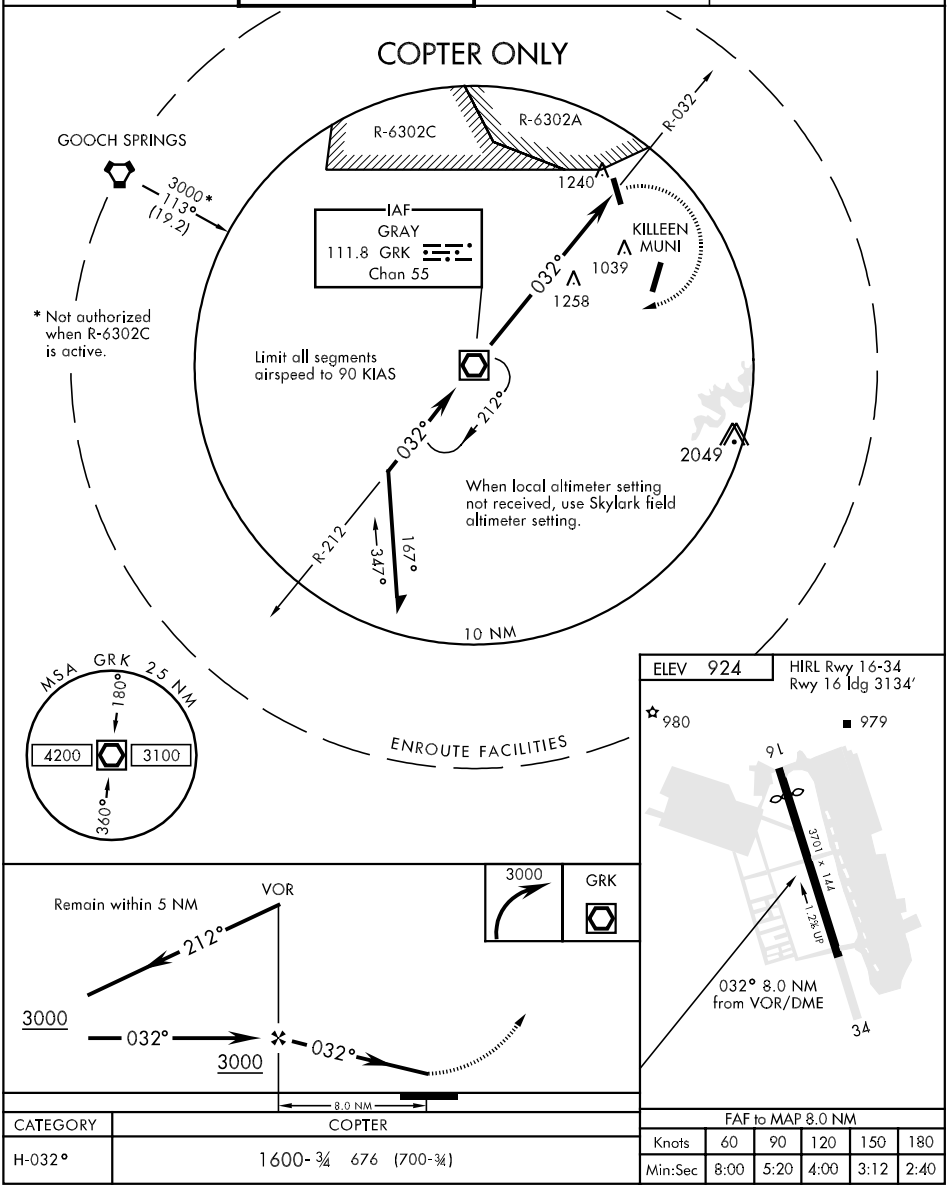
# COPTER VOR 032°

| VOR/DME GRK 111.8 Chan 55 | APCH CRS 032° | Rwy Idg N/A<br>TDZE N/A<br>Arpt Elev 924 | AL-5031 [USA] | HOOD AAF (KHLR) |
|---|---|---|---|---|

MISSED APPROACH: Climbing right turn to 3000 direct to GRK VOR/DME and hold.

| GRAY APP CON | HOOD TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|
| 120.075 323.15 | 119.65 269.45 | 133.85 225.4 | 225.4 |

## COPTER ONLY



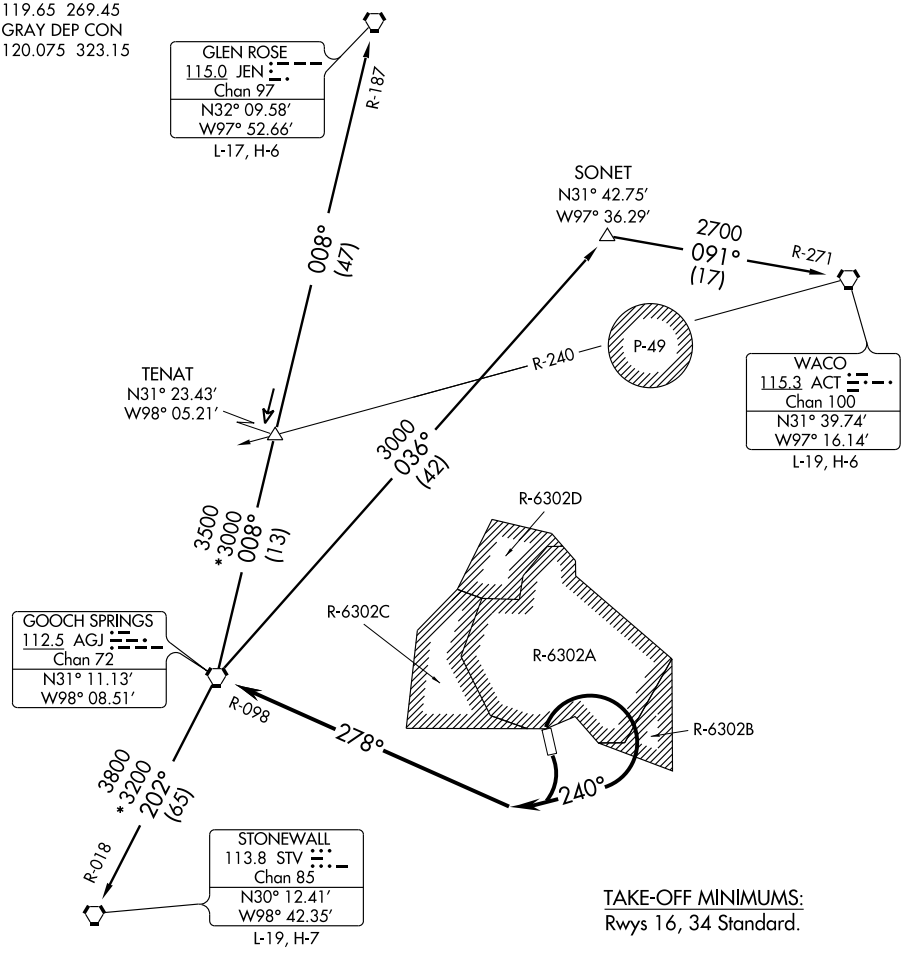

| CATEGORY | COPTER |
|---|---|
| H-032° | 1600- ¾ 676 (700-¾) |

| FAF to MAP 8.0 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:00 | 5:20 | 4:00 | 3:12 | 2:40 |

# LAMPS FOUR DEPARTURE

CLNC DEL
225.4
GND CON
133.85 225.4
HOOD TOWER★
119.65 269.45
GRAY DEP CON
120.075 323.15

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.




TAKE-OFF MINIMUMS:
Rwys 16, 34 Standard.

TAKE-OFF OBSTACLES:

Rwy 16, Tree line 875′ from DER, 190′ right of centerline, 30′AGL/931′MSL.
Multiple poles beginning 457′ from DER, 130′ right to 68′ left of centerline. 40′ AGL/920′ MSL.
NDB 784′ from DER, 246′ left of centerline, 34′ AGL/914′ MSL.
Rwy 34, Tree 2, 199′ from DER, 987′ right of centerline, 30′ AGL/1029′ MSL.
Terrain beginning 2121′ from DER, 1014′ right of centerline, up to 0′ AGL/981′ MSL.
Vehicle on road 483′ from DER, 4′ right of centerline, 15′ AGL/935′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# LAMPS FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWYS 16/34: Climbing right turn heading 240° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.

STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.

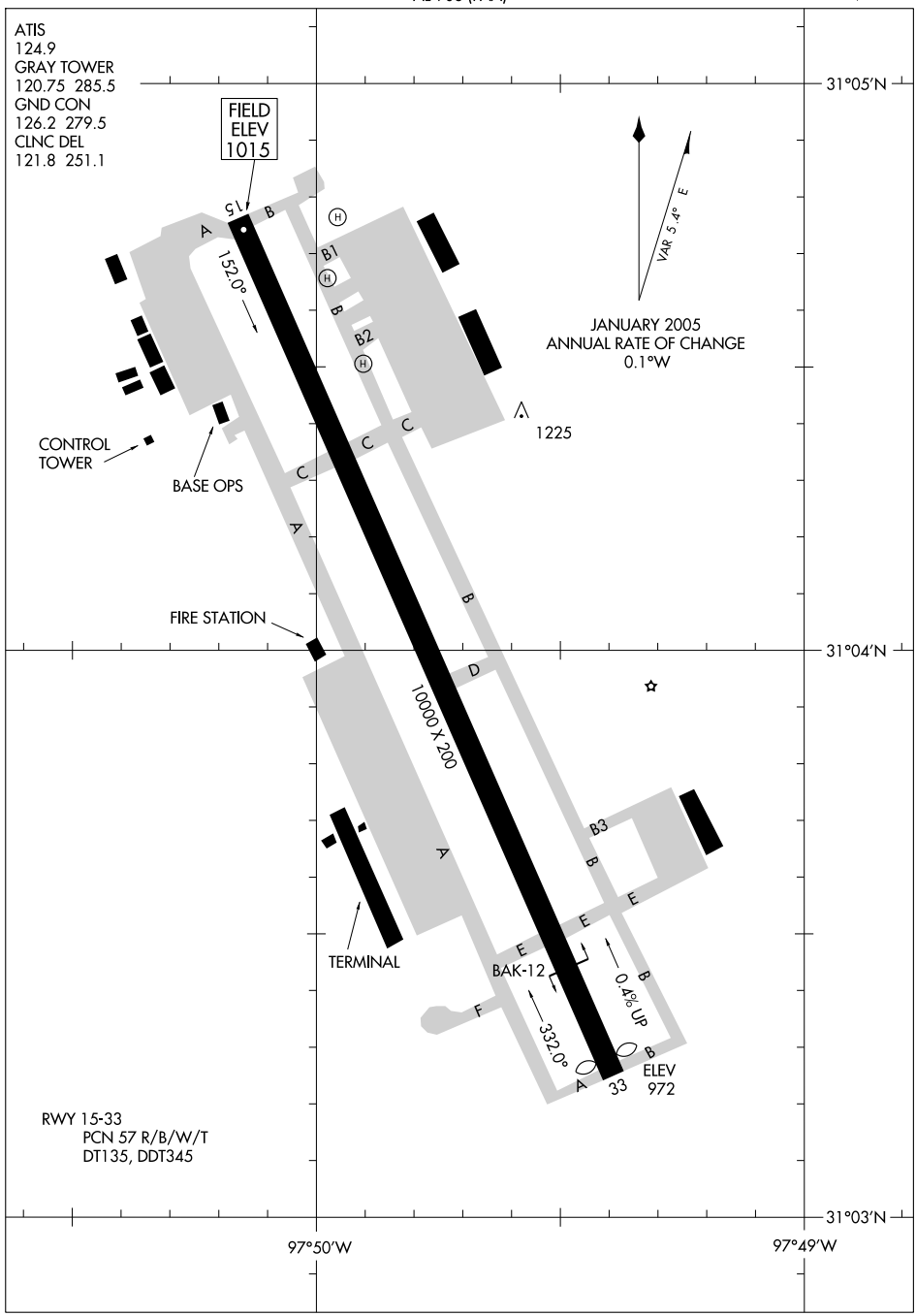
WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 14 JAN 2010 to 11 FEB 2010

09351

# AIRPORT DIAGRAM

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)
FORT HOOD/KILLEEN, TEXAS
AL-906 (FAA)




RWY 15-33
PCN 57 R/B/W/T
DT135, DDT345

SC-3, 14 JAN 2010 to 11 FEB 2010

FORT HOOD/KILLEEN, TEXAS

AL-906 (FAA)

09351

| VOR/DME GRK 111.8 Chan 55 | APP CRS 333° | Rwy Idg 9806<br>TDZE N/A<br>Apt Elev 1015 |
|---|---|---|

# COPTER VOR RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

NA
ASR/PAR

MALSR

MISSED APPROACH: Climbing right turn to 3000 direct GRK VOR/DME and hold.

| ATIS | GRAY APP CON | GRAY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 | 120.075 323.15 | 120.75 285.5 | 126.2 279.5 | 121.8 251.1 |

GOOCH SPRINGS
112.5 AGJ
Chan 72

3000
113°
(19.2)

R-6302A

R-6302C

R-6302B

1616

1549

1549

1206

1341

1215

1505

1194±

IAF
GRAY
111.8 GRK
Chan 55

153°

333°

198°

018°

5 NM

2049

R-153

10 NM

3100
051°
(24.9)

SLIMM

3600
303°
(24.6)

DARTE

ELEV 1015

15

33

1191

10000 X 200

0.4% UP

333° 1.4 NM
from FAF

HIRL Rwy 15-33

MSA GRK 25 NM

180°

4200

3100

360°

3000 | GRK 111.8

VOR/DME

Remain within 5 NM

153°

3000

333°

GRK 1.4

6.49°
TCH 52

2000

VGSI and descent angles not coincident.

1.4 NM

| FAF to MAP 1.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:24 | 0:56 | 0:42 | 0:34 | 0:28 |

| CATEGORY | COPTER |
|---|---|
| H-33 | 1460-¼ 465 (500-¼) |

SC-3, 14 JAN 2010 to 11 FEB 2010

FORT HOOD/KILLEEN, TEXAS | AL-906 (FAA) | 09351

| LOC I-GRK | APP CRS | Rwy Idg | 10000 |
|---|---|---|---|
| 111.1 | 150° | TDZE | 1015 |
| | | Apt Elev | 1015 |

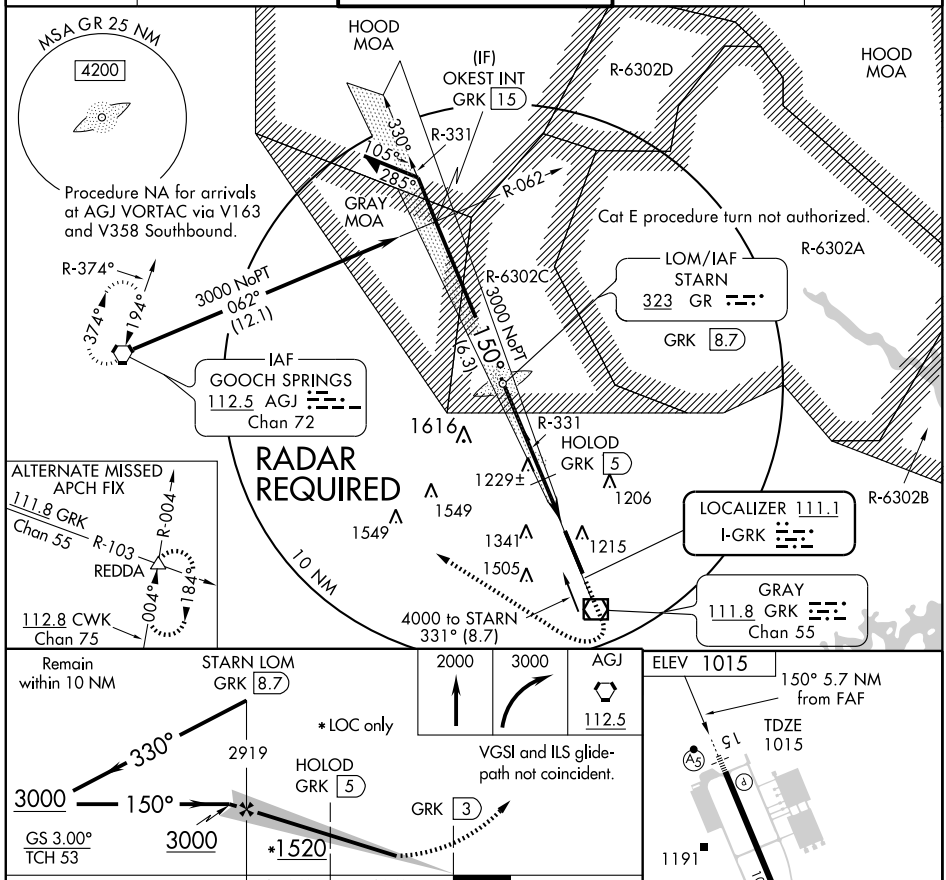
# ILS or LOC RWY 15

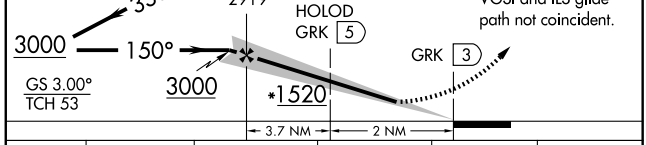
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

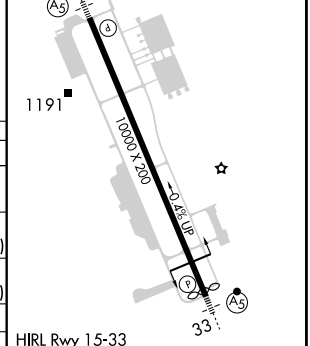
T A ASR/PAR — Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-ILS 15 Cat E visibility to RVR 4000, increase S-LOC 15 Cat E visibility ½ mile.

MALSR (A5) — MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

| ATIS | GRAY APP CON | GRAY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 | 120.075 323.15 | 120.75 285.5 | 126.2 279.5 | 121.8 251.1 |




FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 15 | 1217/24 202 (300-½) | | | | |
| S-LOC 15 | 1520/24 505 (600-½) | | 1520/50 505 (600-1) | | 1520/60 505 (600-1¼) |
| CIRCLING | 1540-1 525 (600-1) | | 1560-1½ 545 (600-1½) | 1580-2 565 (600-2) | 1740-2½ 725 (800-2½) |
| HOLOD FIX MINIMUMS | | | | | |
| S-LOC 15 | 1480/24 465 (500-½) | | 1480/40 465 (500-¾) | 1480/50 465 (500-1) | 1480/60 465 (500-1¼) |
| CIRCLING | 1540-1 525 (600-1) | | 1560-1½ 545 (600-1½) | 1580-2 565 (600-2) | 1740-2½ 725 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-BTJ | APP CRS | Rwy Idg | 9806 |
|---|---|---|---|
| 109.35 | 330° | TDZE | 995 |
| Chan 30 (Y) | | Apt Elev | 1015 |

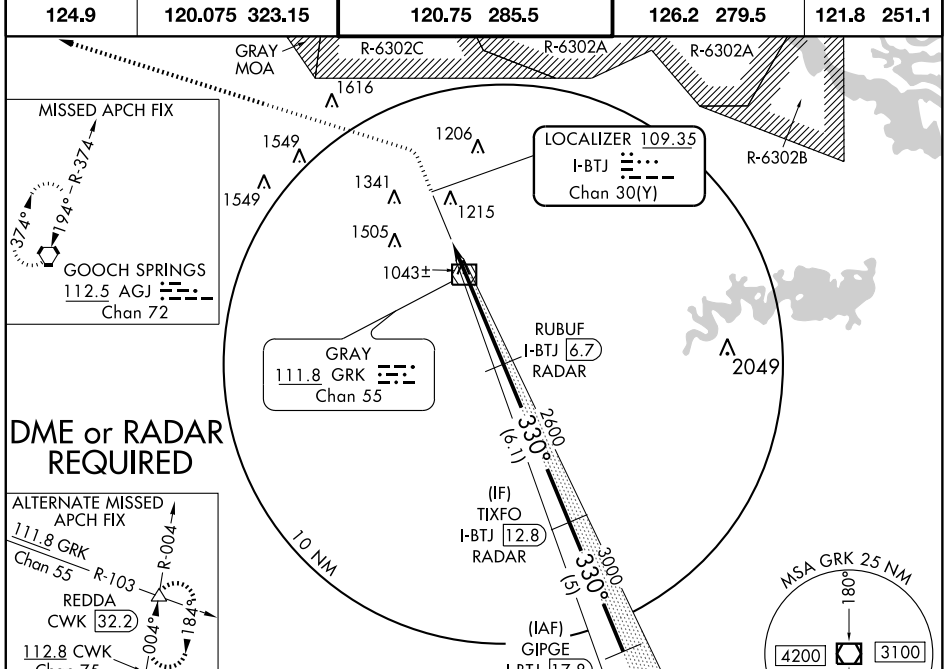
# ILS or LOC RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

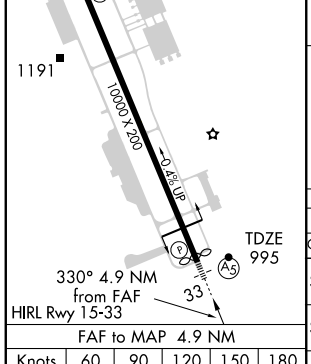
T A ASR/PAR — Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-ILS 33 Cat E visibility ¼ mile and S-LOC 33 Cat E visibility ½ mile.

MALSR (A5) — MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct AGJ VORTAC and hold.

| ATIS | GRAY APP CON | GRAY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 | 120.075 323.15 | 120.75 285.5 | 126.2 279.5 | 121.8 251.1 |

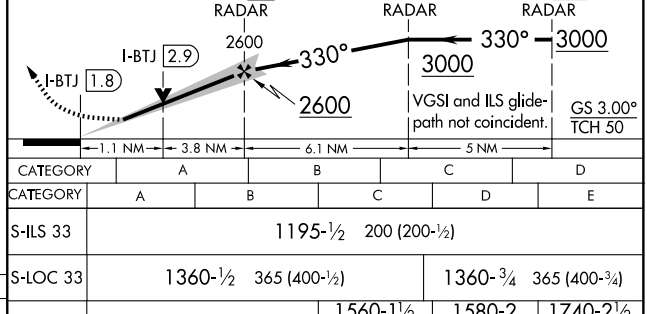



ELEV 1015




FAF to MAP 4.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



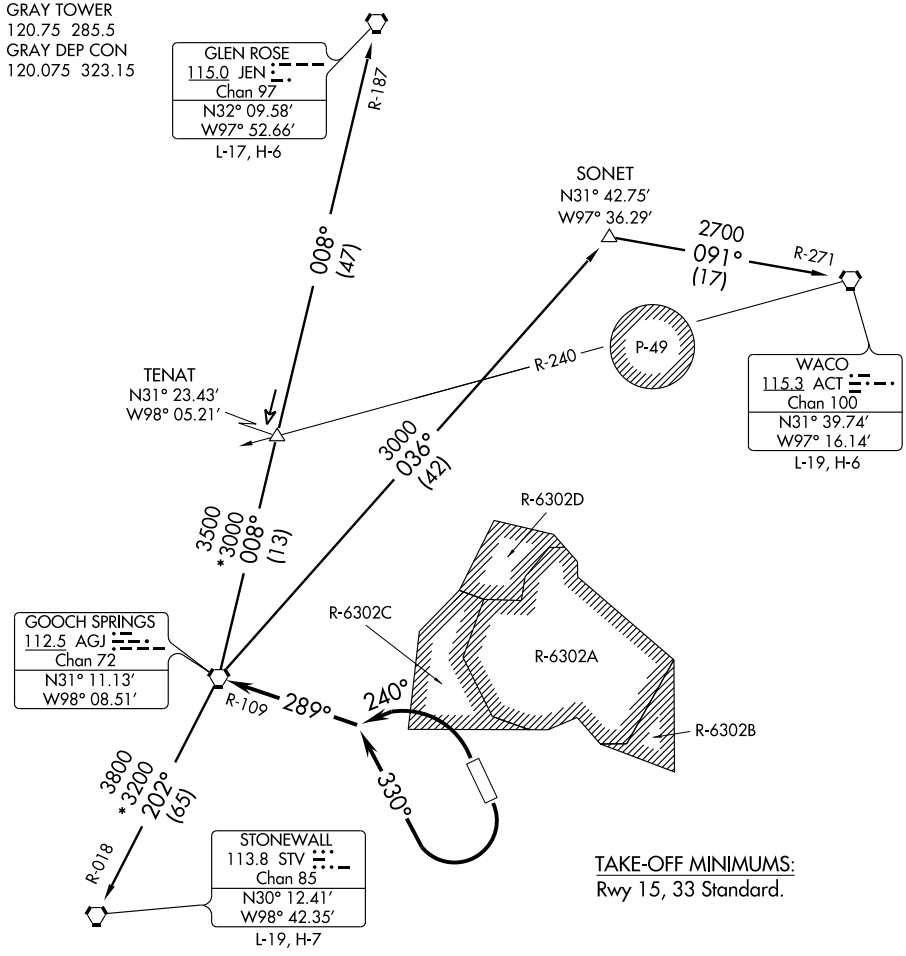

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CATEGORY | A | B | C | D | E |
| S-ILS 33 | 1195-½ 200 (200-½) | | | | |
| S-LOC 33 | 1360-½ 365 (400-½) | | | 1360-¾ 365 (400-¾) | |
| CIRCLING | 1540-1 525 (600-1) | | 1560-1½ 545 (600-1½) | 1580-2 565 (600-2) | 1740-2½ 725 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

# LAMPS FOUR DEPARTURE

ATIS 124.9
CLNC DEL
121.8 251.1
GND CON
126.2 279.5
GRAY TOWER
120.75 285.5
GRAY DEP CON
120.075 323.15

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.




TAKE-OFF MINIMUMS:
Rwy 15, 33 Standard.

TAKE-OFF OBSTACLES:
Rwy 33, Pole 974′ from DER, 746′ left of centerline, 35′ AGL/1050′ MSL.
Pole 1121′ from DER, 746′ left of centerline, 33′ AGL/1048′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# LAMPS FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 15: Climbing right turn heading 330° (to assigned altitude), to intercept and proceed via AGJ R-109. Thence . . . .
TAKE-OFF RWY 33: Climbing left turn heading 240° (to assigned altitude), to intercept and proceed via AGJ R-109. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.
STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.
WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 14 JAN 2010 to 11 FEB 2010

| VOR/DME GRK | APP CRS | Rwy Idg | 10000 |
|---|---|---|---|
| 111.8 | 150° | TDZE | 1015 |
| Chan 55 | | Apt Elev | 1015 |

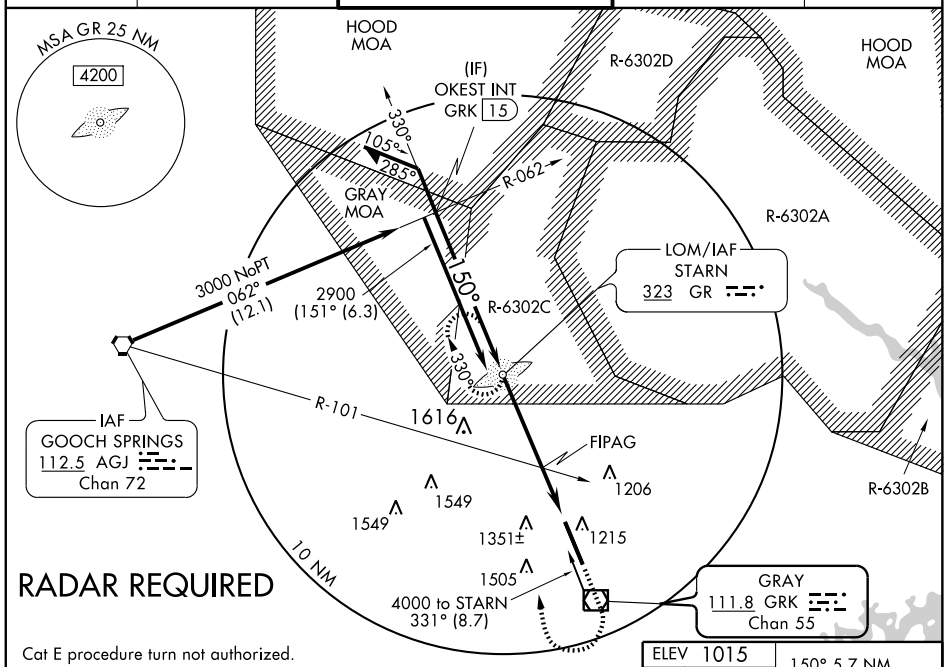
# NDB RWY 15

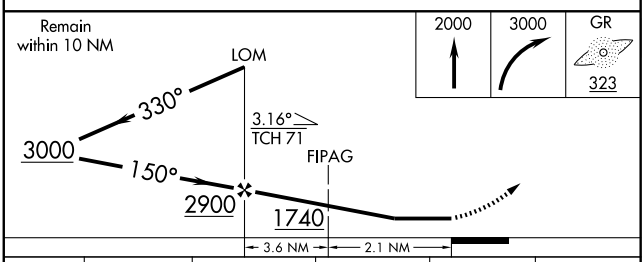
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

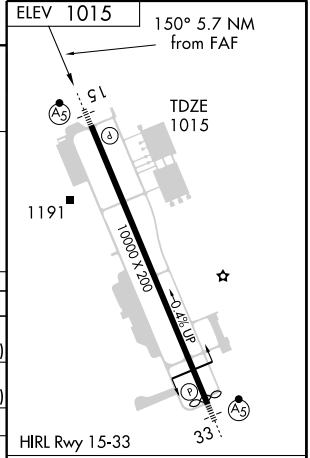
T A ASR/PAR — Inoperative table does not apply to S-15 Cat A, B and FIPAG fix minimums S-15 Cat A, B. Circling NA W of Rwy 15-33. For inoperative MALSR, increase all S-15 Cat D and E visibilities ¼ mile.

MALSR — MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct STARN LOM and hold.

| ATIS | GRAY APP CON | GRAY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 | 120.075 323.15 | 120.75 285.5 | 126.2 279.5 | 121.8 251.1 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-15 | 1740/40 | 725 (800-¾) | 1740-1½ 725 (800-1½) | 1740-2 725 (800-2) | 1740-2¼ 725 (800-2¼) |
| CIRCLING | 1740-1 | 725 (800-1) | 1740-2 725 (800-2) | 1740-2¼ 725 (800-2¼) | 1740-2½ 725 (800-2½) |
| FIPAG FIX MINIMUMS | | | | | |
| S-15 | 1660/40 | 645 (700-¾) | 1660/60 645 (700-1¼) | 1660-1¾ 645 (700-1¾) | 1660-2 645 (700-2) |
| CIRCLING | 1660-1 | 645 (700-1) | 1660-1¾ 645 (700-1¾) | 1660-2 645 (700-2) | 1740-2½ 725 (800-2½) |

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 10000 |
|---|---|---|---|
| CH 78099 | 150° | TDZE | 1015 |
| W15A | | Apt Elev | 1015 |

# RNAV (GPS) RWY 15

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

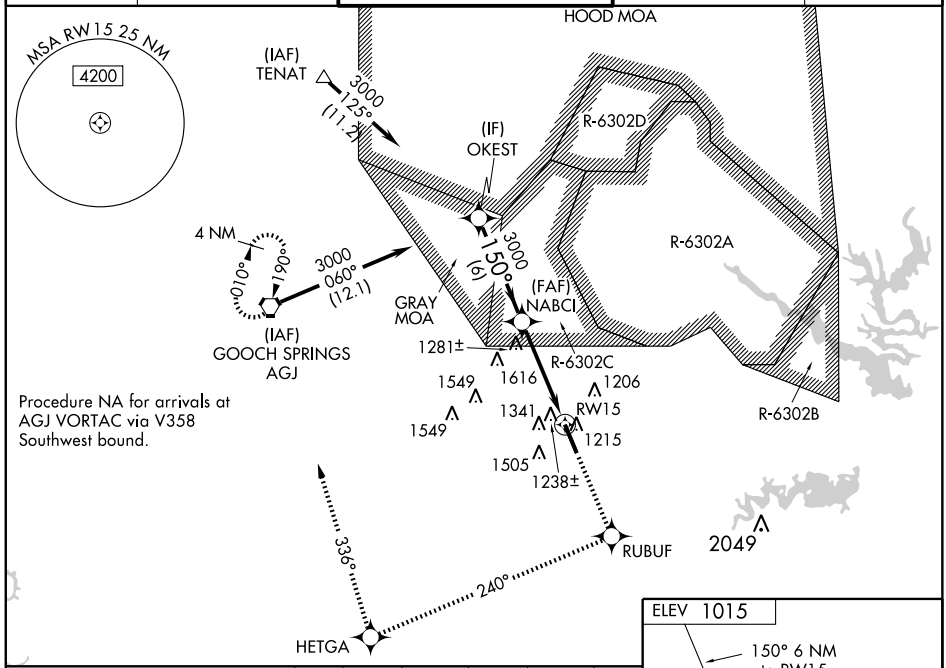
T A PAR/ASR

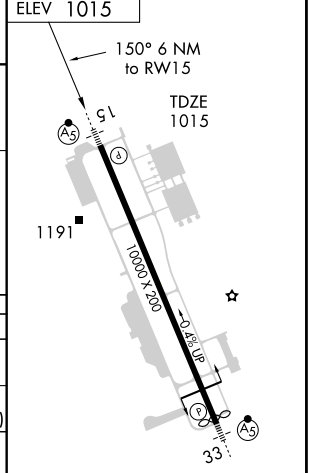
Circling NA W of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 47°C (116°F). Inoperative table does not apply to LPV all Cats, and LNAV Cats A/B. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility ½ mile and LNAV Cat E visibility ½ mile.

MALSR

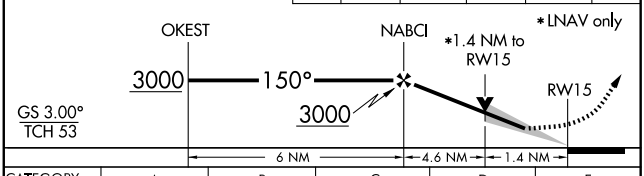
MISSED APPROACH: Climb to 3000 direct RUBUF and right turn via track 240° to HETGA and right turn via track 336° to AGJ VORTAC and hold.

| ATIS | GRAY APP CON | GRAY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 | 120.075 323.15 | 120.75 285.5 | 126.2 279.5 | 121.8 251.1 |




| Procedure Turn NA | VGSI and RNAV glide-path not coincident. | 3000 | RUBUF | trk 240° | HETGA | trk 336° | AGJ |
|---|---|---|---|---|---|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1271/24 256 (300-½) | | | | |
| LNAV/VNAV DA | 1547/60 532 (600-1¼) | | | | 1547-1½ 532 (600-1½) |
| LNAV MDA | 1540/24 525 (600-½) | | 1540/50 525 (600-1) | 1540/60 525 (600-1¼) | |
| CIRCLING | 1540-1 525 (600-1) | | 1560-1½ 545 (600-1½) | 1580-2 565 (600-2) | 1740-2½ 725 (800-2½) |

HIRL Rwy 15-33

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 9806 |
|---|---|---|---|
| CH 82399 | 330° | TDZE | 995 |
| W33A | | Apt Elev | 1015 |

# RNAV (GPS) RWY 33

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

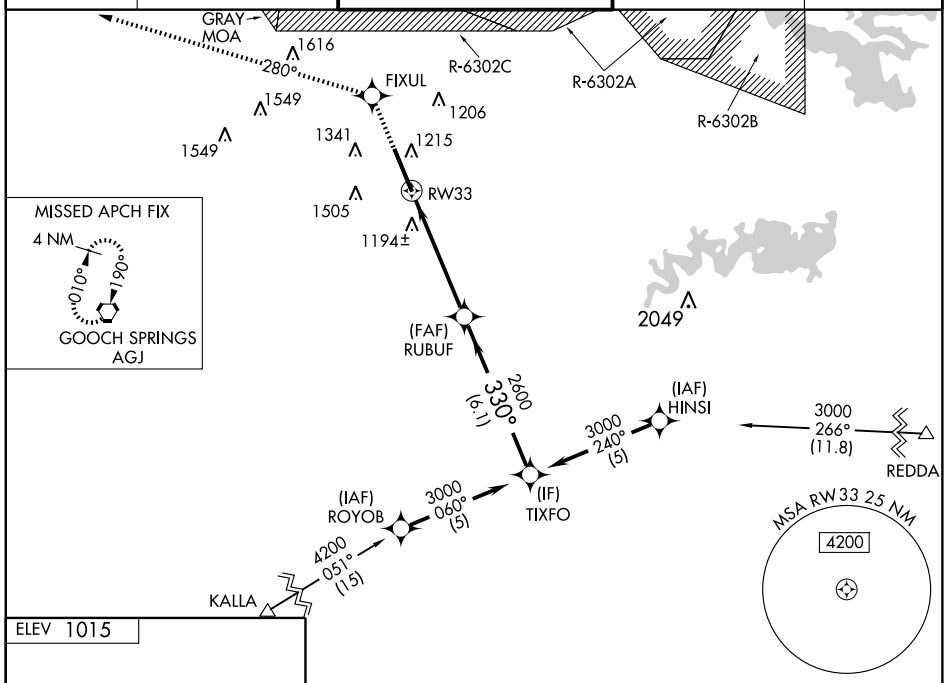
T A ASR/PAR

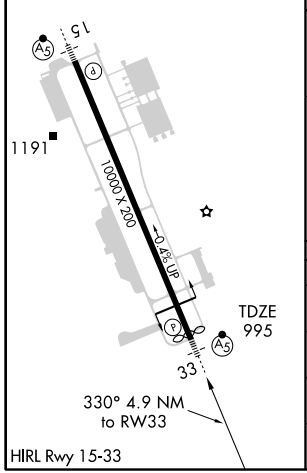
Circling NA W of Rwy 15-33. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E visibility to ¼ mile and LNAV/VNAV and LNAV Cat E visibility ½ mile.

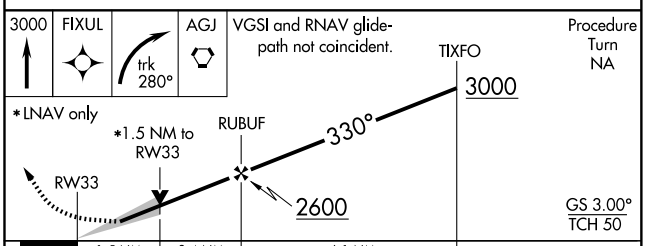
MALSR

MISSED APPROACH: Climb to 3000 direct FIXUL and via track 280° to AGJ VORTAC and hold.

| ATIS | GRAY APP CON | GRAY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 | 120.075 323.15 | 120.75 285.5 | 126.2 279.5 | 121.8 251.1 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 1195-½ 200 (200-½) | | | | |
| LNAV/ VNAV DA | 1552-1½ 537 (600-1½) | | | | |
| LNAV MDA | 1460-½ 465 (500-½) | | 1460-¾ 465 (500-¾) | 1460-1 465 (500-1) | 1460-1¼ 465 (500-1¼) |
| CIRCLING | 1540-1 525 (600-1) | | 1560-1½ 545 (600-1½) | 1580-2 565 (600-2) | 1740-2½ 725 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VOR/DME GRK | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.8 | 333° | TDZE | N/A |
| Chan 55 | | Apt Elev | 1015 |

# VOR-A

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

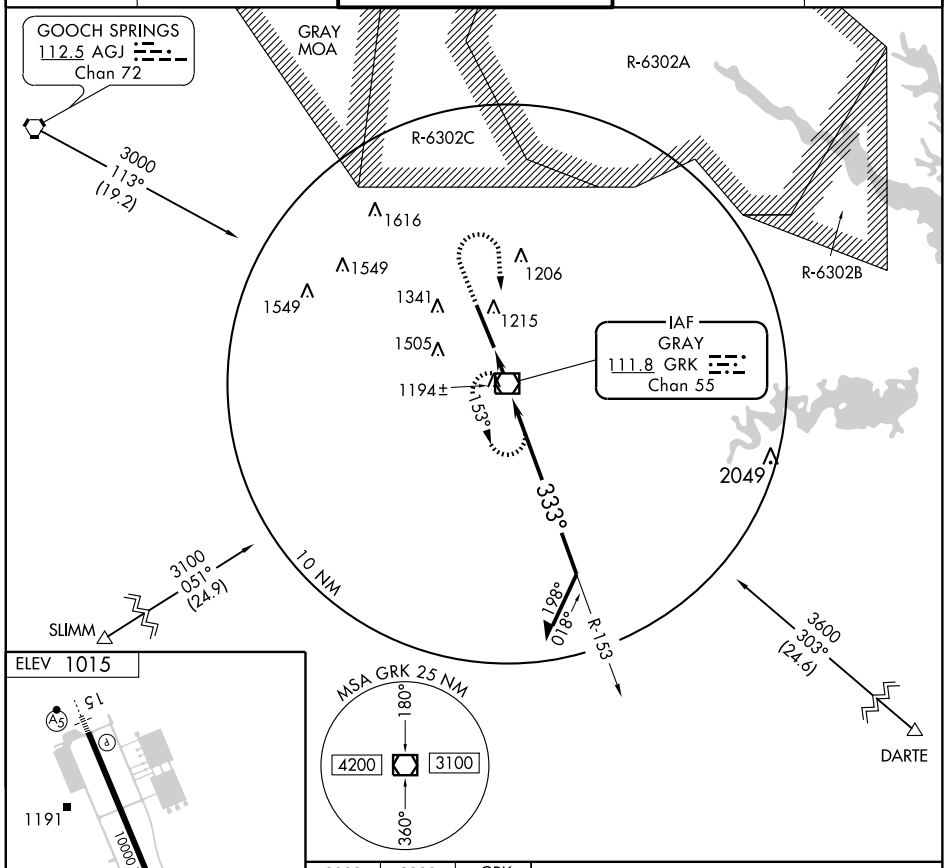
NA
ASR/PAR

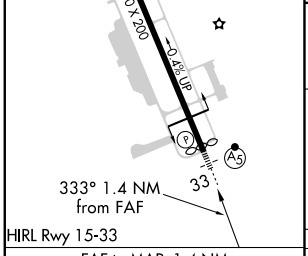
Circling NA W of Rwy 15-33.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct GRK VOR/DME and hold.

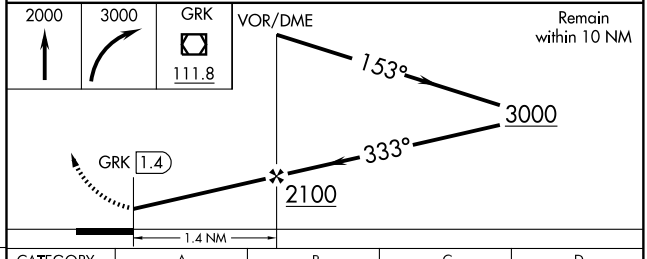
| ATIS | GRAY APP CON | GRAY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 | 120.075 323.15 | 120.75 285.5 | 126.2 279.5 | 121.8 251.1 |










| FAF to MAP 1.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:24 | 0:56 | 0:42 | 0:34 | 0:28 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1540-1 | 525 (600-1) | 1560-1½ 545 (600-1½) | 1580-2 565 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

FORT HOOD/KILLEEN, TEXAS

AL-906 (FAA)

09351

| VOR/DME GRK | APP CRS | Rwy Idg | 10000 |
|---|---|---|---|
| 111.8 | 152° | TDZE | 1015 |
| Chan 55 | | Apt Elev | 1015 |

# VOR/DME RWY 15

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

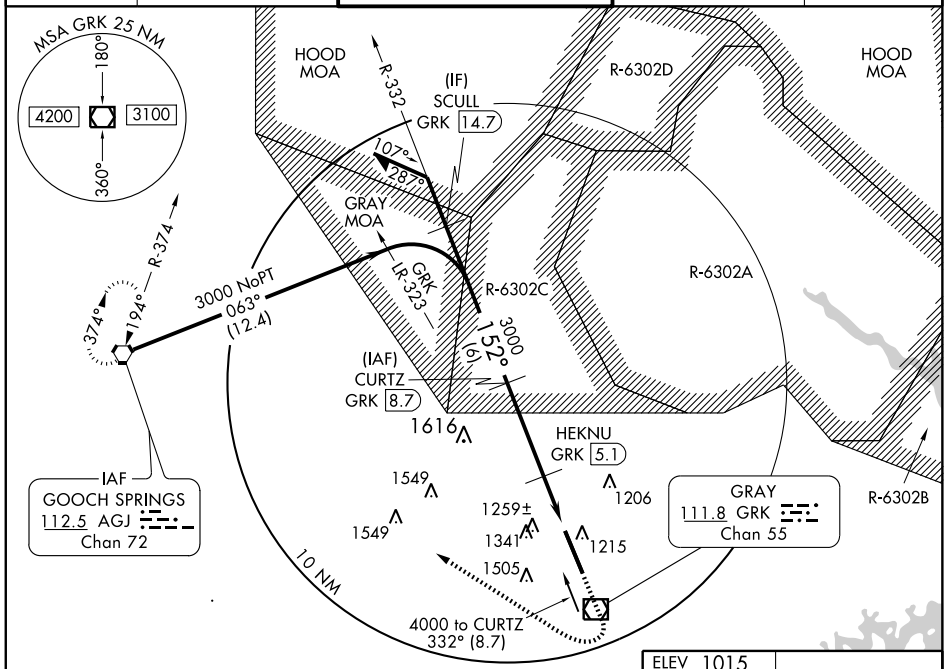
T NA ASR/PAR

Circling NA W of Rwy 15-33. For inoperative MALSR, increase S-15 Cat E visibility ½ mile.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

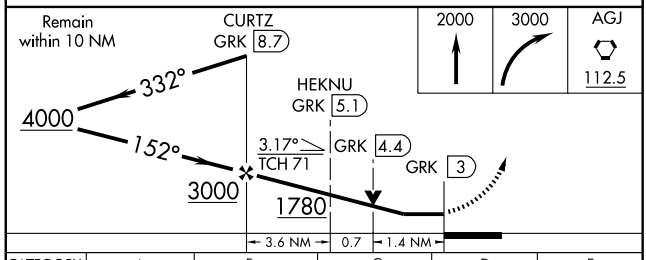
| ATIS | GRAY APP CON | GRAY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.9 | 120.075 323.15 | 120.75 285.5 | 126.2 279.5 | 121.8 251.1 |

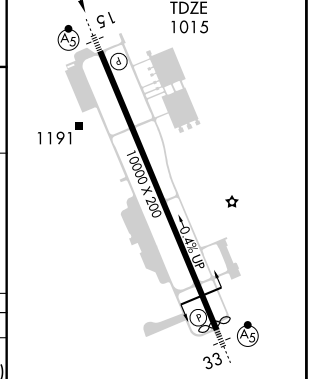



1616±

## RADAR REQUIRED

Cat E procedure turn not authorized.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-15 | 1520/24 | 505 (600-½) | 1520/50 | 505 (600-1) | 1520/60 505 (600-1¼) |
| CIRCLING | 1540-1 | 525 (600-1) | 1560-1½ 545 (600-1½) | 1580-2 565 (600-2) | 1740-2½ 725 (800-2½) |

HIRL Rwy 15-33

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 7508 |
|---|---|---|---|
| CH 78014 | 117° | TDZE | 3002 |
| W12A | | Apt Elev | 3011 |

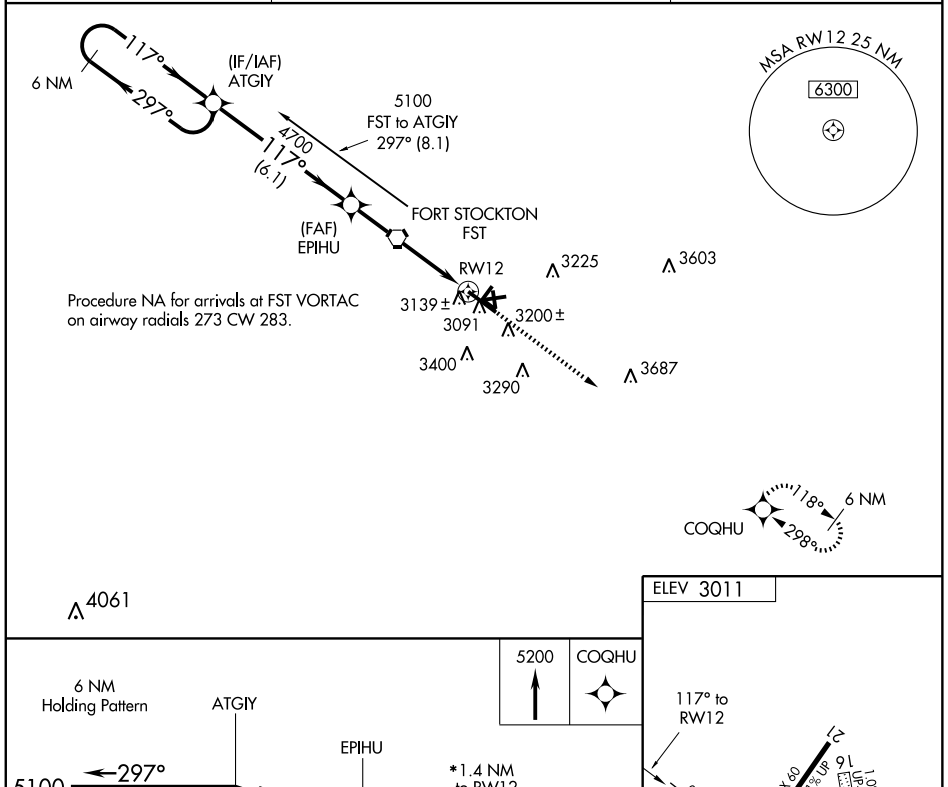
# RNAV (GPS) RWY 12

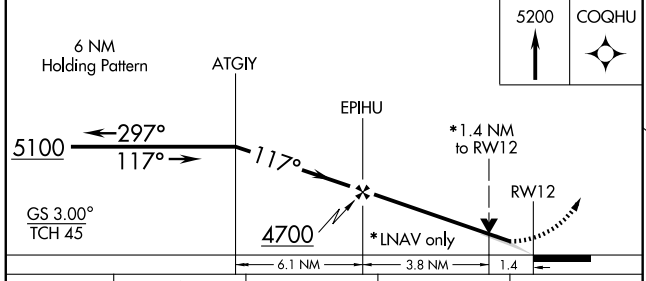
## FORT STOCKTON-PECOS COUNTY (FST)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all DA 152 feet and all MDA 160 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Pecos altimeter setting. Circling to Rwy 11-29, 7-25, 16-34 NA. Circling to Rwy 30 NA at night.

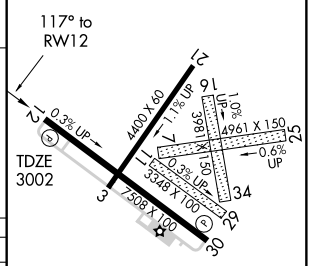
MISSED APPROACH: Climb to 5200 direct COQHU and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.525 | 135.875 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3252-1 250 (300-1) | | | |
| LNAV/VNAV DA | 3409-1½ 407 (400-1½) | | | |
| LNAV MDA | 3480-1 478 (500-1) | | 3480-1¼ 478 (500-1¼) | 3480-1½ 478 (500-1½) |
| CIRCLING | 3540-1 529 (600-1) | | 3600-1½ 589 (600-1½) | 3760-2½ 749 (800-2½) |




MIRL Rwys 3-21 and 12-30 L

| APP CRS | Rwy Idg | 7508 |
|---|---|---|
| 298° | TDZE | 3011 |
| | Apt Elev | 3011 |

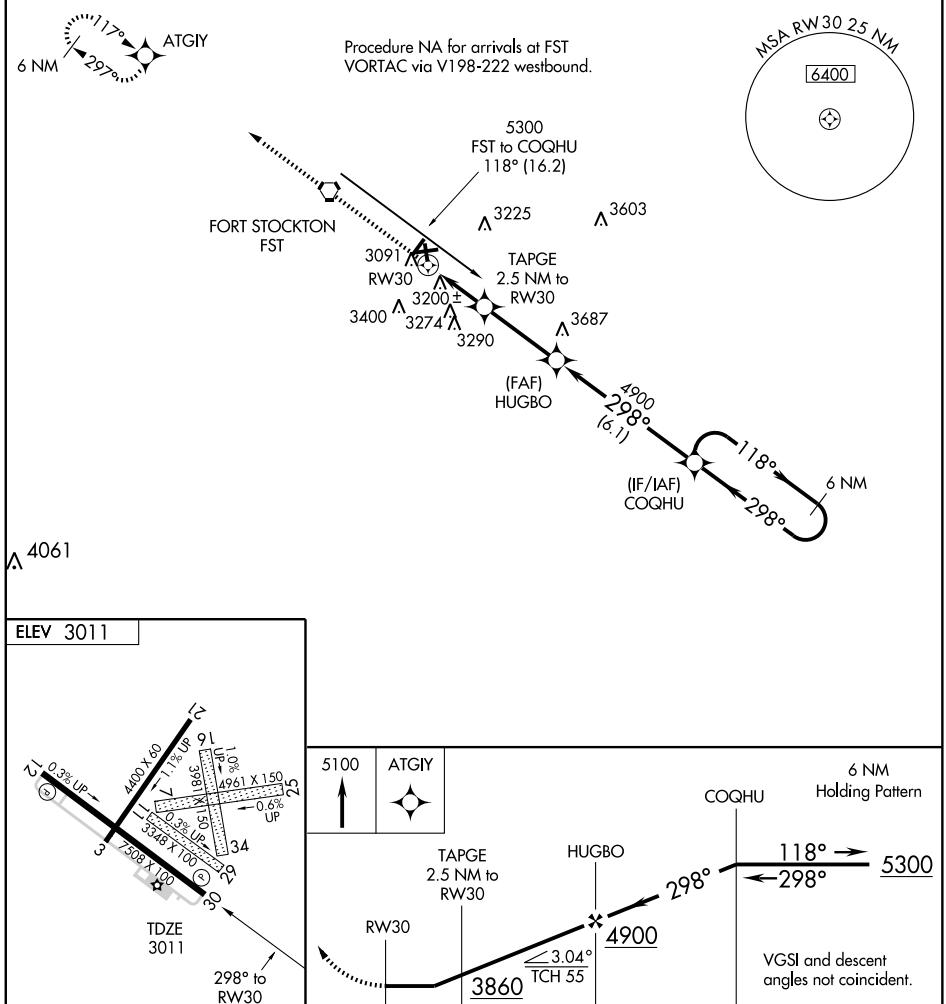
# RNAV (GPS) RWY 30

FORT STOCKTON-PECOS COUNTY (FST)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 160 feet, increase LNAV Cat C/D visibility ½ mile, Circling Cat C visibility ¾ mile, Cat D visibility ½ mile. Circling to Rwy 11-29, 7-25, 16-34 NA. Procedure NA at night.

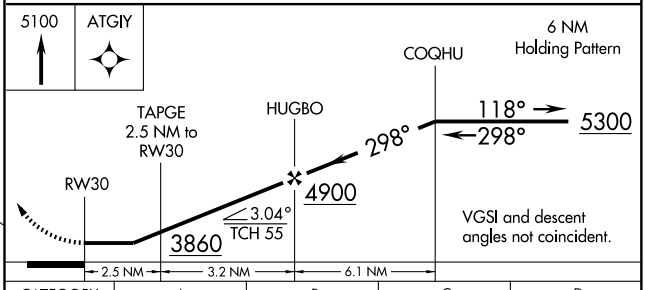
MISSED APPROACH: Climb to 5100 direct ATGIY and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.525 | 135.875 292.15 | 122.8 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3500-1 | 489 (500-1) | 3500-1¼ 489 (500-1¼) | 3500-1½ 489 (500-1½) |
| CIRCLING | 3540-1 | 529 (600-1) | 3600-1½ 589 (600-1½) | 3760-2½ 749 (800-2½) |

MIRL Rwys 3-21 and 12-30 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC FST | APP CRS | Rwy Idg | 7508 |
|---|---|---|---|
| 116.9 | 296° | TDZE | 3011 |
| Chan 116 | | Apt Elev | 3011 |

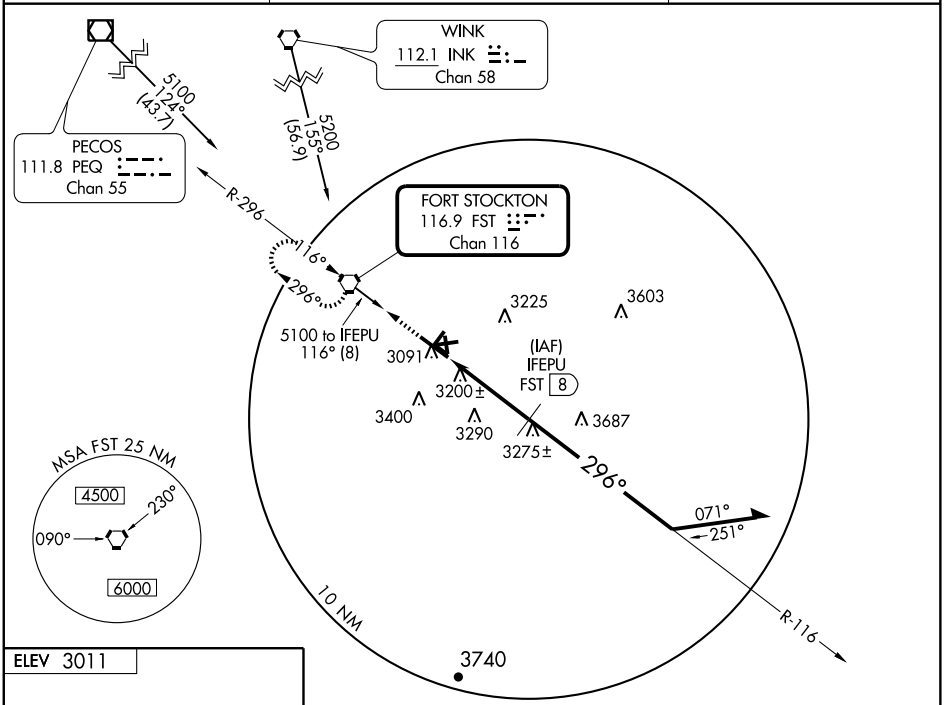
# VOR/DME RWY 30

## FORT STOCKTON-PECOS COUNTY (FST)

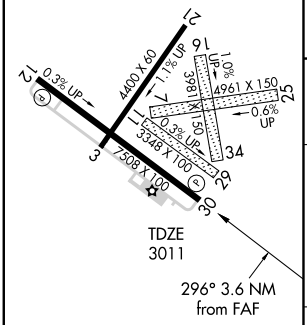
NA

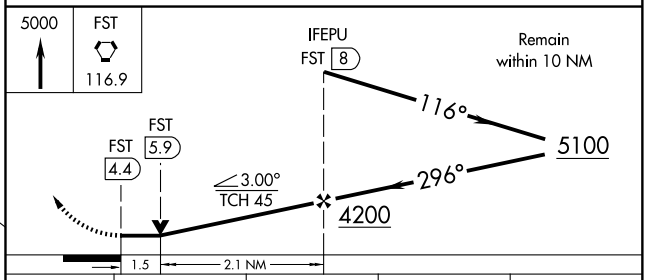
MISSED APPROACH: Climb to 5000 direct FST VORTAC and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.525 | 135.875 292.15 | 122.8 (CTAF) L |




ELEV 3011




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 3540-1 | 529 (600-1) | 3540-1½ 529 (600-1½) | 3540-1¾ 529 (600-1¾) |
| CIRCLING | 3540-1 | 529 (600-1) | 3540-1½ 529 (600-1½) | 3760-2½ 749 (800-2½) |

MIRL Rwys 3-21 and 12-30 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC FST 116.9 Chan 116 | APP CRS 116° | Rwy Idg 7508 TDZE 3002 Apt Elev 3011 |
|---|---|---|

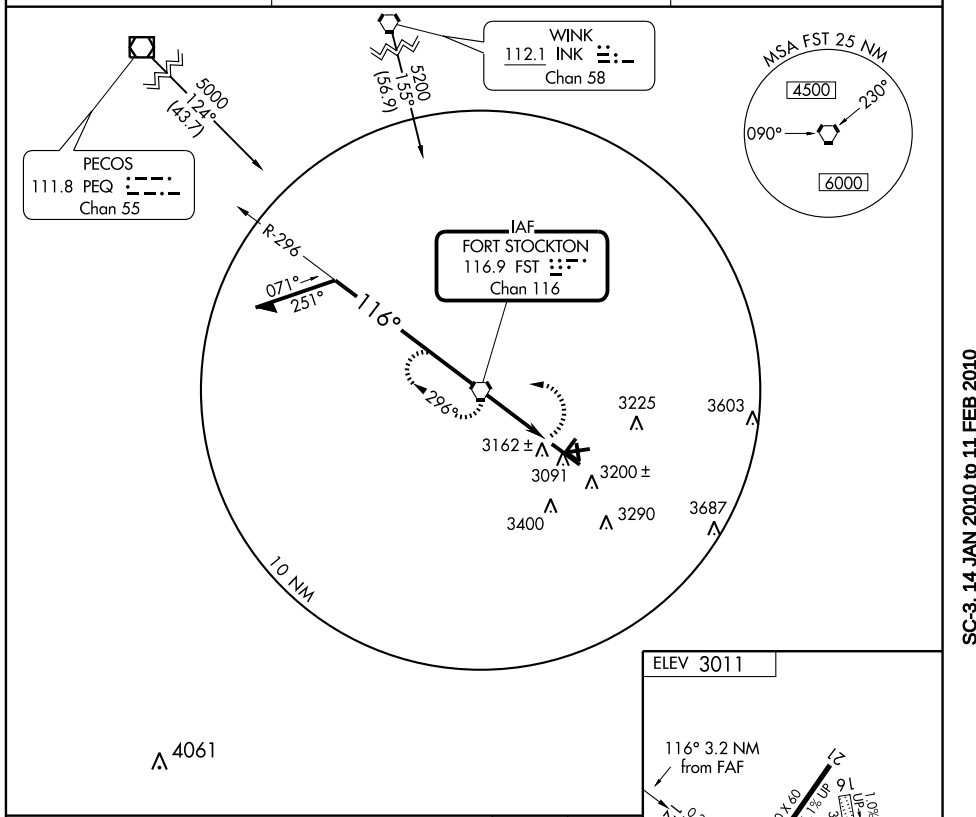
# VOR RWY 12

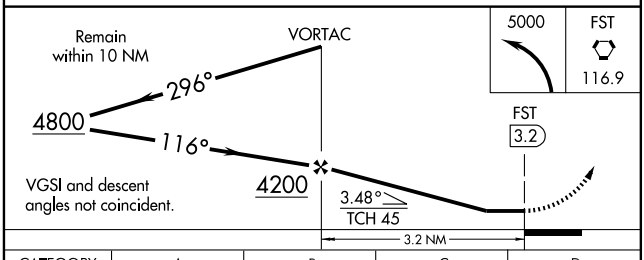
## FORT STOCKTON-PECOS COUNTY (FST)

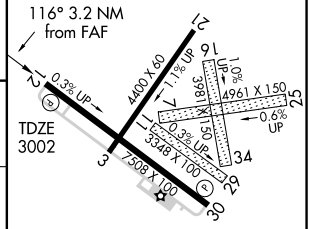
NA

MISSED APPROACH: Climbing left turn to 5000 direct FST VORTAC and hold.

| ASOS | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.525 | 135.875 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 3500-1 | 498 (500-1) | 3500-1¼ 498 (500-1¼) | 3500-1½ 498 (500-1½) |
| CIRCLING | 3540-1 | 529 (600-1) | 3540-1½ 529 (600-1½) | 3760-2½ 749 (800-2½) |

MIRL Rwys 3-21 and 12-30 L

| FAF to MAP 3.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3700 |
|---|---|---|
| 165° | TDZE | 873 |
| | Apt Elev | 873 |

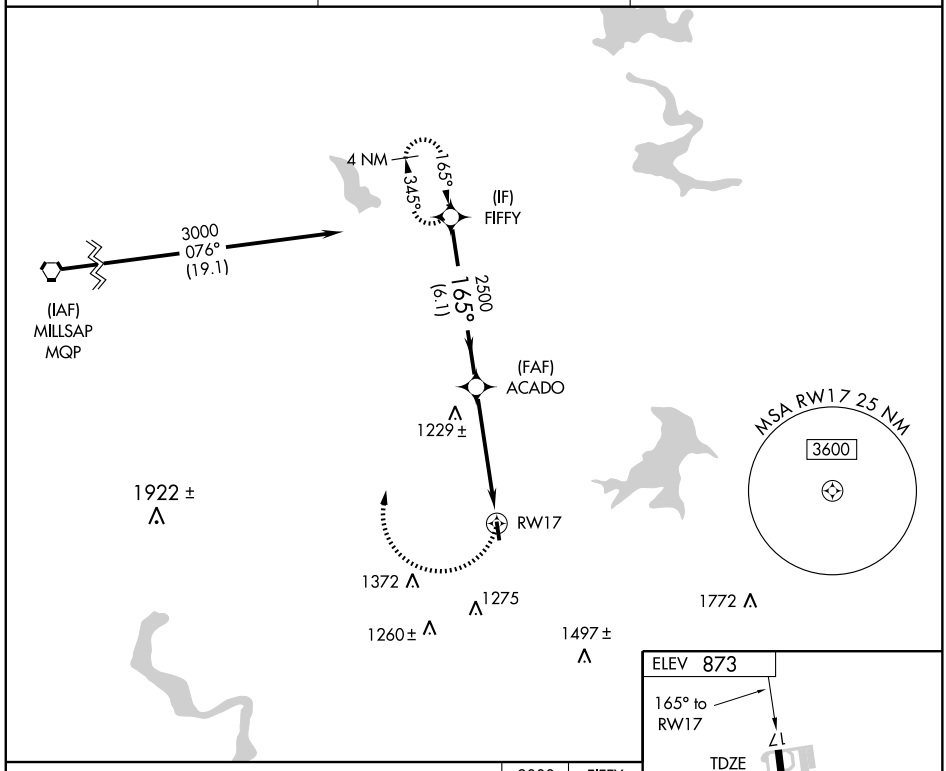
# RNAV (GPS) RWY 17

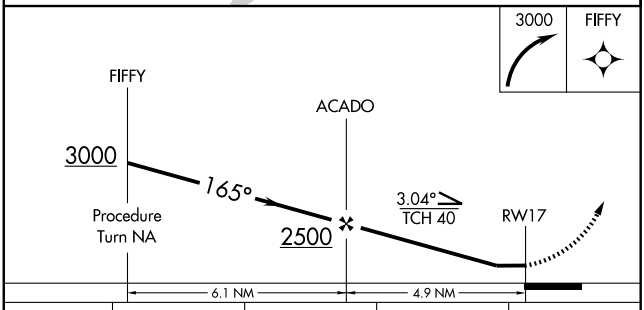
FORT WORTH/BOURLAND FIELD (5ØF)

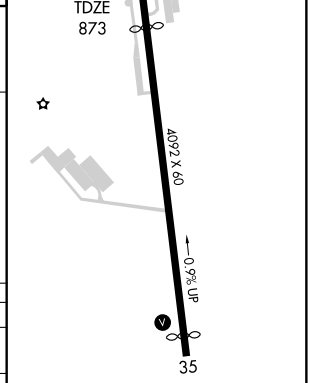
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Cleburne altimeter setting, when not received, use Fort Worth Meacham Intl altimeter setting and increase all MDA 40 feet, increase LNAV and circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct FIFFY and hold.

| CLEBURNE AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| 119.525 | 135.975 379.9 | 123.0 (CTAF) L |




MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1520-1 | 647 (700-1) | 1520-1¾ 647 (700-1¾) | NA |
| CIRCLING | 1580-1 | 707 (800-1) | 1600-2 727 (800-2) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 35

FORT WORTH/BOURLAND FIELD (5ØF)

| APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|
| 345° | 3832 | 866 | 873 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Cleburne altimeter setting, when not received use Fort Worth Meacham Intl altimeter setting and increase all MDA 40 feet and increase circling Cat B and C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FIFFY and hold.

| CLEBURNE AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| 119.525 | 135.975 379.9 | 123.0 (CTAF) L |

MISSED APCH FIX

4 NM 165° 345° FIFFY

1922 ±

RW35

1372

1275

1260 ±

1269 ±

1497 ±

1772

(FAF) IKITY

345° 2500 (6.1)

(IF) ADAXY

3000 326° (7.7)

(IAF) KNEAD

MSA RW35 25 NM 3600

GLEN ROSE JEN

3000 064° (21.2)

Procedure NA for arrivals at GLEN ROSE VORTAC via V18-94 westbound.

ELEV 873

17

4092 X 60

0.9% UP

TDZE 866

35

345° to RW35

MIRL Rwy 17-35 L

3000 FIFFY

VGSI and descent angles not coincident.

IKITY ADAXY

3000

345°

RW35 3.04° TCH 40

2500

Procedure Turn NA

5 NM 6.1 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1560-1 694 (700-1) | | 1560-2 694 (700-2) | NA |
| CIRCLING | 1580-1 707 (800-1) | | 1600-2 727 (800-2) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC JEN 115.0 Chan 97 | APP CRS 024° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 873 |
|---|---|---|

# VOR/DME-A

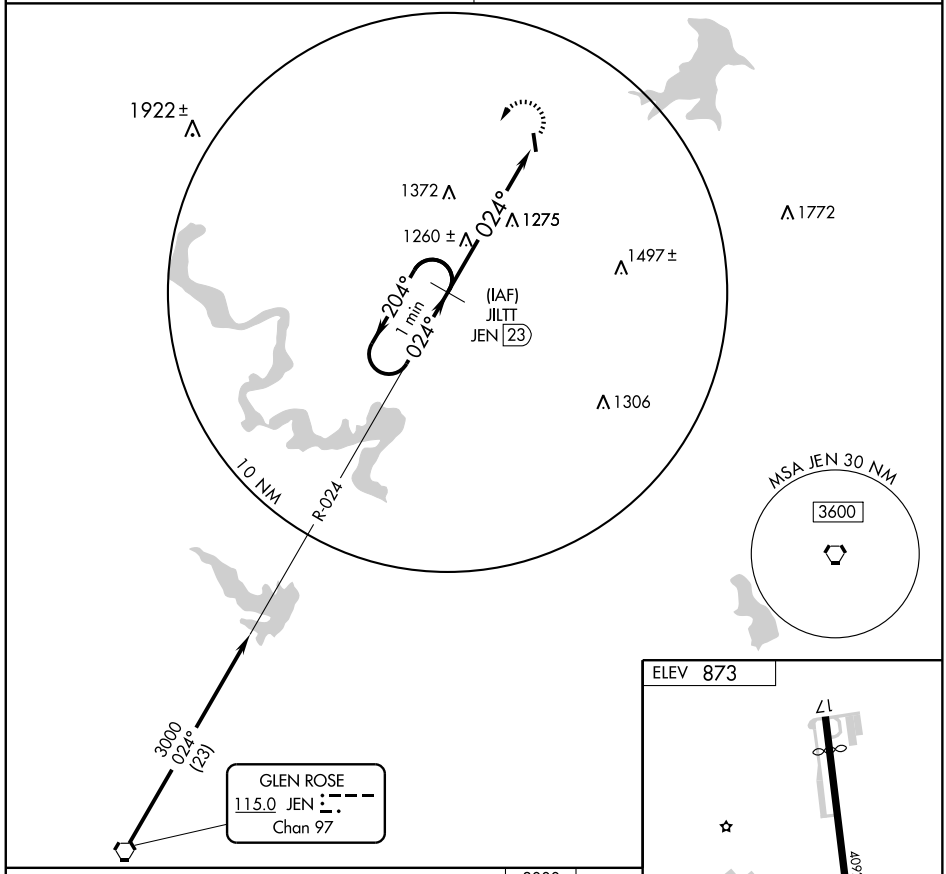
FORT WORTH/BOURLAND FIELD (50F)

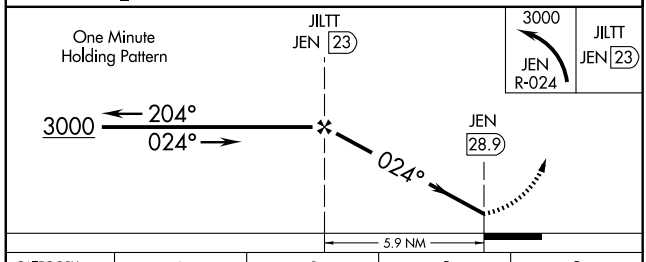
NA

Use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 via JEN R-024 to JILTT 23 DME and hold.

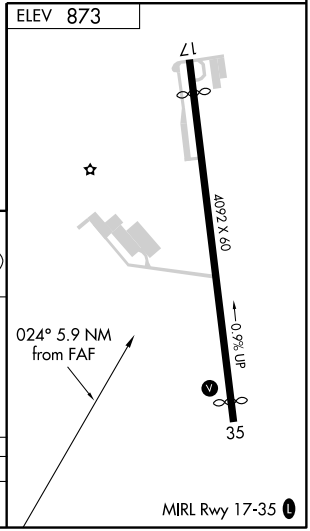
| REGIONAL APP CON | UNICOM |
|---|---|
| 135.975 379.9 | 123.0 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1740-1<br>870 (900-1) | 1740-1¼<br>870 (900-1¼) | 1740-2½<br>870 (900-2½) | NA |

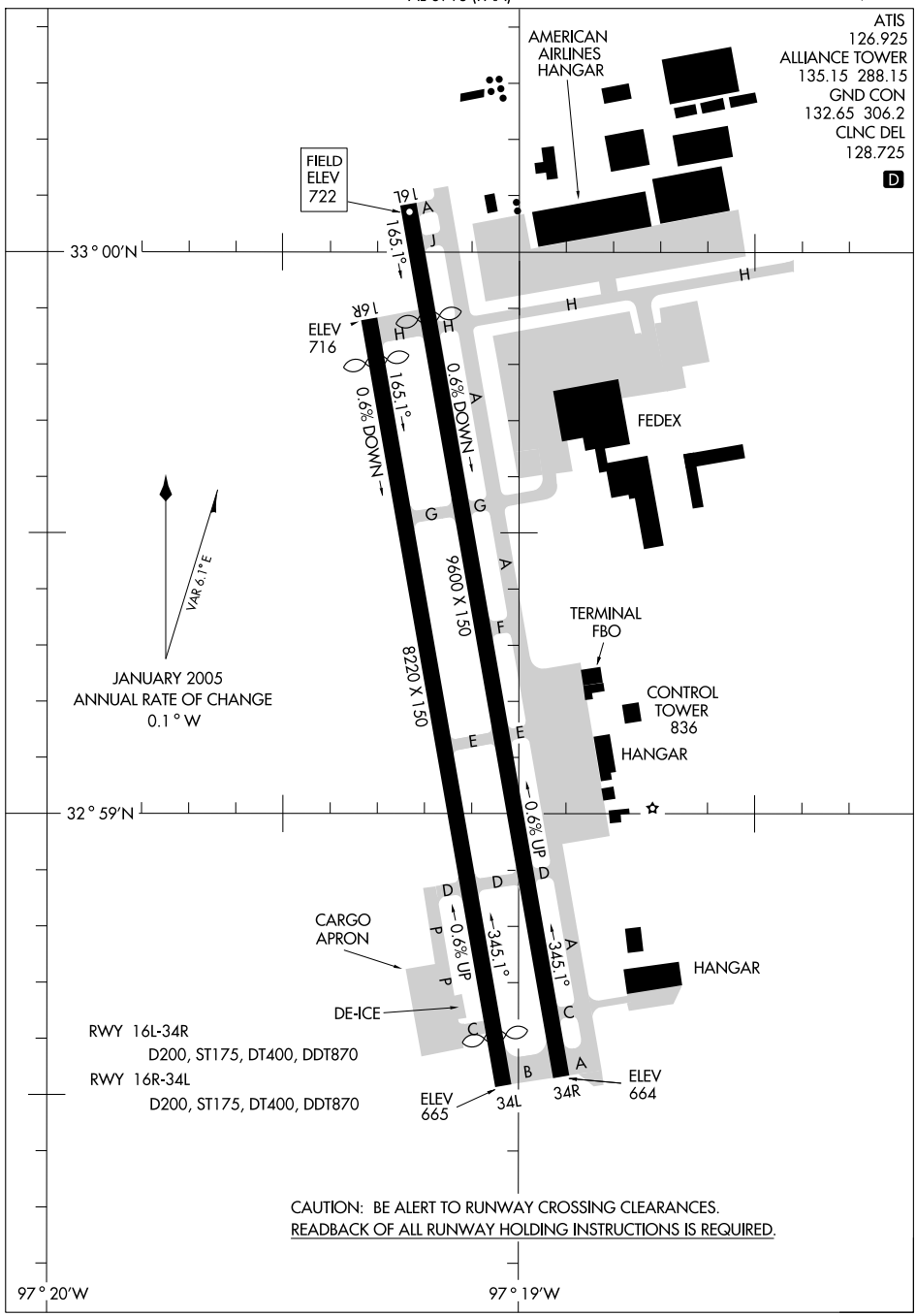
SC-2, 14 JAN 2010 to 11 FEB 2010

09071

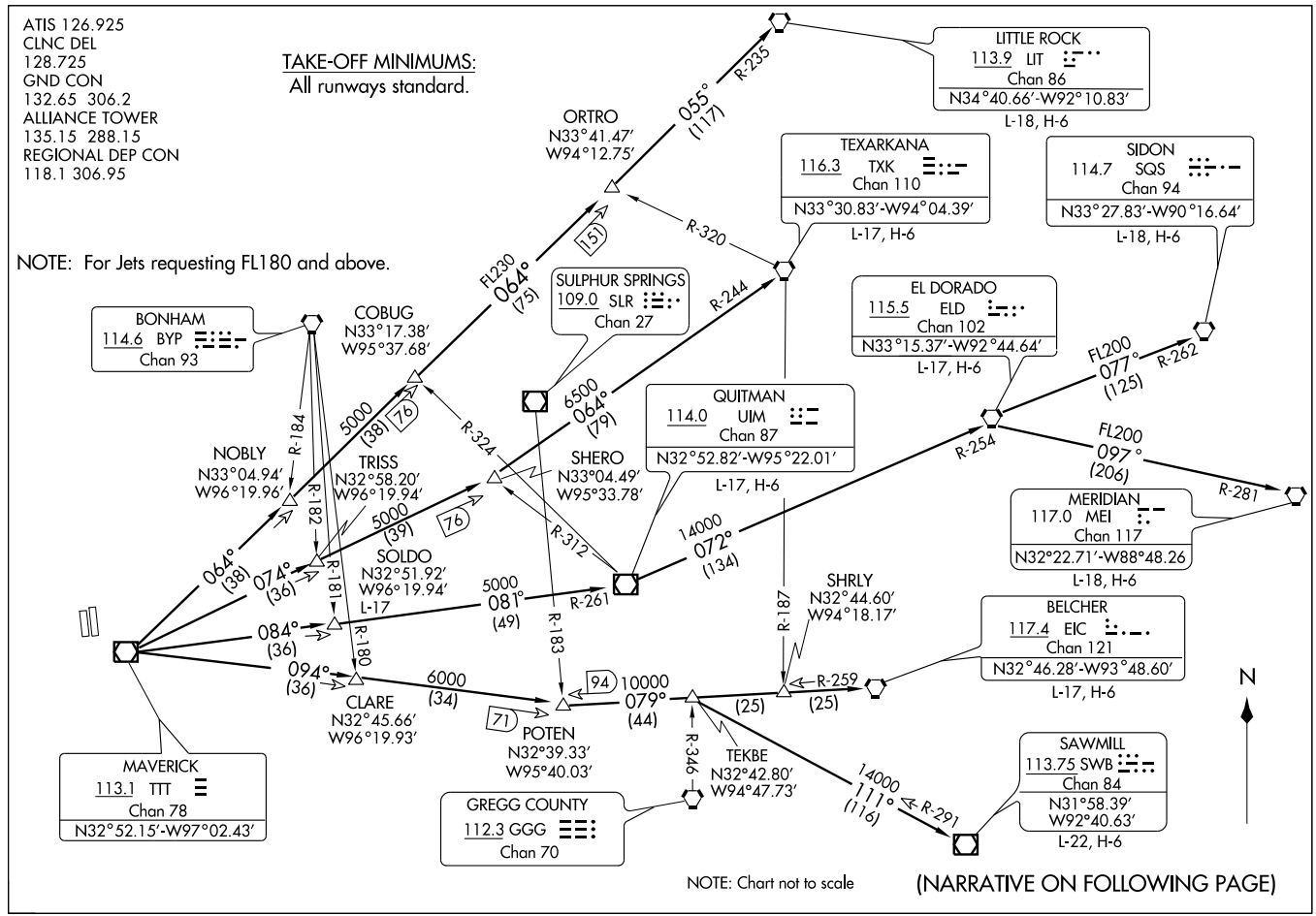
# AIRPORT DIAGRAM

AL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS




SC-2, 14 JAN 2010 to 11 FEB 2010


ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95
TAKE-OFF MINIMUMS:
All runways standard.
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
ORTRO
N33°41.47'
W94°12.75'
055° (117)
R-235
R-320
151
FL230
064° (75)
SULPHUR SPRINGS
109.0 SLR
Chan 27
R-244
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
FL200
077° (125)
R-262
BONHAM
114.6 BYP
Chan 93
COBUG
N33°17.38'
W95°37.68'
5000 (38)
76
R-324
6500
064° (79)
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
R-254
FL200
097° (206)
R-281
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6
NOBLY
N33°04.94'
W96°19.96'
R-184
R-182
TRISS
N32°58.20'
W96°19.94'
5000 (39)
76
SHERO
N33°04.49'
W95°33.78'
R-312
14000
072° (134)
064° (38)
074° (36)
R-181
SOLDO
N32°51.92'
W96°19.94'
L-17
5000
081° (49)
R-261
R-183
R-187
SHRLY
N32°44.60'
W94°18.17'
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
084° (36)
094° (36)
R-180
6000 (34)
CLARE
N32°45.66'
W96°19.93'
94
10000
079° (44)
R-259
(25)
(25)
71
POTEN
N32°39.33'
W95°40.03'
R-346
TEKBE
N32°42.80'
W94°47.73'
14000
111° (116)
R-291
SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
GREGG COUNTY
112.3 GGG
Chan 70
N
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

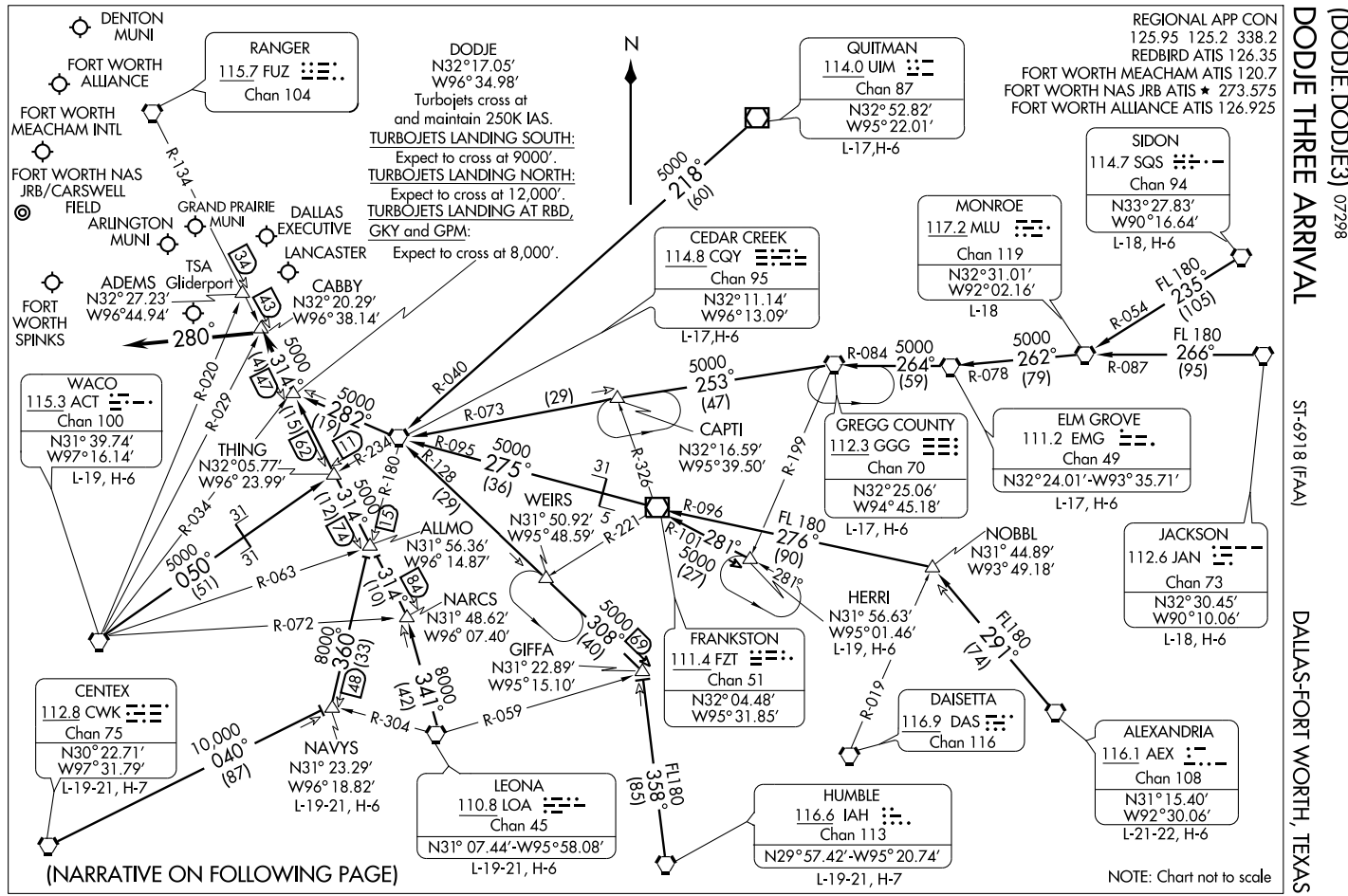
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
FL 180
266°
(95)
R-078
R-084
5000
264°
(59)
5000
253°
(47)
CAPTI
N32°16.59′
W95°39.50′
R-073
(29)
R-040
R-095
5000
275°
(36)
R-128
(29)
R-199
R-326
31
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
NOBBL
N31° 44.89′
W93° 49.18′
FL180
291°
(74)
HERRI
N31° 56.63′
W95°01.46′
L-19, H-6
R-019
DAISETTA
116.9 DAS
Chan 116
ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′
L-21-22, H-6
HUMBLE
116.6 IAH
Chan 113
N29°57.42′-W95° 20.74′
L-19-21, H-7
FL180
358°
(85)
R-059
R-304
8000
341°
(42)
8000
360°
(33)
R-072
R-063
5000
050°
(51)
R-034
31
31
5000
314°
(74)
(12)
13
R-180
R-234
R-029
R-020
5000
282°
(19)
11
5000
314°
(47)
(15)
62
43
34
280°
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95°15.10′
WEIRS
N31° 50.92′
W95° 48.59′
R-221
5
31
R-096
FL 180
276°
(90)
R-101
281°
5000
(27)
281°
5000
308°
(40)
69
314°
(10)
84
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
10,000
040°
(87)
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
148
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

# DODJE THREE ARRIVAL (DODJE.DODJE3)



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

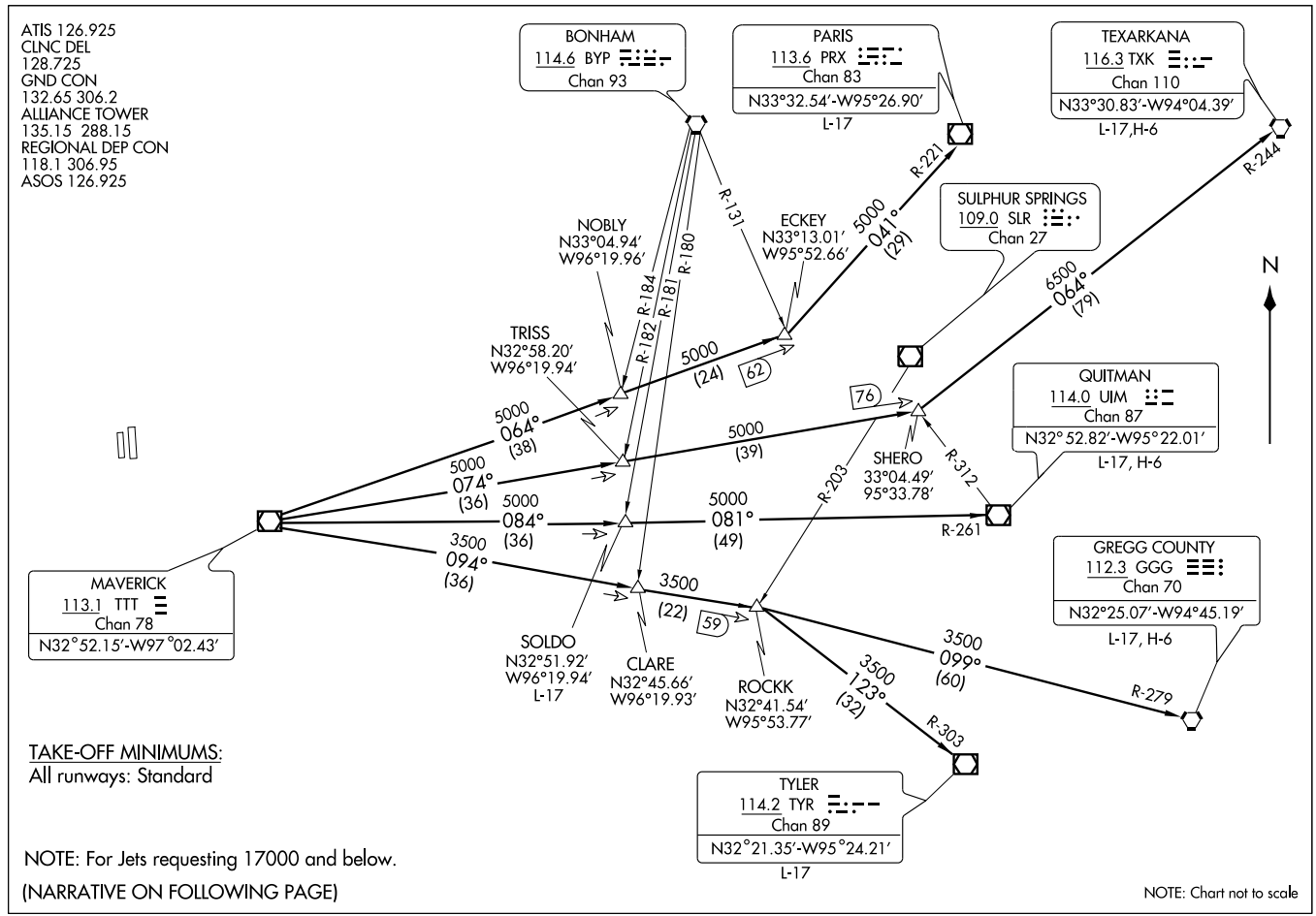
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010




(GARL3.TTT) 0935

# GARLAND THREE DEPARTURE

SI-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 14 JAN 2010 to 11 FEB 2010

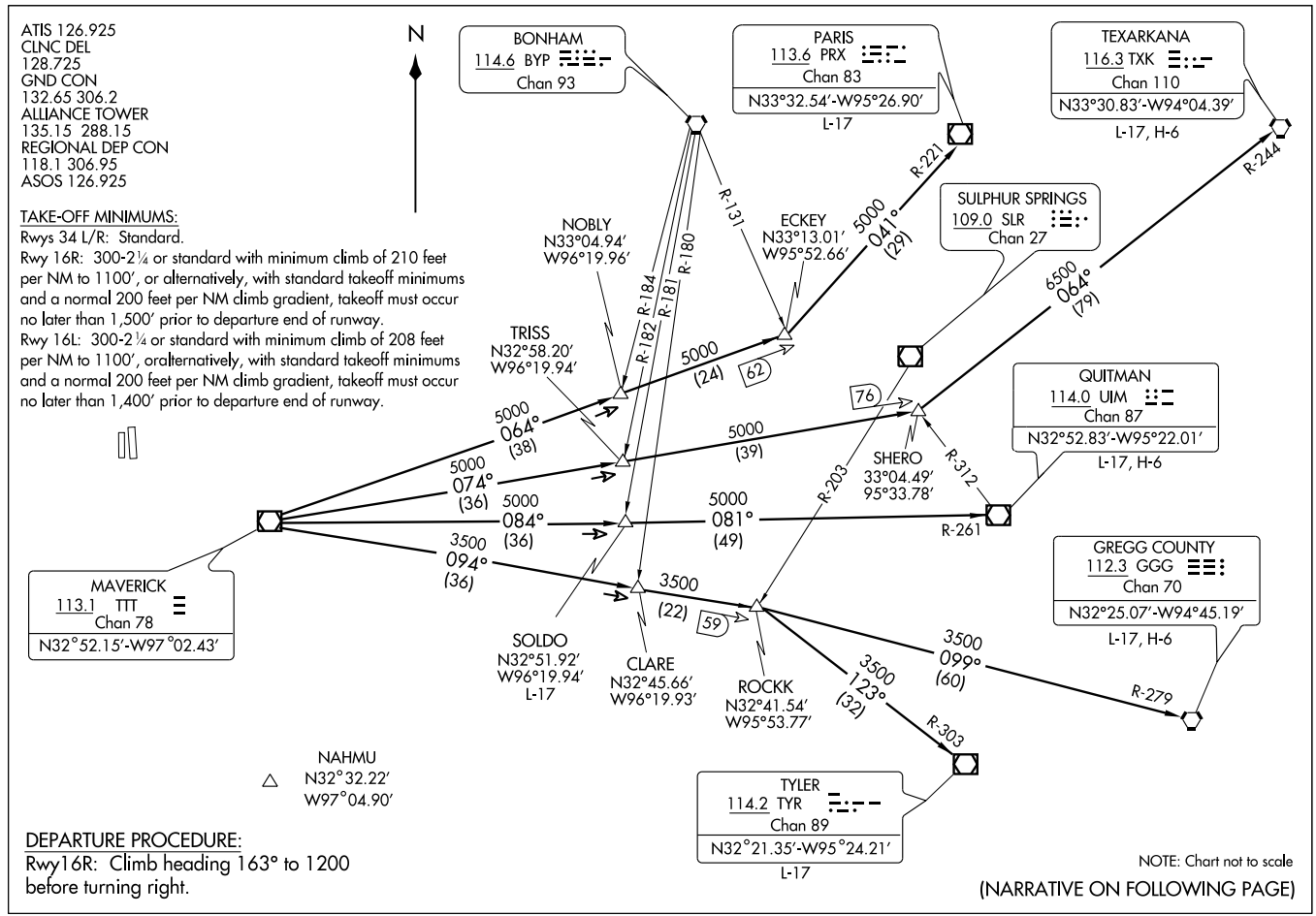
# HUBBARD SIX DEPARTURE





ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95
ASOS 126.925

TAKE-OFF MINIMUMS:
Rwys 34 L/R: Standard.
Rwy 16R: 300-2¼ or standard with minimum climb of 210 feet per NM to 1100′, or alternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1,500′ prior to departure end of runway.
Rwy 16L: 300-2¼ or standard with minimum climb of 208 feet per NM to 1100′, oralternatively, with standard takeoff minimums and a normal 200 feet per NM climb gradient, takeoff must occur no later than 1,400′ prior to departure end of runway.




DEPARTURE PROCEDURE:
Rwy16R: Climb heading 163° to 1200 before turning right.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 16R:
Fence 4' from departure end of runway, 250' right of centerline, 12'AGL/669' MSL.
Water tower 1.8 NM from departure end of runway, 2,521' right of centerline, 148' AGL/MSL. Tower 1.5 NM south of departure end of runway, 4,138' right of centerline, 203' AGL/1,002' MSL.
Rwy 16L:
Light pole 1,285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL.
Water tower 1.8 NM from departure end of runway, 3,122' right of centerline, 148' AGL/954' MSL.
Rwy 34L:
Fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL.
Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL.
Rwy 34R:
Antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

FORT WORTH, TEXAS

AL-6918 (FAA)

| LOC I-UPE | APP CRS | Rwy 16L Idg | 8210 | Rwy 16R Idg | 7118 |
|---|---|---|---|---|---|
| 110.15 | 163° | TDZE | 715 | TDZE | 714 |
| Chan 38 (Y) | | Apt Elev | 722 | Apt Elev | 722 |

# ILS or LOC RWY 16L

## FORT WORTH ALLIANCE (AFW)

Circling not authorized east of runway 16L-34R.
For inperative ALSF-2, increase S-ILS-16L Cat E visibility to RVR 4000, increase S-LOC-16L Cat E visibility to 1½.

ALSF2 Rwy 16L

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

| ATIS | ASOS | REGIONAL APP CON | ALLIANCE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 126.925 | 126.925 | 118.1 306.95 | 135.15 288.15 | 132.65 306.2 | 128.725 |

DME or RADAR REQUIRED

IAF BOWIE 112.4 UKW Chan 71

4000 126° (31.6)

343°

OBLON FUZ 24

1487

123° 303° R-033

117.7 MQP Chan 124

R-303

ARGUE UKW 31.6 I-UPE 12.5 /RADAR

163° (6) 2400

WIGZU I-UPE 6.5 /RADAR

MSA FUZ 25 NM

2700

3500

050° 310°

10 NM

993

843 MM

IM

LOCALIZER 110.15 I-UPE Chan 38 (Y)

958 877 1049

1039

1049±

RANGER 115.7 FUZ Chan 104

SC-2, 14 JAN 2010 to 11 FEB 2010

ELEV 722 D

163° 5 NM from FAF

729

TDZE 715

19L 16R

840

0.6% DOWN

9600 X 150

8220 X 150

TDZE 714

836

0.6% UP

34L 34R

TDZ/CL Rwys 16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

ARGUE UKW 31.6 I-UPE 12.5 /RADAR

WIGZU I-UPE 6.5 /RADAR

4000

Procedure Turn NA

GS 3.00° TCH 58

163°

2400

2400

MM

I-UPE 1.4

IM

6 NM 4.5 NM 0.4 0.1

| 1200 | 3000 | OBLON |
|---|---|---|
| | HDG 330° FUZ R-303 | FUZ 24 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 16L | 915/18 200 (200-½) | | | | |
| S-LOC 16L | 1120/24 405 (400-½) | | 1120/40 405 (400-¾) | | 1120/50 405 (400-1) |
| CIRCLING | 1200-1 478 (500-1) | 1260-1 538 (600-1) | 1320-1½ 598 (600-1½) | 1380-2 658 (700-2) | 1380-2¼ 658 (700-2¼) |
| SIDESTEP 16R | 1120-1 406 (400-1) | | 1120-1½ 406 (400-1½) | 1120-2 406 (400-2) | 1120-2¼ 406 (400-2¼) |

FORT WORTH, TEXAS AL-6918 (FAA)

| LOC I-JVX | APP CRS | Rwy 34R Idg | TDZE | Apt Elev | Rwy 34L Idg | TDZE | Apt Elev |
|---|---|---|---|---|---|---|---|
| 110.15 Chan 38 (Y) | 343° | 8516 | 681 | 722 | 8220 | 686 | 722 |

# ILS or LOC RWY 34R
## FORT WORTH ALLIANCE (AFW)

Circling NA east of runway 16L-34R. Inoperative table does not apply to S-ILS 34R, all Cats. For inoperative MALSR, increase S-LOC 34R Cats A and B to RVR 5000, Cat E visibility to 1½.

MALSR Rwy 34R

MISSED APPROACH: Climb to 1200, then climbing left turn to 3000 via heading 210° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

| ATIS | ASOS | REGIONAL APP CON | ALLIANCE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 126.925 | 126.925 | 118.1 306.95 | 135.15 288.15 | 132.65 306.2 | 128.725 |

RADAR REQUIRED

1487
123°
303°
R-033
OBLON
FUZ 24
R-303
117.7 MQP
Chan 124
993
843
LOCALIZER 110.15
I-JVX
Chan 38 (Y)
958
877
1049
1039
1049±
RANGER
115.7 FUZ
Chan 104
MSA FUZ 25 NM
2700
050°
310°
3500
ERPIF INT
I-JVX 4.8
2300
343°
(6)
(IAF)
UCCOL
I-JVX 10.8
163°
10 NM

ELEV 722 D

729
840
16L
16R
0.6% DOWN
8220 X 150
836
TDZE 686
TDZE 681
0.6% UP
34L
34R
343°
4.9 NM from FAF

TDZ/CL Rwys 16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| 1200 | 3000 | OBLON |
|---|---|---|
| | HDG 210° FUZ R-303 | FUZ 24 |

ERPIF I-JVX 4.8
2300
343°
2300
UCCOL I-JVX 10.8
3000
GS 3.00°
TCH 47
4.9 NM
6 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 34R | 881/40 200 (200-¾) | | | | |
| S-LOC 34R | 1140/40 459 (500-¾) | | | 1140/50 459 (500-1) | |
| CIRCLING | 1200-1 478 (500-1) | 1260-1 538 (600-1) | 1320-1½ 598 (600-1½) | 1380-2 658 (700-2) | 1380-2¼ 658 (700-2¼) |
| SIDESTEP 34L | 1140-1 459 (500-1) | | 1140-1½ 459 (500-1½) | 1140-2 459 (500-2) | 1140-2¼ 459 (500-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

FORT WORTH, TEXAS

AL-6918 (FAA)

# ILS RWY 16L (CAT II)

FORT WORTH ALLIANCE (AFW)

| LOC I-UPE | APP CRS | Rwy Idg | 8210 |
|---|---|---|---|
| 110.15 | 163° | TDZE | 715 |
| Chan 38 (Y) | | Apt Elev | 722 |

Circling not authorized east of runway 16L-34R.

ALSF2

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

| ATIS | ASOS | REGIONAL APP CON | ALLIANCE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 126.925 | 126.925 | 118.1 306.95 | 135.15 288.15 | 132.65 306.2 | 128.725 |

## DME or RADAR REQUIRED

IAF BOWIE
112.4 UKW
Chan 71

4000
126°
(31.6)

343°

OBLON
FUZ 24

1487

123°
303°

R-033

117.7 MQP
Chan 124

R-303

ARGUE
UKW 31.6
I-UPE 12.5 /RADAR

2400
(6)
163°

WIGZU
I-UPE 6.5 /RADAR

993
MM
843
IM

LOCALIZER 110.15
I-UPE
Chan 38 (Y)

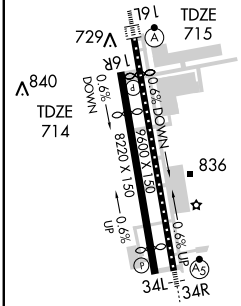
958
877
1049
1039
1049 ±

10 NM

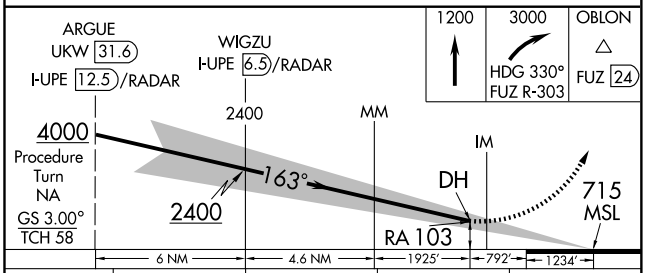
MSA FUZ 25 NM
2700
3500
050°
310°

RANGER
115.7 FUZ
Chan 104

ELEV 722 D




TDZ/CL Rwys
16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | RA 103/12 100 DA 815 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 14 JAN 2010 to 11 FEB 2010

FORT WORTH, TEXAS

AL-6918 (FAA)

# ILS RWY 16L (CAT III)

## FORT WORTH ALLIANCE (AFW)

| LOC I-UPE | APP CRS | Rwy Idg | 8210 |
|---|---|---|---|
| 110.15 | 163° | TDZE | 715 |
| Chan 38 (Y) | | Apt Elev | 722 |

Circling not authorized east of runway 16L-34R.

ALSF2

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 via heading 330° and FUZ VORTAC R-303 to OBLON Int/FUZ 24 DME and hold.

| ATIS | ASOS | REGIONAL APP CON | ALLIANCE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 126.925 | 126.925 | 118.1 306.95 | 135.15 288.15 | 132.65 306.2 | 128.725 |

DME or RADAR REQUIRED

IAF
BOWIE
112.4 UKW
Chan 71

4000
126°
(31.6)

343°

OBLON
FUZ 24

1487

123°
303°

R-033
117.7 MQP
Chan 124

R-303

ARGUE
UKW 31.6
I-UPE 12.5 /RADAR

163°
16
2400

WIGZU
I-UPE 6.5 /RADAR

MSA FUZ 25 NM
2700
3500
050°
310°

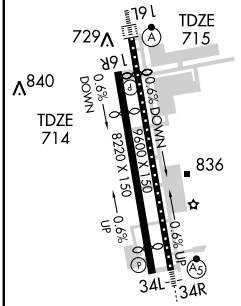
10 NM

993
843
MM
IM
958
877
1049
1039
1049 ±

LOCALIZER 110.15
I-UPE
Chan 38 (Y)

RANGER
115.7 FUZ
Chan 104

ELEV 722 D




TDZ/CL Rwys
16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L

| 1200 | 3000 | OBLON |
|---|---|---|
| | FUZ R-303 | FUZ 24 |

ARGUE
UKW 31.6
I-UPE 12.5 /RADAR

WIGZU
I-UPE 6.5 /RADAR

4000
Procedure
Turn
NA
GS 3.00°
TCH 58

2400

2400
MM
916
163°
IM
814
715
MSL

6 NM | 4.6 NM | 1927′ | 779′ | 1234′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 16L | CAT IIIa RVR 07 | | | |
| S-ILS 16L | CAT IIIb RVR 06 | | | |
| S-ILS 16L | CAT IIIc NA | | | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-2, 14 JAN 2010 to 11 FEB 2010

# JOE POOL FOUR DEPARTURE

SL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

TAKE-OFF MINIMUMS:

Rwys 34L, 34R: Standard.

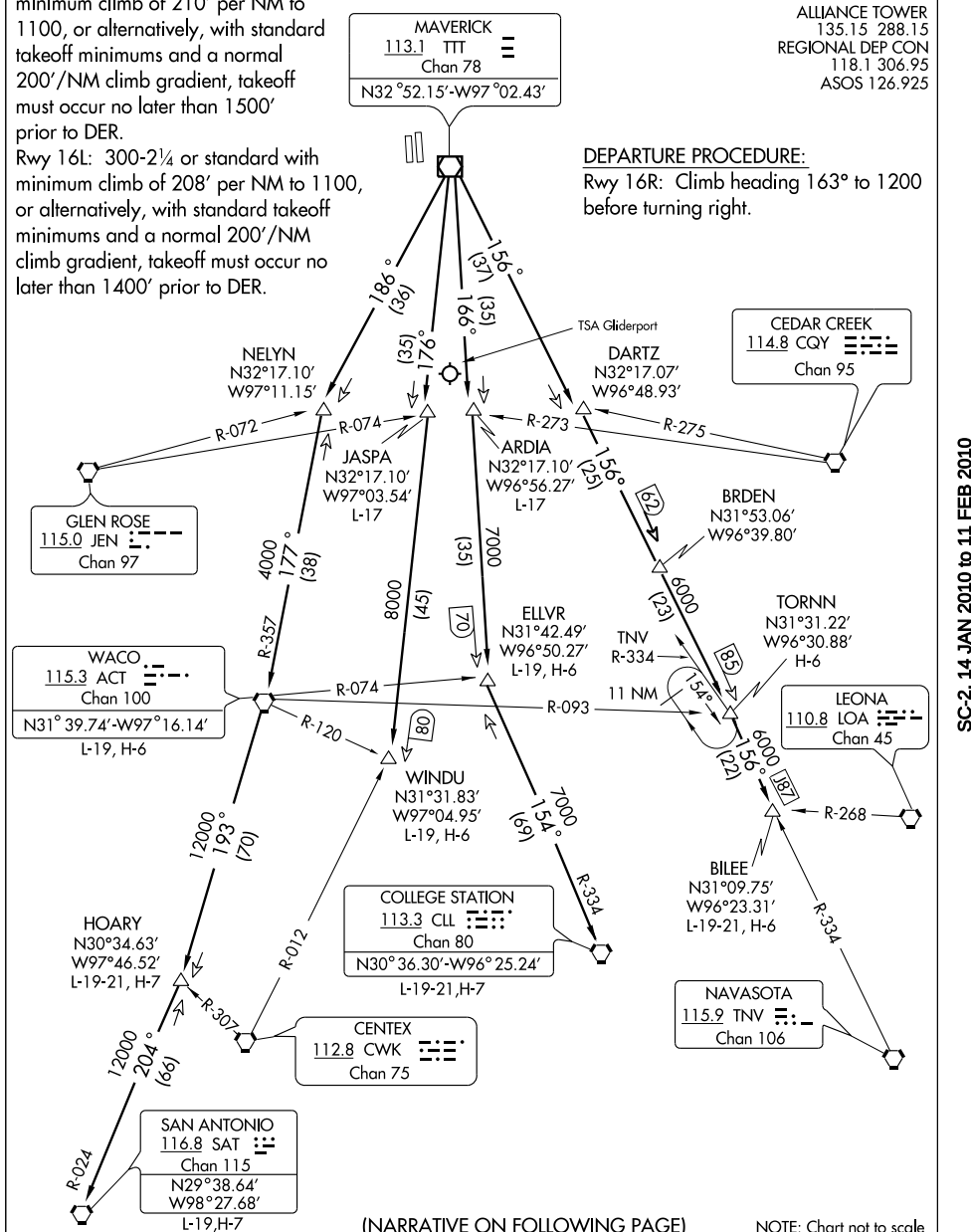
Rwy 16R: 300-2¼ or standard with minimum climb of 210′ per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1500′ prior to DER.

Rwy 16L: 300-2¼ or standard with minimum climb of 208′ per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ prior to DER.

ATIS 126.925
CLNC DEL 128.725
GND CON 132.65 306.2
ALLIANCE TOWER 135.15 288.15
REGIONAL DEP CON 118.1 306.95
ASOS 126.925

DEPARTURE PROCEDURE:

Rwy 16R: Climb heading 163° to 1200 before turning right.




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

TAKE-OFF OBSTACLES:

Rwy 16R: Fence 4′ from DER, 250′ right of centerline, 12′AGL/669′ MSL.
Water tower 1.8 NM from DER, 2521′ right of centerline, 148′ AGL/954′ MSL.
Tower 1.5 NM south of DER, 4138′ right of centerline, 203′ AGL/1002′ MSL.
Rwy 16L: Light pole 1285′ from DER, 689′ left of centerline, 48′ AGL/697′ MSL.
Water tower 1.8 NM from DER, 3122′ right of centerline, 148′ AGL/954′ MSL.
Rwy 34R: Antenna 218′ from DER, 146′ left of centerline, 28′ AGL/728′ MSL.
Rwy 34L: Fence 8′ from DER, 250′ left of centerline, 6′ AGL/719′ MSL.
Railroad 421′ from DER, 409′ left of centerline, 23′ AGL/738′ MSL.

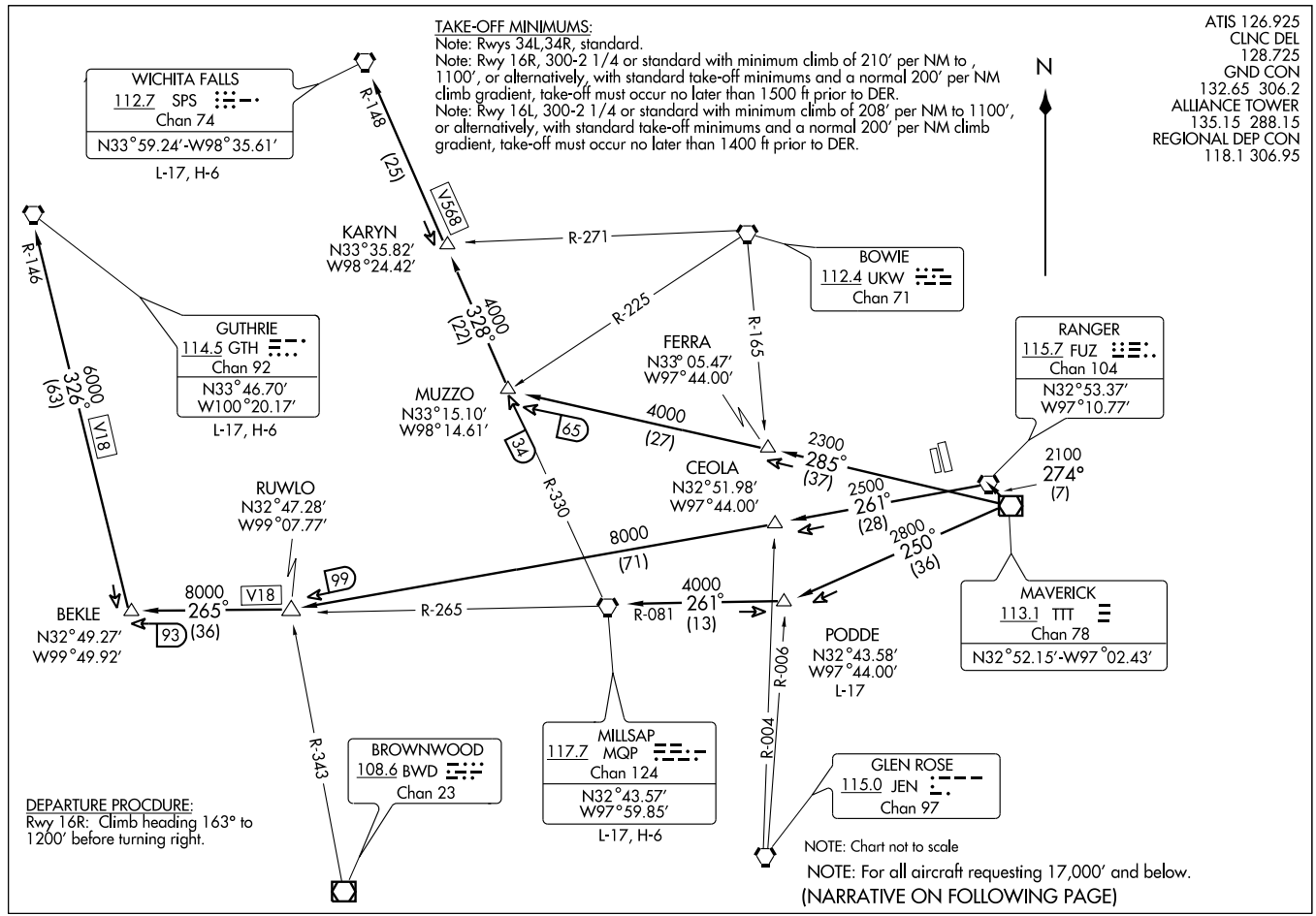
SC-2, 14 JAN 2010 to 11 FEB 2010

# KINGDOM SEVEN DEPARTURE

SI-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS



DEPARTURE ROUTE DESCRIPTION

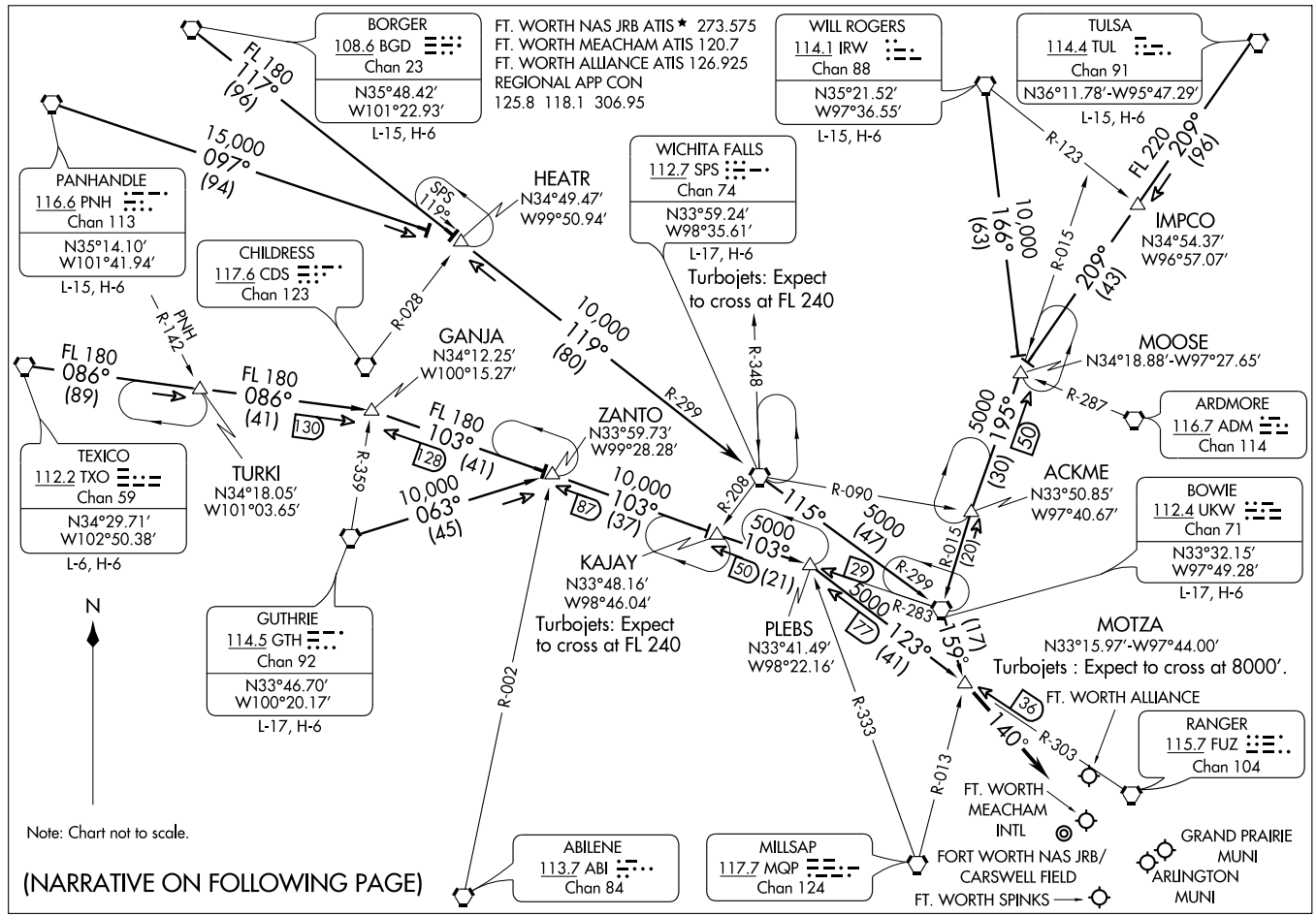
When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF OBSTACLES

Note: Rwy 16L, Light pole 1285′ from DER, 689′ left of centerline, 48′ AGL/697′ MSL. Water tower 1.8 NM from DER, 3122′ right of cenrerline, 148′ AGL/954′ MSL.
Note: Rwy 16R, Fence 4′ from DER, 250′ right of centerline, 12 AGL/669′ MSL. Water tower 1.8 NM from DER, 2521′ right of centerline, 148′ AGL/954′ MSL. Tower 1.5 NM south of DER, 4138′ right of centerline, 203′ AGL/1002′ MSL.
Note: Rwy 34L, fence 8′ from DER, 250′ left of centerline, 6′ AGL/719′ MSL. Railroad 421′ from DER, 409′ left of centerline, 23′ AGL/738′ MSL.
Note: Rwy 34R, Antenna 218′ from DER, 146′ left of centerline, 28′ AGL/728′MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
FL 180
117°
(96)
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
15,000
097°
(94)
CHILDRESS
117.6 CDS
Chan 123
R-028
PNH
R-142
HEATR
N34°49.47′
W99°50.94′
SPS
119°
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
Turbojets: Expect
to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
R-123
FL 220
209°
(96)
IMPCO
N34°54.37′
W96°57.07′
10,000
166°
(63)
R-015
209°
(43)
MOOSE
N34°18.88′-W97°27.65′
R-287
ARDMORE
116.7 ADM
Chan 114
5000
195°
(30)
50
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
R-090
5000
(47)
R-015
(20)
R-299
R-283
5000
123°
(41)
177
159°
(17)
MOTZA
N33°15.97′-W97°44.00′
Turbojets : Expect to cross at 8000′.
FT. WORTH ALLIANCE
36
140°
R-303
RANGER
115.7 FUZ
Chan 104
R-013
FT. WORTH
MEACHAM
INTL
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
R-333
PLEBS
N33°41.49′
W98°22.16′
R-348
10,000
119°
(80)
R-299
GANJA
N34°12.25′
W100°15.27′
FL 180
086°
(89)
FL 180
086°
(41)
130
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
R-359
FL 180
103°
(41)
128
ZANTO
N33°59.73′
W99°28.28′
10,000
063°
(45)
10,000
103°
(37)
87
R-208
115°
KAJAY
N33°48.16′
W98°46.04′
Turbojets: Expect
to cross at FL 240
5000
103°
50
(21)
29
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
R-002
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

# MOTZA SIX ARRIVAL



## ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

FORT WORTH, TEXAS

AL-6918 (FAA)

# RNAV (GPS) RWY 16L

## FORT WORTH ALLIANCE (AFW)

| APP CRS | Rwy Idg | 8210 |
|---|---|---|
| 163° | TDZE | 715 |
| | Apt Elev | 722 |

DME/DME RNP-0.3 NA. GPS or RNP-0.3 REQUIRED. For inoperative ALSF2, increase LNAV/VNAV Cat E visibility to 1½. For inoperative ALSF2, increase LNAV Cat D visibility to 1¼ and Cat E to 1½. Circling not authorized east of runway 16L-34R. BARO-VNAV NA below -16°C (4°F).

ALSF2

MISSED APPROACH: Climb to 3000 direct RISIE WP, direct FIGES WP and via 332° track to OBLON WP and hold.

| ATIS | ASOS | REGIONAL APP CON | ALLIANCE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 126.925 | 126.925 | 118.1 306.95 | 135.15 288.15 | 132.65 306.2 | 128.725 |

Procedure NA for arrival on UKW VORTAC airway radials 078 CW 196.
Procedure NA for arrival on MQP VORTAC airway radials 337 CW 096.

BOWIE UKW
4000
137°
(27.7)
1487
(IAF) RAVYA
3000
075°
(7.1)
ARGUE
2400
(6)
163°
122°
302°
4 NM
OBLON
332°
(6.6)
4000 to RAVYA
037°
(36.4)
(FAF) WIGZU
FIGES
MILLSAP MQP
993
843
RW16L
855±
RISIE
958
1039
877
1049
1049 ±
MSA RW16L 25 NM
4000

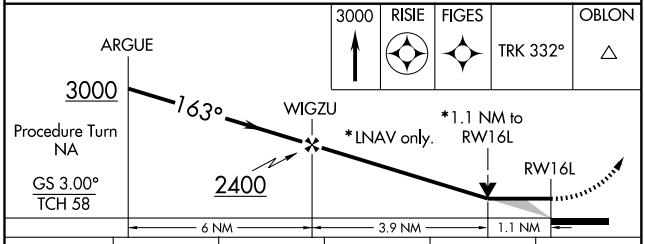
SC-2, 14 JAN 2010 to 11 FEB 2010

ELEV 722 D

163° to RW16L

TDZE 715
191
729
840
16R
34L
34R
9300 X 150
8220 X 150
836
0.6% DOWN
0.6% UP

TDZ/CL Rwys 16L-34R
HIRL Rwy 16L-34R
REIL Rwys 16R and 34L
MIRL Rwy 16R-34L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS DA | NA | | | | |
| LNAV/VNAV DA | 1120-1 405 (400-1) | | | | |
| LNAV MDA | 1120/24 405 (400-½) | | 1120/40 405 (400-¾) | 1120/50 405 (400-1) | |
| CIRCLING | 1200-1½ 478 (500-1½) | 1260-1½ 538 (600-1½) | 1320-1½ 598 (600-1½) | 1380-2 658 (700-2) | 1380-2¼ 658 (700-2¼) |

# RNAV (GPS) RWY 34R

FORT WORTH ALLIANCE (AFW)

| APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|
| 343° | 8516 | 681 | 722 |

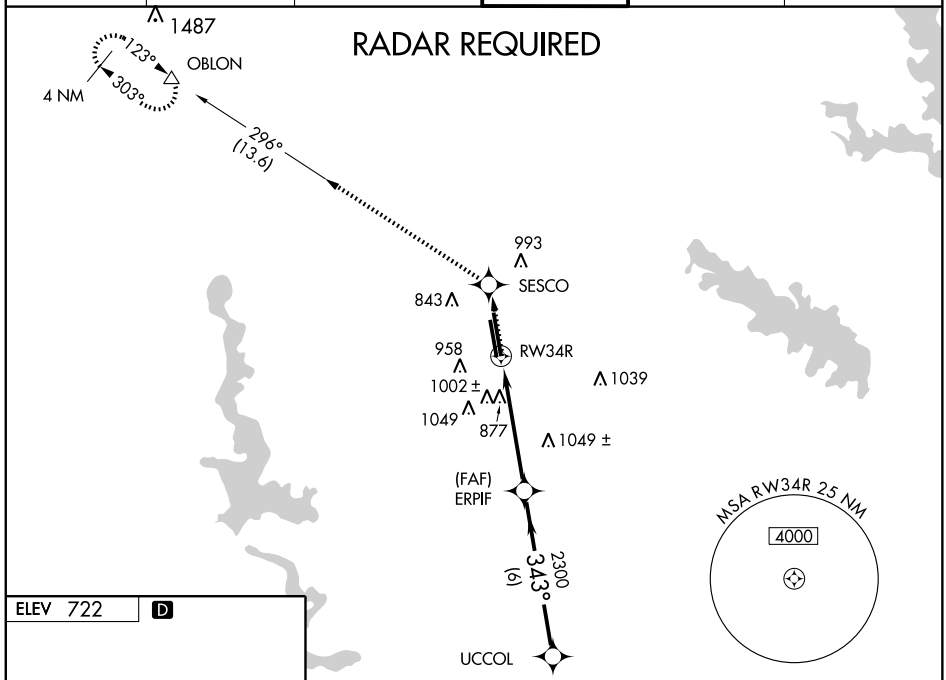
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV Cat A and B visibility to RVR 5000, and Cat E to 2 miles. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 2¾. When VGSI inoperative circling Rwy 34L not authorized at night. Circling not authorized east of runway 16L-34R. BARO-VNAV NA below -16°C (4°F).

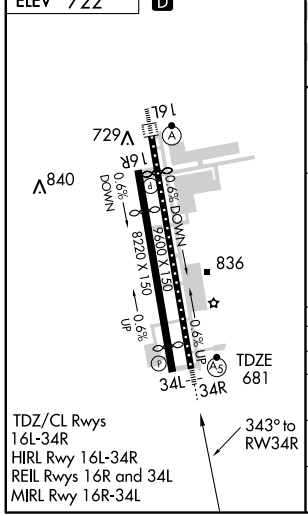
NA

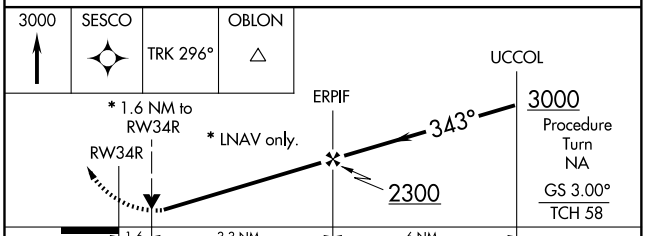
MALSR

MISSED APPROACH: Climb to 3000 direct SESCO WP and via 296° track to OBLON WP and hold.

| ATIS | ASOS | REGIONAL APP CON | ALLIANCE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|---|
| 126.925 | 126.925 | 118.1 306.95 | 135.15 288.15 | 132.65 306.2 | 128.725 |

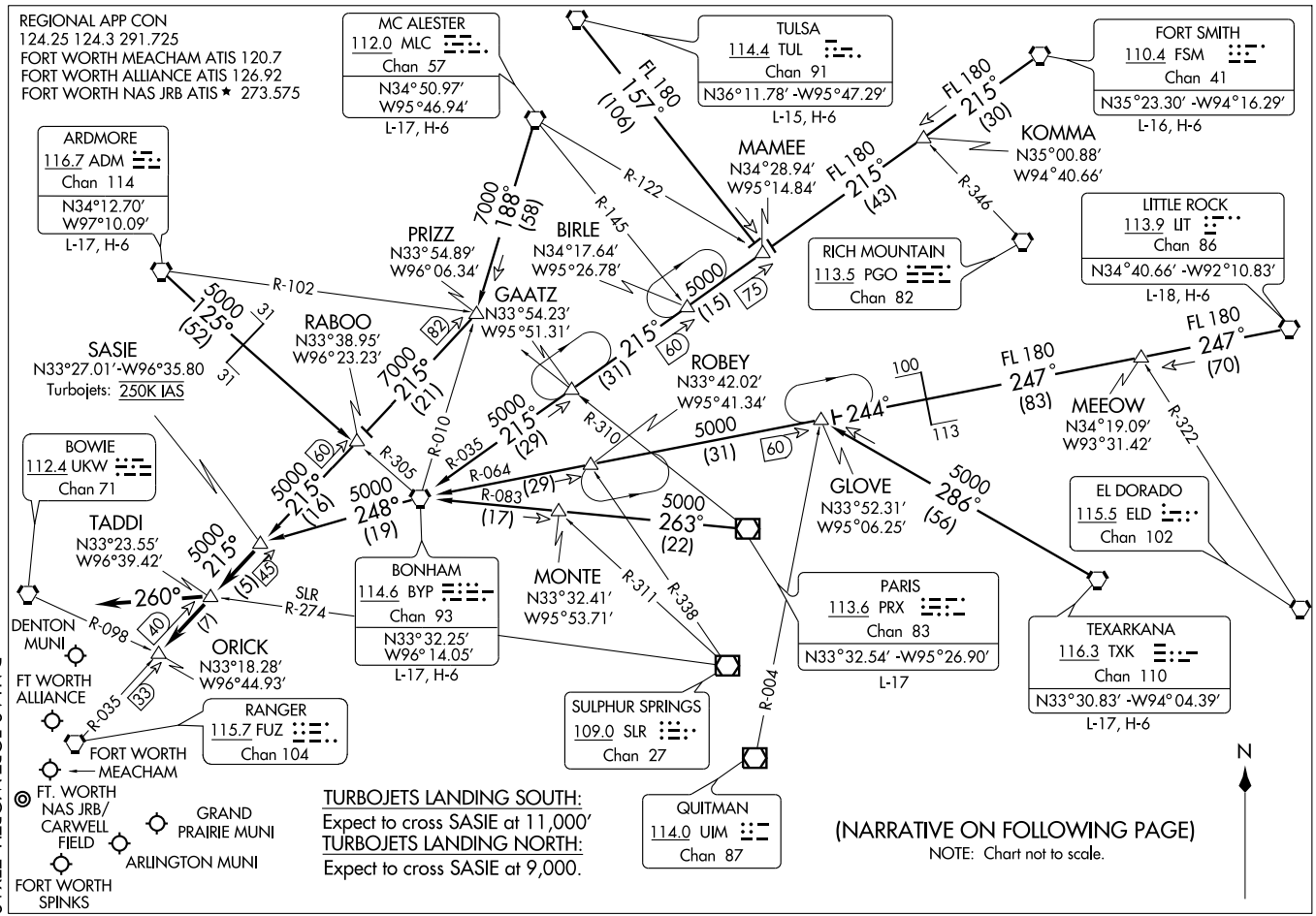



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS DA | NA | | | | |
| LNAV/VNAV DA | 1420-2¼ 739 (700-2¼) | | | | |
| LNAV MDA | 1240/40 559 (600-¾) | | 1240/50 559 (600-1) | 1240/60 559 (600-1¼) | 1240-1½ 559 (600-1½) |
| CIRCLING | 1240-2¾ 518 (600-2¾) | 1260-2¾ 538 (600-2¾) | 1320-2¾ 598 (600-2¾) | 1380-2¾ 658 (700-2¾) | |

SC-2, 14 JAN 2010 to 11 FEB 2010




SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

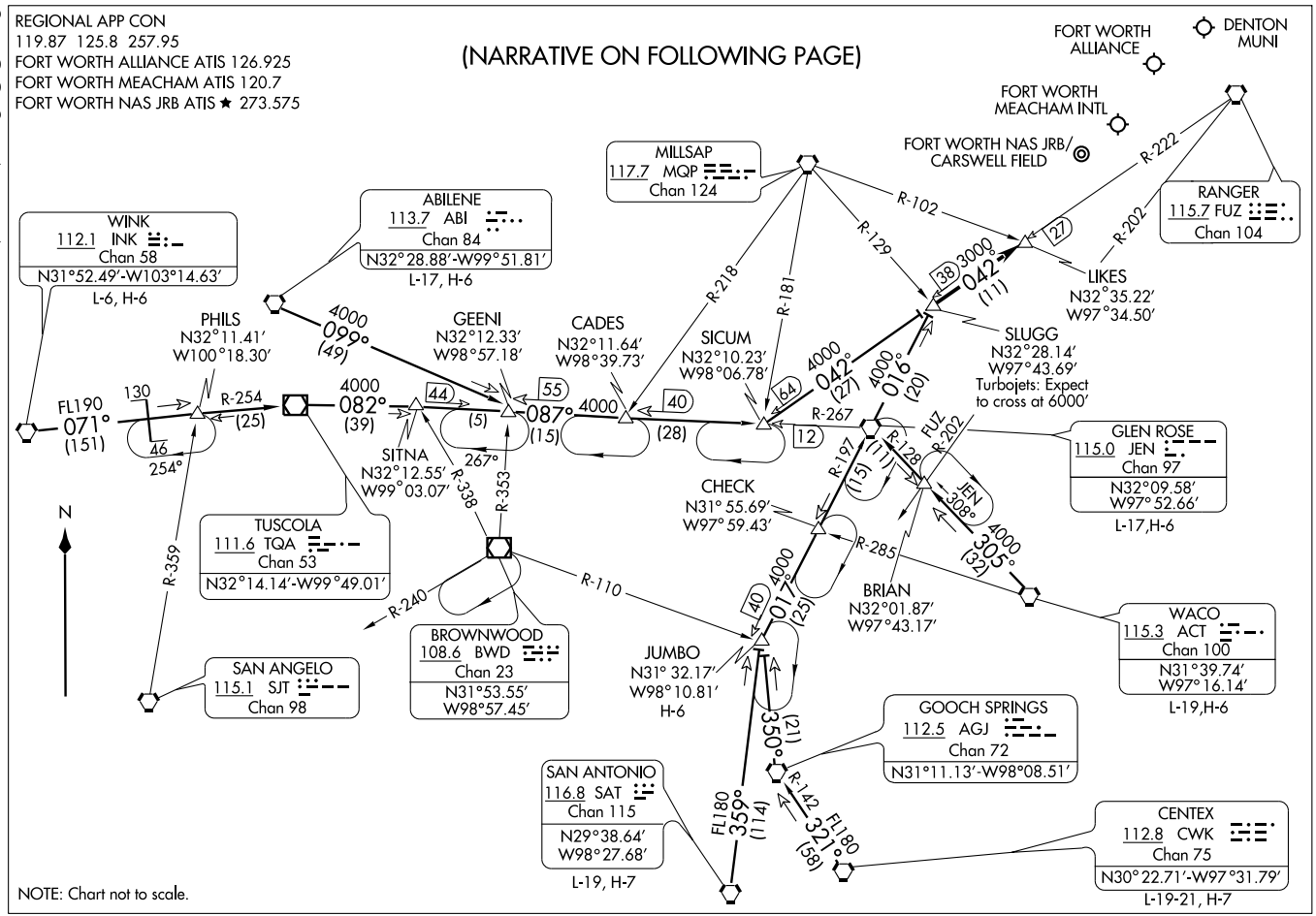
# SLUGG SIX ARRIVAL





REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

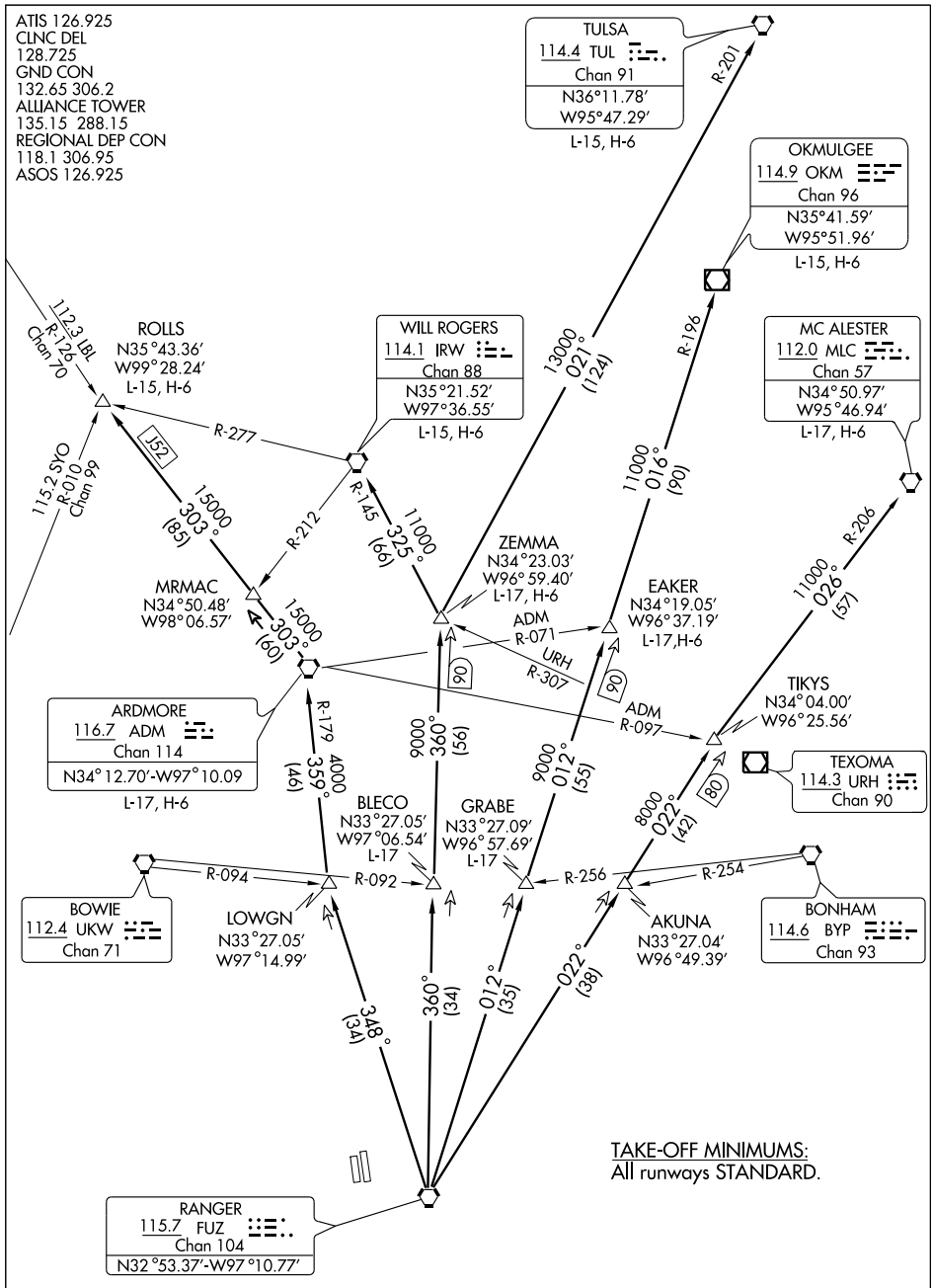
SC-2, 14 JAN 2010 to 11 FEB 2010

(TEX1.FUZ) 09351

# TEXOMA ONE DEPARTURE

SL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)
FORT WORTH, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

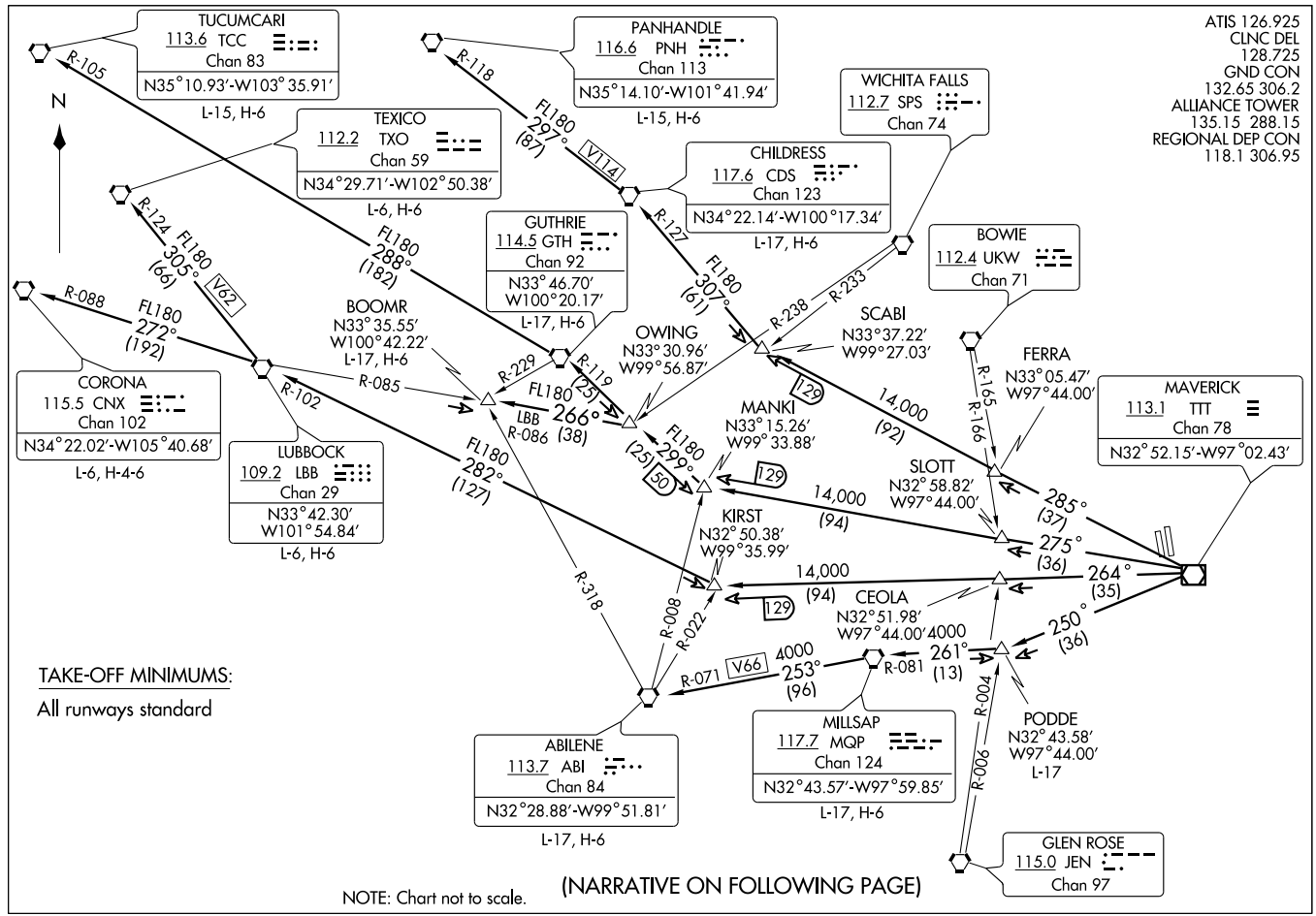
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 14 JAN 2010 to 11 FEB 2010




(FWORTH5.11) 08269

# WORTH FIVE DEPARTURE

SL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

# WYLIE FIVE DEPARTURE





ATIS 126.925
CLNC DEL
128.725
GND CON
132.65 306.2
ALLIANCE TOWER
135.15 288.15
REGIONAL DEP CON
118.1 306.95

DEPARTURE PROCEDURE:
Rwy 16R: climb heading 163° to 1200 before turning right.

TAKE-OFF MINIMUMS:
Rwys 34L/R: Standard
Rwy 16R: 300-2¼ or standard with minimum climb of 210 ft per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway.
Rwy 16L: 300-2¼ or standard with minimum climb of 208 ft per NM to 1100, or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1400 ft prior to departure end of runway.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.40'
L-17, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39'-W92°40.63'
L-22, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47'
W94°12.75'

COBUG
N33°17.38'
W95°37.68'

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SHERO
N33°04.49'
W95°33.78'

SOLDO
N32°51.92'
W96°19.94'
L-17

SHRLY
N32°44.60'
W94°18.17'

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

TEKBE
N32°42.80'
W94°47.73'

FL230 055° (117) R-235
FL230 (75) 151 R-320
R-244
6500 064° (79)
5000 (38) 76 R-324
R-184
R-182
R-181
R-180
5000 064° (38)
5000 074° (36)
5000 084° (36)
5000 094° (36)
5000 (39) 76
5000 081° (49)
R-312
R-261
R-183
5000 (34) 71
9000 079° (44)
94
50
R-259
(25) (25)
R-187
14,000 072° (134) R-254
FL200 077° (125) R-262
FL200 097° (206) R-281
14,000 111° (116) R-291
R-346

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

# WYLIE FIVE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.

TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 16R, fence 4' from departure end of runway, 250' right of centerline, 12' AGL/669' MSL. Water tower 1.8 NM from departure end of runway, 2521' right of centerline, 148' AGL/954' MSL. Tower 1.5 NM south of departure end of runway, 4138' right of centerline, 203' AGL/1002' MSL.
Rwy 16L, light pole 1285' from departure end of runway, 689' left of centerline, 48' AGL/697' MSL. Water tower 1.8 NM from departure end of runway, 3122' right of centerline, 148' AGL/954' MSL.
Rwy 34R, antenna 218' from departure end of runway, 146' left of centerline, 28' AGL/728' MSL.
Rwy 34L, fence 8' from departure end of runway, 250' left of centerline, 6' AGL/719' MSL. Railroad 421' from departure end of runway, 409' left of centerline, 23' AGL/738' MSL.

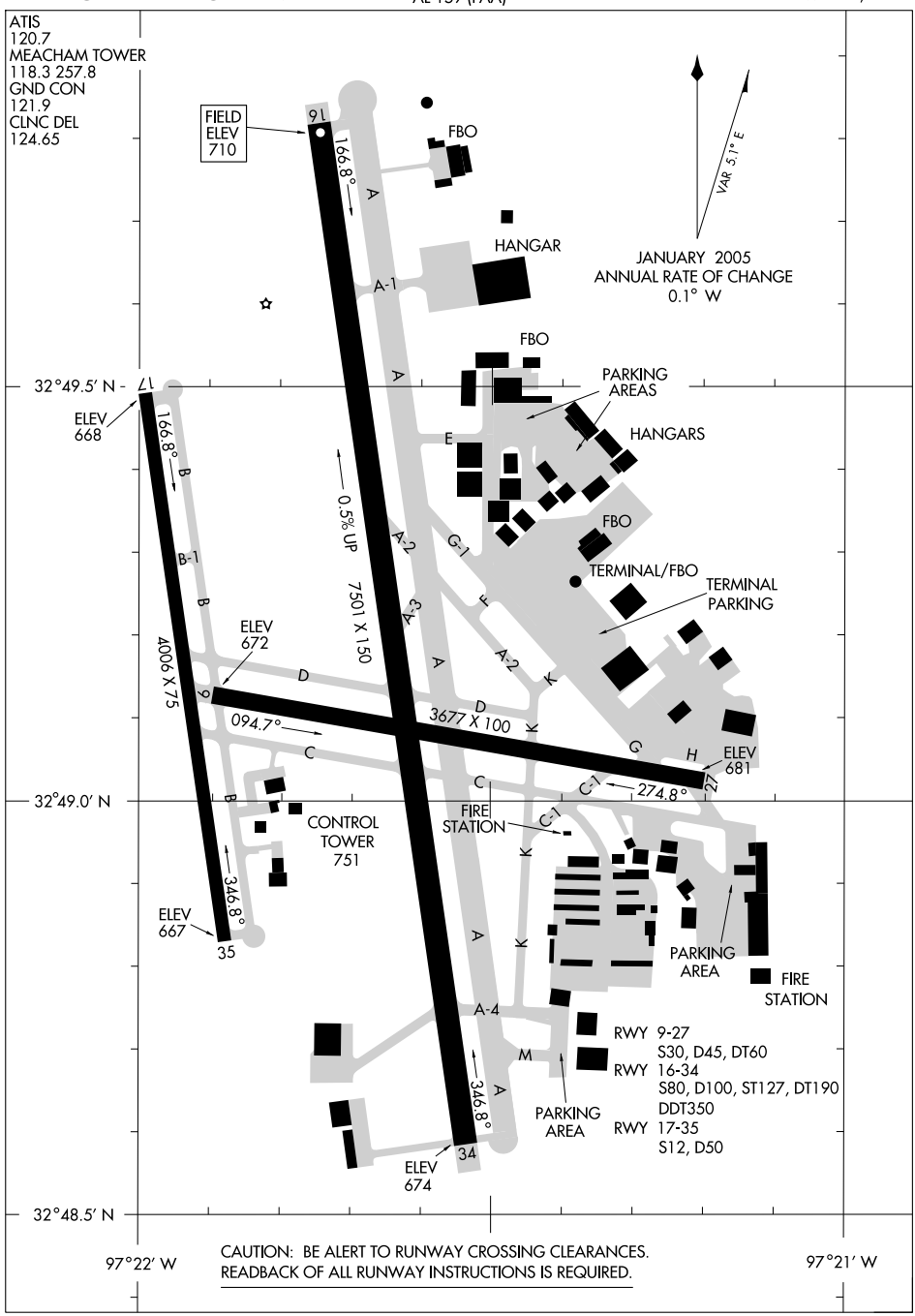
SC-2, 14 JAN 2010 to 11 FEB 2010

09351

# AIRPORT DIAGRAM

AL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)
FORT WORTH, TEXAS




SC-2, 14 JAN 2010 to 11 FEB 2010

# DALLAS NINE DEPARTURE







ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL
DEP CON
118.1 306.95 (North)
135.975 379.9 (South)

TAKE-OFF MINIMUMS: All runways standard.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 091° to 2000 before proceeding on course.
Rwys 16, 17: Climb via heading 164° to 2000 before proceeding on course.

NOTE: For Jets requesting FL180 and above.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

MAVERICK
113.1 TTT
Chan 78
N32°52.15'
W97°02.43'

SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47'
W94°12.75'

COBUG
N33°17.38'
W95°37.68'

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SHERO
N33°04.49'
W95°33.78'

SOLDO
N32°51.92'
W96°19.94'
L-17

SHRLY
N32°44.60'
W94°18.17'

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

TEKBE
N32°42.80'
W94°47.73'

055° (117) R-235
FL230 064° (75) R-320
6500 064° (79) R-244
5000 (38) 76 R-324
5000 (39) 76 R-312
14000 072° (134) R-254
FL200 077° (125) R-262
FL200 097° (206) R-281
064° (38) R-184
074° (36) R-182
084° (36) R-181
094° (36) R-180
5000 081° (49) R-261
6000 (34) 94 10000 079° (44) R-183
(25) (25) R-259
R-187
R-346
14000 111° (116) R-291
151
71

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

N

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

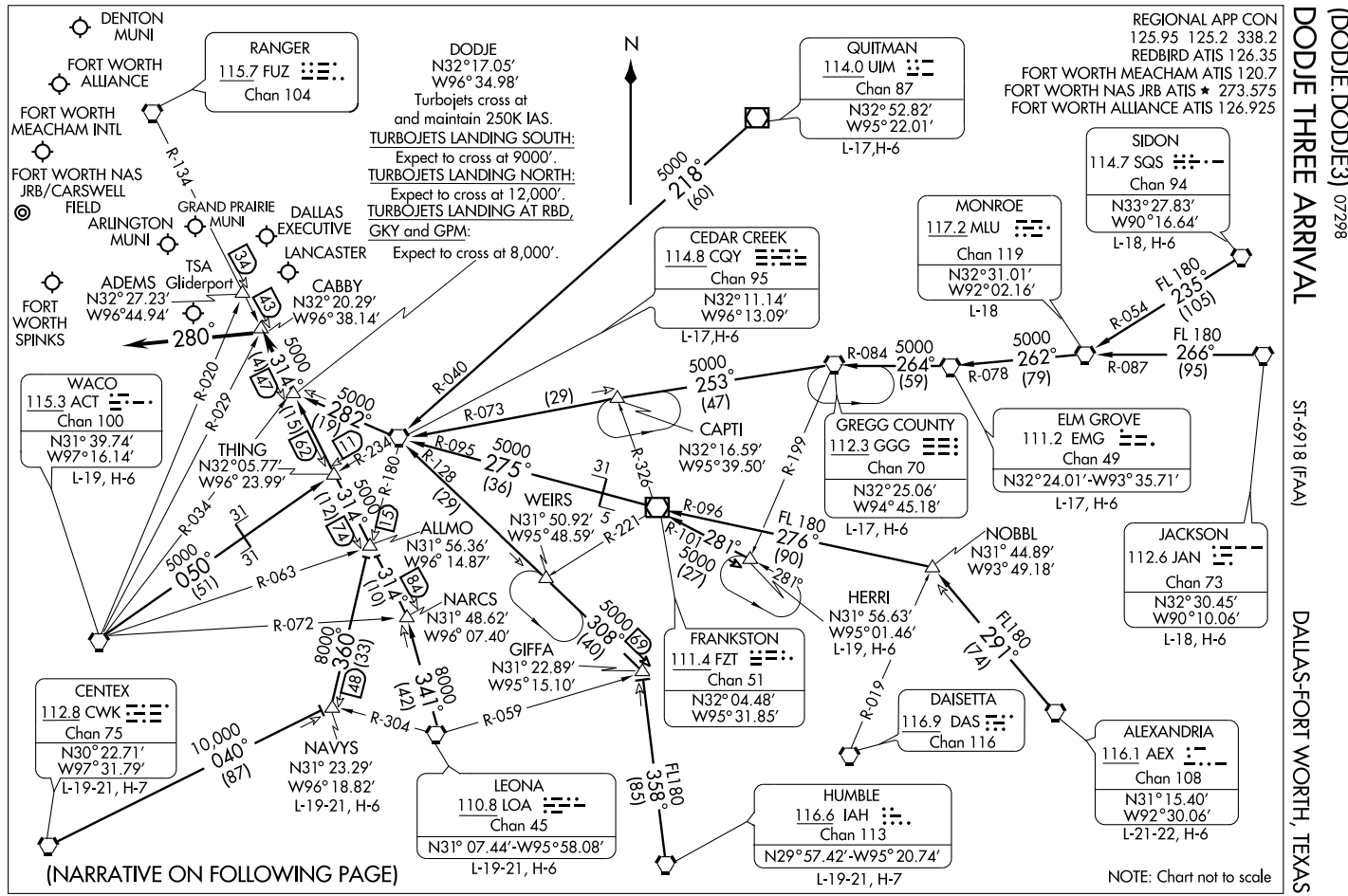
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:

Rwy 34: Billboard 692′ from departure end of runway, 686′ right of centerline, 37′ AGL/739′ MSL.

Rwy 35: Tree 55′ from DER, 143′ left of centerline, 21′ AGL/681′ MSL.
Tree 567′ from DER, 225′ right of centerline, 36′ AGL/699′ MSL.


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
FL 180
266°
(95)
R-078
R-084
5000
264°
(59)
5000
253°
(47)
CAPTI
N32°16.59′
W95°39.50′
R-073
(29)
R-040
R-095
5000
275°
(36)
R-128
(29)
R-199
R-326
31
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
NOBBL
N31° 44.89′
W93° 49.18′
FL180
291°
(74)
HERRI
N31° 56.63′
W95°01.46′
L-19, H-6
R-019
DAISETTA
116.9 DAS
Chan 116
ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′
L-21-22, H-6
HUMBLE
116.6 IAH
Chan 113
N29°57.42′-W95° 20.74′
L-19-21, H-7
FL180
358°
(85)
R-059
R-304
8000
341°
(42)
8000
360°
(33)
R-072
R-063
5000
050°
(51)
R-034
31
31
5000
314°
(74)
(12)
13
R-180
R-234
R-029
R-020
5000
282°
(19)
11
5000
314°
(47)
(15)
62
43
34
280°
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95°15.10′
WEIRS
N31° 50.92′
W95° 48.59′
R-221
5
31
R-096
FL 180
276°
(90)
R-101
281°
5000
(27)
281°
5000
308°
(40)
69
314°
(10)
84
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
10,000
040°
(87)
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
148
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

# DODJE THREE ARRIVAL (DODJE.DODJE3)



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

# GARLAND THREE DEPARTURE

SL-159 (FAA)

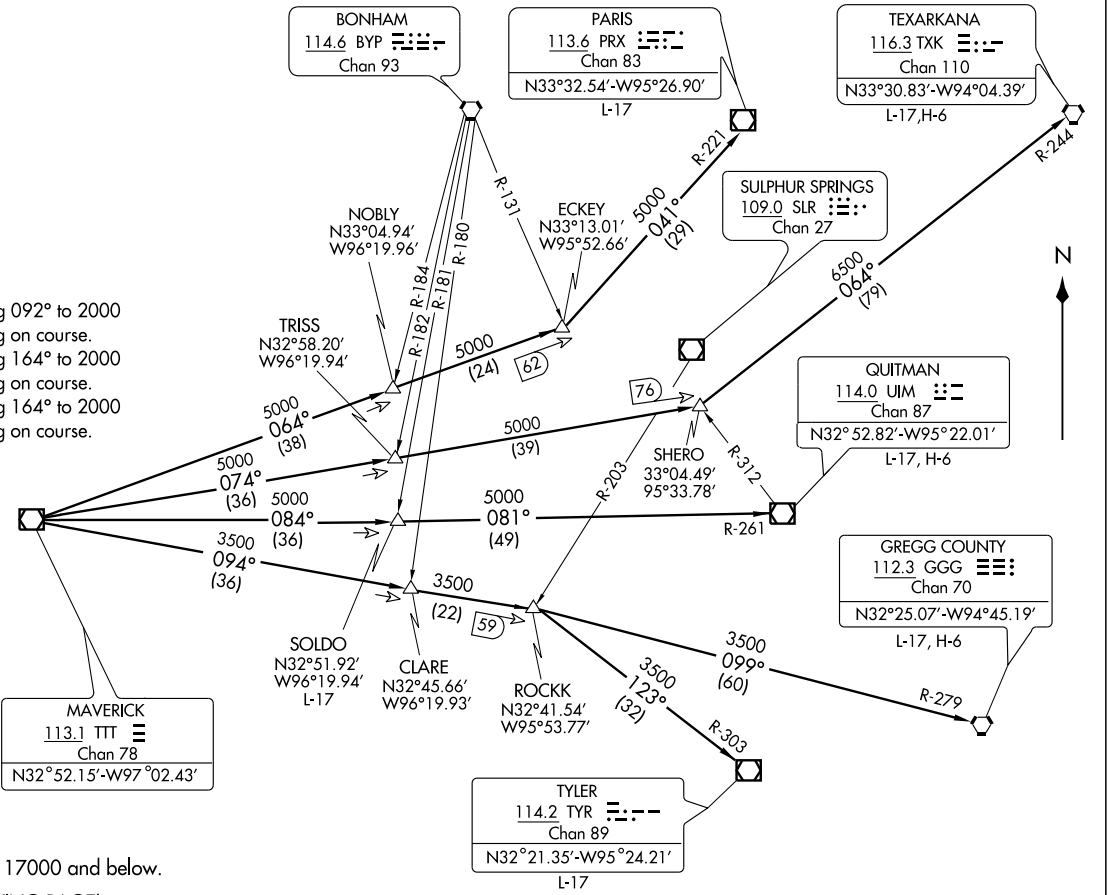
FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (North)
135.975 379.9 (South)

TAKE-OFF MINIMUMS:
All Rwys standard.

DEPARTURE PROCEDURE:
Rwy 9: Climb via heading 092° to 2000 before proceeding on course.
Rwy 16: Climb via heading 164° to 2000 before proceeding on course.
Rwy 17: Climb via heading 164° to 2000 before proceeding on course.




NOTE: For Jets requesting 17000 and below.
(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

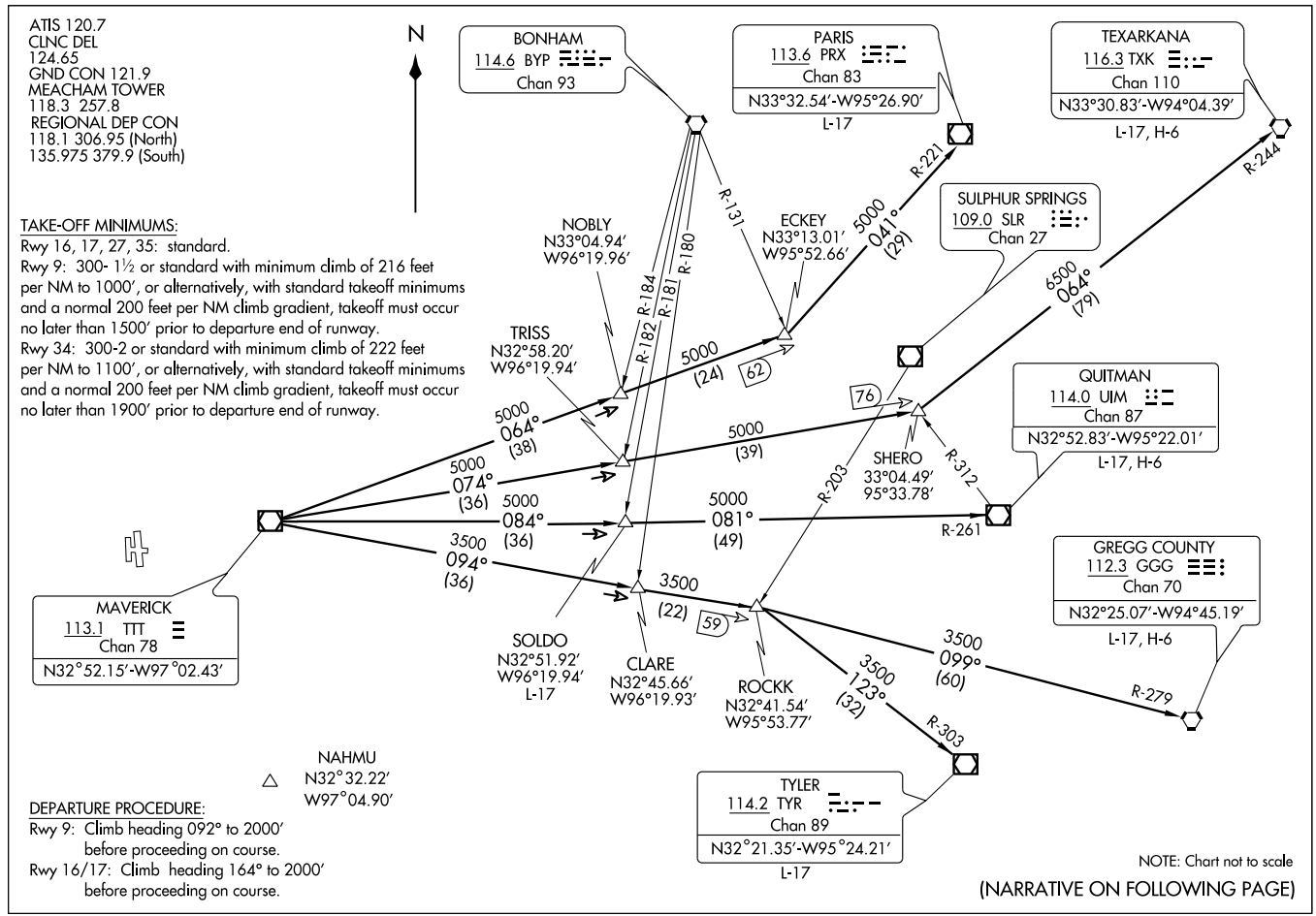
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL.
Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL.
Rwy 34: Billboard 692' right of centerline, 37' AGL/739' MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010




# HUBBARD SIX DEPARTURE (HUBB6.111) 07298

SL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 9:
Windsock 293' from departure end of runway, 354' left of centerline, 51' AGL/721' MSL. Sign of building 481' from departure end of runway, 407' right of centerline, 39' AGL/702' MSL. Sign 2,448' from departure end of runway, 540' left of centerline, 75' AGL/742' MSL. Grain elevators beginning 7,085' from departure end of runway, 2,191' left of centerline, up to 229' AGL/877' MSL.
Rwy 27:
Tree 239' from departure end of runway, 492' left of centerline, 35' AGL/685' MSL.
Rwy 17:
Bush 13' from departure end of runway, 160' right of centerline, 21' AGL/674' MSL. Antenna 953' from departure end of runway, 394' left of centerline, 72' AGL/722' MSL. Hangar 1,380' from departure end of runway, 774' left of centerline, 43' AGL/703' MSL.
Rwy 34:
Multiple trees 974' from departure end of runway, 682' right of centerline, up to 47' AGL/746' MSL. Grain elevator 1.52 NM from departure end of runway, 2,775' right of centerline, 254' AGL/969' MSL.
Rwy 35:
Tree 1' from departure end of runway, 248' left of centerline, 40' AGL/690' MSL. Tree 567' from departure end of runway, 225' right of centerline, 45' AGL/699' MSL. Bush 55' from departure end of runway, 143' left of centerline, 21' AGL/681' MSL. OL on Dam 1,359' from departure end of runway, 1' right of centerline, 46' AGL/706' MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC I-FTW | APP CRS | Rwy Idg | 7501 |
|---|---|---|---|
| 109.9 | 164° | TDZE | 710 |
| Chan 36 | | Apt Elev | 710 |

# ILS or LOC RWY 16

## FORT WORTH MEACHAM INTL (FTW)

* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH : Climb to 1300 then climbing left turn to 2500 direct FT LOM and hold, continue climb-in-hold to 2500.

| ATIS | REGIONAL APP CON | MEACHAM TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.7 | (North) 118.1 306.95<br>(South) 135.975 379.9 | 118.3 257.8 | 121.9 | 124.65 |

ADF REQUIRED

BOWIE
112.4 UKW
Chan 71

4000 (44.6)

344°
144°
209°
029°
164°

LOM / IAF
MUFIN
365 FT
I-FTW 5.3

MAVERICK
113.1 TTT
Chan 78

R-269

1049
990
949
908
902 ±
1027
884
1049
1198
1743

LOCALIZER 109.9
I-FTW
Chan 36

10 NM

MSA FT 25 NM
180°
2200
2800
270°
3600
360°

Remain within 10 NM

MUFIN LOM/INT
I-FTW 5.3

344°
164°
2400
2000
1992
GS 3.00°
TCH 57

| 1300 | 2500 | FT |
|---|---|---|
| | | 365 |

I-FTW 3
I-FTW 1.5

2.3 NM
1.5 NM

ELEV 710

164° 3.8 NM from FAF

TDZE 710

17
9
0.5% UP
4006 X 75
3677
X 100
762
751
750 X 150
725
27
35
34
797

HIRL Rwy 16-34
MIRL Rwys 9-27 and 17-35
REIL Rwys 16 and 34

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S- ILS 16 | | * 910/24 | 200 (200-½) | |
| S- LOC 16 | 1240/24 | 530 (600-½) | 1240/50<br>530 (600-1) | 1240/60<br>530 (600-1¼ ) |
| CIRCLING | 1260- 1 | 550 (600-1) | 1280-1½<br>570 (600-1½ ) | 1300-2<br>590 (600-2) |

FAF to MAP 3.8NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC I-UXT | APP CRS | Rwy Idg | 7501 |
|---|---|---|---|
| 109.9 | 344° | TDZE | 680 |
| Chan 36 | | Apt Elev | 710 |

# ILS or LOC RWY 34

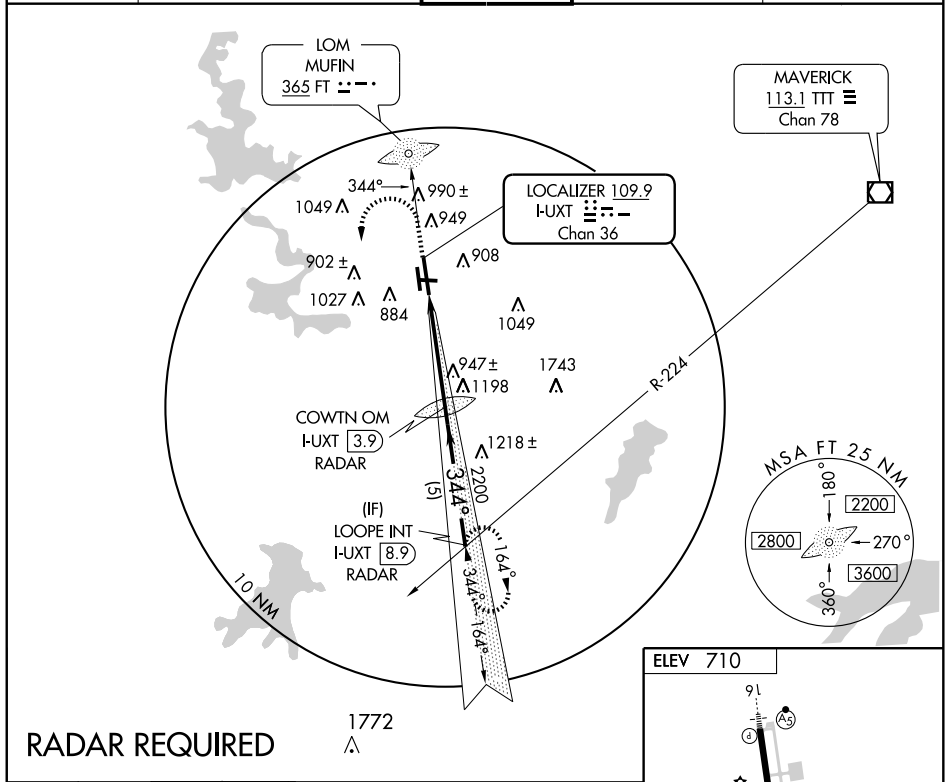
## FORT WORTH MEACHAM INTL (FTW)

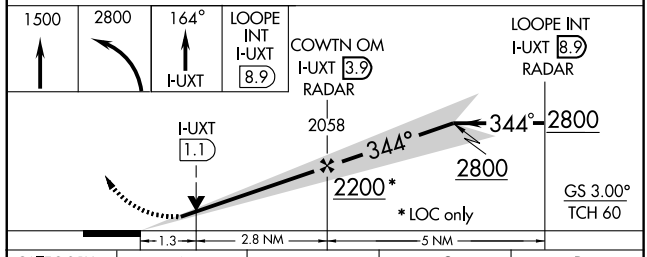
Inoperative table does not apply to S-LOC 34 Cat C.

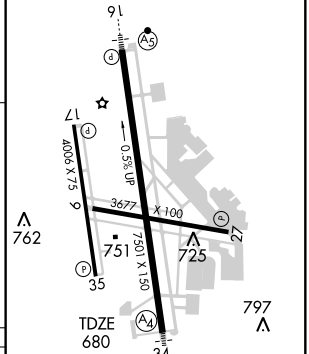
MALS

MISSED APPROACH : Climb to 1500, then climbing left turn to 2800 via I-UXT south course to LOOPE Int/ I-UXT 8.9 DME and hold.

| ATIS | REGIONAL APP CON | MEACHAM TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.7 | (North) 118.1 306.95<br>(South) 135.975 379.9 | 118.3 257.8 | 121.9 | 124.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S- ILS 34 | 880-¾ 200 (200-¾) | | | |
| S-LOC 34 | 1200-¾ 520 (500-¾) | | 1200-1½ 520 (500-1½) | 1200-1¾ 520 (500-1¾) |
| CIRCLING | 1260-1 550 (600-1) | | 1280-1½ 570 (600-1½) | 1300-2 590 (600-2) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

SC-2, 14 JAN 2010 to 11 FEB 2010

# JOE POOL FOUR DEPARTURE

SL-159 (FAA)

ATIS 120.7
CLNC DEL
124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (NORTH)
135.975 379.9 (SOUTH)

**TAKE-OFF MINIMUMS:**
All runways standard.

**DEPARTURE PROCEDURE:**
Rwy 9: Climb via heading 092° to 1800 before turning southbound.
Rwy 16/17: Climb via heading 164° to 1800 before proceeding on course.

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06'
W96°39.80'

ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TORNN
N31°31.22'
W96°30.88'
H-6

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

LEONA
110.8 LOA
Chan 45

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

CENTEX
112.8 CWK
Chan 75

NAVASOTA
115.9 TNV
Chan 106

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

**TAKE-OFF OBSTACLES:**
Rwy 34: Billboard 692' from DER, 686' right of centerline, 37' AGL/739' MSL.
Rwy 35: Tree 55' from DER, 143' left of centerline, 21' AGL/681' MSL.
Tree 567' from DER, 225' right of centerline, 36' AGL/699' MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

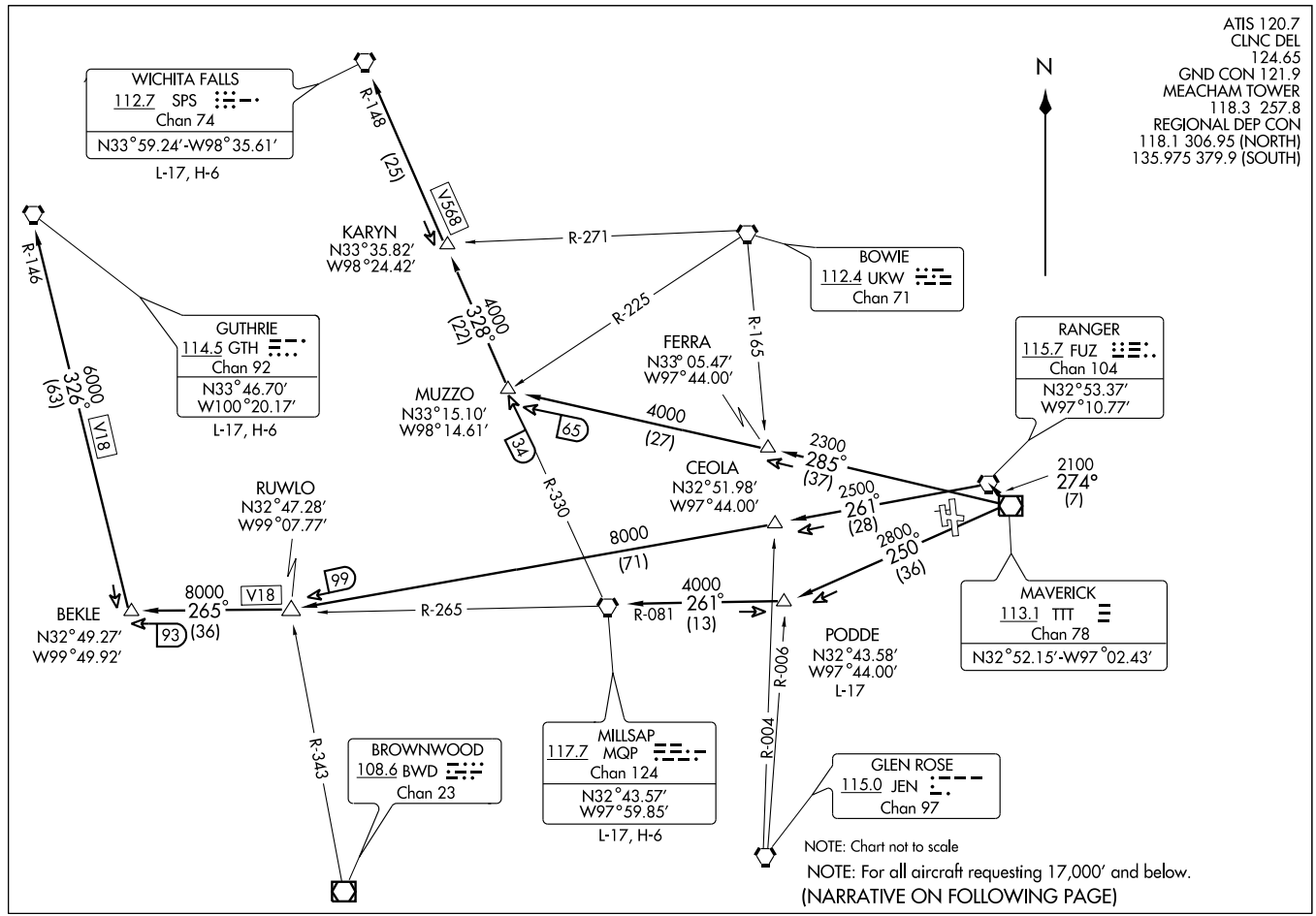
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 14 JAN 2010 to 11 FEB 2010




(KING7.111) 08213

# KINGDOM SEVEN DEPARTURE SL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

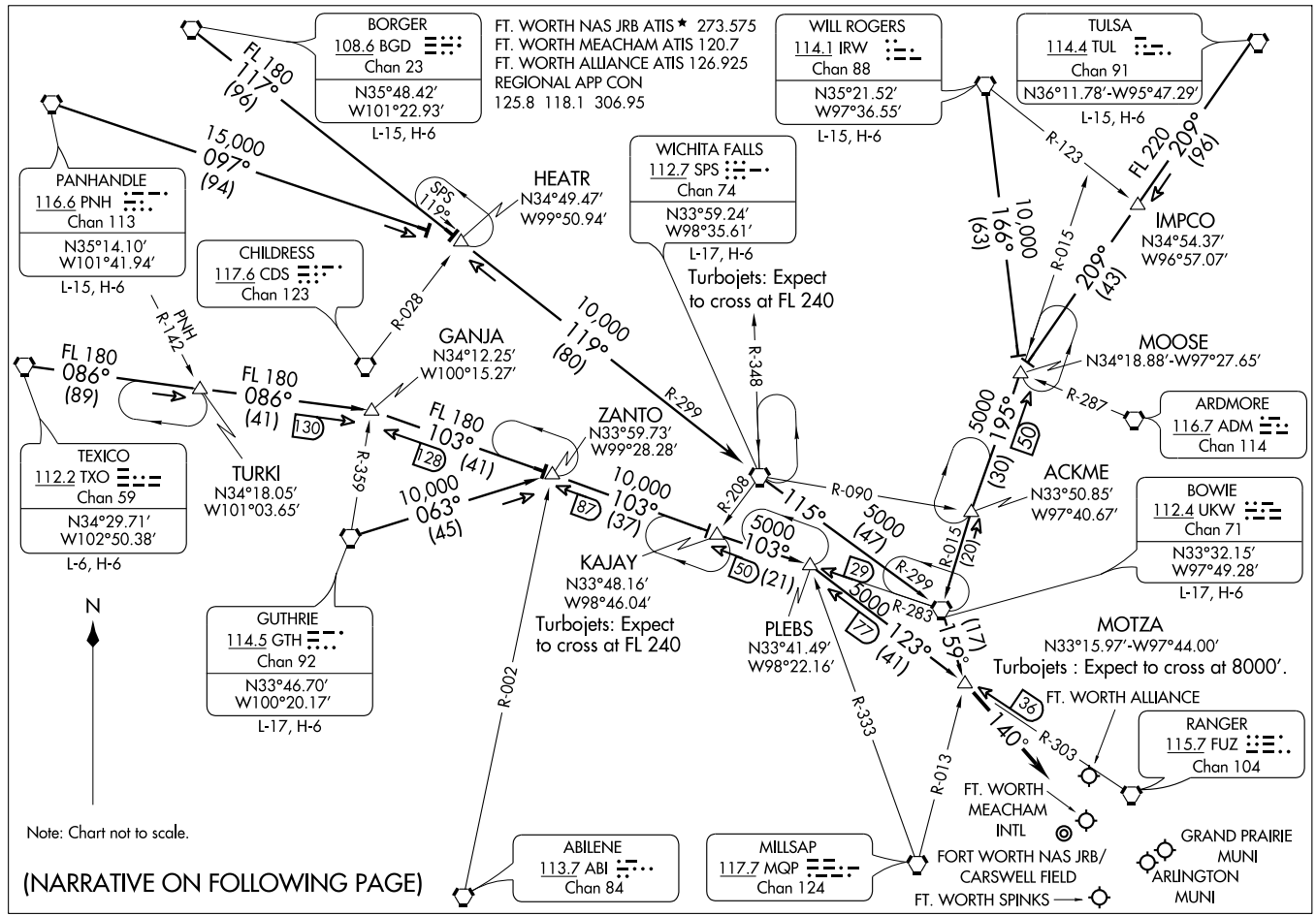
GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

TAKE-OFF MINIMUMS:
Rwys 16, 17, 27, 35 standard.
Rwy 9, 300-1 1/2 or standard with minimum climb of 216′ per NM to 1000′ or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1500′ prior to DER.
Rwy 34, 300-2 or standard with minimum climb of 222′ per NM to 1100′ or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1900′ prior to DER.
DEPARTURE PROCEDURE:
Rwy 9: Climb heading 092° to 2000′ before proceeding on course.
Rwy 16: Climb heading 164° to 2000′ before proceeding on course.
Rwy 17: Climb heading 164° to 2000′ before proceeding on course.

TAKE-OFF OBSTACLES:

Note: Rwy 9, Windsock 293′ from DER, 354′ left of centerline, 51′ AGL/721′ MSL. Sign on building 481′ from DER, 407′ right of centerline, 39′ AGL/702′ MSL. Sign 2448′ from DER, 540′ left of centerline, 75′ AGL/742′ MSL. Grain elvators beginning 1.2 NM from DER, 2191′ left of centerline, up to 229′ AGL/877′ MSL.
Note: Rwy 17, Bush 13′ from DER, 160′ right of centerline, 21′ AGL/674′ MSL. Antenna 953′ from DER, 394′ left of centerline, 72′ AGL/722′ MSL. Hangar 1380′ from DER, 744′ left of centerline, 43′ AGL/703′ MSL.
Note: Rwy 27, Tree 239′ from DER, 492′ left of centerline, 35′ AGL/685′ MSL.
Note: Rwy 34, Multiple trees 974′ from DER, 682′ right of centerline, up to 47′ AGL/746′ MSL. Grain elevator 1.52 NM from DER, 2775′ right of centerline, 254′ AGL/969′ MSL.
Note: Rwy 35, Tree 1′ from DER, 248′ left of centerline, 40′ AGL/690′ MSL. Tree 567′ from DER, 225′ right of centerline, 45′ AGL/699′ MSL. Bush 55′ from DER, 143′ left of centerline, 21′ AGL/681′ MSL. OL on DAM 1359′ from DER, 1′ right of centerline, 46′ AGL/706′ MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
FL 180
117°
(96)
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
15,000
097°
(94)
CHILDRESS
117.6 CDS
Chan 123
R-028
PNH
R-142
HEATR
N34°49.47′
W99°50.94′
SPS
119°
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
Turbojets: Expect
to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
R-123
FL 220
209°
(96)
IMPCO
N34°54.37′
W96°57.07′
10,000
166°
(63)
R-015
209°
(43)
MOOSE
N34°18.88′-W97°27.65′
R-287
ARDMORE
116.7 ADM
Chan 114
5000
195°
(30)
50
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
R-090
5000
(47)
R-015
(20)
R-299
R-283
5000
123°
(41)
177
159°
(17)
MOTZA
N33°15.97′-W97°44.00′
Turbojets : Expect to cross at 8000′.
FT. WORTH ALLIANCE
36
140°
R-303
RANGER
115.7 FUZ
Chan 104
R-013
FT. WORTH
MEACHAM
INTL
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
R-333
PLEBS
N33°41.49′
W98°22.16′
R-348
10,000
119°
(80)
R-299
GANJA
N34°12.25′
W100°15.27′
FL 180
086°
(89)
FL 180
086°
(41)
130
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
R-359
FL 180
103°
(41)
128
ZANTO
N33°59.73′
W99°28.28′
10,000
063°
(45)
10,000
103°
(37)
87
R-208
115°
KAJAY
N33°48.16′
W98°46.04′
Turbojets: Expect
to cross at FL 240
5000
103°
50
(21)
29
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
R-002
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

# MOTZA SIX ARRIVAL



## ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 42612 W16A | APP CRS 164° | Rwy Idg 7501 TDZE 710 Apt Elev 710 |
|---|---|---|

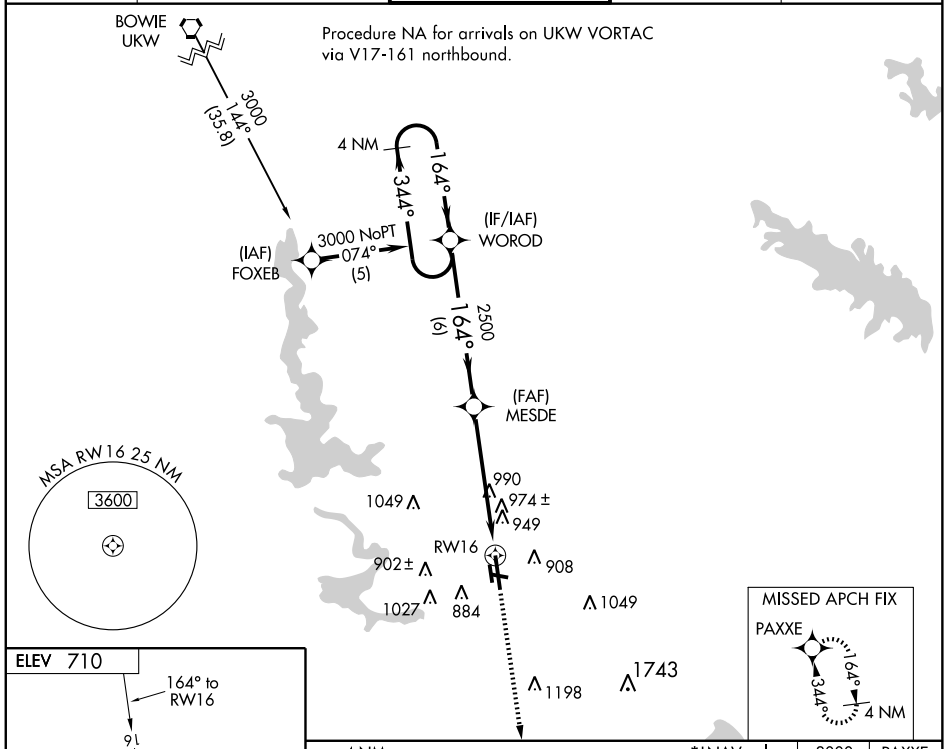
# RNAV (GPS) RWY 16
## FORT WORTH MEACHAM INTL (FTW)

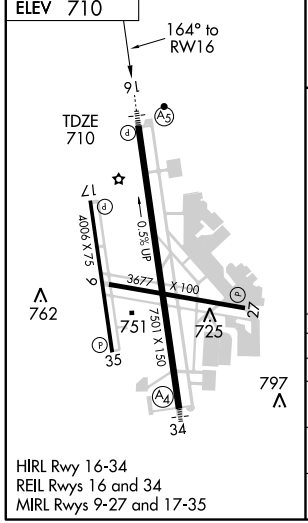
Circling to RW17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

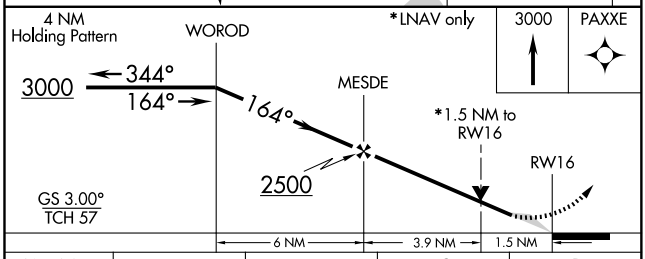
MALSR

MISSED APPROACH: Climb to 3000 direct PAXXE and hold.

| ATIS | REGIONAL APP CON | MEACHAM TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.7 | (North) 118.1 306.95 (South) 135.975 379.9 | 118.3 257.8 | 121.9 | 124.65 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 910/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1284-1½ 574 (600-1½) | | | |
| LNAV MDA | 1240/24 530 (600-½) | | 1240/50 530 (600-1) | 1240/60 530 (600-1¼) |
| CIRCLING | 1260-1 550 (600-1) | | 1280-1½ 570 (600-1½) | 1300-2 590 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 53412 W34A | APP CRS 344° | Rwy Idg 7501 TDZE 680 Apt Elev 710 |
|---|---|---|

# RNAV (GPS) RWY 34
## FORT WORTH MEACHAM INTL (FTW)

Inoperative table does not apply to LNAV/VNAV and LNAV Cat C. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALS

MISSED APPROACH: Climb to 3000 direct WOROD and hold.

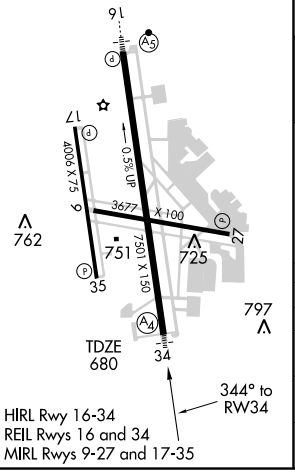
| ATIS | REGIONAL APP CON | MEACHAM TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.7 | (North) 118.1 306.95 (South) 135.975 379.9 | 118.3 257.8 | 121.9 | 124.65 |

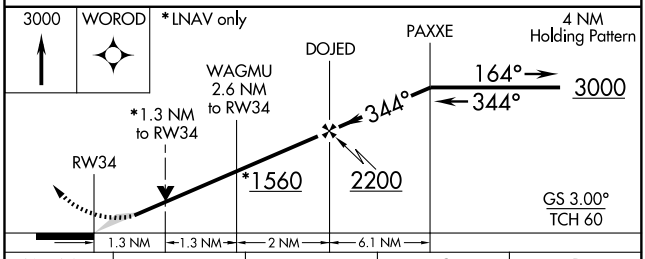
MISSED APCH FIX
4 NM 164° 344° WOROD

990 1049 949 902± 908 1027 884 RW34 1049
WAGMU 2.6 NM to RW34 853± 1198 1743
(FAF) DOJED
344° (6.1) 2200
(IF/IAF) PAXXE
164° 344° 4 NM
3000 NoPT 030° (5.4)
(IAF) CURLE
3000 NoPT 354° (11.9)
1772
(IAF) BARGO

MSA RW34 25 NM
3600

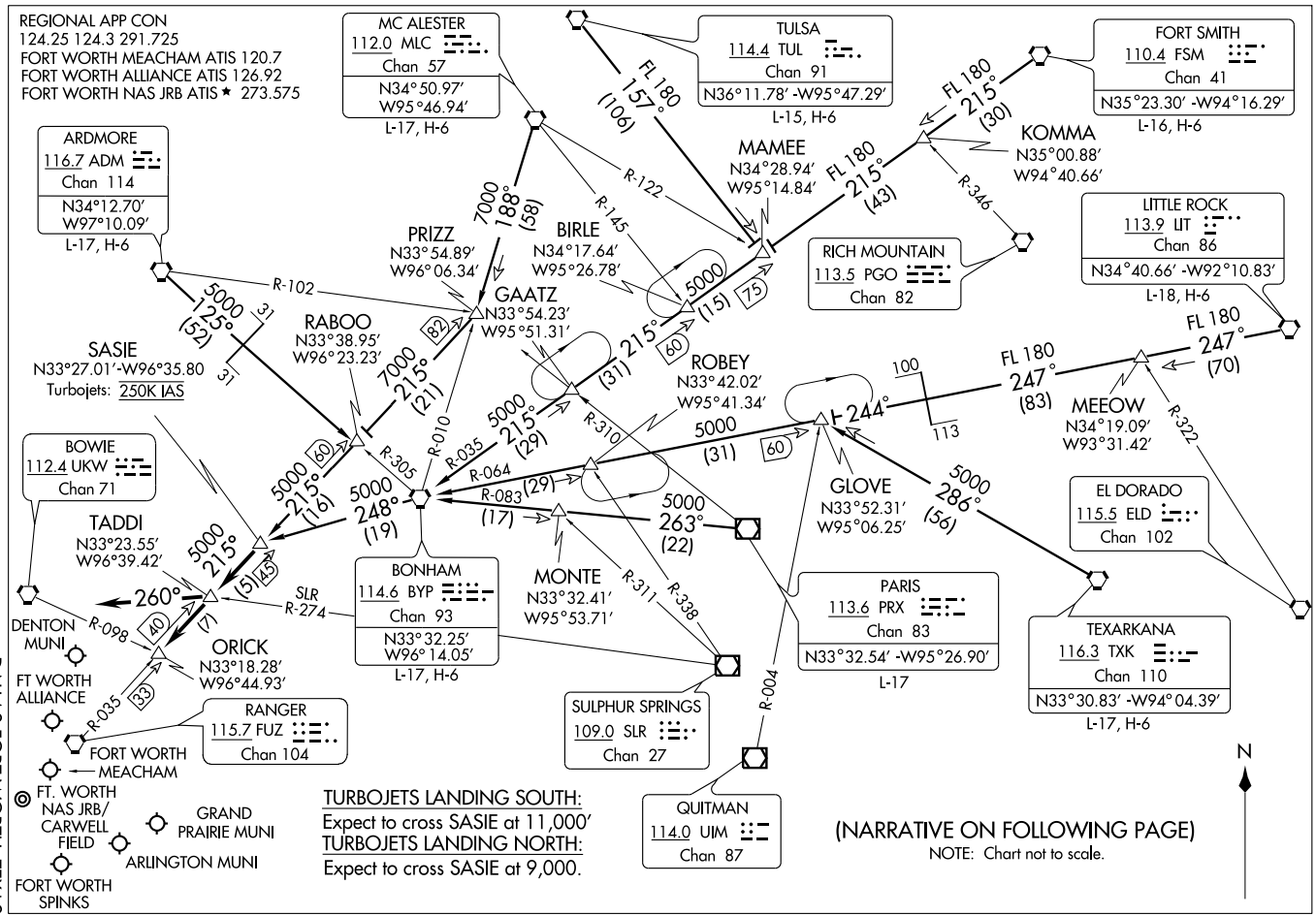
ELEV 710




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 880-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1091-1½ 411 (400-1½) | | | |
| LNAV MDA | 1160-¾ 480 (500-¾) | | 1160-1¼ 480 (500-1¼) | 1160-1½ 480 (500-1½) |
| CIRCLING | 1260-1 550 (600-1) | | 1280-1½ 570 (600-1½) | 1300-2 590 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010




SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

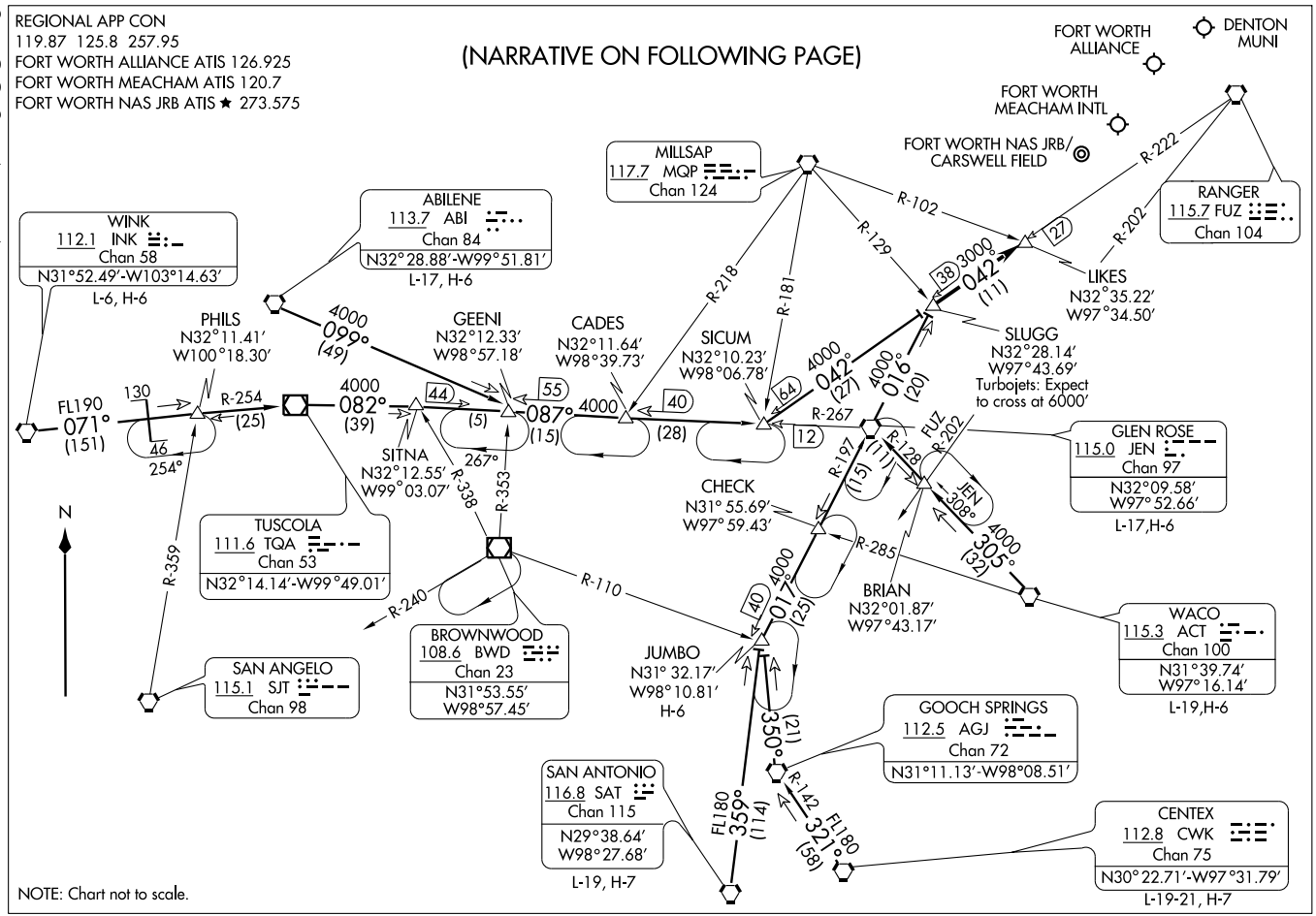
# SLUGG SIX ARRIVAL





REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

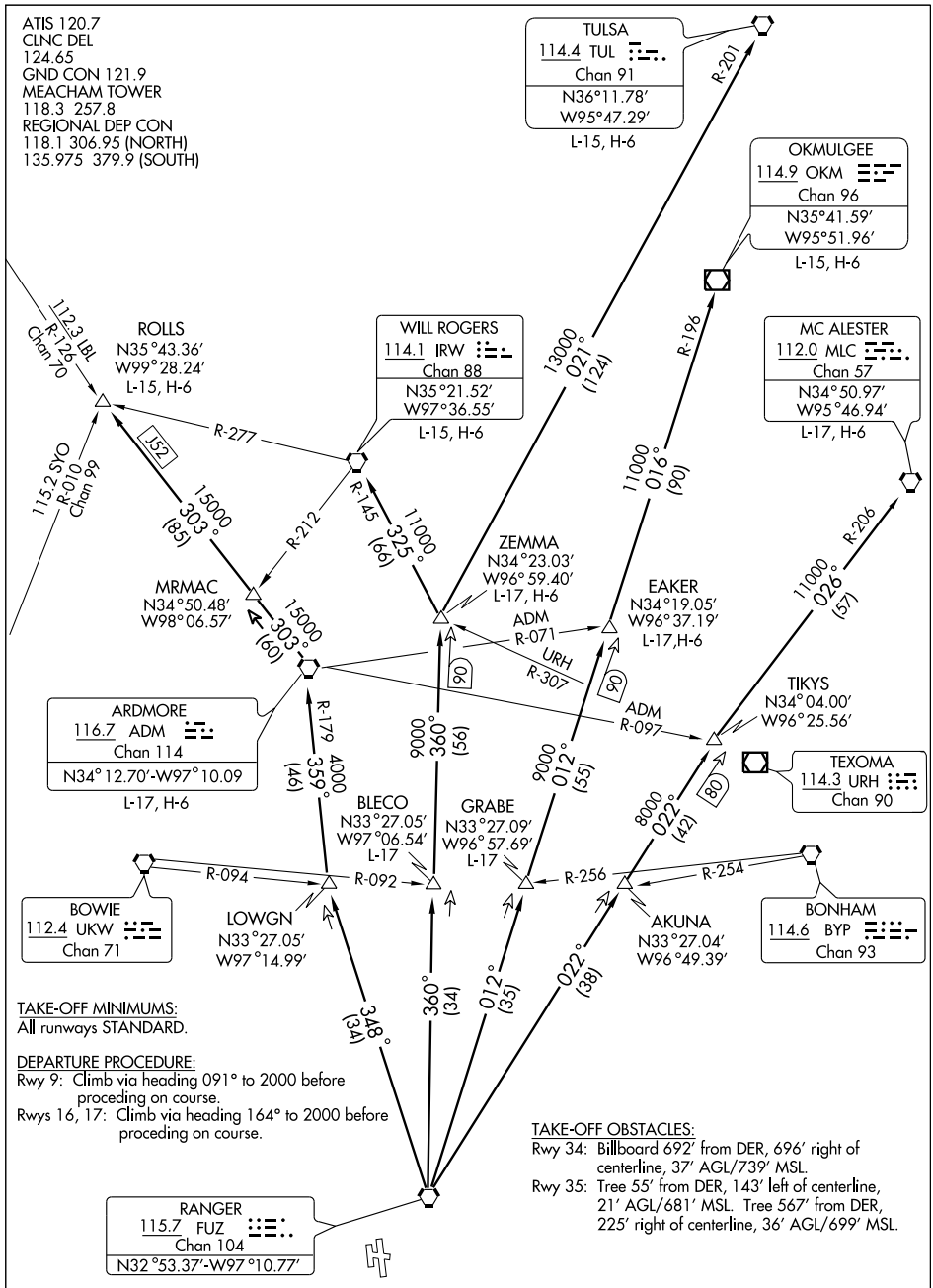
(TEX1.FUZ) 09351

# TEXOMA ONE DEPARTURE

SL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

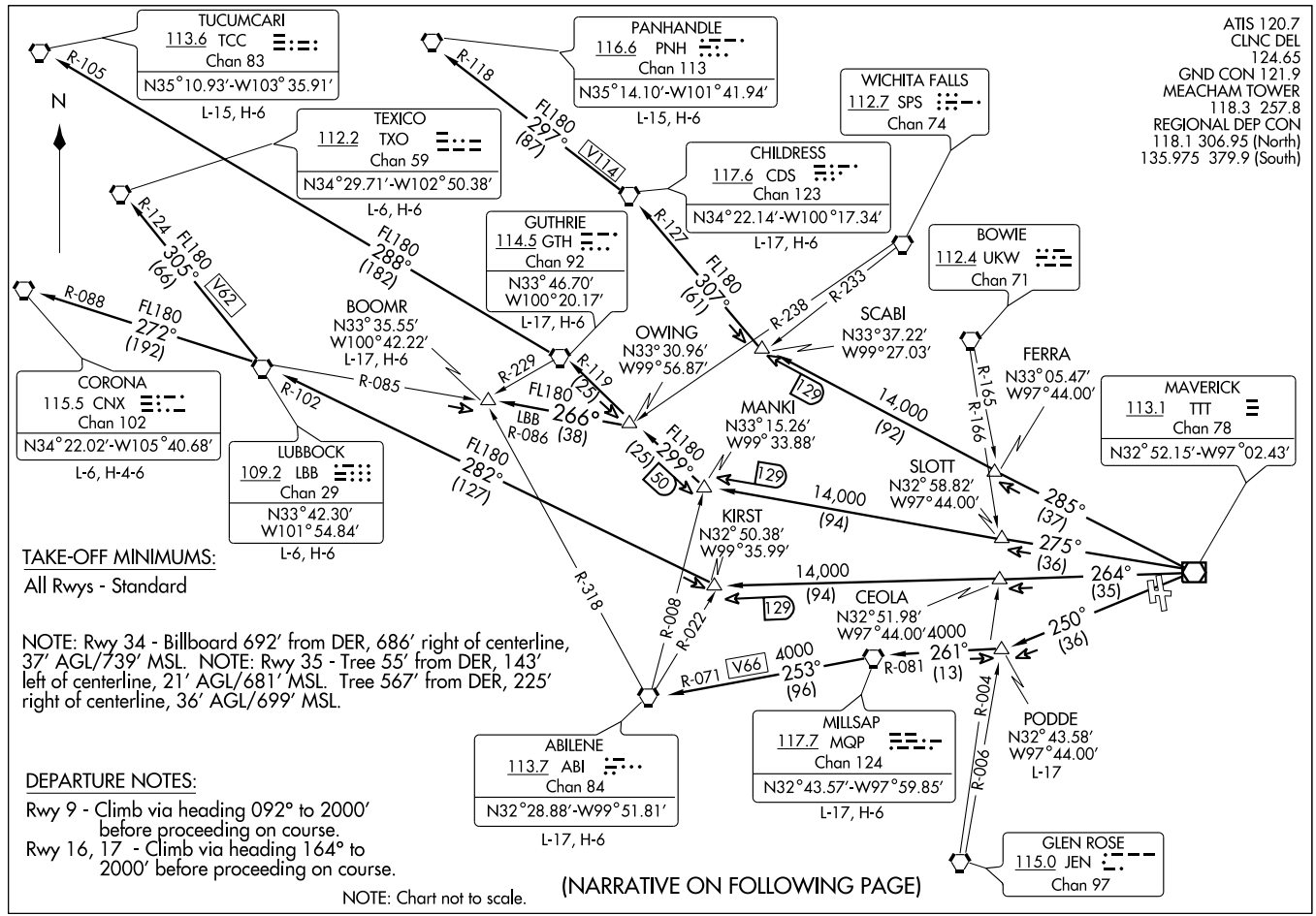
SC-2, 14 JAN 2010 to 11 FEB 2010

# WORTH FIVE DEPARTURE

SL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)

FORT WORTH, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

# (WYLIE5.TTT) 07298
# WYLIE FIVE DEPARTURE
## FORT WORTH MEACHAM INTL (FTW)
SL-159 (FAA)
FORT WORTH, TEXAS

ATIS 120.7
CLNC DEL 124.65
GND CON 121.9
MEACHAM TOWER
118.3 257.8
REGIONAL DEP CON
118.1 306.95 (NORTH)
135.975 379.9 (SOUTH)

**DEPARTURE PROCEDURE:**
Rwy 9, Climb heading 092° to 2000 before proceeding on course.
Rwy 16: Climb heading 164° to 2000 before proceeding on course.
Rwy 17: Climb heading 164° to 2000 before proceeding on course.

**TAKE-OFF MINIMUMS**
Rwys 16, 17, 27, 35: Standard
Rwy 9: 300-1½ or standard with minimum climb of 216 feet per NM to 1000 or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1500 ft prior to departure end of runway.
Rwy 34: 300-2 or standard with minimum climb of 222 ft per NM to 1100 or alternatively, with standard takeoff minimums and a normal 200 ft/NM climb gradient, takeoff must occur no later than 1900 ft prior to departure end of runway.

LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6

TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.40'
L-17, H-6

EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6

SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6

QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6

MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26'
L-18, H-6

BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6

SAWMILL
113.75 SWB
Chan 84 (Y)
N31°58.39'-W92°40.63'
L-22, H-6

SULPHUR SPRINGS
109.0 SLR
Chan 27

BONHAM
114.6 BYP
Chan 93

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

GREGG COUNTY
112.3 GGG
Chan 70

ORTRO
N33°41.47'
W94°12.75'

COBUG
N33°17.38'
W95°37.68'

NOBLY
N33°04.94'
W96°19.96'

TRISS
N32°58.20'
W96°19.94'

SHERO
N33°04.49'
W95°33.78'

SOLDO
N32°51.92'
W96°19.94'
L-17

SHRLY
N32°44.60'
W94°18.17'

CLARE
N32°45.66'
W96°19.93'

POTEN
N32°39.33'
W95°40.03'

TEKBE
N32°42.80'
W94°47.73'

FL230 055° (117) R-235
R-320
R-244
R-187
FL230 (75) 151
6500 064° (79)
5000 (38) 76
R-324
R-184
R-182
R-181
R-180
R-312
R-261
R-183
R-259
R-346
R-254
R-262
R-281
R-291
14,000 072° (134)
FL200 077° (125)
FL200 097° (206)
5000 064° (38)
5000 074° (36)
5000 084° (36)
5000 094° (36)
5000 (39) 76
5000 081° (49)
5000 (34) 71
9000 079° (44) 94
(25) 50
(25)
14,000 111° (116)

N

NOTE: For Props requesting FL240 and above.

(NARRATIVE ON FOLLOWING PAGE)

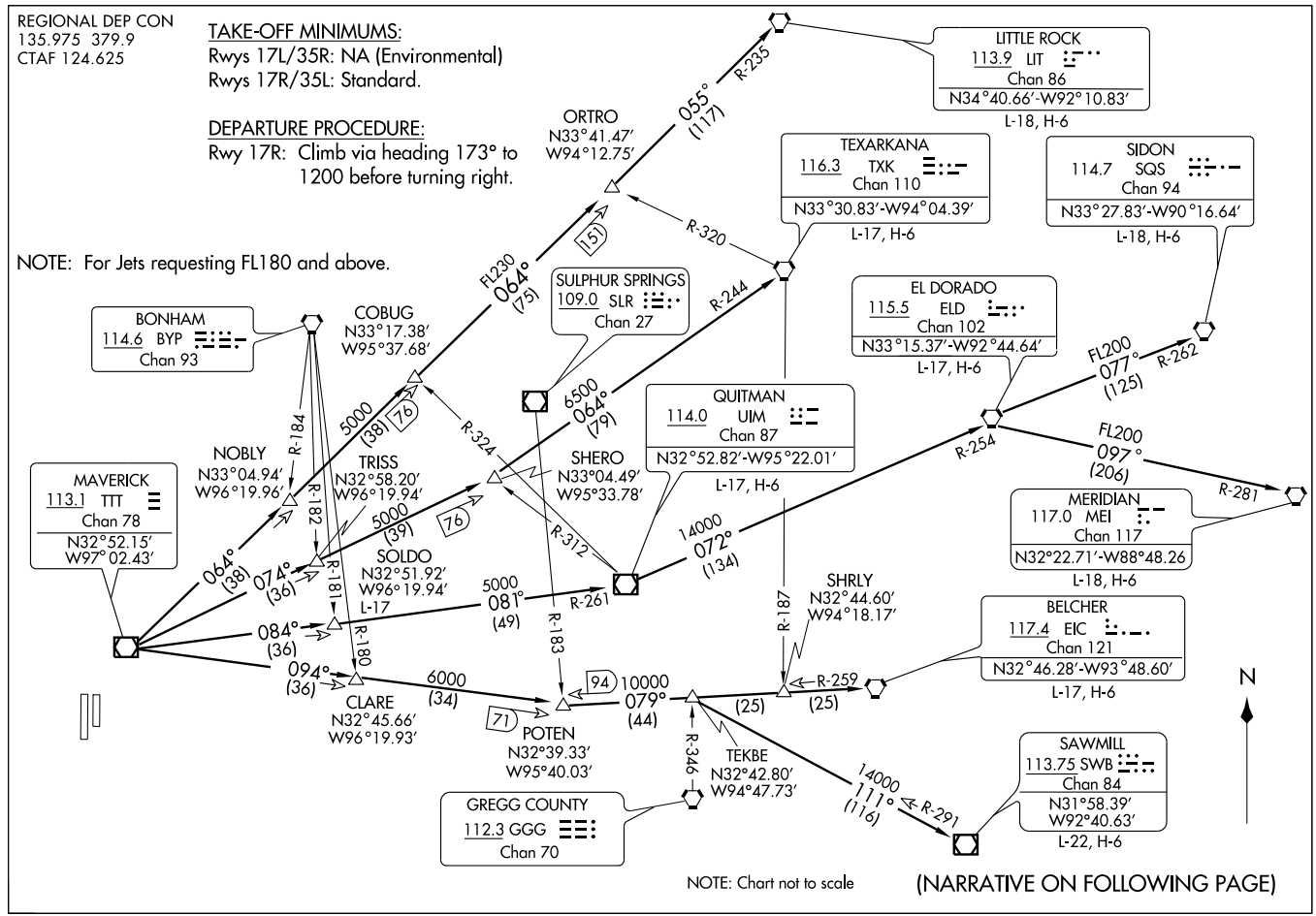
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitiude to appropriate route.

BELCHER TRANSITION (WYLIE5.EIC): (For aircraft inbound to Jackson, Monroe, and Shreveport terminal area.) From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (WYLIE5.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (WYLIE5.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (WYLIE5.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (WYLIE5.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (WYLIE5.SWB): From over TTT VOR/DME via TTT R-094 to POTEN, then via EIC R-259 to TEKBE, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (WYLIE5.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (WYLIE5.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO.
TEXARKANA TRANSITION (WYLIE5.TXK): From over TTT VOR/DME via TTT R-074 to SHERO, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 9, windsock 293′ from departure end of runway, 354′ left of centerline, 51′ AGL/721′ MSL. Sign on building 481′ from departure end of runway, 407′ right of centerline, 39′ AGL/702′ MSL. Sign 2448′ from departure end of runway, 540′ left of centerline, 75′ AGL/742′ MSL. Grain elevators beginning 7085′ from departure end of runway, 2191′ left of centerline, up to 229′ AGL/877′ MSL.
Rwy 27, tree 239′ from departure end of runway, 492′ left of centerline, 35′ AGL/685′ MSL.
Rwy 17, bush 13′ from departure end of runway, 160′ right of centerline, 21′ AGL/674′ MSL. Antenna 953′ from departure end of runway, 394′ left of centerline, 72′ AGL/722′ MSL. Hangar 1380′ feet from departure end of runway, 744′ left of centerline, 43′ AGL/703′ MSL.
Rwy 34, multiple trees 974′ from departure end of runway, 682′ right of centerline, up to 47′ AGL/746′ MSL.
Rwy 35, tree 1′ from departure end of runway, 248′ left of centerline, 40′ AGL/690′ MSL. Tree 567′ from departure end of runway, 225′ right of centerline, 45′ AGL/699′ MSL. Bush 55′ from departure end of runway, 143′ left of centerline, 21′ AGL/681′ MSL. Obstruction light on dam 1359′ from departure end runway, 1′ right of centerline, 46′ AGL/706′ MSL.
Rwy 16, Tower 5.8 NM southeast from departure end of runway, 1113′ AGL/1743′ MSL. Building 3.5 NM southeast from departure end of runway, 590′ AGL/1196′ MSL.




(DAL9.TTT) 09351

DALLAS NINE DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

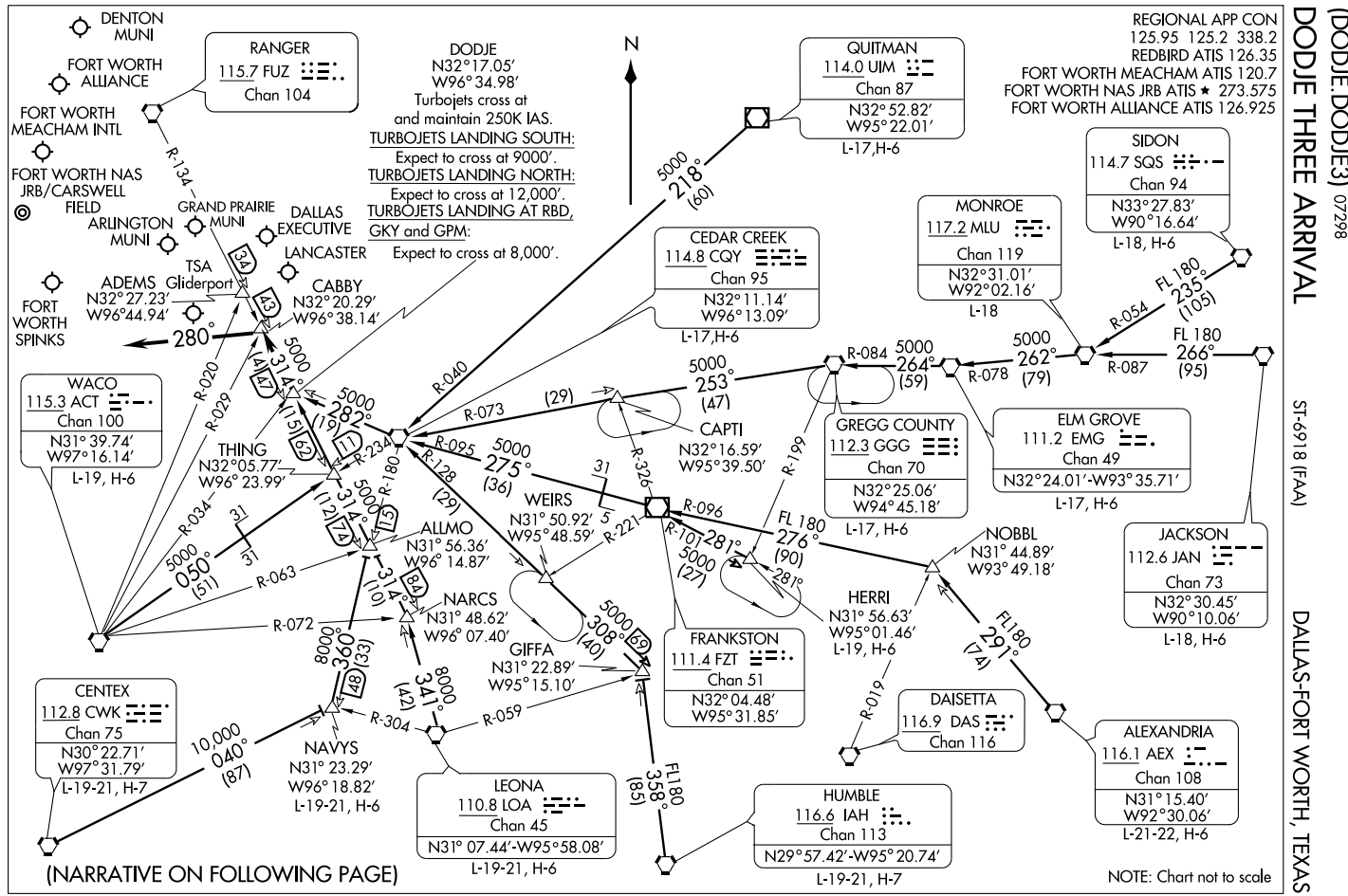
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
FL 180
266°
(95)
R-078
R-084
5000
264°
(59)
5000
253°
(47)
CAPTI
N32°16.59′
W95°39.50′
R-073
(29)
R-040
R-095
5000
275°
(36)
R-128
(29)
R-199
R-326
31
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
NOBBL
N31° 44.89′
W93° 49.18′
FL180
291°
(74)
HERRI
N31° 56.63′
W95°01.46′
L-19, H-6
R-019
DAISETTA
116.9 DAS
Chan 116
ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′
L-21-22, H-6
HUMBLE
116.6 IAH
Chan 113
N29°57.42′-W95° 20.74′
L-19-21, H-7
FL180
358°
(85)
R-059
R-304
8000
341°
(42)
8000
360°
(33)
R-072
R-063
5000
050°
(51)
R-034
31
31
5000
314°
(74)
(12)
13
R-180
R-234
R-029
R-020
5000
282°
(19)
11
5000
314°
(47)
(15)
62
43
34
280°
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95°15.10′
WEIRS
N31° 50.92′
W95° 48.59′
R-221
5
31
R-096
FL 180
276°
(90)
R-101
281°
5000
(27)
281°
5000
308°
(40)
69
314°
(10)
84
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
10,000
040°
(87)
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
148
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

# DODJE THREE ARRIVAL (DODJE.DODJE3)



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

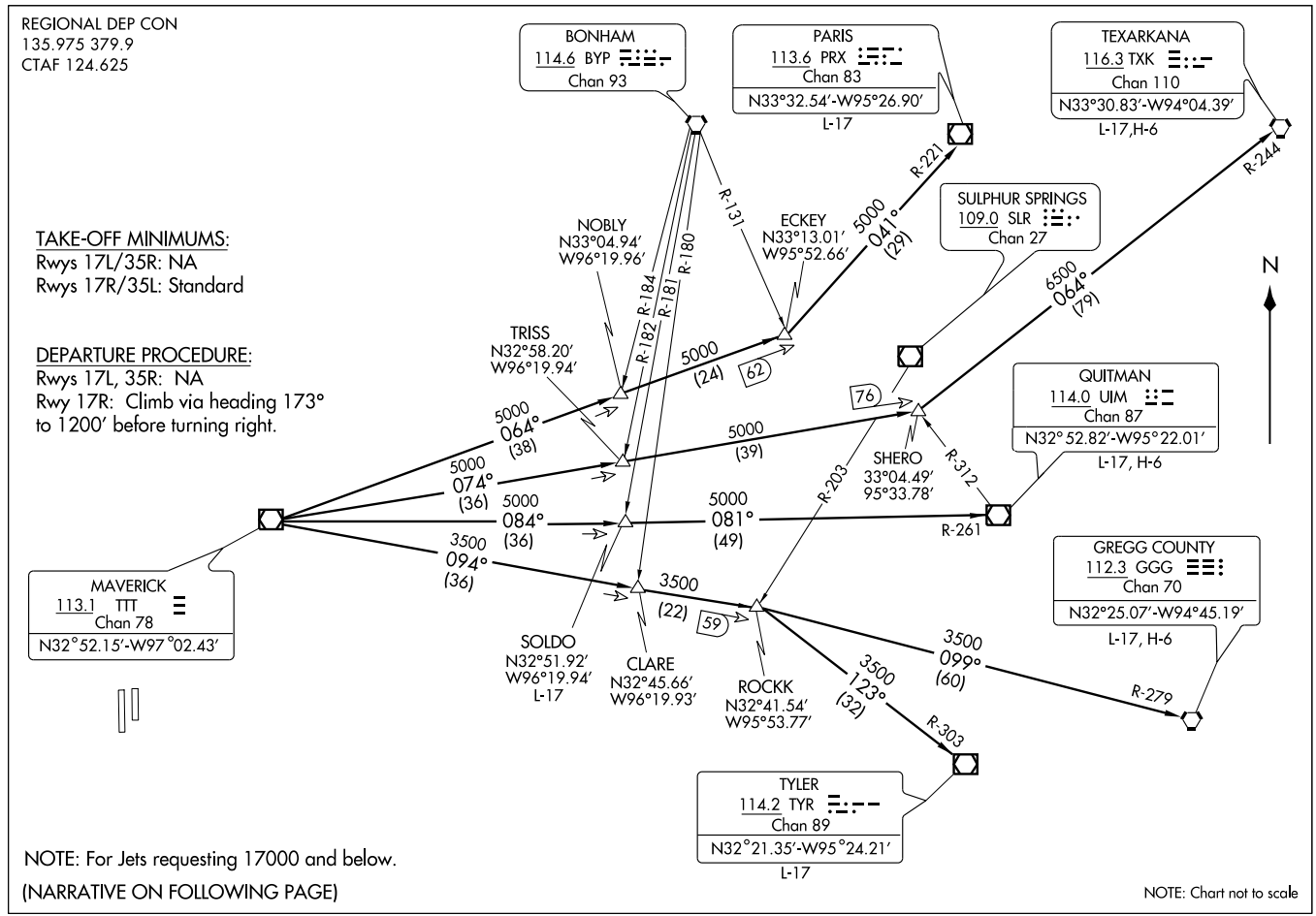
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010




(GARL3.TTT) 0935

# GARLAND THREE DEPARTURE

SL-6917 (FAA)

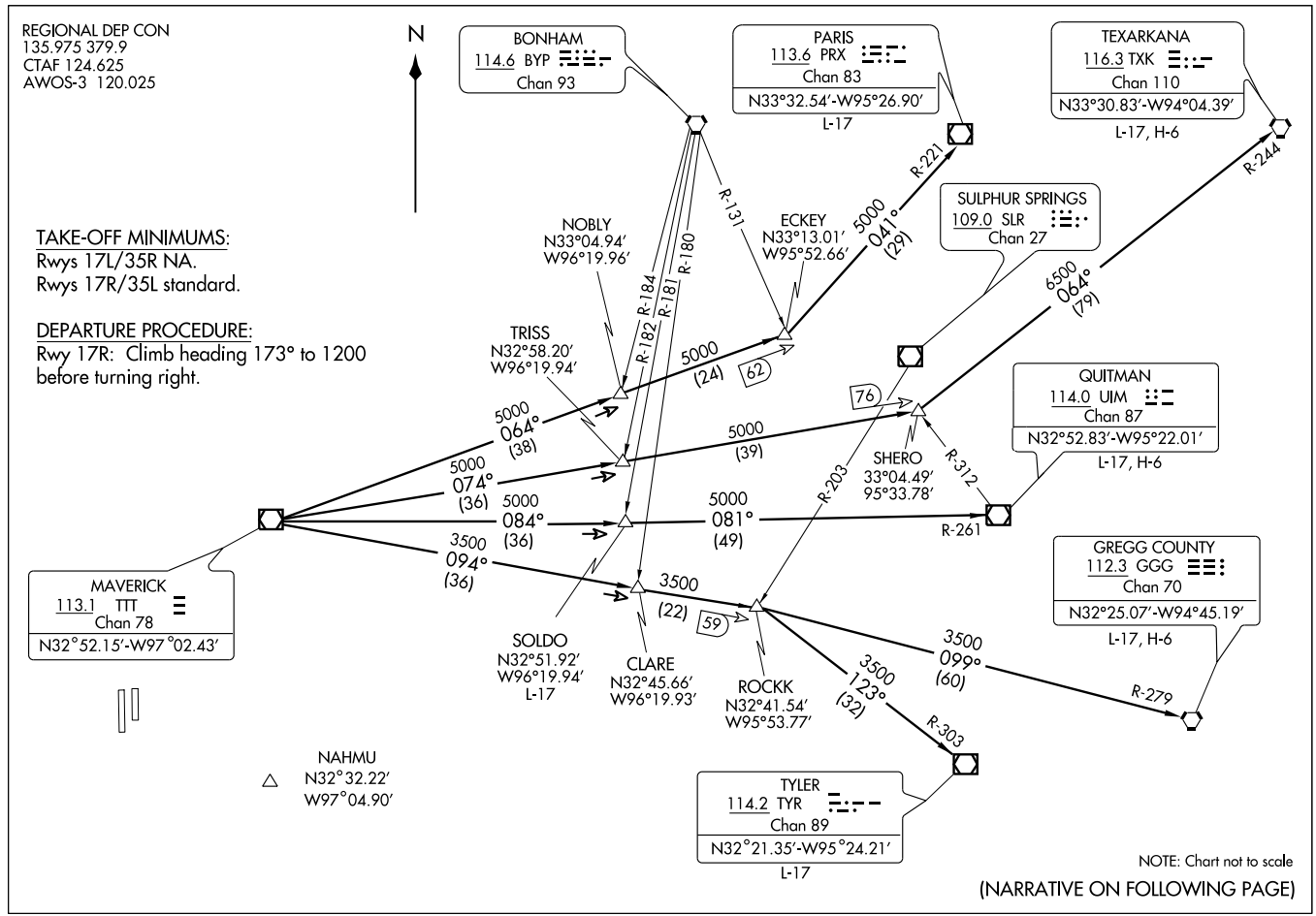
FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.


REGIONAL DEP CON
135.975 379.9
CTAF 124.625
AWOS-3 120.025
N
BONHAM
114.6 BYP
Chan 93
PARIS
113.6 PRX
Chan 83
N33°32.54'-W95°26.90'
L-17
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SULPHUR SPRINGS
109.0 SLR
Chan 27
TAKE-OFF MINIMUMS:
Rwys 17L/35R NA.
Rwys 17R/35L standard.
DEPARTURE PROCEDURE:
Rwy 17R: Climb heading 173° to 1200 before turning right.
NOBLY
N33°04.94'
W96°19.96'
ECKEY
N33°13.01'
W95°52.66'
TRISS
N32°58.20'
W96°19.94'
QUITMAN
114.0 UIM
Chan 87
N32°52.83'-W95°22.01'
L-17, H-6
SHERO
33°04.49'
95°33.78'
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'-W94°45.19'
L-17, H-6
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
SOLDO
N32°51.92'
W96°19.94'
L-17
CLARE
N32°45.66'
W96°19.93'
ROCKK
N32°41.54'
W95°53.77'
NAHMU
N32°32.22'
W97°04.90'
TYLER
114.2 TYR
Chan 89
N32°21.35'-W95°24.21'
L-17
R-131
R-180
R-184
R-181
R-182
R-221
R-244
R-203
R-312
R-261
R-279
R-303
5000 041° (29)
6500 064° (79)
5000 (24)
62
5000 064° (38)
5000 (39)
76
5000 074° (36)
5000 084° (36)
5000 081° (49)
3500 094° (36)
3500 (22)
59
3500 099° (60)
3500 123° (32)
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17R:
Tree 4,909′ from departure end of runway, 1,556′ left of centerline, 60′ AGL/830′ MSL.

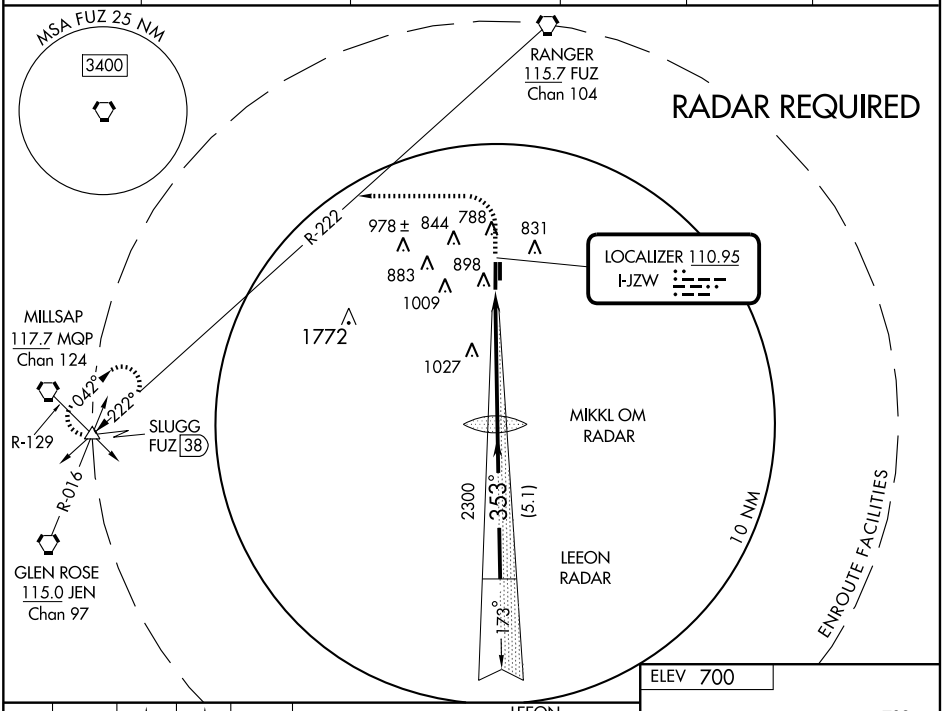
| LOC I-JZW | APP CRS | Rwy Idg | 6002 |
|---|---|---|---|
| 110.95 | 353° | TDZE | 697 |
| | | Apt Elev | 700 |

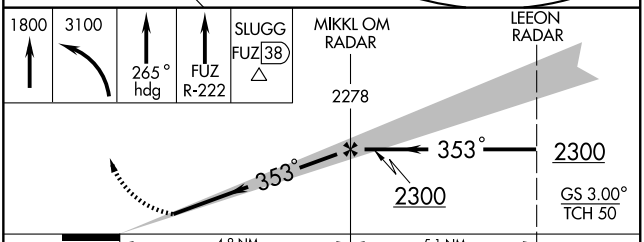
# ILS RWY 35L
## FORT WORTH SPINKS (FWS)

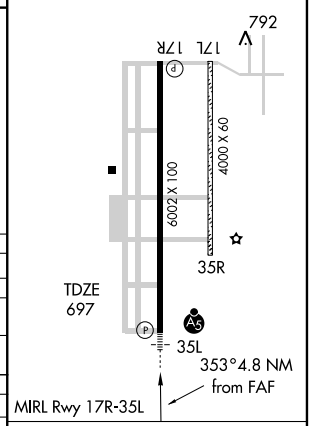
Circling not authorized west of Runway 17R-35L. Obtain local altimeter on CTAF; when not received, use Fort Worth Meacham altimeter setting minimums.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3100 via heading 265° and FUZ R-222 to SLUGG Int/FUZ 38 DME and hold.

| AWOS-3 | REGIONAL APP CON | SPINKS TOWER ★ | GND CON | GCO | UNICOM |
|---|---|---|---|---|---|
| 120.025 | 135.975 379.9 | 124.625 (CTAF) L | 119.475 | 121.725 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35L | 897-½ 200 (200-½) | | | |
| S-LOC 35L | 1220-½ 523 (600-½) | | 1220-1 523 (600-1) | 1220-1¼ 523 (600-1¼) |
| CIRCLING | 1220-1 520 (600-1) | | 1220-1½ 520 (600-1½) | 1260-2 560 (600-2) |
| FORT WORTH MEACHAM ALTIMETER SETTING MINIMA | | | | |
| S-ILS 35L | 934-½ 237 (300-½) | | | |
| S-LOC 35L | 1260-½ 563 (600-½) | | 1260-1 563 (600-1) | 1260-1¼ 563 (600-1¼) |
| CIRCLING | 1260-1 560 (600-1) | | 1260-1½ 560 (600-1½) | 1260-2 560 (600-2) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SC-2, 14 JAN 2010 to 11 FEB 2010

# JOE POOL FOUR DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)
FORT WORTH, TEXAS

GND CON 119.475
SPINKS TOWER*
124.625 (CTAF)
REGIONAL DEP CON
135.975 379.9
AWOS-3 120.025

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

**TAKE-OFF MINIMUMS:**
Rwys 17L/35R: NA
Rwys 17R/35L: Standard

**DEPARTURE PROCEDURE:**
Rwys 17L, 35R: NA
Rwy 17R: Climb via heading 173° to 1200 before turning right.

186° (36)
156° (37)
166° (35)
176° (35)
V369
TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

R-072
R-074
R-273
R-275

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

156° (25)
62

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06'
W96°39.80'

4000
177° (38)
7000 (35)
8000 (45)
70
6000 (23)

TORNN
N31°31.22'
W96°30.88'
H-6

ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TNV
R-334
85
154°
11 NM

R-357

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

R-074
R-093
R-120
80

LEONA
110.8 LOA
Chan 45

6000
156° (22)
187

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

12000
193° (70)
7000
154° (69)
R-268

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

R-334

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

R-012

NAVASOTA
115.9 TNV
Chan 106

R-307

CENTEX
112.8 CWK
Chan 75

12000
204° (66)

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

R-024

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 14 JAN 2010 to 11 FEB 2010

# KINGDOM SEVEN DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

REGIONAL DEP CON
135.975 379.9
CTAF 124.625

N

TAKE-OFF OBSTACLE:
Rwy 17R, Tree 4909′ from DER, 1556′ left of centerline, 60′ AGL/830′ MSL.

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′-W98°35.61′
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82′
W98°24.42′

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47′
W97°44.00′

RANGER
115.7 FUZ
Chan 104
N32°53.37′
W97°10.77′

MUZZO
N33°15.10′
W98°14.61′

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

CEOLA
N32°51.98′
W97°44.00′

2500 261° (28)

RUWLO
N32°47.28′
W99°07.77′

R-330

8000 (71)

2800 250° (36)

99

8000 265° V18

4000 261° (13)

R-081

R-265

BEKLE
N32°49.27′
W99°49.92′

93 (36)

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

PODDE
N32°43.58′
W97°44.00′
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwys 17L/35R: NA: Environmental
Rwys 17R/35L: Standard.
DEPARTURE PROCEDURES:
Rwy 17R: Climb heading 173° to 1200′ before turning right.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000′ and below.

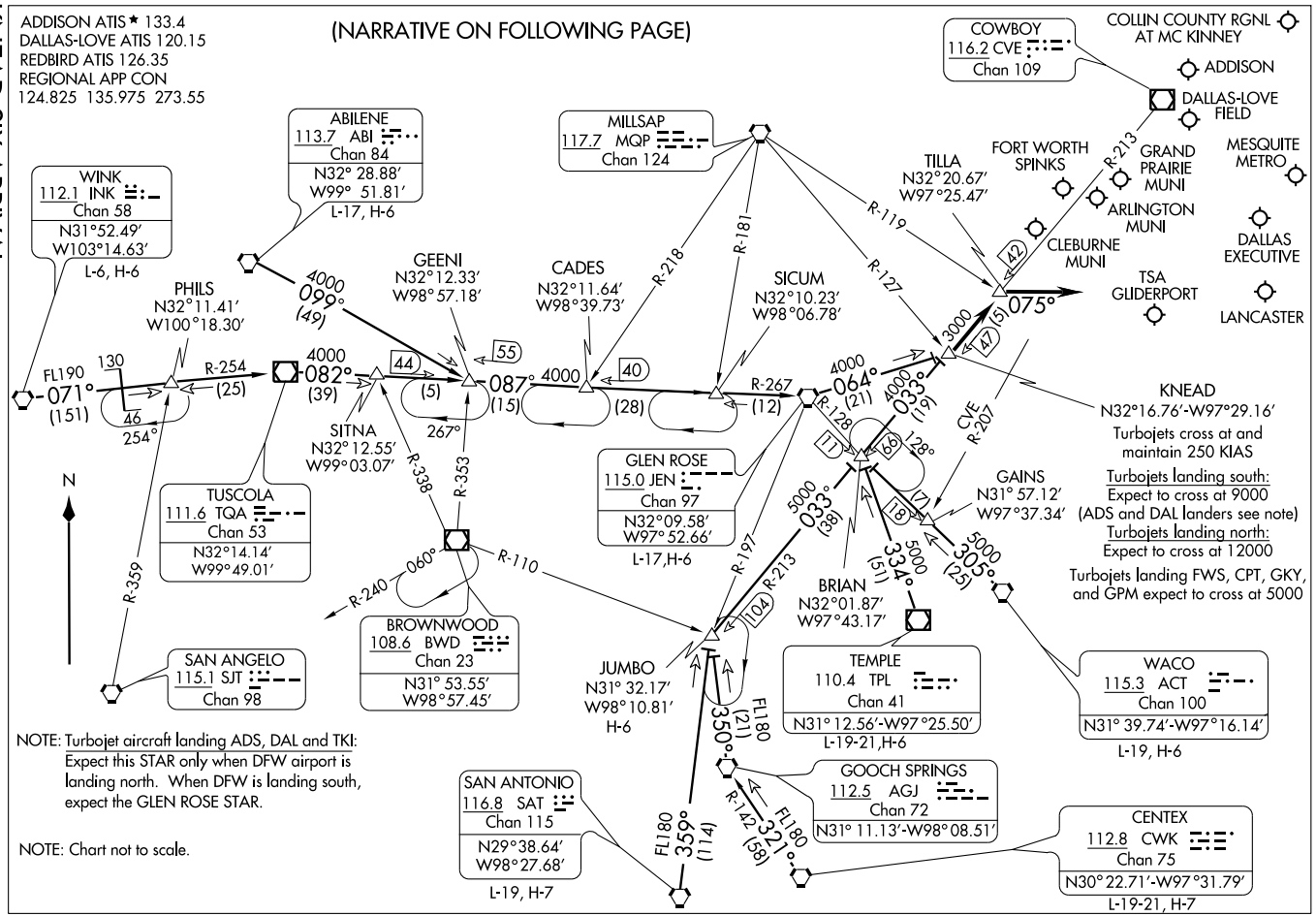
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55
(NARRATIVE ON FOLLOWING PAGE)
COWBOY
116.2 CVE
Chan 109
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
GRAND PRAIRIE MUNI
ARLINGTON MUNI
DALLAS EXECUTIVE
LANCASTER
TSA GLIDERPORT
CLEBURNE MUNI
FORT WORTH SPINKS
TILLA
N32°20.67′
W97°25.47′
ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6
PHILS
N32°11.41′
W100°18.30′
GEENI
N32°12.33′
W98°57.18′
CADES
N32°11.64′
W98°39.73′
SICUM
N32°10.23′
W98°06.78′
FL190
071°
(151)
130
46
254°
R-254
(25)
4000
082°
(39)
4000
099°
(49)
44
(5)
55
087°
4000
(15)
40
(28)
R-267
(12)
4000
064°
(21)
4000
033°
(19)
R-218
R-181
R-119
R-127
R-128
R-207
CVE
42
13000
151
147
075°
KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000 (ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000
GAINS
N31° 57.12′
W97°37.34′
N
R-359
SITNA
N32°12.55′
W99°03.07′
267°
R-338
R-353
TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′
GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6
11
66
128°
17
18
5000
033°
(38)
5000
334°
(51)
5000
305°
(25)
R-197
R-213
104
BRIAN
N32°01.87′
W97°43.17′
R-240
060°
R-110
BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′
SAN ANGELO
115.1 SJT
Chan 98
JUMBO
N31° 32.17′
W98°10.81′
H-6
TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6
FL180
350°
(21)
GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7
FL180
359°
(114)
R-142
321°
(58)
CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7
NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

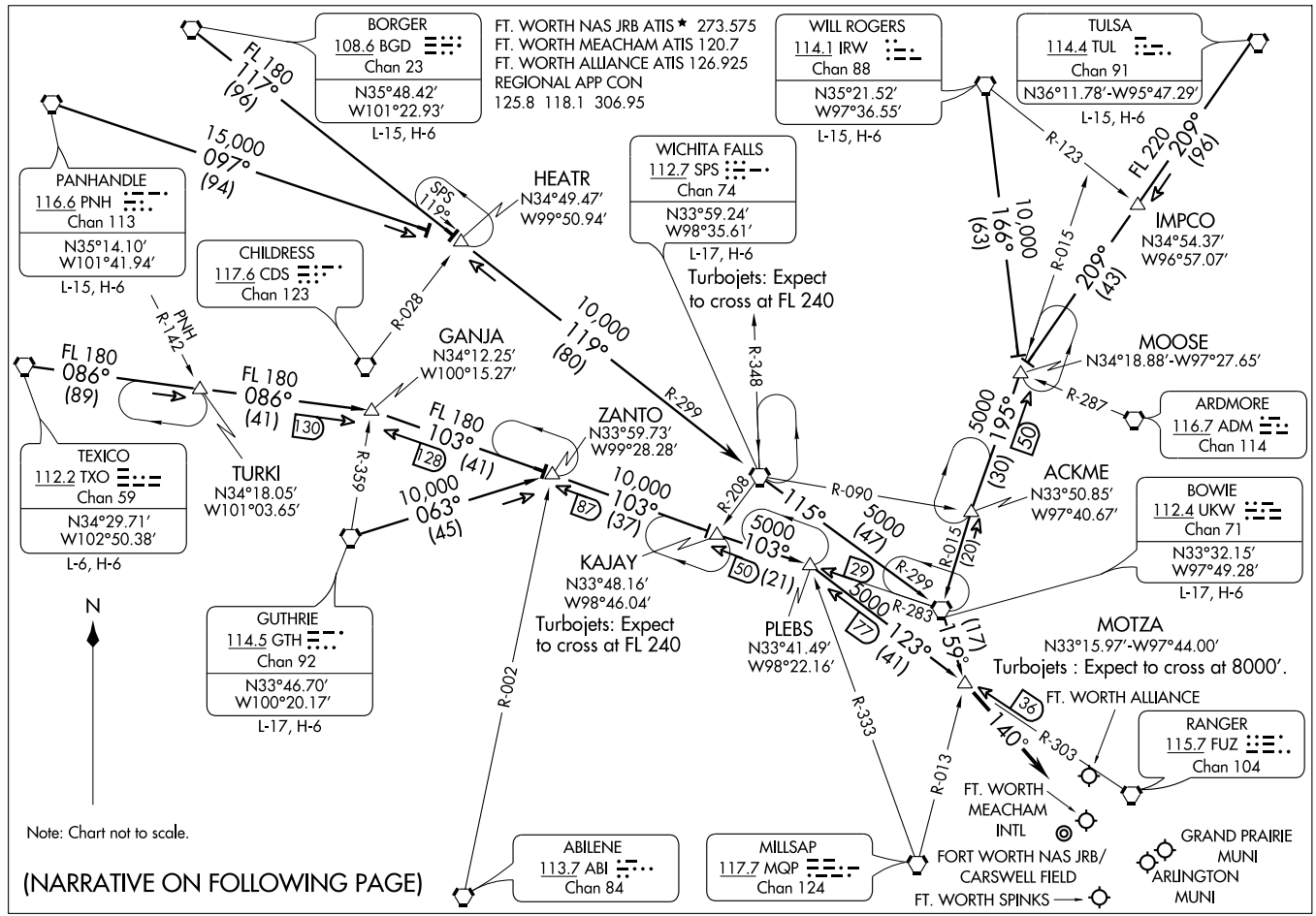
SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
FL 180
117°
(96)
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
15,000
097°
(94)
CHILDRESS
117.6 CDS
Chan 123
R-028
PNH
R-142
HEATR
N34°49.47′
W99°50.94′
SPS
119°
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
Turbojets: Expect
to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
R-123
FL 220
209°
(96)
IMPCO
N34°54.37′
W96°57.07′
10,000
166°
(63)
R-015
209°
(43)
MOOSE
N34°18.88′-W97°27.65′
R-287
ARDMORE
116.7 ADM
Chan 114
5000
195°
(30)
50
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
R-090
5000
(47)
R-015
(20)
R-299
R-283
5000
123°
(41)
177
159°
(17)
MOTZA
N33°15.97′-W97°44.00′
Turbojets : Expect to cross at 8000′.
FT. WORTH ALLIANCE
36
140°
R-303
RANGER
115.7 FUZ
Chan 104
R-013
FT. WORTH
MEACHAM
INTL
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
R-333
PLEBS
N33°41.49′
W98°22.16′
R-348
10,000
119°
(80)
R-299
GANJA
N34°12.25′
W100°15.27′
FL 180
086°
(89)
FL 180
086°
(41)
130
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
R-359
FL 180
103°
(41)
128
ZANTO
N33°59.73′
W99°28.28′
10,000
063°
(45)
10,000
103°
(37)
87
R-208
115°
KAJAY
N33°48.16′
W98°46.04′
Turbojets: Expect
to cross at FL 240
5000
103°
50
(21)
29
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
R-002
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

# MOTZA SIX ARRIVAL



## ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

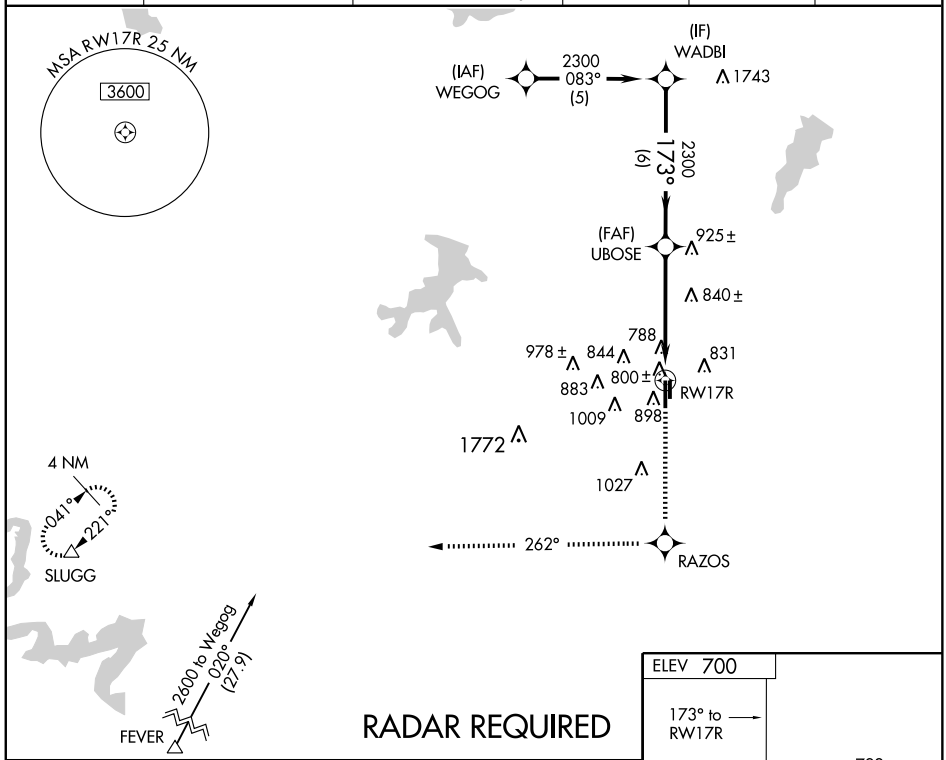
| WAAS CH 62899 W17A | APP CRS 173° | Rwy Idg 6002 TDZE 700 Apt Elev 700 |
|---|---|---|

# RNAV (GPS) RWY 17R
FORT WORTH SPINKS (FWS)

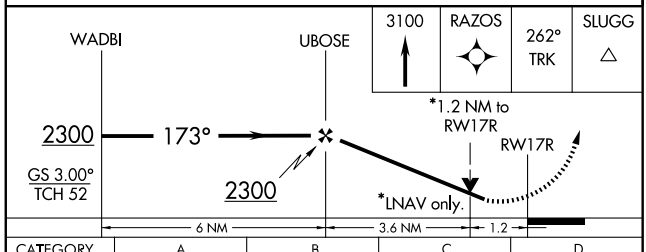
DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all DAs/MDAs 40 feet.
Circling NA west of Rwy 17R-35L. BARO/VNAV and VDP NA with Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 3100 direct RAZOS and via 262° track to SLUGG and hold.

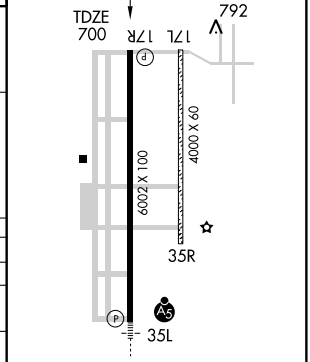
| AWOS-3 | REGIONAL APP CON | SPINKS TOWER ★ | GND CON | GCO | UNICOM |
|---|---|---|---|---|---|
| 120.025 | 135.975 379.9 | 124.625 (CTAF) (L) | 119.475 | 121.725 | 122.7 |




RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 987-1 287 (300-1) | | | |
| LNAV/VNAV DA | 1124-1½ 424 (500-1½) | | | |
| LNAV MDA | 1140-1 440 (500-1) | | 1140-1¼ 440 (500-1¼) | 1140-1½ 440 (500-1½) |
| CIRCLING | 1140-1½ 440 (500-1½) | 1200-1½ 500 (500-1½) | | 1260-2 560 (600-2) |




MIRL Rwy 17R-35L

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 57999 W35A | APP CRS 353° | Rwy Idg 6002 TDZE 697 Apt Elev 700 |
|---|---|---|

# RNAV (GPS) RWY 35L
## FORT WORTH SPINKS (FWS)

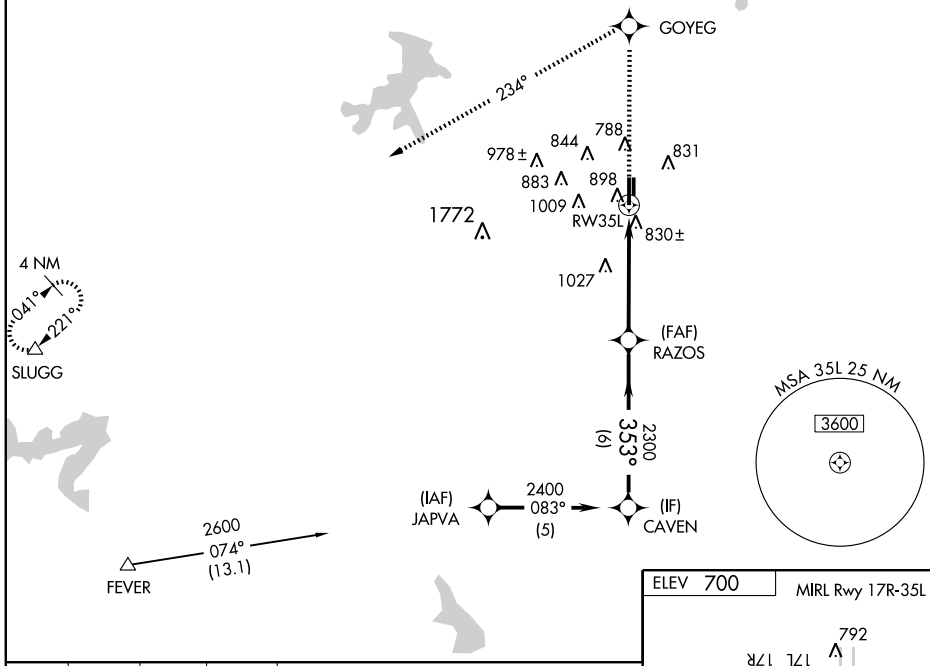
DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). If local altimeter setting not received, use Fort Worth Meacham altimeter setting and increase all DAs/MDAs 40 feet. For inoperative MALSR increase LPV visibility all Cats to 1. Circling NA west of Rwy 17R-35L. BARO/VNAV and VDP NA with Fort Worth Meacham altimeter setting.

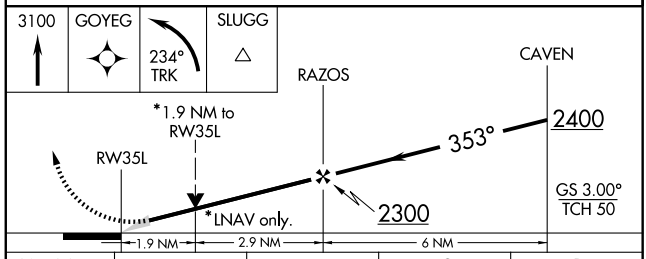
MALSR

MISSED APPROACH: Climb to 3100 direct GOYEG and left turn via 234° track to SLUGG and hold.

| AWOS-3 | REGIONAL APP CON | SPINKS TOWER ★ | GND CON | GCO | UNICOM |
|---|---|---|---|---|---|
| 120.025 | 135.975 379.9 | 124.625 (CTAF) (L) | 119.475 | 121.725 | 122.7 |

RADAR REQUIRED

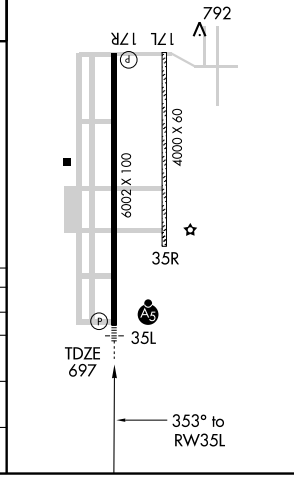


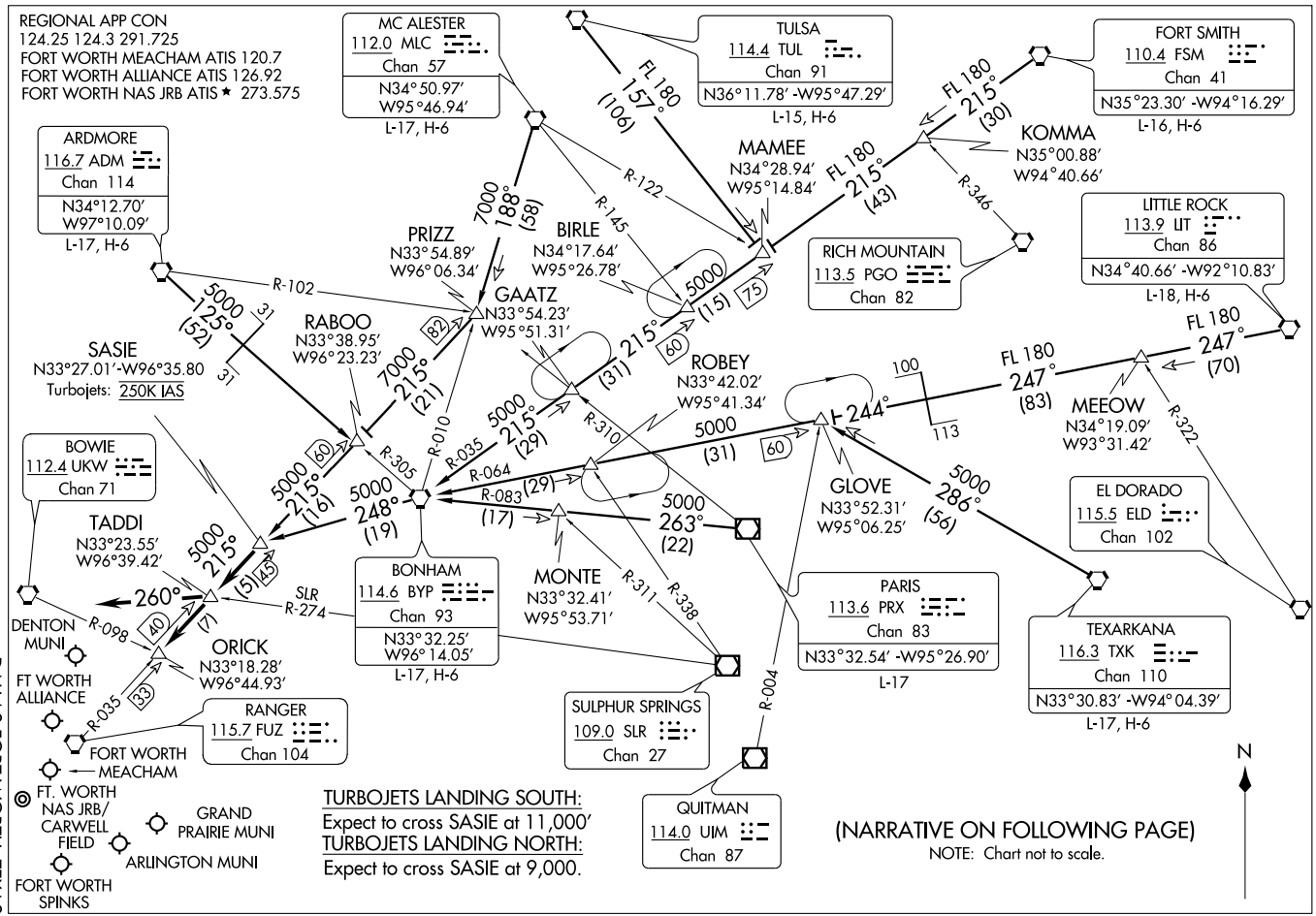

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 947-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1112-1 415 (500-1) | | | |
| LNAV MDA | 1340-½ 643 (700-½) | | 1340-1¼ 643 (700-1¼) | 1340-1½ 643 (700-1½) |
| CIRCLING | 1340-1½ 640 (700-1½) | | 1340-1¾ 640 (700-1¾) | 1340-2 640 (700-2) |

ELEV 700

MIRL Rwy 17R-35L




SC-2, 14 JAN 2010 to 11 FEB 2010




SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

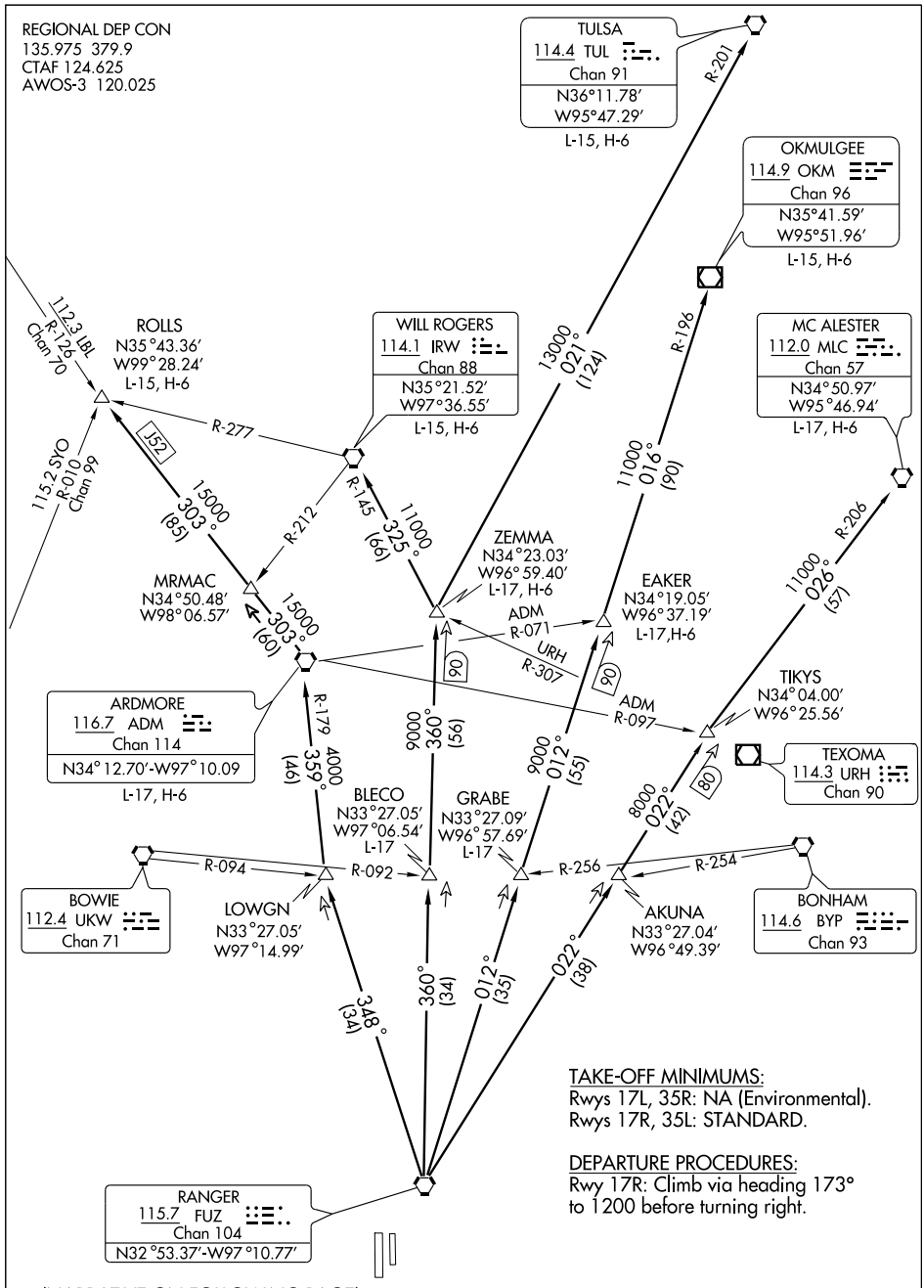
SC-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

# TEXOMA ONE DEPARTURE

SL-6917 (FAA)




TAKE-OFF MINIMUMS:
Rwys 17L, 35R: NA (Environmental).
Rwys 17R, 35L: STANDARD.

DEPARTURE PROCEDURES:
Rwy 17R: Climb via heading 173° to 1200 before turning right.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

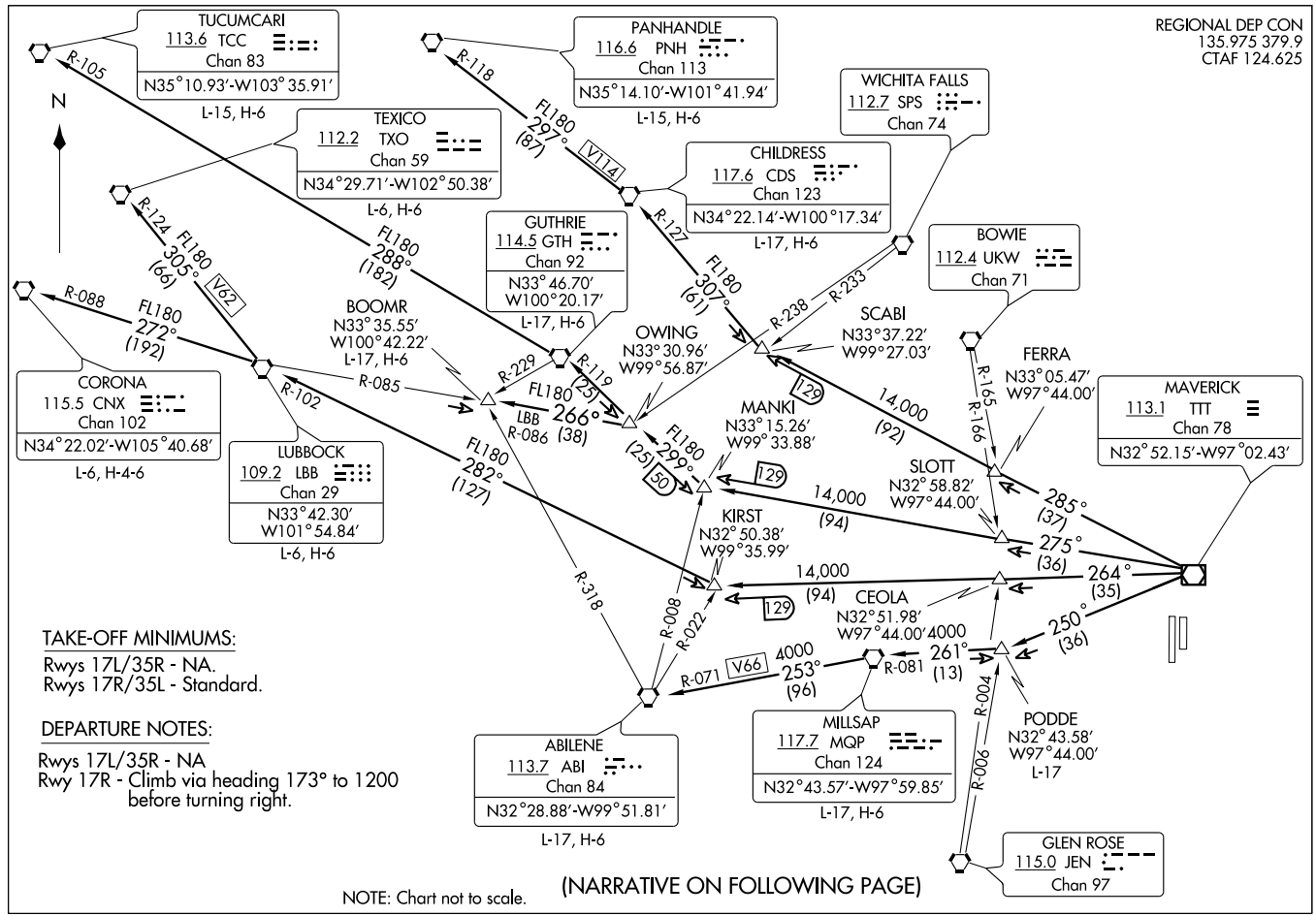
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 14 JAN 2010 to 11 FEB 2010




(FWS)TWR(FTH).111 08269

# WORTH FIVE DEPARTURE

SL-6917 (FAA)

FORT WORTH SPINKS (FWS)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

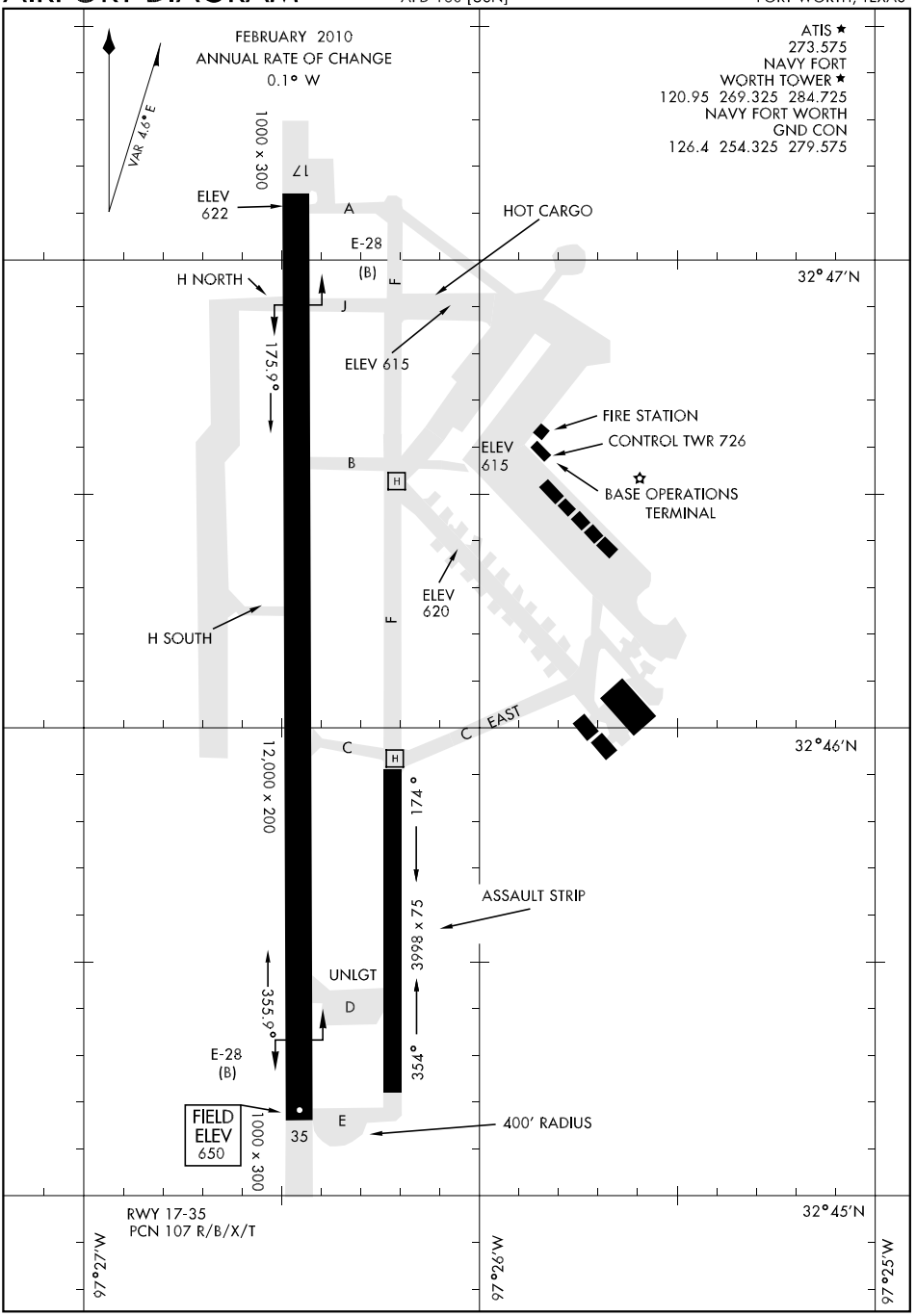
PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

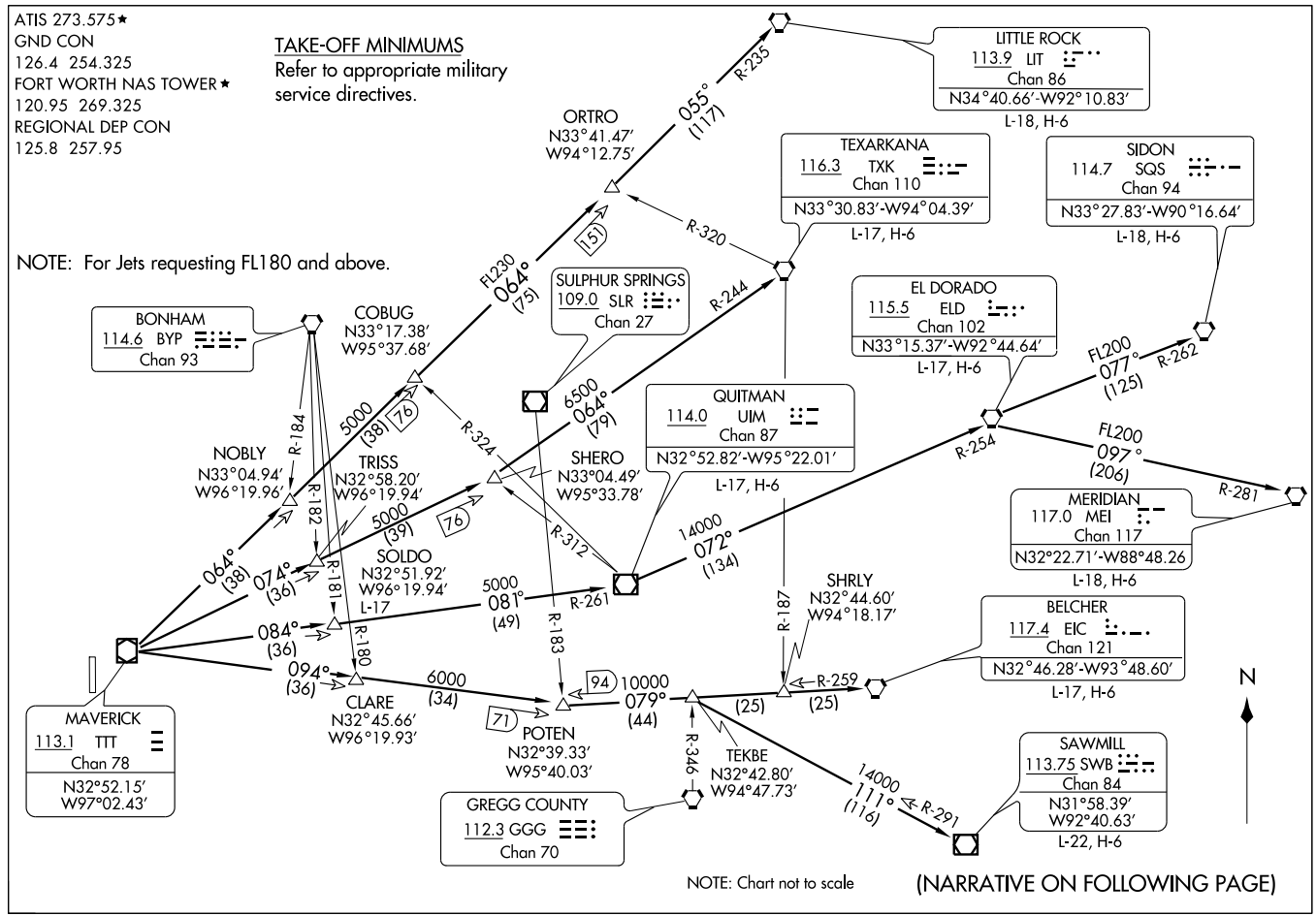
TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010




SC-2, 14 JAN 2010 to 11 FEB 2010


ATIS 273.575★
GND CON
126.4 254.325
FORT WORTH NAS TOWER★
120.95 269.325
REGIONAL DEP CON
125.8 257.95
TAKE-OFF MINIMUMS
Refer to appropriate military service directives.
NOTE: For Jets requesting FL180 and above.
LITTLE ROCK
113.9 LIT
Chan 86
N34°40.66'-W92°10.83'
L-18, H-6
TEXARKANA
116.3 TXK
Chan 110
N33°30.83'-W94°04.39'
L-17, H-6
SIDON
114.7 SQS
Chan 94
N33°27.83'-W90°16.64'
L-18, H-6
EL DORADO
115.5 ELD
Chan 102
N33°15.37'-W92°44.64'
L-17, H-6
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
MERIDIAN
117.0 MEI
Chan 117
N32°22.71'-W88°48.26
L-18, H-6
BELCHER
117.4 EIC
Chan 121
N32°46.28'-W93°48.60'
L-17, H-6
SAWMILL
113.75 SWB
Chan 84
N31°58.39'
W92°40.63'
L-22, H-6
BONHAM
114.6 BYP
Chan 93
SULPHUR SPRINGS
109.0 SLR
Chan 27
GREGG COUNTY
112.3 GGG
Chan 70
MAVERICK
113.1 TTT
Chan 78
N32°52.15'
W97°02.43'
ORTRO
N33°41.47'
W94°12.75'
COBUG
N33°17.38'
W95°37.68'
NOBLY
N33°04.94'
W96°19.96'
TRISS
N32°58.20'
W96°19.94'
SOLDO
N32°51.92'
W96°19.94'
L-17
SHERO
N33°04.49'
W95°33.78'
SHRLY
N32°44.60'
W94°18.17'
CLARE
N32°45.66'
W96°19.93'
POTEN
N32°39.33'
W95°40.03'
TEKBE
N32°42.80'
W94°47.73'
055° (117) R-235
FL230 064° (75)
R-320
151
R-244
5000 (38) 76
R-324
6500 064° (79)
FL200 077° (125) R-262
FL200 097° (206) R-281
R-254
R-184
R-182
R-181
R-180
5000 (39) 76
R-312
14000 072° (134)
064° (38)
074° (36)
084° (36)
094° (36)
5000 081° (49)
R-261
R-183
R-187
6000 (34)
94
10000 079° (44)
(25)
R-259
(25)
71
R-346
14000 111° (116) R-291
N
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

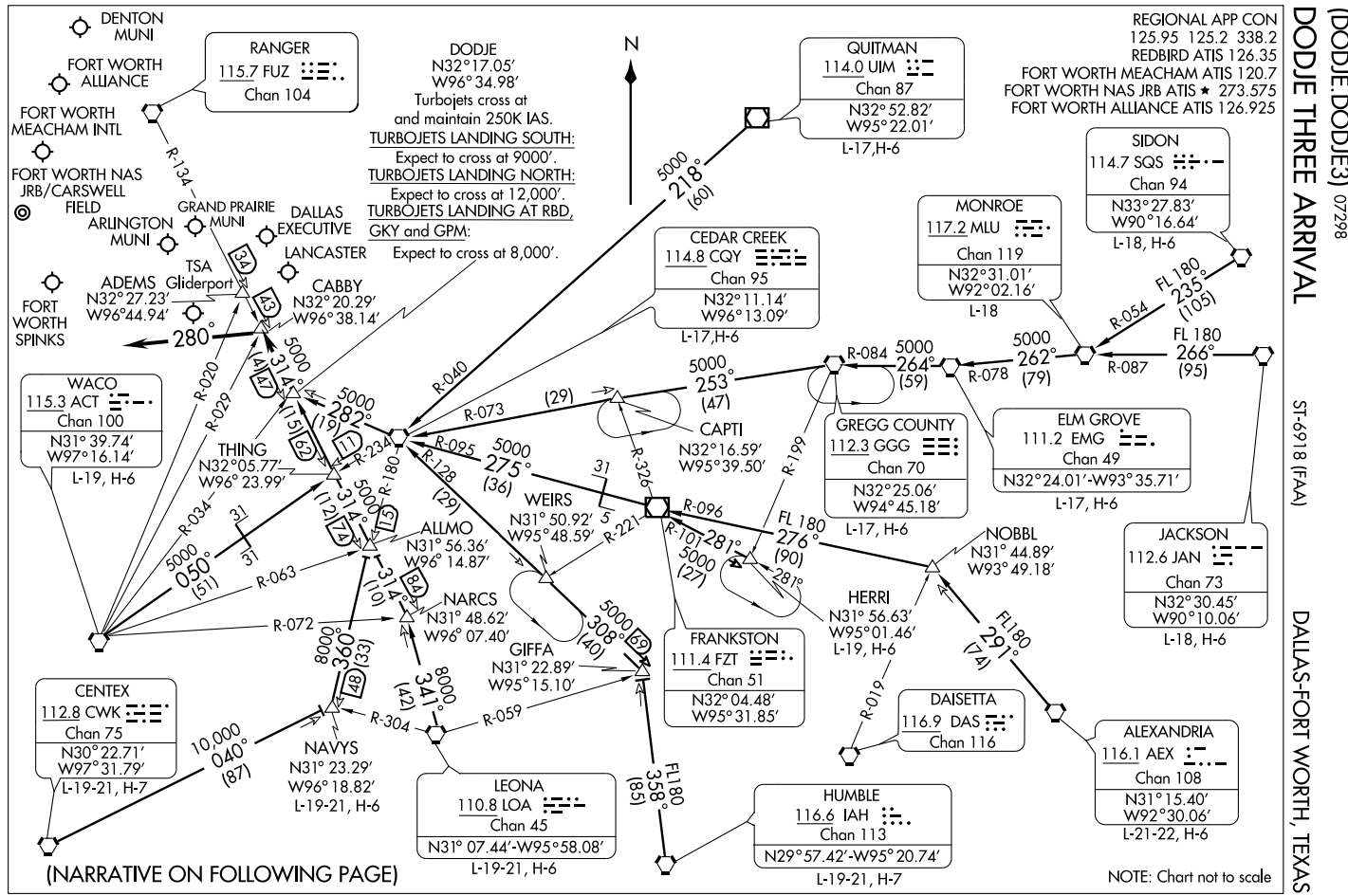
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
FL 180
266°
(95)
R-078
R-084
5000
264°
(59)
5000
253°
(47)
CAPTI
N32°16.59′
W95°39.50′
R-073
(29)
R-040
R-095
5000
275°
(36)
R-128
(29)
R-199
R-326
31
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
NOBBL
N31° 44.89′
W93° 49.18′
FL180
291°
(74)
HERRI
N31° 56.63′
W95°01.46′
L-19, H-6
R-019
DAISETTA
116.9 DAS
Chan 116
ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′
L-21-22, H-6
HUMBLE
116.6 IAH
Chan 113
N29°57.42′-W95° 20.74′
L-19-21, H-7
FL180
358°
(85)
R-059
R-304
8000
341°
(42)
8000
360°
(33)
R-072
R-063
5000
050°
(51)
R-034
31
31
5000
314°
(74)
(12)
13
R-180
R-234
R-029
R-020
5000
282°
(19)
11
5000
314°
(47)
(15)
62
43
34
280°
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95°15.10′
WEIRS
N31° 50.92′
W95° 48.59′
R-221
5
31
R-096
FL 180
276°
(90)
R-101
281°
5000
(27)
281°
5000
308°
(40)
69
314°
(10)
84
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
10,000
040°
(87)
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
148
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

# DODJE THREE ARRIVAL (DODJE.DODJE3)



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

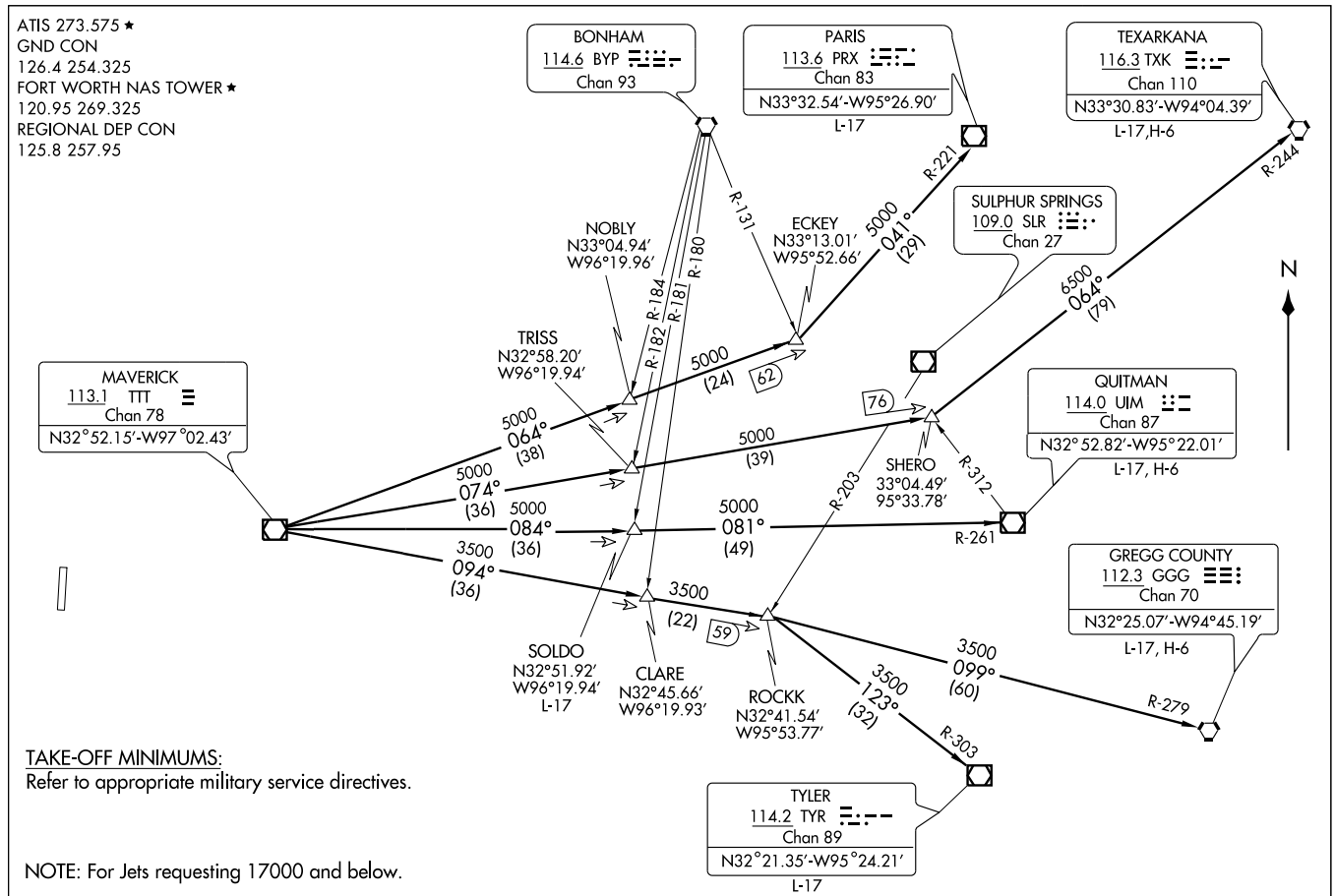
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010




(GARL3.TTT) 0935

# GARLAND THREE DEPARTURE SI-160 (FAA)

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 14 JAN 2010 to 11 FEB 2010

# HI-ILS or LOC/DME RWY 17

| LOC I-NFW 108.7 | APCH CRS 174° | Rwy ldg 12,000 TDZE 636 Arpt Elev 650 |
|---|---|---|

JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

| ATIS ★ | FORT WORTH MEACHAM INTL ATIS | REGIONAL APP CON | NAVY FORT WORTH TOWER ★ | NAVY FORT WORTH GND CON | ASR/ PAR |
|---|---|---|---|---|---|
| 273.575 | 120.7 | 125.8 257.95 | 120.95 269.325 284.725 | 126.4 254.325 279.575 | |

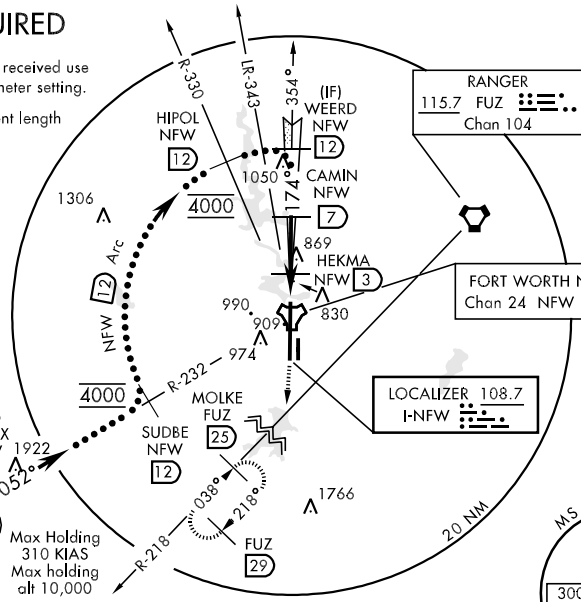
## TACAN REQUIRED

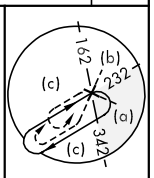
When local altimter is not received use Fort Worth Meacham altimeter setting.

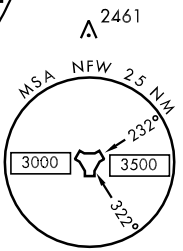
CAUTION: Intmed segment length 4.9 NM

CAUTION: ILS TCH exceeds 60' AGL

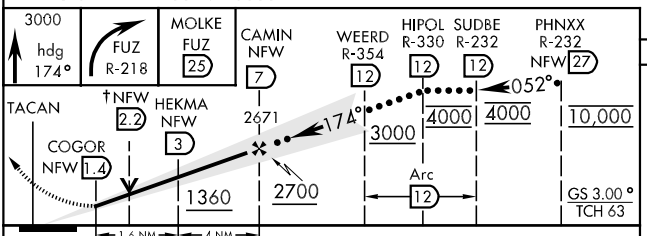
† VDP NA when using FTW altimeter setting

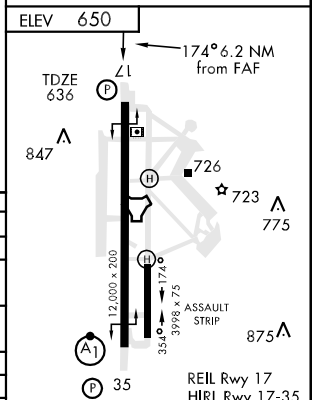



EMERG SAFE ALT 100 NM 3600




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 17 | 836-¾ 200 (200-¾) | | |
| S-LOC 17 | 1080-1¼ 444 (500-1¼) | 1080-1 ½ 444 (500-1½) | |
| CIRCLING * | 1220-1½ 570 (600-1½) | 1280-2 630 (700-2) | 1300-2¼ 650 (700-2¼) |
| FORT WORTH MEACHAM ALTIMETER | | | |
| S-ILS 17 | 856-1 220 (300-1) | | |
| S-LOC 17 | 1100-1¼ 464 (500-1¼) | 1100-1½ 464 (500-1½) | 1100-1¾ 464 (500-1¾) |
| CIRCLING * | 1240-1½ 590 (600-1½) | 1300-2 650 (700-2) | 1320-2¼ 670 (700-2¼) |

FAF to MAP 5.6 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:48 | 2:24 | 2:06 | 1:52 | 1:41 |

# HI-ILS or LOC/DME RWY 35

| LOC I-FWH | APCH CRS | Rwy ldg 12,000 TDZE 650 Arpt Elev 650 |
|---|---|---|
| 109.3 | 354° | JAL-160 [USN] |

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

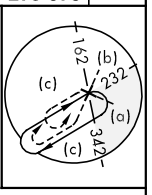
ALSF-1

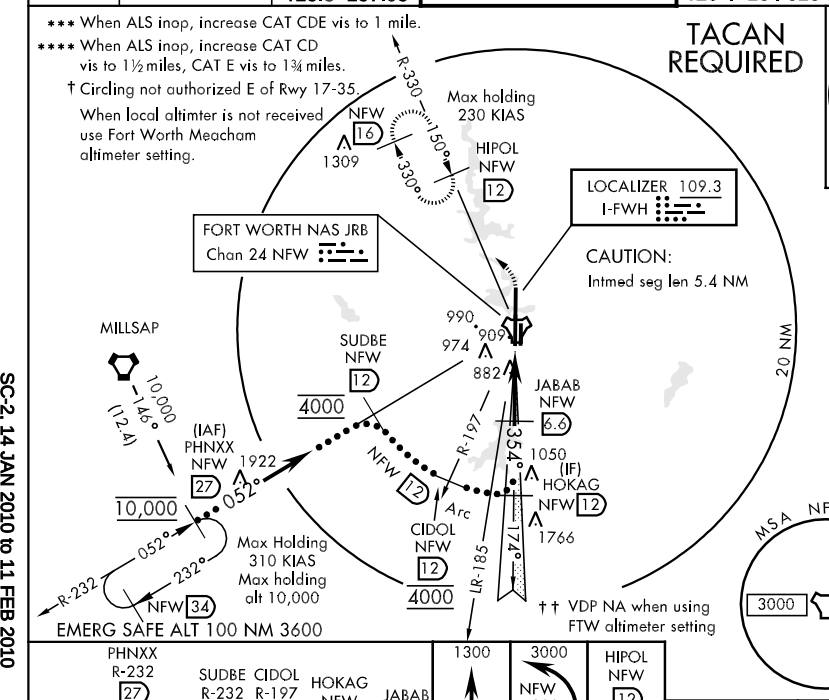
MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 via NFW TACAN R-330 to HIPOL and hold.

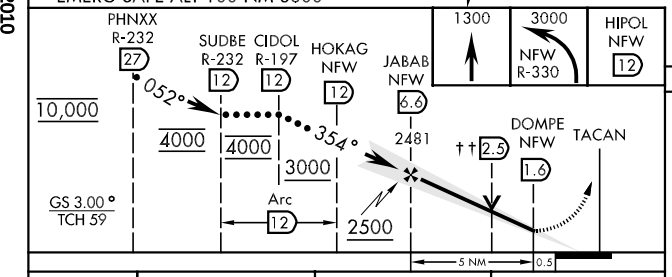
| ATIS ★ | FORT WORTH MEACHAM INTL ATIS | REGIONAL APP CON | NAVY FORT WORTH TOWER ★ | NAVY FORT WORTH GND CON | ASR/ PAR |
|---|---|---|---|---|---|
| 273.575 | 120.7 | 125.8 257.95 | 120.95 269.325 284.725 | 126.4 254.325 279.575 | |

*** When ALS inop, increase CAT CDE vis to 1 mile.
**** When ALS inop, increase CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
† Circling not authorized E of Rwy 17-35.
When local altimter is not received use Fort Worth Meacham altimeter setting.

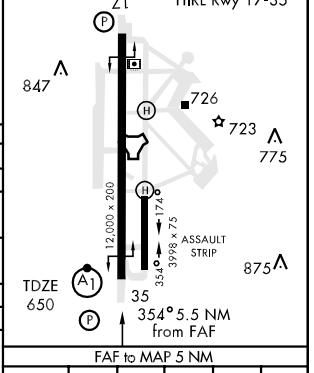
TACAN REQUIRED




ELEV 650




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 35 * | 850-½ | 200 | (200-½) |
| S-LOC 35 ** | 1140-¾ 490 (500-¾) | 1140-1 490 (500-1) | 1140-1¼ 490 (500-1¼) |
| CIRCLING † | 1220-1½ 570 (600-1½) | 1280-2 630 (700-2) | 1300-2¼ 650 (700-2¼) |
| FORT WORTH MEACHAM ALTIMETER | | | |
| S-ILS 35 *** | 870-½ | 220 | (300-½) |
| S-LOC 35 **** | 1160-1 510 (600-1) | | 1160-1¼ 510 (600-1¼) |
| CIRCLING † | 1240-1½ 590 (600-1½) | 1300-2 650 (700-2) | 1320-2¼ 670 (700-2¼) |

FAF to MAP 5 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:30 | 2:09 | 1:52 | 1:40 | 1:30 |

# HI-TACAN RWY 17

| TACAN | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| NFW Chan 24 | 172° | 12,000 | 636 | 650 |

JAL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

| ATIS ★ | FORT WORTH MEACHAM INTL ATIS | REGIONAL APP CON | NAVY FORT WORTH TOWER ★ | NAVY FORT WORTH GND CON | ASR/ PAR |
|---|---|---|---|---|---|
| 273.575 | 120.7 | 125.8 257.95 | 120.95 269.325 284.725 | 126.4 254.325 279.575 | |

When local altimter is not received use Fort Worth Meacham altimeter setting.

RANGER 115.7 FUZ Chan 104

FORT WORTH NAS JRB Chan 24 NFW

MILLSAP 10,000 146° (12.4)

(IAF) PHNXX NFW 27

10,000

052° 232° R-232 NFW 34

Max Holding 310 KIAS Max holding alt 10,000

HIPOL NFW 12 R-330 R-352 (IF) OLACK NFW 12

1306 4000 Arc 12 NFW 1050 172° BUDGE NFW 7 1049 FAMAL NFW 3 839 990 909 974 4000 R-218

SUDBE NFW 12 MOLKE FUZ 25 1922 052°

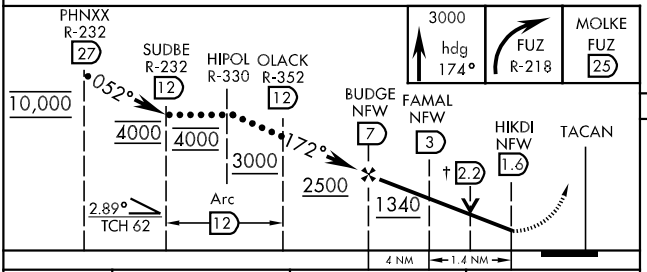
CAUTION: Intmed seg len 5 NM.

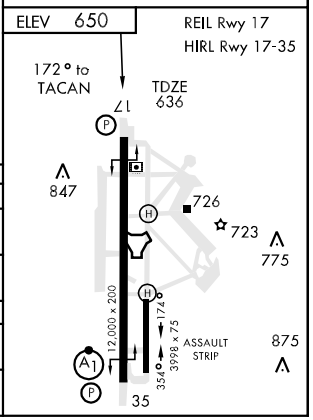
038° 218° 1766 FUZ 29 20 NM 2461

MSA NFW 25 NM 232° 322° 3000 3500

† VDP NA when using FTW altimeter setting

EMERG SAFE ALT 100 NM 3600




| CATEGORY | C | D | E |
|---|---|---|---|
| S-17 | 1100-1¼ 464 (500-1¼) | 1100-1½ 464 (500-1½) | 1100-1¾ 464 (500-1¾) |
| CIRCLING * | 1220-1½ 570 (600-1½) | 1280-2 630 (700-2) | 1300-2¼ 650 (700-2¼) |
| FORT WORTH MEACHAM ALTIMETER | | | |
| S-17 | 1120-1¼ 484 (500-1¼) | 1120-1½ 484 (500-1½) | 1120-1¾ 484 (500-1¾) |
| CIRCLING * | 1240-1½ 590 (600-1½) | 1300-2 650 (700-2) | 1320-2¼ 670 (700-2¼) |

# HI-TACAN RWY 35

| TACAN | APCH CRS | Rwy ldg / TDZE / Arpt Elev | JAL-160 [USN] | FORT WORTH NAS JRB (CARSWELL FLD) (KNFW) |
|---|---|---|---|---|
| NFW Chan 24 | 355° | 12,000 / 650 / 650 | | |

▼ * When ALS inop, increase CAT C vis to 1½ miles, CAT DE to 1¾ miles.
** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E to 2 miles.

ALSF-1

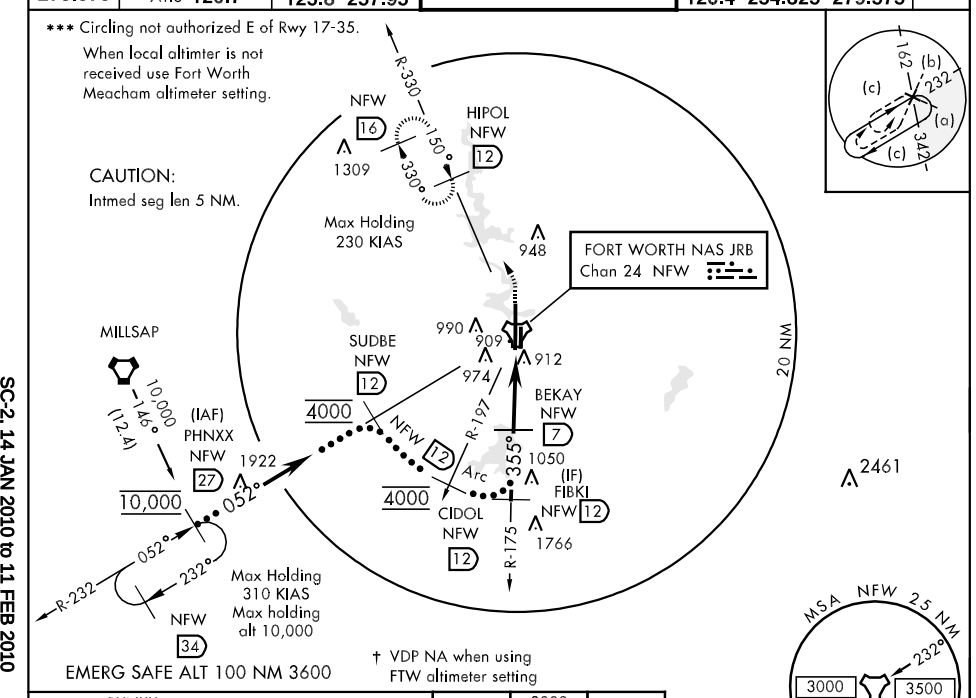
MISSED APPROACH: Climb direct NFW TACAN, then climbing left to 3000 via NFW R-330 to HIPOL and hold.

| ATIS ★ | FORT WORTH MEACHAM INTL ATIS | REGIONAL APP CON | NAVY FORT WORTH TOWER ★ | NAVY FORT WORTH GND CON | ASR/PAR |
|---|---|---|---|---|---|
| 273.575 | 120.7 | 125.8 257.95 | 120.95 269.325 284.725 | 126.4 254.325 279.575 | |

*** Circling not authorized E of Rwy 17-35.

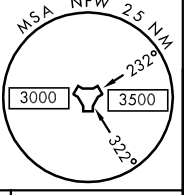
When local altimter is not received use Fort Worth Meacham altimeter setting.

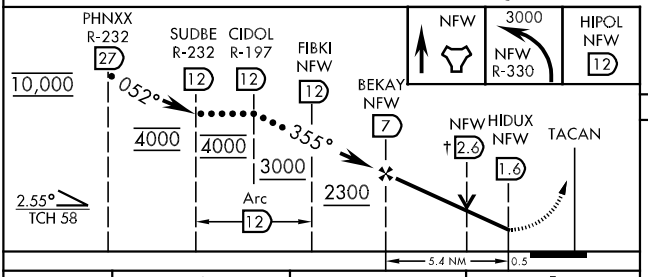
CAUTION:
Intmed seg len 5 NM.

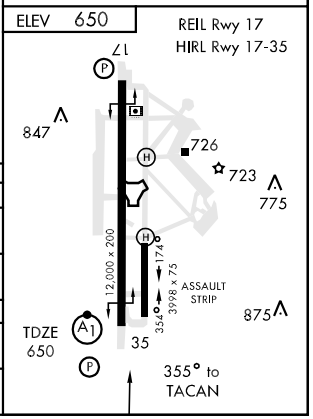








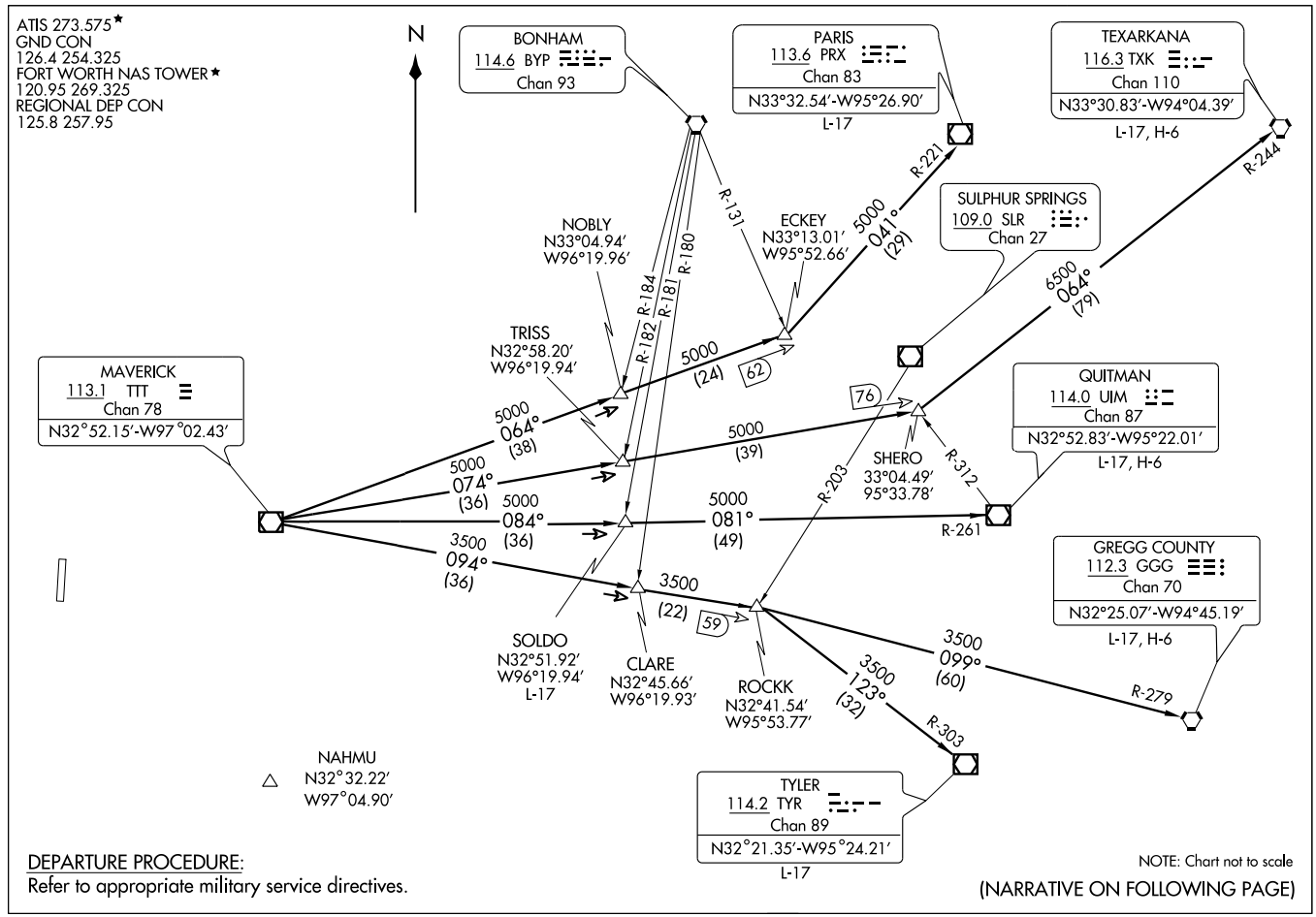

| CATEGORY | C | D | E |
|---|---|---|---|
| S-35 * | 1180-1<br>530 (600-1) | 1180-1¼<br>530 (600-1¼) | |
| *** CIRCLING | 1220-1½<br>570 (600-1½) | 1280-2<br>630 (700-2) | 1300-2¼<br>650 (700-2¼) |
| FORT WORTH MEACHAM ALTIMETER | | | |
| S-35 ** | 1200-1<br>550 (600-1) | 1200-1¼<br>550 (600-1¼) | 1200-1½<br>550 (600-1½) |
| *** CIRCLING | 1240-1½<br>590 (600-1½) | 1300-2<br>650 (700-2) | 1320-2¼<br>670 (700-2¼) |

# HUBBARD SIX DEPARTURE



FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

# ILS or LOC RWY 17

| LOC I-NFW | APCH CRS | Rwy ldg 12,000 TDZE 636 Arpt Elev 650 |
|---|---|---|
| 108.7 | 174° | |

AL-160 [USN] FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ *Circling not authorized E of Rwy 17-35.

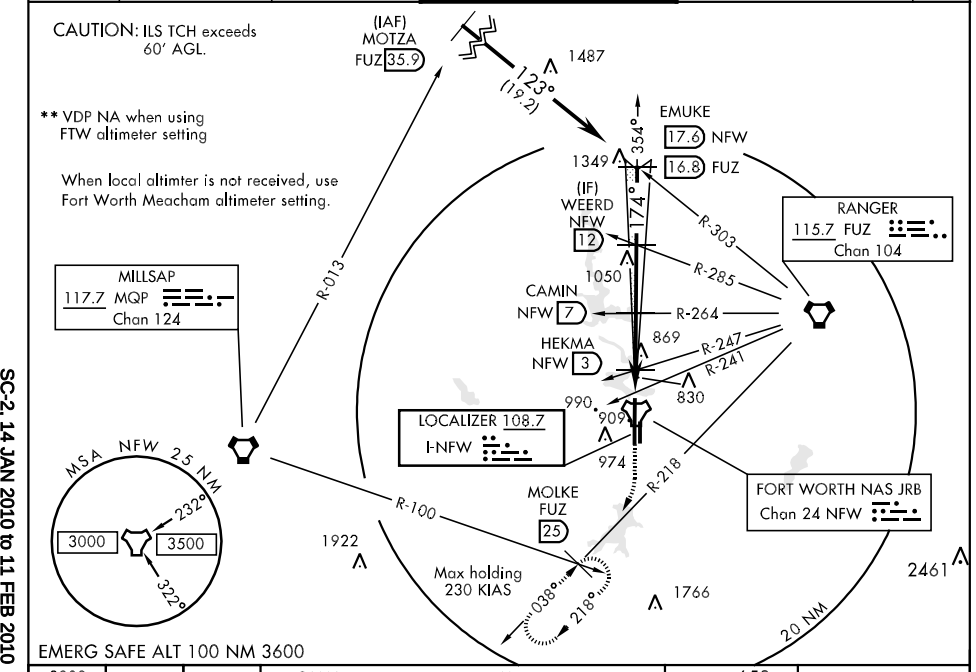
MISSED APPROACH: Climb to 3000 via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

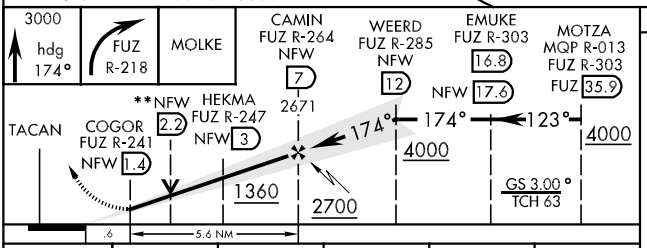
| ATIS ★ | FORT WORTH MEACHAM INTL | REGIONAL APP CON | NAVY FORT WORTH TOWER ★ | NAVY FORT WORTH GND CON | ASR/ PAR |
|---|---|---|---|---|---|
| 273.575 | ATIS 120.7 | 125.8 257.95 | 120.95 269.325 284.725 | 126.4 254.325 279.575 | |

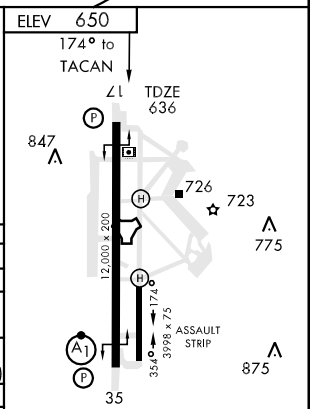
CAUTION: ILS TCH exceeds 60' AGL.

** VDP NA when using FTW altimeter setting

When local altimter is not received, use Fort Worth Meacham altimeter setting.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17 | 836-¾ | | 200 | (200-¾) | |
| S-LOC 17 | 1080-1 444 (500-1) | | 1080-1¼ 444 (500-1¼) | 1080-1½ 444 (500-1½) | |
| CIRCLING * | 1220-1 570 (600-1) | | 1220-1½ 570 (600-1½) | 1280-2 630 (700-2) | 1300-2¼ 650 (700-2¼) |
| FORT WORTH MEACHAM ALTIMETER | | | | | |
| S-ILS 17 | 856-¾ 220 (300-¾) | | 856-1 220 (300-1) | | |
| S-LOC 17 | 1100-1 464 (500-1) | | 1100-1¼ 464 (500-1¼) | 1100-1½ 464 (500-1½) | 1100-1¾ 464 (500-1¾) |
| CIRCLING * | 1240-1 590 (600-1) | | 1240-1½ 590 (600-1½) | 1300-2 650 (700-2) | 1320-2¼ 670 (700-2¼) |

HIRL Rwy 17-35
REIL Rwy 17

LOC FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:35 | 3:43 | 2:47 | 2:14 | 1:51 |

# ILS or LOC RWY 35

| LOC I-FWH | APCH CRS | Rwy ldg 12,000 / TDZE 650 / Arpt Elev 650 | AL-160 [USN] | FORT WORTH NAS JRB (CARSWELL FLD) (KNFW) |
|---|---|---|---|---|
| 109.3 | 354° | | | |

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to ¾ mile, CAT CDE vis to 1 mile.

ALSF-1

MISSED APPROACH: Climb to 2000, then climbing left to 3000 via heading 330° and FUZ VORTAC R-277 to HIPOL and hold.

| ATIS ★ | FORT WORTH MEACHAM INTL ATIS | REGIONAL APP CON | NAVY FORT WORTH TOWER ★ | NAVY FORT WORTH GND CON | ASR/ PAR |
|---|---|---|---|---|---|
| 273.575 | 120.7 | 125.8 257.95 | 120.95 269.325 284.725 | 126.4 254.325 279.575 | |

*** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
**** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles, CAT E vis to 1¾ miles.
***** Circling not authorized E of Rwy 17-35.

HIPOL FUZ 18.3
097°
277°
R-277
R-051
Max holding 230 KIAS

RANGER 115.7 FUZ Chan 104

LOCALIZER 109.3 I-FWH

FORT WORTH NAS JRB Chan 24 NFW

990
909
974
R-079
882
R-089
JABAB NFW 6.6
20 NM
ENROUTE FACILITIES

MILLSAP 117.7 MQP Chan 124

(IF) LUCCK NFW 14.7 JEN 31.1
354°
1766
R-113
039°
1220

GLEN ROSE 115.0 JEN Chan 97

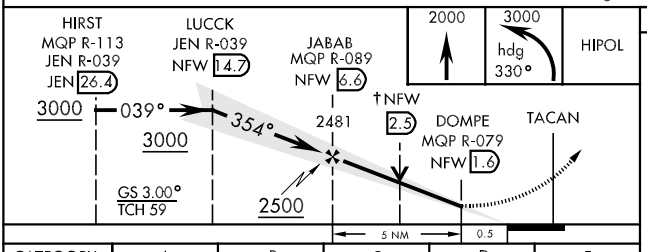
(IAF) HIRST JEN 26.4
R-039
174°

MSA NFW 25 NM
232°
3000
3500
322°

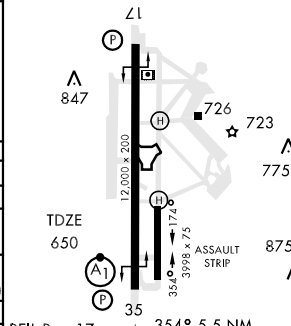
† VDP NA when using FTW altimeter setting

When local altimter is not received use Fort Worth Meacham altimeter setting.

EMERG SAFE ALT 100 NM 3600




ELEV 650




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35 * | 850-½ | | 200 | (200-½) | |
| *** S-LOC 35 | 1140-½ | 490 (500-½) | 1140-¾ 490 (500-¾) | 1140-1 490 (500-1) | 1140-1¼ 490 (500-1¼) |
| ***** CIRCLING | 1220-1 | 570 (600-1) | 1220-1½ 570 (600-1½) | 1280-2 630 (700-2) | 1300-2¼ 650 (700-2¼) |
| FORT WORTH MEACHAM ALTIMETER | | | | | |
| S-ILS 35 ** | 870-½ | | 220 | (300-½) | |
| **** S-LOC 35 | 1160-½ | 510 (600-½) | 1160-1 | 510 (600-1) | 1160-1¼ 510 (600-1¼) |
| ***** CIRCLING | 1240-1 | 590 (600-1) | 1240-1½ 590 (600-1½) | 1300-2 650 (700-2) | 1320-2¼ 670 (700-2¼) |

LOC FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

# JOE POOL FOUR DEPARTURE

SL-160 (FAA)

ATIS 273.575*
NAVY FORT WORTH GND CON
126.4 254.325 279.575
NAVY FORT WORTH TOWER*
120.95 269.325 284.725
REGIONAL DEP CON
125.8 257.95

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TAKE-OFF MINIMUMS:
Refer to appropriate military service directives.

TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06'
W96°39.80'

ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TORNN
N31°31.22'
W96°30.88'
H-6

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

LEONA
110.8 LOA
Chan 45

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

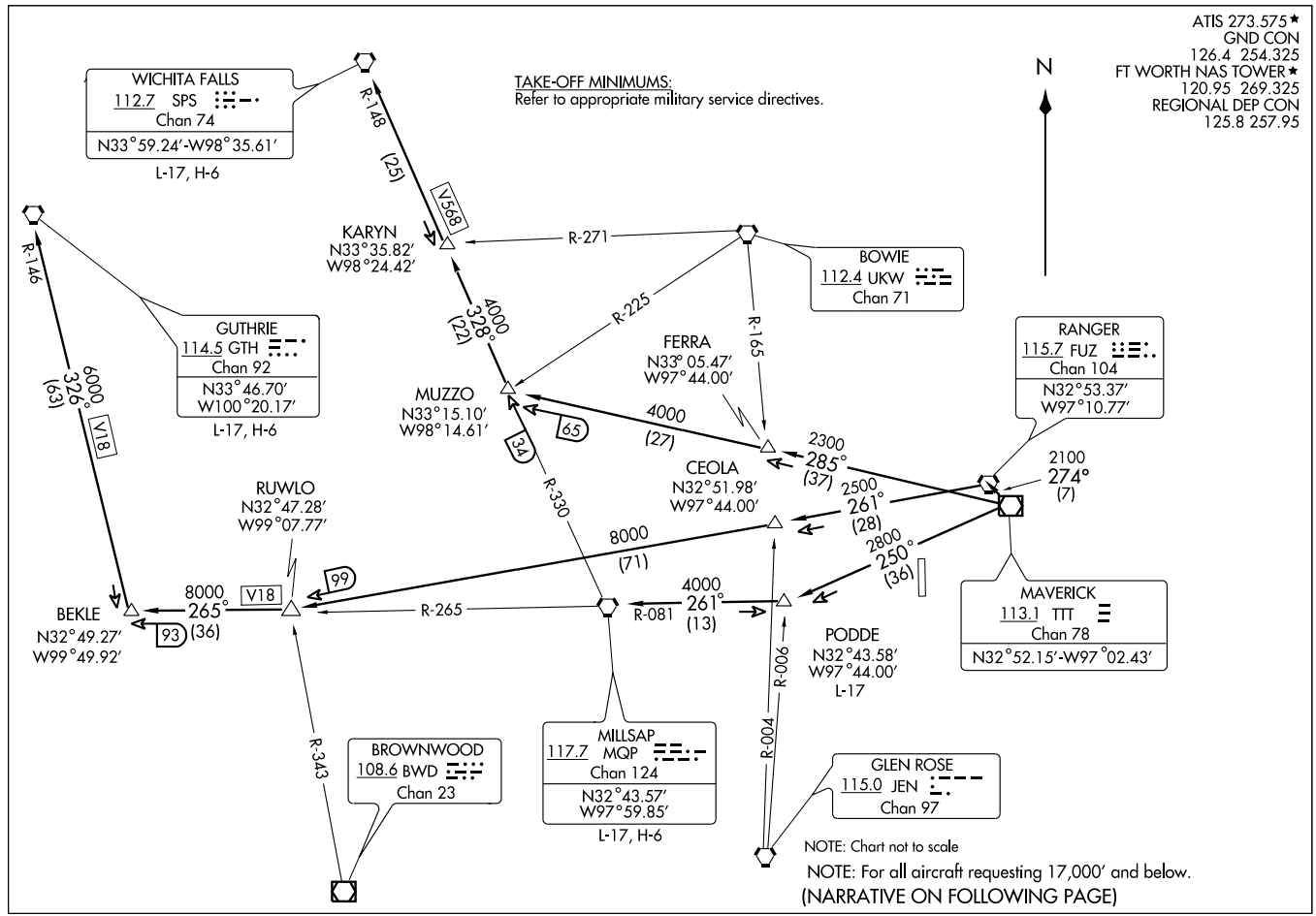
SC-2, 14 JAN 2010 to 11 FEB 2010

# KINGDOM SEVEN DEPARTURE

SL-160 (FAA)

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS

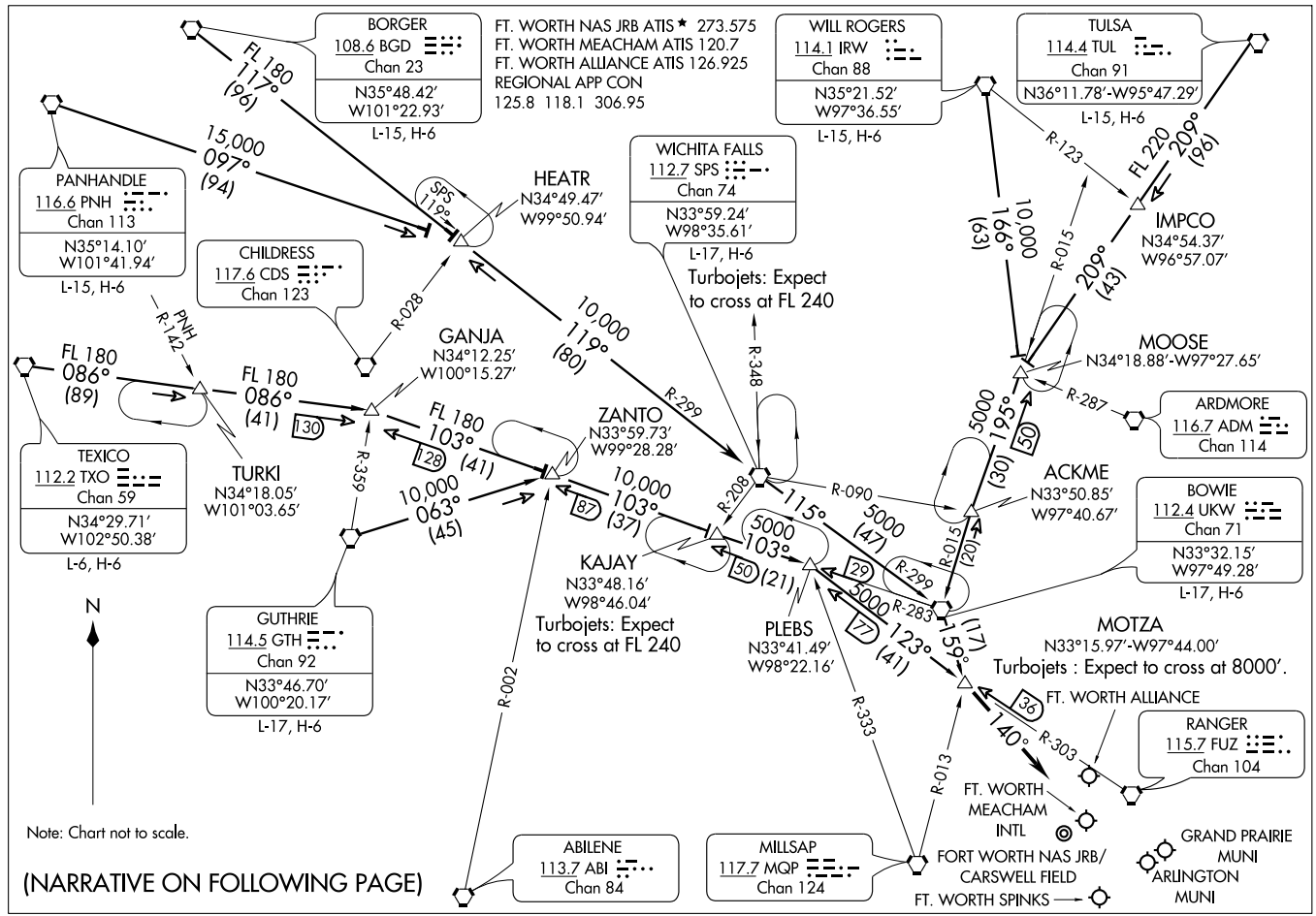


DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
FL 180
117°
(96)
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
15,000
097°
(94)
CHILDRESS
117.6 CDS
Chan 123
R-028
PNH
R-142
HEATR
N34°49.47′
W99°50.94′
SPS
119°
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
Turbojets: Expect
to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
R-123
FL 220
209°
(96)
IMPCO
N34°54.37′
W96°57.07′
10,000
166°
(63)
R-015
209°
(43)
MOOSE
N34°18.88′-W97°27.65′
R-287
ARDMORE
116.7 ADM
Chan 114
5000
195°
(30)
50
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
R-090
5000
(47)
R-015
(20)
R-299
R-283
5000
123°
(41)
177
159°
(17)
MOTZA
N33°15.97′-W97°44.00′
Turbojets : Expect to cross at 8000′.
FT. WORTH ALLIANCE
36
140°
R-303
RANGER
115.7 FUZ
Chan 104
R-013
FT. WORTH
MEACHAM
INTL
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
R-333
PLEBS
N33°41.49′
W98°22.16′
R-348
10,000
119°
(80)
R-299
GANJA
N34°12.25′
W100°15.27′
FL 180
086°
(89)
FL 180
086°
(41)
130
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
R-359
FL 180
103°
(41)
128
ZANTO
N33°59.73′
W99°28.28′
10,000
063°
(45)
10,000
103°
(37)
87
R-208
115°
KAJAY
N33°48.16′
W98°46.04′
Turbojets: Expect
to cross at FL 240
5000
103°
50
(21)
29
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
R-002
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

# MOTZA SIX ARRIVAL



## ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

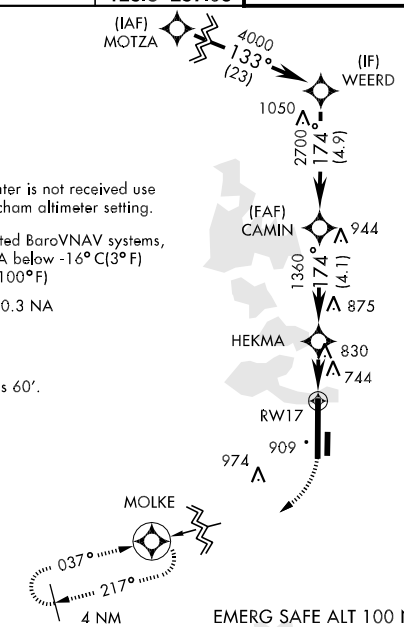
# RNAV (GPS) RWY 17

| WAAS CH 71215 W17A | APCH CRS 174° | Rwy ldg 12,000 TDZE 636 Arpt Elev 650 | AL-160 [USN] | FORT WORTH NAS JRB (CARSWELL FLD) (KNFW) |
|---|---|---|---|---|

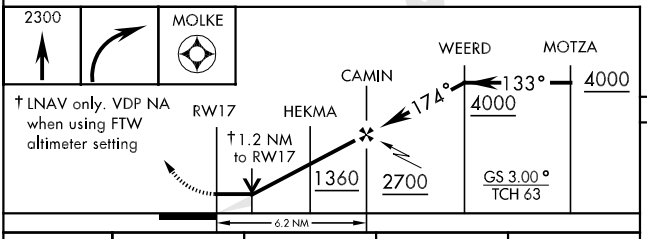
* Circling not authorized E of Rwy 17-35.
** Baro VNAV NA when local altimeter not received.

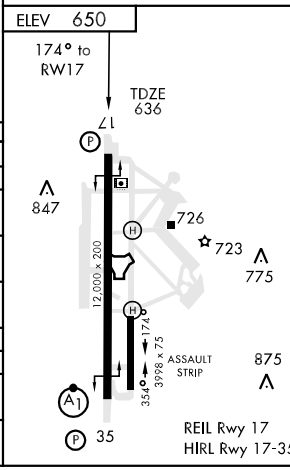
MISSED APPROACH: Climb to 2300, then climbing right turn to 3000 direct MOLKE and hold.

| ATIS ★ | FORT WORTH MEACHAM INTL ATIS | REGIONAL APP CON | NAVY FORT WORTH TOWER ★ | NAVY FORT WORTH GND CON | ASR/ PAR |
|---|---|---|---|---|---|
| 273.575 | 120.7 | 125.8 257.95 | 120.95 269.325 284.725 | 126.4 254.325 279.575 | |




EMERG SAFE ALT 100 NM 3600




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 836-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA ** | 1040-1½ 404 (500-1½) | | | |
| LNAV MDA | 1080-1 444 (500-1) | | 1080-1¼ 444 (500-1¼) | 1080-1½ 444 (500-1½) |
| CIRCLING * | 1220-1½ 570 (600-1½) | | | 1280-2 630 (700-2) |
| FORT WORTH MEACHAM ALTIMETER | | | | |
| LPV DA | 856-¾ 220 (300-¾) | | 856-1 220 (300-1) | |
| LNAV MDA | 1100-1 464 (500-1) | | 1100-1¼ 464 (500-1¼) | 1100-1½ 464 (500-1½) |
| CIRCLING * | 1240-1 590 (600-1) | | 1240-1½ 590 (600-1½) | 1300-2 650 (700-2) |

# RNAV (GPS) RWY 35

| WAAS CH 80949 W35A | APCH CRS 354° | Rwy ldg 12,000 TDZE 650 Arpt Elev 650 | AL-160 [USN] |
|---|---|---|---|

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

* When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1¼ miles, CAT D vis to 1½ miles.
** When ALS inop, increase CAT ABCD vis to ¾ mile.

ALSF-1

MISSED APPROACH: Climb to 1300, then climbing left turn to 3000 direct HIPOL and hold.

| ATIS ★ | FORT WORTH MEACHAM INTL ATIS | REGIONAL APP CON | NAVY FORT WORTH TOWER ★ | NAVY FORT WORTH GND CON | ASR/ PAR |
|---|---|---|---|---|---|
| 273.575 | 120.7 | 125.8 257.95 | 120.95 269.325 284.725 | 126.4 254.325 279.575 | |

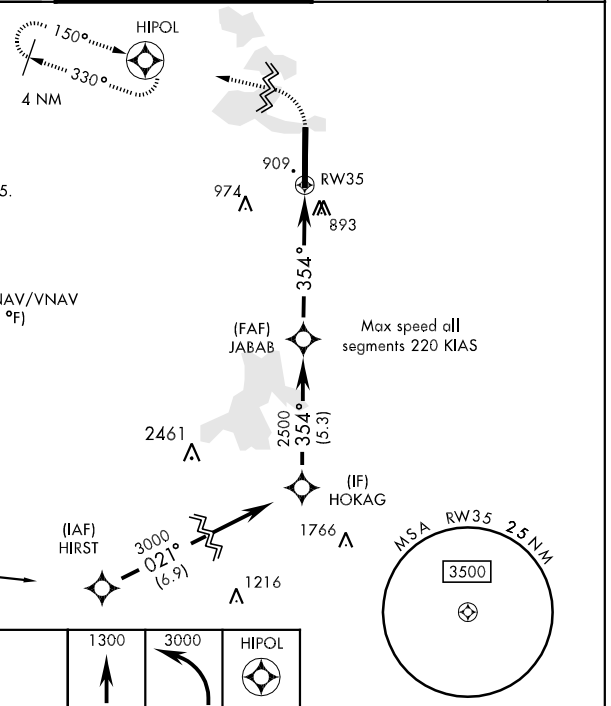
*** When ALS inop, increase CAT ABCD vis to 2 miles, Baro VNAV NA when local altimeter not received.
**** When ALS inop, increase CAT AB vis to¾ mile, CAT CD vis to 1 mile.
***** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.

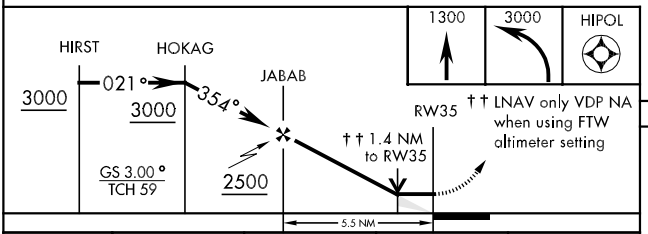
† Circling not authorized E of Rwy 17-35.

When local altimter is not received use Fort Worth Meacham altimeter setting.

For uncompensated BaroVNAV systems, LNAV/VNAV NA below -16°C(3°F) or above 38°C(101°F)

DME/DME RNP-0.3 NA

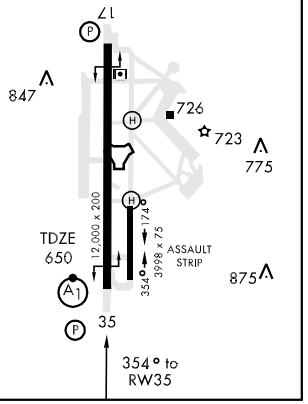


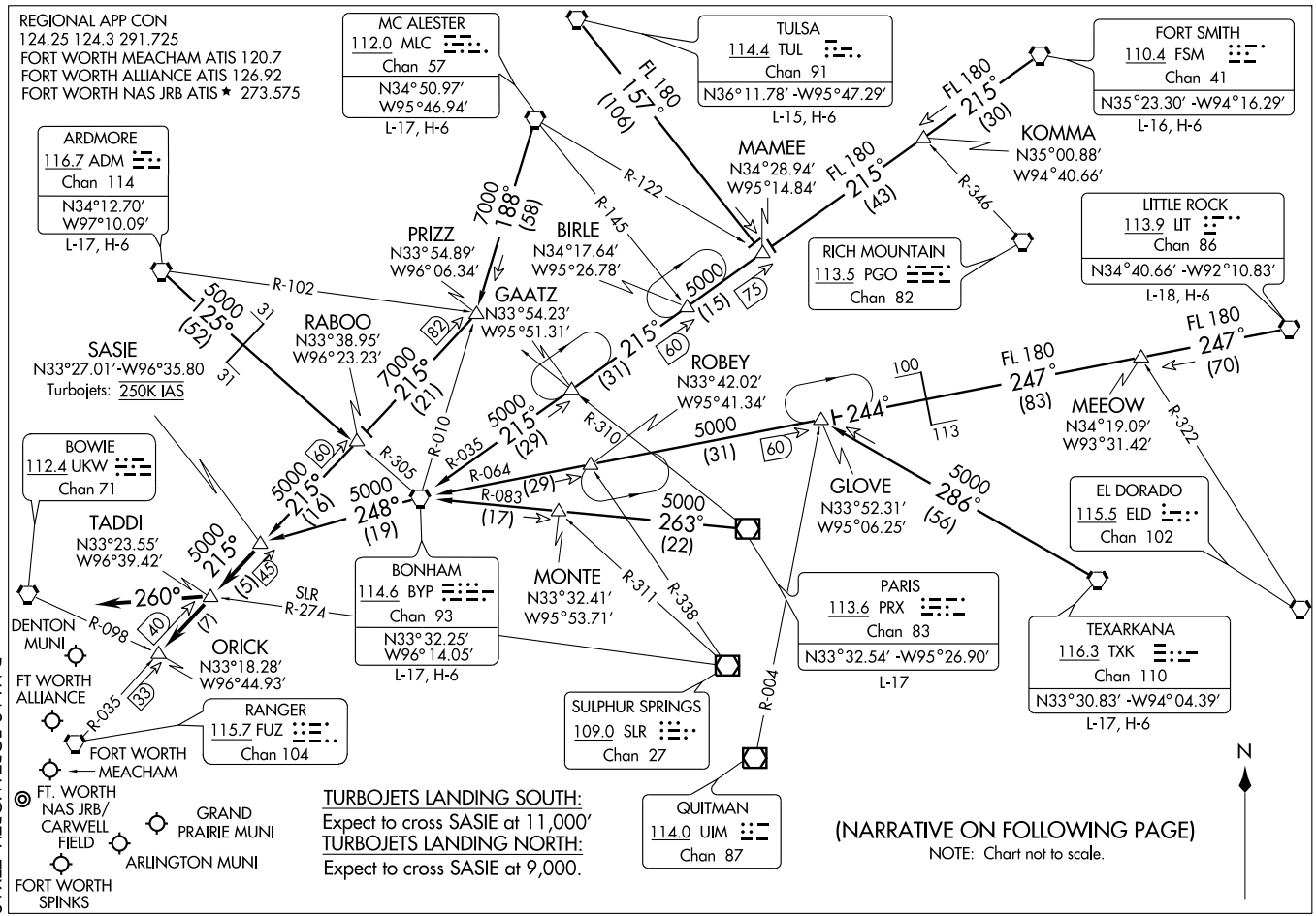




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA * | 850-½ 200 (200-½) | | | |
| LNAV MDA ** | 1140-½ 490 (500-½) | | 1140-¾ 490 (500-¾) | 1140-1 490 (500-1) |
| LNAV/VNAV DA *** | 1220-1½ 570 (600-1½) | | | |
| CIRCLING † | 1220-2 570 (600-2) | | | 1280-2 630 (700-2) |
| FORT WORTH MEACHAM ALTIMETER | | | | |
| LPV DA **** | 870-½ 220 (300-½) | | | |
| LNAV MDA ***** | 1160-½ 510 (600-½) | | 1160-1 510 (600-1) | |
| CIRCLING † | 1240-1 590 (600-1) | | 1240-1½ 590 (600-1½) | 1300-2 650 (700-2) |

ELEV 650

REIL Rwy 17
HIRL Rwy 17-35






SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

SC-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

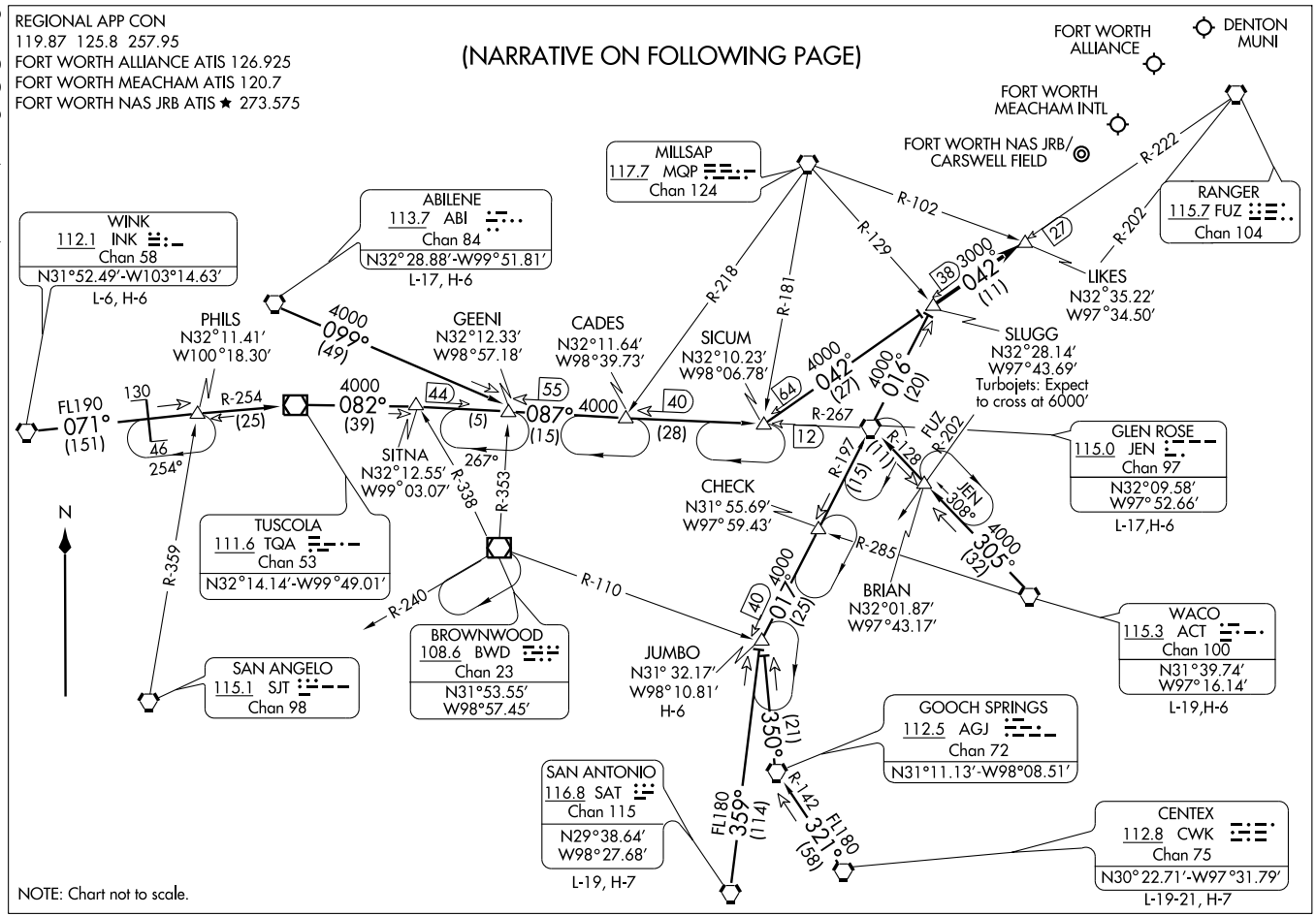
# SLUGG SIX ARRIVAL





REGIONAL APP CON
119.87 125.8 257.95
FORT WORTH ALLIANCE ATIS 126.925
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575

(NARRATIVE ON FOLLOWING PAGE)



ARRIVAL ROUTE DESCRIPTION

ABILENE TRANSITION (ABI.SLUGG6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

CENTEX TRANSITION (CWK.SLUGG6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.SLUGG6): From over JEN VORTAC via JEN R-016 to SLUGG INT. Thence . . . .

JUMBO TRANSITION (JUMBO.SLUGG6): From over JUMBO INT via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.SLUGG6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via JEN R-197 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WACO TRANSITION (ACT.SLUGG6): From over ACT VORTAC via ACT R-305 and JEN R-128 to JEN VORTAC, then via JEN R-016 to SLUGG INT. Thence . . . .

WINK TRANSITION (INK.SLUGG6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to SICUM INT, then via FUZ R-222 to SLUGG INT. Thence . . . .

. . . . From over SLUGG INT, via FUZ R-222 to LIKES INT. Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 17

| TACAN | APCH CRS | Rwy Idg / TDZE / Arpt Elev | AL-160 [USN] | FORT WORTH NAS JRB (CARSWELL FLD) (KNFW) |
|---|---|---|---|---|
| Chan 24 | 172° | 12,000 / 636 / 650 | | |

*Circling not authorized E of Rwy 17-35.

MISSED APPROACH: Climb to 3000, via heading 174° and FUZ VORTAC R-218 to MOLKE and hold.

| ATIS ★ | FORT WORTH MEACHAM INTL ATIS | REGIONAL APP CON | NAVY FORT WORTH TOWER ★ | NAVY FORT WORTH GND CON | ASR/ PAR |
|---|---|---|---|---|---|
| 273.575 | 120.7 | 125.8 257.95 | 120.95 269.325 284.725 | 126.4 254.325 279.575 | |

When local altimter is not received use Fort Worth Meacham altimeter setting.

† VDP NA when using FTW altimeter setting

(IAF) MOTZA FUZ 35.9

1487

123°

R-352

NOKEE FUZ 17.3 NFW 17.9

(IF) OLACK NFW 12

172°

R-303

RANGER 115.7 FUZ Chan 104

1050

BUDGE NFW 7

1049

FAMAL NFW 3

839

MILLSAP 117.7 MQP Chan 124

R-013

CAUTION: Intmed seg len 5 NM.

990 909 974

MOLKE FUZ 25

R-218

R-100

FORT WORTH NAS JRB Chan 24 NFW

MSA NFW 25 NM

232°

322°

3000

3500

1922

Max holding 230 KIAS

038°

218°

1766

2461

20 NM

FUZ 29

EMERG SAFE ALT 100 NM 3600

3000 hdg 174°

FUZ R-218

MOLKE

MOTZA MQP R-013 FUZ R-303 FUZ 35.9

NOKEE FUZ R-303 FUZ 17.3 NFW 17.9

OLACK NFW 12

BUDGE NFW 7

†NFW 2.2

FAMAL NFW 3

HIKDI NFW 1.6

TACAN

172°

172°

123°

4000

4000

1340

2500

2.89°

TCH 62

.6

1.4 NM

4 NM

ELEV 650

172° to TACAN

TDZE 636

847

726

723

775

875

12,000 x 200

3998 x 75

174°

354°

ASSAULT STRIP

35

REIL Rwy 17

HIRL Rwy 17-35

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17 | 1100-1 464 (500-1) | | 1100-1¼ 464(500-1¼) | 1100-1½ 464(500-1½) | 1100-1¾ 464(500-1¾) |
| CIRCLING * | 1220-1 570 (600-1) | | 1220-1½ 570 (600-1½) | 1280-2 630 (700-2) | 1300-2¼ 650 (700-2¼) |
| FORT WORTH MEACHAM ALTIMETER | | | | | |
| S-17 | 1120-1 484 (500-1) | | 1120-1¼ 484 (500-1¼) | 1120-1½ 484 (500-1½) | 1120-1¾ 484 (500-1¾) |
| CIRCLING * | 1240-1 590 (600-1) | | 1240-1½ 590 (600-1½) | 1300-2 650 (700-2) | 1320-2¼ 670 (700-2¼) |

# TACAN RWY 35

| TACAN FWH | APCH CRS | Rwy ldg 12,000<br>TDZE 650<br>Arpt Elev 650 |
|---|---|---|
| Chan 24 | 355° | |

AL-160 [USN]

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 1¾ miles.
*** Circling not authorized E of Rwy 17-35.

ALSF-1

MISSED APPROACH: Climb direct NFW TACAN, then climbing left to 3000 via NFW R-330 to HIPOL and hold.

| ATIS ★ | FORT WORTH MEACHAM INTL ATIS | REGIONAL APP CON | NAVY FORT WORTH TOWER ★ | NAVY FORT WORTH GND CON | ASR/ PAR |
|---|---|---|---|---|---|
| 273.575 | 120.7 | 125.8 257.95 | 120.95 269.325 284.725 | 126.4 254.325 279.575 | |

** When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, CAT E vis to 2 miles.

NFW 16 1309 150° 330° HIPOL 12

Max holding 230 KIAS

R-330

FORT WORTH NAS JRB Chan 24 NFW

990 909 974 912

20 NM

ENROUTE FACILITIES

BEKAY 7

(IF) GATIS NFW 15 JEN 30.7 355° 039° 1766 1220

GLEN ROSE 115.0 JEN Chan 97

(IAF) HIRST JEN 26.4 R-039 R-175

When local altimter is not received use Fort Worth Meacham altimeter setting.

EMERG SAFE ALT 100 NM 3600

MSA NFW 25 NM 232° 322° 3000 3500

† VDP NA when using FTW altimeter setting

NFW 3000 NFW R-330 HIPOL

HIRST JEN R-039 26.4 GATIS JEN R-039 30.7 NFW R-175 15 BEKAY NFW 7 †NFW 2.6 HIDUX NFW 1.6 TACAN

3000 039° 3000 355° 2300 2.55° TCH 58

5.4 NM 0.5

ELEV 650

17 847 726 723 775 12,000 x 200 TDZE 650 3540 x 174 3998 x 75 ASSAULT STRIP 875 35

355° to TACAN

REIL Rwy 17
HIRL Rwy 17-35

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35 * | 1180-½ | 530 (600-½) | 1180-1<br>530 (600-1) | 1180-1¼ | 530 (600-1¼) |
| CIRCLING *** | 1220-1 | 570 (600-1) | 1220-1½<br>570 (600-1½) | 1280-2<br>630 (700-2) | 1300-2¼<br>650 (700-2¼) |
| FORT WORTH MEACHAM ALTIMETER | | | | | |
| S-35** | 1200-½ | 550 (600-½) | 1200-1<br>550 (600-1) | 1200-1¼<br>550 (600-1¼) | 1200-1½<br>550 (600-1½) |
| CIRCLING *** | 1240-1 | 590 (600-1) | 1240-1½<br>590 (600-1½) | 1300-2<br>650 (700-2) | 1320-2¼<br>670 (700-2¼) |

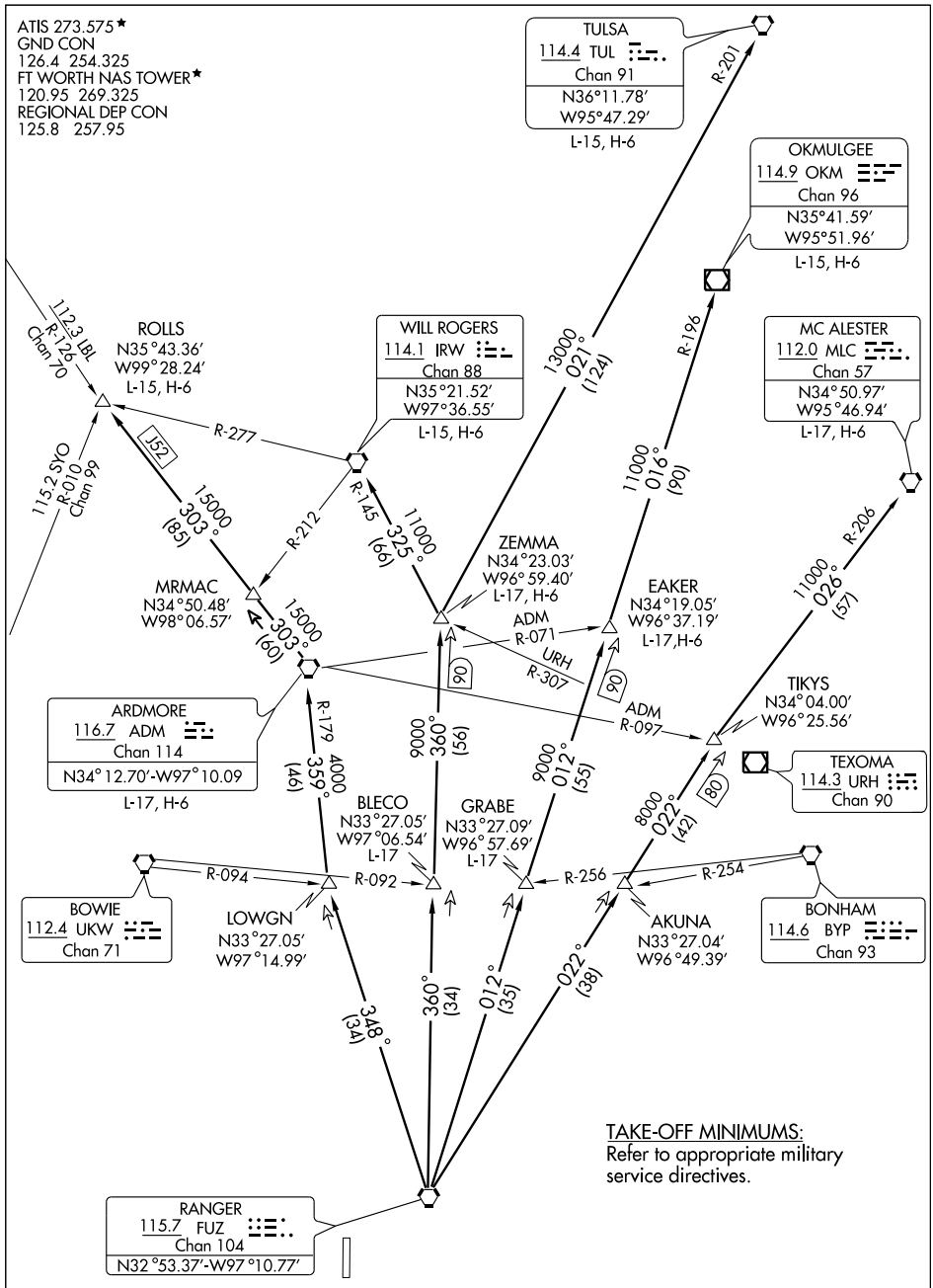
(TEX1.FUZ) 09351

# TEXOMA ONE DEPARTURE

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

SL-160 (FAA)

FORT WORTH, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

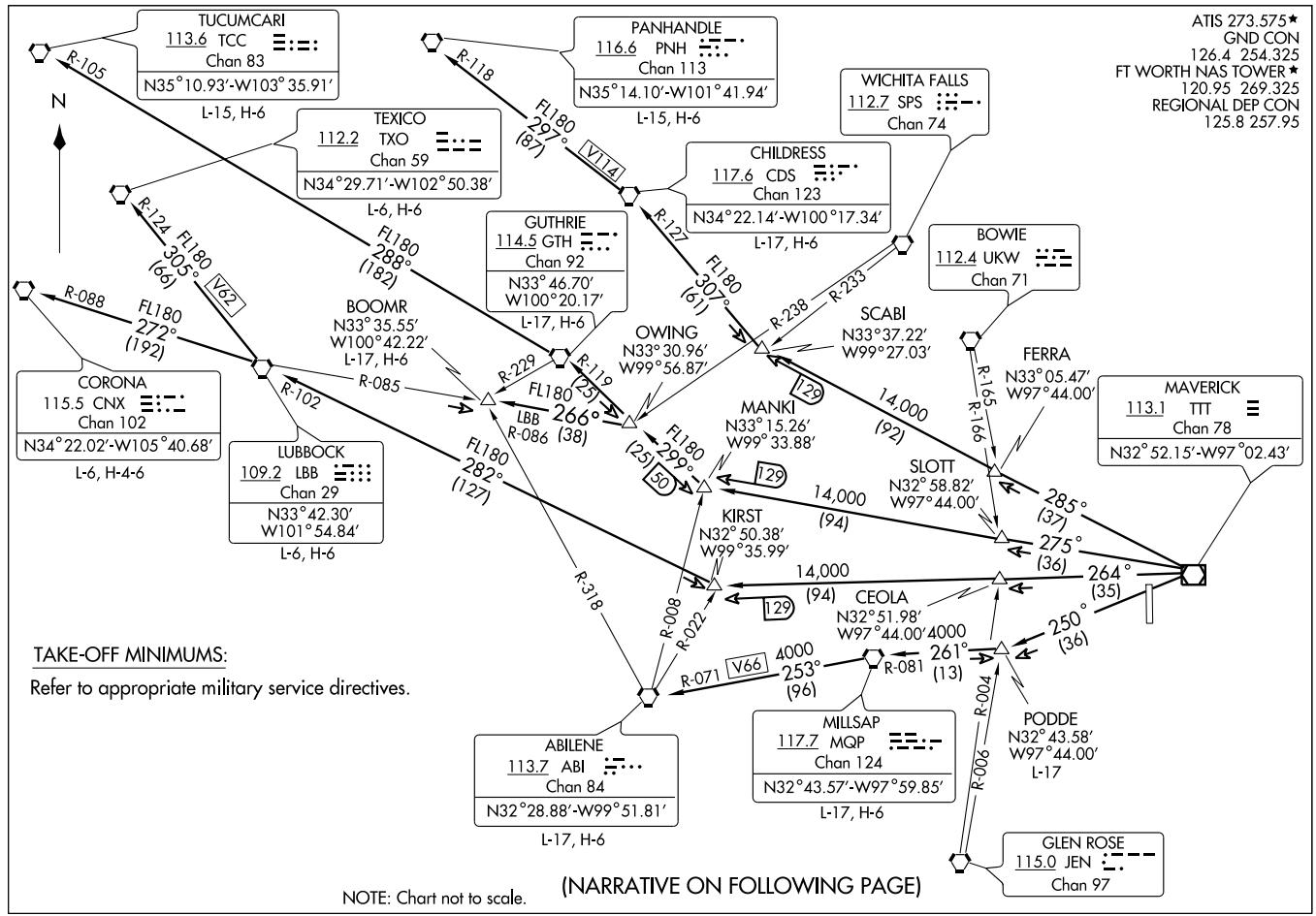
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 14 JAN 2010 to 11 FEB 2010




(FWORTH5.1111) 08269

# WORTH FIVE DEPARTURE

SL-160 (FAA)

FORT WORTH NAS JRB/CARSWELL FIELD (NFW)

FORT WORTH, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 141° | TDZE | 1695 |
| | Apt Elev | 1695 |

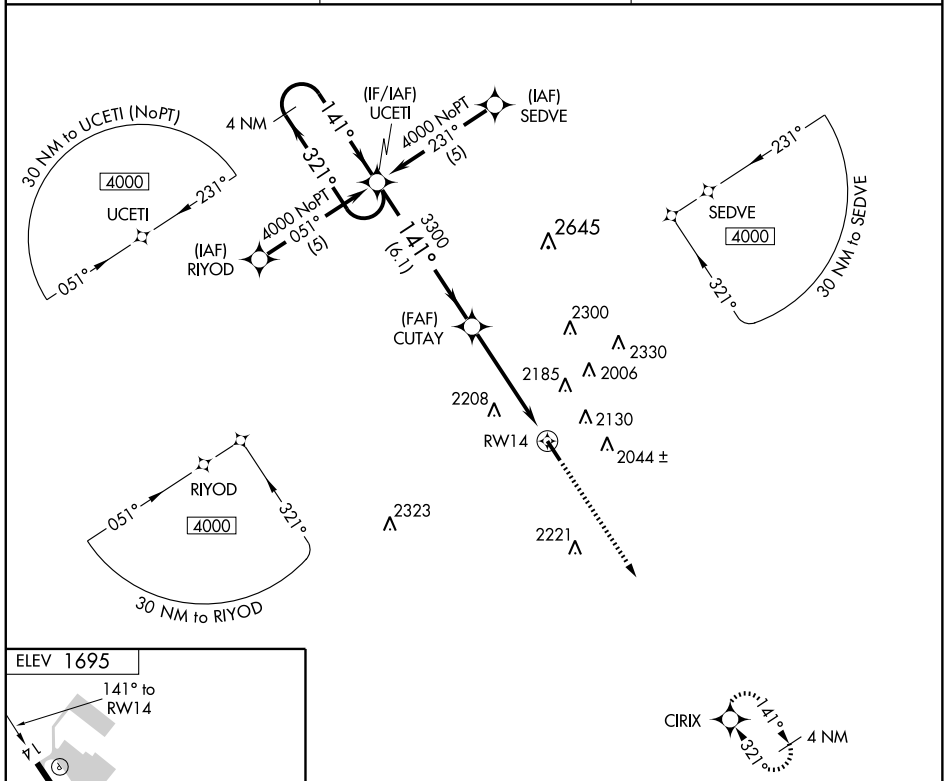
# RNAV (GPS) RWY 14

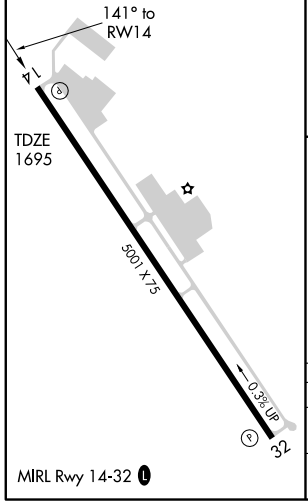
## FREDERICKSBURG/GILLESPIE COUNTY (T82)

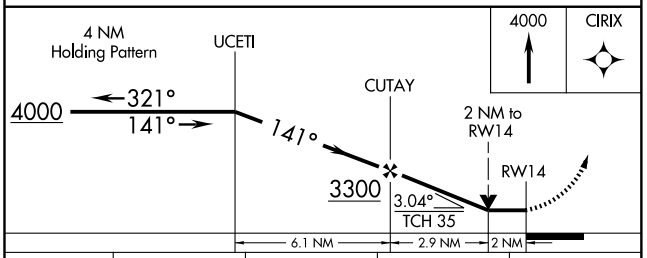
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct CIRIX and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 120.00 | 134.2 307.3 | 122.7 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2380-1 | 685 (700-1) | 2380-2<br>685 (700-2) | NA |
| CIRCLING | 2380-1 | 685 (700-1) | 2480-2¼<br>785 (800-2¼) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 321° | TDZE | 1682 |
| | Apt Elev | 1695 |

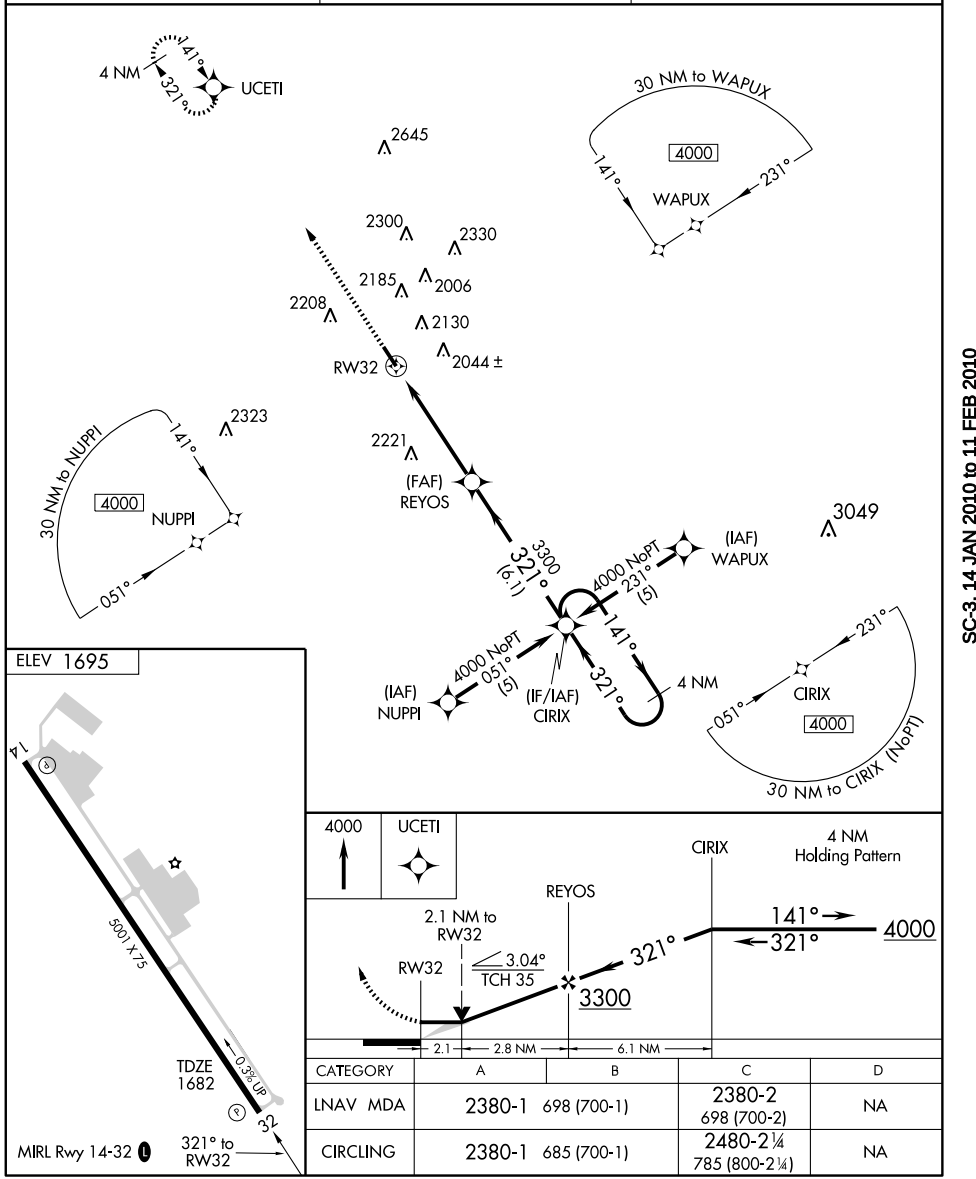
# RNAV (GPS) RWY 32

## FREDERICKSBURG/GILLESPIE COUNTY (T82)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct UCETI and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 120.00 | 134.2 307.3 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2380-1 | 698 (700-1) | 2380-2<br>698 (700-2) | NA |
| CIRCLING | 2380-1 | 685 (700-1) | 2480-2¼<br>785 (800-2¼) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

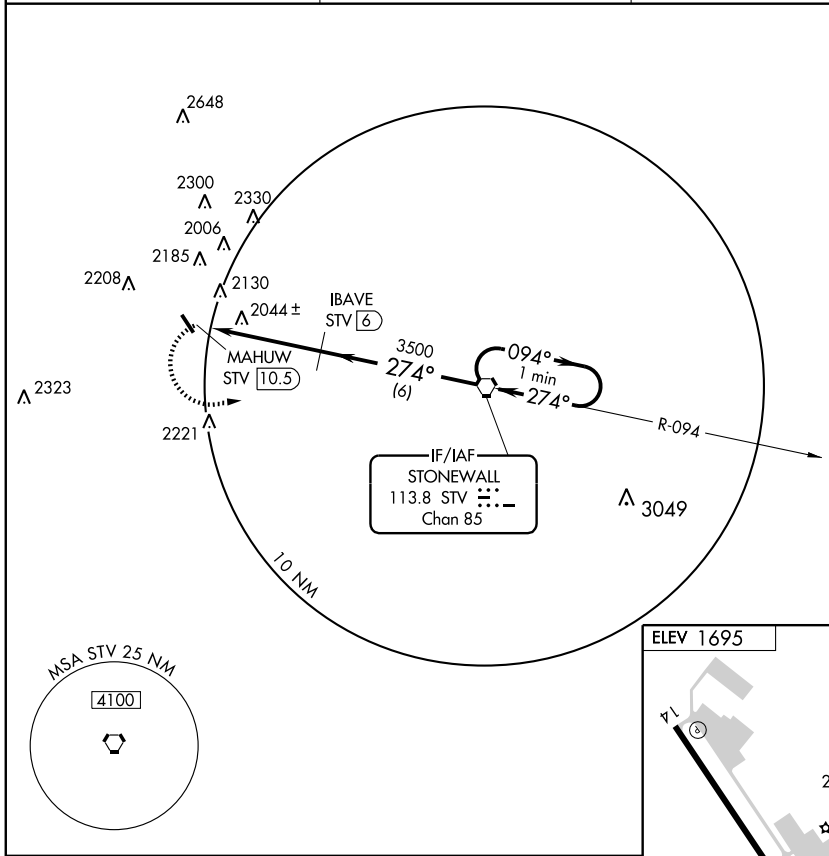
| VORTAC STV | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.8 Chan 85 | 274° | TDZE | N/A |
| | | Apt Elev | 1695 |

# VOR/DME-A

## FREDERICKSBURG/GILLESPIE COUNTY (T82)

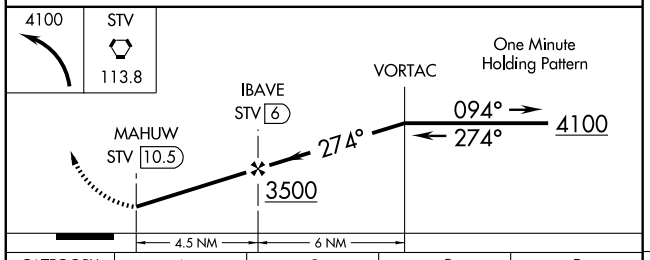
MISSED APPROACH: Climbing left turn to 4100 direct STV VORTAC and hold.

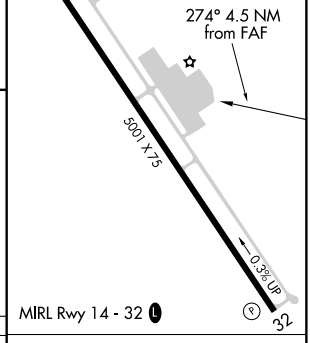
| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 120.00 | 134.2 307.3 | 122.7 (CTAF) L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2440-1<br>745 (800-1) | 2440-1¼<br>745 (800-1¼) | 2480-2¼<br>785 (800-2¼) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-3, 14 JAN 2010 to 11 FEB 2010

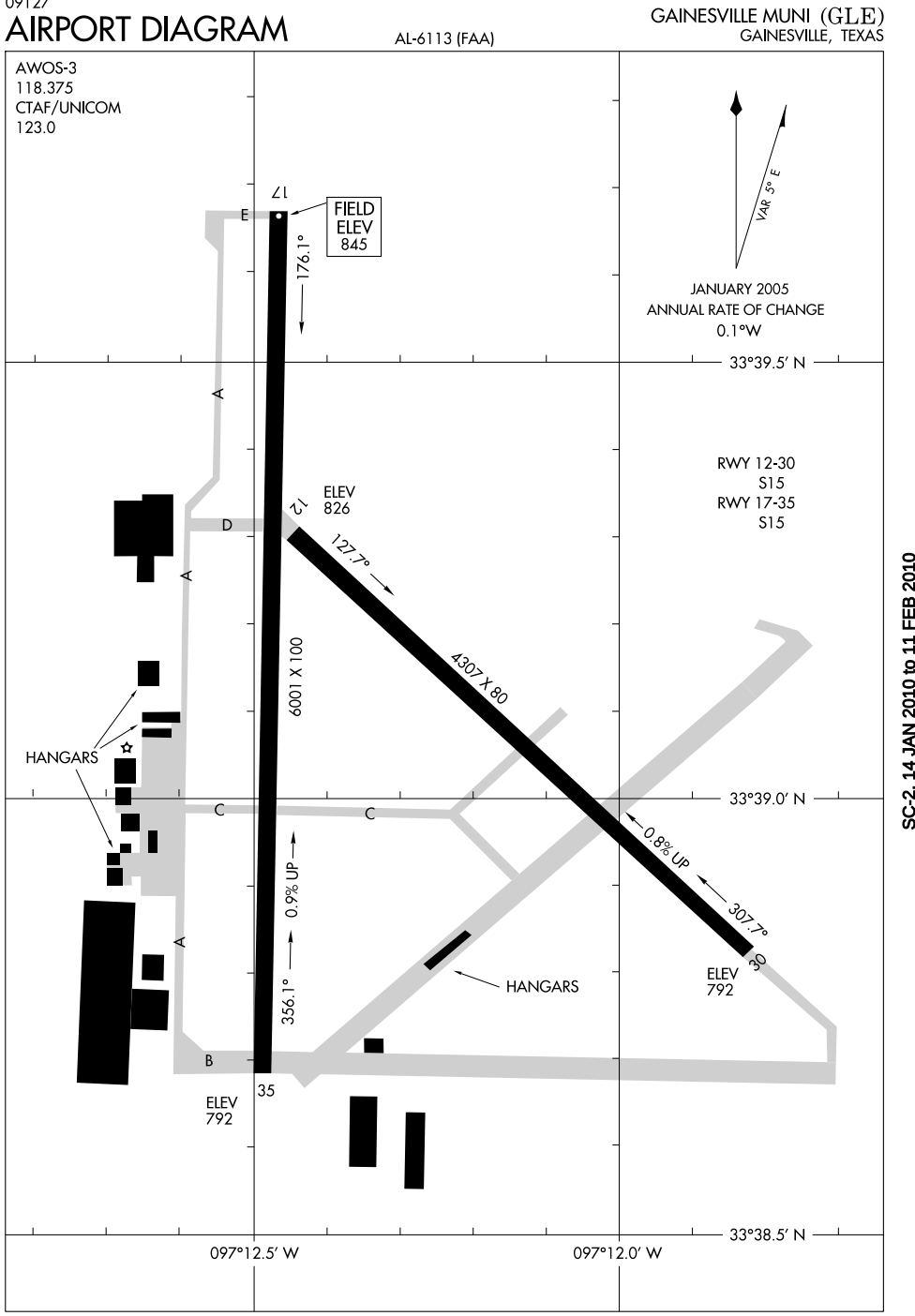
09127

# AIRPORT DIAGRAM

AL-6113 (FAA)

GAINESVILLE MUNI (GLE)
GAINESVILLE, TEXAS

AWOS-3
118.375
CTAF/UNICOM
123.0




SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB GLE | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| 330 | 175° | TDZE | 845 |
| | | Apt Elev | 845 |

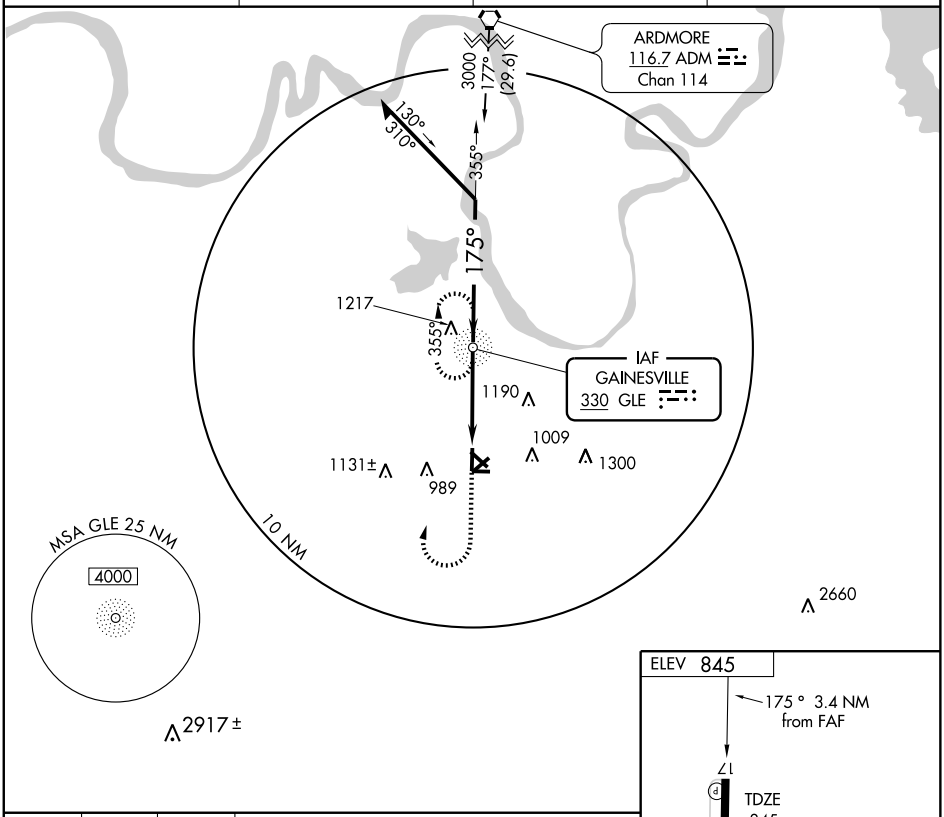
# NDB RWY 17

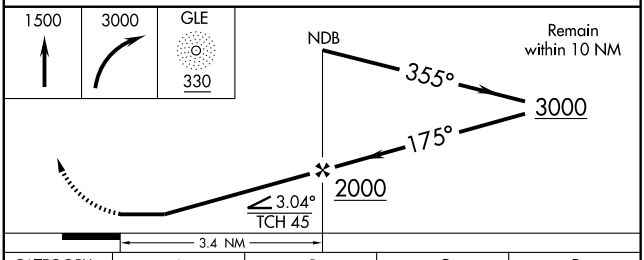
## GAINESVILLE MUNI (GLE)

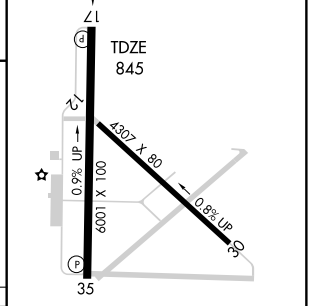
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct GLE NDB and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM | GCO |
|---|---|---|---|
| 118.375 | 124.75 377.1 | 123.0 (CTAF) L | 121.725 |




MIRL Rwy 17-35 L
REIL Rwy 17-35

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1340-1 495 (500-1) | | 1340-1¼ 495 (500-1¼) | 1340-1½ 495 (500-1½) |
| CIRCLING | 1340-1 495 (500-1) | | 1340-1½ 495 (500-1½) | 1460-2 615 (700-2 ) |

FAF to MAP 3.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:24 | 2:16 | 1:42 | 1:22 | 1:08 |

SC-2, 14 JAN 2010 to 11 FEB 2010

GAINESVILLE, TEXAS

AL-6113 (FAA)

| WAAS | APP CRS | Rwy Idg | 6001 |
|---|---|---|---|
| CH 58111 | 175° | TDZE | 845 |
| W17A | | Apt Elev | 845 |

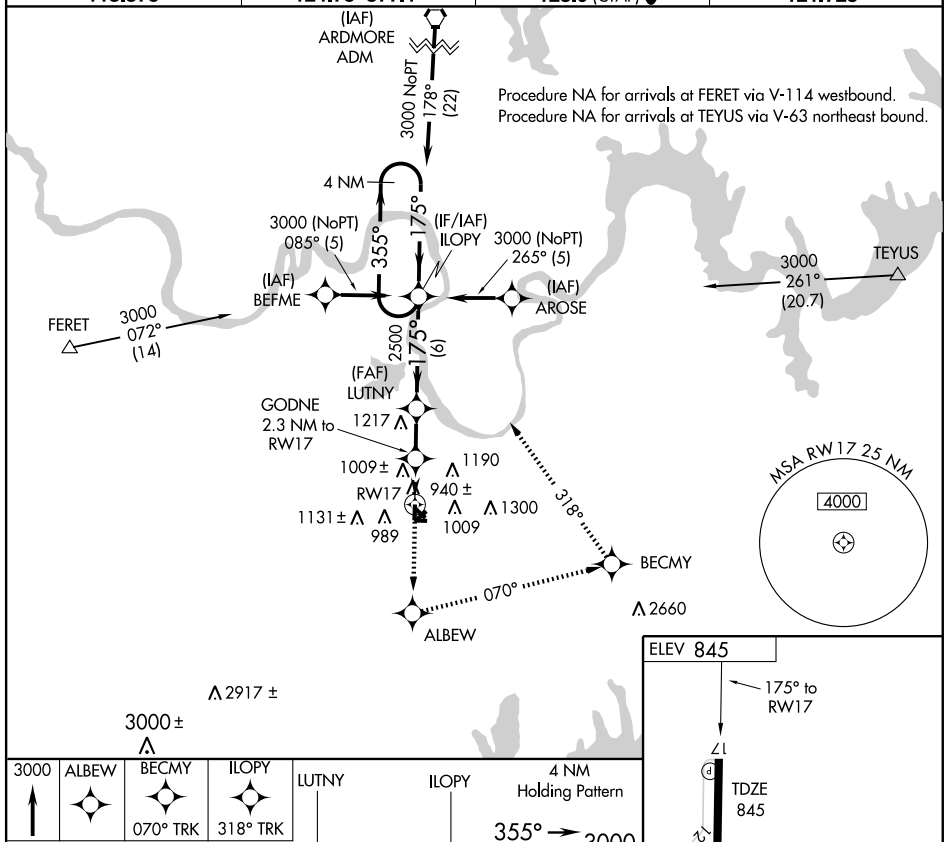
# RNAV (GPS) RWY 17

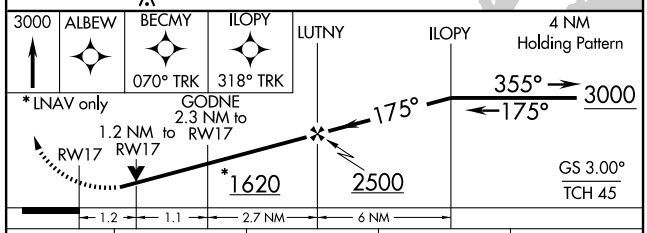
GAINESVILLE MUNI (GLE)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Denton altimeter setting and increase all DA 91 feet and all MDA 100 feet. Increase LPV visibility all Cats ¼ mile, increase LNAV/VNAV visibility ½ all Cats, increase LNAV visibility Cat C ¼ and Cat D ½ and increase circling Cat C/D ¼ mile. Baro-VNAV and VDP NA when using Denton altimeter setting.

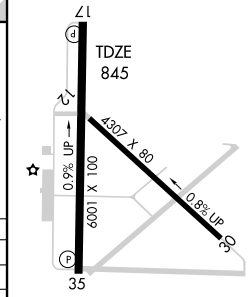
MISSED APPROACH: Climb to 3000 direct ALBEW and via 070° track to BECMY and via 318° track to ILOPY and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM | GCO |
|---|---|---|---|
| 118.375 | 124.75 377.1 | 123.0 (CTAF) L | 121.725 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1194-1¼ 349 (400-1¼) | | | |
| LNAV/VNAV DA | 1358-1¾ 513 (600-1¾) | | | |
| LNAV MDA | 1260-1 415 (500-1) | | 1260-1¼ 415 (500-1¼) | |
| CIRCLING | 1320-1 475 (500-1) | | 1360-1½ 515 (600-1½) | 1460-2 615 (700-2) |

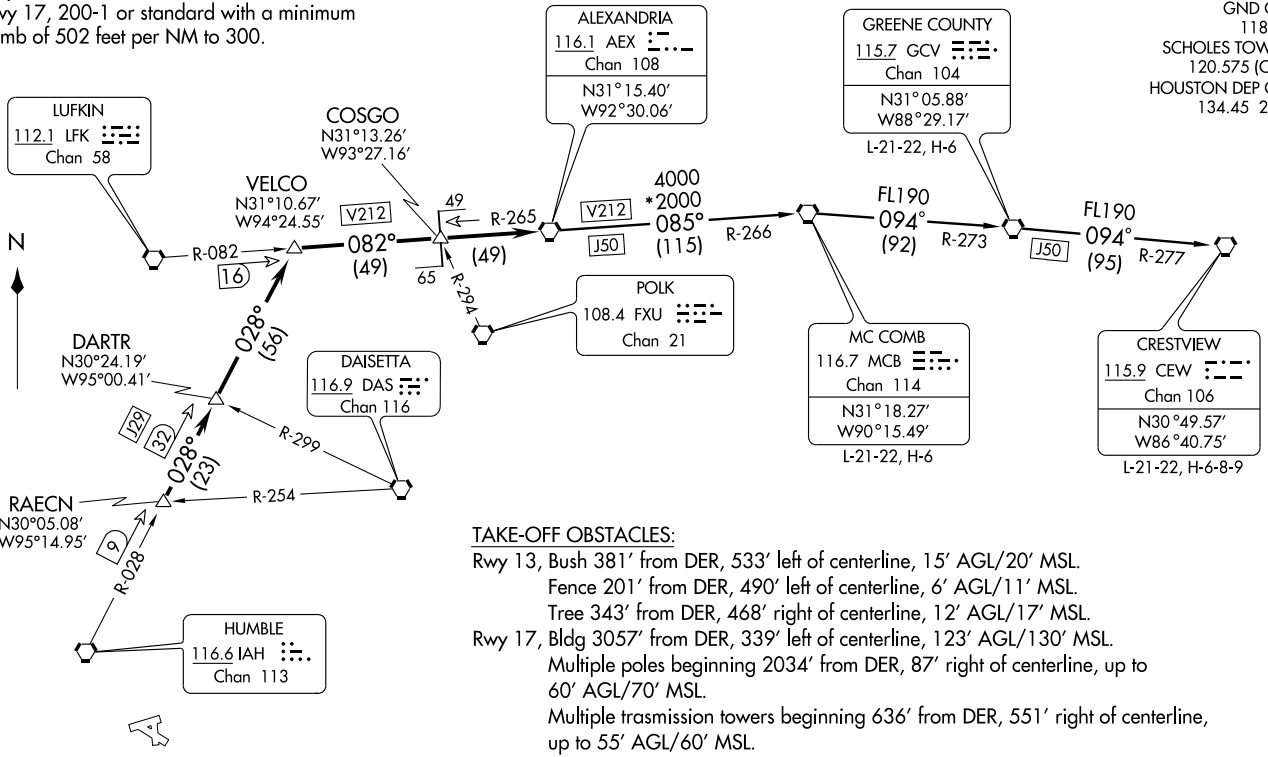



MIRL Rwy 17-35 L
REIL Rwy 17-35

SC-2, 14 JAN 2010 to 11 FEB 2010

ASOS 119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0

TAKE OFF MINIMUMS:
Rwys 13, 31, 35 standard.
Rwy 17, 200-1 or standard with a minimum climb of 502 feet per NM to 300.




TAKE-OFF OBSTACLES:
Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL.
Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL.
Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Bldg 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL.
Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL.
Multiple trasmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL.
Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

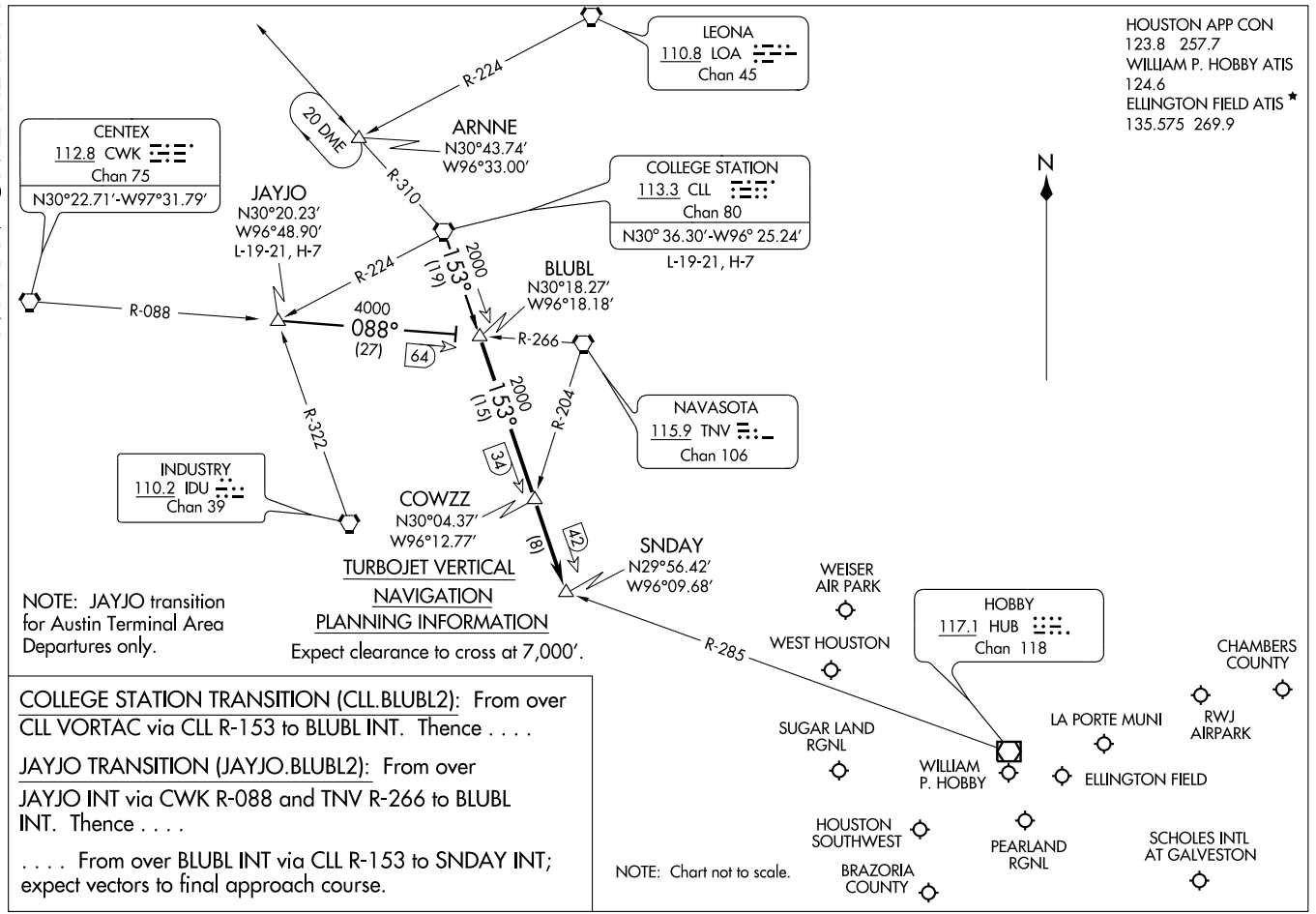
## THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010




COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

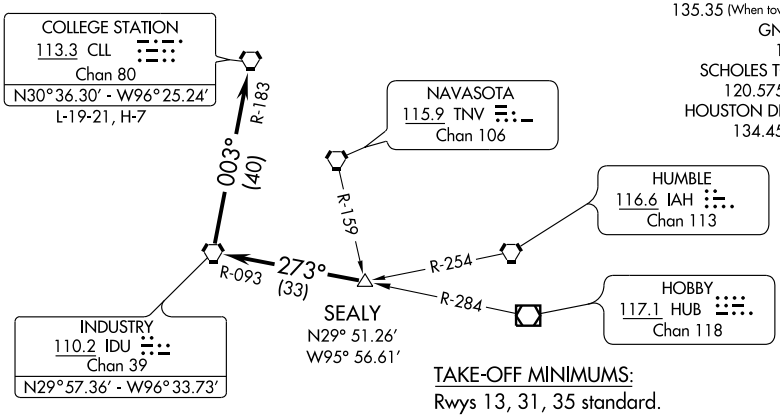
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

# COLLEGE TWO DEPARTURE



GALVESTON/SCHOLES INTL AT GALVESTON (GLS)
GALVESTON, TEXAS

ASOS
119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER*
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0




TAKE-OFF MINIMUMS:
Rwys 13, 31, 35 standard.
Rwy 17, 200-1 or standard with a minimum climb of 502' per NM to 300'.

TAKE-OFF OBSTACLES:
Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20 MSL. Fence 201' from DER, 490' left of centerline, 6' AGL/11 MSL. Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.
Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60 MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

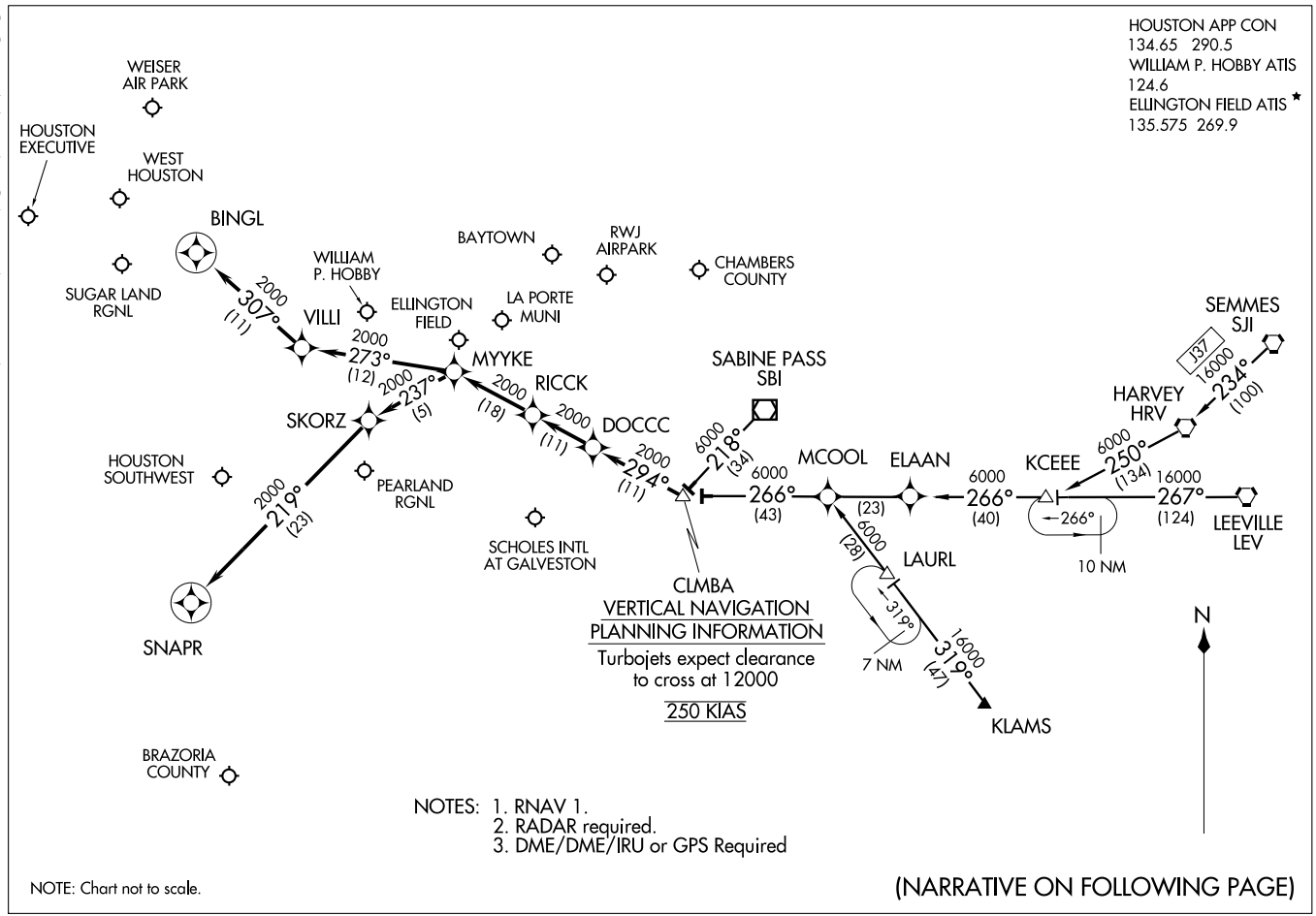
NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

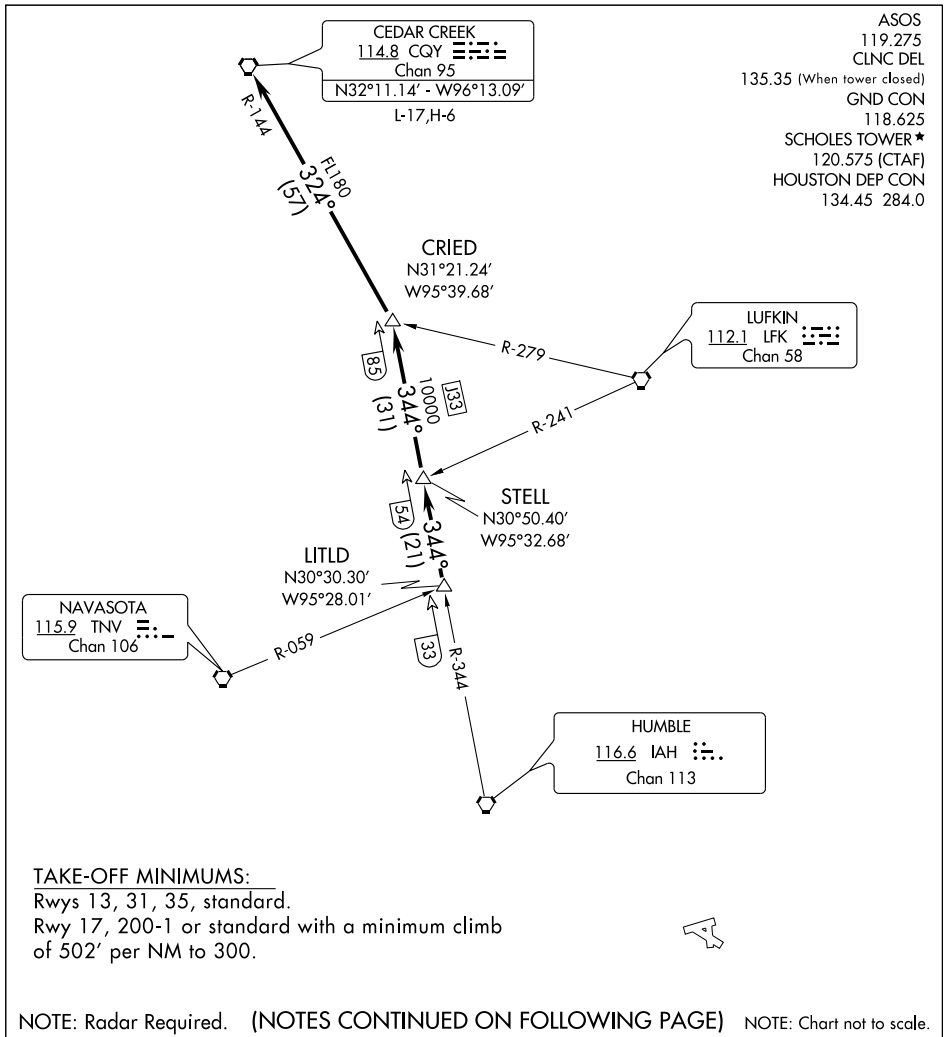
FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 14 JAN 2010 to 11 FEB 2010

# CRIED THREE DEPARTURE






TAKE-OFF MINIMUMS:
Rwys 13, 31, 35, standard.
Rwy 17, 200-1 or standard with a minimum climb of 502′ per NM to 300.

NOTE: Radar Required. (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

## TAKE-OFF OBSTACLES:

Rwy 13, Bush, 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL.
Fence, 201′ from DER, 490′ left of centerline, 6′ AGL/11′MSL.
Tree, 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Multiple transmission towers beginning 636′ from DER, 551 right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL. Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010

# EL DORADO ONE DEPARTURE



ASOS
119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: Radar required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082

ENJOY
N31°16.73′
W94°19.82′

028° (7)
9

VELCO
N31°10.67′
W94°24.55′

028° (56)

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

028° (23)
32

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

9

R-028

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwy 13, 31, 35, standard.
Rwy 17, 200-1 or standard with a minimum climb of 502 feet per NM to 300.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

## TAKE-OFF OBSTACLES

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.

Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple TRMSN towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.

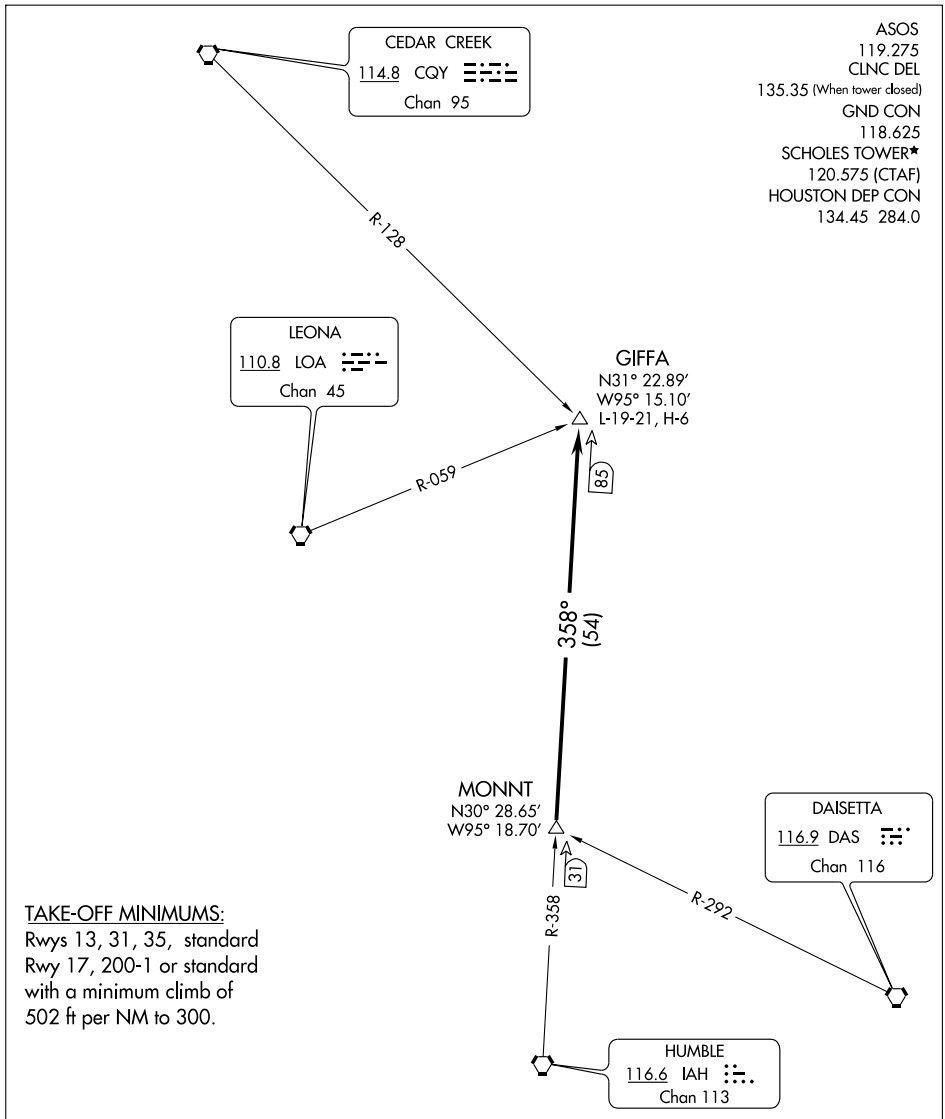
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.

Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# GIFFA THREE DEPARTURE

GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)
SL-164 (FAA)
GALVESTON, TEXAS




TAKE-OFF MINIMUMS:
Rwys 13, 31, 35, standard
Rwy 17, 200-1 or standard
with a minimum climb of
502 ft per NM to 300.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

▼

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL
Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL..
Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL.
Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL.
Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL.
Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC I-GLS | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 111.7 | 134° | TDZE | 5 |
| | | Apt Elev | 6 |

# ILS or LOC RWY 13

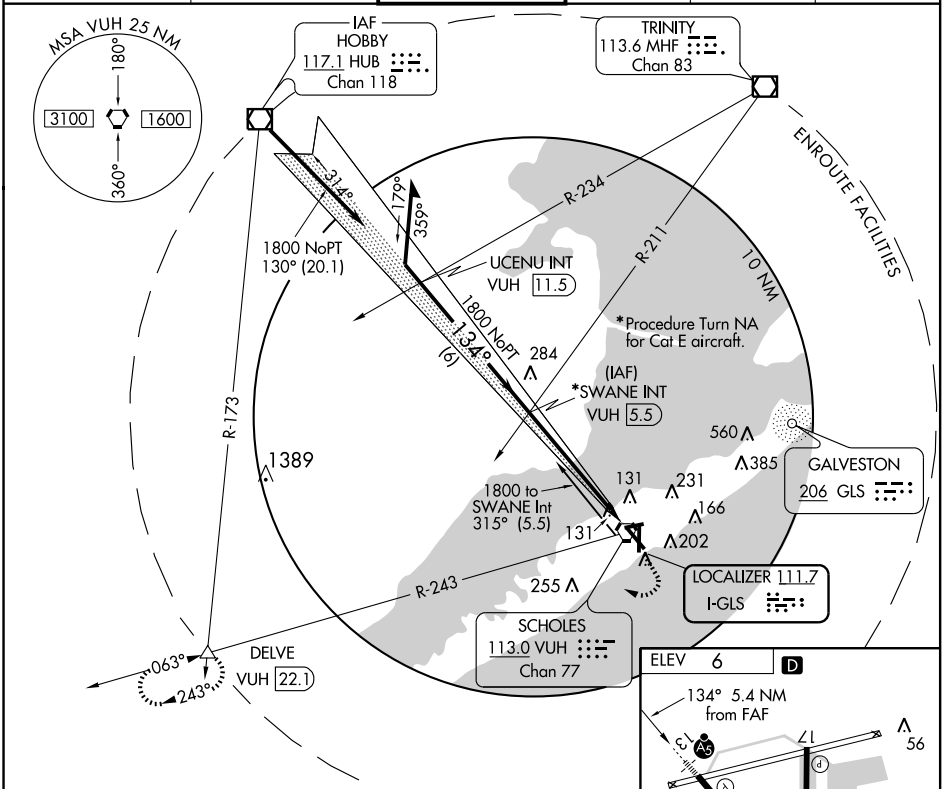
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

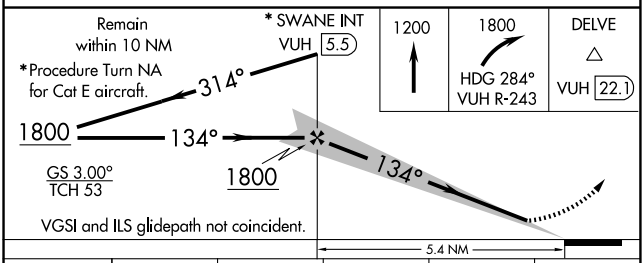
Circling not authorized east of Rwy 17 and northeast of Rwy 31. For inoperative MALSR, increase S-ILS 13 Cat E visibility to ¾, and S-LOC 13 Cat E to 1¾.

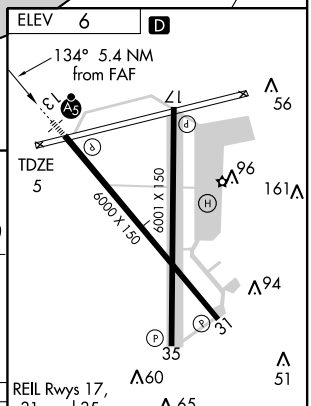
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 1800 via heading 284° and VUH R-243 to DELVE Int/VUH 22.1 DME and hold.

| ASOS | HOUSTON APP CON | SCHOLES TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.275 | 134.45 284.0 | 120.575 (CTAF) L | 118.625 | 135.35 (When tower closed) | 123.05 |



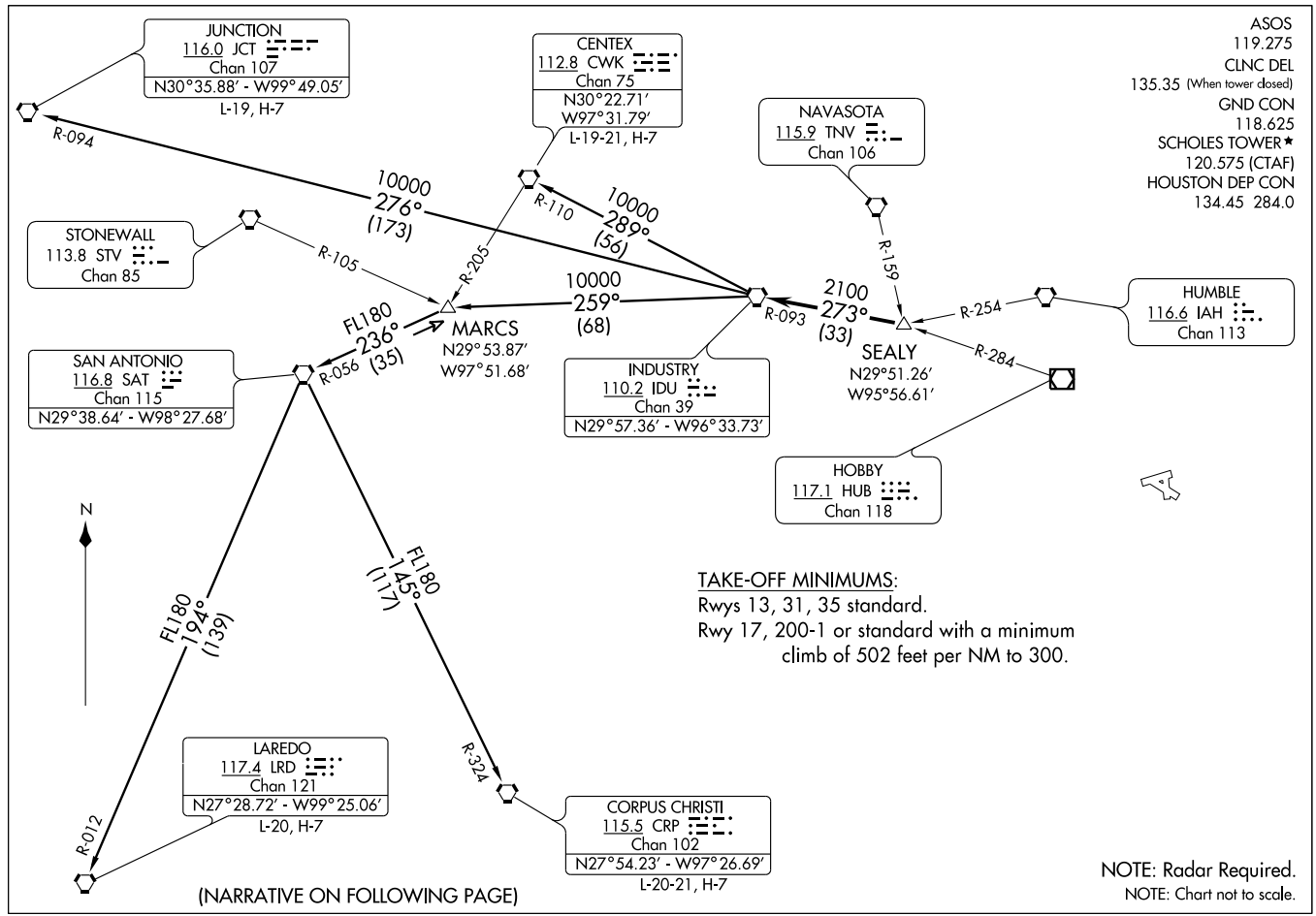




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 13 | 205-½ 200 (200-½) | | | | |
| S-LOC 13 | 480-½ 475 (500-½) | | 480-¾ 475 (500-¾) | 480-1 475 (500-1) | 480-1¼ 475 (500-1¼) |
| CIRCLING | 500-1 494 (500-1) | | 500-1½ 494 (500-1½) | 560-2 554 (600-2) | 620-2¼ 614 (700-2¼) |

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

SC-5, 14 JAN 2010 to 11 FEB 2010




INDUSTRY THREE DEPARTURE (IDU3.IDU) 08157

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS

SL-164 (FAA)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

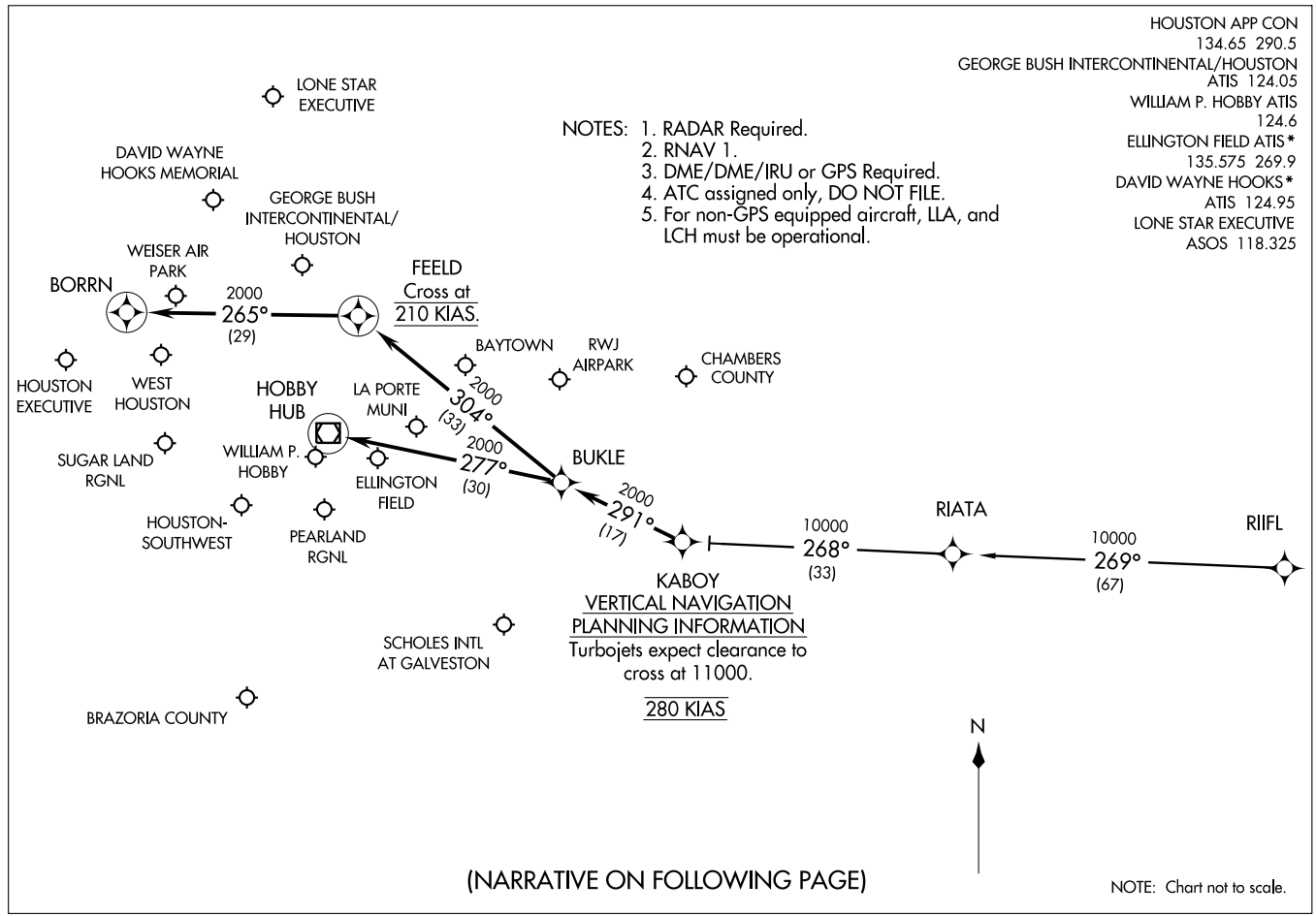
CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 13,
Bush 381' from departure end of runway, 533' left of centerline, 15' AGL/20' MSL
Fence 201' from departure end of runway, 490' left of centerline, 6' AGL/11' MSL..
Tree 343' from departure end of runway, 468' right of centerline, 12' AGL/17' MSL.
Rwy 17,
Building 3057' from departure end of runway, 339' left of centerline, 123' AGL/130' MSL.
Multiple poles beginning 2034' from departure end of runway, 87' right of centerline, up to 60' AGL/70' MSL.
Multiple transmission towers beginning 636' from departure end of runway, 551' right of centerline, up to 55' AGL/60' MSL.
Tree 460' from departure end of runway, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31,
Multiple cranes beginning 4341' from departure end of runway, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree 730' from departure end of runway, 501' right of centerline, 27' AGL/32' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

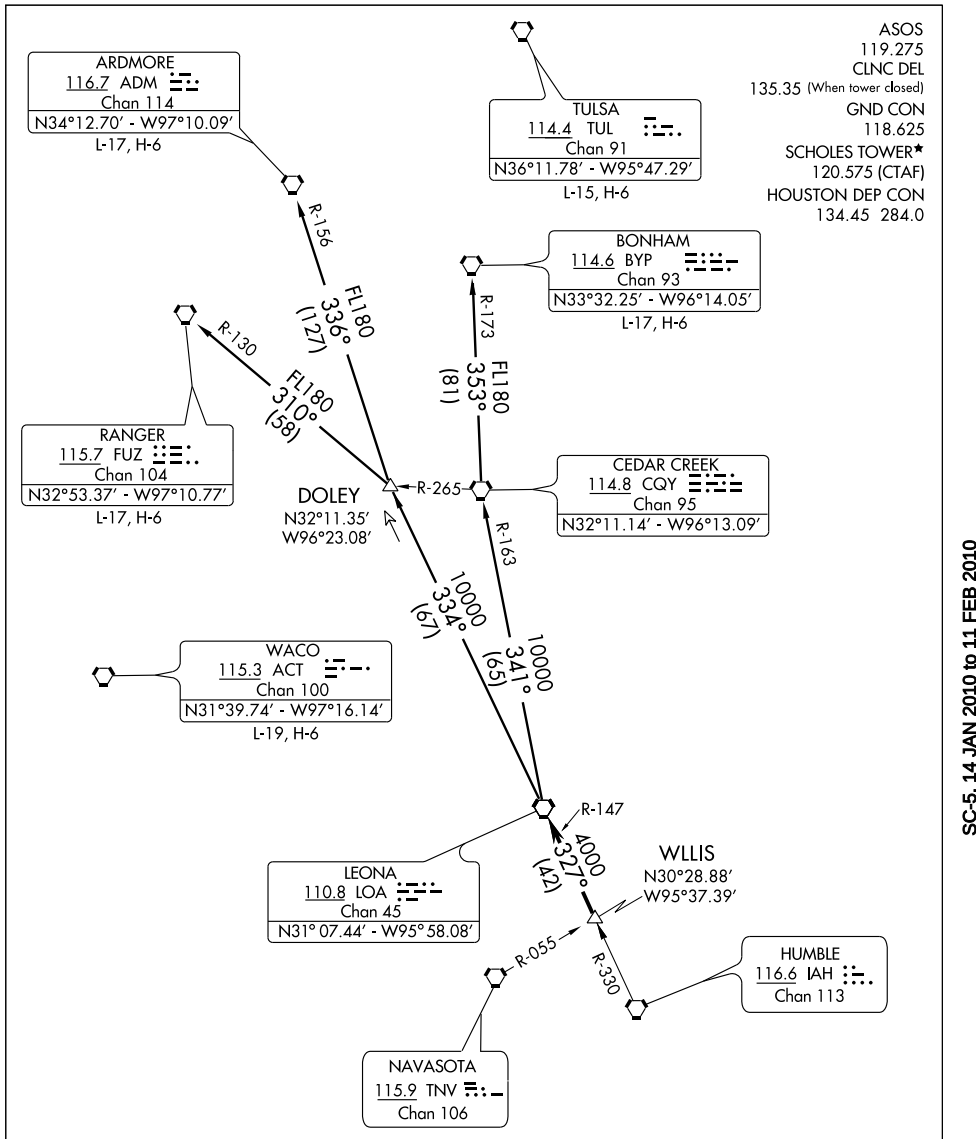
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LEONA SIX DEPARTURE






TAKE-OFF MINIMUMS:
Rwy 13, 31, 35 standard.
Rwy 17, 200-1 or standard with a
Minimum climb of 502 feet per NM to 300.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 14 JAN 2010 to 11 FEB 2010

# LEONA SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

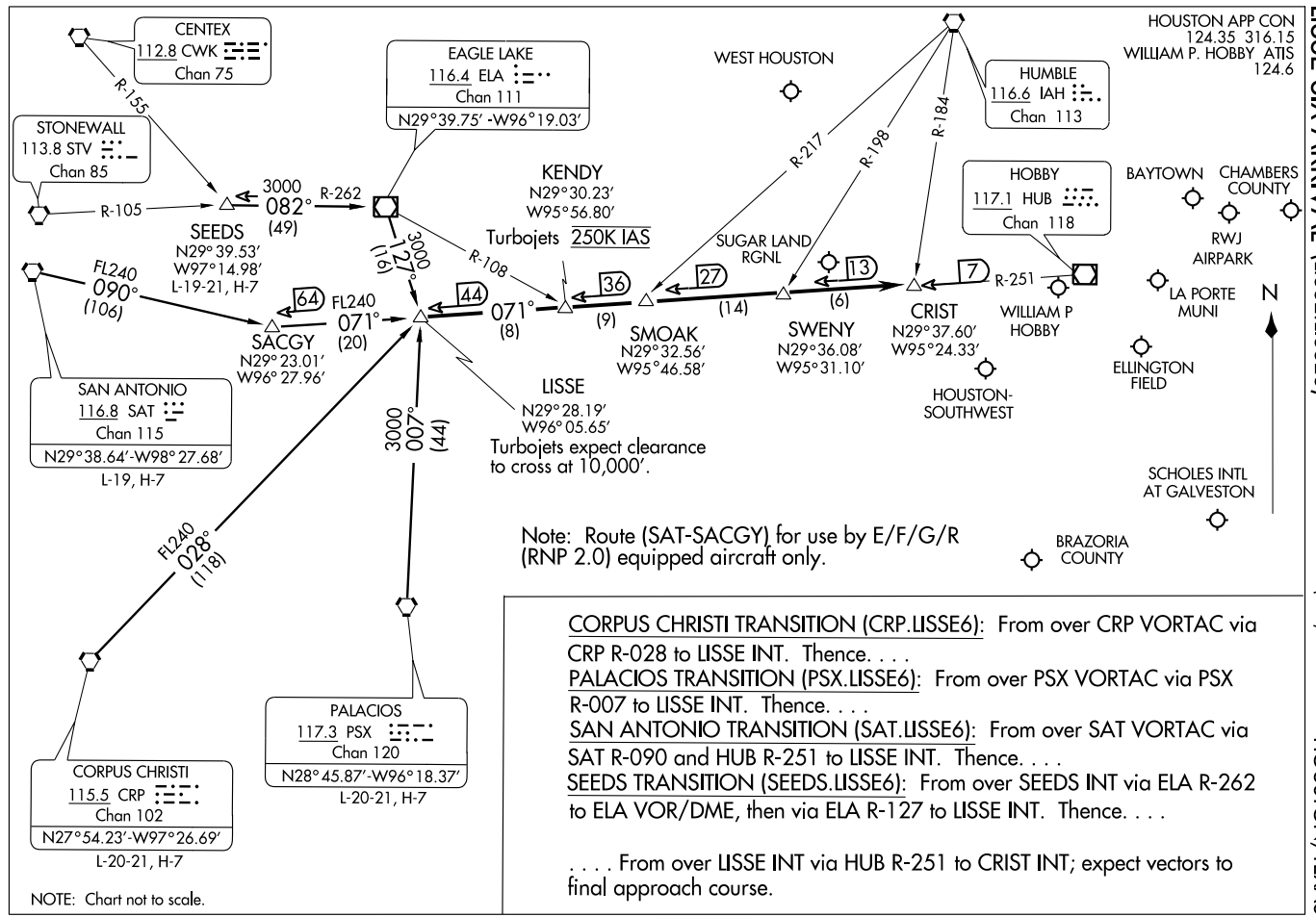
RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 13, Bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL.
Rwy 17, Building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

# LISSE SIX ARRIVAL (LISSE.LISSE6)






CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

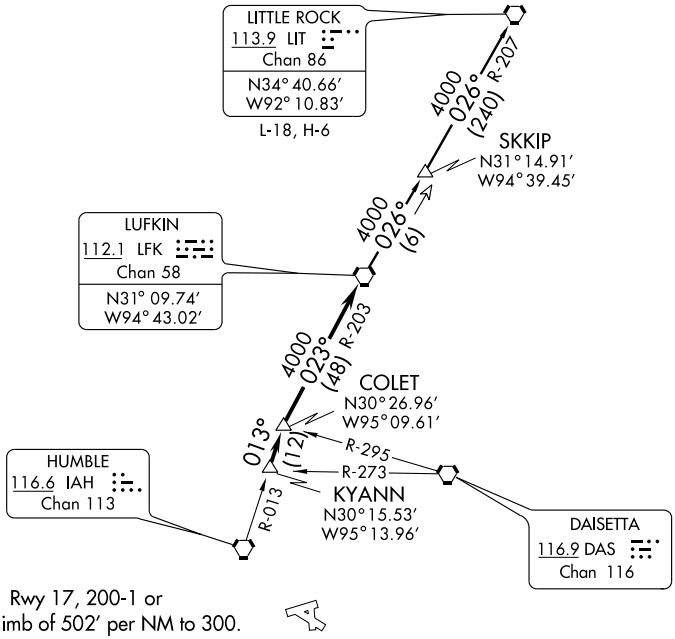
SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

ST-198 (FAA)

# LUFKIN FIVE DEPARTURE

ASOS
119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0




TAKEOFF MINIMUMS:
Rwy 13, 31, 35, standard. Rwy 17, 200-1 or standard with a minimum climb of 502' per NM to 300.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from DER, 490' left of centerline, 6' AGL/11 MSL. Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.
Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60 MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

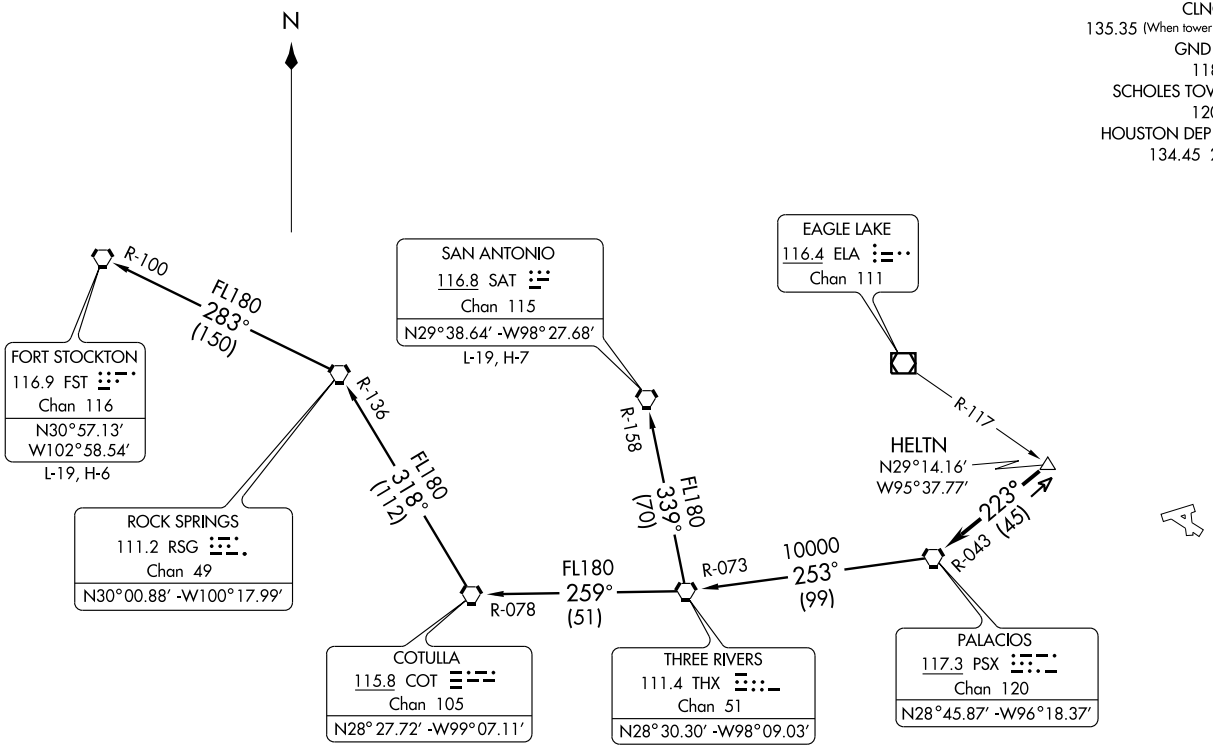
When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

ASOS
119.275
CLNC DEL
135.35 (When tower closed)
GND CON
118.625
SCHOLES TOWER ★
120.575
HOUSTON DEP CON
134.45 284.0




TAKE OFF MINIMUMS:
Rwys 13, 31, 35, standard.
Rwy 17, 200-1 or standard with a minimum climb of 502 feet per NM to 300.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL.
Fence 201' from DER, 490' left of centerline, 6' AGL/11' MSL.
Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.
Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL.
Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL.
Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60' MSL.
Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.
Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.
Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

| WAAS | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| Chan 65606 | 134° | TDZE | 5 |
| W13A | | Apt Elev | 6 |

# RNAV (GPS) RWY 13

GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

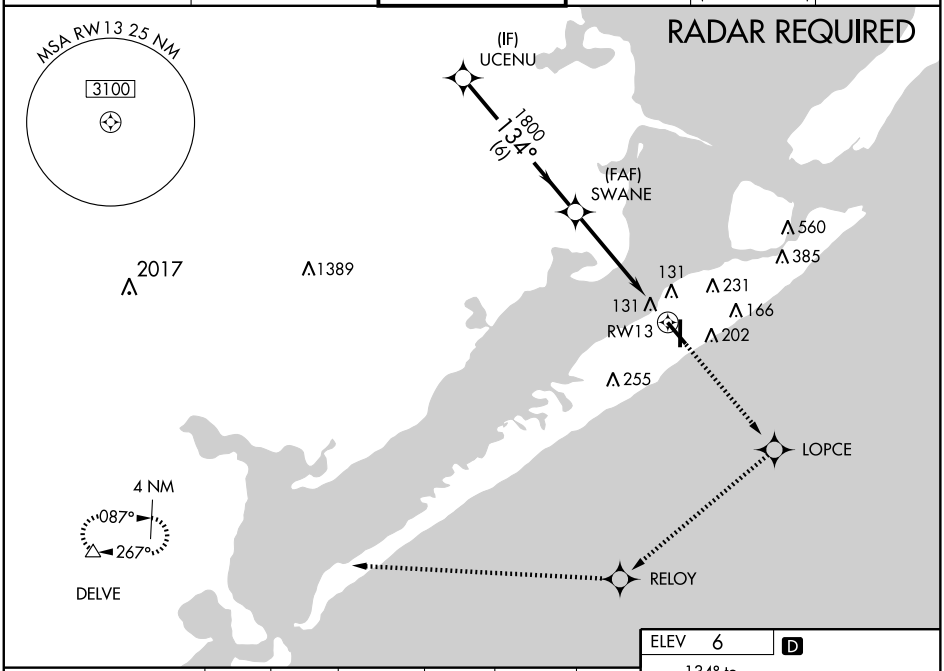
Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. Circling NA east of Rwy 17 and northeast of Rwy 31. For inoperative MALSR, increase LPV all Cats visibility to ¾, LNAV/VNAV and LNAV Cat E visibility to 1¾.

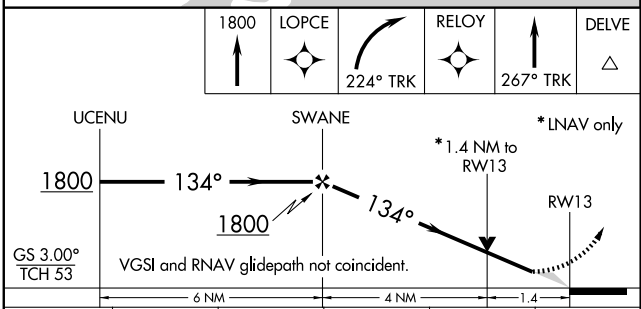
MALSR

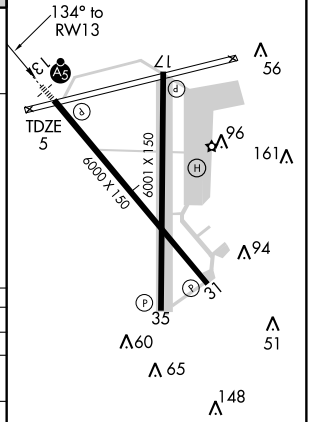
MISSED APPROACH: Climb to 1800 direct LOPCE and right turn via 224° track to RELOY and via 267° track to DELVE and hold.

| ASOS | HOUSTON APP CON | SCHOLES TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.275 | 134.45 284.0 | 120.575 (CTAF) L | 118.625 | 135.35 (When tower closed) | 123.05 |

RADAR REQUIRED




REIL Rwys 17, 31, and 35
MIRL Rwy 17-35
HIRL Rwy 13-31

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 260-½ 255 (300-½) | | | | |
| LNAV/ VNAV DA | 480-1¼ 475 (500-1¼) | | | | |
| LNAV MDA | 480-½ 475 (500-½) | | 480-¾ 475 (500-¾) | 480-1 475 (500-1) | 480-1¼ 475 (500-1¼) |
| CIRCLING | 500-1¾ 494 (500-1¾) | | | 560-2 554 (600-2) | 620-2¼ 614 (700-2¼) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 82301 W17A | APP CRS 175° | Rwy Idg 6001 TDZE 6 Apt Elev 6 |
|---|---|---|

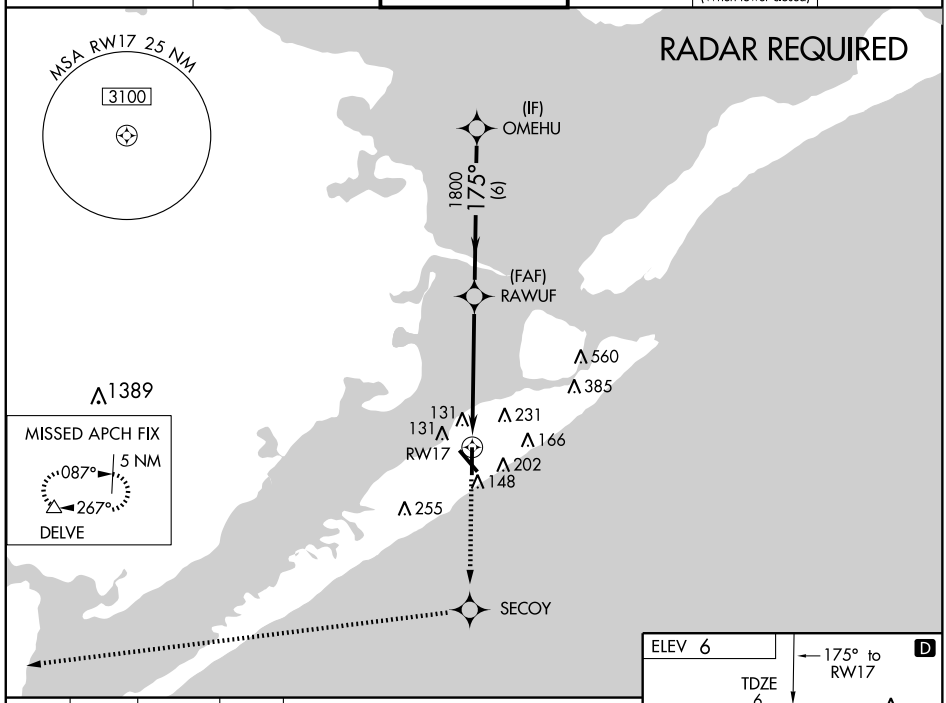
# RNAV (GPS) RWY 17

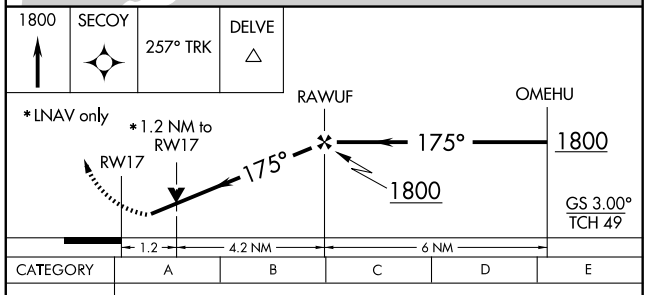
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

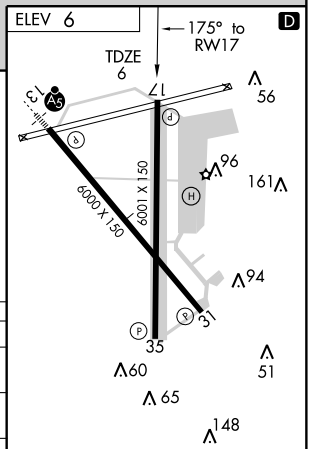
T A W For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. If local altimeter setting not received, procedure NA. Circling NA east of Rwy 17 and northeast of Rwy 31.

MISSED APPROACH: Climb to 1800 direct SECOY and via 257° track to DELVE and hold.

| ASOS | HOUSTON APP CON | SCHOLES TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.275 | 134.45 284.0 | 120.575 (CTAF) L | 118.625 | 135.35 (When tower closed) | 123.05 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 256-1 250 (300-1) | | | | |
| LNAV/VNAV DA | 528-1¾ 522 (600-1¾) | | | | |
| LNAV MDA | 420-1 414 (500-1) | | 420-1¼ 414 (500-1¼) | | 420-1½ 414 (500-1½) |
| CIRCLING | 540-1¾ 534 (600-1¾) | | | 560-2 554 (600-2) | 620-2¼ 614 (700-2¼) |

REIL Rwys 17, 31 and 35
MIRL Rwy 17-35
HIRL Rwy 13-31

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 40101 W31A | APP CRS 314° | Rwy Idg 6000 TDZE 5 Apt Elev 6 |
|---|---|---|

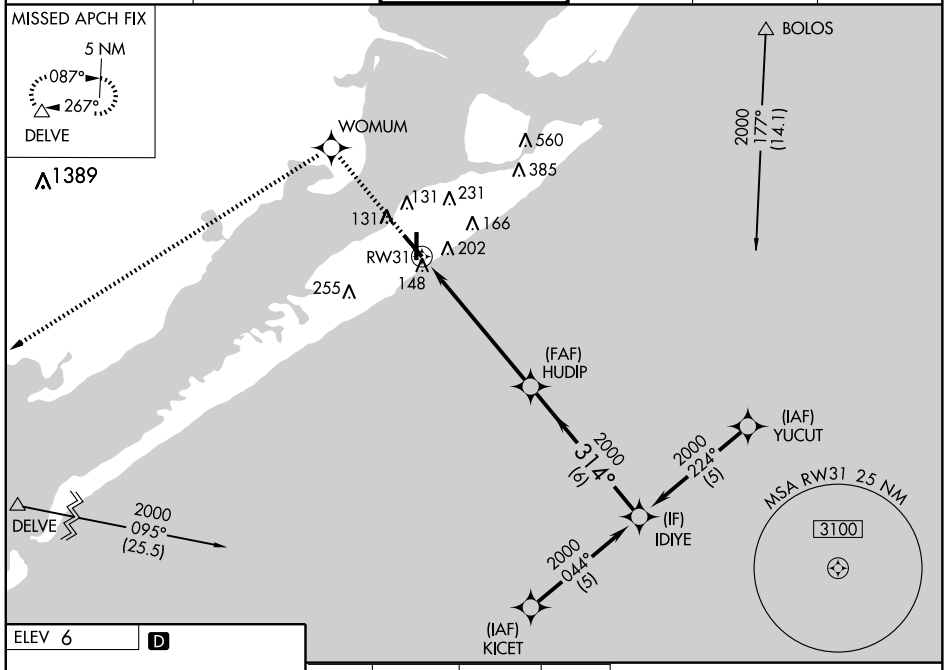
# RNAV (GPS) RWY 31

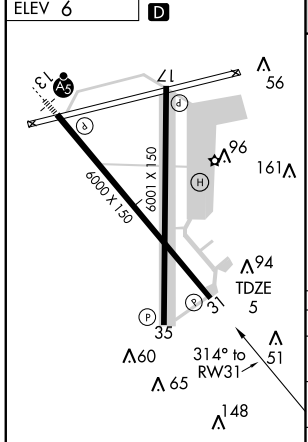
GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). If local altimeter setting not received, procedure NA. Circling NA east of Rwy 17 and northeast of Rwy 31. DME/DME RNP-0.3 NA.

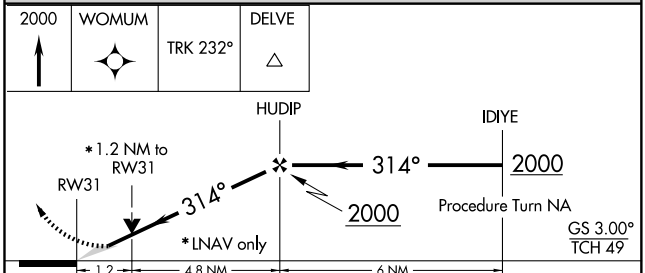
MISSED APPROACH: Climb to 2000 direct WOMUM and via 232° track to DELVE and hold.

| ASOS | HOUSTON APP CON | SCHOLES TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.275 | 134.45 284.0 | 120.575 (CTAF) L | 118.625 | 135.35 (When tower closed) | 123.05 |




REIL Rwys 17, 31 and 35
MIRL Rwy 17-35
HIRL Rwy 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 298-1 293 (300-1) | | | |
| LNAV/ VNAV DA | 448-1½ 443 (500-1½) | | | |
| LNAV MDA | 440-1 435 (500-1) | | 440-1¼ 435 (500-1¼) | 440-1½ 435 (500-1½) |
| CIRCLING | 500-1½ 494 (500-1½) | | | 560-2 554 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6001 |
|---|---|---|
| 355° | TDZE | 5 |
| | Apt Elev | 6 |

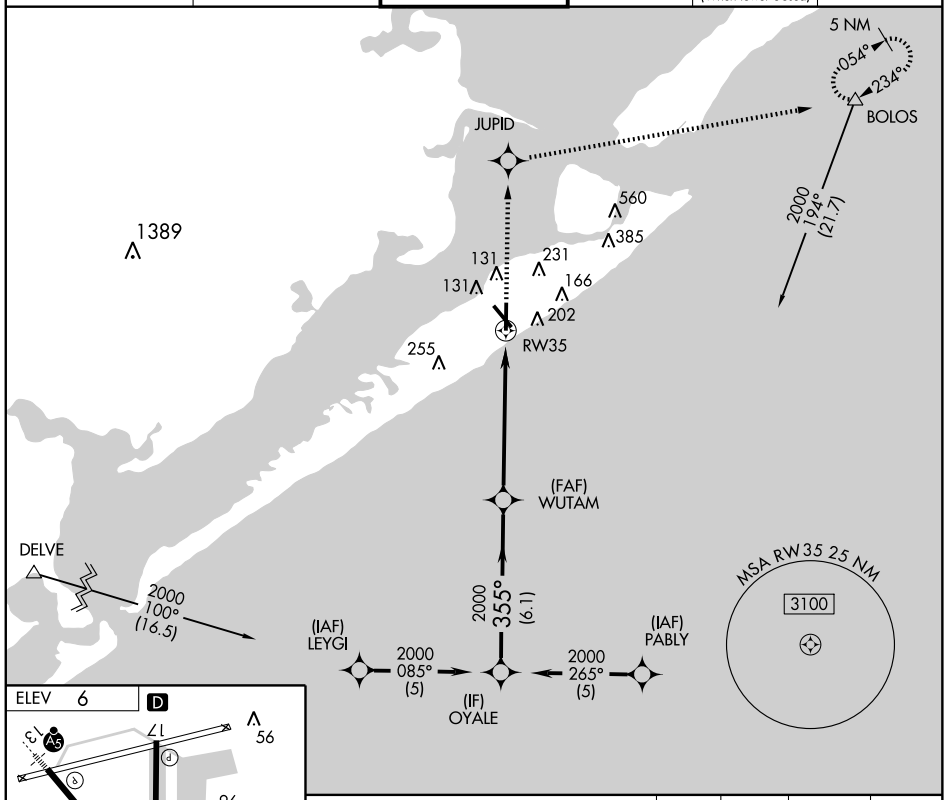
# RNAV (GPS) RWY 35

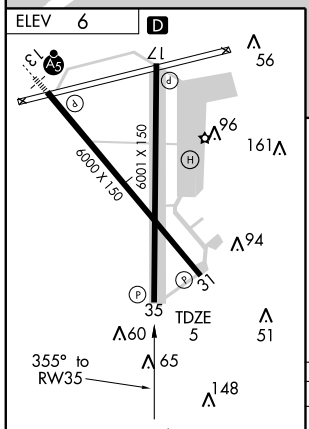
## GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

DME/DME RNP-0.3 NA. Circling NA east of Rwy 17 and northeast of Rwy 31. Visibility reduction by helicopters NA. If local altimeter setting not received, procedure NA.

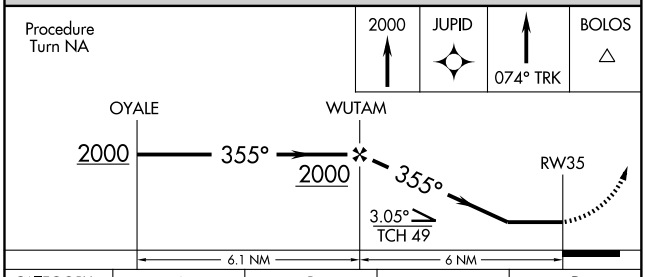
MISSED APPROACH: Climb to 2000 direct JUPID and via 074° track to BOLOS and hold.

| ASOS | HOUSTON APP CON | SCHOLES TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.275 | 134.45 284.0 | 120.575 (CTAF) L | 118.625 | 135.35 (When tower closed) | 123.05 |



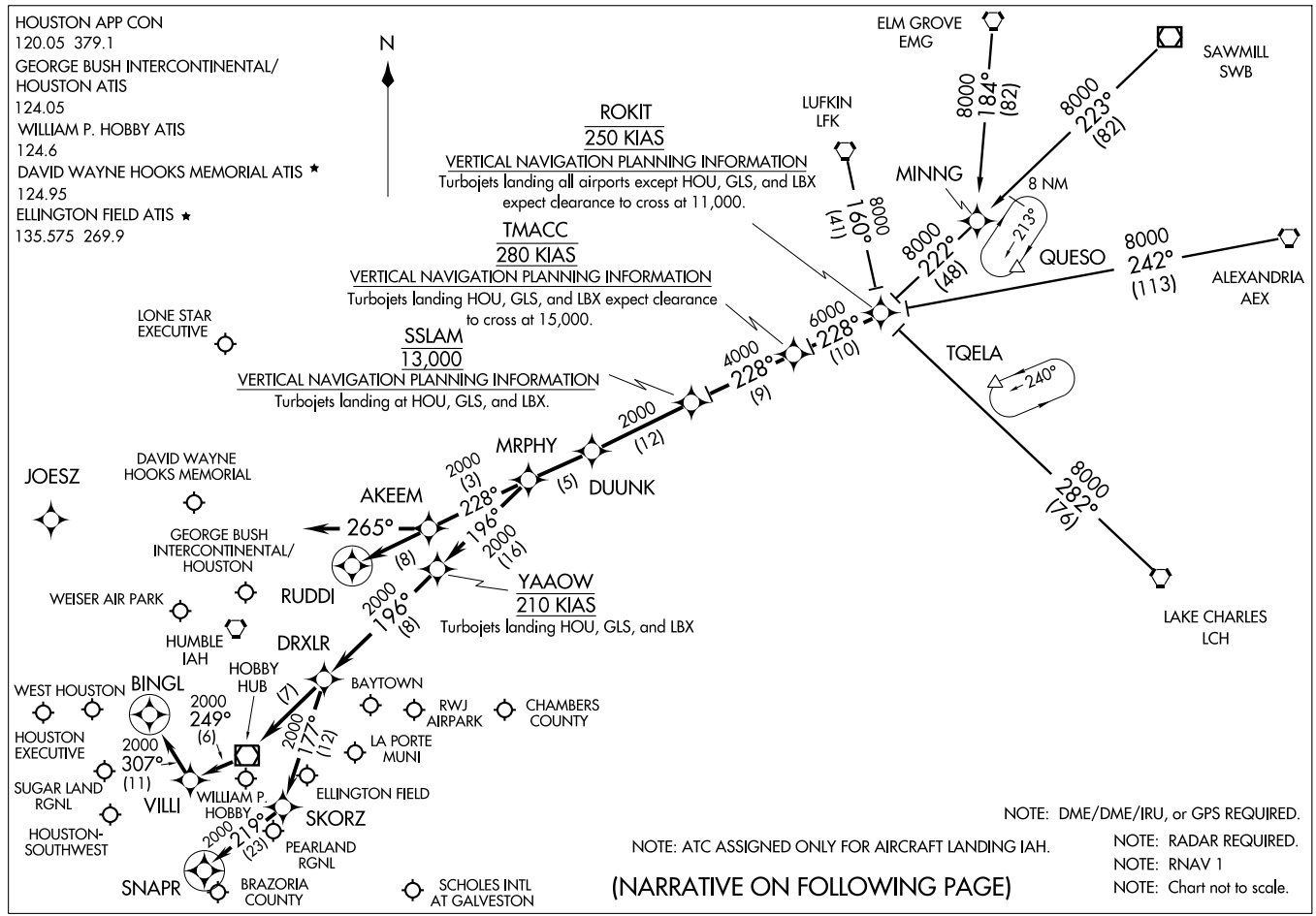




REIL Rwys 17, 31 and 35
MIRL Rwy 17-35
HIRL Rwy 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 | 455 (500-1) | 460-1¼ 455 (500-1¼) | 460-1½ 455 (500-1½) |
| CIRCLING | 500-1 | 494 (500-1) | 500-1½ 494 (500-1½) | 560-2 554 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

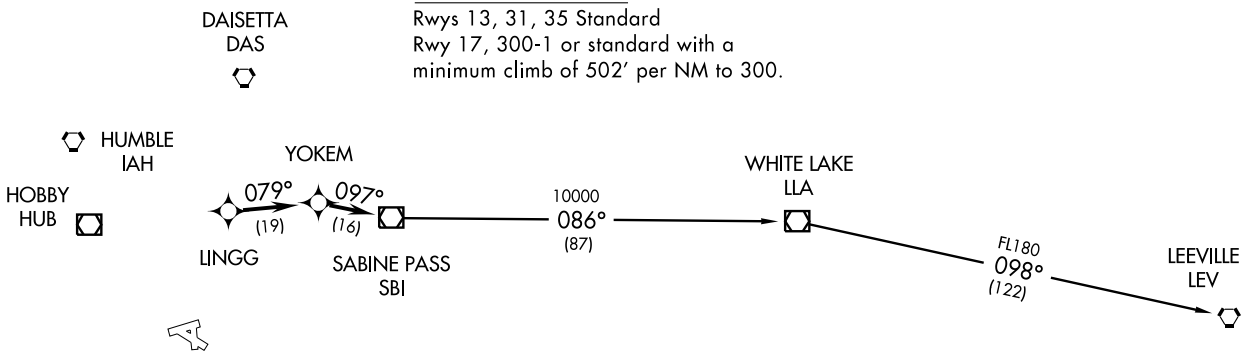
SC-5, 14 JAN 2010 to 11 FEB 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

TAKE-OFF MINIMUMS:
Rwys 13, 31, 35 Standard
Rwy 17, 300-1 or standard with a minimum climb of 502′ per NM to 300.

ASOS 119.275
CLNC DEL
135.35 (when tower closed)
GND CON 118.625
SCHOLES TOWER ★
120.575 (CTAF)
HOUSTON DEP CON
134.45 284.0




## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 13, bush 381′ from DER, 533′ left of centerline, 15′ AGL/20′ MSL. Fence 201′ from DER, 490′ left of centerline, 6′ AGL/11′ MSL. Tree 343′ from DER, 468′ right of centerline, 12′ AGL/17 MSL.
Rwy 17, building 3057′ from DER, 339′ left of centerline, 123′ AGL/130′ MSL. Multiple poles beginning 2034′ from DER, 87′ right of centerline, up to 60′ AGL/70′ MSL. Multiple transmission towers beginning 636′ from DER, 551′ right of centerline, up to 55′ AGL/60′ MSL. Tree 460′ from DER, 316′ right of centerline, 22′ AGL/29′ MSL.
Rwy 31, Multiple cranes beginning 4341′ from DER, 1017′ left of centerline, up to 131′ AGL/131′ MSL.
Rwy 35, Tree 730′ from DER, 501′ right of centerline, 27′ AGL/32′ MSL.

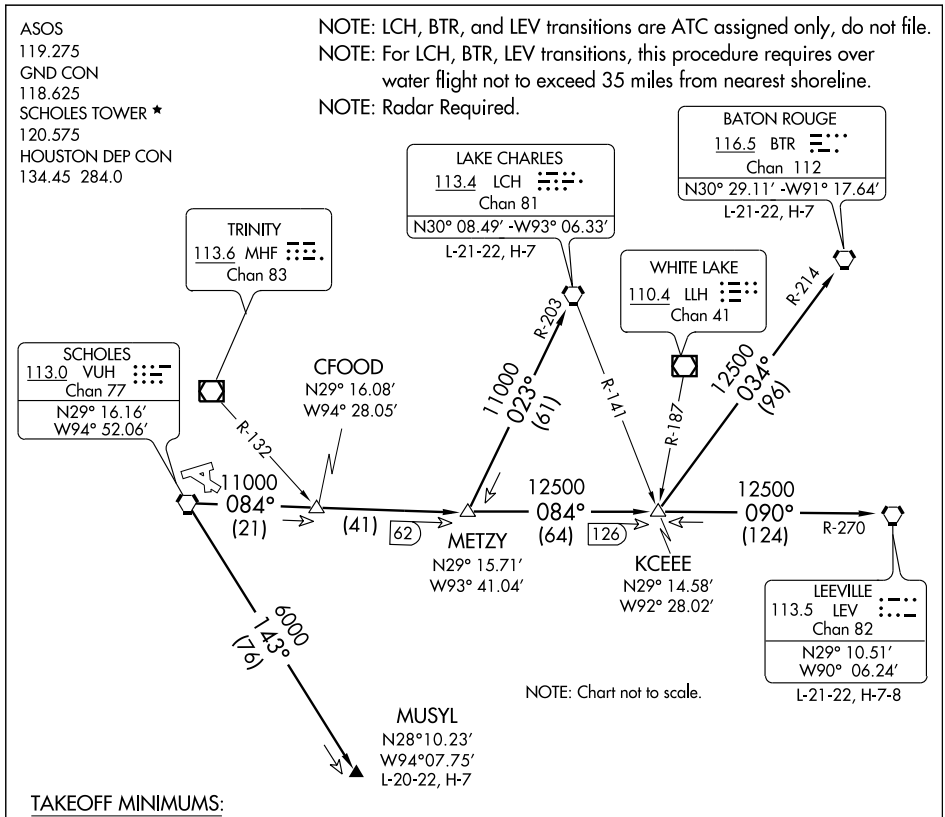
# SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI)

09071

SL-164 (FAA)

GALVESTON/SCHOLES INTL AT GALVESTON (GLS)

GALVESTON, TEXAS




TAKEOFF MINIMUMS:
Rwy 13, 31, 35, standard.
Rwy 17, 300-1 or standard with a minimum climb of 502′ per NM to 300′.

(TAKE-OFF NOTES ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.



SC-5, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF OBSTACLES:

Rwy 13, Bush 381' from DER, 533' left of centerline, 15' AGL/20' MSL. Fence 201' from DER, 490' left of centerline, 6' AGL/11' MSL. Tree 343' from DER, 468' right of centerline, 12' AGL/17' MSL.

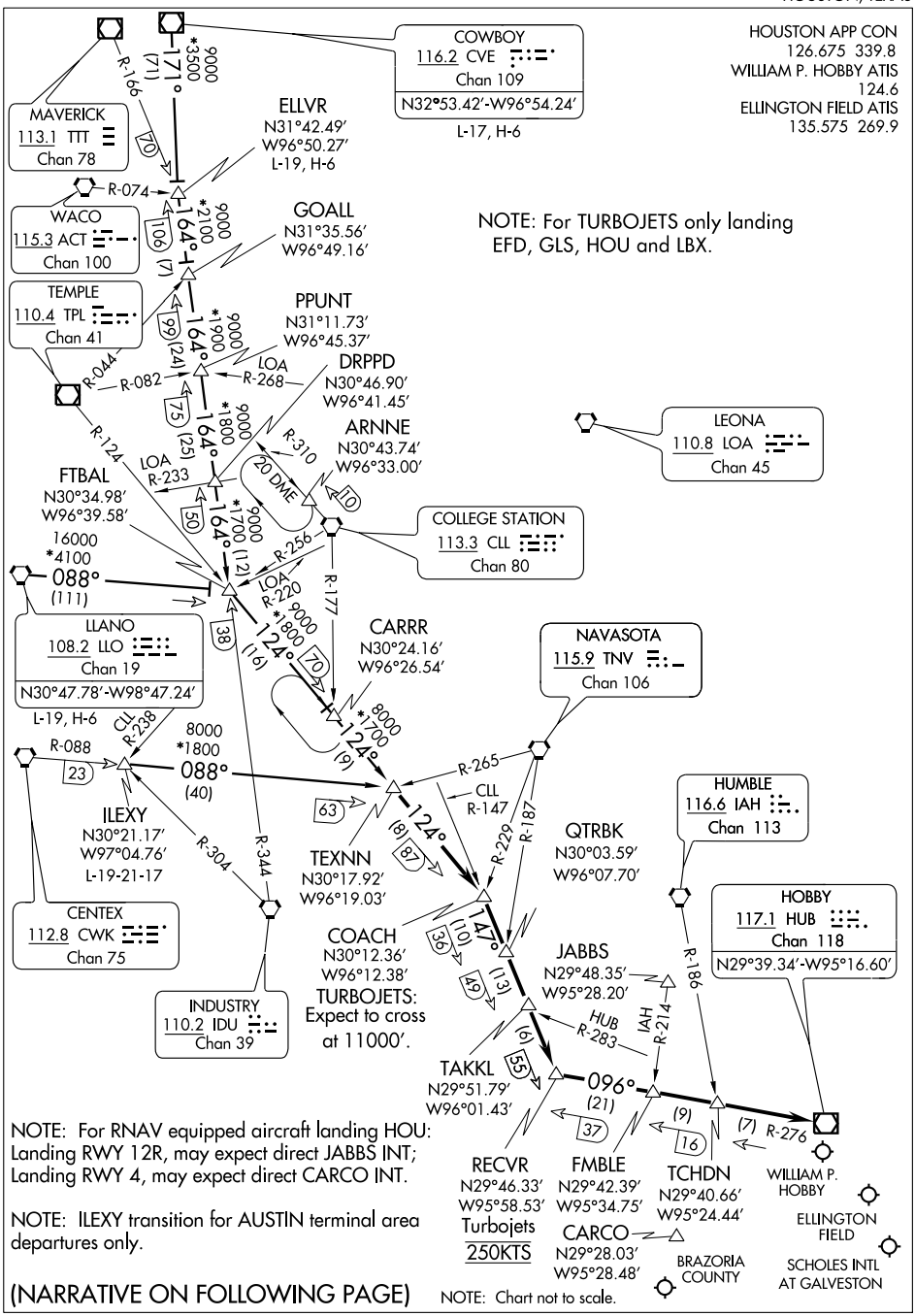
Rwy 17, Bldg 3057' from DER, 339' left of centerline, 123' AGL/130' MSL. Multiple poles beginning 2034' from DER, 87' right of centerline, up to 60' AGL/70' MSL. Multiple transmission towers beginning 636' from DER, 551' right of centerline, up to 55' AGL/60 MSL. Tree 460' from DER, 316' right of centerline, 22' AGL/29' MSL.

Rwy 31, Multiple cranes beginning 4341' from DER, 1017' left of centerline, up to 131' AGL/131' MSL.

Rwy 35, Tree 730' from DER, 501' right of centerline, 27' AGL/32' MSL.

# TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)

WILLIAM P. HOBBY
HOUSTON, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

# TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)



## ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence . . . .

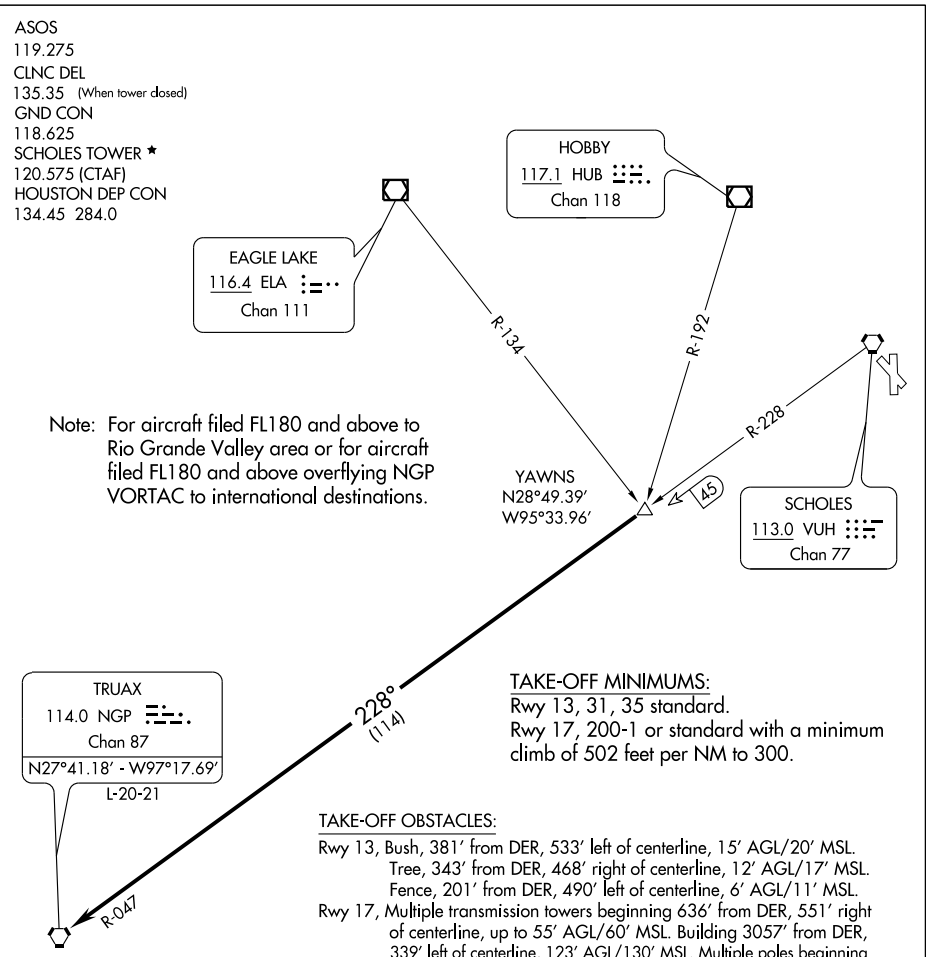
. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

. . . . LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR.

SC-5, 14 JAN 2010 to 11 FEB 2010

# TRUAX TWO DEPARTURE






## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

| VORTAC VUH | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 113.0 | 143° | TDZE | 5 |
| Chan 77 | | Apt Elev | 6 |

# VOR RWY 13

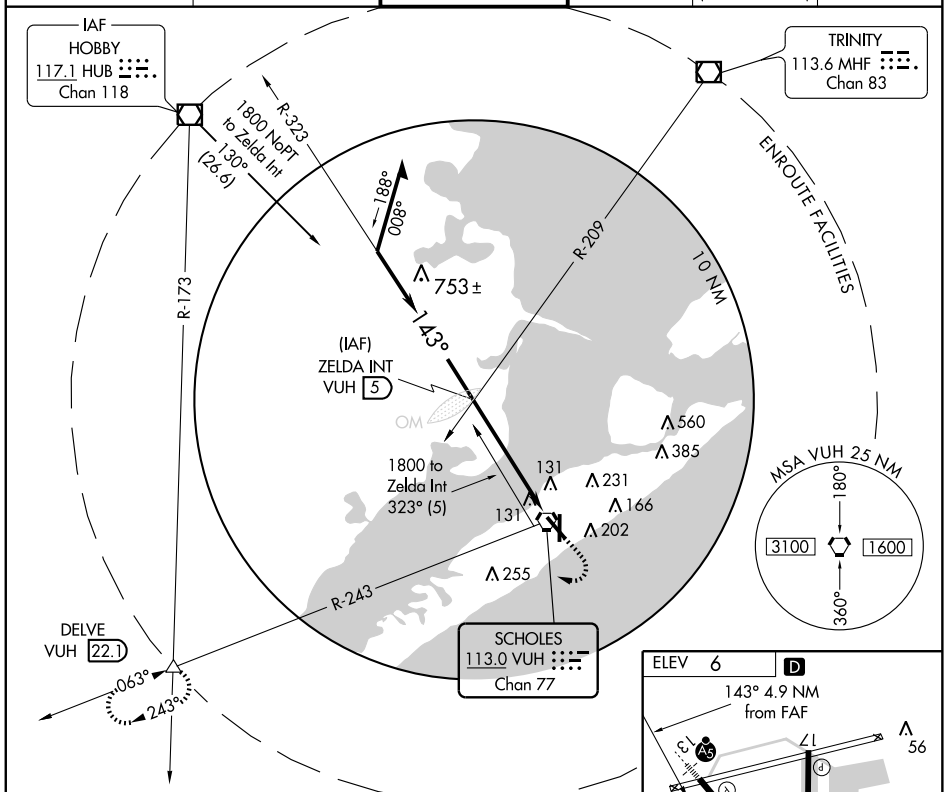
## GALVESTON/ SCHOLES INTL AT GALVESTON (GLS)

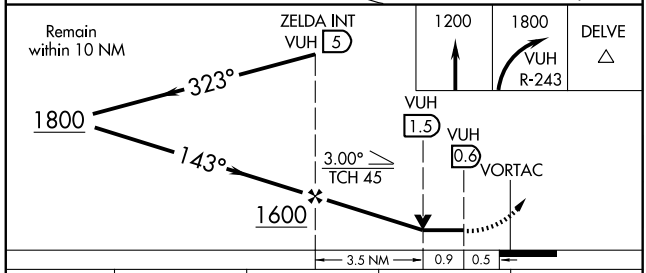
Circling not authorized east of Rwy 13-31.

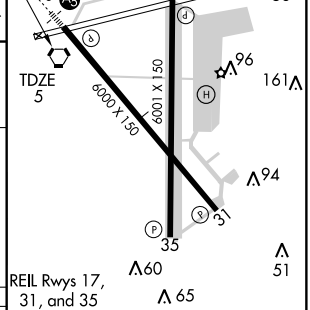
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 1800 via VUH R-243 to DELVE Int and hold.

| ASOS | HOUSTON APP CON | SCHOLES TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 119.275 | 134.45 284.0 | 120.575 (CTAF) L | 118.625 | 135.35 (When tower closed) | 123.05 |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 480-½ 475 (500-½) | | 480-¾ 475 (500-¾) | 480-1 475 (500-1) |
| CIRCLING | 500-1 494 (500-1) | | 500-1½ 494 (500-1½) | 560-2 554 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3800 |
|---|---|---|
| 130° | TDZE | 129 |
| | Apt Elev | 129 |

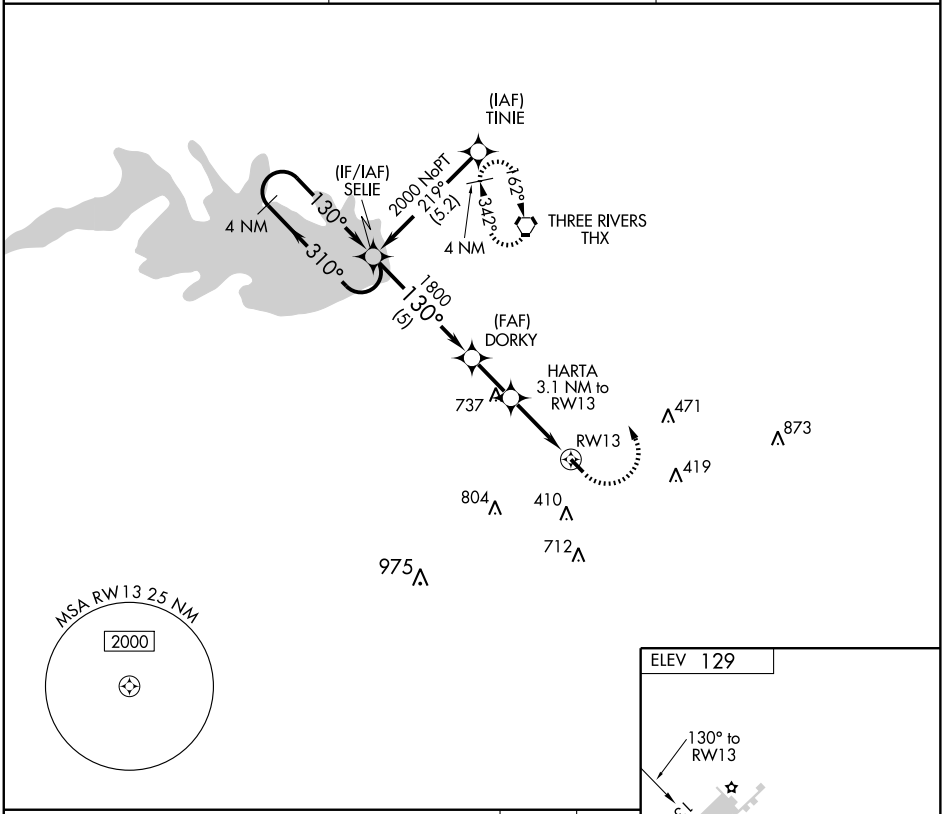
# RNAV (GPS) RWY 13

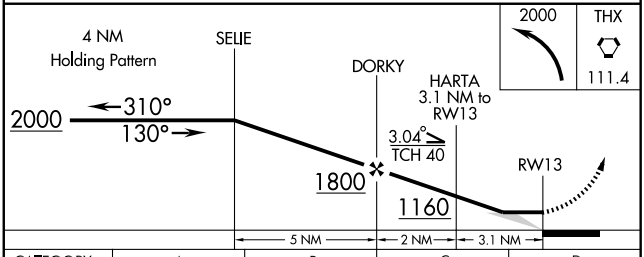
GEORGE WEST/LIVE OAK COUNTY (8T6)

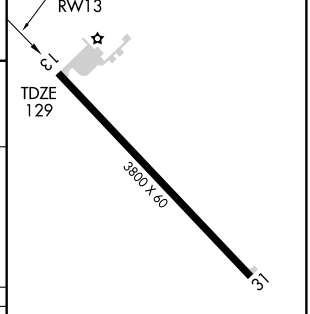
Use Alice Intl altimeter setting. GPS or RNP-0.3 required.
NA DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2000 direct THX VORTAC and hold.

| HOUSTON CENTER | CTAF | |
|---|---|---|
| 134.6 322.5 | 122.9 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 | 571 (600-1) | 700-1½ 571 (600-1½) | NA |
| CIRCLING | 760-1 | 631 (700-1) | 760-1¾ 631 (700-1¾) | NA |

MIRL Rwy 13-31

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC THX | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.4 Chan 51 | 160° | TDZE | N/A |
| | | Apt Elev | 129 |

# VOR/DME-A

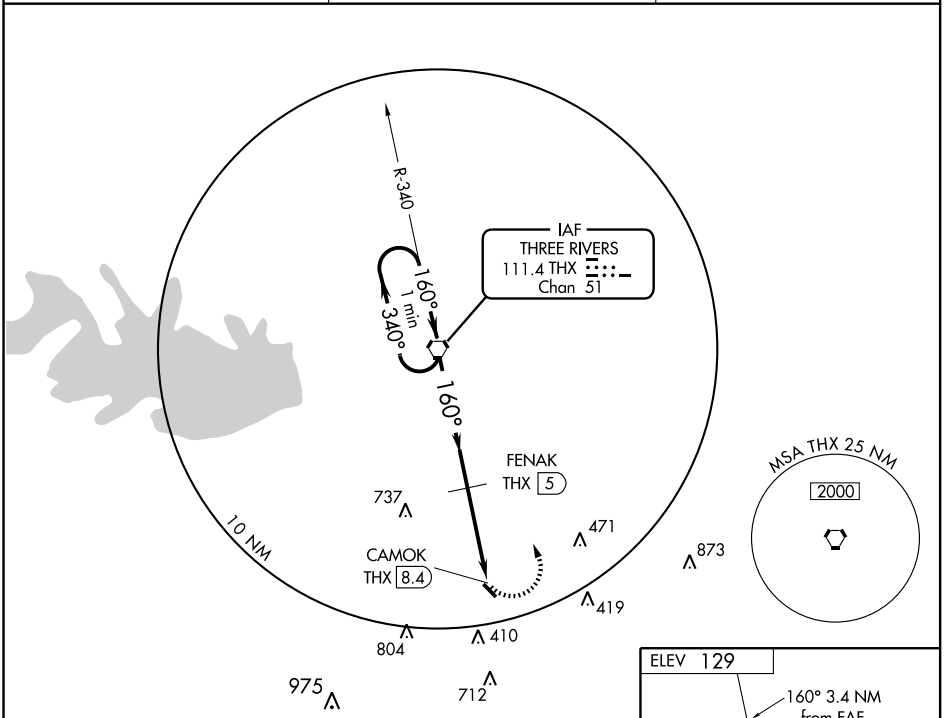
GEORGE WEST/LIVE OAK COUNTY (8T6)

NA

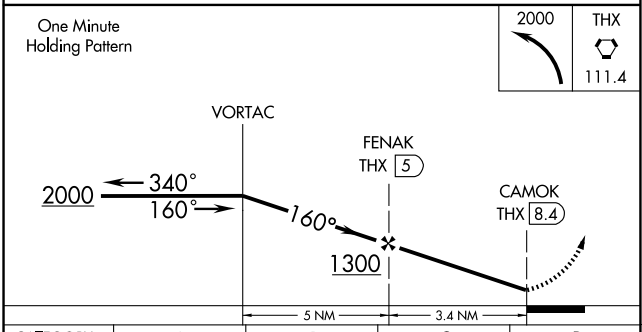
Use Alice Intl altimeter setting.

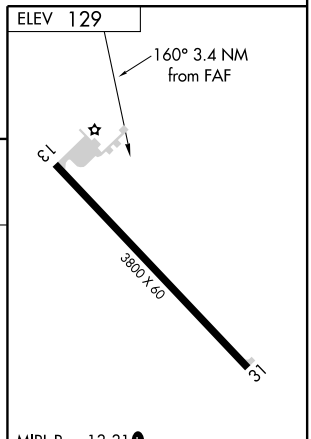
MISSED APPROACH: Climbing left turn to 2000 direct THX VORTAC and hold.

| HOUSTON CENTER | CTAF | |
|---|---|---|
| 134.6 322.5 | 122.9 | 122.7 L |




NoPT for arrivals on THX airway radials 319 clockwise 337.




MIRL Rwy 13-31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 760-1 631 (700-1) | | 760-1¾ 631 (700-1¾) | NA |

FAF to MAP 3.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:24 | 2:16 | 1:42 | 1:22 | 1:08 |

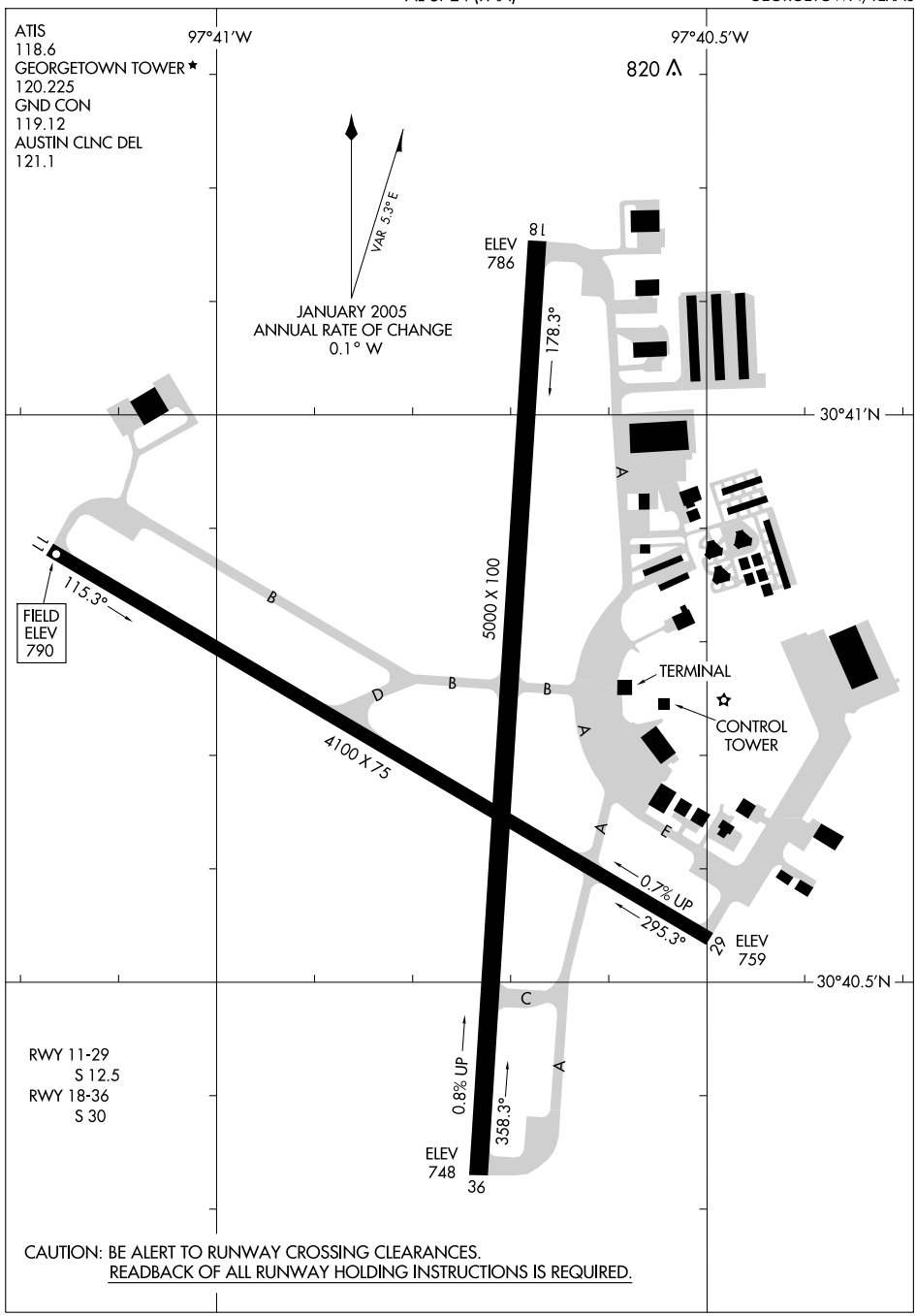
SC-3, 14 JAN 2010 to 11 FEB 2010

08137

# AIRPORT DIAGRAM

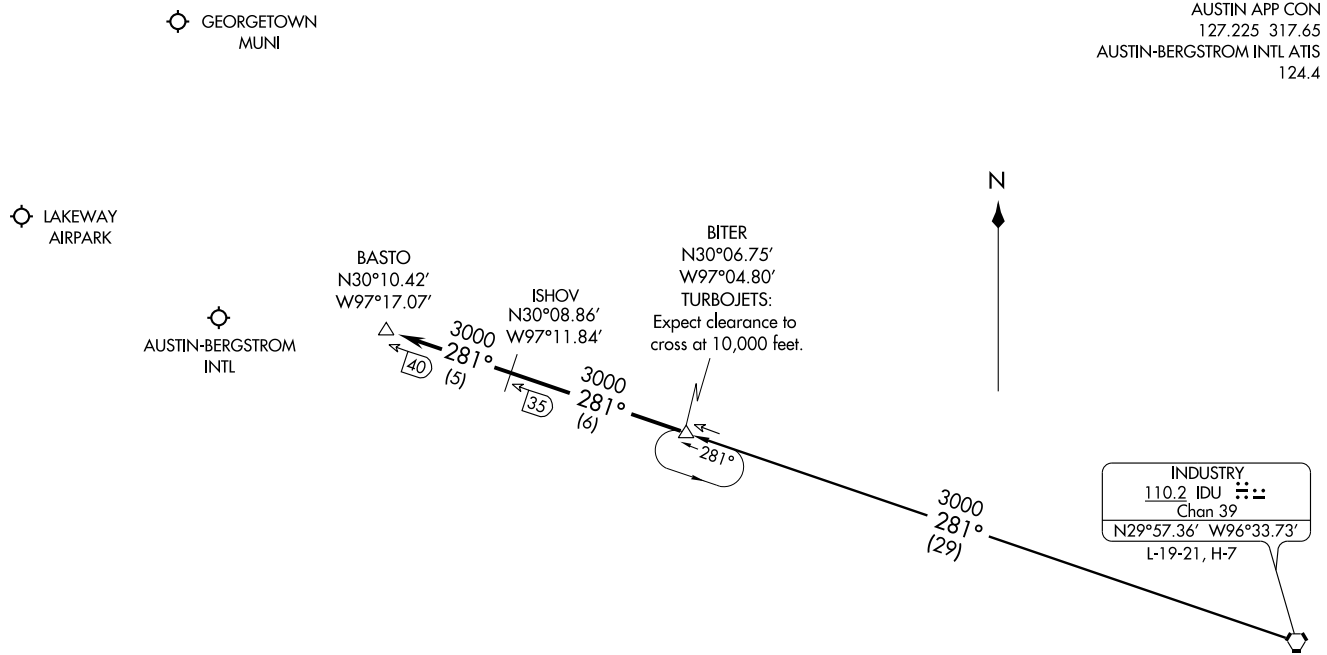
AL-5724 (FAA)

GEORGETOWN MUNI (GTU)
GEORGETOWN, TEXAS




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 14 JAN 2010 to 11 FEB 2010




NOTE: DME Required.

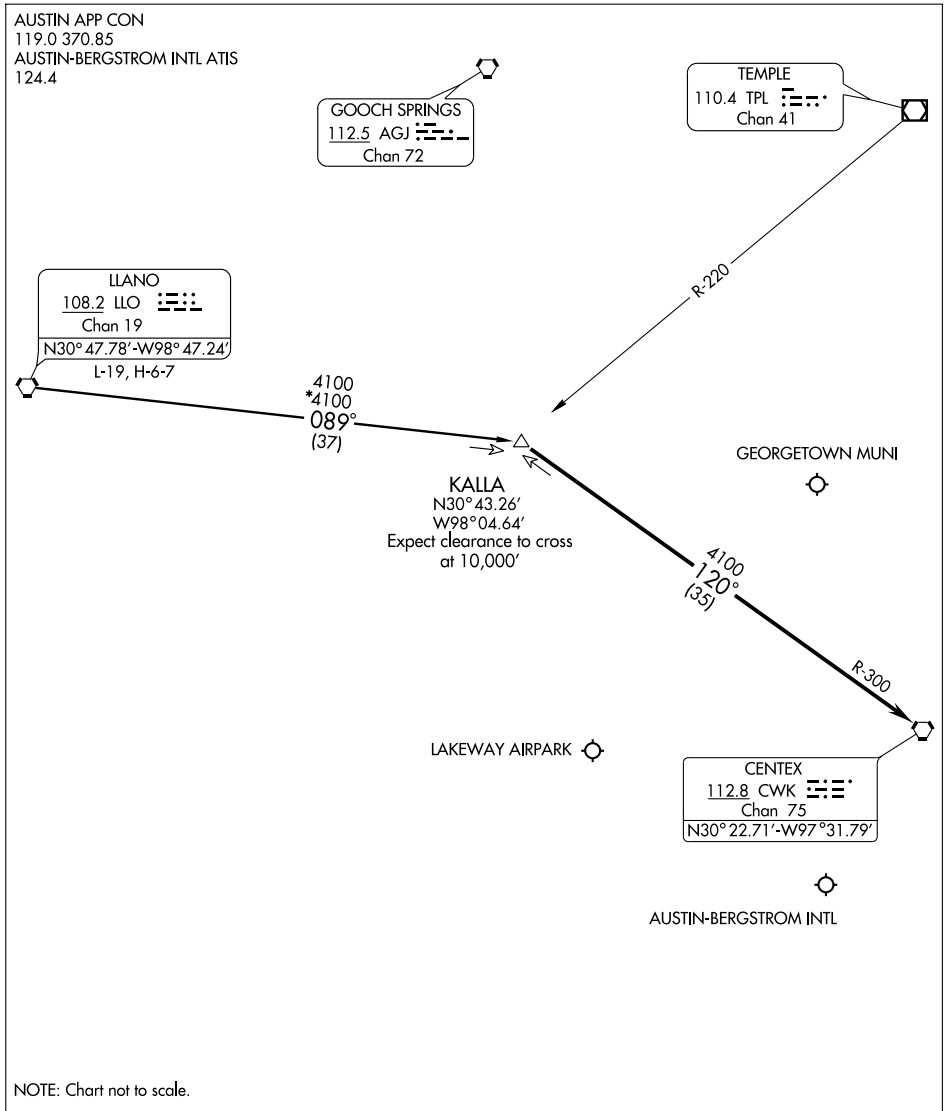
NOTE: Chart not to scale.

INDUSTRY TRANSITION (IDU.BITER4 ): From over IDU VORTAC via IDU R-281 to BITER INT. Thence . . . .

. . . . From over BITER INT via IDU R-281 to BASTO INT (MEA 3000). Expect radar vectors to final approach.

# KALLA TWO ARRIVAL (KALLA.KALLA2)

AUSTIN, TEXAS




NOTE: Chart not to scale.

LLANO TRANSITION (LLO.KALLA2): From over LLO VORTAC via LLO R-089 to KALLA INT. Thence . . . .

. . . . From over KALLA INT via CWK R-300 to CWK VORTAC. Expect radar vectors to final approach.

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB GUO | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 332 | 187° | TDZE | 786 |
| | | Apt Elev | 790 |

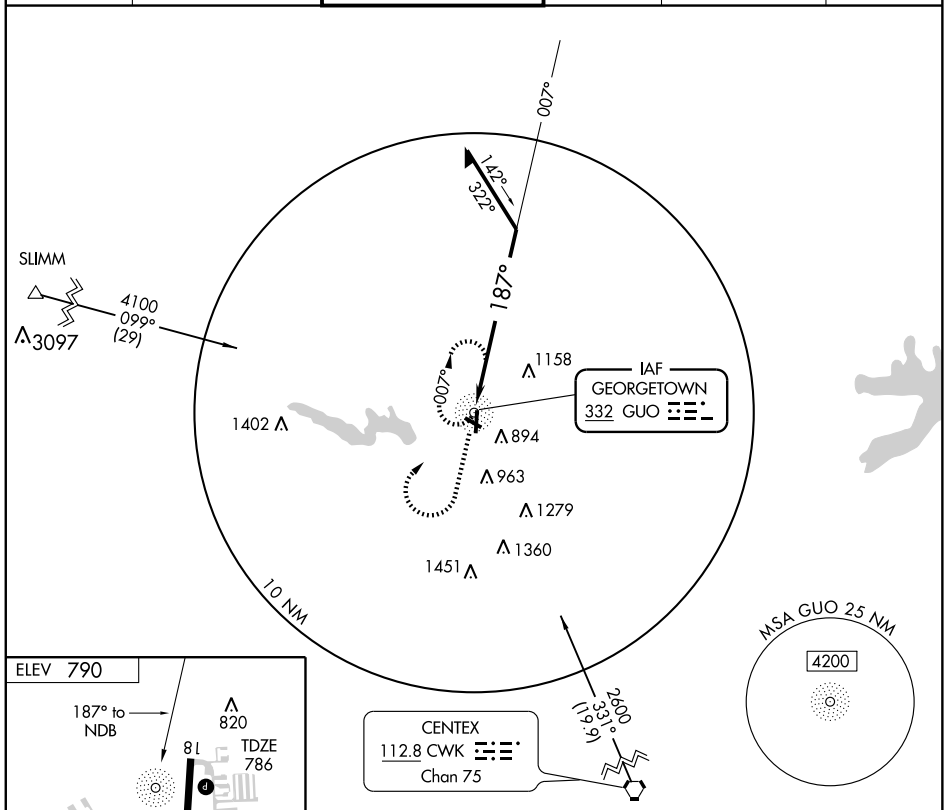
# NDB RWY 18

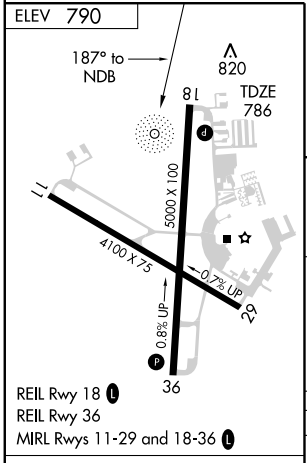
GEORGETOWN MUNI (GTU)

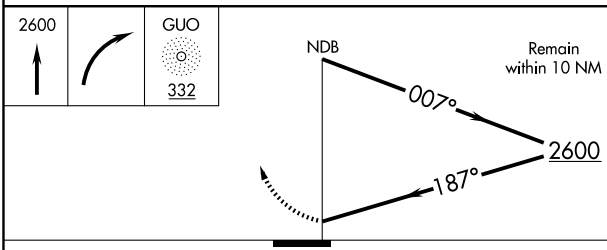
NA

MISSED APPROACH: Climb to 2600 then right turn direct GUO NDB and hold.

| ATIS | AUSTIN APP CON | GEORGETOWN TOWER ★ | GND CON | AUSTIN CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.6 | 119.0 370.85 | 120.225 (CTAF) L | 119.12 | 121.1 | 123.0 |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1480-1 | 694 (700-1) | 1480-2 694 (700-2) | NA |
| CIRCLING | 1480-1 | 690 (700-1) | 1480-2 690 (700-2) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 11

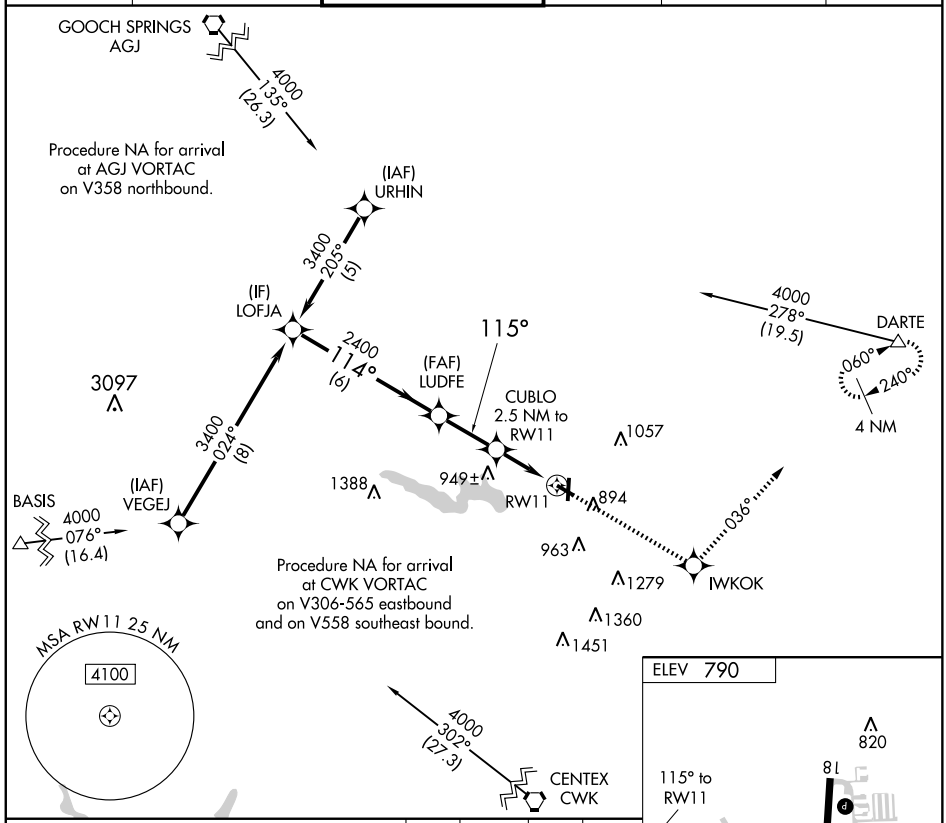
GEORGETOWN MUNI (GTU)

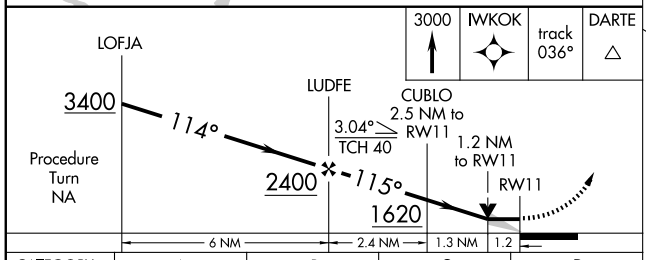
| APP CRS | Rwy Idg | 4100 |
|---|---|---|
| 115° | TDZE | 790 |
| | Apt Elev | 790 |

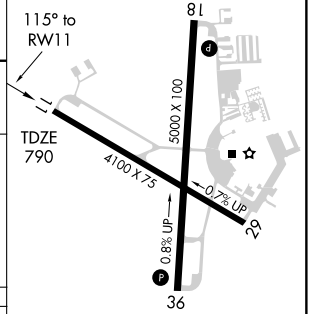
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet.
VDP NA when using Skylark Field altimeter setting.

MISSED APPROACH: Climb to 3000 direct IWKOK and via track 036° to DARTE and hold.

| ATIS | AUSTIN APP CON | GEORGETOWN TOWER ★ | GND CON | AUSTIN CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.6 | 119.0 370.85 | 120.225 (CTAF) L | 119.12 | 121.1 | 123.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 | 410 (500-1) | 1200-1¼<br>410 (500-1¼) | NA |
| CIRCLING | 1260-1 | 470 (500-1) | 1260-1½<br>470 (500-1½) | NA |

REIL Rwy 18 L
REIL Rwy 36
MIRL Rwys 11-29 and 18-36 L

SC-3, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 18

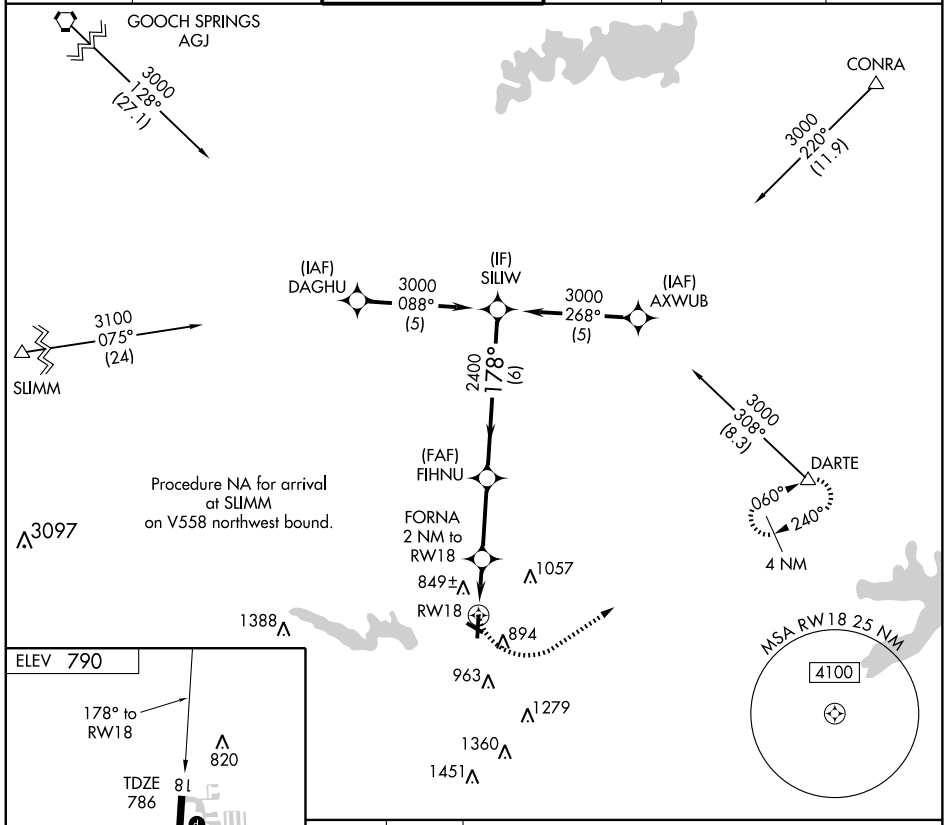
GEORGETOWN MUNI (GTU)

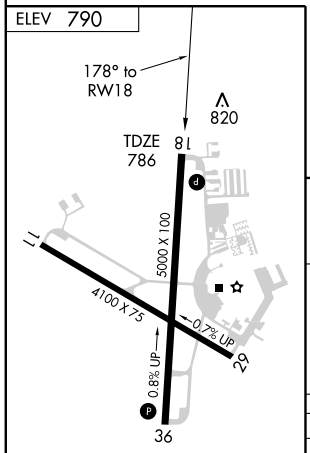
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 178° | TDZE | 786 |
| | Apt Elev | 790 |

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

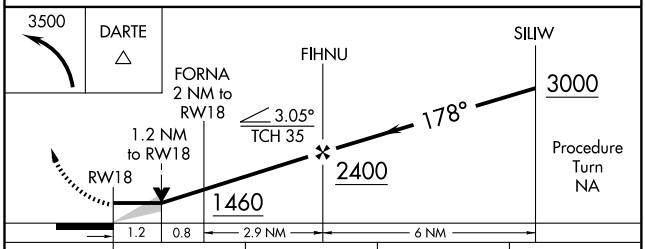
MISSED APPROACH: Climbing left turn to 3500 direct DARTE and hold.

| ATIS | AUSTIN APP CON | GEORGETOWN TOWER ★ | GND CON | AUSTIN CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.6 | 119.0 370.85 | 120.225 (CTAF) L | 119.12 | 121.1 | 123.0 |




REIL Rwy 18 L
REIL Rwy 36
MIRL Rwys 11-29 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 414 (500-1) | | 1200-1¼ 414 (500-1¼) | NA |
| CIRCLING | 1260-1 470 (500-1) | | 1260-1½ 470 (500-1½) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4100 |
|---|---|---|
| 295° | TDZE | 777 |
| | Apt Elev | 790 |

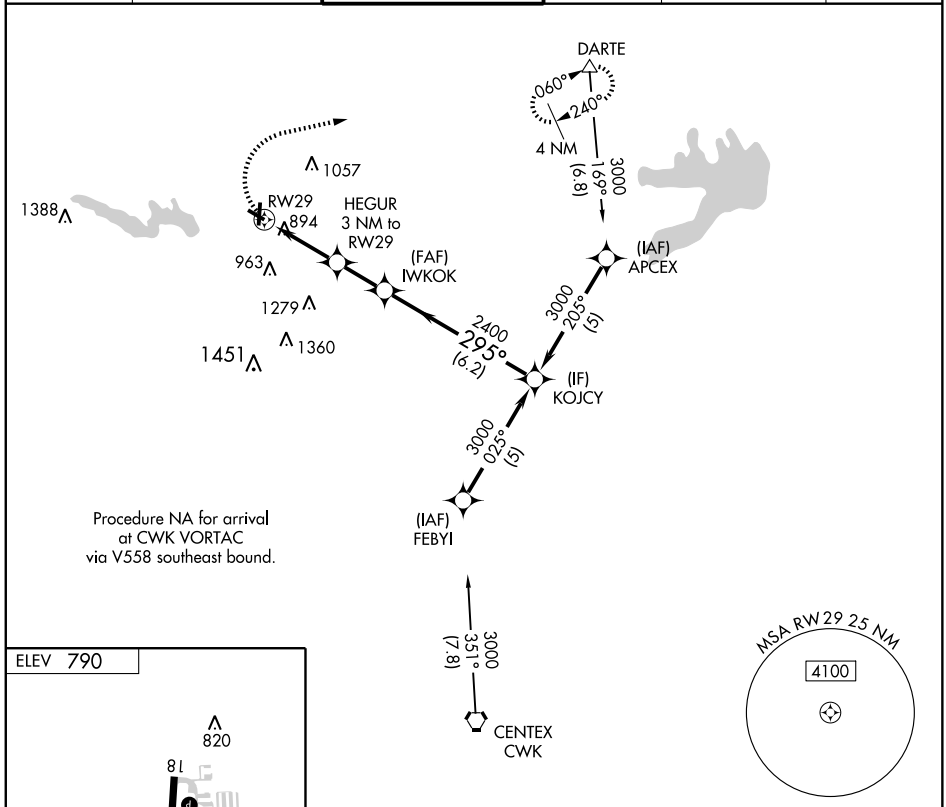
# RNAV (GPS) RWY 29

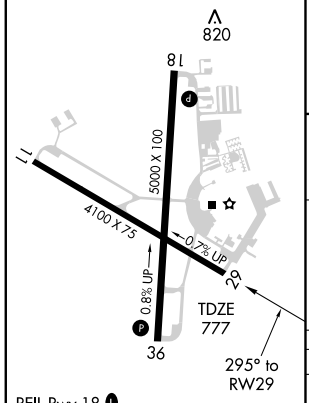
GEORGETOWN MUNI (GTU)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

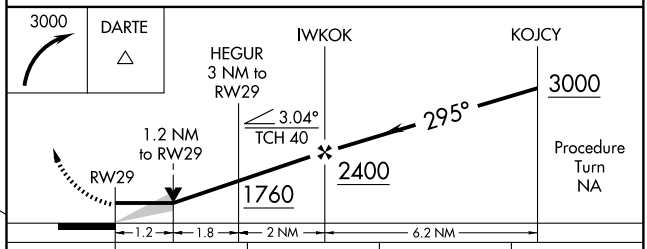
MISSED APPROACH: Climbing right turn to 3000 direct DARTE and hold.

| ATIS | AUSTIN APP CON | GEORGETOWN TOWER ★ | GND CON | AUSTIN CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.6 | 119.0 370.85 | 120.225 (CTAF) L | 119.12 | 121.1 | 123.0 |




REIL Rwy 18 L
REIL Rwy 36
MIRL Rwys 11-29 and 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1180-1 403 (400-1) | | 1180-1¼ 403 (400-1¼) | NA |
| CIRCLING | 1260-1 470 (500-1) | | 1260-1½ 470 (500-1½) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 358° | TDZE | 765 |
| | Apt Elev | 790 |

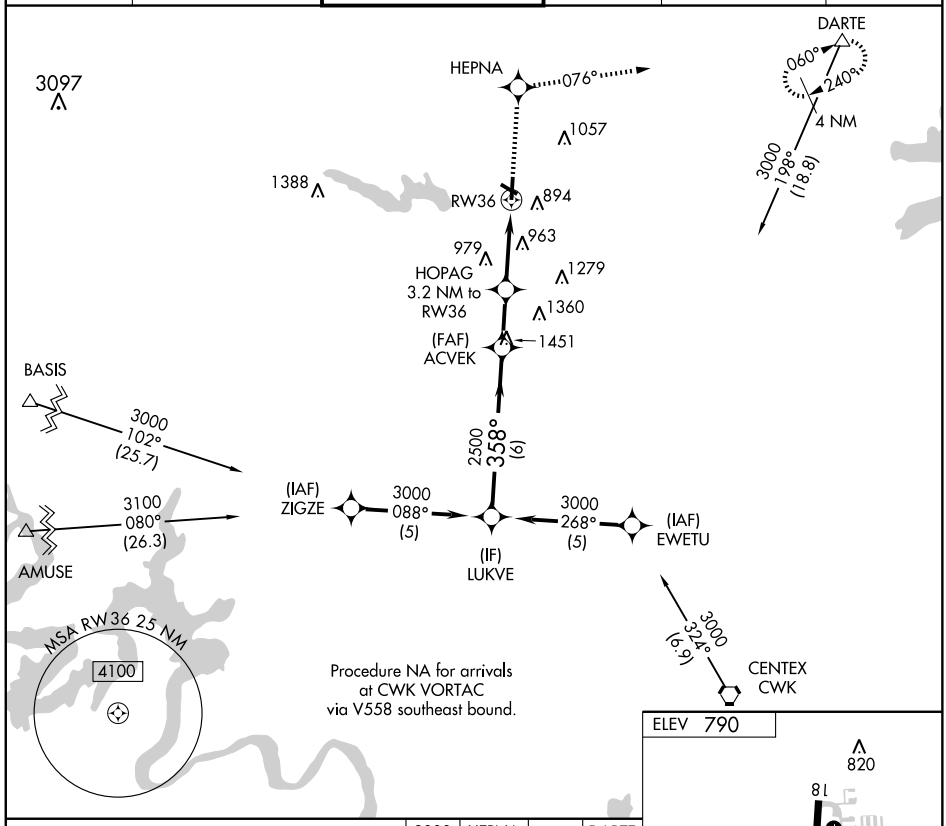
# RNAV (GPS) RWY 36

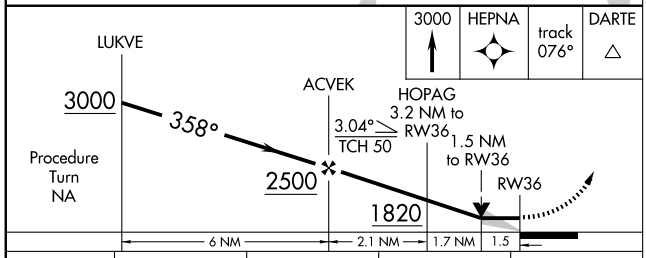
GEORGETOWN MUNI (GTU)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Skylark Field altimeter setting and increase all MDA 80 feet. VDP NA when using Skylark Field altimeter setting.

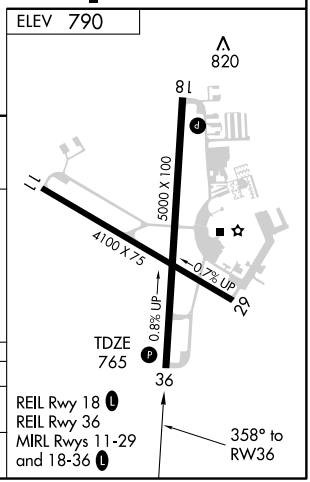
MISSED APPROACH: Climb to 3000 direct HEPNA and via track 076° to DARTE and hold.

| ATIS | AUSTIN APP CON | GEORGETOWN TOWER ★ | GND CON | AUSTIN CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 118.6 | 119.0 370.85 | 120.225 (CTAF) L | 119.12 | 121.1 | 123.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1280-1 | 515 (500-1) | 1280-1½ 515 (500-1½) | NA |
| CIRCLING | 1280-1 | 490 (500-1) | 1280-1½ 490 (500-1½) | NA |




SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 168° | TDZE | 485 |
| | Apt Elev | 485 |

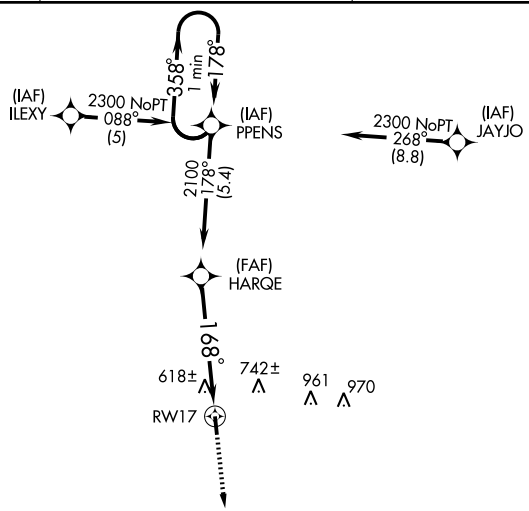
# GPS RWY 17
## GIDDINGS-LEE COUNTY (GYB)

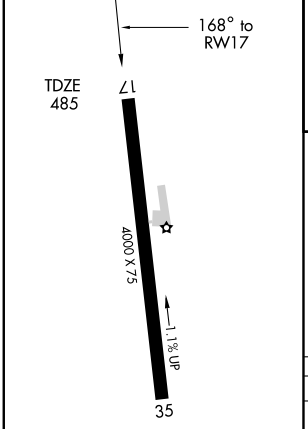
NA

Use Austin-Bergstrom Intl altimeter setting.

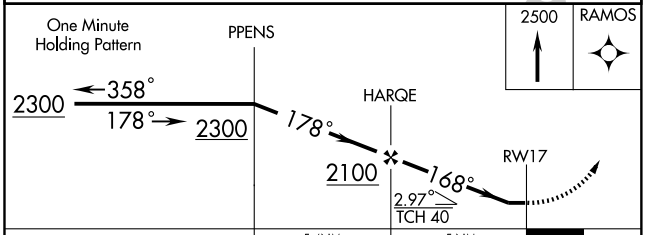
MISSED APPROACH: Climb to 2500 direct RAMOS WP and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.225 | 132.15 279.6 | 123.05 (CTAF) |




MIRL Rwy 17-35




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1020-1 535 (600-1) | | 1020-1½ 535 (600-1½) | NA |
| CIRCLING | 1080-1 595 (600-1) | | 1080-1½ 595 (600-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

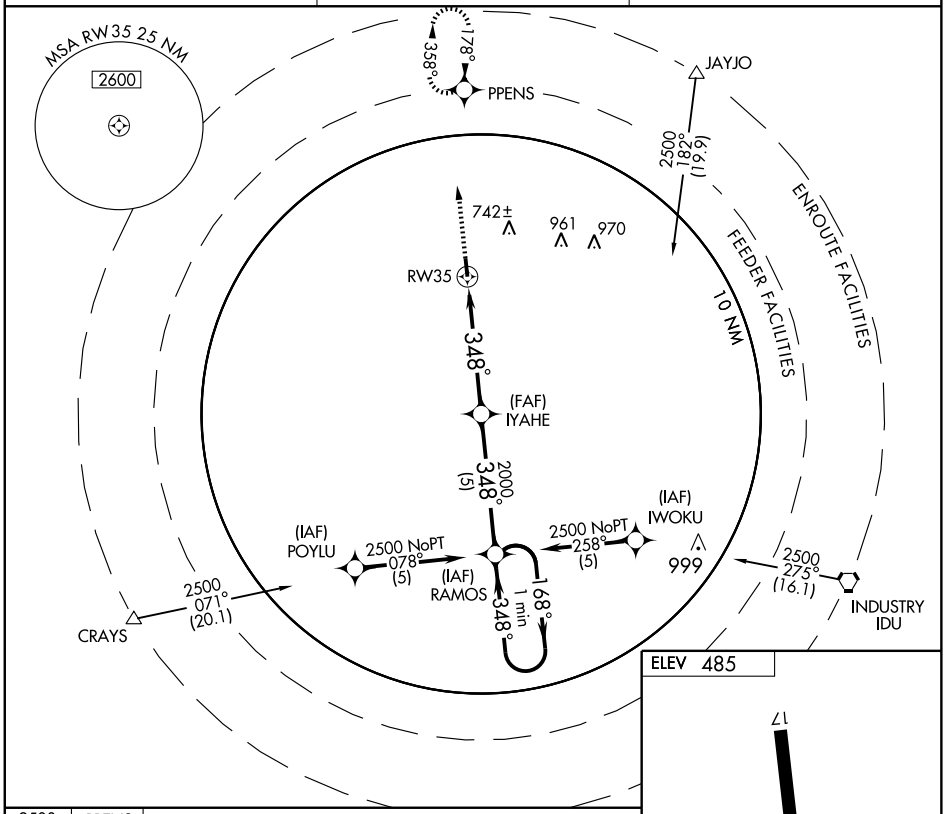
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 348° | TDZE | 485 |
| | Apt Elev | 485 |

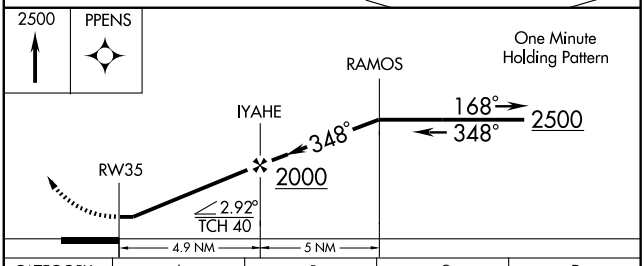
# GPS RWY 35
## GIDDINGS-LEE COUNTY (GYB)

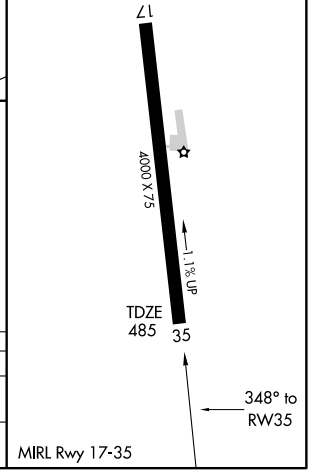
NA — Use Austin-Bergstrom Intl altimeter setting.

MISSED APPROACH: Climb to 2500 direct PPENS WP and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.225 | 132.15 279.6 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1000-1 527 (600-1) | | 1000-1½ 527 (600-1½) | NA |
| CIRCLING | 1080-1 595 (600-1) | | 1080-1½ 595 (600-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| VORTAC IDU 110.2 Chan 39 | APP CRS 293° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 485 |
|---|---|---|

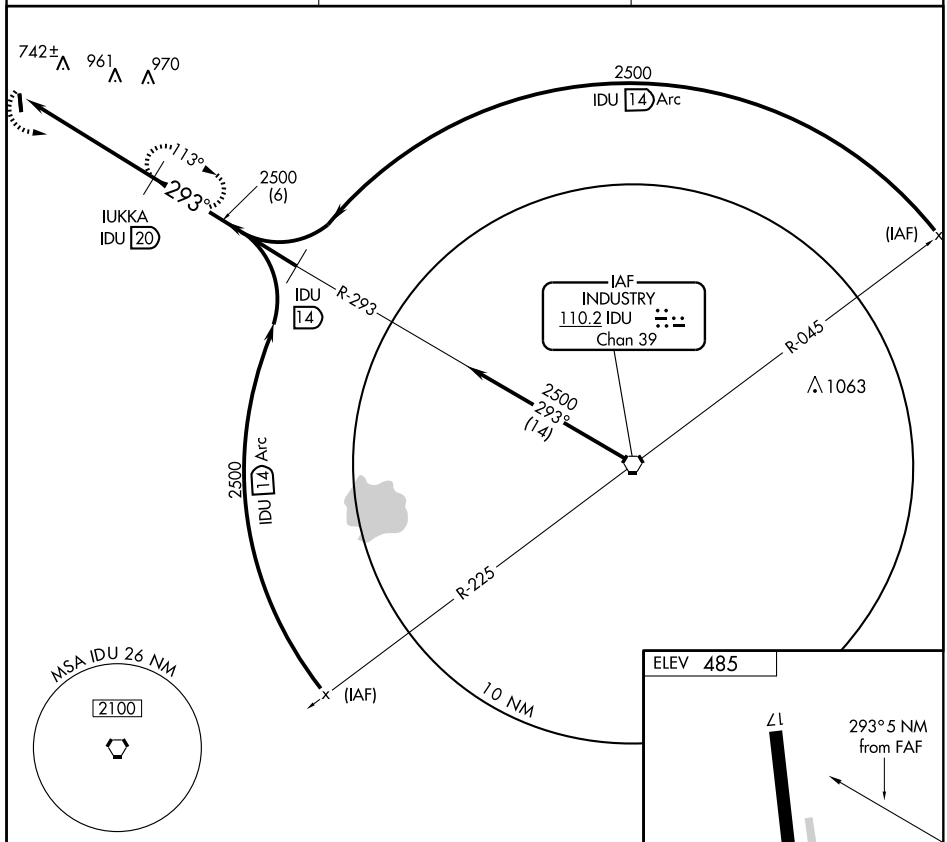
# VOR/DME-A

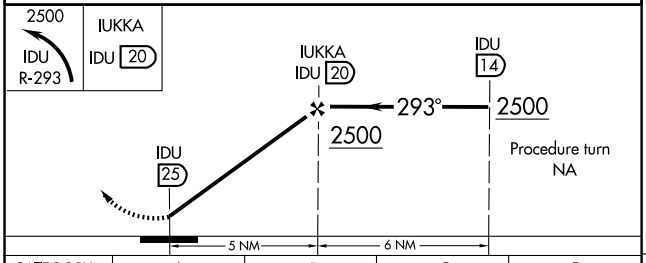
## GIDDINGS-LEE COUNTY (GYB)

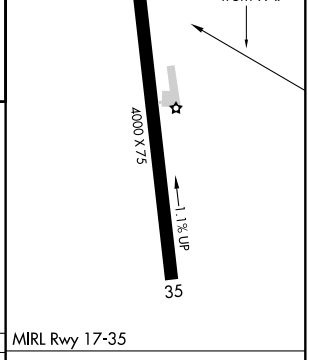
⚠ NA Use Austin-Bergstrom Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 via IDU R-293 to IUKKA 20 DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.225 | 132.15 279.6 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1300-1<br>815 (900-1) | 1300-1¼<br>815 (900-1¼) | 1300-2½<br>815 (900-2½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-5, 14 JAN 2010 to 11 FEB 2010

| VOR/DME UIM 114.0 Chan 87 | APP CRS 109° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 415 |
|---|---|---|

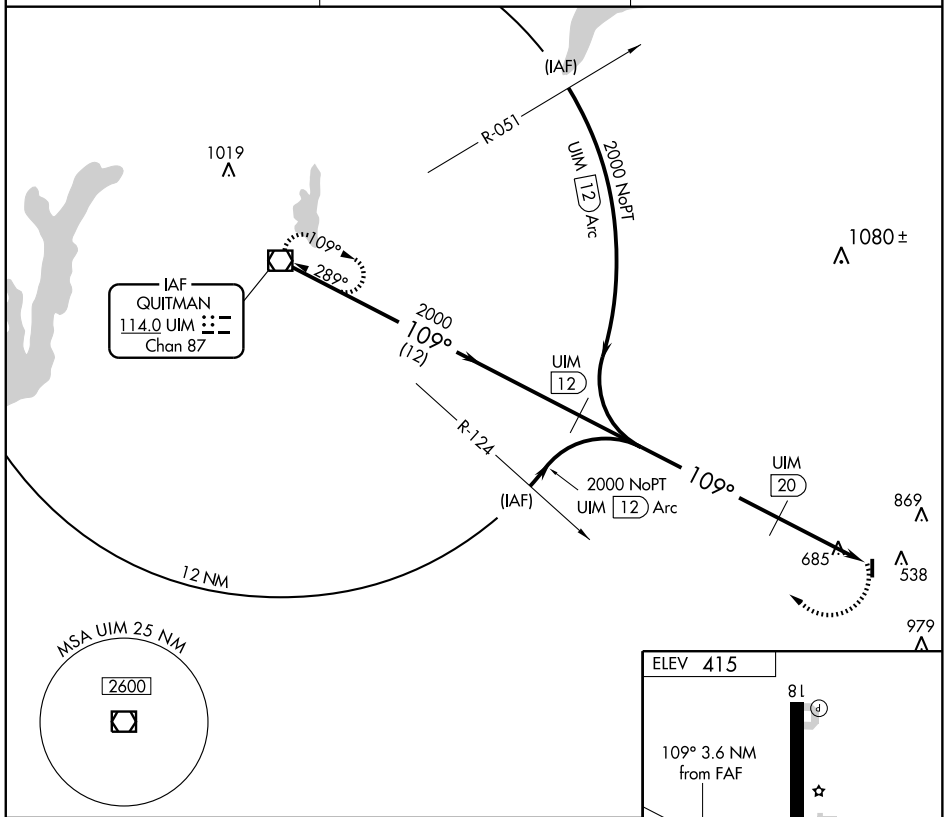
# VOR/DME-A

GILMER/FOX STEPHENS FIELD-GILMER MUNI (JXI)

NA Use Gregg County altimeter setting; when not received, procedure not authorized.

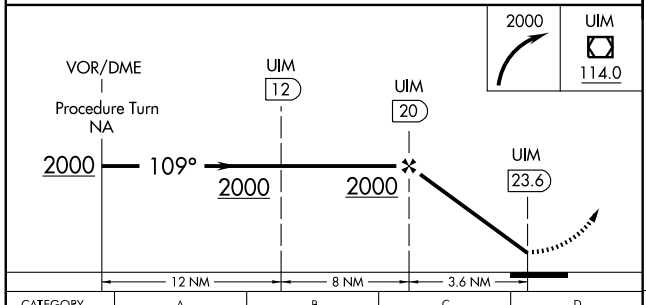
MISSED APPROACH: Climbing right turn to 2000 direct UIM VOR/DME and hold.

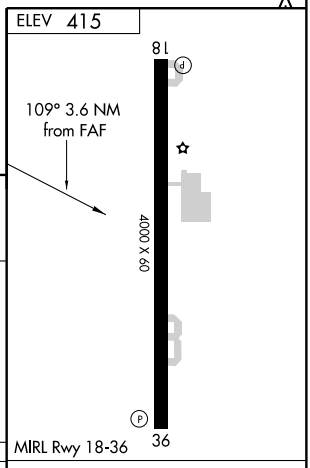
| AWOS-3 | LONGVIEW APP CON ★ | CTAF |
|---|---|---|
| 118.2 | 118.25 270.3 | 122.9 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1180-1<br>765 (800-1) | 1180-1¼<br>765 (800-1¼) | 1180-2¼<br>765 (800-2¼) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

GLADEWATER, TEXAS

AL-6562 (FAA)

| VORTAC GGG | APP CRS | Rwy Idg | 3301 |
|---|---|---|---|
| 112.3 | 115° | TDZE | 297 |
| Chan 70 | | Apt Elev | 297 |

# VOR/DME or GPS RWY 14

GLADEWATER MUNI (Ø7F)

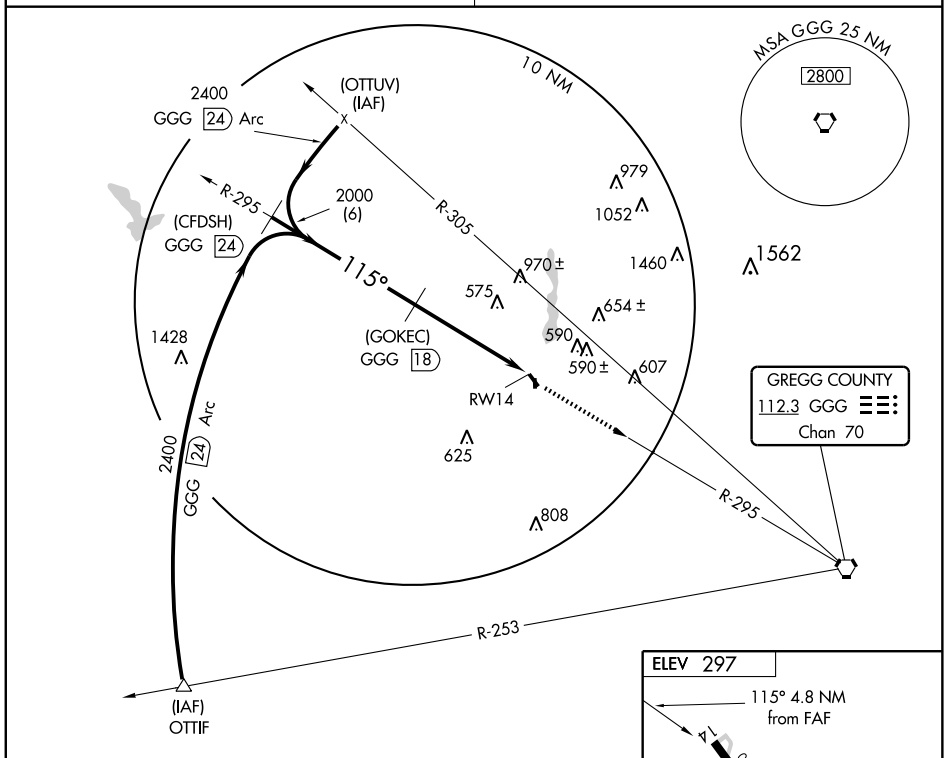
Use Gregg County altimeter setting; when not received procedure not authorized.

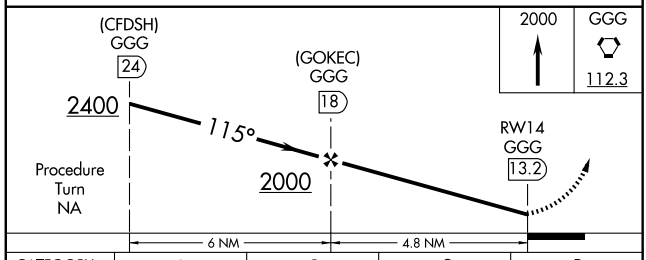
NA

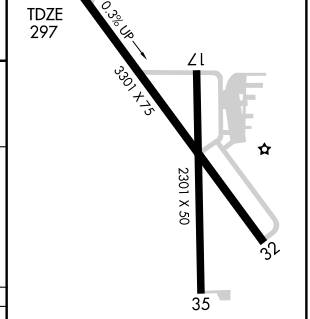
MISSED APPROACH: Climb to 2000 direct GGG VORTAC.

LONGVIEW APP CON ★
**118.25 270.3**

CTAF
**122.9**




MIRL Rwy 14-32

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 880-1 | 583 (600-1) | 880-1½ 583 (600-1½) | NA |
| CIRCLING | 880-1 | 583 (600-1) | 880-1½ 583 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB GZV 280 | APP CRS 209° | Rwy Idg 3500<br>TDZE 1008<br>Apt Elev 1008 |
|---|---|---|

# NDB or GPS-A

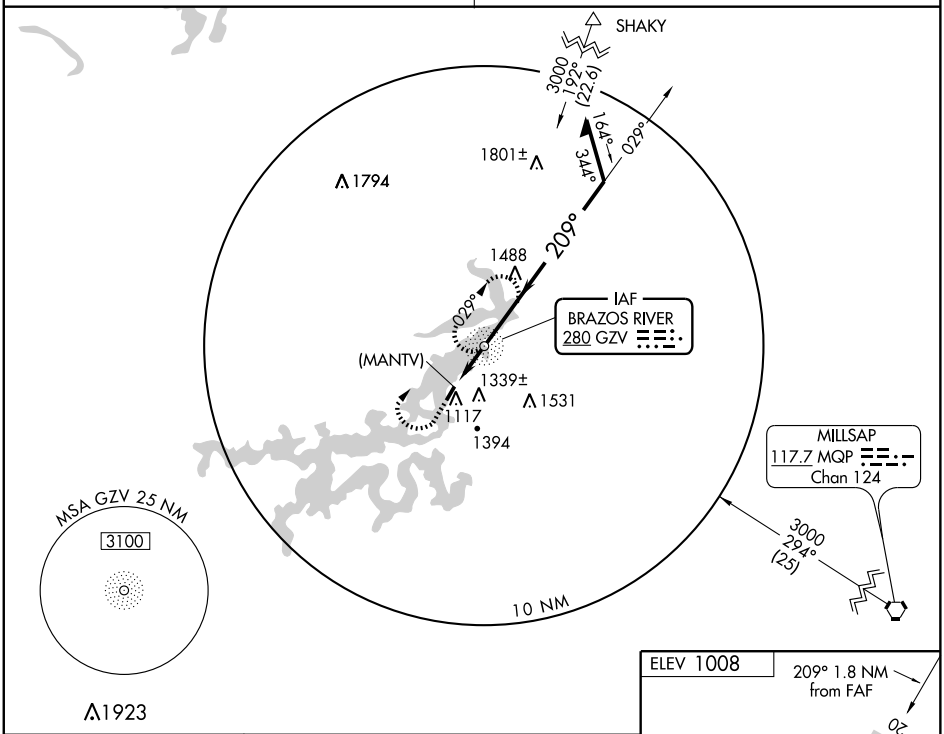
## GRAFORD/ POSSUM KINGDOM (F35)

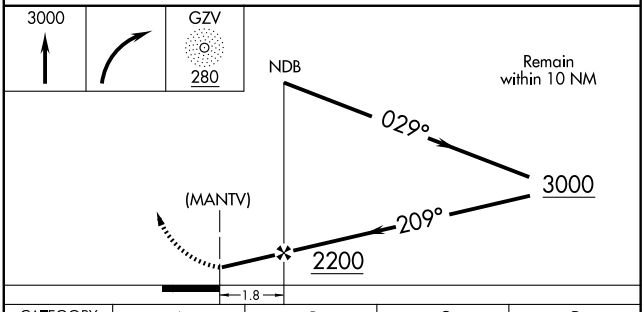
Use Mineral Wells altimeter setting, when not received use Fort Worth Meacham altimeter setting.

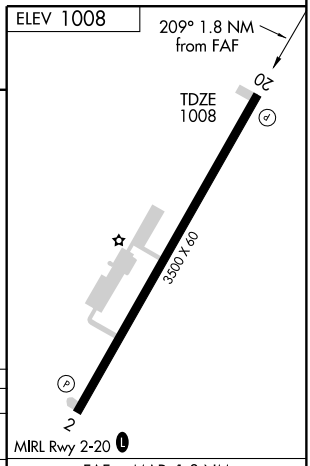
NA

MISSED APPROACH: Climb to 3000, then right turn direct GZV NDB and hold.

| FORT WORTH CENTER | CTAF |
|---|---|
| 127.0 360.6 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1700-1<br>692 (700-1) | 1740-1<br>732 (800-1) | 1740-2<br>732 (800-2) | NA |
| FORT WORTH MEACHAM ALTIMETER SETTING | | | | |
| CIRCLING | 1820-1<br>812 (900-1) | 1860-1¼<br>852 (900-1¼) | 1860-2½<br>852 (900-2½) | NA |

FAF to MAP 1.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 1:48 | 1:12 | 0:54 | 0:43 | 0:36 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 033° | TDZE | 1116 |
| | Apt Elev | 1123 |

# RNAV (GPS) RWY 3

GRAHAM MUNI (RPH)

When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet and increase LNAV and circling CAT B visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct IROTE and left turn via 273° track to VAYTU and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.025 | 127.0 360.6 | 122.975 (CTAF) |

Procedure NA for arrivals at VAYTU via V77 northbound.

VAYTU

017°

197°

4 NM

3500
141°
(16.4)

273°

IROTE

1395

1719

1584

RW03

1892

1455

1794

(IAF)
CIYAL

3200 NoPT
122°
(6.8)

(FAF)
FESUB

2700
033°
(6.2)

MSA RW03 25 NM

3000

(IF/IAF)
NOCID

033°

213°

3200 NoPT
303°
(5)

(IAF)
LEBLE

4 NM

3500
282°
(33.5)

MILLSAP
MQP

Procedure NA for arrivals on MQP
VORTAC airway radials 253 CW 330.

ELEV 1123

Rwy 18 ldg 2678'

1172±

18

21

0.5% UP

5000 X 75

3317 X 50

TDZE 36
1116

033° to
RW03

MIRL Rwy 3-21

VGSI and descent angles not coincident.

3900 | IROTE | 273° track | VAYTU

4 NM
Holding Pattern

NOCID

3200

213°

033°

033°

FESUB

3.04°
TCH 40

2700

RW03

6.2 NM

4.8 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1760-1 644 (700-1) | | NA | |
| CIRCLING | 1760-1 637 (700-1) | | NA | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 213° | TDZE | 1114 |
| | Apt Elev | 1123 |

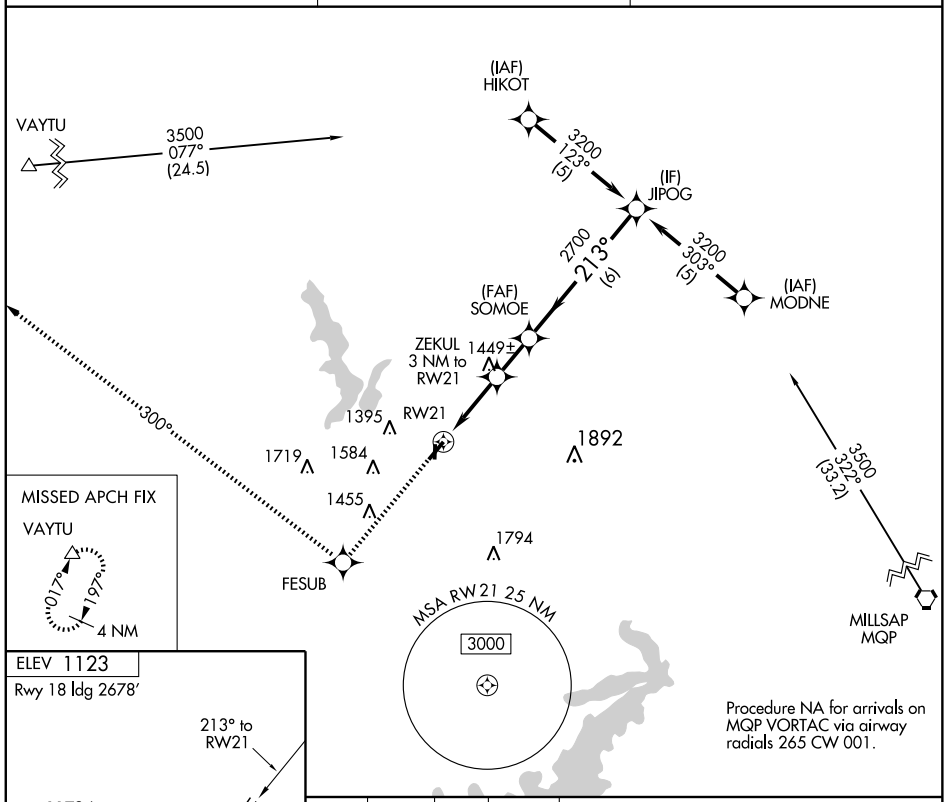
# RNAV (GPS) RWY 21

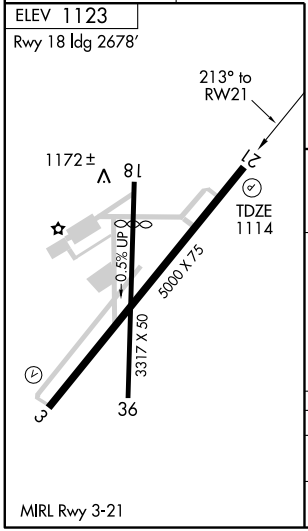
GRAHAM MUNI (RPH)

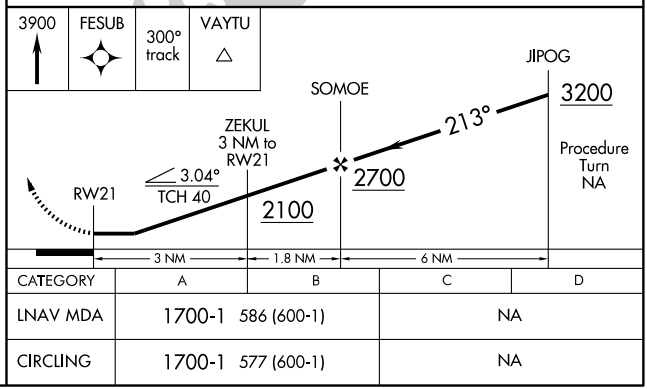
When local altimeter setting not received, use Mineral Wells altimeter setting and increase all MDAs 100 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3900 direct FESUB and via 300° track to VAYTU and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.025 | 127.0 360.6 | 122.975 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1700-1 | 586 (600-1) | NA | |
| CIRCLING | 1700-1 | 577 (600-1) | NA | |

MIRL Rwy 3-21

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3603 |
|---|---|---|
| 144° | TDZE | 778 |
| | Apt Elev | 778 |

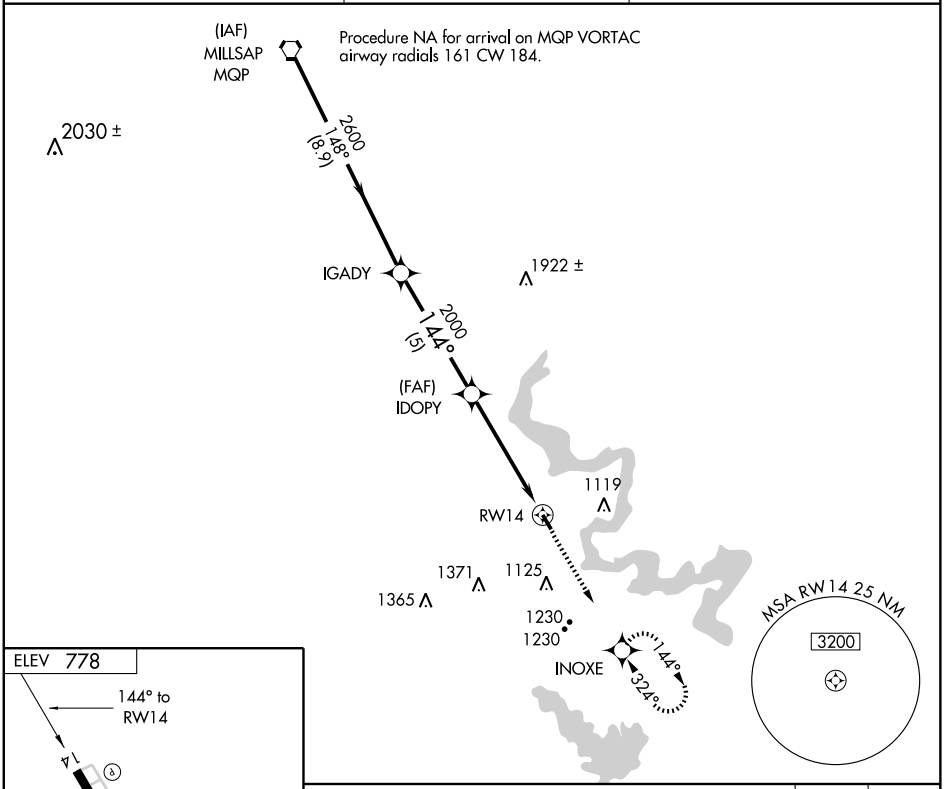
# GPS RWY 14
## GRANBURY RGNL (GDJ)

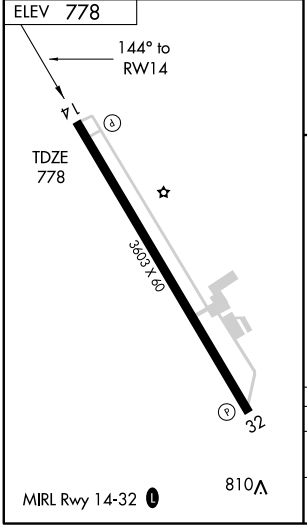
NA

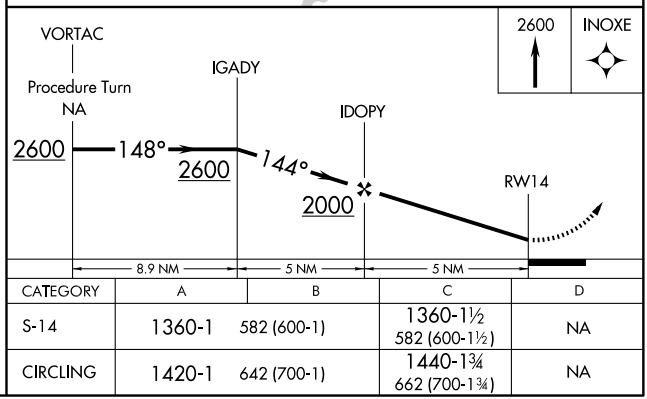
Use Fort Worth Meacham altimeter setting.

MISSED APPROACH: Climb to 2600 direct INOXE and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.925 | 127.15 314.0 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1360-1 | 582 (600-1) | 1360-1½<br>582 (600-1½) | NA |
| CIRCLING | 1420-1 | 642 (700-1) | 1440-1¾<br>662 (700-1¾) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

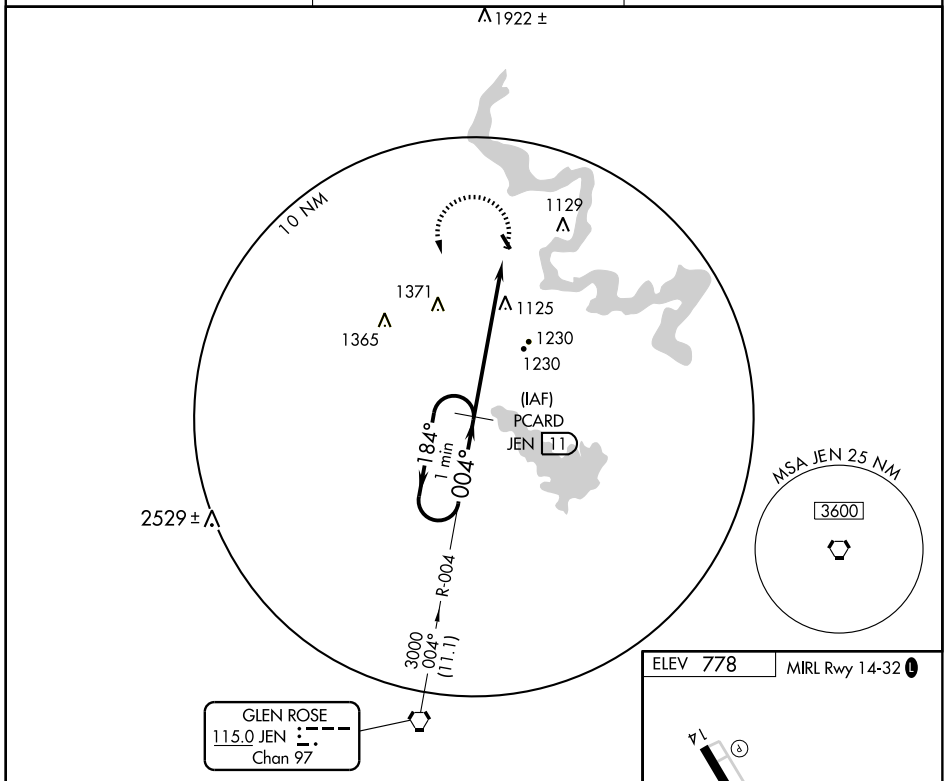
| VORTAC JEN 115.0 Chan 97 | APP CRS 004° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 778 |
|---|---|---|

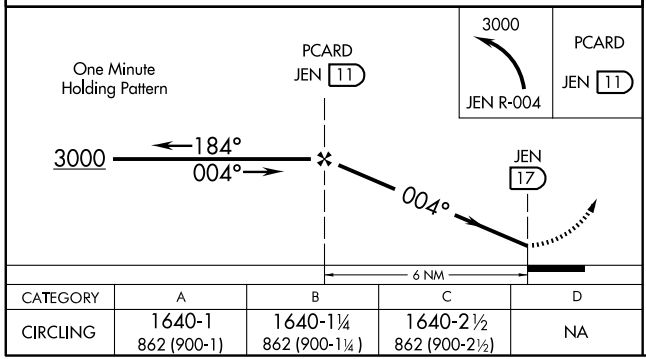
# VOR/DME-A
## GRANBURY RGNL (GDJ)

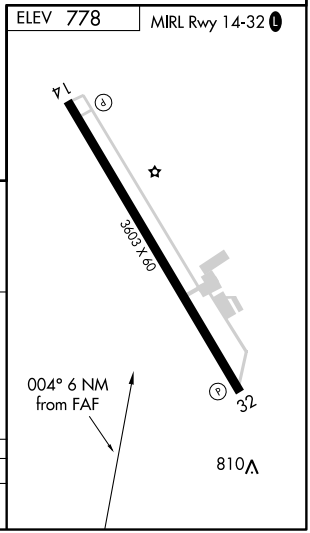
Use Fort Worth Meacham altimeter setting.
NA

MISSED APPROACH: Climbing left turn to 3000 via JEN R-004 to PCARD and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.925 | 127.15 314.0 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1640-1<br>862 (900-1) | 1640-1¼<br>862 (900-1¼) | 1640-2½<br>862 (900-2½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC MQP 117.7 Chan 124 | APP CRS 142° | Rwy Idg 3603 TDZE 778 Apt Elev 778 |
|---|---|---|

# VOR/DME RWY 14

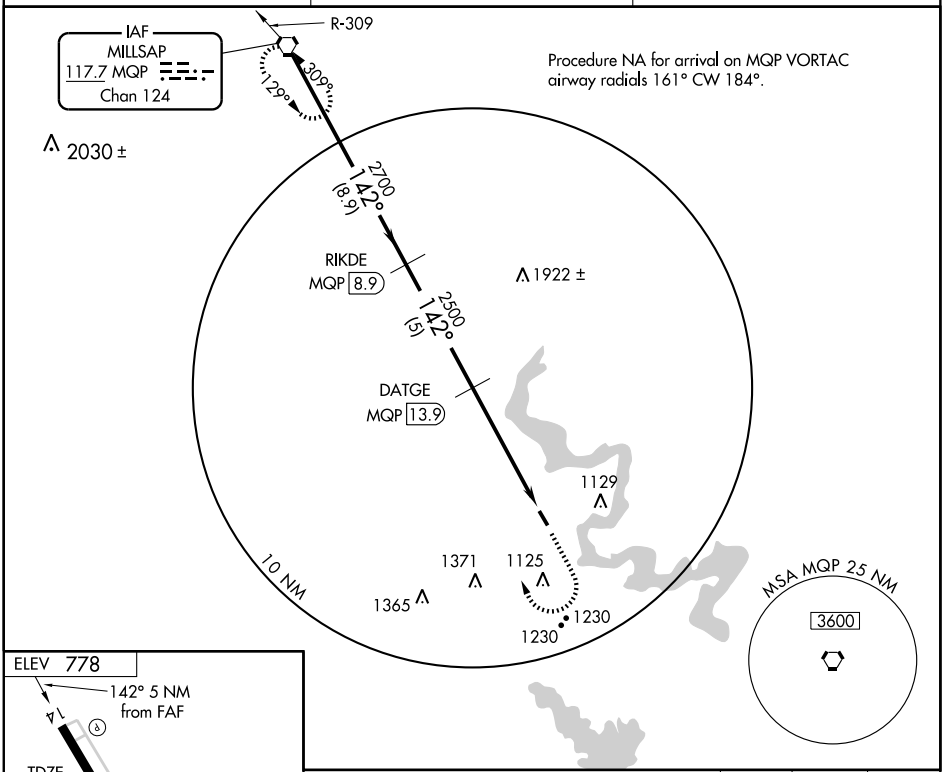
GRANBURY RGNL (GDJ)

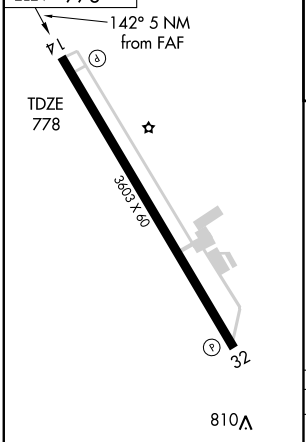
Use Fort Worth Meacham Intl altimeter setting.

NA

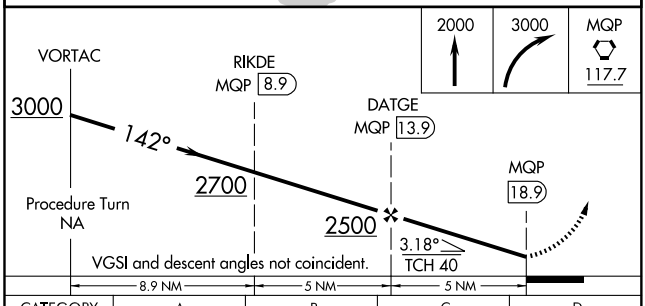
MISSED APPROACH: Climb to 2000, then climbing right turn to 3000 direct MQP VORTAC and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.925 | 127.15 314.0 | 123.0 (CTAF) L |




MIRL Rwy 14-32 L

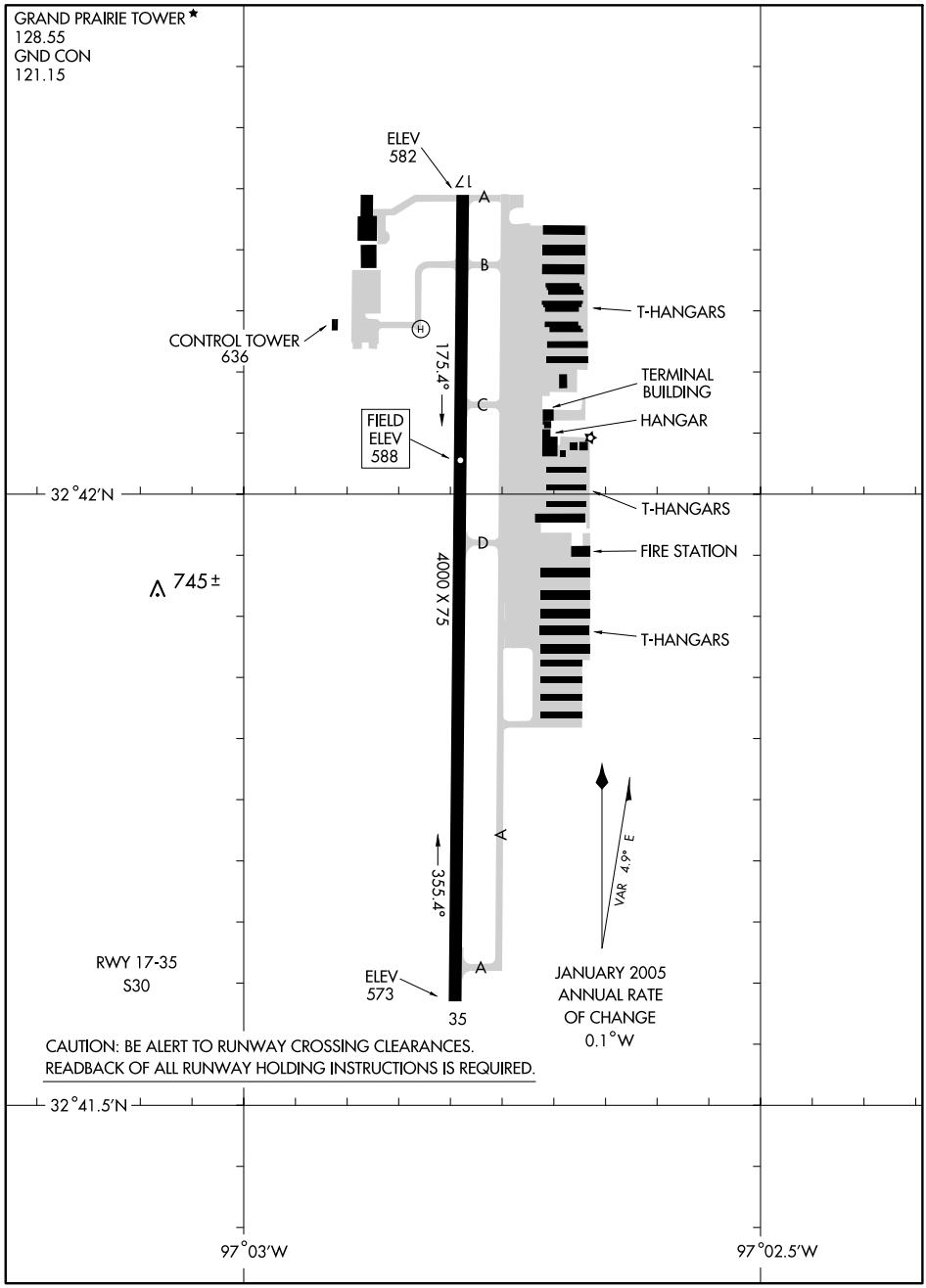



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1400-1 | 622 (700-1) | 1400-1¾ 622 (700-1¾) | NA |
| CIRCLING | 1420-1 642 (700-1) | 1440-1 662 (700-1) | 1440-1¾ 662 (700-1¾) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

GRAND PRAIRIE / GRAND PRAIRIE MUNI (GPM)
AL-9209 (FAA)
GRAND PRAIRIE, TEXAS

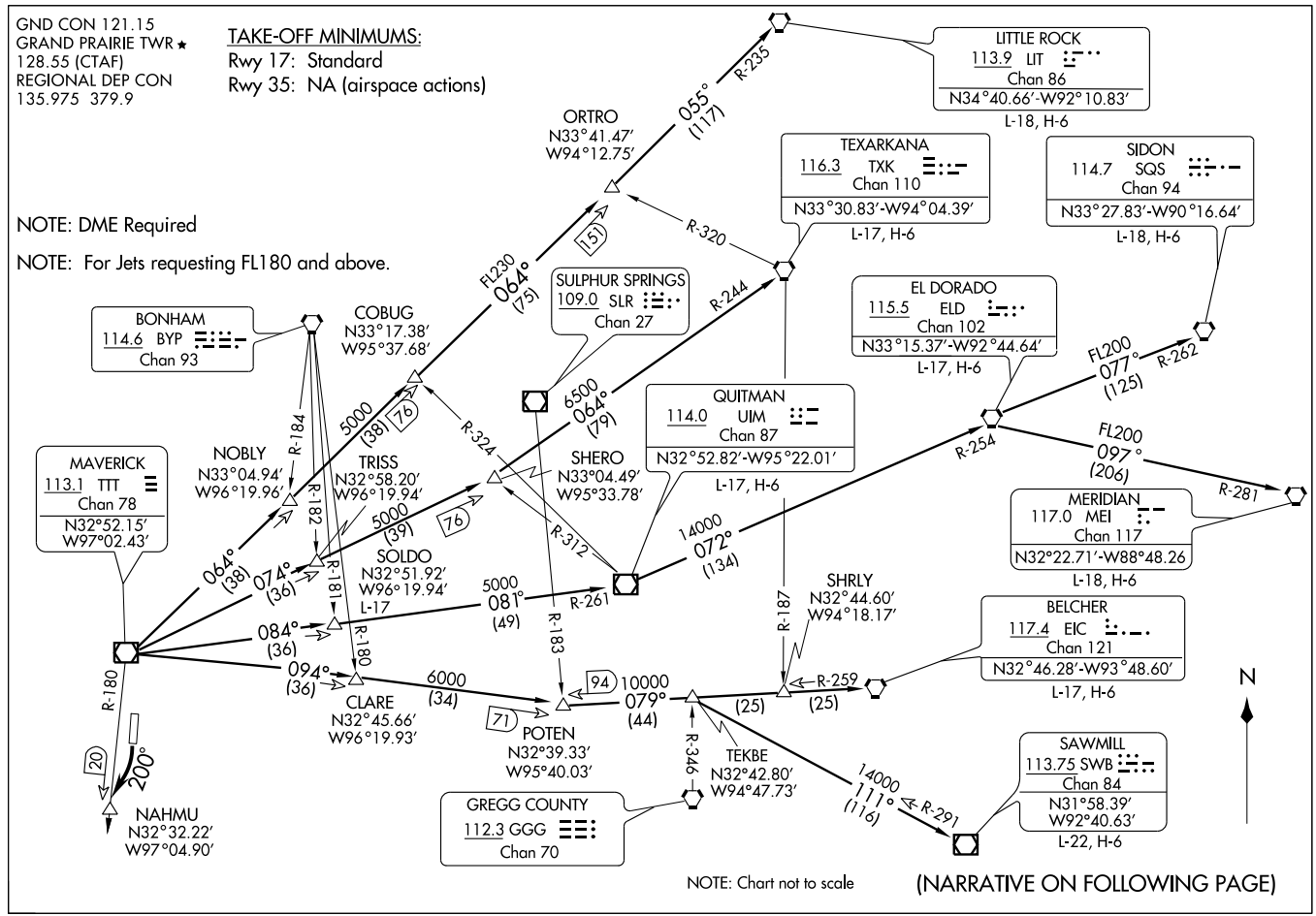



SC-2, 14 JAN 2010 to 11 FEB 2010

# DALLAS NINE DEPARTURE

SL-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TEXAS



DEPARTURE ROUTE DESCRIPTION

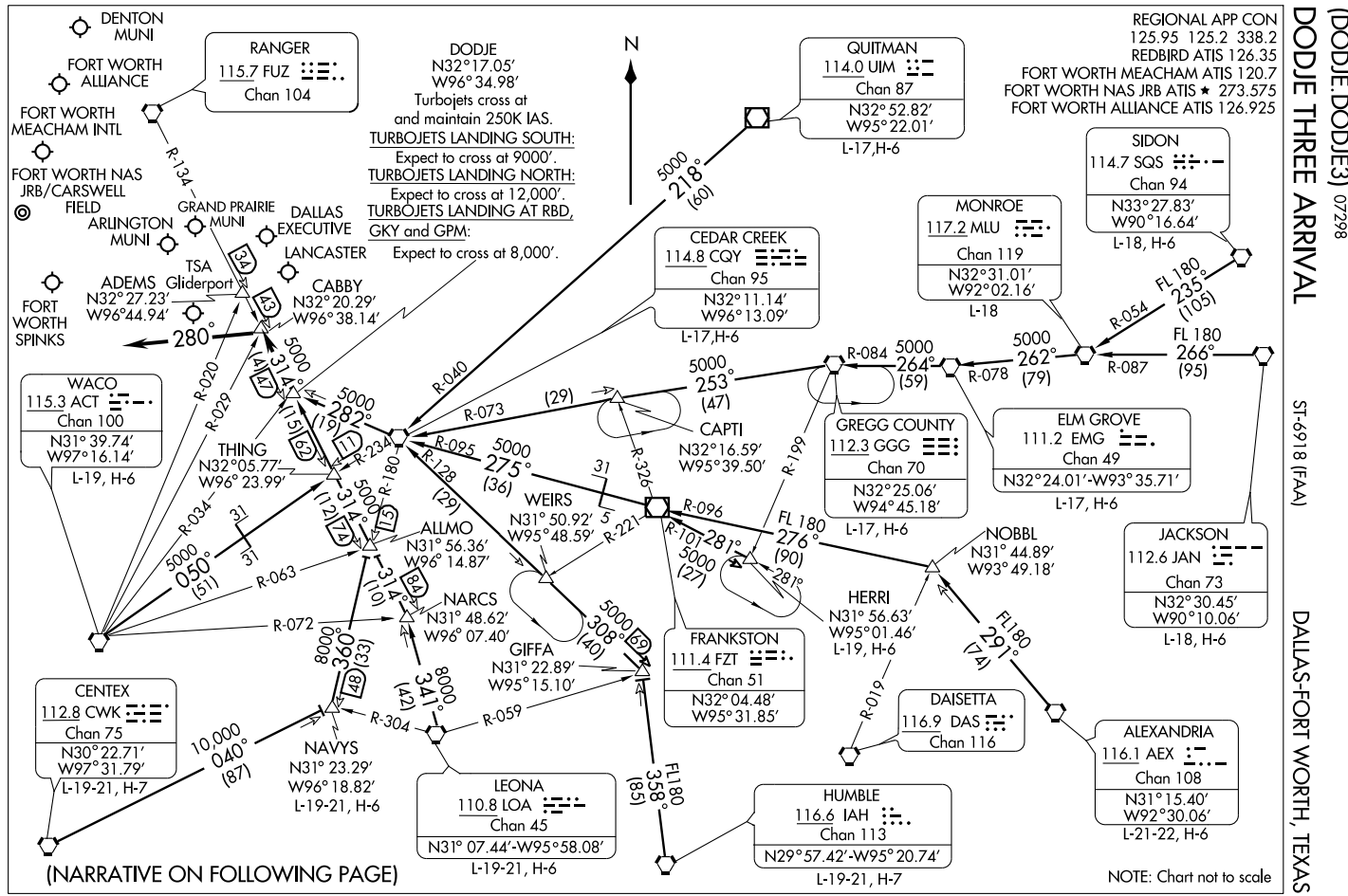
JETS

Jets requesting 17,000 and below expect GARLAND Departure.

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: NA.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.
EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.
LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.
MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.
QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.
SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
FL 180
266°
(95)
R-078
R-084
5000
264°
(59)
5000
253°
(47)
CAPTI
N32°16.59′
W95°39.50′
R-073
(29)
R-040
R-095
5000
275°
(36)
R-128
(29)
R-199
R-326
31
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
NOBBL
N31° 44.89′
W93° 49.18′
FL180
291°
(74)
HERRI
N31° 56.63′
W95°01.46′
L-19, H-6
R-019
DAISETTA
116.9 DAS
Chan 116
ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′
L-21-22, H-6
HUMBLE
116.6 IAH
Chan 113
N29°57.42′-W95° 20.74′
L-19-21, H-7
FL180
358°
(85)
R-059
R-304
8000
341°
(42)
8000
360°
(33)
R-072
R-063
5000
050°
(51)
R-034
31
31
5000
314°
(74)
(12)
13
R-180
R-234
R-029
R-020
5000
282°
(19)
11
5000
314°
(47)
(15)
62
43
34
280°
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95°15.10′
WEIRS
N31° 50.92′
W95° 48.59′
R-221
5
31
R-096
FL 180
276°
(90)
R-101
281°
5000
(27)
281°
5000
308°
(40)
69
314°
(10)
84
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
10,000
040°
(87)
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
148
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

# DODJE THREE ARRIVAL (DODJE.DODJE3)



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

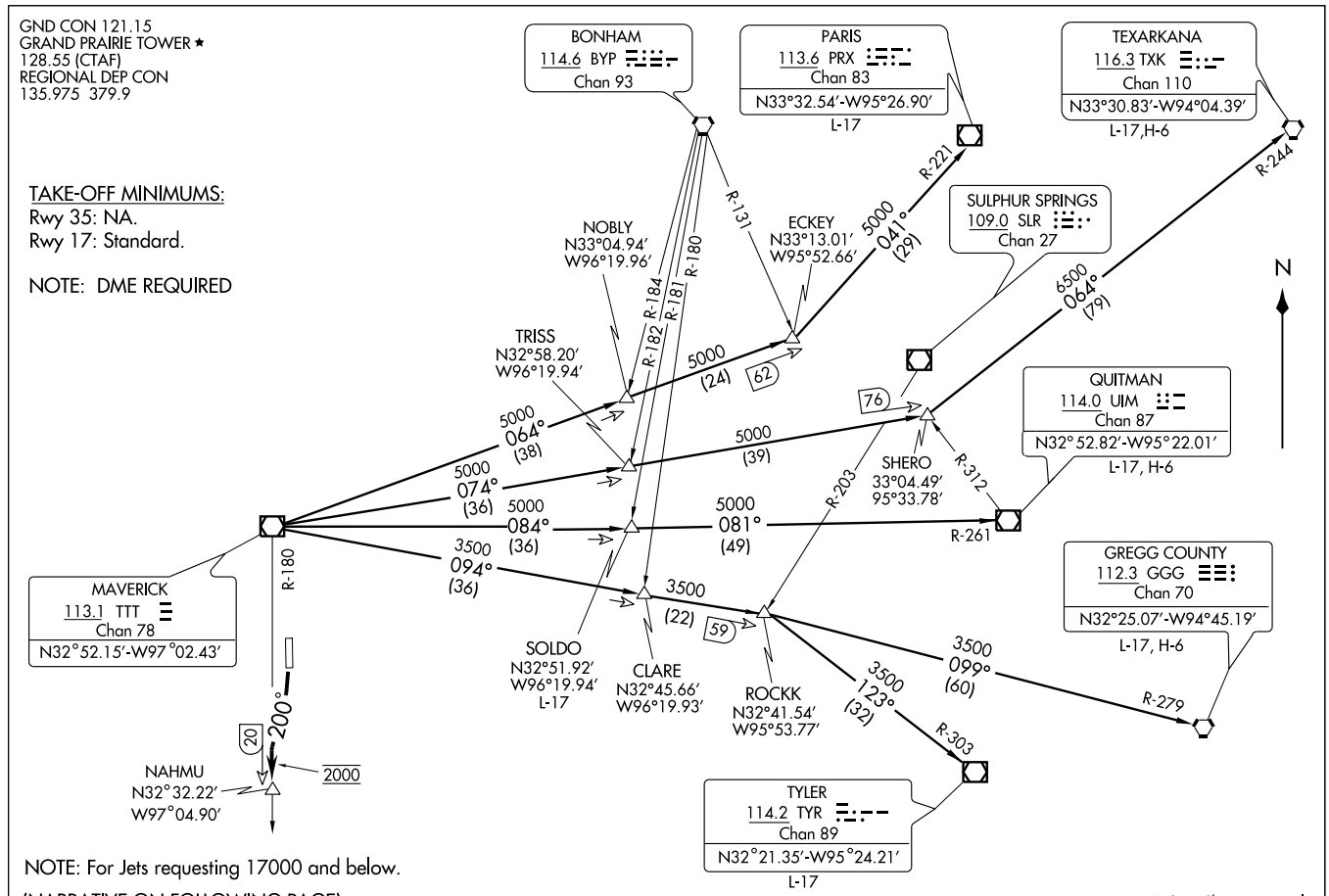
. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

# GARLAND THREE DEPARTURE







DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT VOR/DME 20 DME, expect vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: Not authorized.

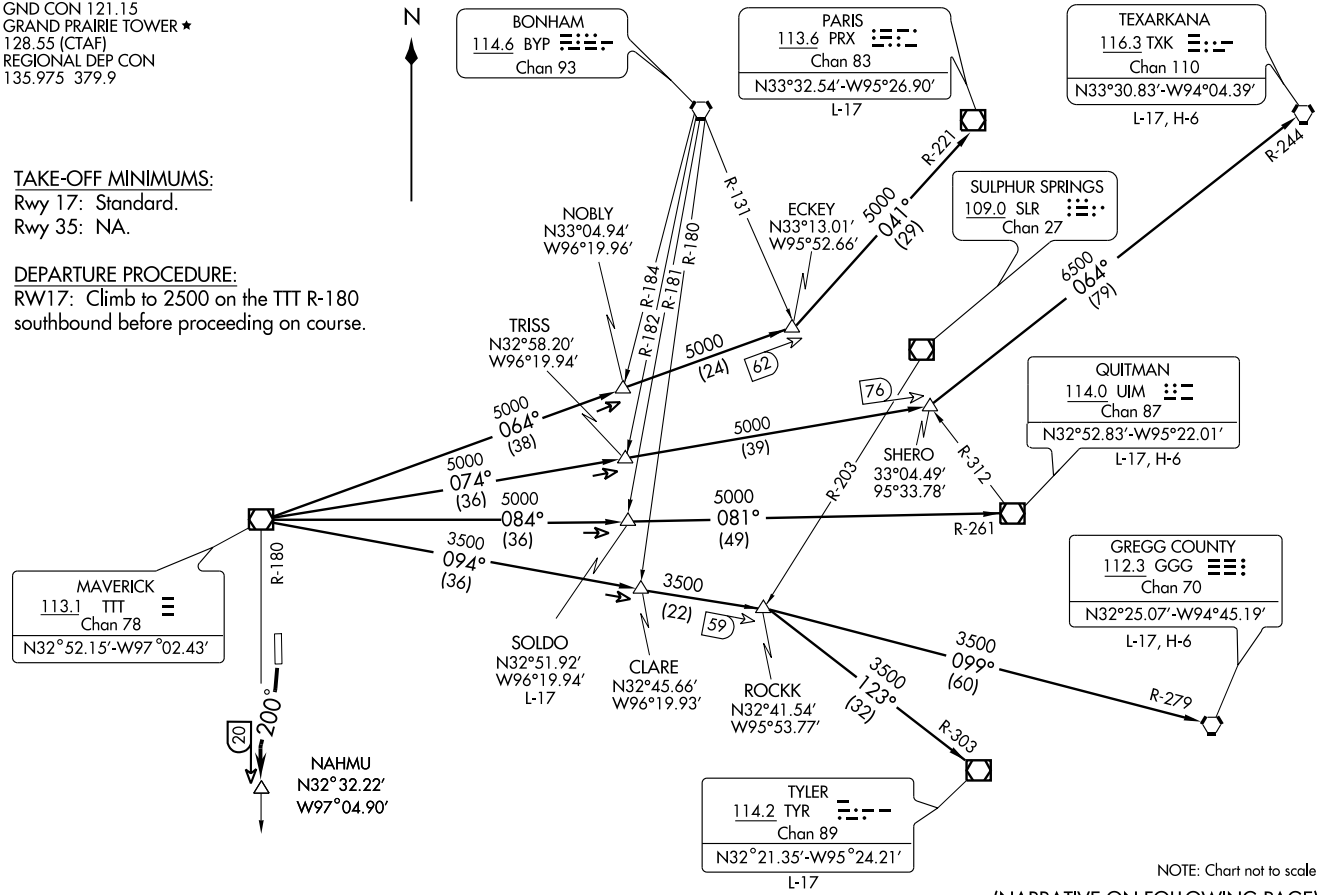
LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 14 JAN 2010 to 11 FEB 2010

GND CON 121.15
GRAND PRAIRIE TOWER ★
128.55 (CTAF)
REGIONAL DEP CON
135.975 379.9

TAKE-OFF MINIMUMS:
Rwy 17: Standard.
Rwy 35: NA.

DEPARTURE PROCEDURE:
RW17: Climb to 2500 on the TTT R-180 southbound before proceeding on course.




(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

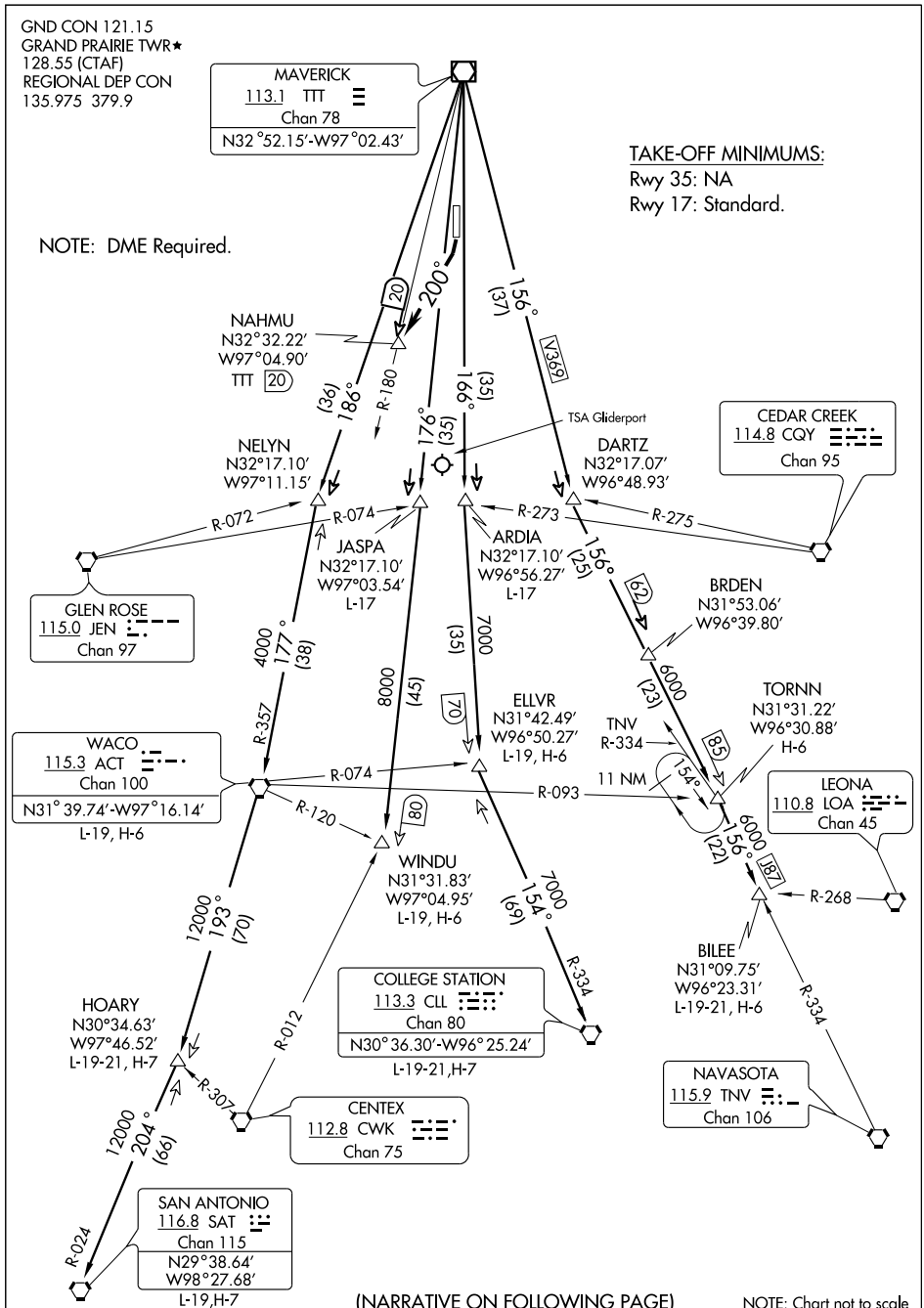
TAKE-OFF OBSTACLES:
Rwy 17:
Antenna 190' from departure end of runway, 456' right of centerline, 26' AGL/615' MSL.
Road, multiple poles and signs beginning 570 from departure end of runway, 410' right of centerline, up to 31' AGL/ 620' MSL.
Tree 1,506' from departure end of runway, 517' right of centerline, 37' AGL/617' MSL.

(JPOOL4.TTT) 09351

# JOE POOL FOUR DEPARTURE

SL-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

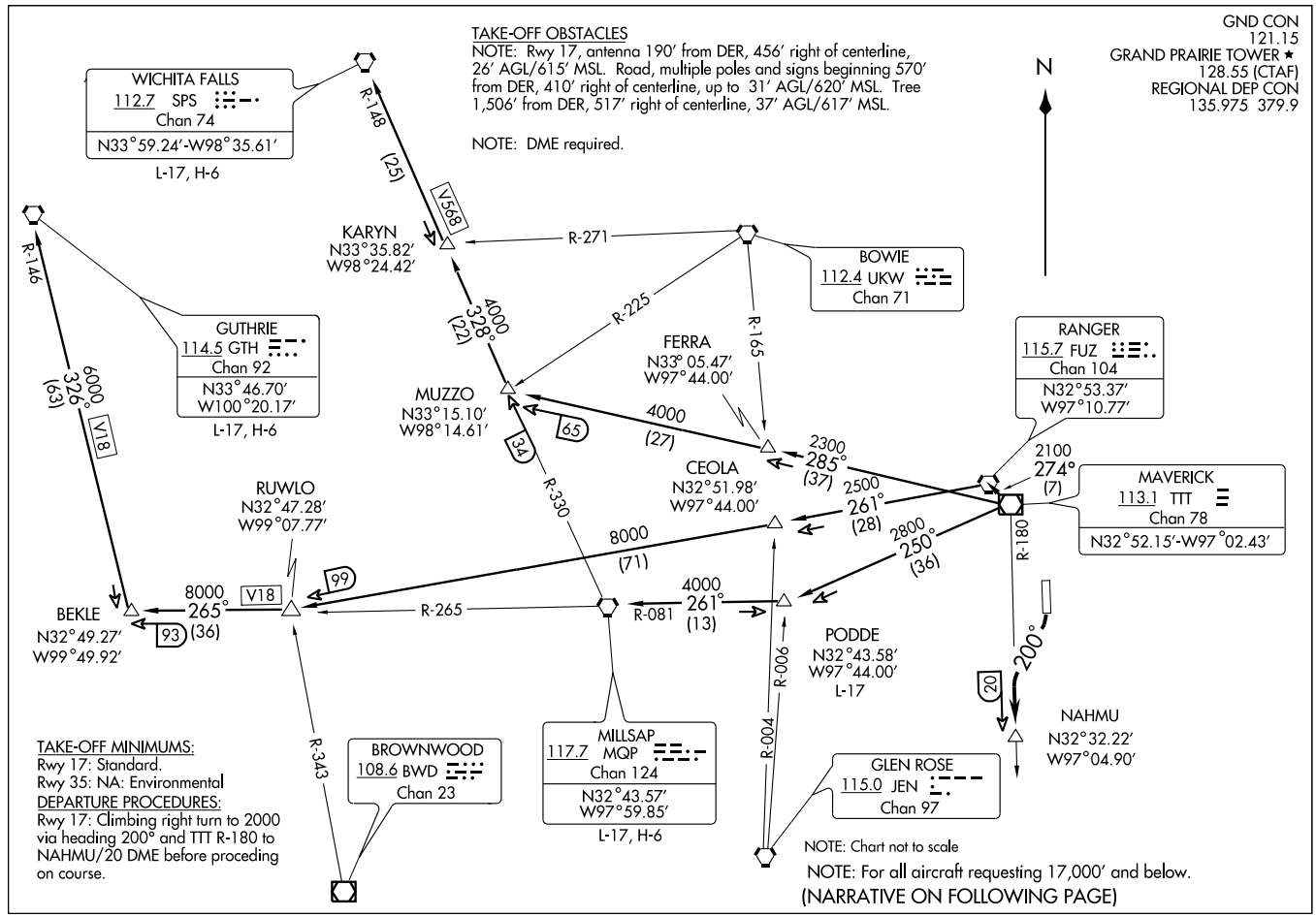
TAKE-OFF RUNWAY 35: NA.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.
BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.
BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.
COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.
ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.
HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.
JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.
SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.
TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.
WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.
WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 14 JAN 2010 to 11 FEB 2010

# KINGDOM SEVEN DEPARTURE SL-9209 (FAA)

GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TEXAS

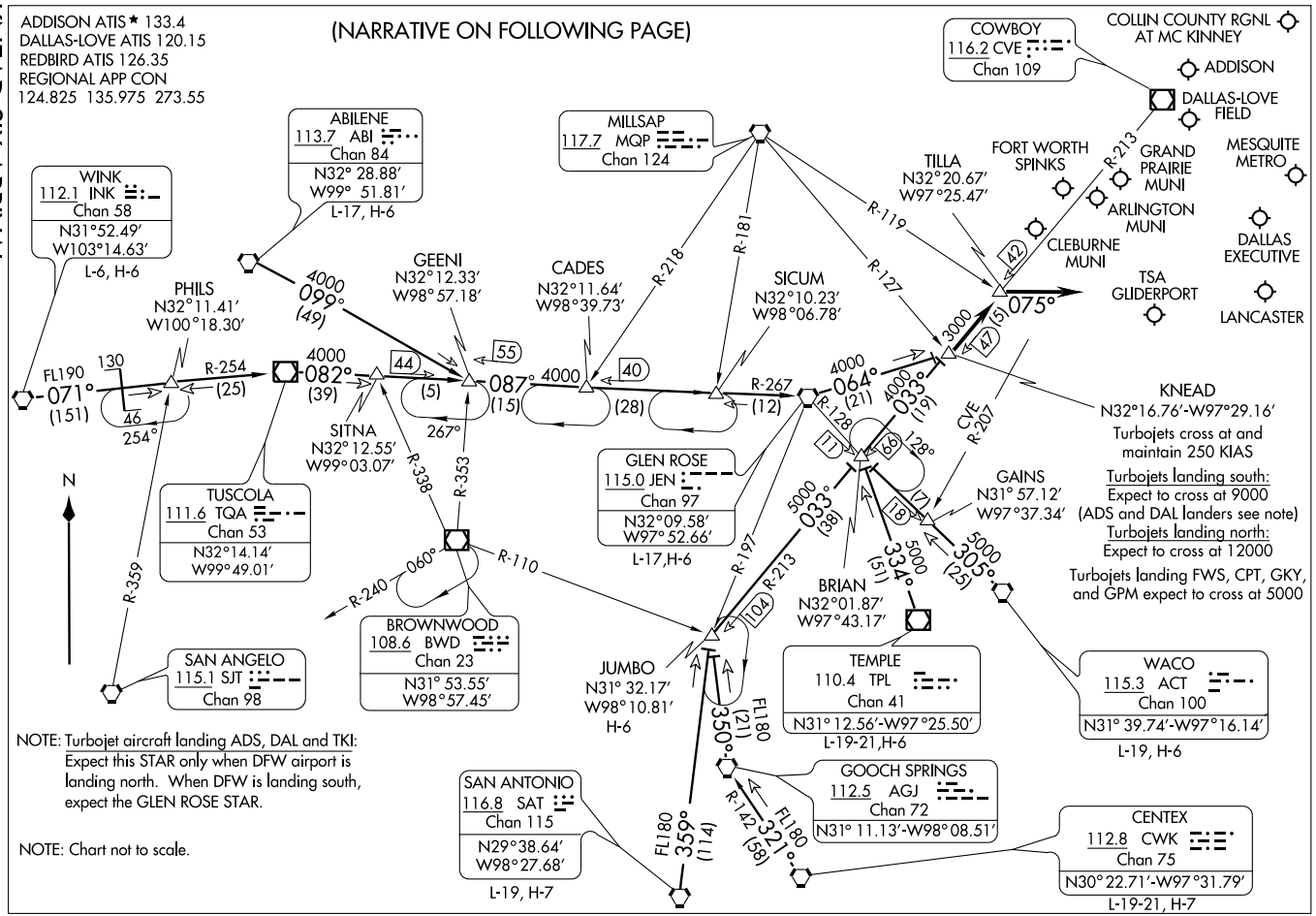


DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: Not authorized.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-16 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55
(NARRATIVE ON FOLLOWING PAGE)
COWBOY
116.2 CVE
Chan 109
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
GRAND PRAIRIE MUNI
ARLINGTON MUNI
DALLAS EXECUTIVE
LANCASTER
TSA GLIDERPORT
CLEBURNE MUNI
FORT WORTH SPINKS
TILLA
N32°20.67′
W97°25.47′
ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6
PHILS
N32°11.41′
W100°18.30′
GEENI
N32°12.33′
W98°57.18′
CADES
N32°11.64′
W98°39.73′
SICUM
N32°10.23′
W98°06.78′
FL190
071°
(151)
130
46
254°
R-254
(25)
4000
082°
(39)
4000
099°
(49)
44
(5)
55
087°
4000
(15)
40
(28)
R-267
(12)
4000
064°
(21)
4000
033°
(19)
R-218
R-181
R-119
R-127
R-128
R-207
CVE
42
13000
151
147
075°
KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000 (ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000
GAINS
N31° 57.12′
W97°37.34′
N
R-359
SITNA
N32°12.55′
W99°03.07′
267°
R-338
R-353
TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′
GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6
11
66
128°
17
18
5000
033°
(38)
5000
334°
(51)
5000
305°
(25)
R-197
R-213
104
BRIAN
N32°01.87′
W97°43.17′
R-240
060°
R-110
BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′
SAN ANGELO
115.1 SJT
Chan 98
JUMBO
N31° 32.17′
W98°10.81′
H-6
TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6
FL180
350°
(21)
GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7
FL180
359°
(114)
R-142
321°
(58)
CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7
NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

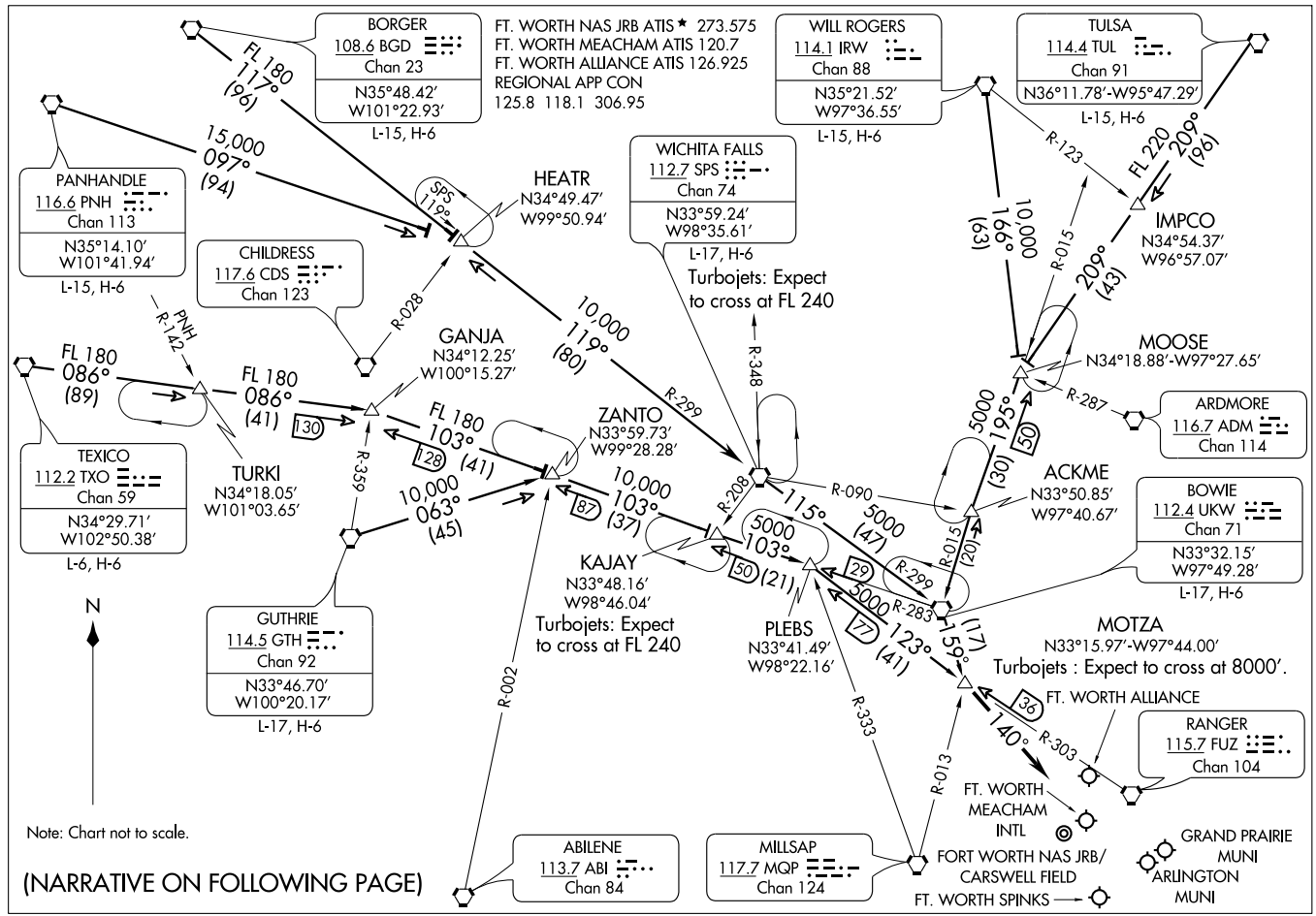
SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.


MOTZA SIX ARRIVAL
(MOTZA.MOTZA6) 07298
ST-6918 (FAA)
DALLAS-FT. WORTH, TEXAS
FT. WORTH NAS JRB ATIS ★ 273.575
FT. WORTH MEACHAM ATIS 120.7
FT. WORTH ALLIANCE ATIS 126.925
REGIONAL APP CON
125.8 118.1 306.95
BORGER
108.6 BGD
Chan 23
N35°48.42′
W101°22.93′
L-15, H-6
FL 180
117°
(96)
PANHANDLE
116.6 PNH
Chan 113
N35°14.10′
W101°41.94′
L-15, H-6
15,000
097°
(94)
CHILDRESS
117.6 CDS
Chan 123
R-028
PNH
R-142
HEATR
N34°49.47′
W99°50.94′
SPS
119°
WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′
W98°35.61′
L-17, H-6
Turbojets: Expect
to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36°11.78′-W95°47.29′
L-15, H-6
R-123
FL 220
209°
(96)
IMPCO
N34°54.37′
W96°57.07′
10,000
166°
(63)
R-015
209°
(43)
MOOSE
N34°18.88′-W97°27.65′
R-287
ARDMORE
116.7 ADM
Chan 114
5000
195°
(30)
50
ACKME
N33°50.85′
W97°40.67′
BOWIE
112.4 UKW
Chan 71
N33°32.15′
W97°49.28′
L-17, H-6
R-090
5000
(47)
R-015
(20)
R-299
R-283
5000
123°
(41)
177
159°
(17)
MOTZA
N33°15.97′-W97°44.00′
Turbojets : Expect to cross at 8000′.
FT. WORTH ALLIANCE
36
140°
R-303
RANGER
115.7 FUZ
Chan 104
R-013
FT. WORTH
MEACHAM
INTL
FORT WORTH NAS JRB/
CARSWELL FIELD
FT. WORTH SPINKS
GRAND PRAIRIE
MUNI
ARLINGTON
MUNI
R-333
PLEBS
N33°41.49′
W98°22.16′
R-348
10,000
119°
(80)
R-299
GANJA
N34°12.25′
W100°15.27′
FL 180
086°
(89)
FL 180
086°
(41)
130
TEXICO
112.2 TXO
Chan 59
N34°29.71′
W102°50.38′
L-6, H-6
TURKI
N34°18.05′
W101°03.65′
R-359
FL 180
103°
(41)
128
ZANTO
N33°59.73′
W99°28.28′
10,000
063°
(45)
10,000
103°
(37)
87
R-208
115°
KAJAY
N33°48.16′
W98°46.04′
Turbojets: Expect
to cross at FL 240
5000
103°
50
(21)
29
GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6
R-002
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
N
Note: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

# MOTZA SIX ARRIVAL



## ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.MOTZA6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

BOWIE TRANSITION (UKW.MOTZA6): From over UKW VORTAC via UKW R-159 to MOTZA INT. Thence . . . .

GUTHRIE TRANSITION (GTH.MOTZA6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

PANHANDLE TRANSITION (PNH.MOTZA6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

TEXICO TRANSITION (TXO.MOTZA6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to PLEBS INT, then via FUZ R-303 to MOTZA INT. Thence . . . .

TULSA TRANSITION (TUL.MOTZA6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.MOTZA6): From over SPS VORTAC via SPS R-115 and UKW R-299 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

WILL ROGERS TRANSITION (IRW.MOTZA6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to UKW VORTAC, then via UKW R-159 to MOTZA INT. Thence . . . .

. . . . From over MOTZA INT, thence via heading 140° for vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 355° | TDZE | 589 |
| | Apt Elev | 589 |

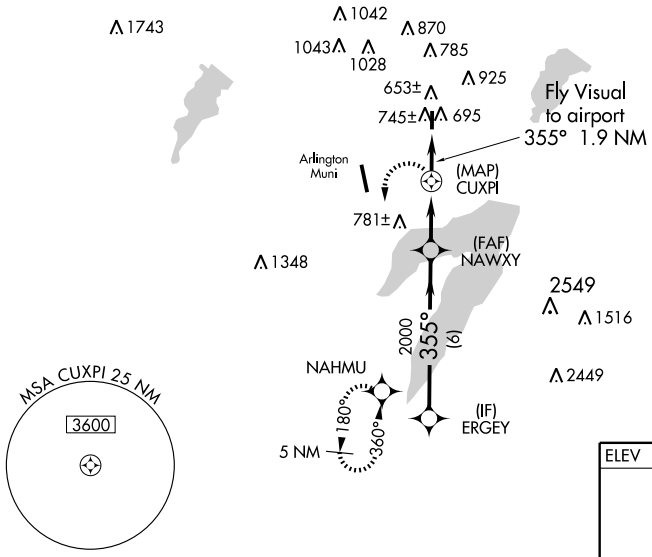
# RNAV (GPS) RWY 35
GRAND PRAIRIE MUNI (GPM)

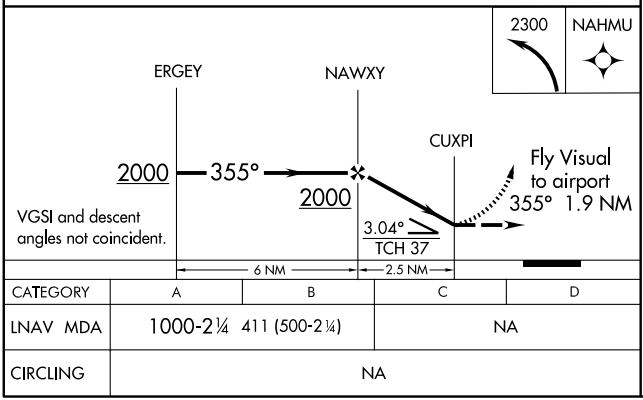
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Arlington Muni altimeter setting.

MISSED APPROACH: Climbing left turn to 2300 direct NAHMU and hold.

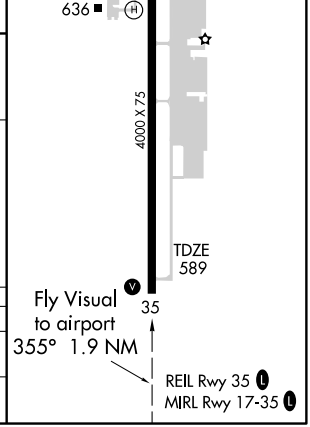
| AWOS-3 | REGIONAL APP CON | GRAND PRAIRIE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.475 | 135.975 379.9 | 128.55 (CTAF) L | 121.15 | 122.8 |

## RADAR REQUIRED

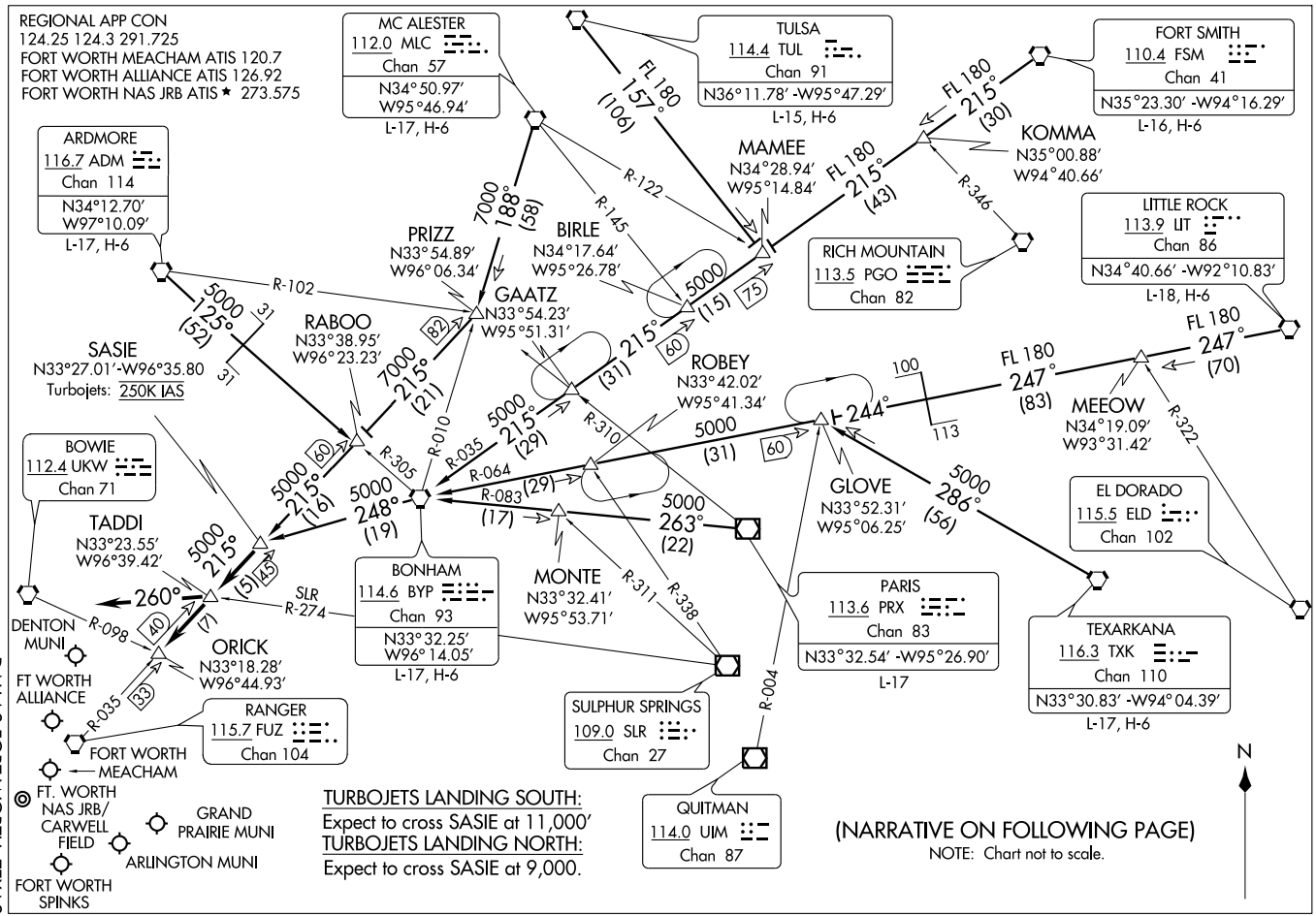



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-2¼ 411 (500-2¼) | | NA | |
| CIRCLING | NA | | | |




SC-2, 14 JAN 2010 to 11 FEB 2010




SASIE TWO ARRIVAL

(SASIE.SASIE2) 09351

ST-6918 (FAA)

DALLAS-FORT WORTH, TEXAS

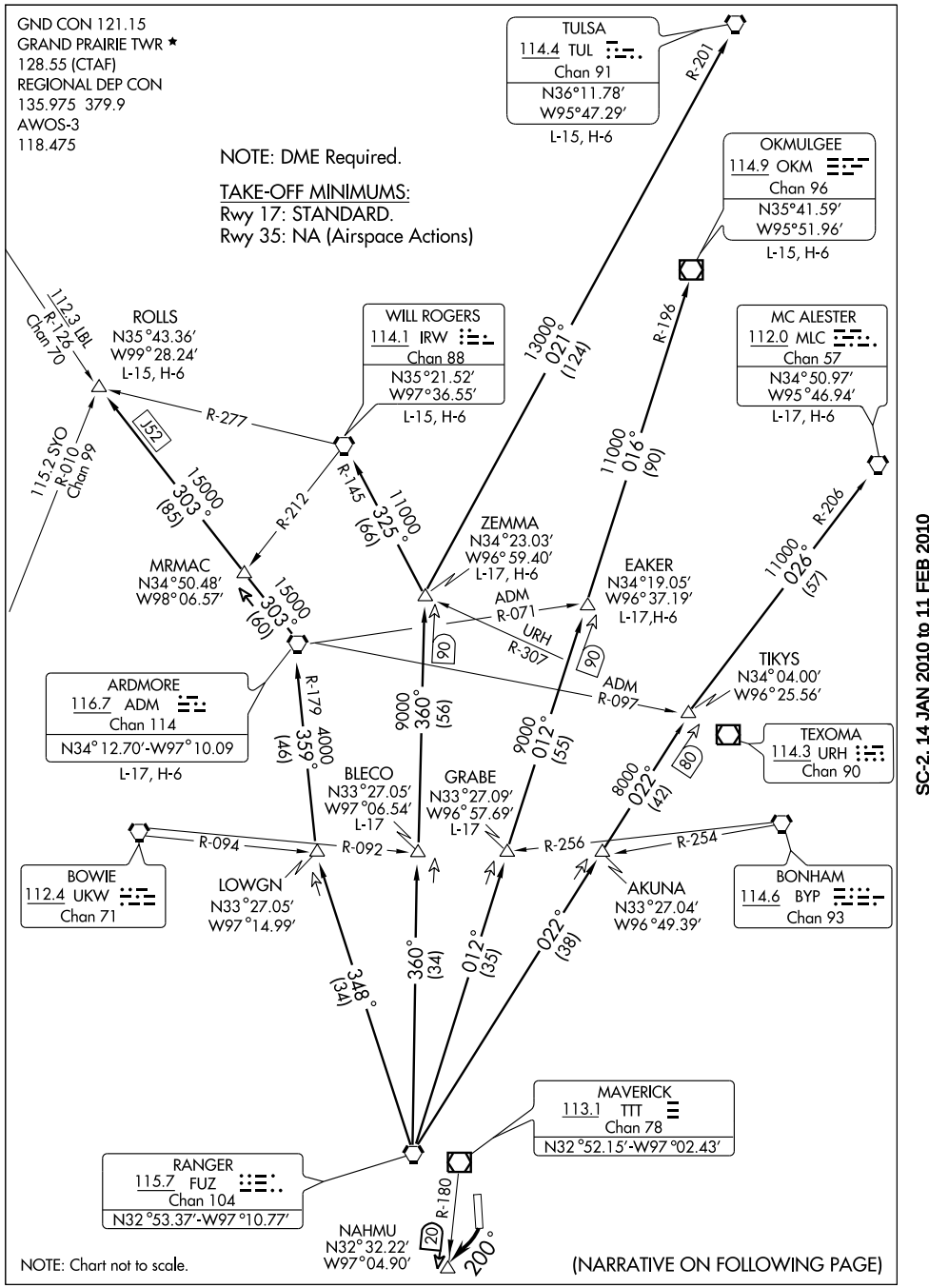
SC-2, 14 JAN 2010 to 11 FEB 2010

ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.SASIE2): From over ADM VORTAC via ADM R-125 and BYP R-305 to RABOO INT, then via FUZ R-035 to SASIE INT. Thence. . . .
BONHAM TRANSITION (BYP.SASIE2): From over BYP VORTAC via BYP R-248 to SASIE INT. Thence. . . .
FORT SMITH TRANSITION (FSM.SASIE2): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
LITTLE ROCK TRANSITION (LIT.SASIE2): From over LIT VORTAC via LIT R-247 and BYP R-064 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
MC ALESTER TRANSITION (MLC.SASIE2): From over MLC VORTAC via MLC R-188 to PRIZZ INT, then via FUZ R-035 to SASIE INT. Thence. . . .
PARIS TRANSITION (PRX.SASIE2): From over PRX VOR/DME via PRX R-263 and BYP R-083 to BYP VORTAC, then via BYP VORTAC R-248 to SASIE INT. Thence. . . .
TEXARKANA TRANSITION (TXK.SASIE2): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to BYP VORTAC, then via BYP R-248 to SASIE INT. Thence. . . .
TULSA TRANSITION (TUL.SASIE2): From over TUL VORTAC via TUL R-157 to MAMEE INT, then via BYP R-035 to BYP VORTAC, the via BYP R-248 to SASIE INT. Thence. . . .
. . . . From over SASIE INT via FUZ R-035 to TADDI INT or ORICK INT (when directed by ATC). Depart TADDI INT heading 260° for vectors to final approach course.

# TEXOMA ONE DEPARTURE

SL-9209 (FAA)




NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT R-180 to NAHMU/TTT VOR/DME 20 DME, expect radar vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.
TAKE-OFF RUNWAY 35: NA

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR/DME TTT | APP CRS | Rwy Idg | 4000 |
|---|---|---|---|
| 113.1 | 356° | TDZE | 589 |
| Chan 78 | | Apt Elev | 589 |

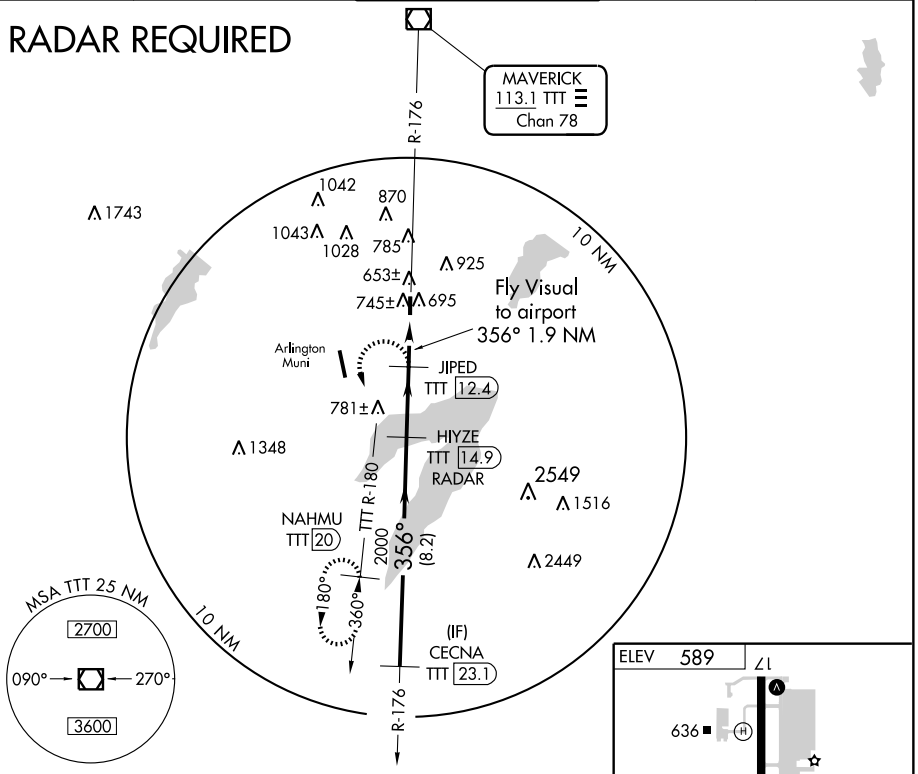
# VOR/DME RWY 35
## GRAND PRAIRIE MUNI (GPM)

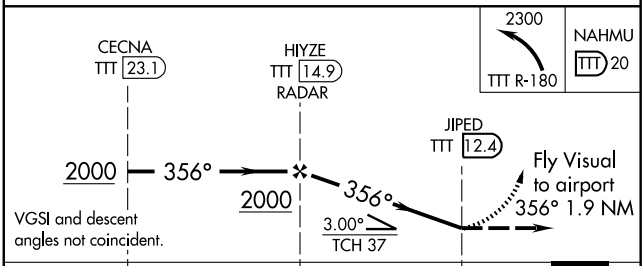
If local altimeter setting not received, use Arlington Muni altimeter setting.

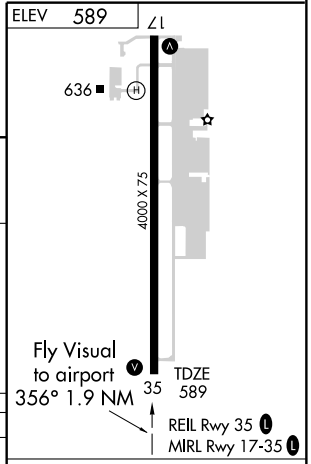
MISSED APPROACH: Climbing left turn to 2300 via TTT R-180 to NAHMU/20 DME and hold.

| AWOS-3 | REGIONAL APP CON | GRAND PRAIRIE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.475 | 135.975 379.9 | 128.55 (CTAF) L | 121.15 | 122.8 |

RADAR REQUIRED



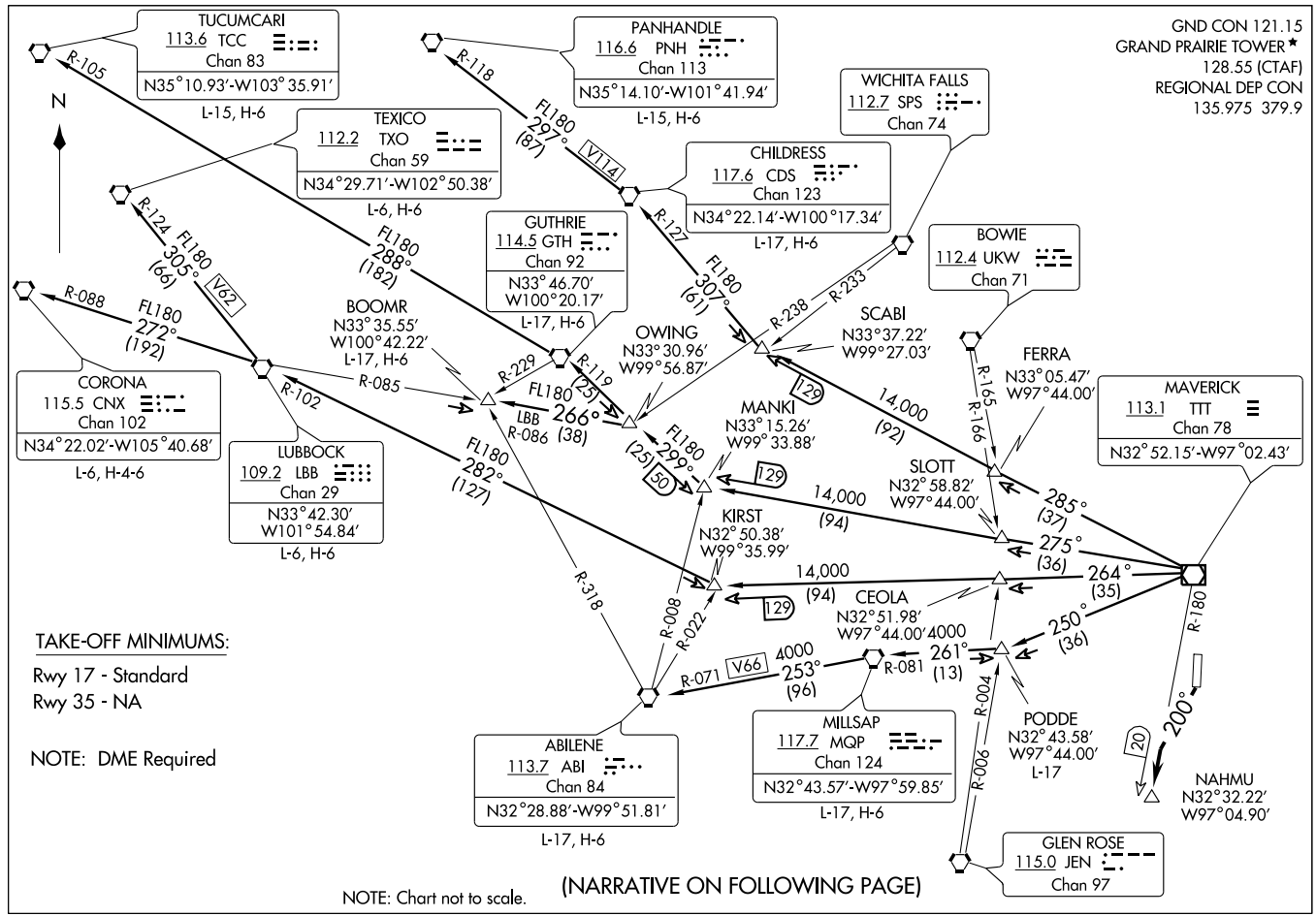




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1040-2¼ 451 (500-2¼) | | NA | |
| CIRCLING | NA | | | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010


TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6
WICHITA FALLS
112.7 SPS
Chan 74
TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6
CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17, H-6
GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6
BOWIE
112.4 UKW
Chan 71
BOOMR
N33°35.55'
W100°42.22'
L-17, H-6
OWING
N33°30.96'
W99°56.87'
SCABI
N33°37.22'
W99°27.03'
FERRA
N33°05.47'
W97°44.00'
CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6
MANKI
N33°15.26'
W99°33.88'
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6
SLOTT
N32°58.82'
W97°44.00'
KIRST
N32°50.38'
W99°35.99'
CEOLA
N32°51.98'
W97°44.00'
ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17, H-6
PODDE
N32°43.58'
W97°44.00'
L-17
NAHMU
N32°32.22'
W97°04.90'
GLEN ROSE
115.0 JEN
Chan 97
GND CON 121.15
GRAND PRAIRIE TOWER ★
128.55 (CTAF)
REGIONAL DEP CON
135.975 379.9
TAKE-OFF MINIMUMS:
Rwy 17 - Standard
Rwy 35 - NA
NOTE: DME Required
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)
WORTH FIVE DEPARTURE
(WORTH5.111) 08269
SI-9209 (FAA)
GRAND PRAIRIE MUNI (GPM)
GRAND PRAIRIE, TEXAS

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 17: Climbing right turn via heading 200° and TTT VOR/DME R-180 to NAHMU/TTT 20 DME, expect vectors to appropriate route, maintain 2000 feet and expect filed altitude 10 minutes after departure.

TAKE-OFF RUNWAY 35: NA

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

# ILS 2 RWY 17

| LOC I-GVT | APCH CRS | Rwy ldg | 8030 |
|---|---|---|---|
| 110.5 | 176° | TDZE | 534 |
| | | Arpt Elev | 535 |

AL-5138 [USAF]

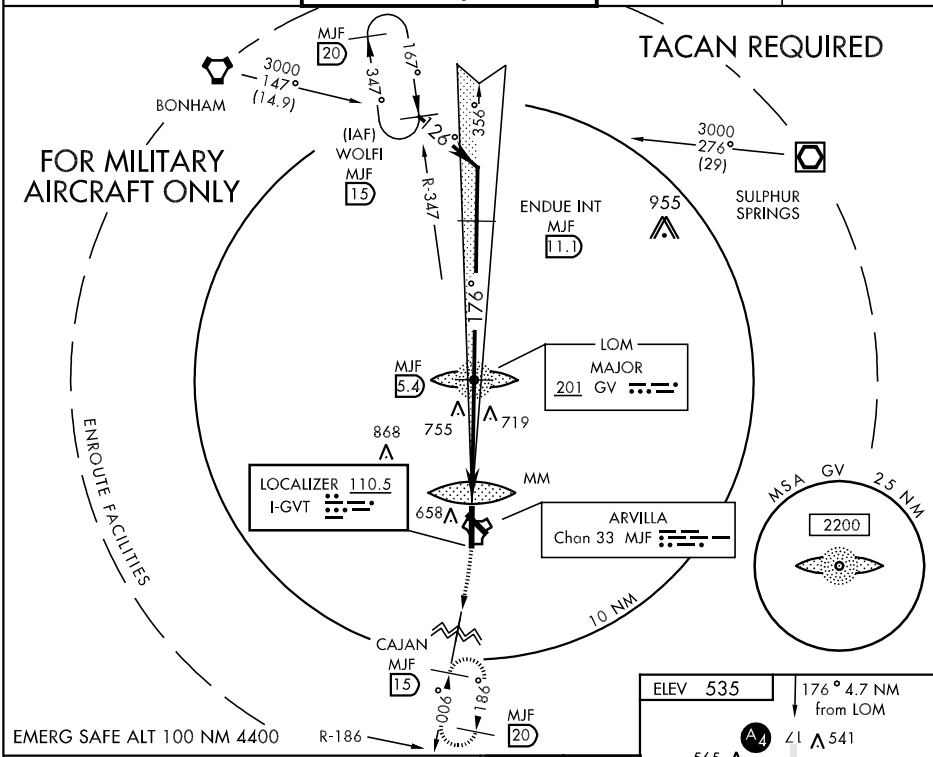
GREENVILLE/ MAJORS (KGVT)

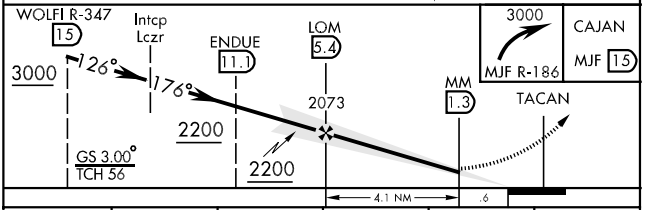
▼ * When ALS inop, increase CAT DE vis to 1¾ miles.
** When ALS inop, increase CAT D vis to 2 miles, CAT E vis to 2¼ miles.
▲ NA When control tower closed, use Dallas-Love Field altimeter setting.

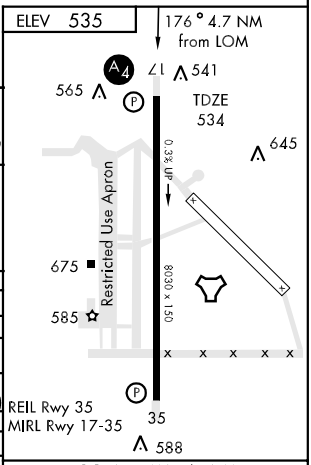
MALS A4

MISSED APPROACH: Climbing right turn to 3000 via MJF TACAN R-186 to CAJAN 15 DME and hold.

| FORT WORTH CENTER | MAJORS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|
| 132.85 360.75 | 118.65 (CTAF) 385.425 | 121.7 335.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17 | 734-¾ 200 (200-¾) | | | | |
| S-LOC 17 * | 1060-¾ 526 (600-¾) | | 1060-1¼ 526 (600-1¼) | 1060-1½ 526 (600-1½) | |
| CIRCLING | 1060-1 525 (600-1) | | 1060-1½ 525 (600-1½) | 1100-2 565 (600-2) | 1280-2¾ 745 (800-2¾) |
| DALLAS–LOVE ALTIMETER SETTING MINIMUMS | | | | | |
| S-ILS 17 | 837-1 303 (400-1) | | | | |
| S-LOC 17** | 1160-¾ 626 (700-¾) | | 1160-1½ 626 (700-1½) | 1160-1¾ 626 (700-1¾) | 1160-2 626 (700-2) |
| CIRCLING | 1160-1 625 (700-1) | | 1160-1¾ 625 (700-1¾) | 1180-2 645 (700-2) | 1380-3 845 (900-3) |

| LOC FAF to MAP 4.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

| LOC I-GVT | APP CRS | Rwy Idg | 8030 |
|---|---|---|---|
| 110.5 | 176° | TDZE | 534 |
| | | Apt Elev | 535 |

# ILS or LOC RWY 17

GREENVILLE/ MAJORS (GVT)

When local altimeter setting not received, use Terrell altimeter setting and increase DA 64 feet and all MDA 80 feet and increase S-ILS 17 all Cats visibility ¼ mile, S-LOC 17 Cat A, B, C and D visibility ¼ mile, Cat E visibility ½ mile, and circling Cat C and E visibility ¼ mile. Inoperative table does not apply to S-LOC 17 Cat C. ADF Required.

MALS

MISSED APPROACH: Climb to 1000 then climbing right turn to 2300 direct GV LOM and hold, continue climb-in-hold to 2300.

| AWOS-3 | FORT WORTH CENTER | MAJORS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.425 | 132.85 360.75 | 118.65 (CTAF) L 385.425 | 121.7 335.8 | 122.95 |

ADF REQUIRED

BONHAM
114.6 BYP
Chan 93

2300
153°
(24.4)

131°
311°

356°

176°

10 NM

MSA GV 25 NM
2400

LOM/IAF
MAJOR
201 GV

1249
932
726±
917
755
1039

356°

MM

2300
257°
(26.4)

SULPHUR SPRINGS
109.0 SLR
Chan 27

LOCALIZER 110.5
I-GVT

ALTERNATE
MISSED APCH FIX
CASH
428 SYW

356°
176°

CASH
428 SYW

Remain within 15 NM

LOM

356°

2300

176°

2073

MM

2200

GS 3.00°
TCH 56

VGSI and ILS glidepath not coincident.

| 1000 | 2300 | GV |
|---|---|---|
| | | 201 |

4 NM 0.6

ELEV 535

176° 4.6 NM from FAF

572±

17

TDZE
534

682±

658

675

585

597±

588±

35

Restricted Use Apron

8030 X 150

REIL Rwy 35
MIRL Rwy 17-35

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17 | 734-¾ 200 (200-¾) | | | | |
| S-LOC 17 | 1060-¾ 526 (600-¾) | | 1060-1½ 526 (600-1½) | 1060-1¾ 526 (600-1¾) | |
| CIRCLING | 1060-1 525 (600-1) | | 1060-1½ 525 (600-1½) | 1100-2 565 (600-2) | 1280-2¾ 745 (800-2¾) |

FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC I-GVT | APP CRS | Rwy Idg | 8030 |
|---|---|---|---|
| 110.5 | 356° | TDZE | 531 |
| | | Apt Elev | 535 |

# LOC BC RWY 35
## GREENVILLE/MAJORS (GVT)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Terrell altimeter setting and increase all MDAs 80 feet and increase S-35 Cat C, D, and E visibility ¼ mile, circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2300 direct GV LOM and hold.

| AWOS-3 | FORT WORTH CENTER | MAJORS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.425 | 132.85 360.75 | 118.65 (CTAF) L 385.425 | 121.7 335.8 | 122.95 |

BACK COURSE
ADF REQUIRED

MSA SYW 25 NM
2400

1249
932
917
755
1039
644±

LOM
MAJOR
201 GV

10 NM

LOCALIZER 110.5
I-GVT

IAF
CASH
428 SYW

QUITMAN
114.0 UIM
Chan 87

2100
272°
(35.9)

356°
176°

TRAVIS
260 AVZ

2100
029°
(16.2)

311°
131°

Radar required for arrivals at AVZ NDB.

ELEV 535
REIL Rwy 35
MIRL Rwy 17-35

572±
17
0.3% up
682±
658
675
Restricted Use Apron
8030 X 150
585
597±
TDZE
531
35
588±
356° 4.5 NM
from FAF

2300
GV
201

NDB
Remain
within 15 NM
176°
356°
2100
2100
3.19°
TCH 55
VGSI and descent
angles not coincident.
0.7
3.8 NM

FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35 | 980-1 449 (500-1) | | 980-1¼ 449 (500-1¼) | 980-1½ 449 (500-1½) | |
| CIRCLING | 1040-1 505 (600-1) | | 1040-1½ 505 (600-1½) | 1100-2 565 (600-2) | 1280-2¾ 745 (800-2¾) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 8030 |
|---|---|---|---|
| CH 86205 | 176° | TDZE | 534 |
| W17A | | Apt Elev | 535 |

# RNAV (GPS) RWY 17

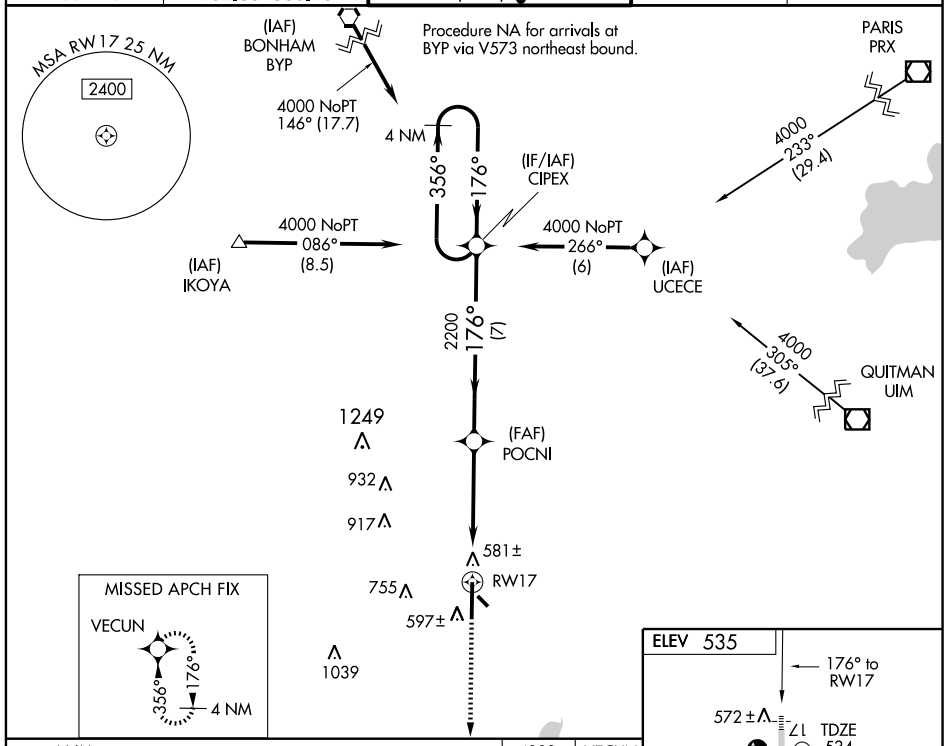
GREENVILLE/MAJORS (GVT)

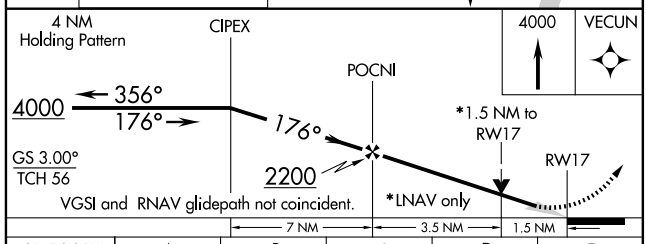
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Terrell altimeter setting. When local altimeter setting not received, use Terrell altimeter setting and increase all DA 64 feet and MDA 80 feet and increase LPV visibility all Cats ¼ mile, LNAV/VNAV Cat A, B, and C visibility ½ mile, Cat D and E visibility ¼ mile and LNAV Cat C and D visibility ¼ mile and Cat E visibility ½ mile and circling Cat C and E visibility ¼ mile. Inoperative table does not apply to LNAV Cat C.

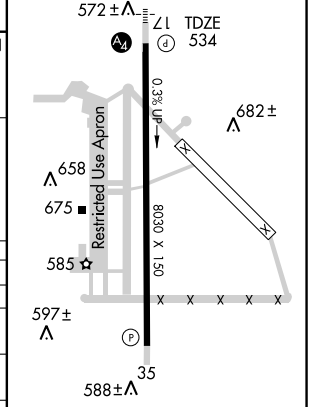
MALS

MISSED APPROACH: Climb to 4000 direct VECUN and hold, continue climb-in hold to 4000.

| AWOS-3 | FORT WORTH CENTER | MAJORS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.425 | 132.85 360.75 | 118.65 (CTAF) L 385.425 | 121.7 335.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 798-1 264 (300-1) | | | | |
| LNAV/VNAV DA | 849-¾ 315 (400-¾) | | | 849-1 315 (400-1) | |
| LNAV MDA | 1060-¾ 526 (600-¾) | | 1060-1½ 526 (600-1½) | 1060-1¾ 526 (600-1¾) | |
| CIRCLING | 1060-1 525 (600-1) | | 1060-1½ 525 (600-1½) | 1100-2 565 (600-2) | 1280-2¾ 745 (800-2¾) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 8030 |
|---|---|---|
| 356° | TDZE | 531 |
| | Apt Elev | 535 |

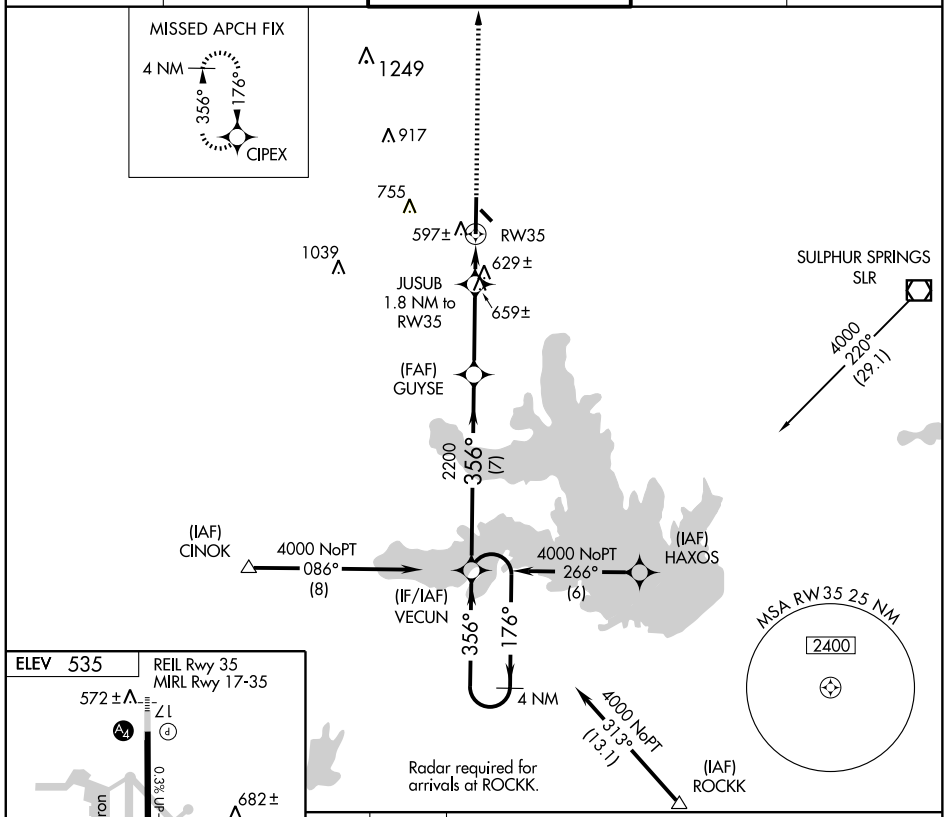
# RNAV (GPS) RWY 35

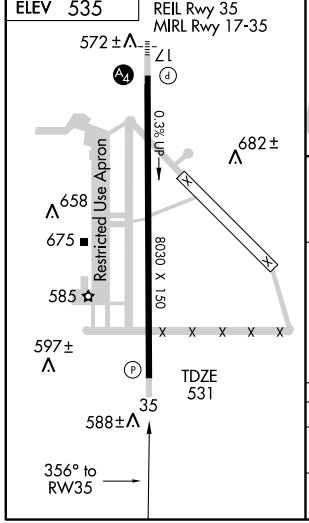
GREENVILLE/ MAJORS (GVT)

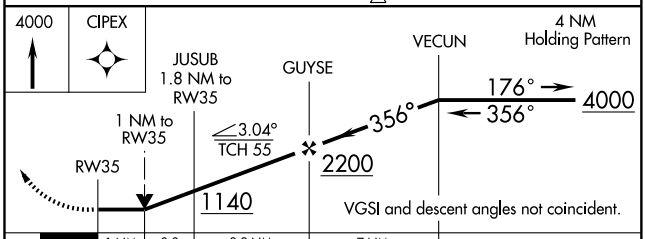
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Terrell altimeter setting. When local altimeter setting not received, use Terrell altimeter setting and increase all MDA 80 feet and increase LNAV Cat C, D, and E visibility ¼ mile and circling Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct CIPEX and hold, continue climb-in-hold to 4000.

| AWOS-3 | FORT WORTH CENTER | MAJORS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.425 | 132.85 360.75 | 118.65 (CTAF) L 385.425 | 121.7 335.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 900-1 369 (400-1) | | | 900-1¼ 369 (400-1¼) | |
| CIRCLING | 1040-1 505 (600-1) | | 1040-1½ 505 (600-1½) | 1100-2 565 (600-2) | 1280-2¾ 745 (800-2¾) |

SC-2, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 17

| TACAN | MJF | APCH CRS | Rwy ldg | 8030 |
|---|---|---|---|---|
| Chan | 33 | 167° | TDZE | 534 |
| | | | Arpt Elev | 535 |

AL-5138 [USAF]

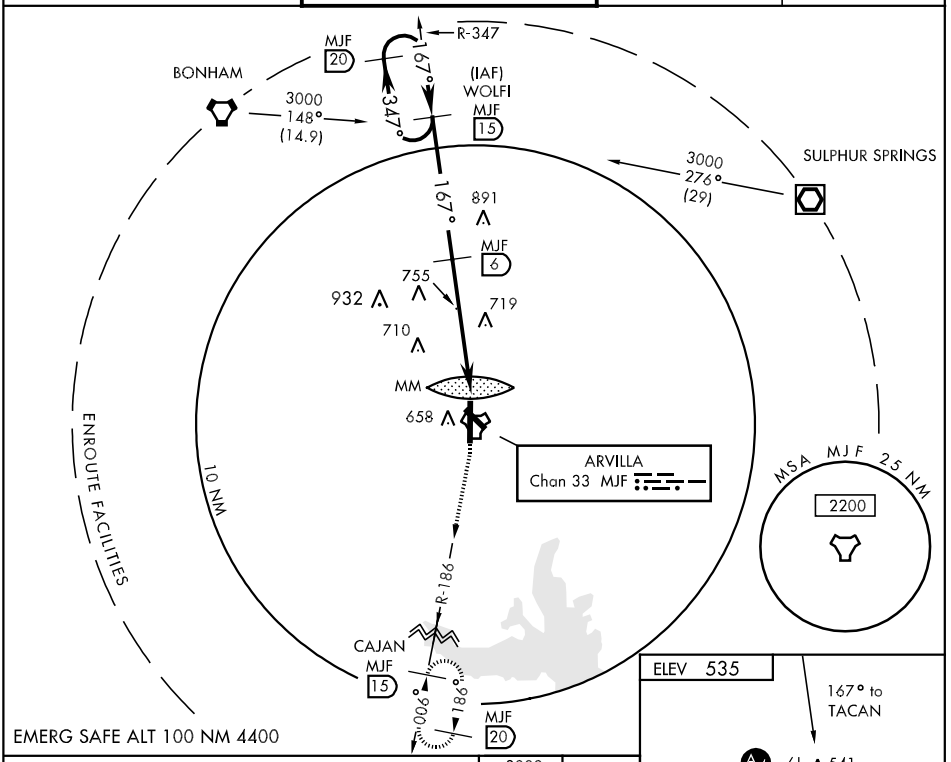
GREENVILLE/ MAJORS (KGVT)

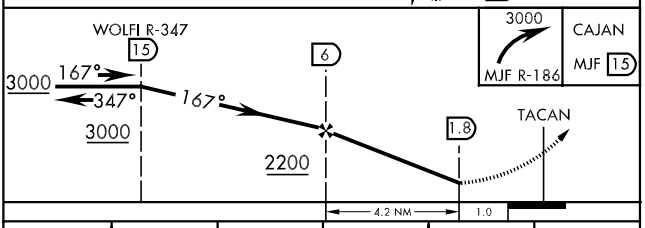
T * When ALS inop, increase CAT DE vis to 1¾ miles.
** When ALS inop, increase CAT D vis to 2 miles, CAT E vis to 2¼ miles.
A NA When control tower closed, use Dallas-Love Field altimeter setting.

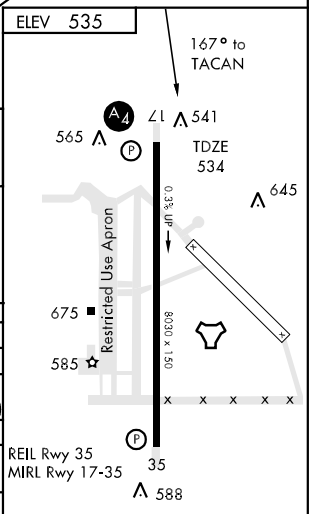
MALS A4

MISSED APPROACH: Climb to 3000 via MJF TACAN R-186 to CAJAN 15 DME and hold.

| FORT WORTH CENTER | MAJORS TOWER * | GND CON | UNICOM |
|---|---|---|---|
| 132.85 360.75 | 118.65 (CTAF) 385.425 | 121.7 335.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17 * | 1060-1¼ 526 (600-1¼) | | | 1060-1½ 526 (600-1½) | |
| CIRCLING | 1060-1¼ 525 (600-1¼) | | 1060-1½ 525 (600-1½) | 1100-2 565 (600-2) | 1280-2¾ 745 (800-2¾) |
| DALLAS–LOVE ALTIMETER SETTING MINIMUMS | | | | | |
| S-17 ** | 1160-1¼ 626 (700-1¼) | | 1160-1½ 626 (700-1½) | 1160-1¾ 626 (700-1¾) | 1160-2 626 (700-2) |
| CIRCLING | 1160-1¼ 625 (700-1¼) | | 1160-1¾ 625 (700-1¾) | 1180-2 645 (700-2) | 1380-3 845 (900-3) |

# TACAN RWY 35

| TACAN MJF Chan 33 | APCH CRS 006° | Rwy ldg 8030 TDZE 531 Arpt Elev 535 |
|---|---|---|

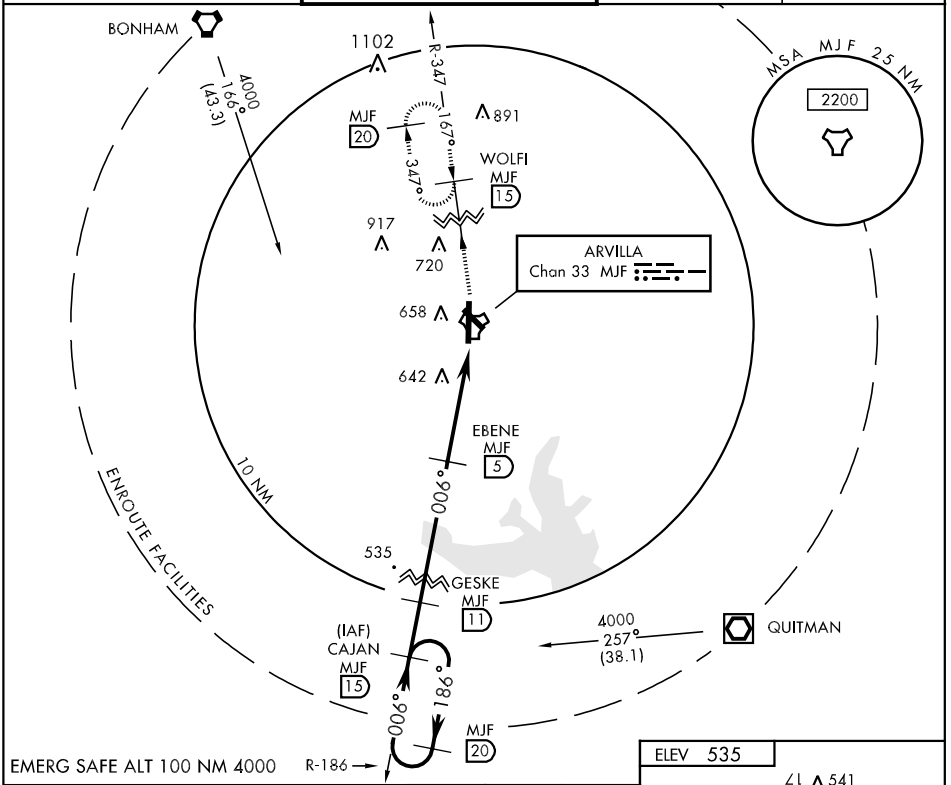
AL-5138 [USAF]

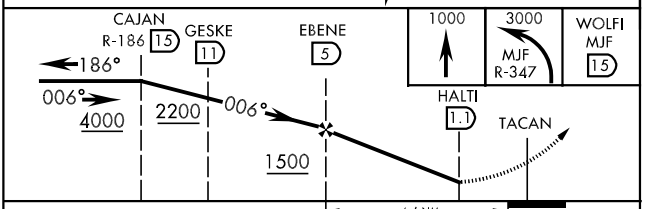
GREENVILLE/MAJORS (KGVT)

NA When control tower closed, use Dallas-Love Field altimeter setting.

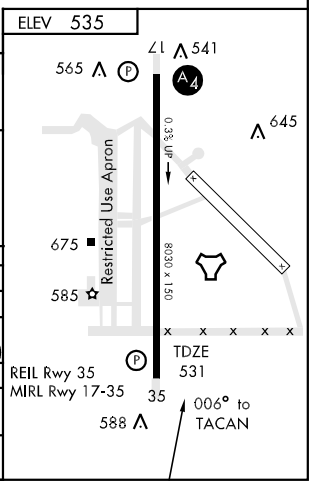
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 via MJF TACAN R-347 to WOLFI 15 DME and hold.

| FORT WORTH CENTER | MAJORS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|
| 132.85 360.75 | 118.65 (CTAF) 385.425 | 121.7 335.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35 | 900-1 369 (400-1) | | | 900-1¼ 369 (400-1¼) | |
| CIRCLING | 1040-1 505 (600-1) | | 1040-1½ 505 (600-1½) | 1100-2 565 (600-2) | 1280-2¾ 745 (800-2¾) |
| DALLAS–LOVE FIELD ALTIMETER SETTING MINIMUMS | | | | | |
| S-35 | 1000-1 469 (500-1) | | 1000-1¼ 469 (500-1¼) | 1000-1½ 469 (500-1½) | 1000-1¾ 469 (500-1¾) |
| CIRCLING | 1140-1 605 (700-1) | | 1140-1¾ 605 (700-1¾) | 1180-2 645 (700-2) | 1380-3 845 (900-3) |



| VORTAC BYP | APP CRS | Rwy Idg | 8030 |
|---|---|---|---|
| 114.6 | 157° | TDZE | 534 |
| Chan 93 | | Apt Elev | 535 |

# VOR/DME RWY 17

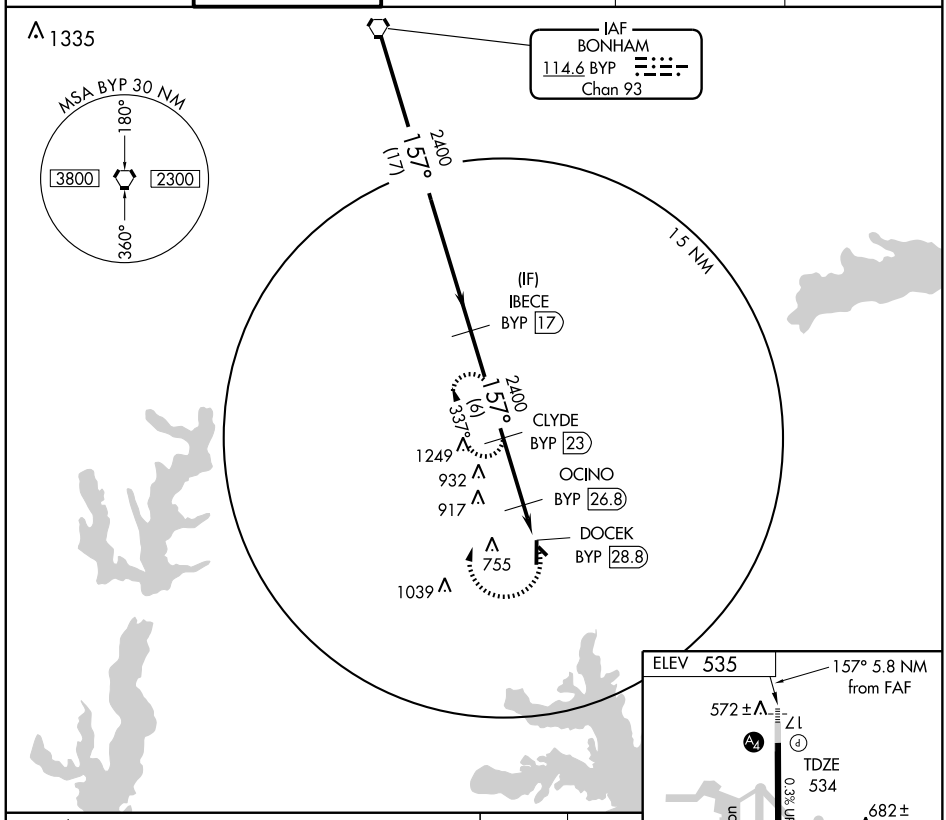
GREENVILLE/ MAJORS (GVT)

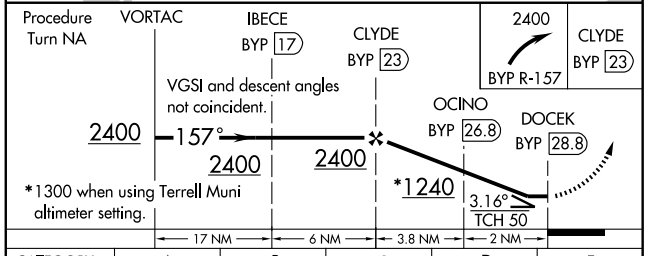
If local altimeter setting not received, use Terrell Muni altimeter setting and increase all MDAs 80 feet.

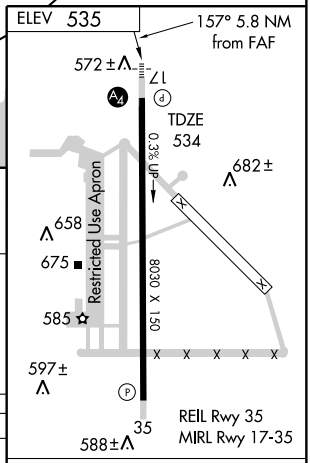
MALS

MISSED APPROACH: Climbing right turn to 2400 via BYP R-157 to CLYDE /23 DME and hold.

| AWOS-3 | FORT WORTH CENTER | MAJORS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 133.425 | 132.85 360.75 | 118.65 (CTAF) 385.425 | 121.7 335.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17 | 1120-1<br>586 (600-1) | 1120-1¼<br>586 (600-1¼) | 1120-1½<br>586 (600-1½) | 1120-2 586 (600-2) | |
| CIRCLING | 1120-1<br>585 (600-1) | 1120-1¼<br>585 (600-1¼) | 1120-1½<br>585 (600-1½) | 1120-2<br>585 (600-2) | 1280-2¾<br>745 (800-2¾) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

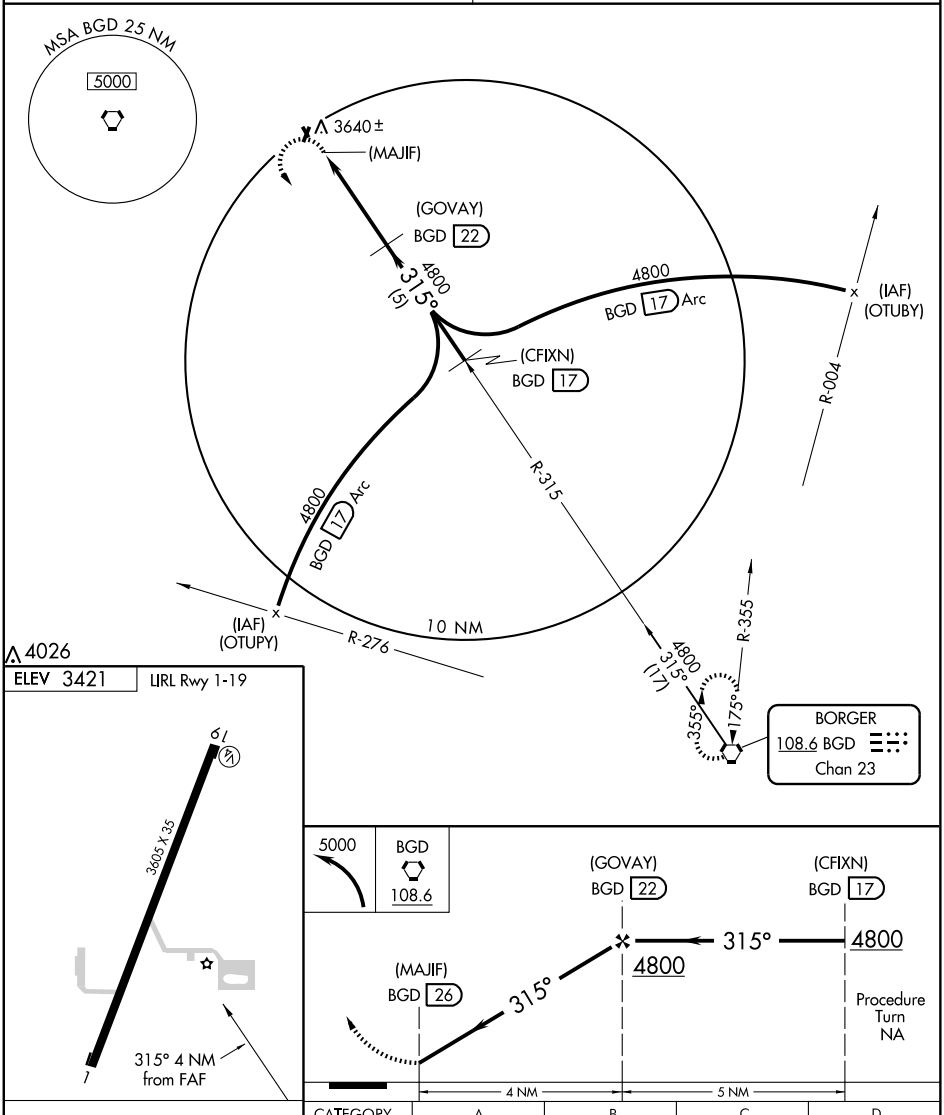
SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC BGD 108.6 Chan 23 | APP CRS 315° | Rwy Idg N/A TDZE N/A Apt Elev 3421 |
|---|---|---|

# VOR/DME or GPS-A

GRUVER/ CLUCK RANCH (2E3)

| | |
|---|---|
| ⚠ NA Use Dalhart altimeter setting; when not available, use Amarillo altimeter setting and increase all MDAs 40 feet. | MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC and hold. |
| ALBUQUERQUE CENTER 127.85 285.475 | (CTAF) 122.9 |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4140-1 700 (700-1) | 4140-1¼ 700 (700-1¼) | NA | |

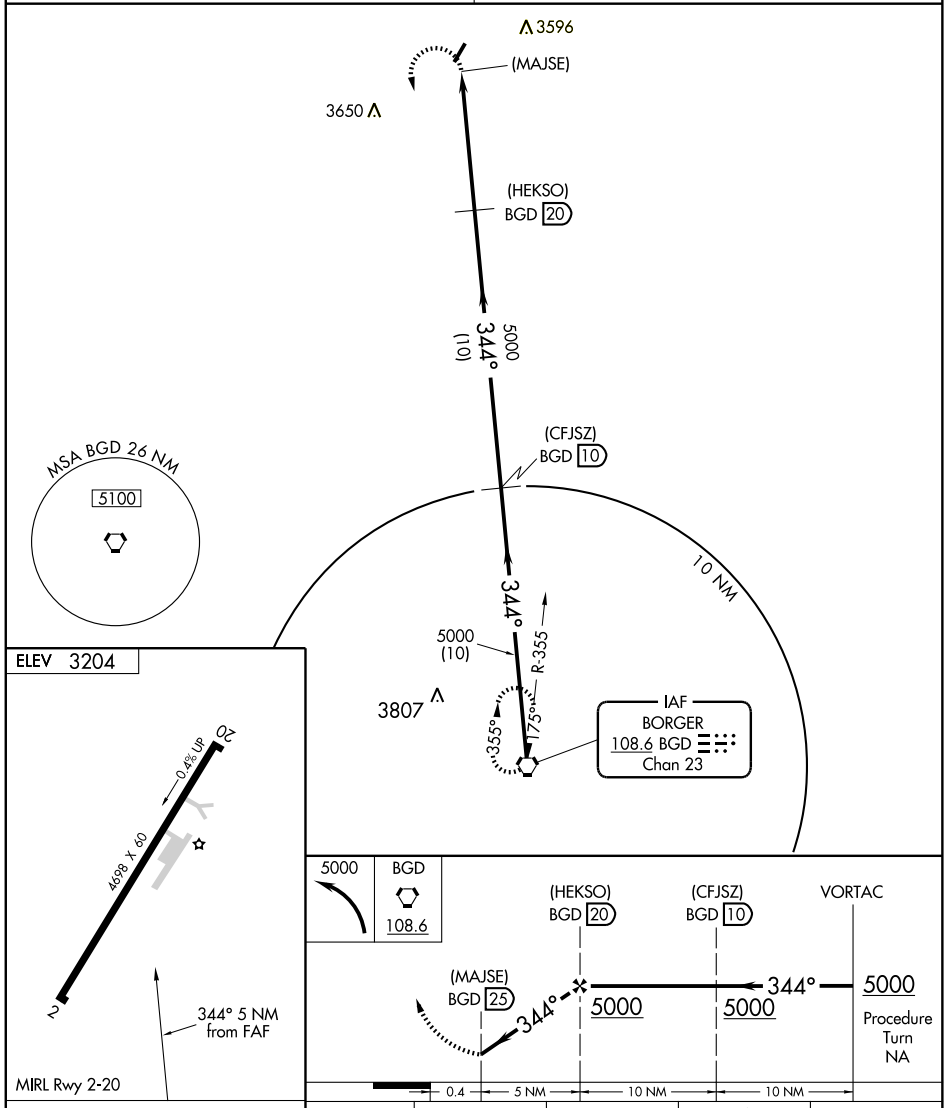
SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC BGD 108.6 Chan 23 | APP CRS 344° | Rwy Idg N/A TDZE N/A Apt Elev 3204 |
|---|---|---|

# VOR/DME or GPS-B

GRUVER MUNI (E19)

| | |
|---|---|
| ⚠ NA Use Liberal, KS altimeter setting. | MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC and hold. |
| ALBUQUERQUE CENTER 127.85 285.475 | CTAF 122.9 |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4080-1 876 (900-1) | 4080-1¼ 876 (900-1¼) | 4080-2½ 876 (900-2½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB MNZ 251 | APP CRS 350° | Rwy Idg 5000<br>TDZE 1299<br>Apt Elev 1299 |
|---|---|---|

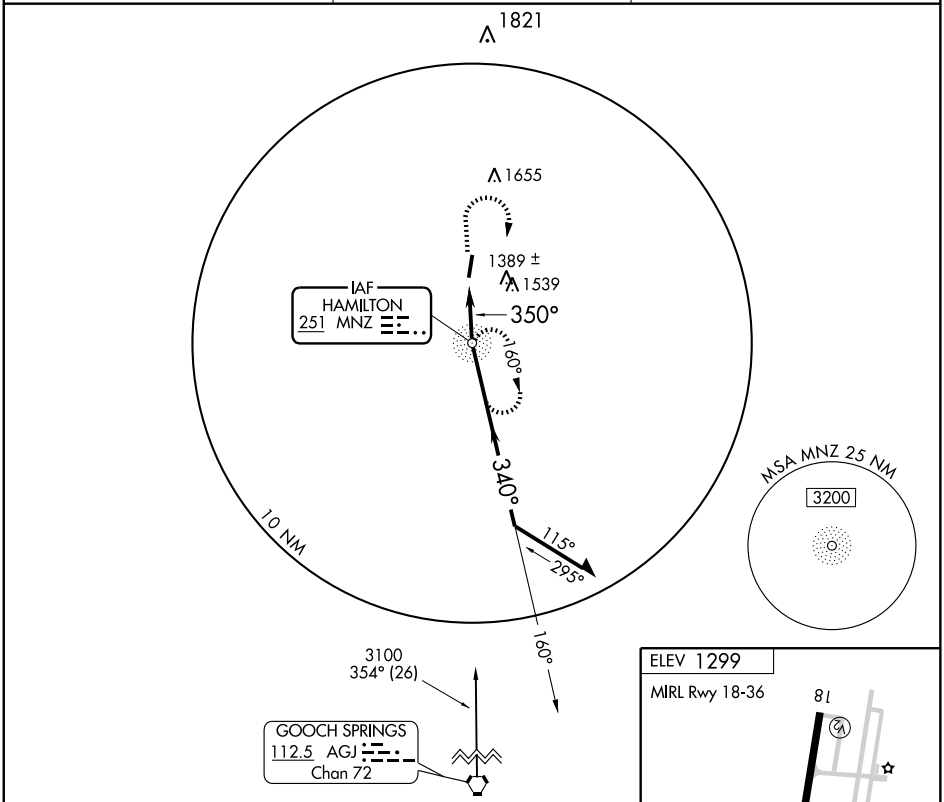
# NDB RWY 36

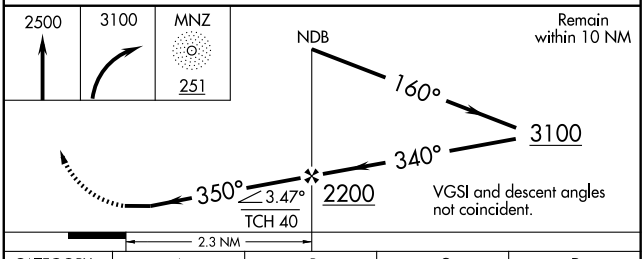
HAMILTON MUNI (MNZ)

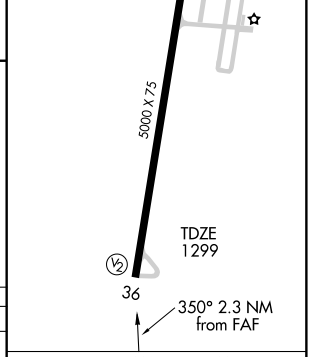
Visibility reduction by helicopters NA.
NA When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3100 direct MNZ NDB and hold.

| AWOS-3 | GRAY APP CON | UNICOM |
|---|---|---|
| 118.525 | 120.075 323.15 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1700-1 401 (500-1) | | 1700-1¼ 401 (500-1¼) | NA |
| CIRCLING | 1700-1 401 (500-1) | 1760-1 461 (500-1) | 1900-1¾ 601 (700-1¾) | NA |

FAF to MAP 2.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:18 | 1:32 | 1:09 | 0:55 | 0:46 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 182° | TDZE | 1299 |
| | Apt Elev | 1299 |

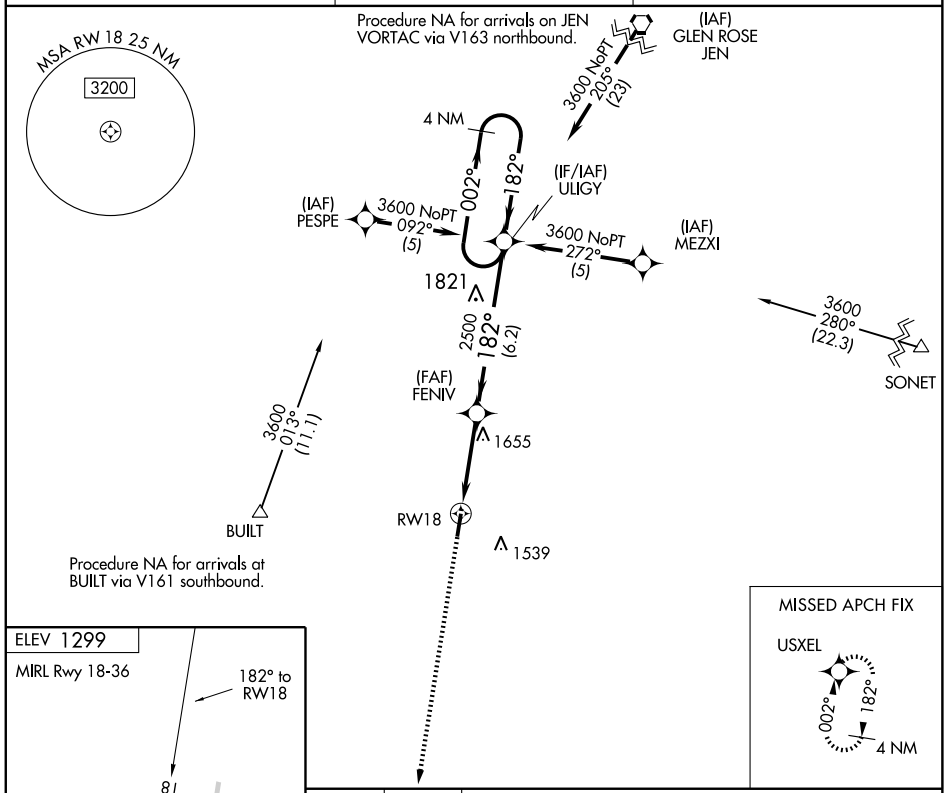
# RNAV (GPS) RWY 18

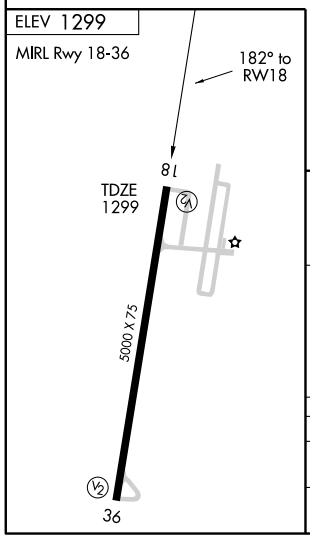
HAMILTON MUNI (MNZ)

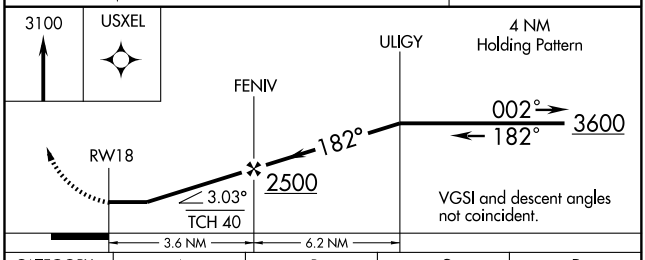
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, increase LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile, increase Circling Cat B visiblity ¼ mile and Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3100 direct USXEL and hold.

| AWOS-3 | GRAY APP CON | UNICOM |
|---|---|---|
| 118.525 | 120.075 323.15 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1960-1 661 (700-1) | | 1960-1¾ 661 (700-1¾) | NA |
| CIRCLING | 1960-1 661 (700-1) | | 1960-1¾ 661 (700-1¾) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

HAMILTON, TEXAS AL-6984 (FAA) 09351

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 002° | TDZE | 1299 |
| | Apt Elev | 1299 |

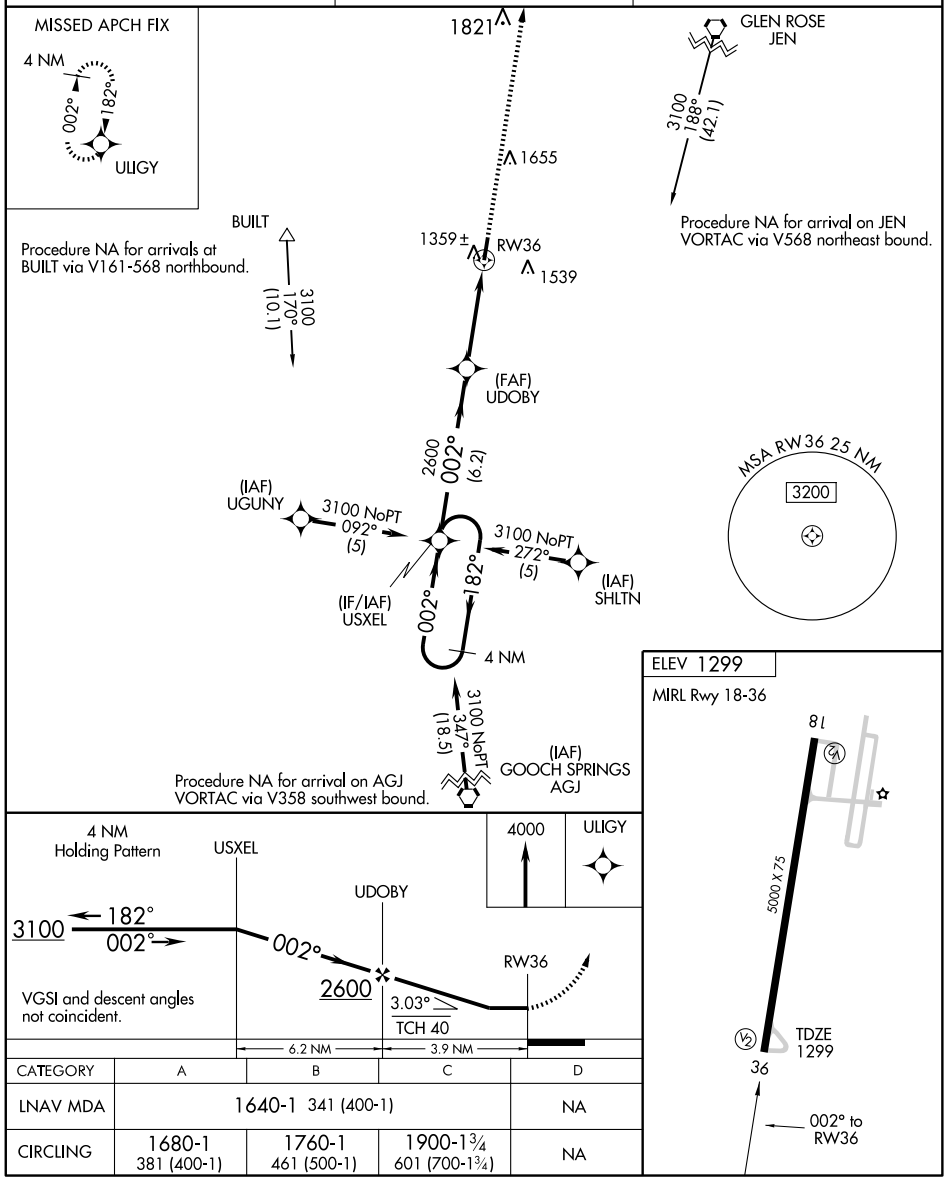
# RNAV (GPS) RWY 36

HAMILTON MUNI (MNZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Comanche altimeter setting and increase all MDA 80 feet, increase LNAV and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct ULIGY and hold, continue climb-in-hold to 4000.

| AWOS-3 | GRAY APP CON | UNICOM |
|---|---|---|
| 118.525 | 120.075 323.15 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1640-1 341 (400-1) | | | NA |
| CIRCLING | 1680-1 381 (400-1) | 1760-1 461 (500-1) | 1900-1¾ 601 (700-1¾) | NA |

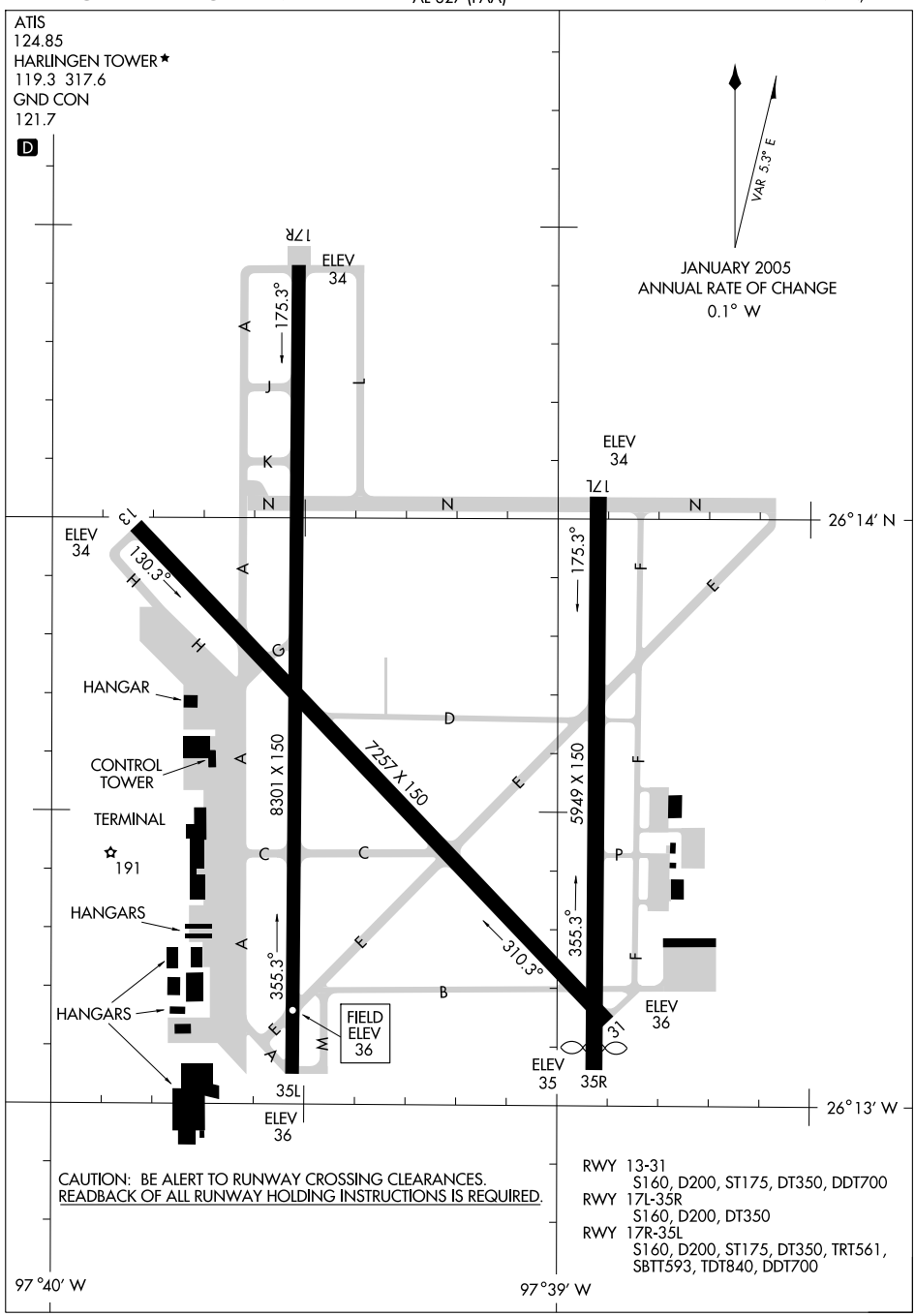
SC-3, 14 JAN 2010 to 11 FEB 2010

09071

# AIRPORT DIAGRAM

AL-827 (FAA)

HARLINGEN/ VALLEY INTL (HRL)
HARLINGEN, TEXAS




SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-HRL | APP CRS | Rwy Idg | 8301 |
|---|---|---|---|
| 111.5 | 176° | TDZE | 34 |
| Chan 52 | | Apt Elev | 36 |

# ILS or LOC RWY 17R

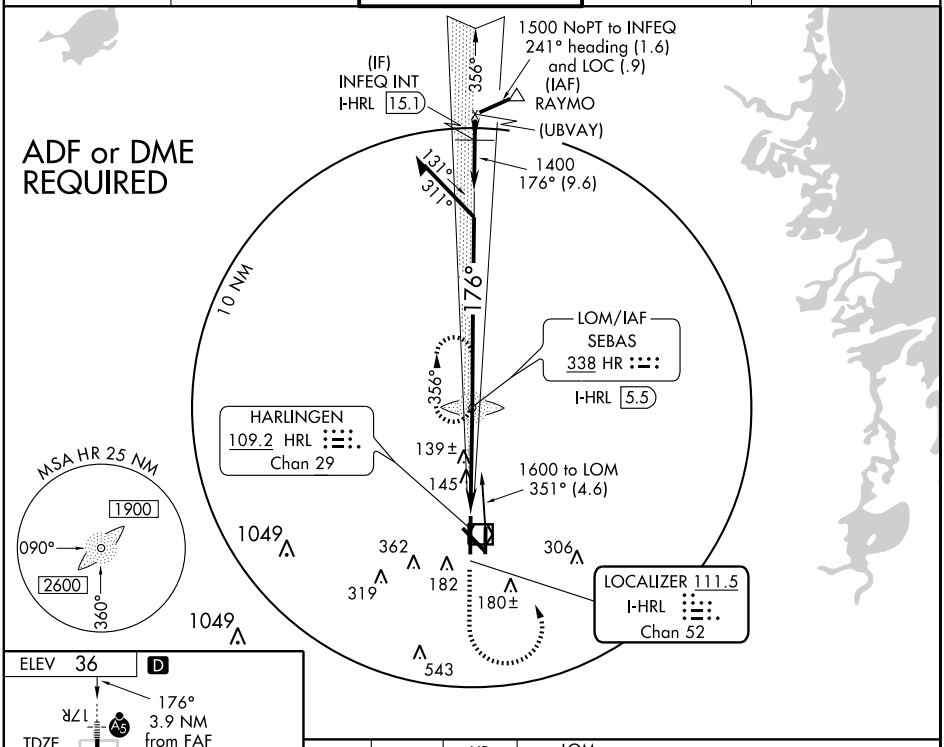
HARLINGEN/ VALLEY INTL (HRL)

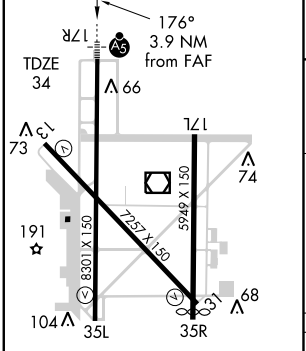
For inoperative MALSR increase S-LOC 17R Cats D and E visibility to RVR 5000. Procedure turn NA Cat E. Alternate Minimums: Cat E NA. *RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 800 then climbing left turn to 1600 direct SEBAS LOM and hold.

| ATIS | VALLEY APP CON | HARLINGEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 120.7 239.0 | 119.3 (CTAF) L 317.6 | 121.7 | 122.95 |

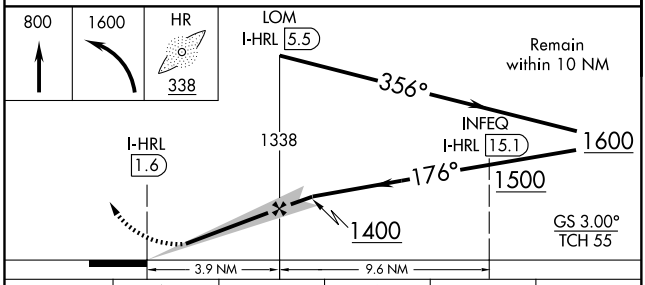



HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

FAF to MAP 3.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17R | *234/24 200 (200-½) | | | | |
| S-LOC 17R | 400/24 366 (400-½) | | | 400/40 366 (400-¾) | |
| CIRCLING | 500-1 464 (500-1) | | 500-1½ 464 (500-1½) | 680-2 644 (700-2) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

HARLINGEN, TEXAS

AL-827 (FAA)

| LOC/DME I-HRL | APP CRS | Rwy Idg | 8301 |
|---|---|---|---|
| 111.5 | 356° | TDZE | 36 |
| Chan 52 | | Apt Elev | 36 |

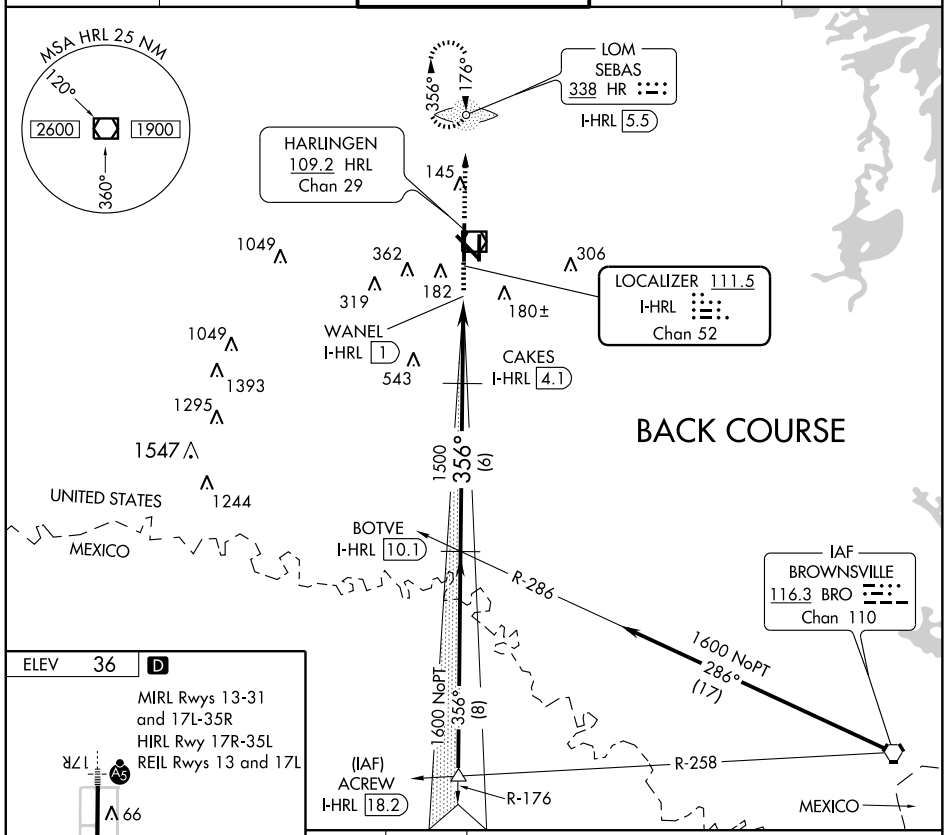
# LOC/DME BC RWY 35L

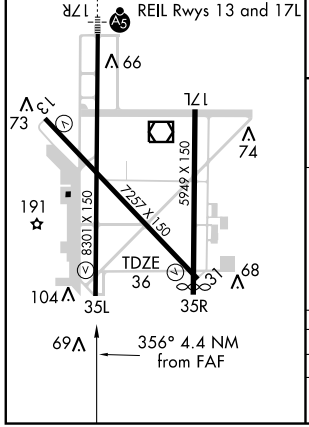
HARLINGEN/ VALLEY INTL (HRL)

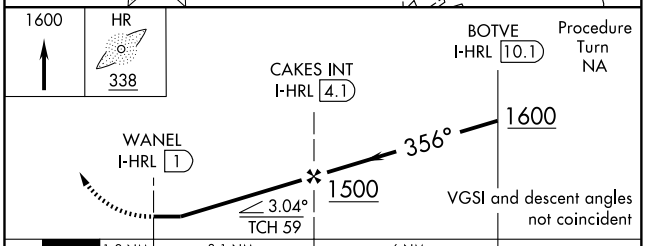
LOC BC unusable from 1NM inbound.
Disregard glide slope indications.

MISSED APPROACH: Climb to 1600 via I-HRL north course to SEBAS/I-HRL 5.5 DME and hold.

| ATIS | VALLEY APP CON | HARLINGEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 120.7 239.0 | 119.3 (CTAF) 317.6 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35L | 420-1½ 384 (400-1½) | | | |
| CIRCLING | 500-1½ 464 (500-1½) | | | 680-2 644 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 7257 |
|---|---|---|
| 131° | TDZE | 35 |
| | Apt Elev | 36 |

# RNAV (GPS) RWY 13

HARLINGEN/VALLEY INTL (HRL)

Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

NA

MISSED APPROACH: Climb to 2000 direct AMAPE WP and hold.

| ATIS | VALLEY APP CON | HARLINGEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 120.7 239.0 | 119.3 (CTAF) 317.6 | 121.7 | 122.95 |

MSA RW13 25 NM
2600

JIMIE
2600
175° (19.4)

Procedure NA for arrival at JIMIE on V-70 Northbound, V-20 Northeastbound, V-407 Northbound.

(IF/IAF) CAKOB
4 NM
131°
311°
2000 NoPT
221° (5)
(IAF) BATVE
2000 NoPT
041° (5)
1700 (6)
131°
(FAF) BUVTE
2600
063° (21.4)
(IAF) APUGE
McALLEN MFE

145
177±
RW13
69±
1049
362
319
182
180±
306

MISSED APCH FIX
AMAPE
131°
311°
4 NM

1049
1393
1295
543

ELEV 36 D

131° to RW13

17R
17L
35L
35R
66
73
74
68
104
69
TDZE 35
191
8301 X 150
7257 X 150
5949 X 150

4 NM Holding Pattern
CAKOB
* LNAV only
2000
AMAPE
BUVTE
311°
131°
2000
131°
* 1.1 NM to RW13
RW13
GS 3.00°
TCH 59
1700
6 NM
3.9 NM
1.1

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 360-1 325 (400-1) | | | |
| LNAV MDA | 440-1 405 (500-1) | | 440-1¼ 405 (500-1¼) | |
| CIRCLING | 500-1 464 (500-1) | | 500-1½ 464 (500-1½) | 680-2 644 (700-2) |

HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5949 |
|---|---|---|
| 176° | TDZE | 34 |
| | Apt Elev | 36 |

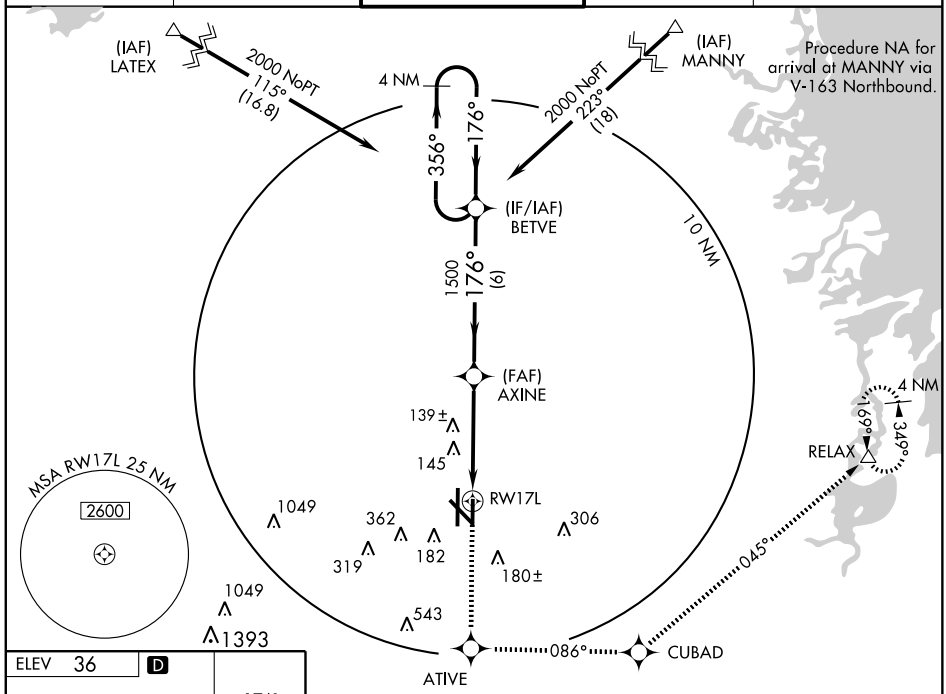
# RNAV (GPS) RWY 17L

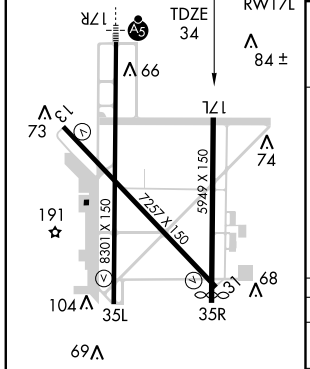
HARLINGEN/ VALLEY INTL (HRL)

V A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Straight in minimums NA when control tower closed.

MISSED APPROACH: Climb to 2000 direct ATIVE and via 086° track to CUBAD and via 045° track to RELAX and hold.

| ATIS | VALLEY APP CON | HARLINGEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 120.7 239.0 | 119.3 (CTAF) L 317.6 | 121.7 | 122.95 |

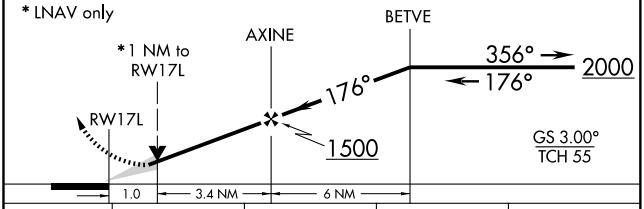



HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

| 2000 | ATIVE | 086° TRK | CUBAD | 045° TRK | RELAX |
|---|---|---|---|---|---|

4 NM Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/ VNAV DA | 360-1 326 (400-1) | | | |
| LNAV MDA | 400-1 366 (400-1) | | | 400-1¼ 366 (400-1¼) |
| CIRCLING | 500-1 464 (500-1) | | 500-1½ 464 (500-1½) | 680-2 644 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 17R

HARLINGEN/ VALLEY INTL (HRL)

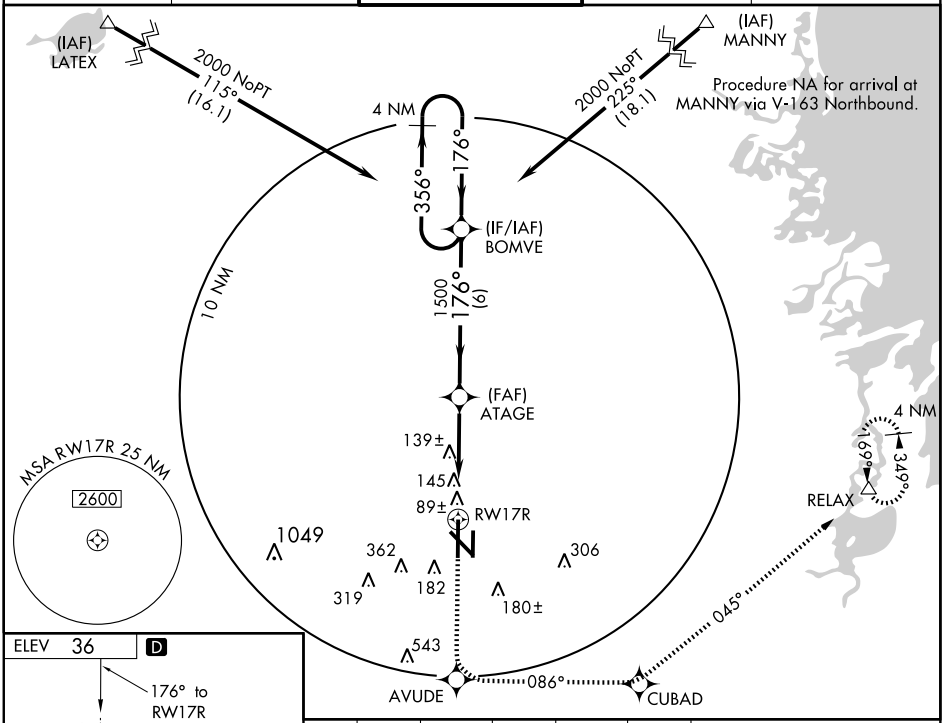
| APP CRS | Rwy Idg | 8301 |
|---|---|---|
| 176° | TDZE | 34 |
| | Apt Elev | 36 |

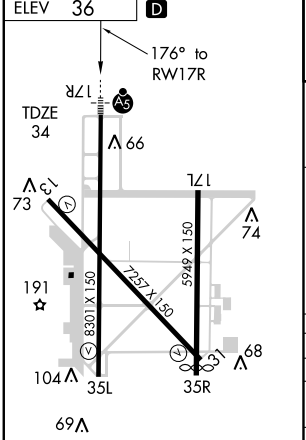
T A NA W — Baro-VNAV NA below -15°C (5°F). GPS or RNP -0.3 required. DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV/VNAV Cat D visibility to RVR 5000, LNAV Cat D visibility to RVR 6000.

MALSR

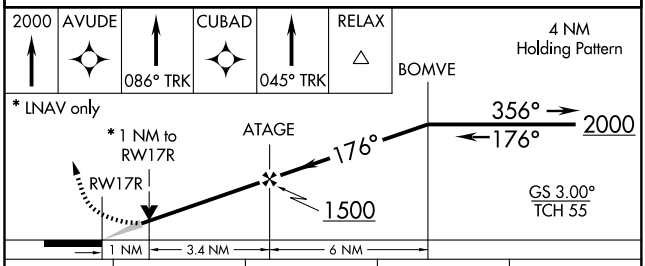
MISSED APPROACH: Climb to 2000 direct AVUDE and via 086° track to CUBAD and via 045° track to RELAX and hold.

| ATIS | VALLEY APP CON | HARLINGEN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 120.7 239.0 | 119.3 (CTAF) L 317.6 | 121.7 | 122.95 |




HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 360/24 326 (400-½) | | | 360/40 326 (400-¾) |
| LNAV MDA | 400/24 366 (400-½) | | | 400/50 366 (400-1) |
| CIRCLING | 500-1 464 (500-1) | | 500-1½ 464 (500-1½) | 680-2 644 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 7257 |
|---|---|---|
| 311° | TDZE | 36 |
| | Apt Elev | 36 |

# RNAV (GPS) RWY 31

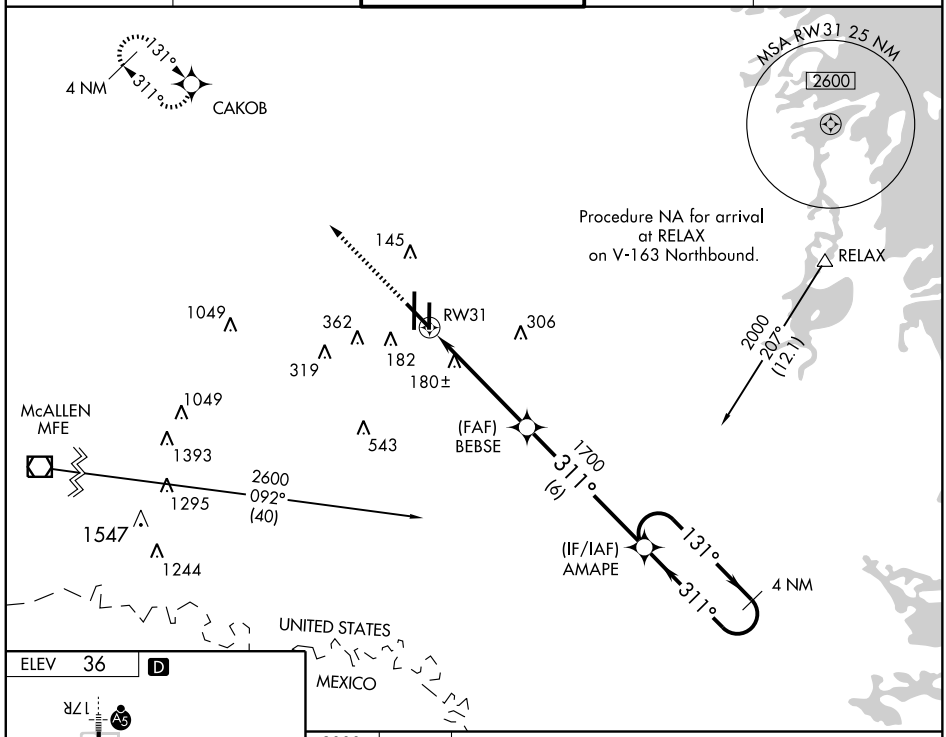
HARLINGEN/ VALLEY INTL (HRL)

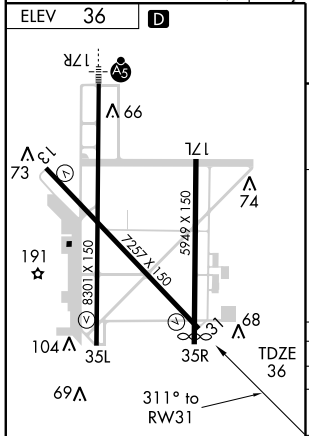
Baro-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required.
DME/DME RNP-0.3 NA.

NA

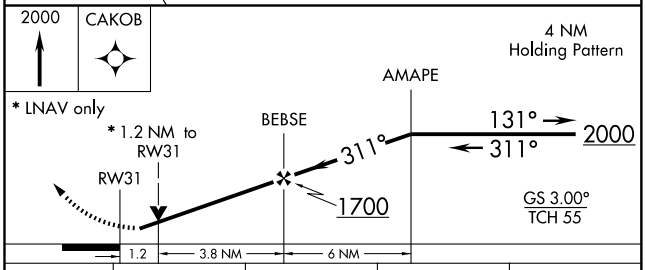
MISSED APPROACH: Climb to 2000 direct CAKOB WP and hold.

| ATIS | VALLEY APP CON | HARLINGEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 120.7 239.0 | 119.3 (CTAF) L 317.6 | 121.7 | 122.95 |




HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 320-1 284 (300-1) | | | |
| LNAV MDA | 480-1 444 (500-1) | | 480-1¼ 444 (500-1¼) | 480-1½ 444 (500-1½) |
| CIRCLING | 500-1 464 (500-1) | | 500-1½ 464 (500-1½) | 680-2 644 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 8301 |
|---|---|---|
| 356° | TDZE | 36 |
| | Apt Elev | 36 |

# RNAV (GPS) RWY 35L

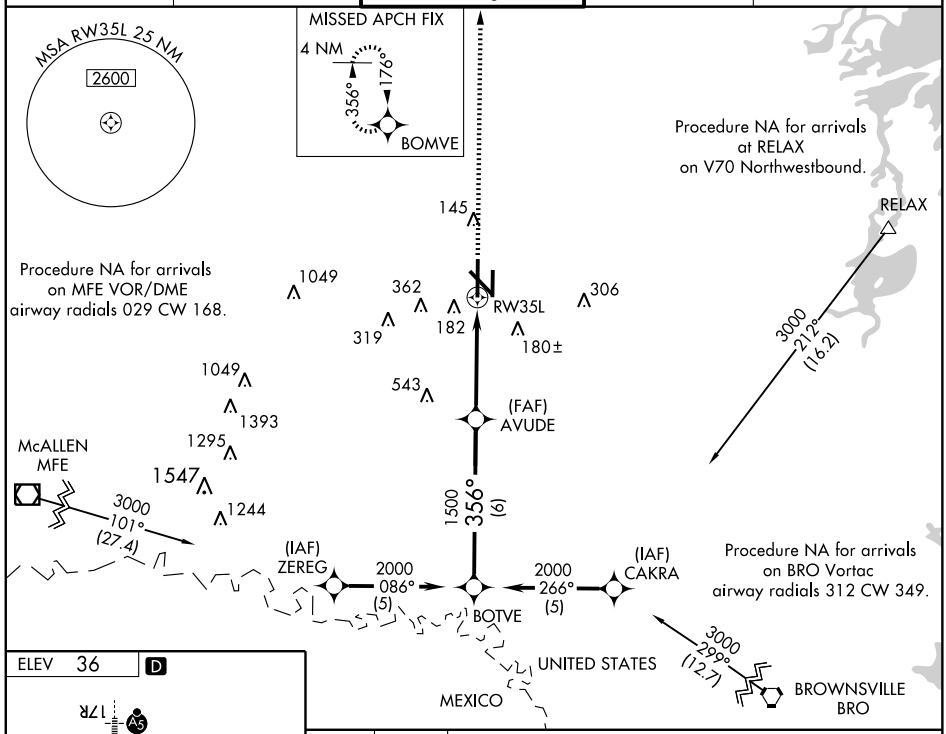
HARLINGEN/ VALLEY INTL (HRL)

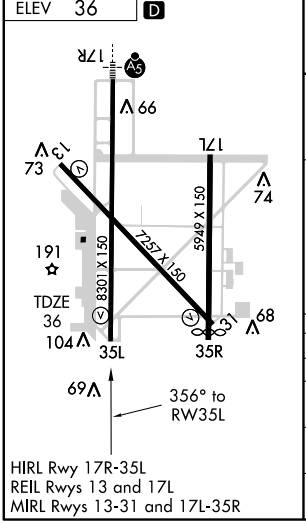
T
A NA
W

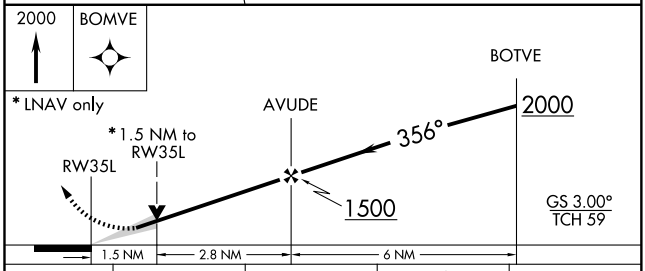
Baro-VNAV NA below -15°C (5°F).
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct BOMVE and hold.

| ATIS | VALLEY APP CON | HARLINGEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 120.7 239.0 | 119.3 (CTAF) L 317.6 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 460-1½ 424 (500-1½) | | | |
| LNAV MDA | 580-1 544 (600-1) | | 580-1½ 544 (600-1½) | 580-1¾ 544 (600-1¾) |
| CIRCLING | 580-1½ 544 (600-1½) | | | 680-2 644 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

HARLINGEN, TEXAS

AL-827 (FAA)

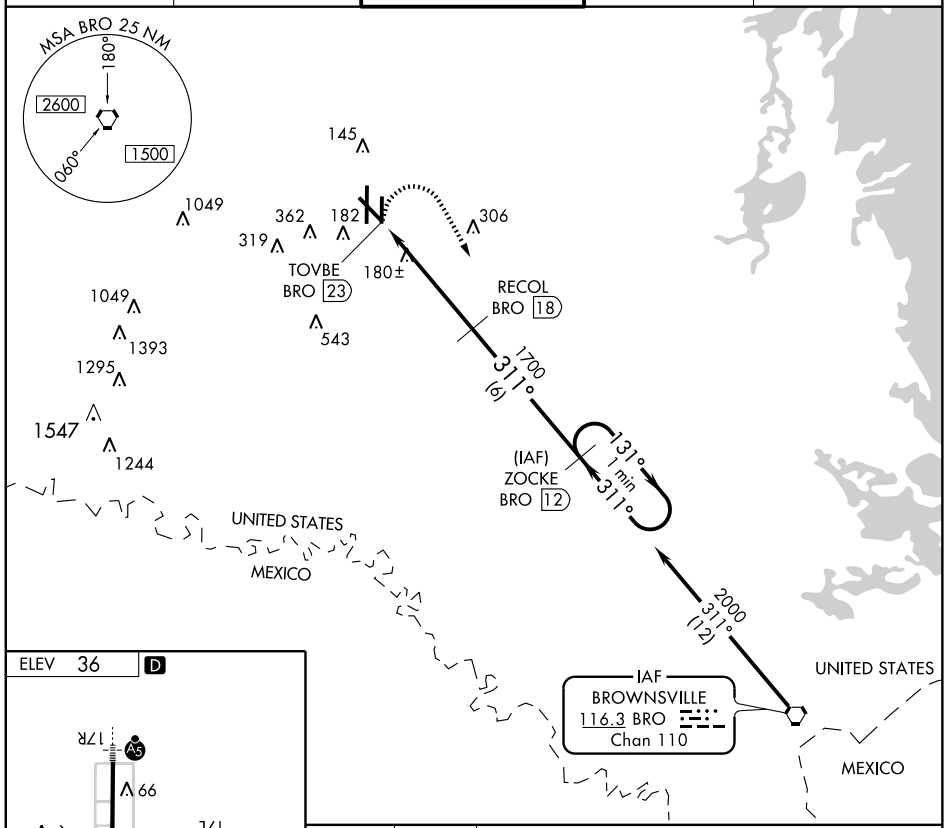
# VOR/DME or TACAN Y RWY 31

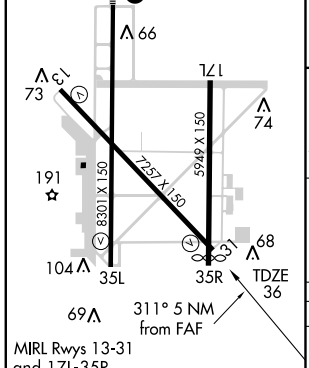
HARLINGEN/ VALLEY INTL (HRL)

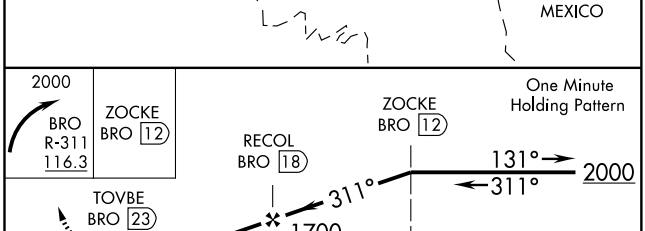
| VORTAC BRO | APP CRS | Rwy Idg | 7257 |
|---|---|---|---|
| 116.3 | 311° | TDZE | 36 |
| Chan 110 | | Apt Elev | 36 |

MISSED APPROACH: Climbing right turn to 2000 via BRO R-311 to ZOCKE/12 DME and hold.

| ATIS | VALLEY APP CON | HARLINGEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 120.7 239.0 | 119.3 (CTAF) L 317.6 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 620-1<br>584 (600-1) | 620-1¼<br>584 (600-1¼) | 620-1½<br>584 (600-1½) | 620-1¾<br>584 (600-1¾) |
| CIRCLING | 620-1<br>584 (600-1) | 620-1¼<br>584 (600-1¼) | 620-1½<br>584 (600-1½) | 680-2<br>644 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

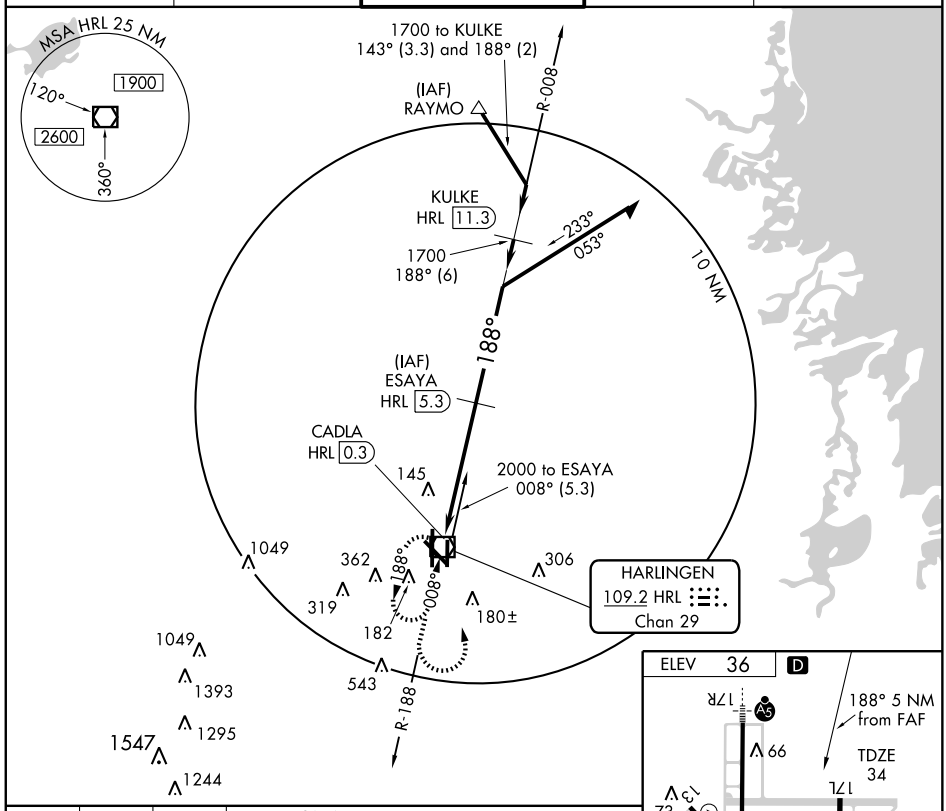
| VOR/DME HRL | APP CRS | Rwy Idg 5949 |
|---|---|---|
| 109.2 | 188° | TDZE 34 |
| Chan 29 | | Apt Elev 36 |

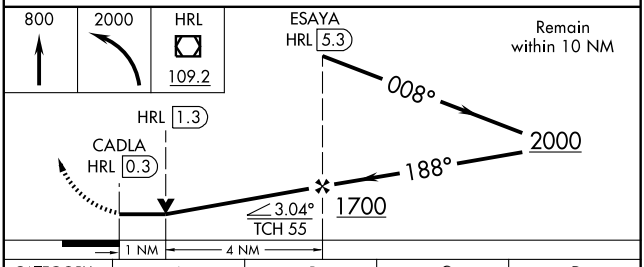
# VOR/DME RWY 17L

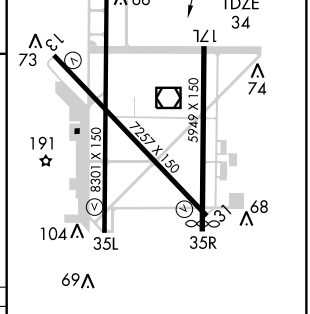
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct HRL VOR/DME and hold.

| ATIS | VALLEY APP CON | HARLINGEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 120.7 239.0 | 119.3 (CTAF) 317.6 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17L | 400-1 366 (400-1) | | | 400-1¼ 366 (400-1¼) |
| CIRCLING | 500-1 464 (500-1) | | 500-1½ 464 (500-1½) | 680-2 644 (700-2) |

HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

SC-3, 14 JAN 2010 to 11 FEB 2010

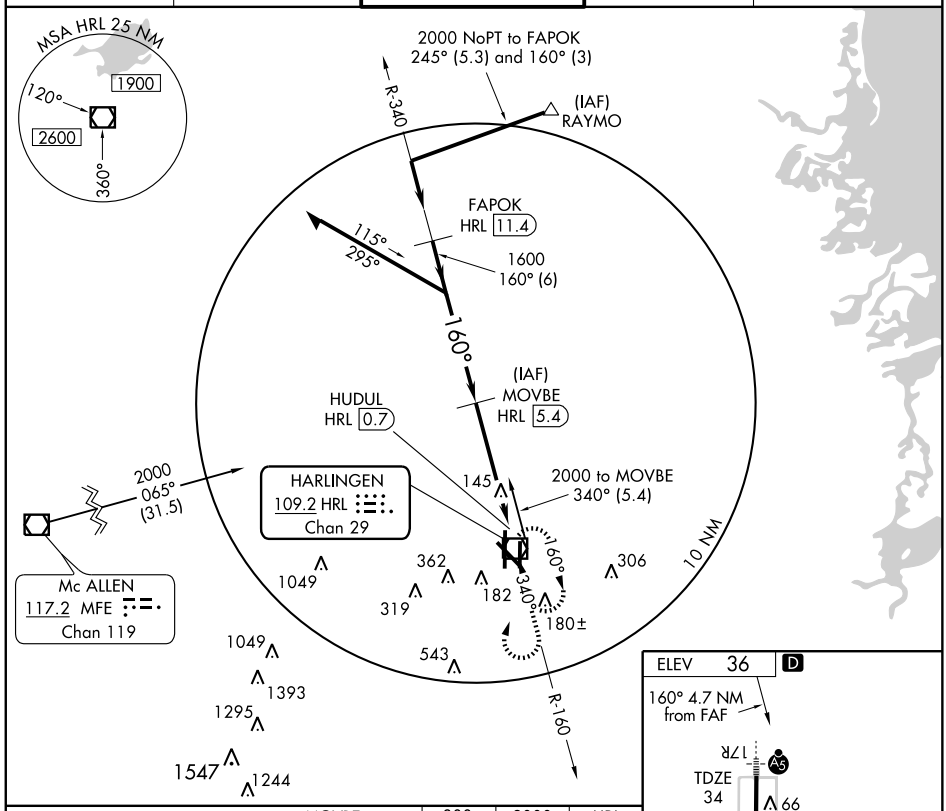
| VOR/DME HRL | APP CRS | Rwy Idg | 8301 |
|---|---|---|---|
| 109.2 | 160° | TDZE | 34 |
| Chan 29 | | Apt Elev | 36 |

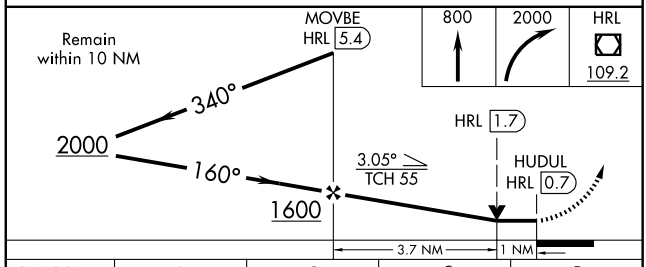
# VOR/DME RWY 17R

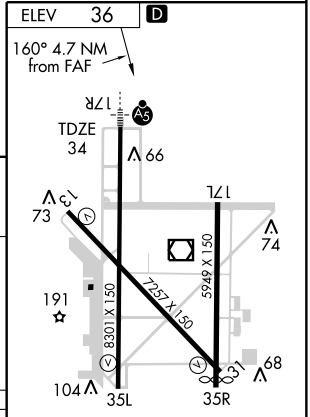
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct HRL VOR/DME and hold.

| ATIS | VALLEY APP CON | HARLINGEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 120.7 239.0 | 119.3 (CTAF) L 317.6 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17R | 400/24 366 (400-½) | | | 400/50 366 (400-1) |
| CIRCLING | 500-1 464 (500-1) | | 500-1½ 464 (500-1½) | 680-2 644 (700-2) |

MIRL Rwys 13-31 and 17L-35R
HIRL Rwy 17R-35L
REIL Rwys 13 and 17L

SC-3, 14 JAN 2010 to 11 FEB 2010

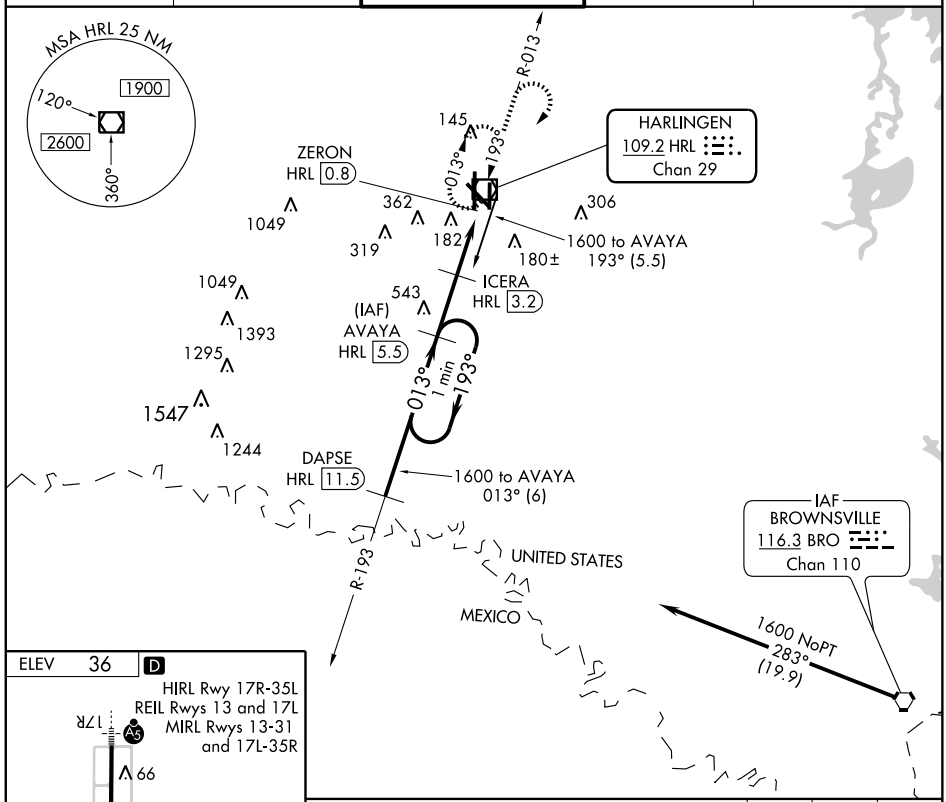
| VOR/DME HRL | APP CRS | Rwy Idg | 8301 |
|---|---|---|---|
| 109.2 | 013° | TDZE | 36 |
| Chan 29 | | Apt Elev | 36 |

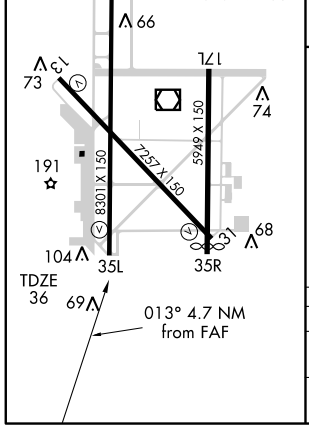
# VOR/DME RWY 35L

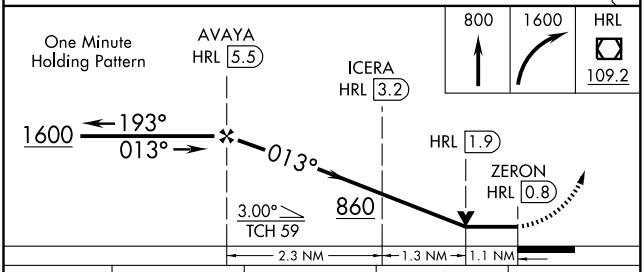
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing right turn to 1600 direct HRL VOR/DME and hold.

| ATIS | VALLEY APP CON | HARLINGEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 120.7 239.0 | 119.3 (CTAF) Ⓛ 317.6 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35L | 440-1 404 (500-1) | | 440-1¼ 404 (500-1¼) | |
| CIRCLING | 500-1 464 (500-1) | | 500-1½ 464 (500-1½) | 680-2 644 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

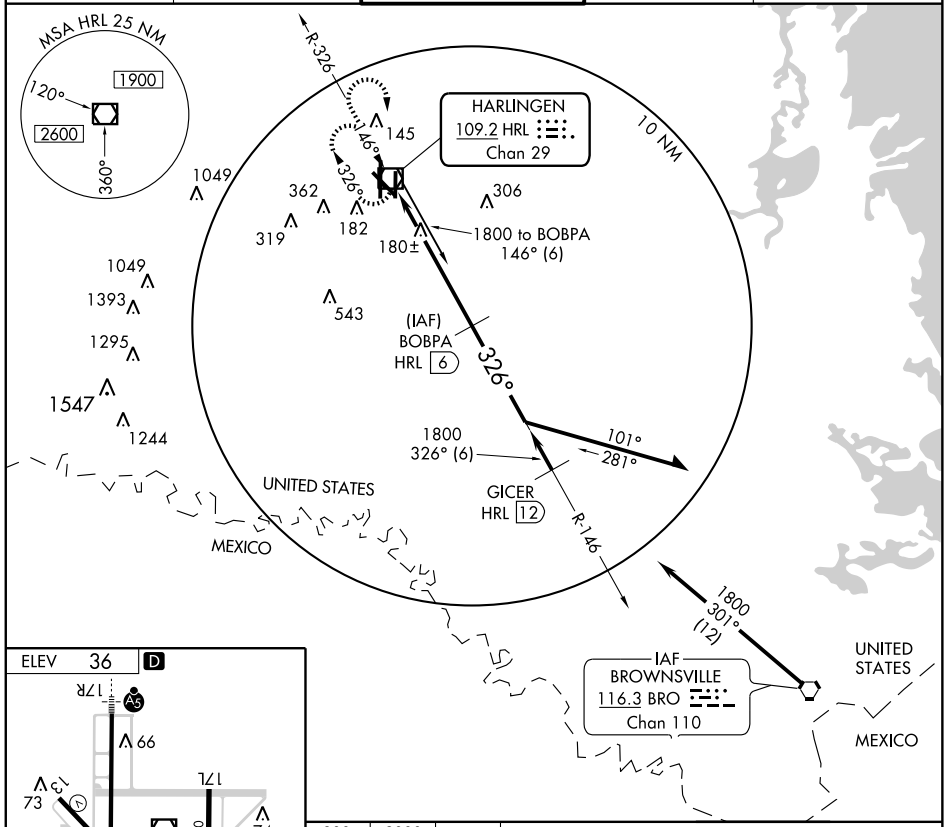
| VOR/DME HRL 109.2 Chan 29 | APP CRS 326° | Rwy Idg 7257 TDZE 36 Apt Elev 36 |
|---|---|---|

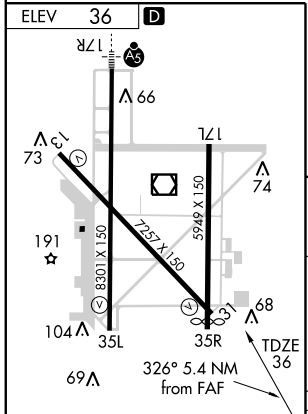
# VOR/DME Z RWY 31

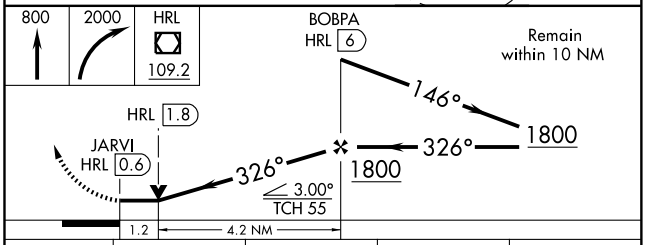
HARLINGEN/ VALLEY INTL (HRL)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct HRL VOR/DME and hold.

| ATIS | VALLEY APP CON | HARLINGEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.85 | 120.7 239.0 | 119.3 (CTAF) L 317.6 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 480-1 444 (500-1) | | 480-1¼ 444 (500-1¼) | |
| CIRCLING | 500-1 464 (500-1) | | 500-1½ 464 (500-1½) | 680-2 644 (700-2) |

HIRL Rwy 17R-35L
REIL Rwys 13 and 17L
MIRL Rwys 13-31 and 17L-35R

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB AKL 407 | APP CRS 185° | Rwy Idg 3204<br>TDZE 1623<br>Apt Elev 1624 |
|---|---|---|

# NDB or GPS RWY 18

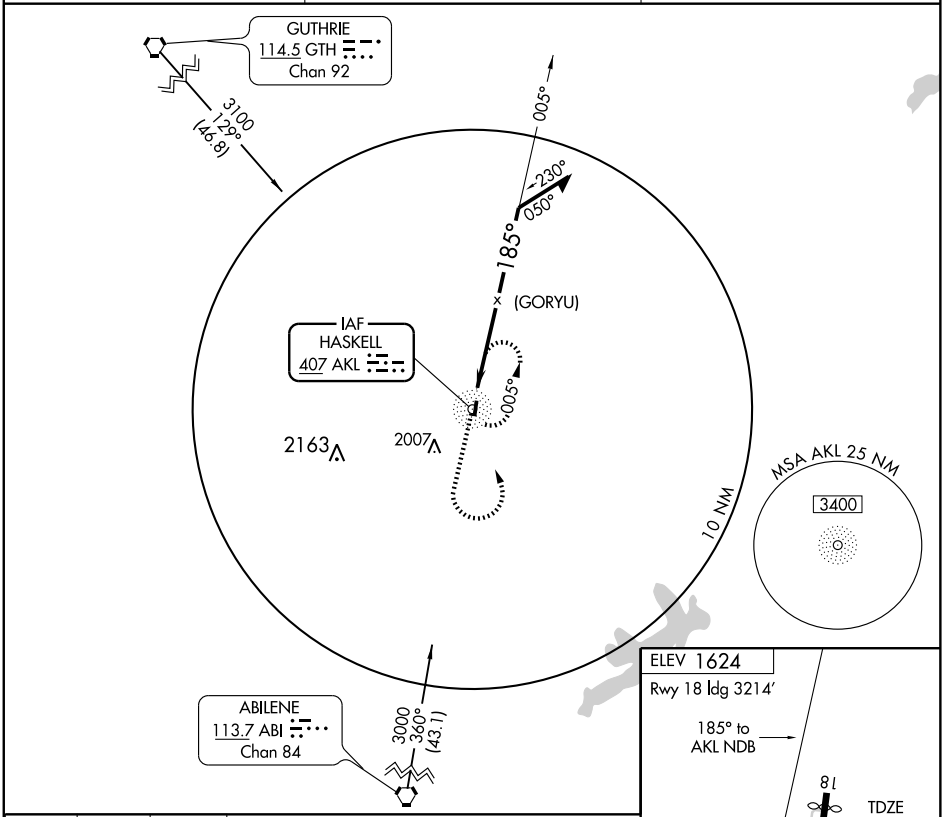
HASKELL MUNI (15F)

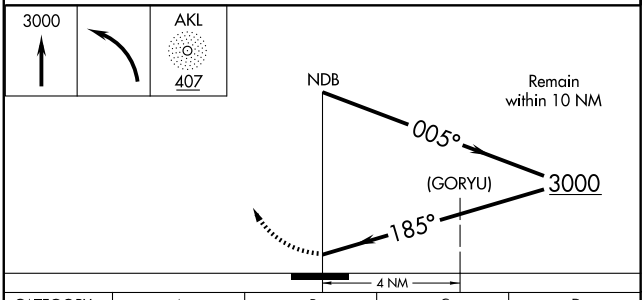
T
A NA

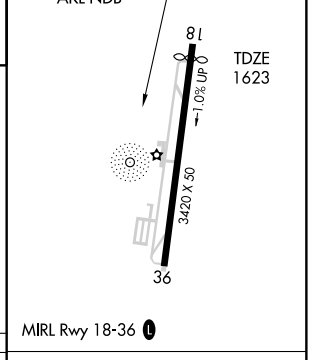
Use Abilene altimeter setting.

MISSED APPROACH: Climb to 3000, then left turn direct AKL NDB and hold.

| FORT WORTH CENTER | CTAF | |
|---|---|---|
| 133.5 350.35 | 122.9 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 2360-1 | 737 (800-1) | NA | |
| CIRCLING | 2360-1 | 736 (800-1) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

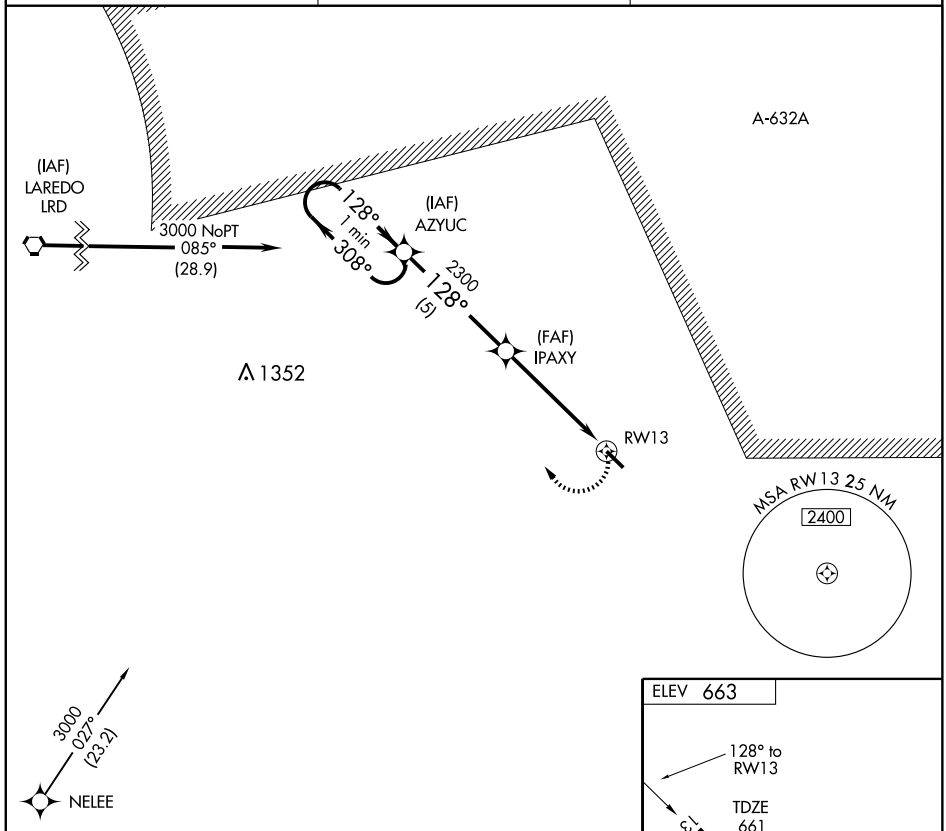
| APP CRS | Rwy Idg | 5003 |
|---|---|---|
| 128° | TDZE | 661 |
| | Apt Elev | 663 |

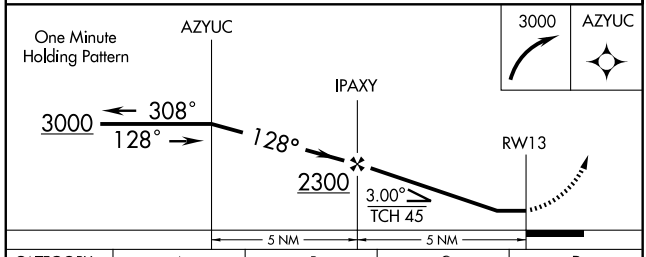
# GPS RWY 13

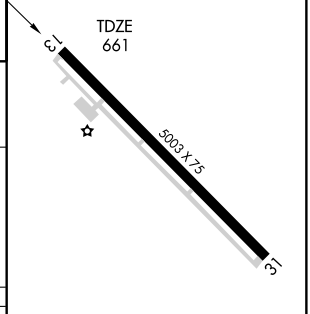
HEBBRONVILLE/ JIM HOGG COUNTY (HBV)

| NA | Use Laredo Intl altimeter setting. | MISSED APPROACH: Climbing right turn to 3000 direct AZYUC WP and hold. |
|---|---|---|

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.075 | 127.8 307.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1220-1 | 559 (600-1) | 1220-1½ 559 (600-1½) | NA |
| CIRCLING | 1240-1 | 577 (600-1) | 1260-1½ 597 (600-1½) | NA |

MIRL Rwy 13-31 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB HBV | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| 266 | 139° | TDZE | 661 |
| | | Apt Elev | 663 |

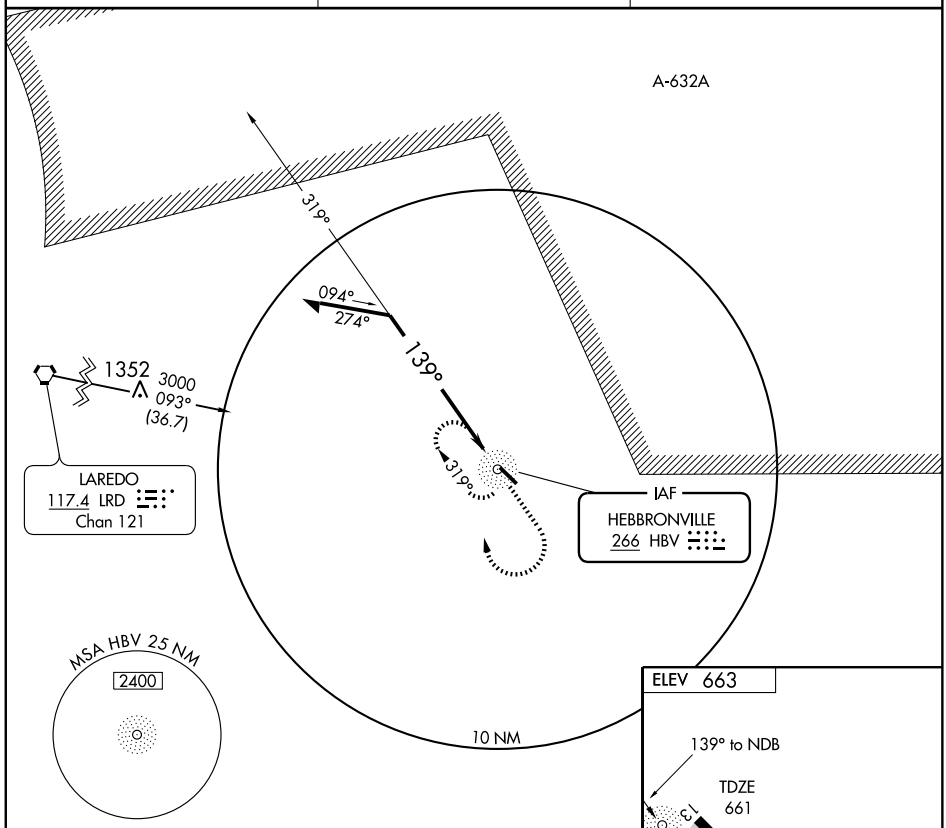
# NDB RWY 13

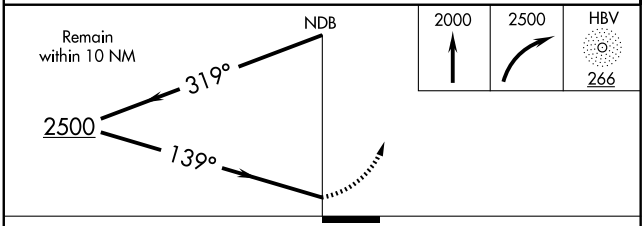
HEBBRONVILLE/JIM HOGG COUNTY (HBV)

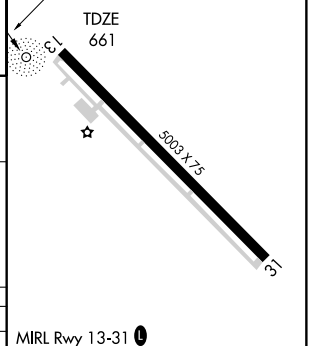
NA — Use Laredo Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2500 direct HBV NDB and hold

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.075 | 127.8 307.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1400-1 | 739 (800-1) | 1400-2 739 (800-2) | NA |
| CIRCLING | 1400-1 | 737 (800-1) | 1400-2 737 (800-2) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB HNO 371 | APP CRS 164° | Rwy Idg NA<br>TDZE NA<br>Apt Elev 442 |
|---|---|---|

# NDB-B

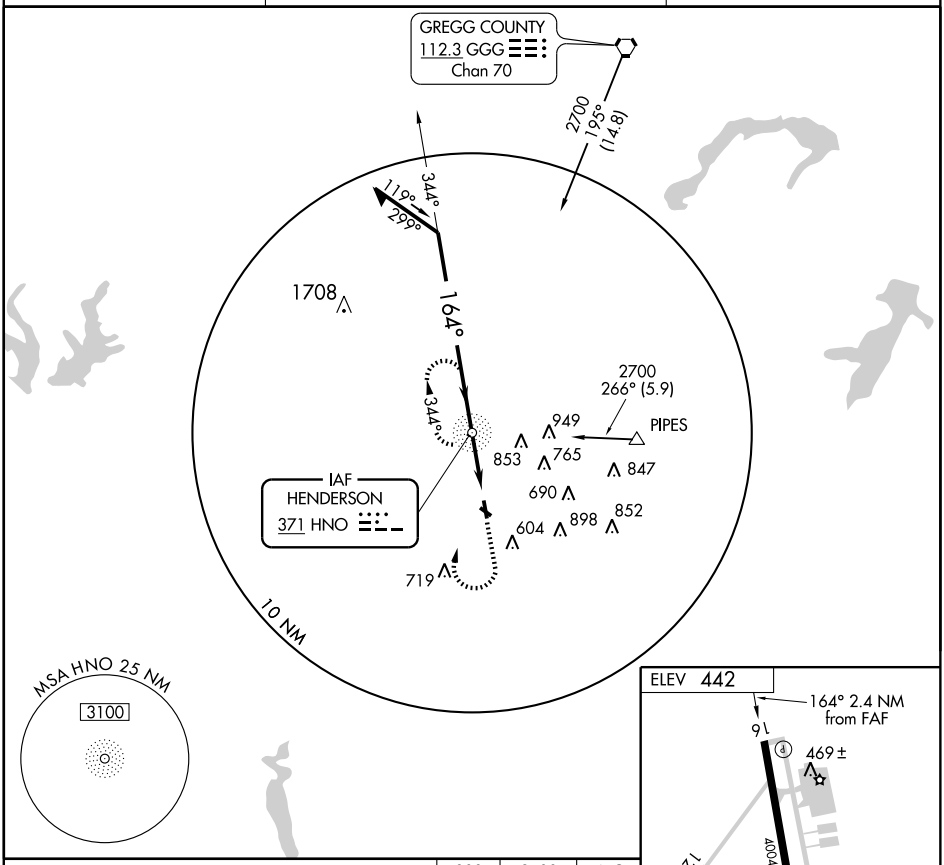
HENDERSON/ RUSK COUNTY (RFI)

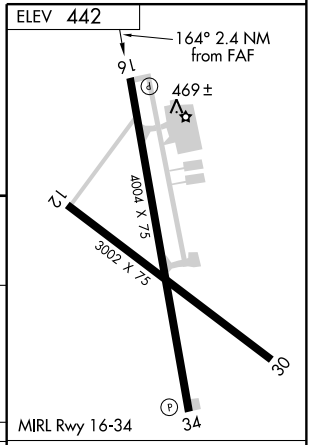
NA

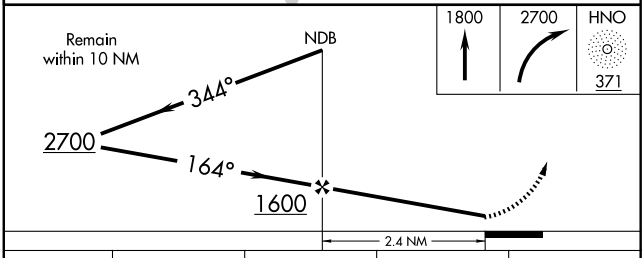
Use East Texas Rgnl altimeter setting; when not received, procedure not authorized.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct HNO NDB and hold.

| AWOS-3 | LONGVIEW APP CON ★ | UNICOM |
|---|---|---|
| 119.375 | 118.25 270.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1080-1 | 638 (700-1) | 1080-1¾<br>638 (700-1¾) | NA |

FAF to MAP 2.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:24 | 1:36 | 1:12 | 0:58 | 0:48 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4004 |
|---|---|---|
| 164° | TDZE | 442 |
| | Apt Elev | 442 |

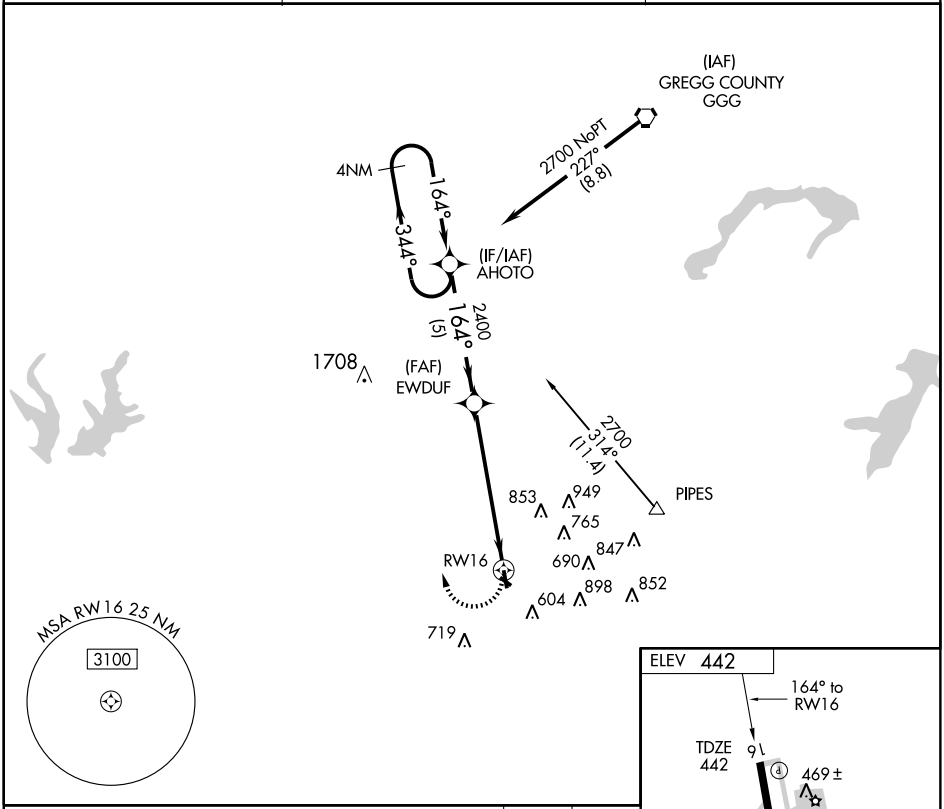
# RNAV (GPS) RWY 16

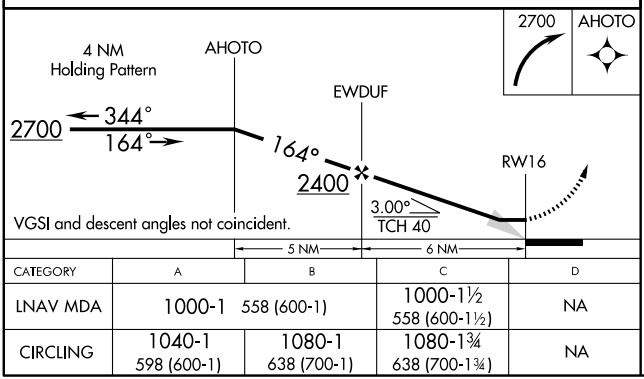
HENDERSON/ RUSK COUNTY (RFI)

GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Use East Texas Rgnl altimeter setting; when not received, procedure not authorized. NA

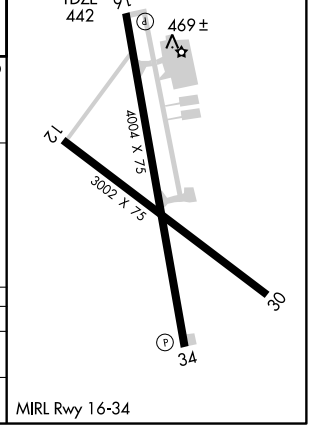
MISSED APPROACH: Climbing right turn to 2700 direct AHOTO WP and hold.

| AWOS-3 | LONGVIEW APP CON ★ | UNICOM |
|---|---|---|
| 119.375 | 118.25 270.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-1 558 (600-1) | | 1000-1½ 558 (600-1½) | NA |
| CIRCLING | 1040-1 598 (600-1) | 1080-1 638 (700-1) | 1080-1¾ 638 (700-1¾) | NA |




SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC GGG | APP CRS | Rwy Idg | NA |
|---|---|---|---|
| 112.3 | 190° | TDZE | NA |
| Chan 70 | | Apt Elev | 442 |

# VOR/DME-A

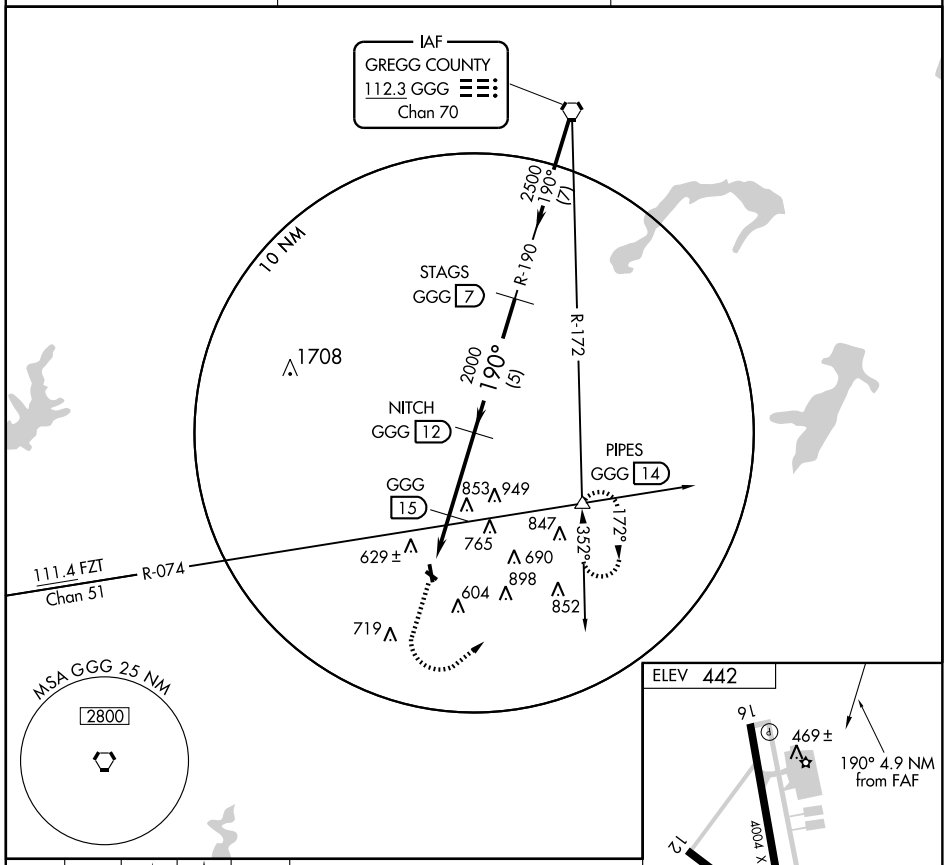
HENDERSON/ RUSK COUNTY (RFI)

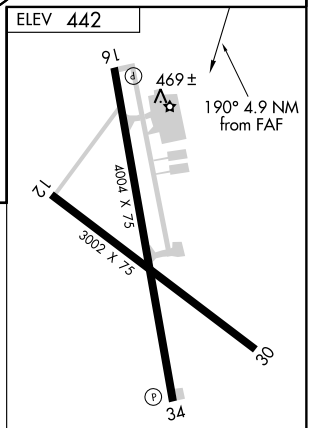
Use East Texas Rgnl altimeter setting; when not received, procedure not authorized.

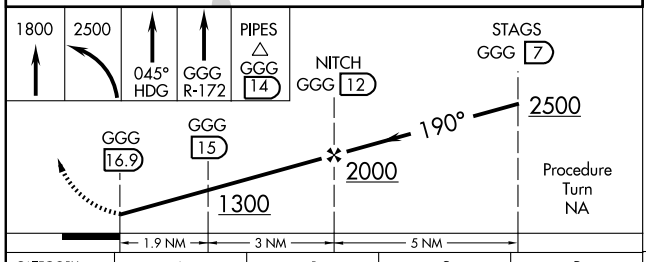
NA

MISSED APPROACH: Climb to 1800 then climbing left turn to 2500 via heading 045° and GGG R-172 to PIPES Int/14 DME and hold.

| AWOS-3 | LONGVIEW APP CON ★ | UNICOM |
|---|---|---|
| 119.375 | 118.25 270.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1220-1<br>778 (800-1) | 1220-1½<br>778 (800-1½) | 1220-2¼<br>778 (800-2¼) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

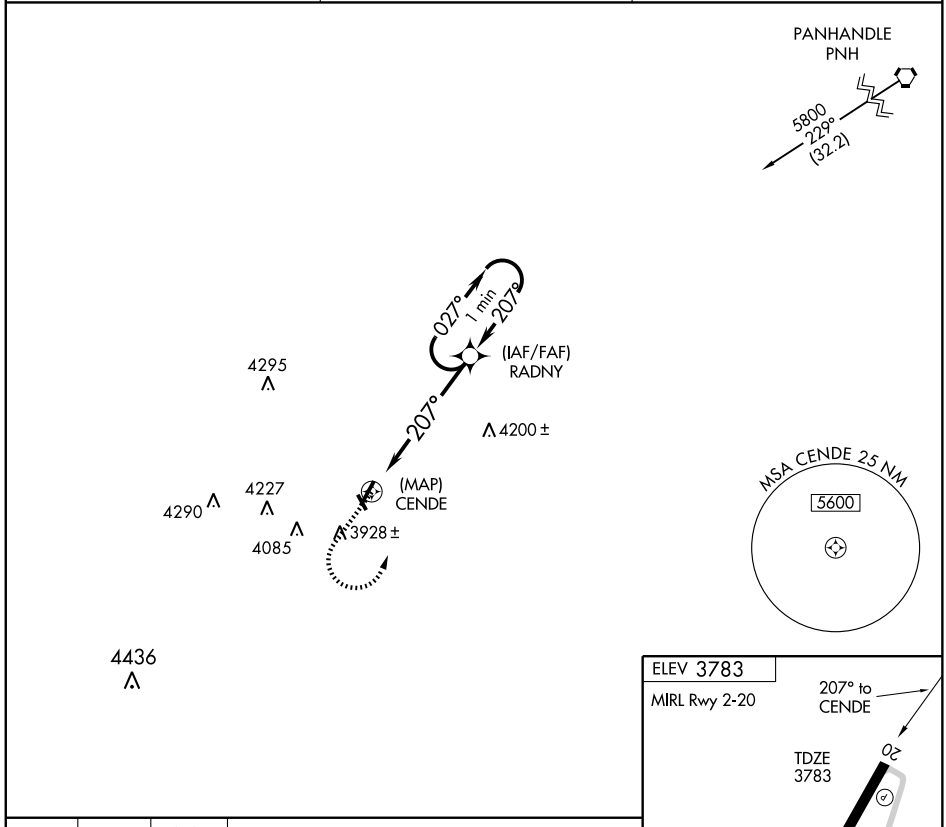
| APP CRS | | |
|---|---|---|
| 207° | Rwy Idg | 6100 |
| | TDZE | 3783 |
| | Apt Elev | 3783 |

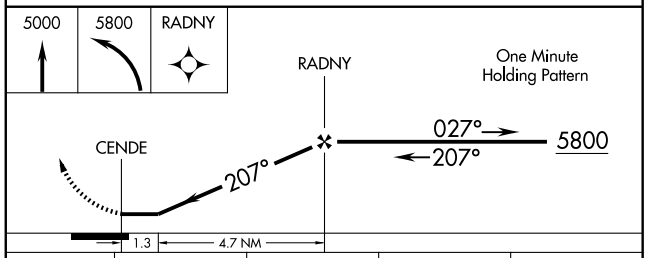
# GPS RWY 20
## HEREFORD MUNI (HRX)

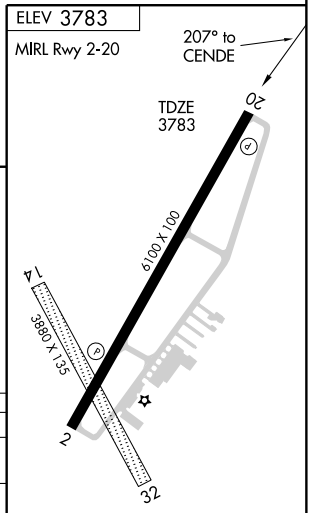
NA Use Rick Husband Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 5000 then climbing left turn to 5800 direct RADNY WP and hold.

| AWOS-3 | AMARILLO APP CON★ | UNICOM |
|---|---|---|
| 118.05 | 119.5 307.0 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 4260-1 | 477 (500-1) | 4260-1¼ 477 (500-1¼) | 4260-1½ 477 (500-1½) |
| CIRCLING | 4340-1 | 557 (600-1) | 4340-1½ 557 (600-1½) | 4400-2 617 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB HRX | APP CRS | Rwy Idg | 6100 |
|---|---|---|---|
| 341 | 201° | TDZE | 3783 |
| | | Apt Elev | 3783 |

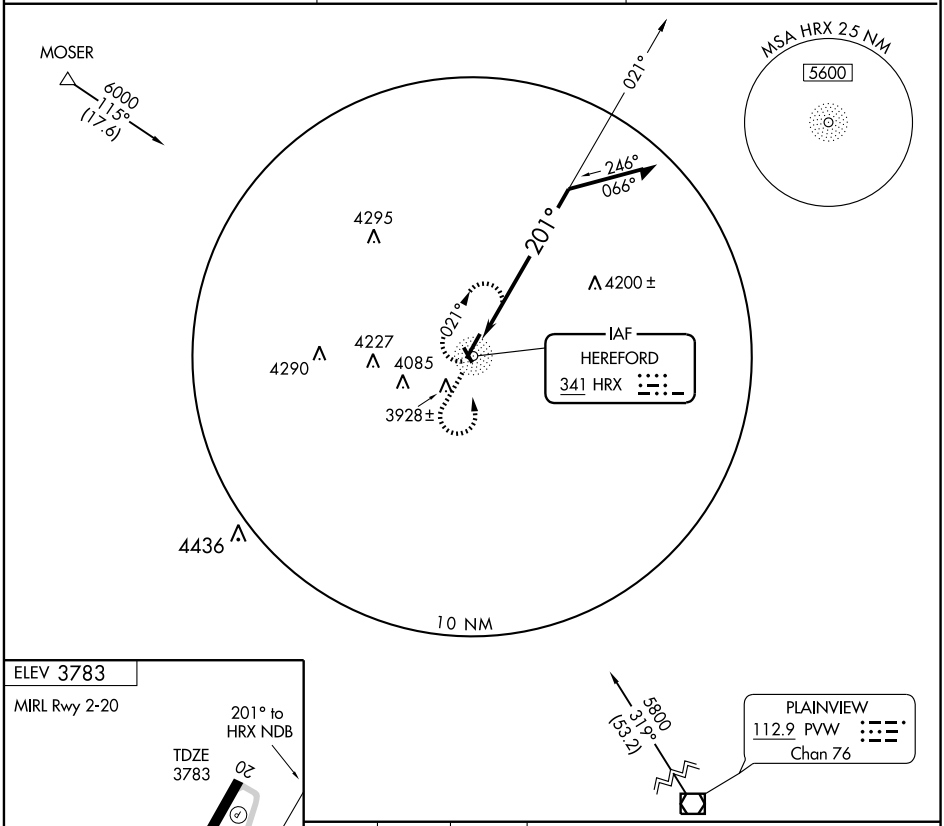
# NDB RWY 20

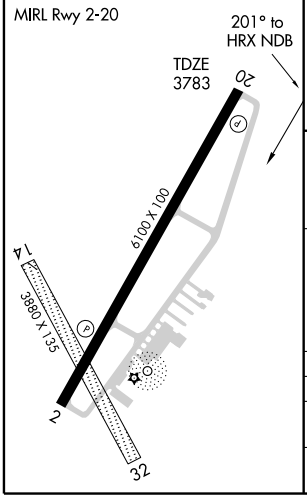
## HEREFORD MUNI (HRX)

NA Use Rick Husband Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 5000 then climbing left turn to 5800 direct HRX NDB and hold.

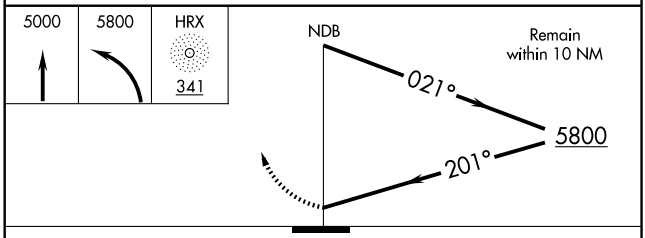
| AWOS-3 | AMARILLO APP CON★ | UNICOM |
|---|---|---|
| 118.05 | 119.5 307.0 | 122.8 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 4420-1 | 637 (700-1) | 4420-1¾ 637 (700-1¾) | 4420-2 637 (700-2) |
| CIRCLING | 4420-1 | 637 (700-1) | 4420-1¾ 637 (700-1¾) | 4440-2 657 (700-2) |

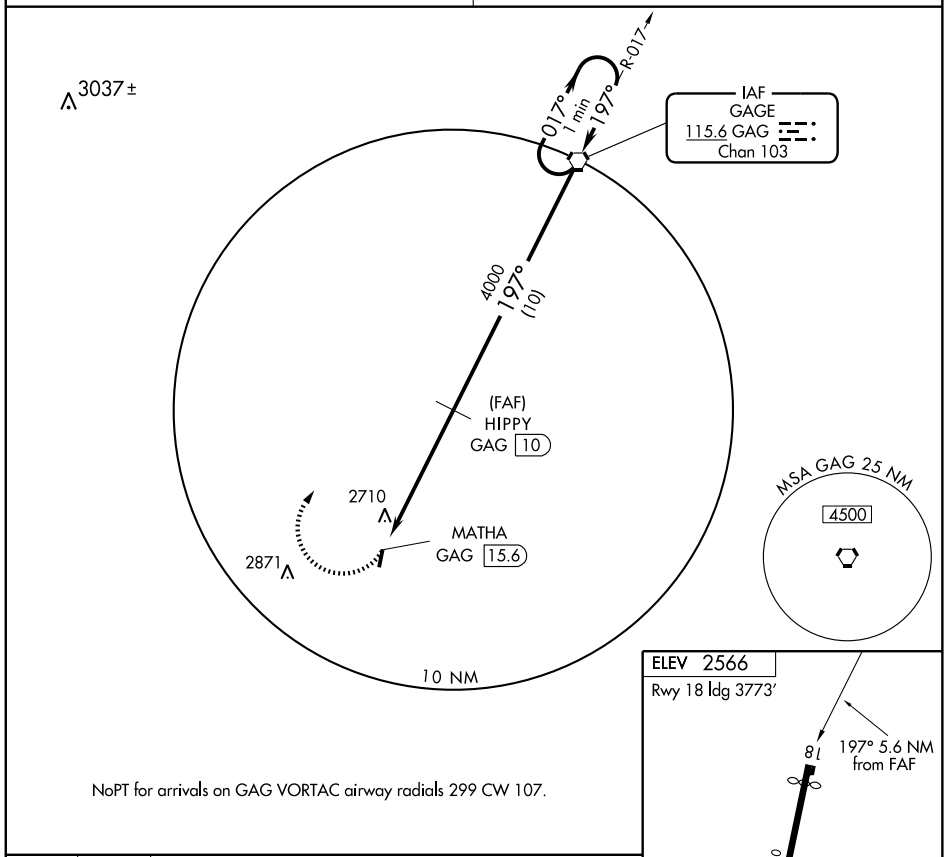
SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC GAG 115.6 Chan 103 | APP CRS 197° | Rwy Idg N/A TDZE N/A Apt Elev 2566 |
|---|---|---|

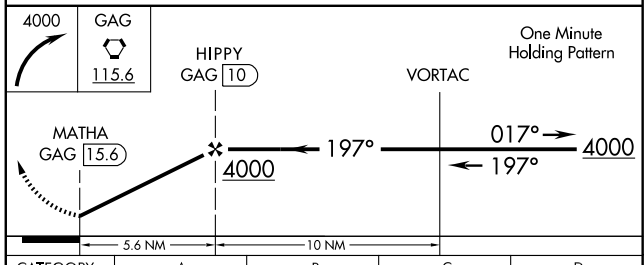
# VOR/DME-A

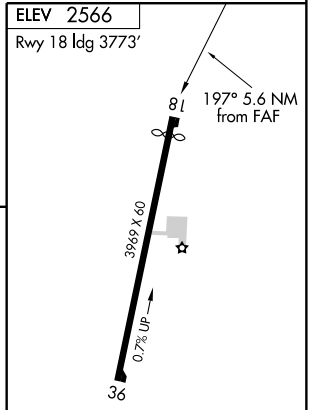
## HIGGINS-LIPSCOMB COUNTY (1X1)

| | |
|---|---|
| ⚠ NA Use Gage, OK altimeter setting. If not received, procedure not authorized. Procedure not authorized at night. | MISSED APPROACH: Climbing right turn to 4000 direct GAG VORTAC and hold. |
| KANSAS CITY CENTER 126.95 379.2 | CTAF 122.9 L |




NoPT for arrivals on GAG VORTAC airway radials 299 CW 107.




LIRL Rwy 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3160-1 594 (600-1) | | 3160-1½ 594 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 3998 |
|---|---|---|---|
| CH 40308 | 156° | TDZE | 686 |
| W16A | | Apt Elev | 686 |

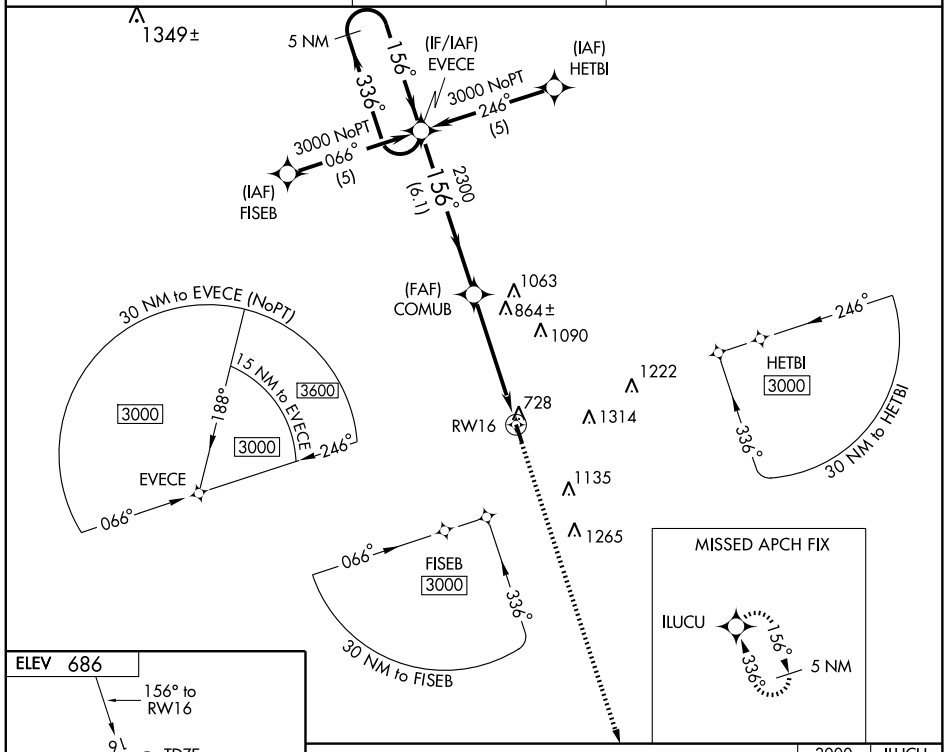
# RNAV (GPS) RWY 16
## HILLSBORO MUNI (INJ)

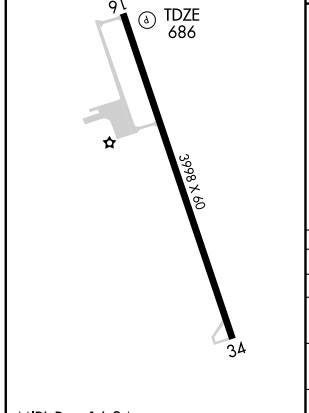
Baro-VNAV NA when using Cleburne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

Visibility reduction by helicopters NA. When local altimeter setting not received use Cleburne Muni altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼ mile all Cats.

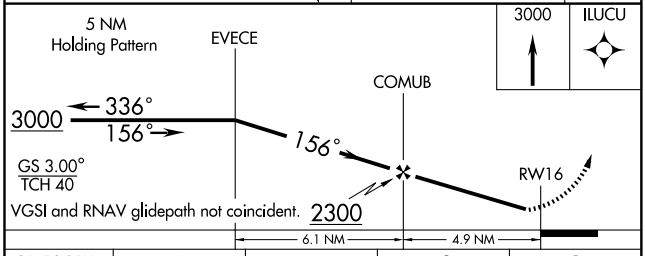
MISSED APPROACH: Climb to 3000 direct ILUCU and hold.

| AWOS-3 | WACO APP CON | CTAF |
|---|---|---|
| 118.725 | 135.2 352.0 | 122.9 |




MIRL Rwy 16-34




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 936-1 250 (300-1) | | NA | |
| LNAV/ VNAV DA | 1128-1½ 442 (500-1½) | | NA | |
| LNAV MDA | 1120-1 434 (500-1) | | NA | |
| CIRCLING | 1180-1 494 (500-1) | 1200-1 514 (600-1) | NA | |

SC-2, 14 JAN 2010 to 11 FEB 2010

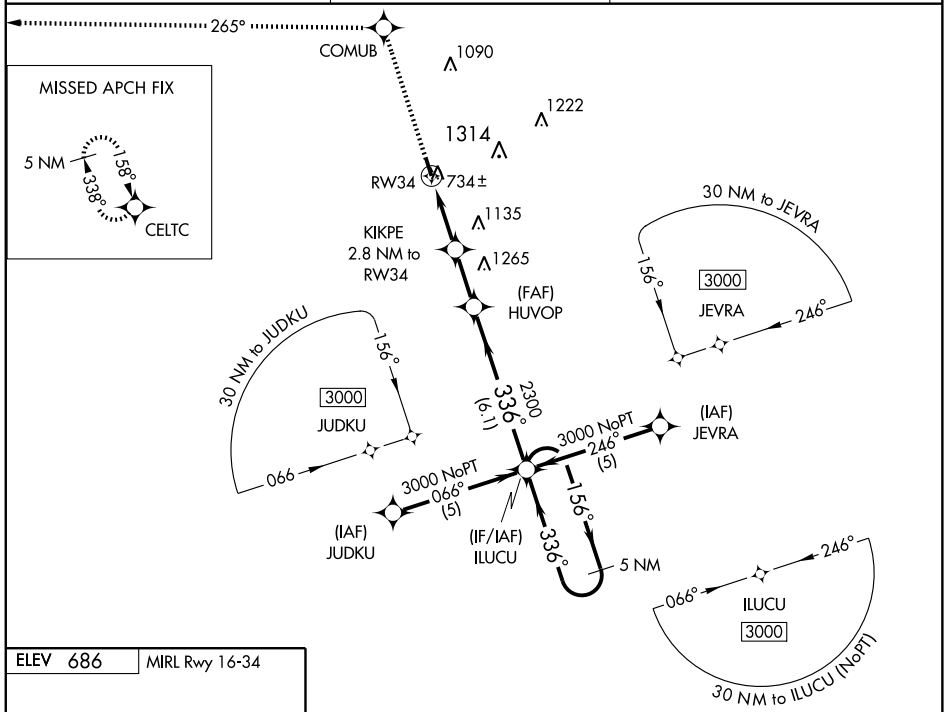
| WAAS | APP CRS | Rwy Idg | 3998 |
|---|---|---|---|
| CH 65908 | 336 | TDZE | 684 |
| W34A | | Apt Elev | 686 |

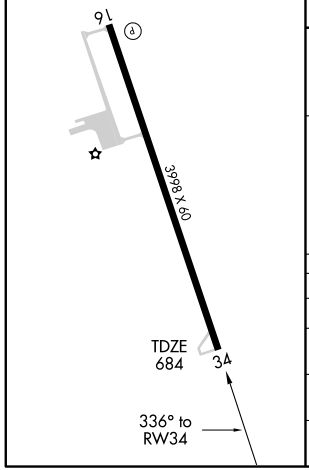
# RNAV (GPS) RWY 34
## HILLSBORO MUNI (INJ)

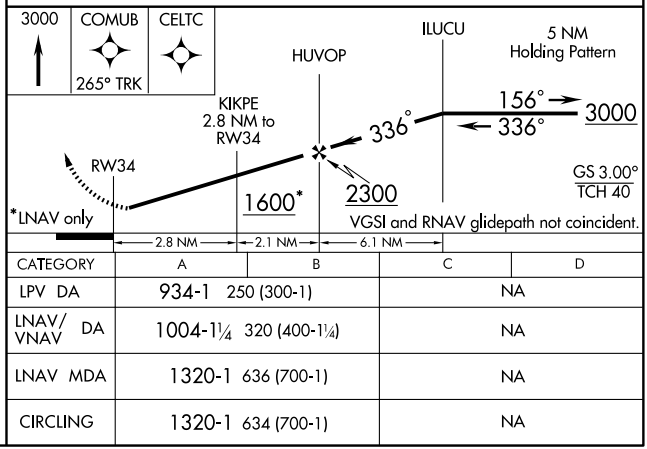
Baro-VNAV NA when using Celburne Muni altimeter setting. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Visibility reduction by helicopters NA. When local altimeter setting not received use Cleburne Muni altimeter setting and increase all DA/MDA 80 feet, increase LPV and LNAV/VNAV visibility ¼mile all Cats.

MISSED APPROACH: Climb to 3000 direct COMUB and via 265° track to CELTC and hold.

| AWOS-3 | WACO APP CON | CTAF |
|---|---|---|
| 118.725 | 135.2 352.0 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 934-1 250 (300-1) | | NA | |
| LNAV/ VNAV DA | 1004-1¼ 320 (400-1¼) | | NA | |
| LNAV MDA | 1320-1 636 (700-1) | | NA | |
| CIRCLING | 1320-1 634 (700-1) | | NA | |

SC-2, 14 JAN 2010 to 11 FEB 2010

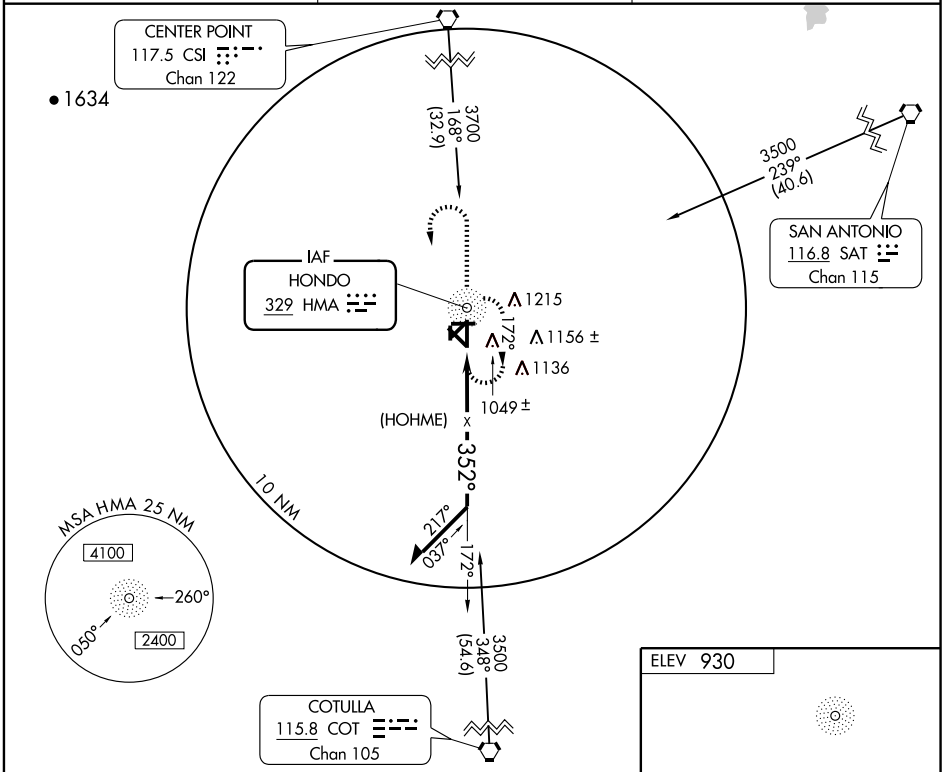
| NDB HMA | APP CRS | Rwy Idg | 5624 |
|---|---|---|---|
| 329 | 352° | TDZE | 912 |
| | | Apt Elev | 930 |

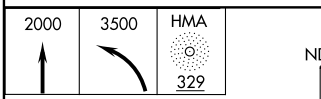
# NDB or GPS RWY 35R
## HONDO MUNI (HDO)

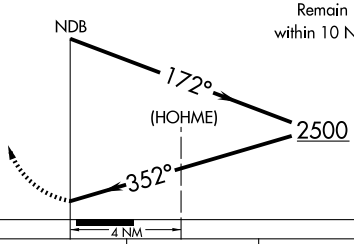
NA

MISSED APPROACH: Climb to 2000 then climbing left turn to 3500 direct to HMA NDB and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.675 | 134.95 269.4 | 122.725 (CTAF) |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35R | 1460-1 | 548 (600-1) | 1460-1½<br>548 (600-1½) | 1460-1¾<br>548 (600-1¾) |
| CIRCLING | 1460-1 | 530 (600-1) | 1580-1¾<br>650 (700-1¾) | 1580-2<br>650 (700-2) |

HONDO, TEXAS

AL-195 (FAA)

# RNAV (GPS) RWY 17L

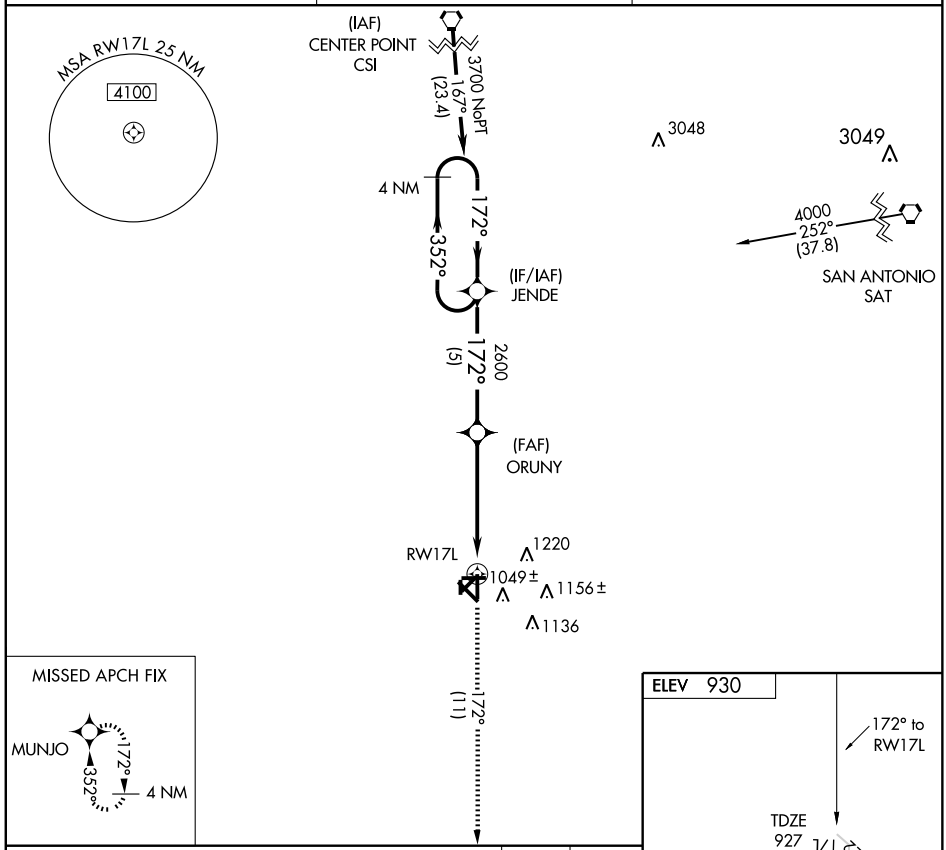
HONDO MUNI (HDO)

| APP CRS | Rwy Idg | 5624 |
|---|---|---|
| 172° | TDZE | 927 |
| | Apt Elev | 930 |

NA DME/DME RNP - 0.3 NA.

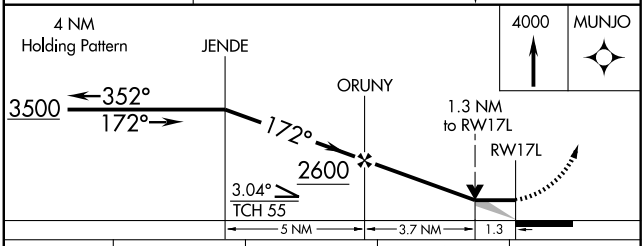
MISSED APPROACH: Climb to 4000 direct MUNJO and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.675 | 134.95 269.4 | 122.725 (CTAF) |

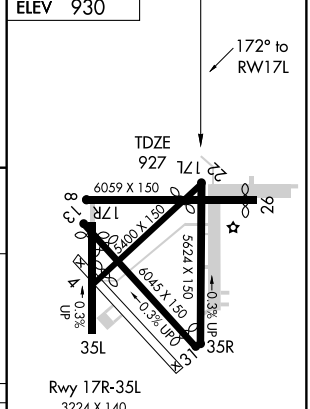








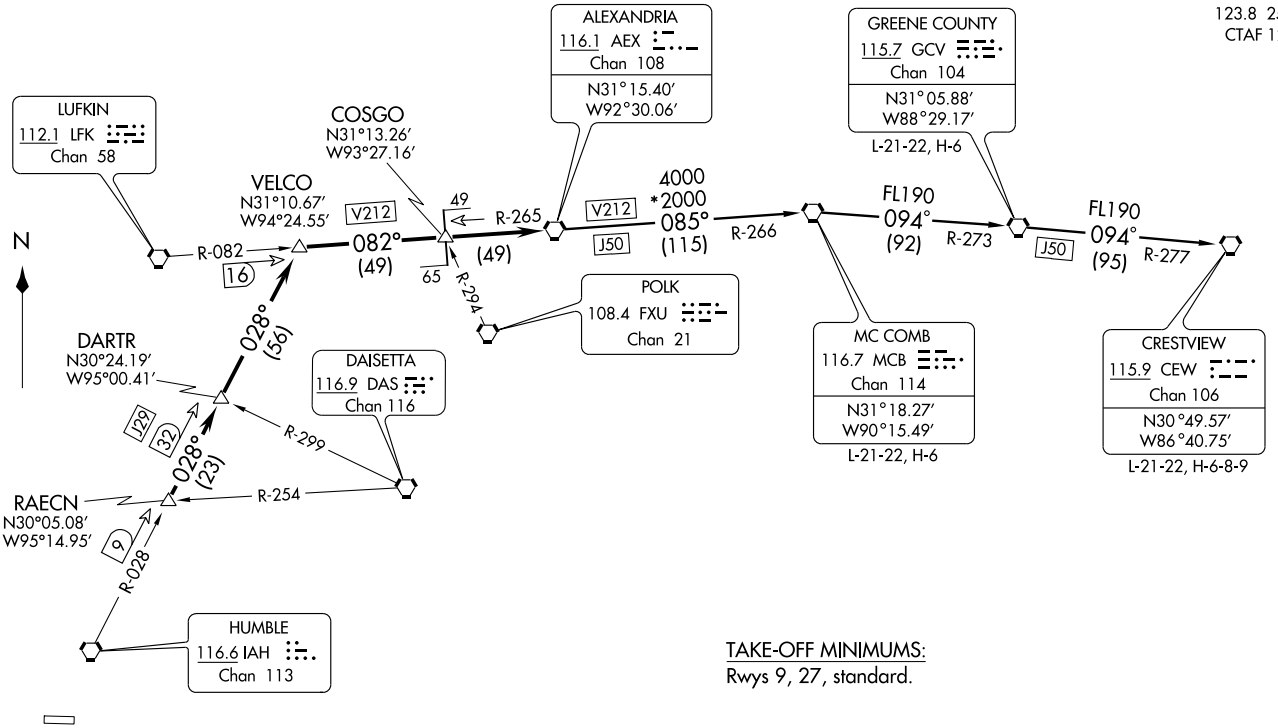

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-1 | 493 (500-1) | 1420-1¼ 493 (500-1¼) | 1420-1½ 493 (500-1½) |
| CIRCLING | 1420-1 | 490 (500-1) | 1580-1¾ 650 (700-1¾) | 1580-2 650 (700-2) |




MIRL Rwy 17L-35R

SC-3, 14 JAN 2010 to 11 FEB 2010

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF 123.0




TAKE-OFF MINIMUMS:
Rwys 9, 27, standard.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

## THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

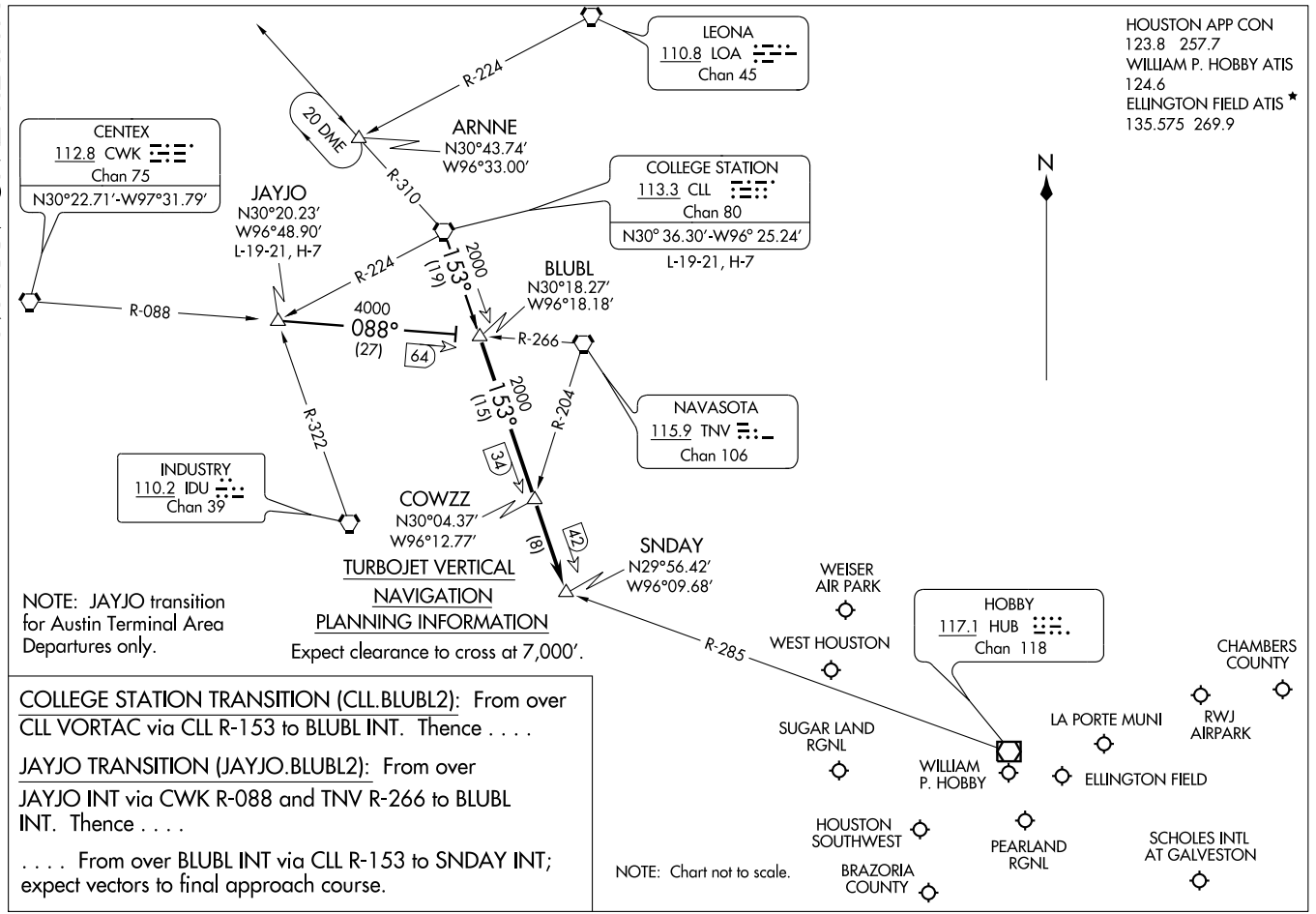
MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL.
Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL.
Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL.
Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL.
Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL.
Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL.
Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL.
Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL.
Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010




COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

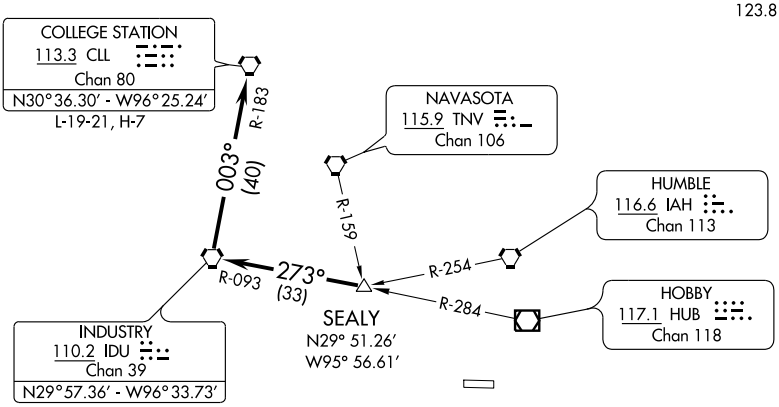
# COLLEGE TWO DEPARTURE

SL-6575 (FAA)





CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0




TAKE-OFF MINIMUMS:
Rwys 9, 27 standard.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

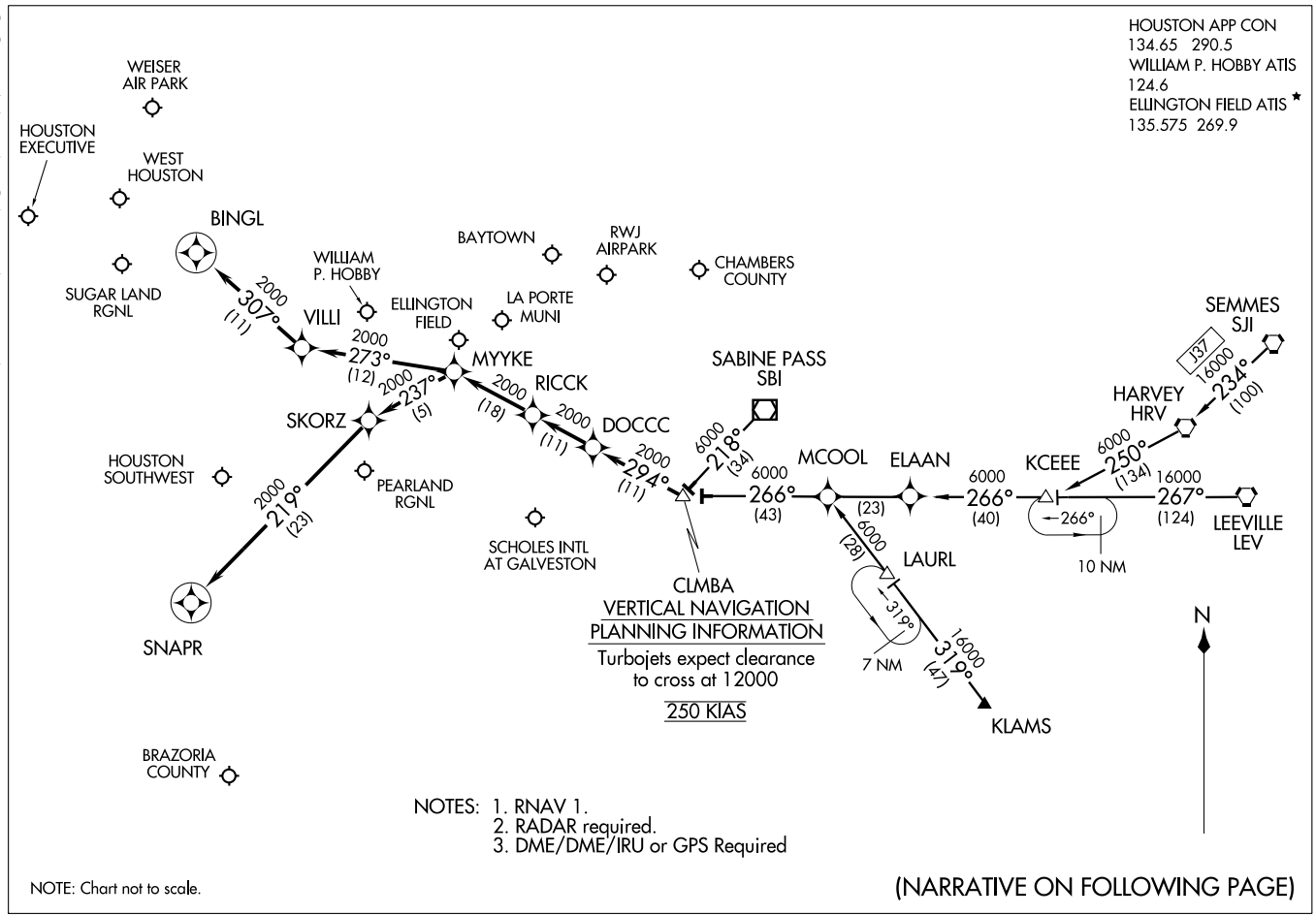
NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

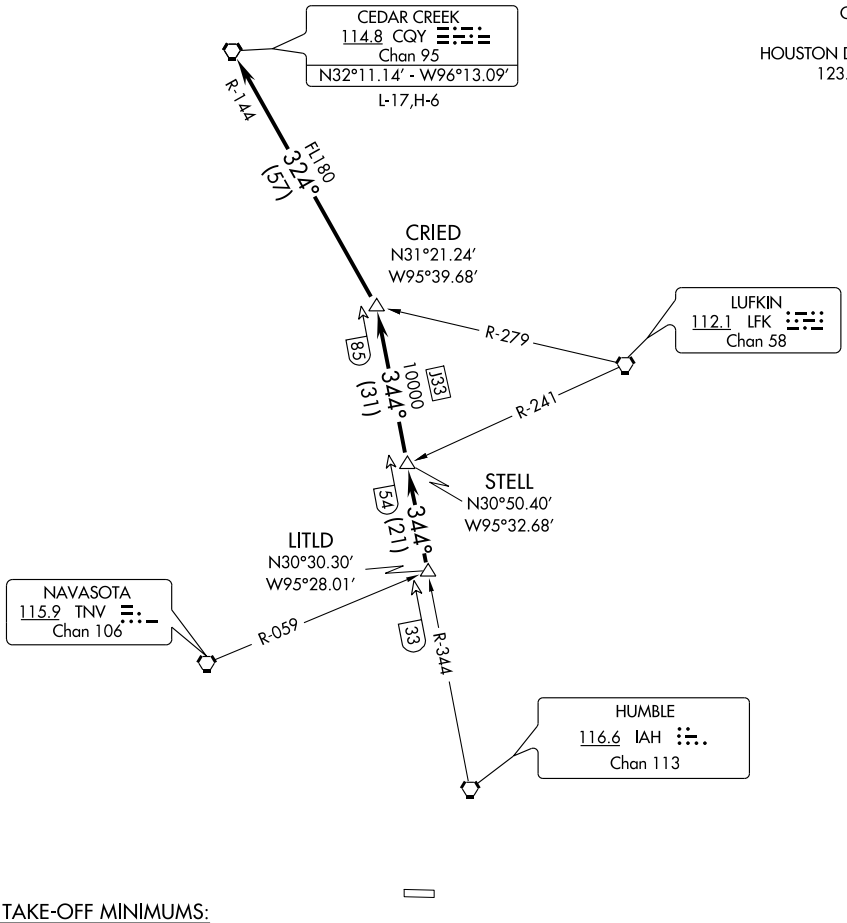
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 14 JAN 2010 to 11 FEB 2010

# CRIED THREE DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:

Rwy 9,27 standard.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

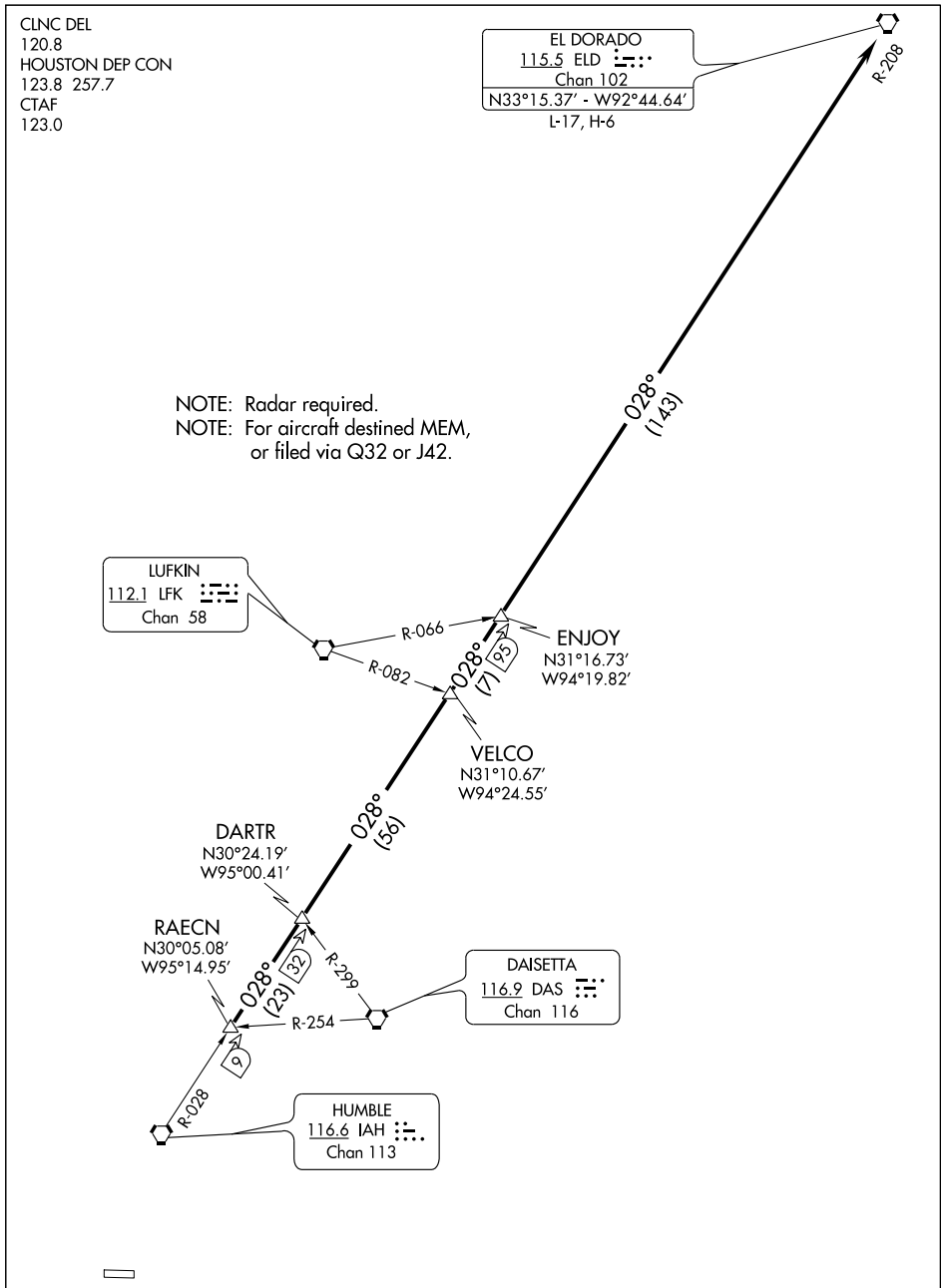
FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010

# EL DORADO ONE DEPARTURE SL-6575 (FAA)






NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 9, 27, standard.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

## TAKE-OFF OBSTACLES

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple TRMSN poles begining 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

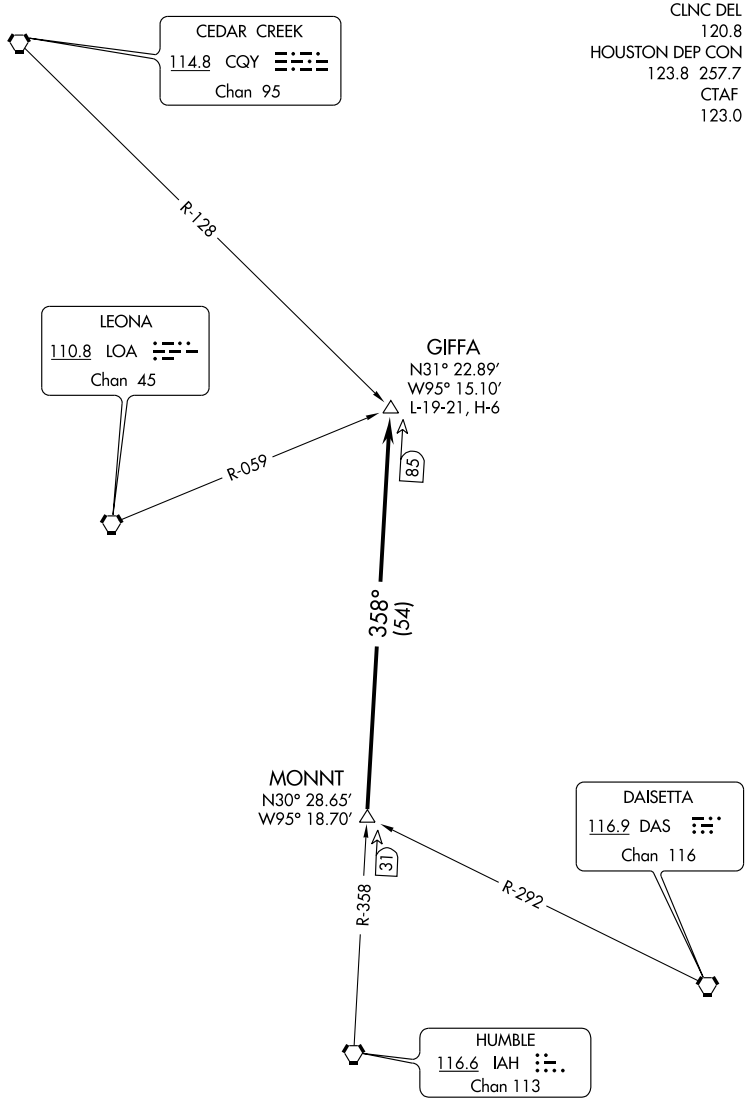
SC-5, 14 JAN 2010 to 11 FEB 2010

# GIFFA THREE DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0




NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 9, 27, standard.

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

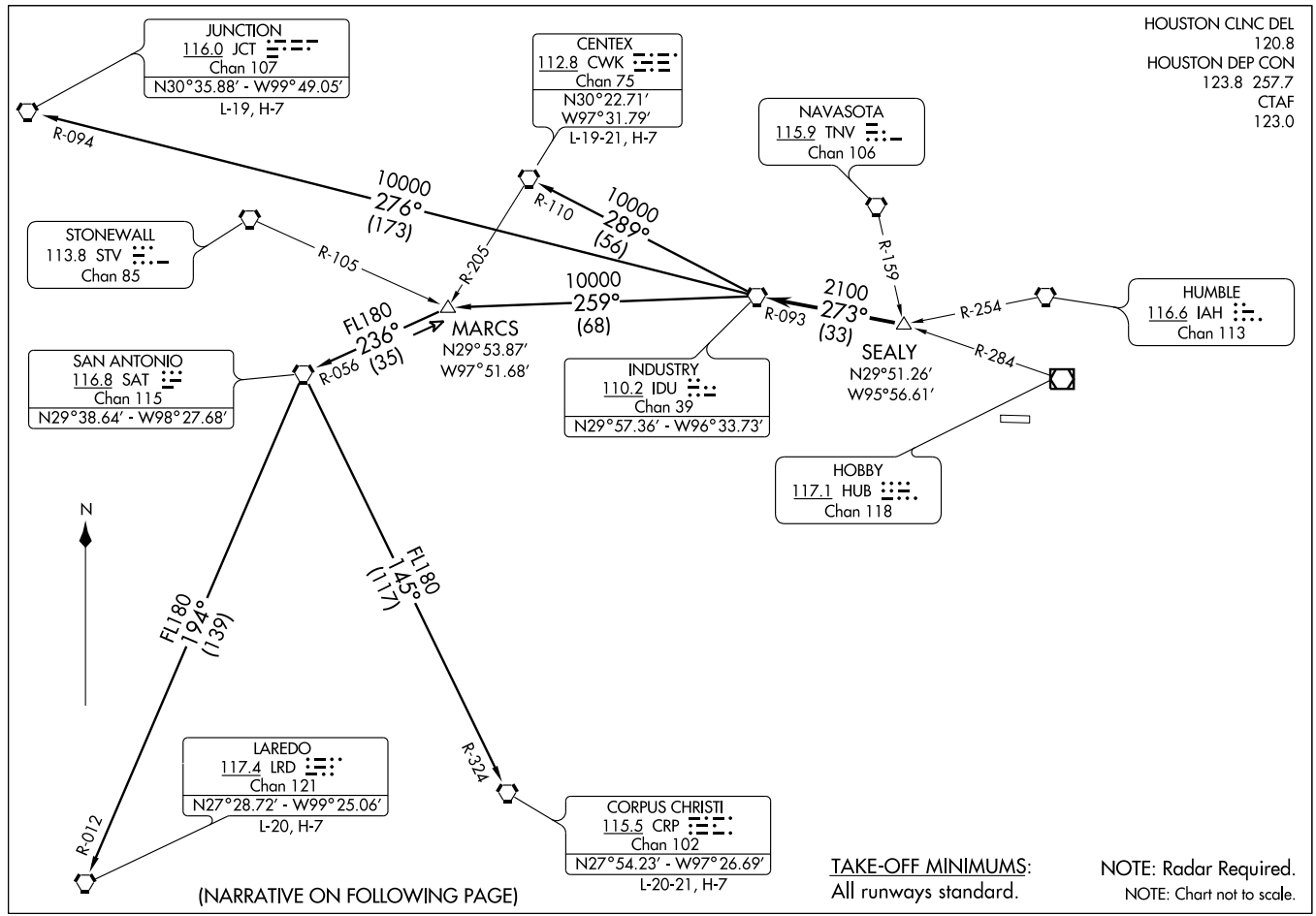
. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL.
Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL.
Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL.
Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL.
Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL.
Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL.
Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL.
Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL.
Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010




(IDU3.IDU) 08157

# INDUSTRY THREE DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

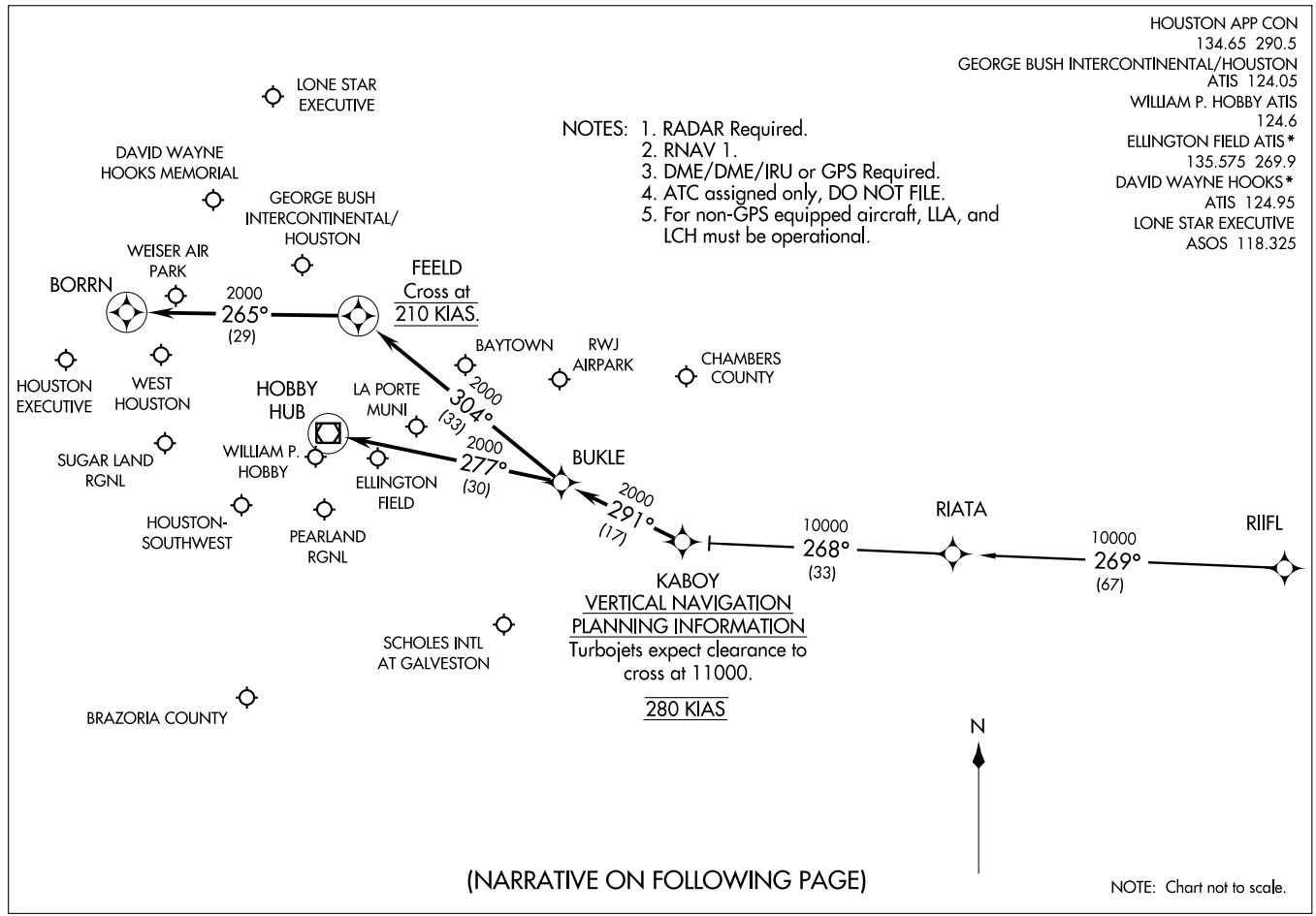
LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9,
Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL.
Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL.
Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL.
Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL.
Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL.
Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27,
Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL.
Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL.
Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL.
Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

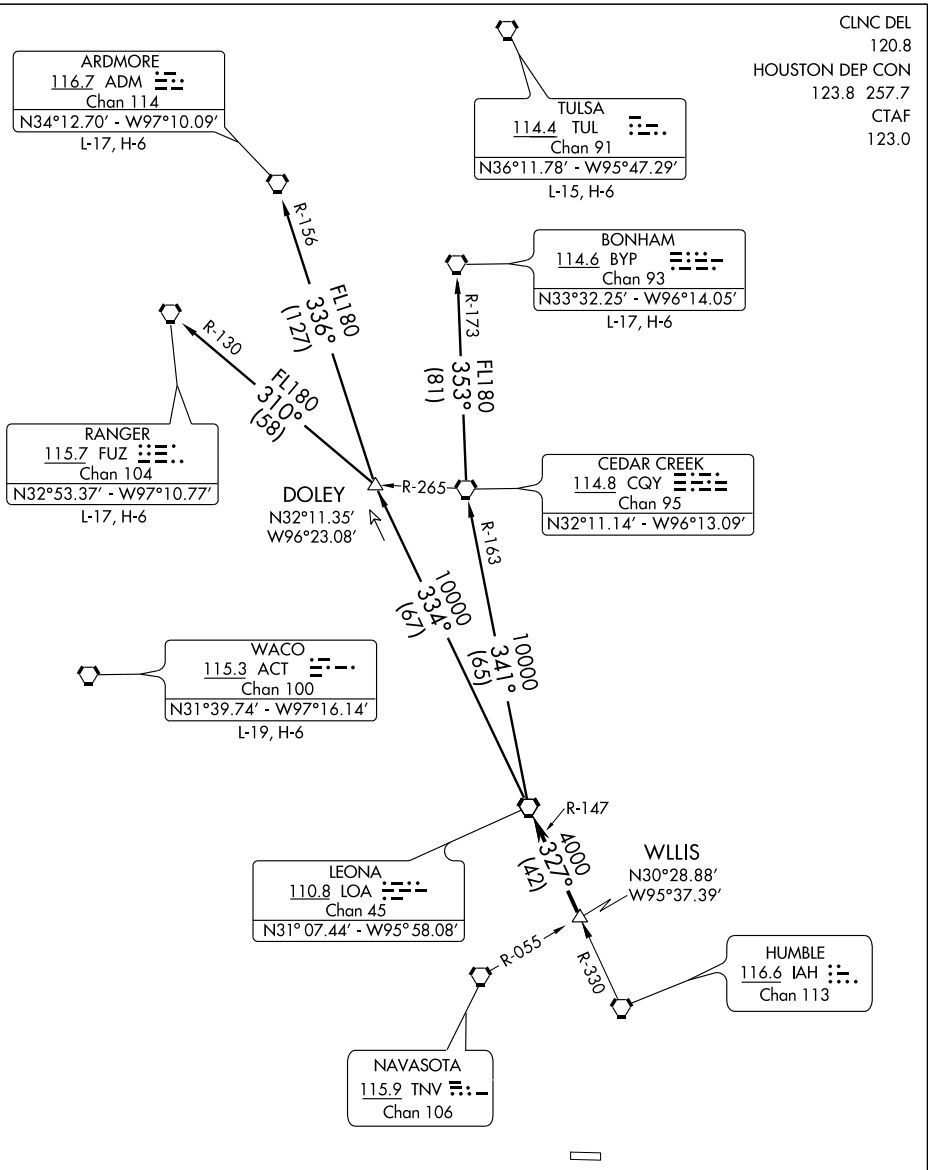
ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LEONA SIX DEPARTURE

SL-6575 (FAA)

HOUSTON-SOUTHWEST (AXH)
HOUSTON, TEXAS

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0




TAKE-OFF MINIMUMS:
Rwy 9, 27 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

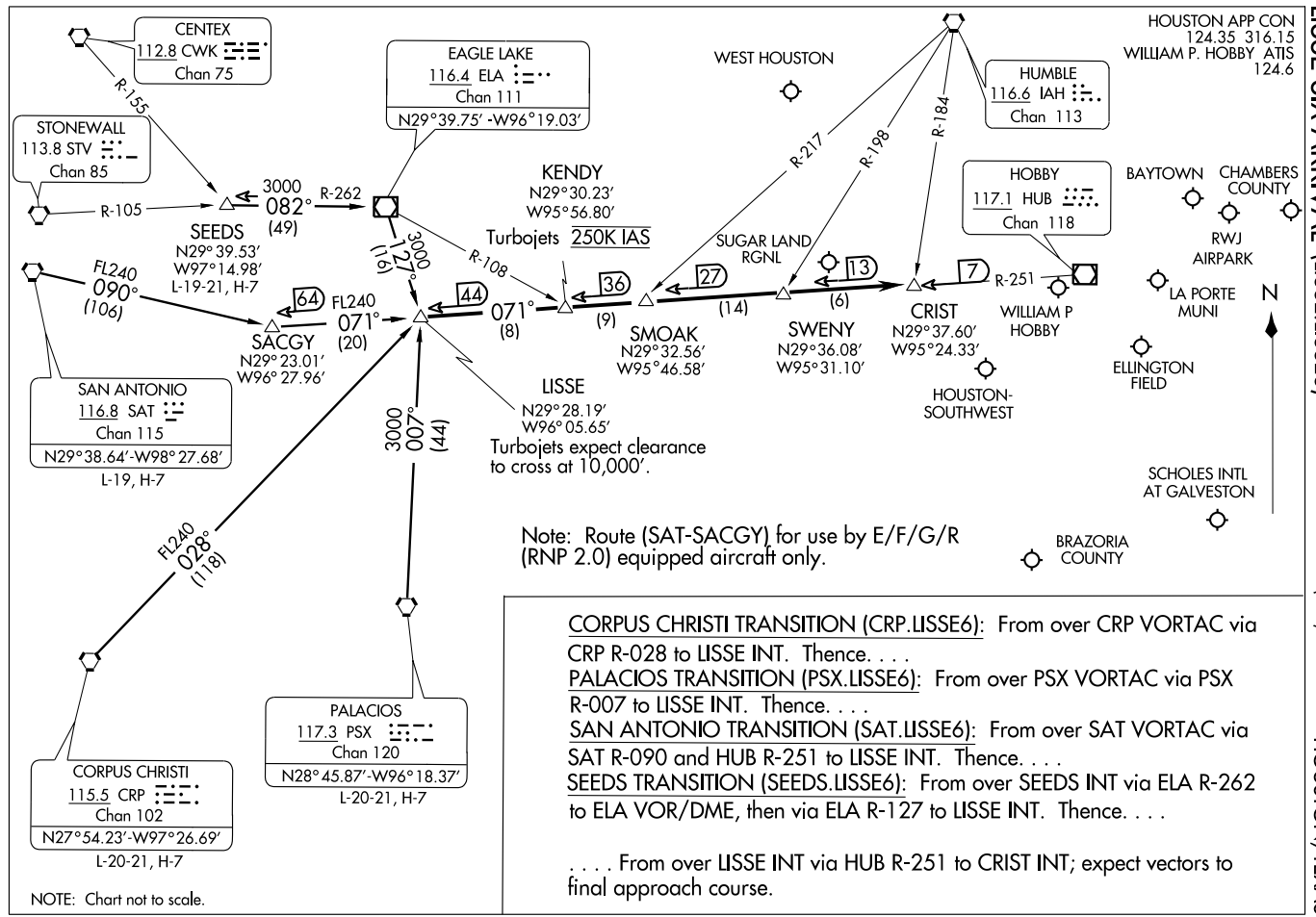
TAKE-OFF OBSTACLES

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple TRMSN poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

# LISSE SIX ARRIVAL (LISSE.LISSE6)






CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

ST-198 (FAA)

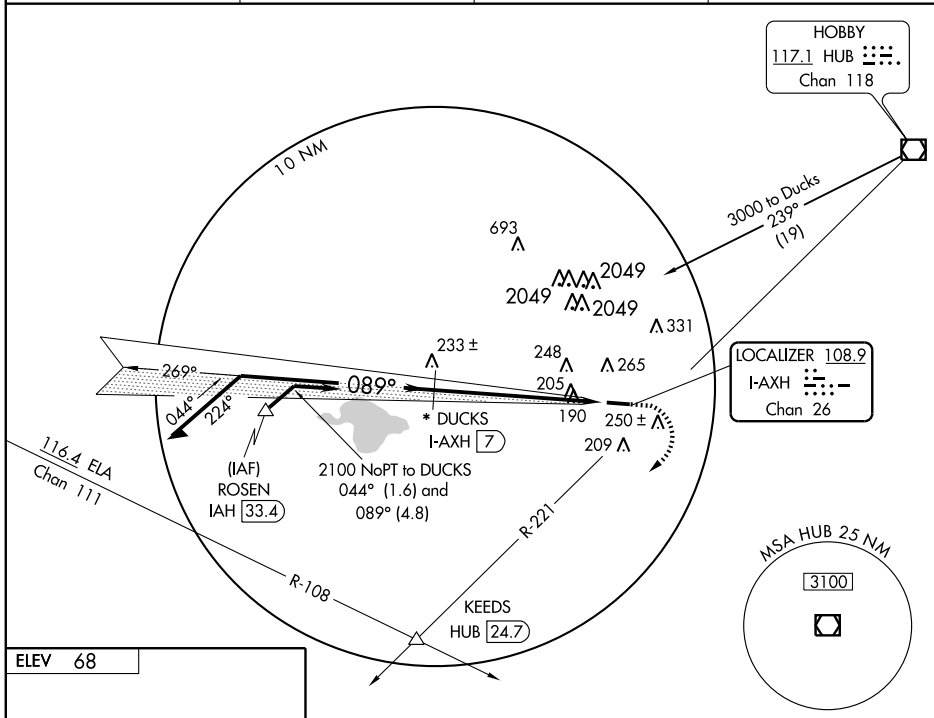
| LOC I-AXH | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| 108.9 | 089° | TDZE | 68 |
| Chan 26 | | Apt Elev | 68 |

# LOC/DME RWY 9
## HOUSTON-SOUTHWEST (AXH)

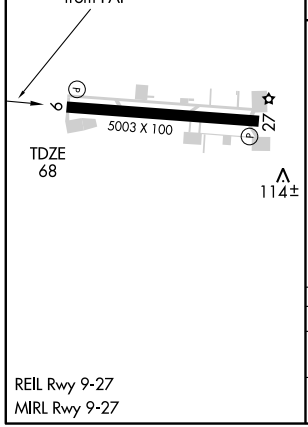
NA — Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all MDA's 40 ft.

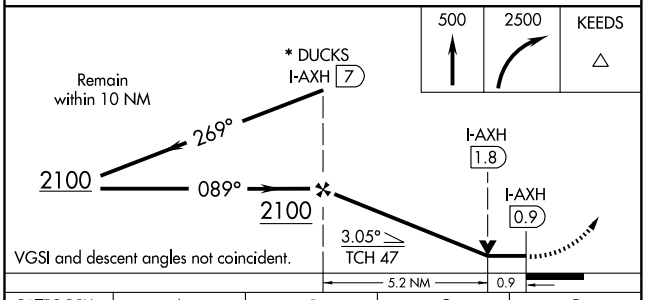
MISSED APPROACH: Climb to 500, then climbing right turn to 2500 via HUB R-221 to KEEDS Int.

| AWOS-3 | HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 123.625 | 123.8 257.7 | 120.8 | 123.0 (CTAF) |




*Maintain 3000 feet or above until established outbound for procedure turn.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 480-1 412 (500-1) | | 480-1¼ 412 (500-1¼) | NA |
| CIRCLING | 620-1 552 (600-1) | | 620-1½ 552 (600-1½) | NA |

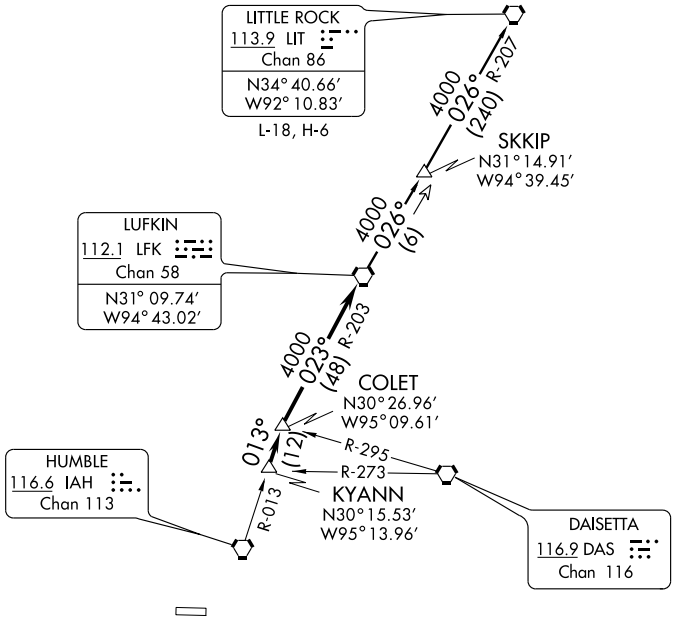
REIL Rwy 9-27
MIRL Rwy 9-27

SC-5, 14 JAN 2010 to 11 FEB 2010

# LUFKIN FIVE DEPARTURE

SL-6575 (FAA)

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0




TAKE-OFF MINIMUMS:
Rwy 9, 27, standard.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL. Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL. Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL. Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL. Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL. Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL Vehicle and road 99' from DER, 291' right of centerline, 15 AGL/83' MSL. Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL. Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

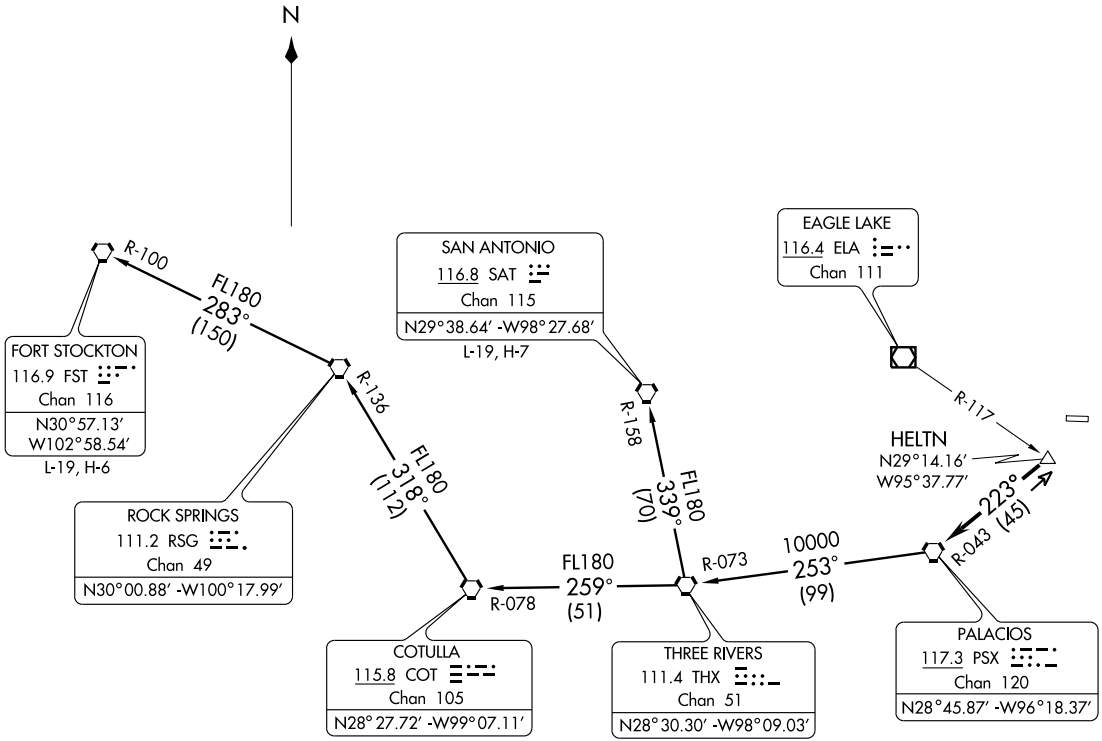
When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

# PALACIOS THREE DEPARTURE (PSX3.PSX) 08157

CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF 123.0




TAKE-OFF MINIMUMS:
Rwys 9, 27, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

# PALACIOS THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239' from DER, 360' right of centerline, up to 42' AGL/106' MSL.
Multiple trees beginning 501' from DER, 355' right of centerline, up to 43' AGL/111' MSL.
Multiple hangars beginning 119' from DER, 498' left of centerline, up to 41' AGL/105' MSL.
Pole 332' from DER, 299' left of centerline, 43' AGL/97' MSL.
Antenna 1172' from DER, 658' left of centerline, 51' AGL/115' MSL.
Multiple trees beginning 558' from DER, 68' left of centerline, up to 58' AGL/122' MSL.

Rwy 27, Multiple trees beginning 1050' from DER, 40' left of centerline, up to 71' AGL/140' MSL.
Vehicle and road 99' from DER, 291' right of centerline, 15' AGL/83' MSL.
Multiple trees beginning 873' from DER, 514' right of centerline, up to 59' AGL/130' MSL.
Multiple transmission poles beginning 1304' from DER, 131' right of centerline, up to 41' AGL/110' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| CH 90303 | 089° | TDZE | 68 |
| W09A | | Apt Elev | 68 |

# RNAV (GPS) RWY 9
## HOUSTON-SOUTHWEST (AXH)

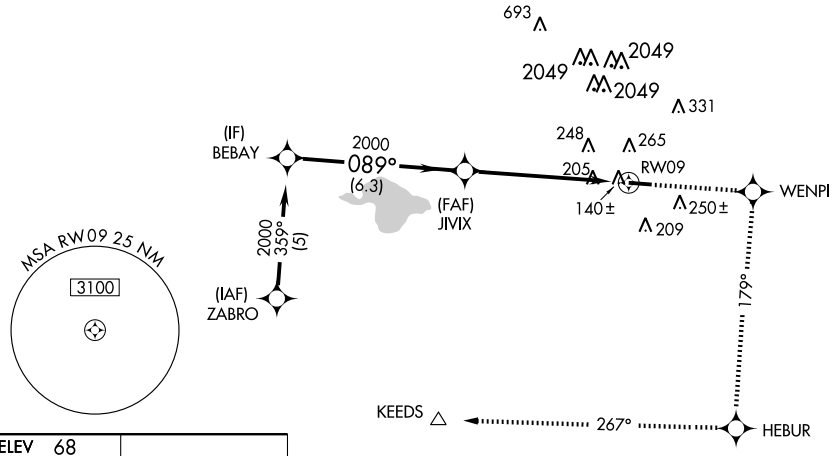
NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all DAs/MDAs 40 feet, and LPV, LNAV/VNAV visibility ¼ mile. Baro-VNAV and VDP NA when using William P. Hobby altimeter setting.

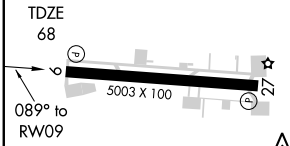
MISSED APPROACH: Climb to 2700 direct WENPI and via 179° track to HEBUR and via 267° track to KEEDS.

| AWOS-3 | HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 123.625 | 123.8 257.7 | 120.8 | 123.0 (CTAF) |

## RADAR REQUIRED

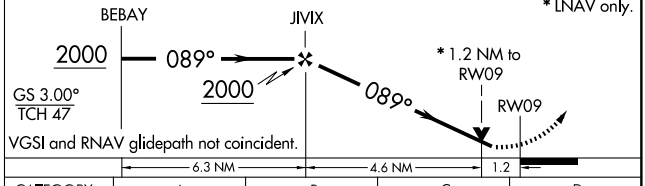



ELEV 68




| 2700 | WENPI | track 179° | HEBUR | track 267° | KEEDS |
|---|---|---|---|---|---|

* LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 370-1 302 (400-1) | | | NA |
| LNAV/VNAV DA | 499-1½ 431 (500-1½) | | | NA |
| LNAV MDA | 580-1 512 (600-1) | | 580-1½ 512 (600-1½) | NA |
| CIRCLING | 620-1 552 (600-1) | | 620-1½ 552 (600-1½) | NA |

REIL Rwy 9-27
MIRL Rwy 9-27

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| CH 81903 | 269° | TDZE | 67 |
| W27A | | Apt Elev | 68 |

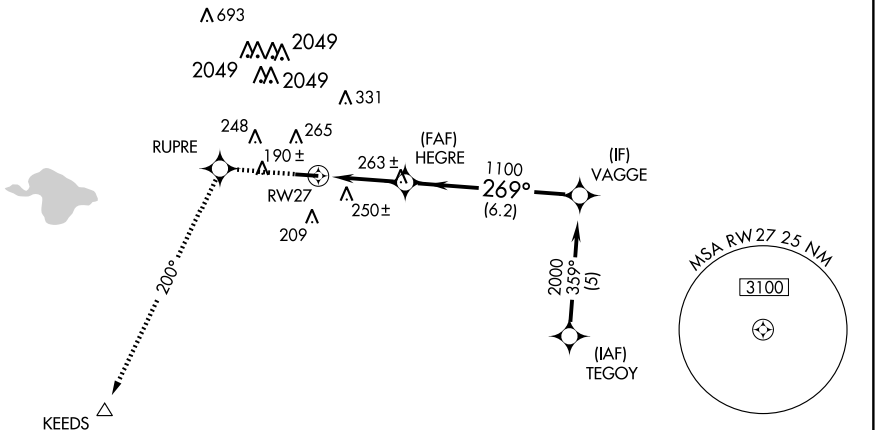
# RNAV (GPS) RWY 27
## HOUSTON-SOUTHWEST (AXH)

T
NA

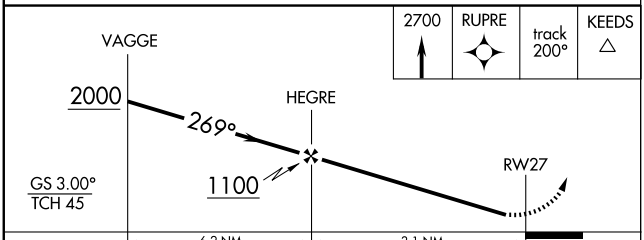
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use William P. Hobby altimeter setting and increase all DAs/MDA's 40 feet, and LPV, LNAV Cat C visibility ¼ mile. Baro-VNAV NA when using William P. Hobby altimeter setting.

MISSED APPROACH: Climb to 2700 direct RUPRE and via 200° track to KEEDS.

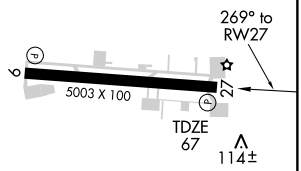
| AWOS-3 | HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 123.625 | 123.8 257.7 | 120.8 | 123.0 (CTAF) |




## RADAR REQUIRED

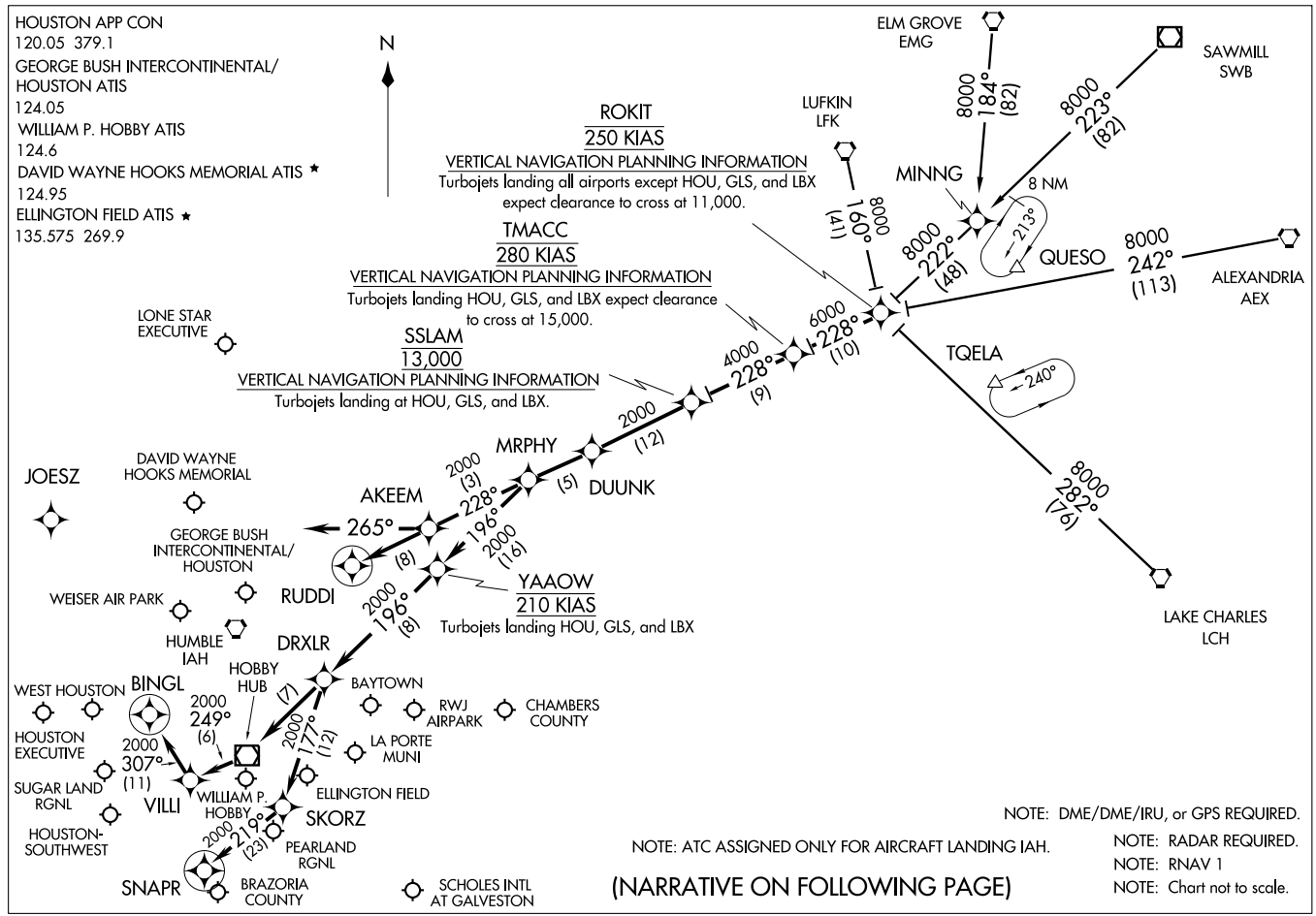



ELEV 68




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 367-1 300 (300-1) | | | NA |
| LNAV/VNAV DA | 604-2 537 (600-2) | | | NA |
| LNAV MDA | 560-1 493 (500-1) | | 560-1¼ 493 (500-1¼) | NA |
| CIRCLING | 620-1 552 (600-1) | | 620-1½ 552 (600-1½) | NA |

REIL Rwy 9-27
MIRL Rwy 9-27




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

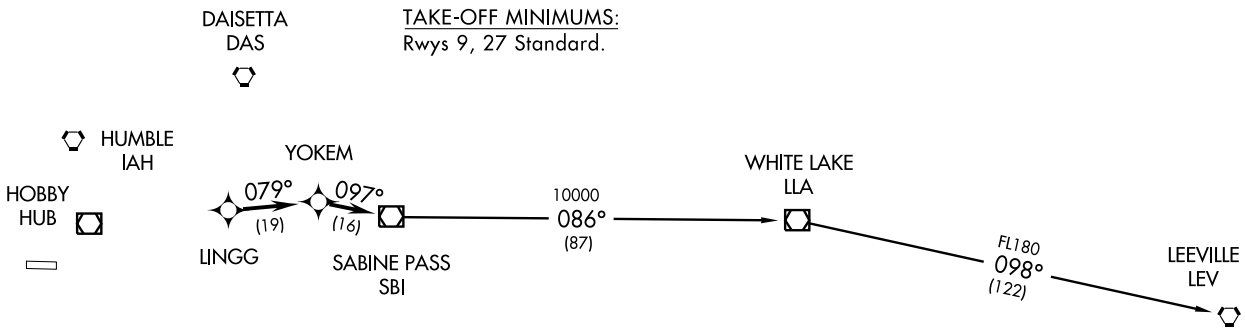
SC-5, 14 JAN 2010 to 11 FEB 2010

# SABINE PASS ONE DEPARTURE (RNAV)



CLNC DEL
120.8
HOUSTON DEP CON
123.8 257.7
CTAF
123.0

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.




TAKE-OFF MINIMUMS:
Rwys 9, 27 Standard.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

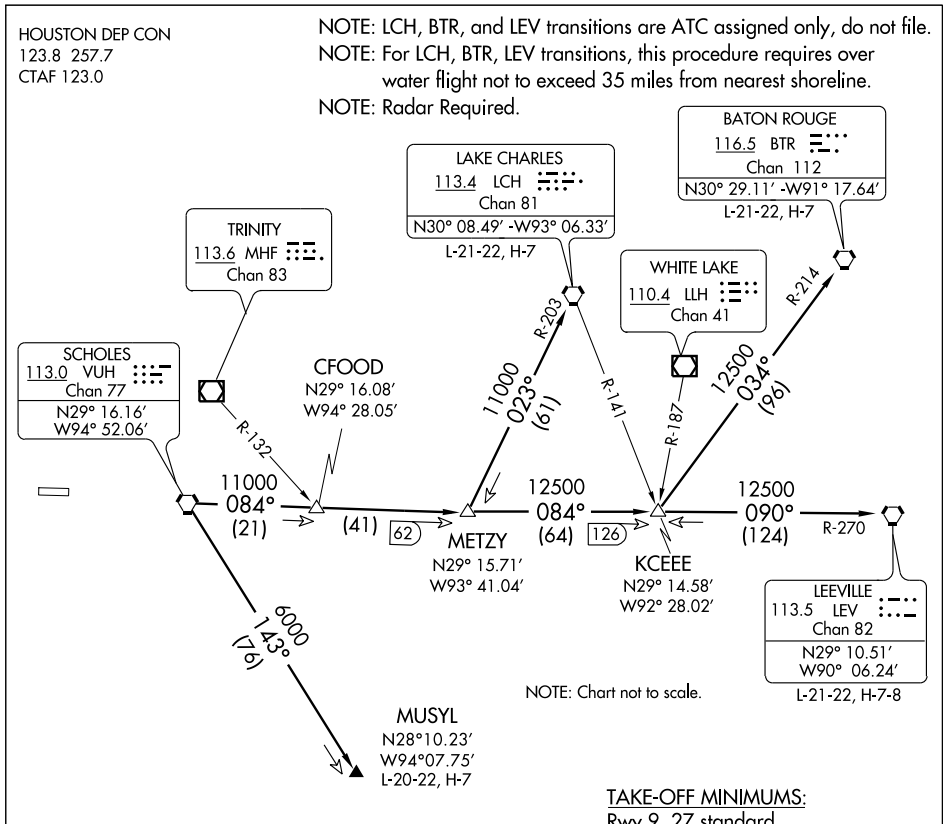
LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL. Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple TRMSN poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

NOTE: Chart not to scale.




(TAKE-OFF NOTES ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.



SC-5, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF OBSTACLES:

Rwy 9, Multiple hangars beginning 239′ from DER, 360′ right of centerline, up to 42′ AGL/106′ MSL. Multiple trees beginning 501′ from DER, 355′ right of centerline, up to 43′ AGL/111′ MSL. Multiple hangars beginning 119′ from DER, 498′ left of centerline, up to 41′ AGL/105′ MSL. Pole 332′ from DER, 299′ left of centerline, 43′ AGL/97′ MSL. Antenna 1172′ from DER, 658′ left of centerline, 51′ AGL/115′ MSL. Multiple trees beginning 558′ from DER, 68′ left of centerline, up to 58′ AGL/122′ MSL.

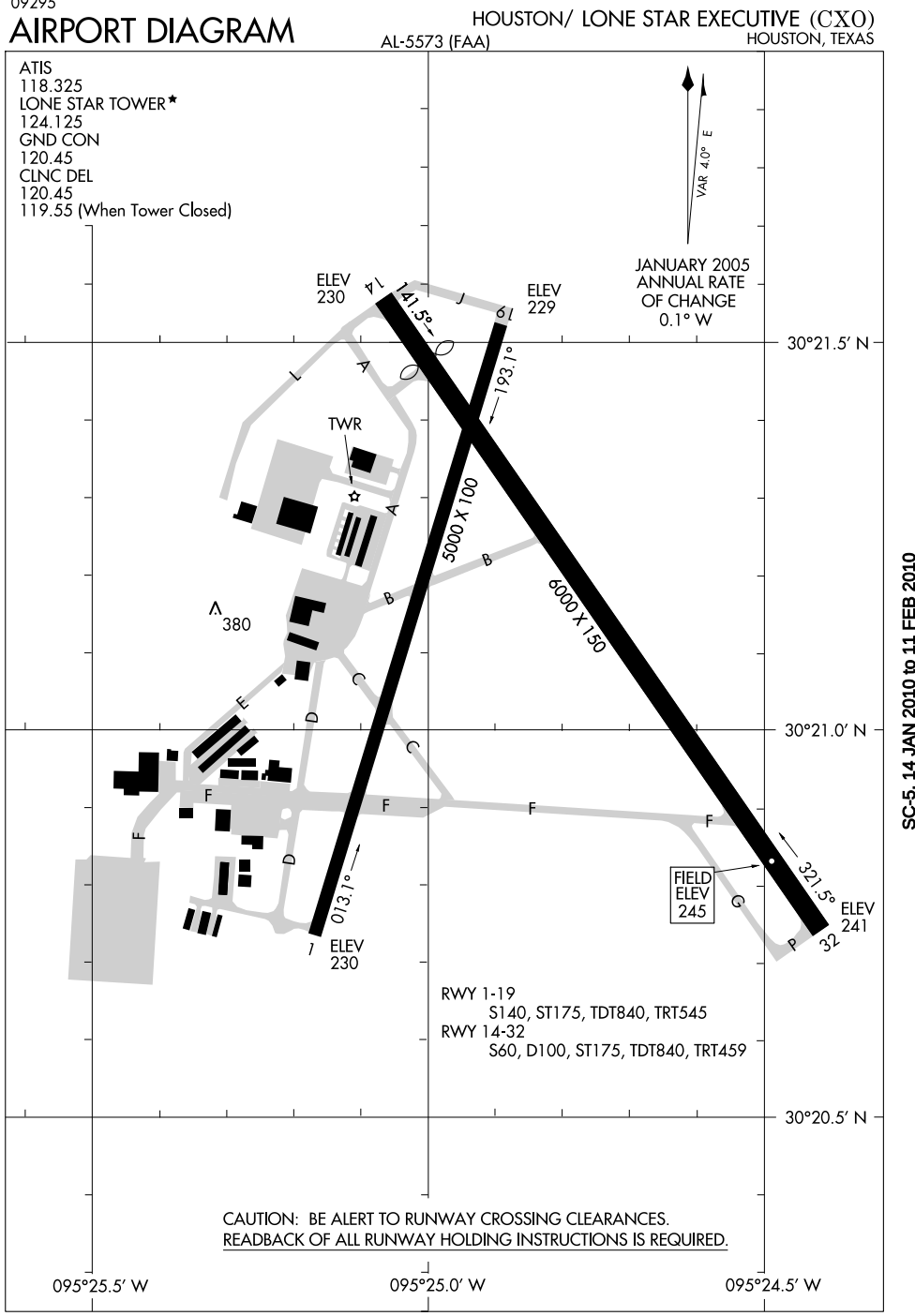
Rwy 27, Multiple trees beginning 1050′ from DER, 40′ left of centerline, up to 71′ AGL/140′ MSL Vehicle and road 99′ from DER, 291′ right of centerline, 15′ AGL/83′ MSL. Multiple trees beginning 873′ from DER, 514′ right of centerline, up to 59′ AGL/130′ MSL. Multiple transmission poles beginning 1304′ from DER, 131′ right of centerline, up to 41′ AGL/110′ MSL.

09295

# AIRPORT DIAGRAM

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS
AL-5573 (FAA)

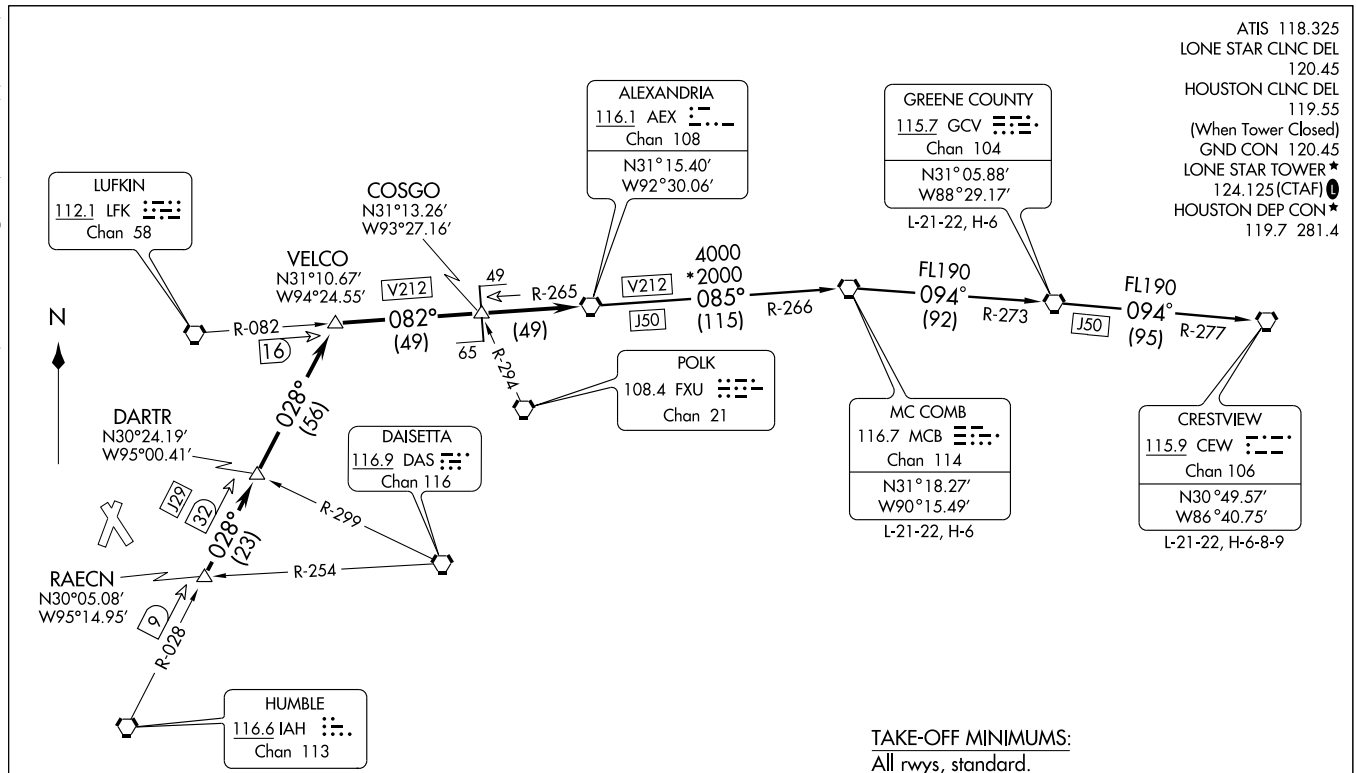
ATIS
118.325
LONE STAR TOWER ★
124.125
GND CON
120.45
CLNC DEL
120.45
119.55 (When Tower Closed)




RWY 1-19
S140, ST175, TDT840, TRT545
RWY 14-32
S60, D100, ST175, TDT840, TRT459

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-5, 14 JAN 2010 to 11 FEB 2010




NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

## THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

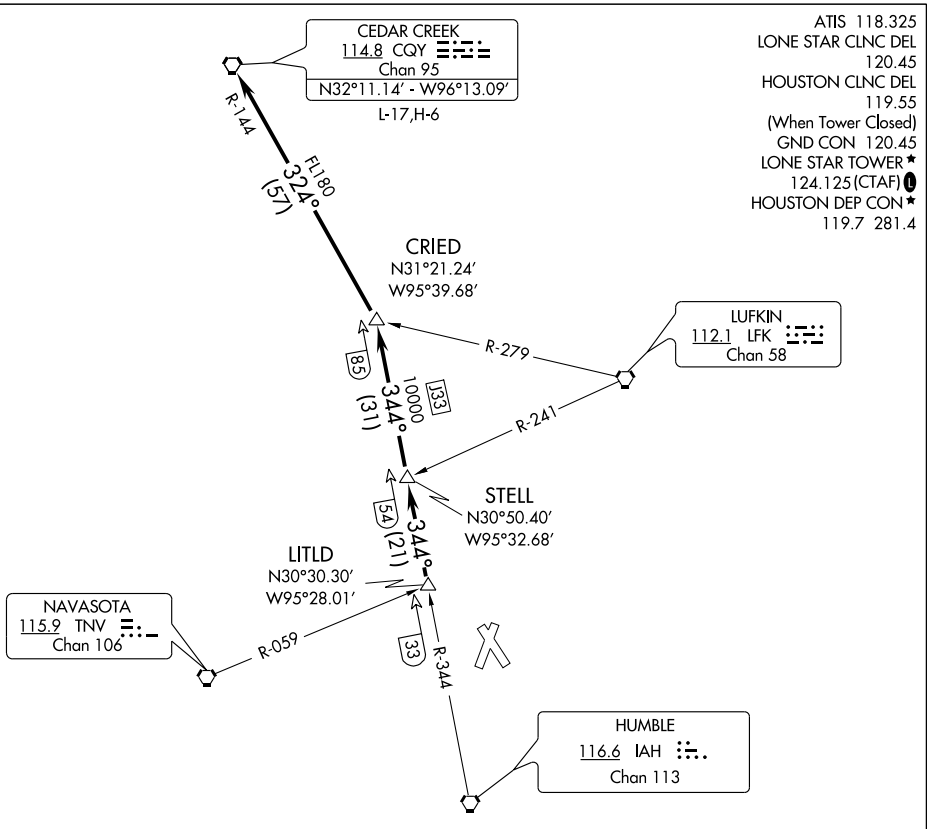
Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL.
OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL.
Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL.
Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.
Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL.
OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL.
Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.
Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.
Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.
Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL.
Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL.
Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# CRIED THREE DEPARTURE

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS




ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) L
HOUSTON DEP CON ★
119.7 281.4

TAKE-OFF MINIMUMS:
All rwys, standard.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

## TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. Obstruction light on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. Obstruction light on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 88′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole, 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990 right of centerline, 106′ AGL/325′ MSL.

# EL DORADO ONE DEPARTURE SL-5573 (FAA)



ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) L
HOUSTON DEP CON ★
119.7 281.4

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: Radar required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082

ENJOY
N31°16.73′
W94°19.82′

028° (7)
9

VELCO
N31°10.67′
W94°24.55′

028° (56)

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

028° (23)
32

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

9

R-028

HUMBLE
116.6 IAH
Chan 113

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
All rwys, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

## TAKE-OFF OBSTACLES

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/ 314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/ 258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL: Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/ 313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/ 300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/ 306′ MSL.

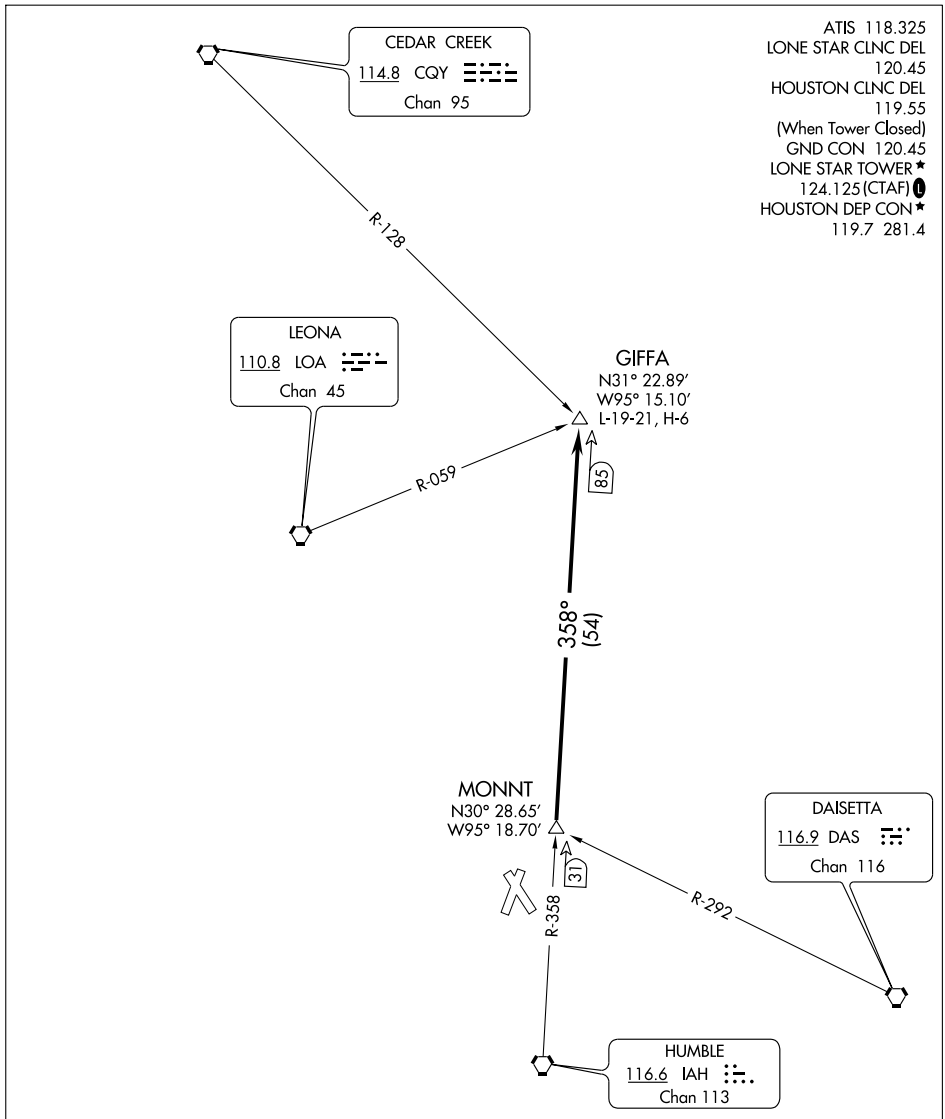
Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

# GIFFA THREE DEPARTURE

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS




NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
All rwys, standard.

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

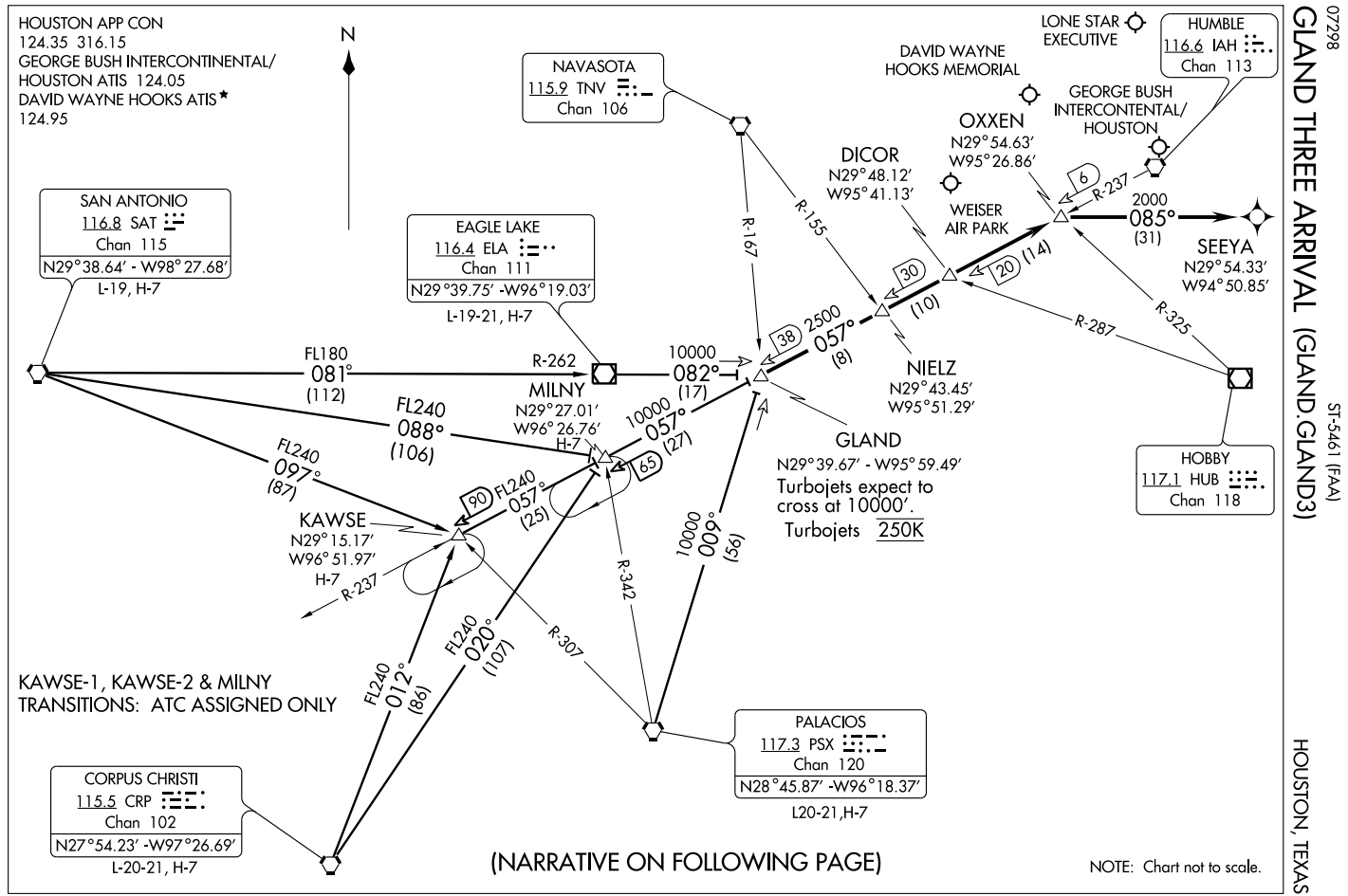
Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL.
Obstruction light on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL.
Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL.
Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.
Rwy 14, Multiple trees beginning 1855′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL.
Obstruction light on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL.
Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.
Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL.
Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL.
Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL.
Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# GLAND THREE ARRIVAL (GLAND.GLAND3)







# GLAND THREE ARRIVAL (GLAND.GLAND3) HOUSTON, TEXAS

## ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

FOR ALL OTHER AIRPORTS: From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.

SC-5, 14 JAN 2010 to 11 FEB 2010

ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) (L)
HOUSTON DEP CON ★
119.7 281.4

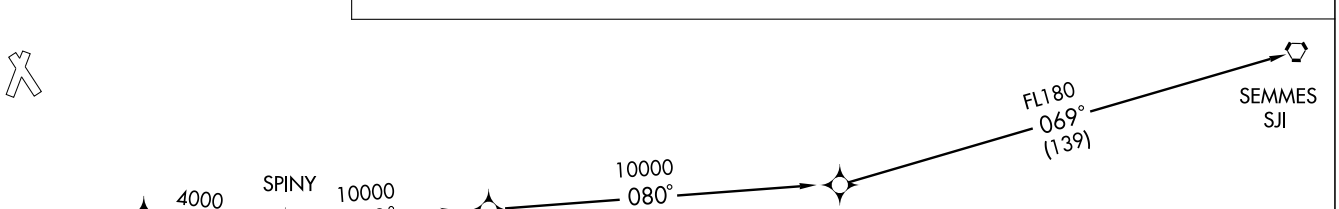
## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence . . . .

. . . . via (transition). Maintain 4000, expect clearance to filed altitude/flight level 10 minutes after departure.

AWDAD TRANSITION (GUSTI1.AWDAD)

SEMMES TRANSITION (GUSTI1.SJI)




TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1656′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

N

TAKE-OFF MINIMUMS:
All runways, standard.

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS REQUIRED.
NOTE: For NON-GPS equipped aircraft; SBI, BPT, LCH, LFT, LLA, and HRV must be operational.

NOTE: Chart not to scale.

| LOC I-CXO | APP CRS | Rwy Idg | 5411 |
|---|---|---|---|
| 108.7 | 139° | TDZE | 242 |
| Chan 24 | | Apt Elev | 245 |

# ILS or LOC RWY 14

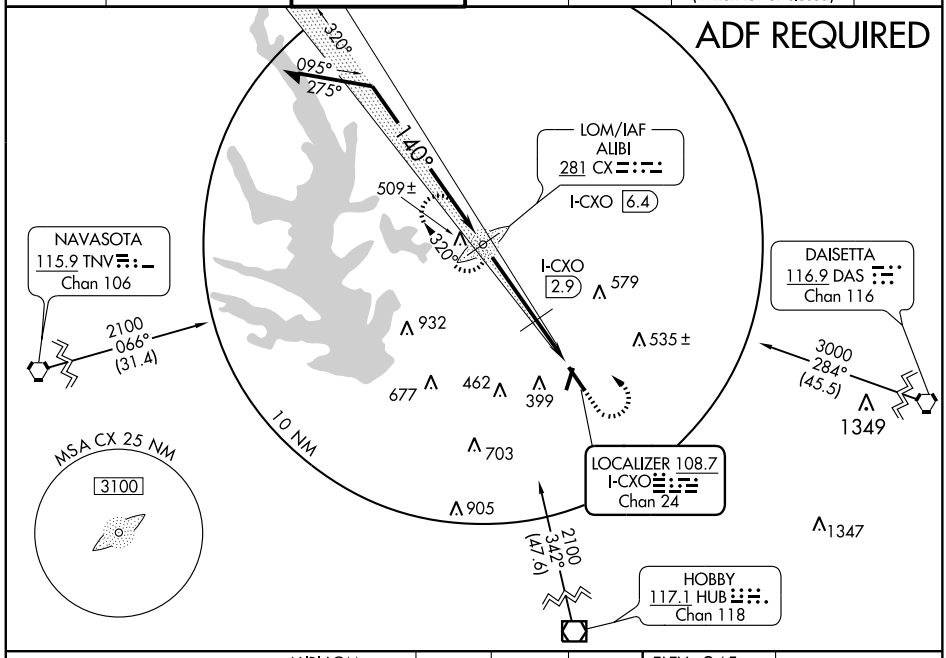
HOUSTON/ LONE STAR EXECUTIVE (CXO)

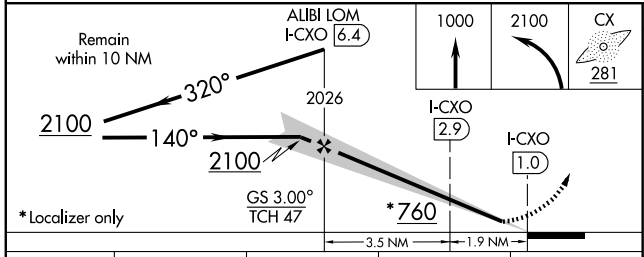
Circling NA at night.

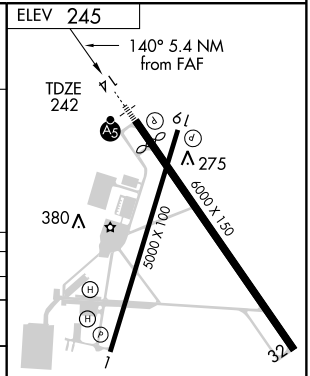
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct ALIBI LOM and hold.

| ATIS | HOUSTON APP CON ★ | LONE STAR TOWER ★ | GND CON | CLNC DEL | HOUSTON CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 118.325 | 119.7 281.4 | 124.125 (CTAF) L | 120.45 | 120.45 | 119.55 (When tower closed) | 122.95 |



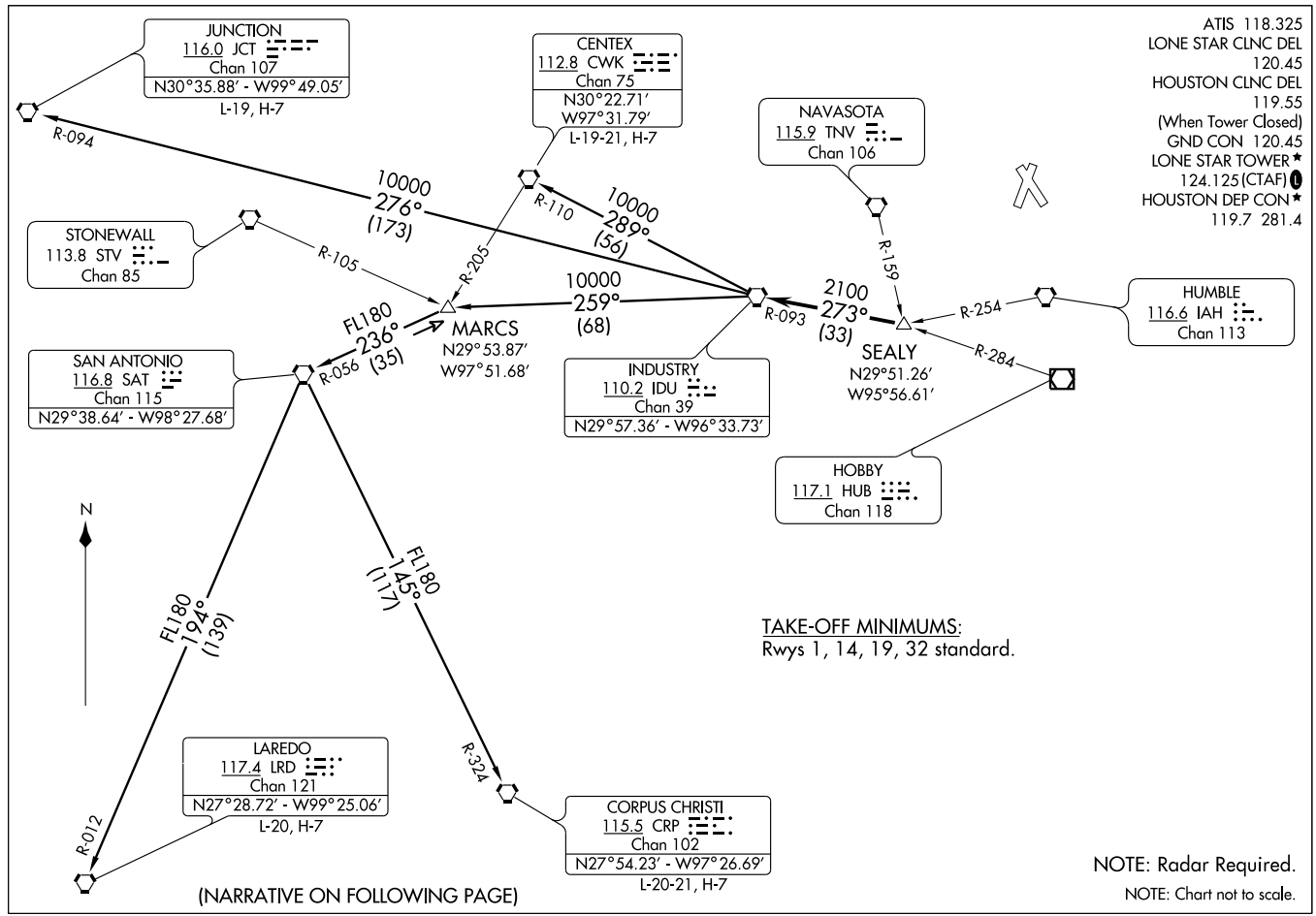

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 14 | 442-½ 200 (200-½) | | | |
| S-LOC 14 | 760-½ 518 (600-½) | | 760-1 518 (600-1) | 760-1¼ 518 (600-1¼) |
| CIRCLING | 760-1 515 (600-1) | | 760-1½ 515 (600-1½) | 800-2 555 (600-2) |
| DME MINIMUMS | | | | |
| S-LOC 14 | 640-½ 398 (400-½) | | | 640-¾ 398 (400-¾) |
| CIRCLING | 700-1 455 (500-1) | | 700-1½ 455 (500-1½) | 800-2 555 (600-2) |

REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

SC-5, 14 JAN 2010 to 11 FEB 2010




(IDU3.IDU) 09239

# INDUSTRY THREE DEPARTURE

SL-5573 (FAA)

HOUSTON/LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

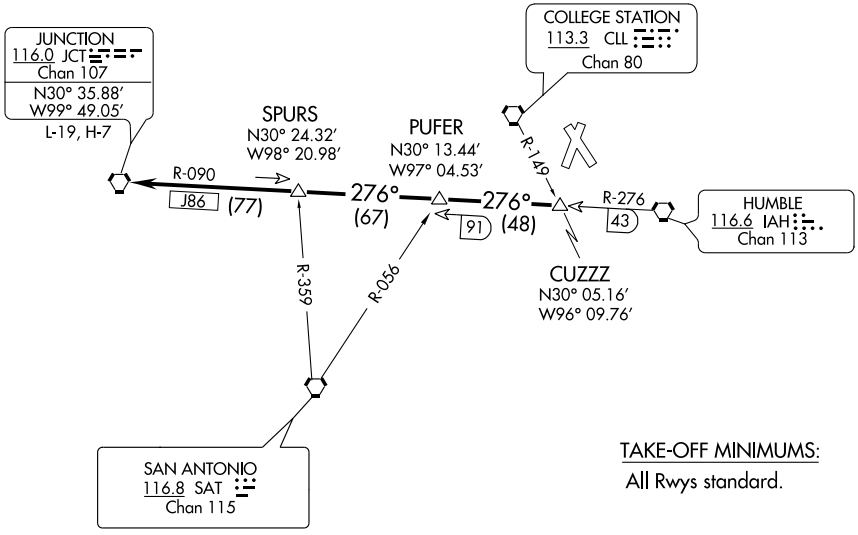
Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# JUNCTION SIX DEPARTURE



ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) L
HOUSTON DEP CON ★
119.7 281.4




TAKE-OFF MINIMUMS:
All Rwys standard.

NOTE: RADAR Required.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

NOTE: Chart not to scale.

(NOTES ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to CUZZZ INT, maintain 4,000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

# JUNCTION SIX DEPARTURE



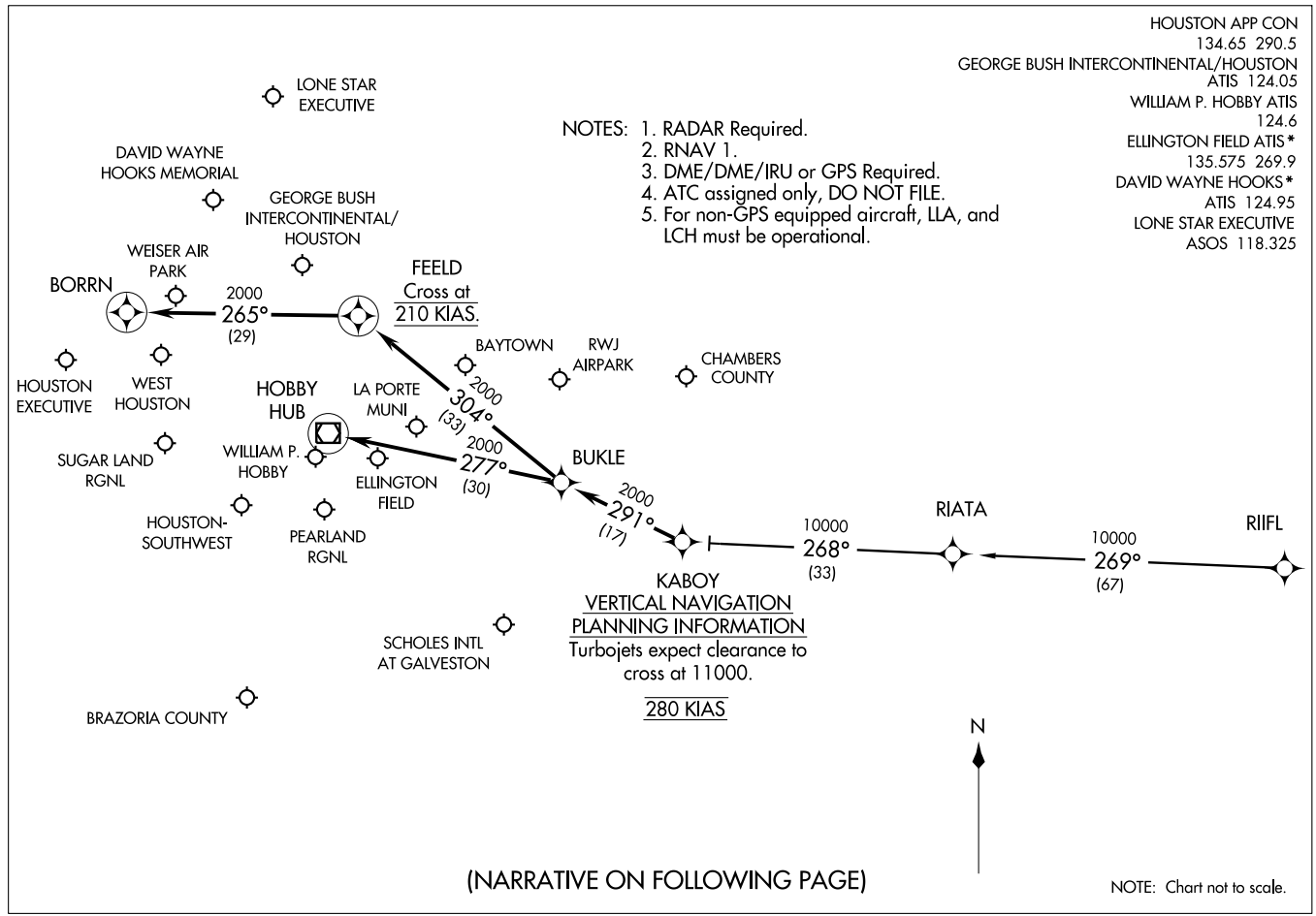
## TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 66′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

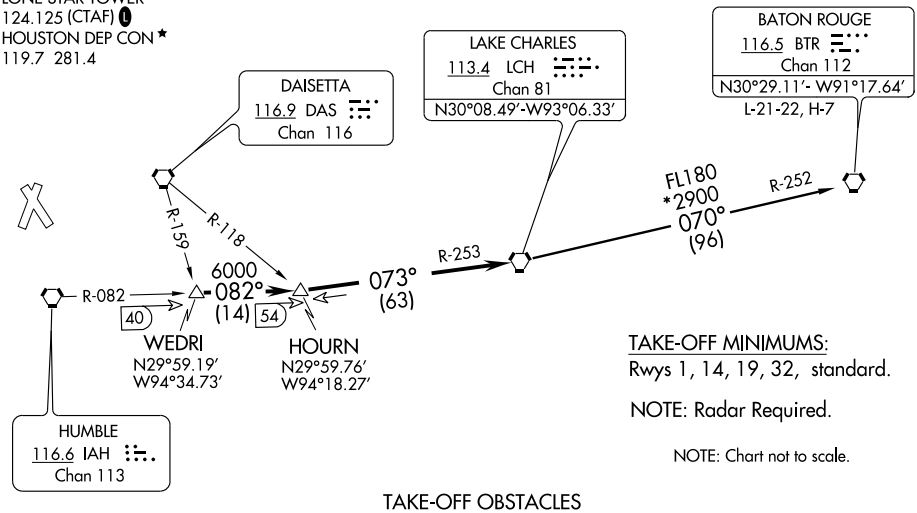
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LAKE CHARLES ONE DEPARTURE



ATIS 118.325
LONE STAR CLNC DEL
120.45
HOUSTON CLNC DEL
119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★
124.125 (CTAF) L
HOUSTON DEP CON ★
119.7 281.4




TAKE-OFF MINIMUMS:
Rwys 1, 14, 19, 32, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

## TAKE-OFF OBSTACLES

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300 MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306 MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

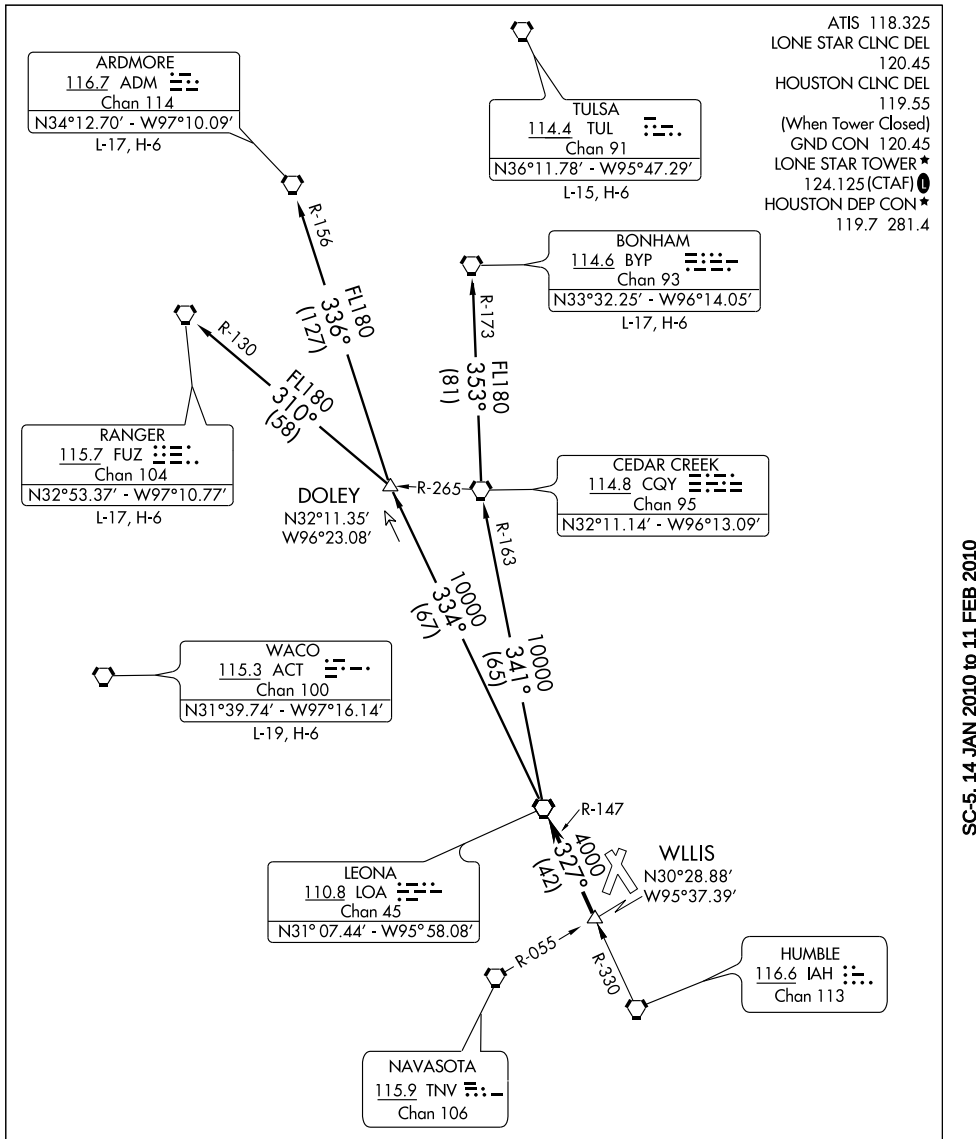
BATON ROUGE TRANSITION (LCH1.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

(LOA6.LOA) 09351

# LEONA SIX DEPARTURE

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

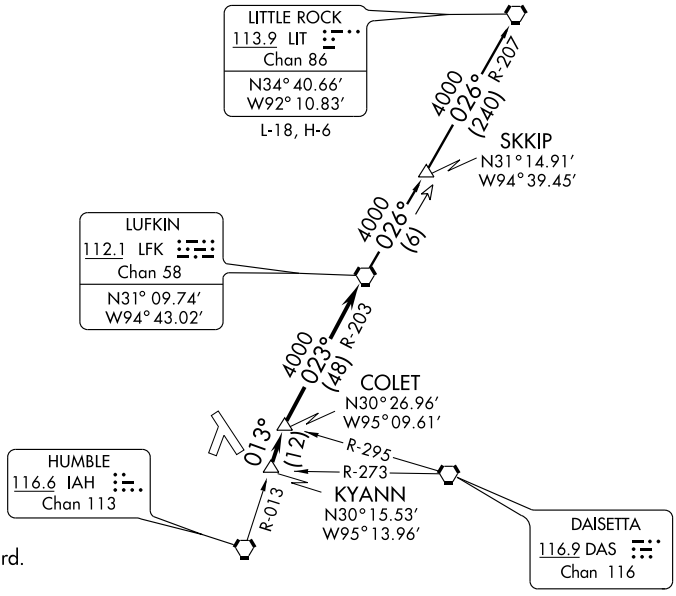
Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Obstruction light on glide slope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.
Rwy 14, Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL. Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. Obstruction light on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL.
Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# LUFKIN FIVE DEPARTURE

SL-5573 (FAA)

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER★ 124.125 (CTAF) (L)
HOUSTON DEP CON★ 119.7 281.4




TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, standard.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.
Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.
Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.
Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

| LOM CX | APP CRS | Rwy Idg | 5411 |
|---|---|---|---|
| 281 | 140° | TDZE | 242 |
| | | Apt Elev | 245 |

# NDB RWY 14

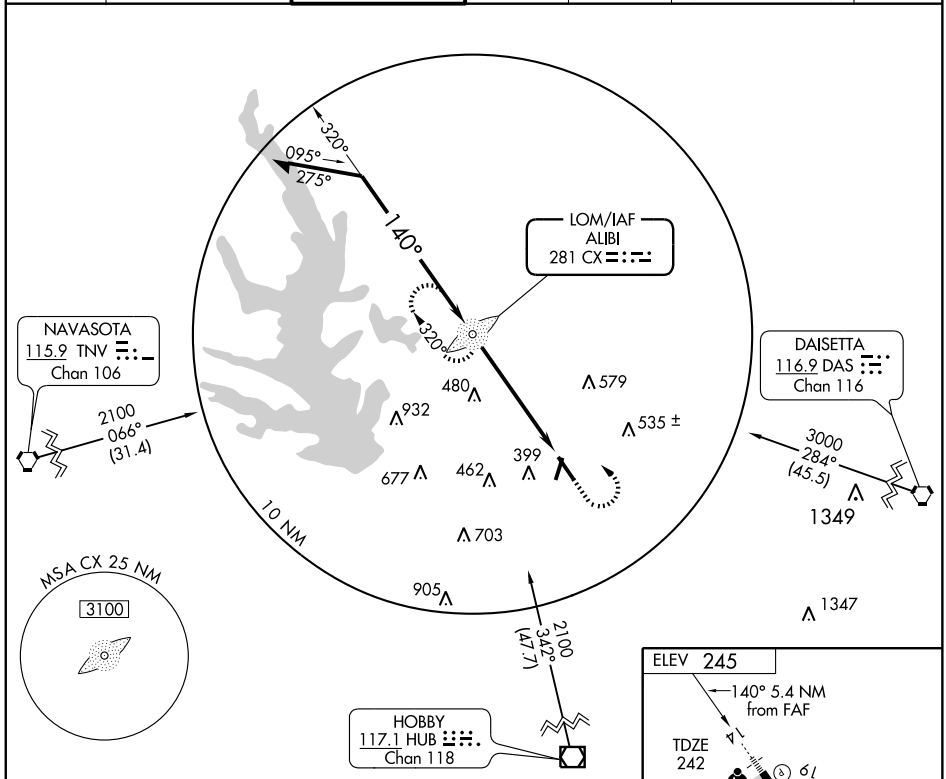
## HOUSTON/ LONE STAR EXECUTIVE (CXO)

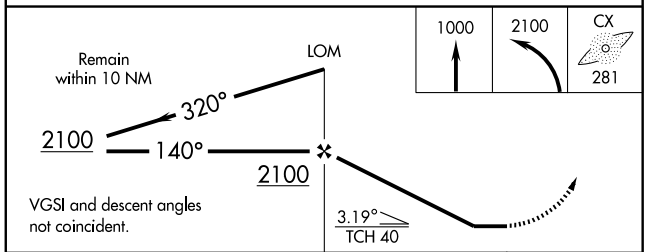
Circling NA at night.

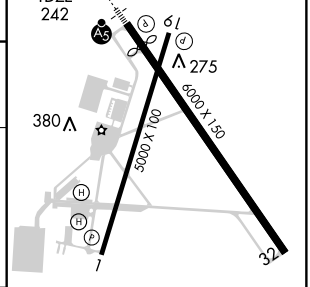
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct CX LOM and hold.

| ATIS | HOUSTON APP CON ★ | LONE STAR TOWER ★ | GND CON | CLNC DEL | HOUSTON CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 118.325 | 119.7 281.4 | 124.125 (CTAF) L | 120.45 | 120.45 | 119.55 (When tower closed) | 122.95 |




REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

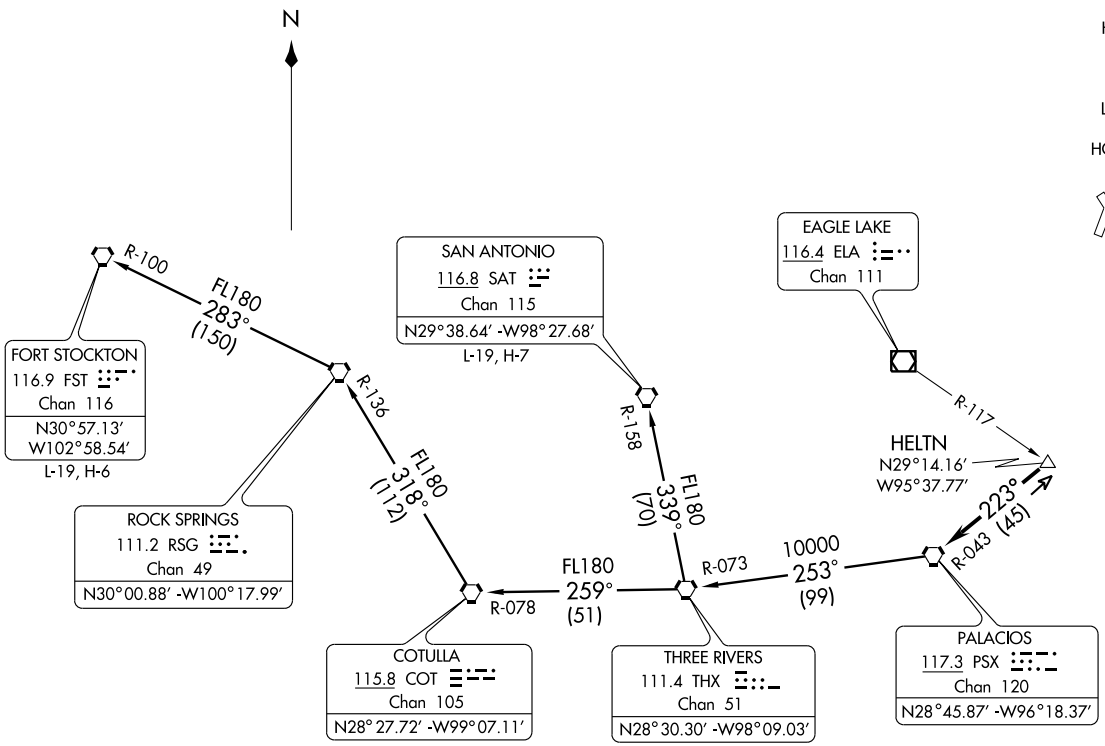
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 780-¾ | 538 (600-¾) | 780-1 538 (600-1) | 780-1½ 538 (600-1½) |
| CIRCLING | 780-1 | 535 (600-1) | 780-1½ 535 (600-1½) | 800-2 555 (600-2) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

SC-5, 14 JAN 2010 to 11 FEB 2010

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★ 124.125 (CTAF) Ⓛ
HOUSTON DEP CON ★ 119.7 281.4




TAKE-OFF MINIMUMS:
Rwys 1, 14, 19, 32 standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

# PALACIOS THREE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/314' MSL.
OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/258' MSL.
Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL.
Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/300' MSL.
OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL.
Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/306' MSL.

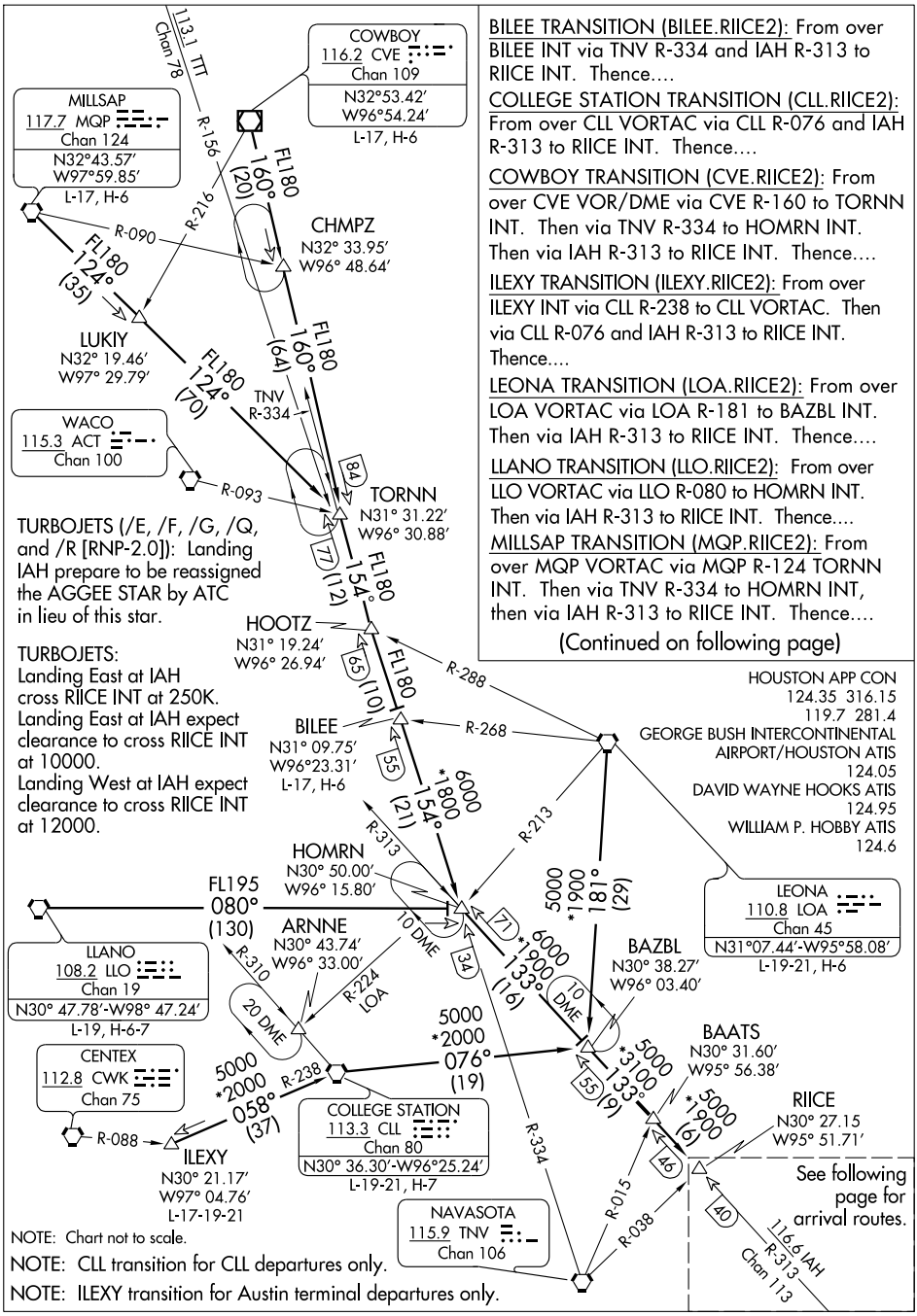
Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/315' MSL.
Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL.
Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL.
Tree 2448' from DER, 990' right of centerline, 106' AGL/325'MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# RIICE TWO ARRIVAL Transition Routes

HOUSTON, TEXAS




BILEE TRANSITION (BILEE.RIICE2): From over BILEE INT via TNV R-334 and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE2): From over CLL VORTAC via CLL R-076 and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE2): From over CVE VOR/DME via CVE R-160 to TORNN INT. Then via TNV R-334 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CLL R-238 to CLL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. Then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE2): From over LLO VORTAC via LLO R-080 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE2): From over MQP VORTAC via MQP R-124 TORNN INT. Then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

(Continued on following page)

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]): Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10000.
Landing West at IAH expect clearance to cross RIICE INT at 12000.

NOTE: Chart not to scale.

NOTE: CLL transition for CLL departures only.

NOTE: ILEXY transition for Austin terminal departures only.

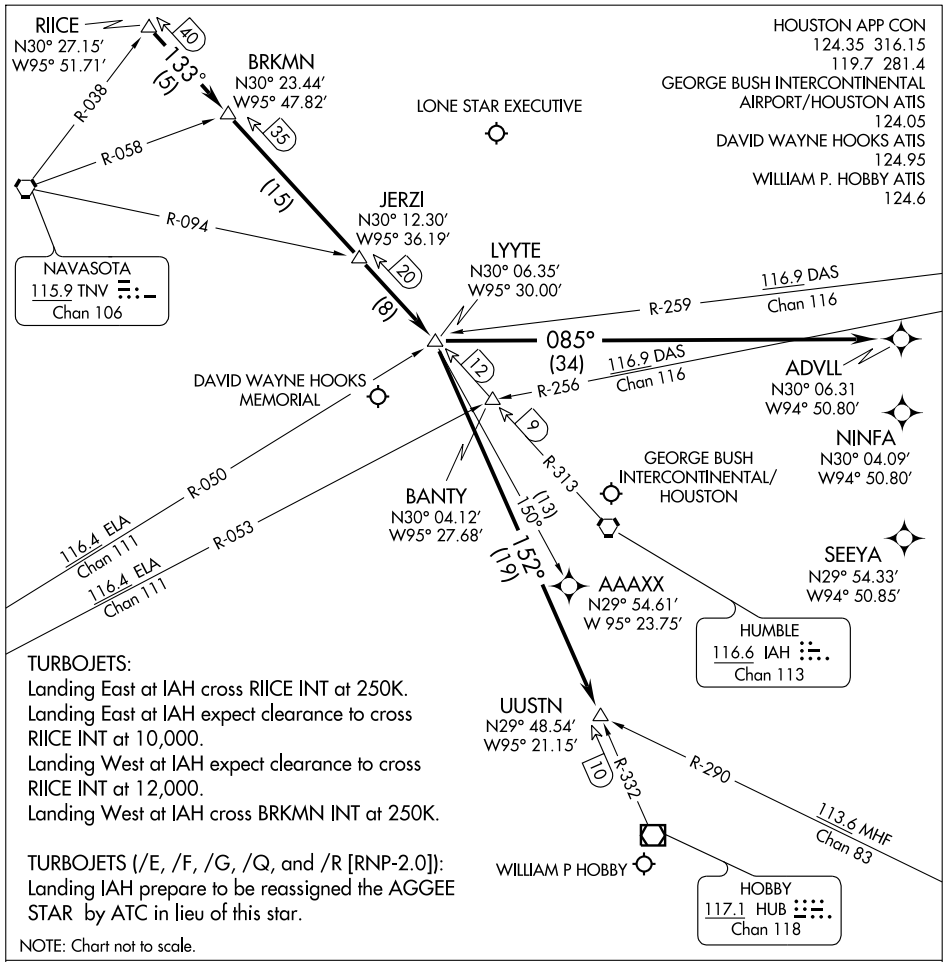
SC-5, 14 JAN 2010 to 11 FEB 2010

(RIICE.RIICE2) 08213

ST-5461 (FAA)

# RIICE TWO ARRIVAL Arrival Routes

HOUSTON, TEXAS




TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10,000.
Landing West at IAH expect clearance to cross RIICE INT at 12,000.
Landing West at IAH cross BRKMN INT at 250K.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]):
Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 99512 W14A | APP CRS 140° | Rwy Idg 5411<br>TDZE 242<br>Apt Elev 245 |
|---|---|---|

# RNAV (GPS) RWY 14

## HOUSTON/LONE STAR EXECUTIVE (CXO)

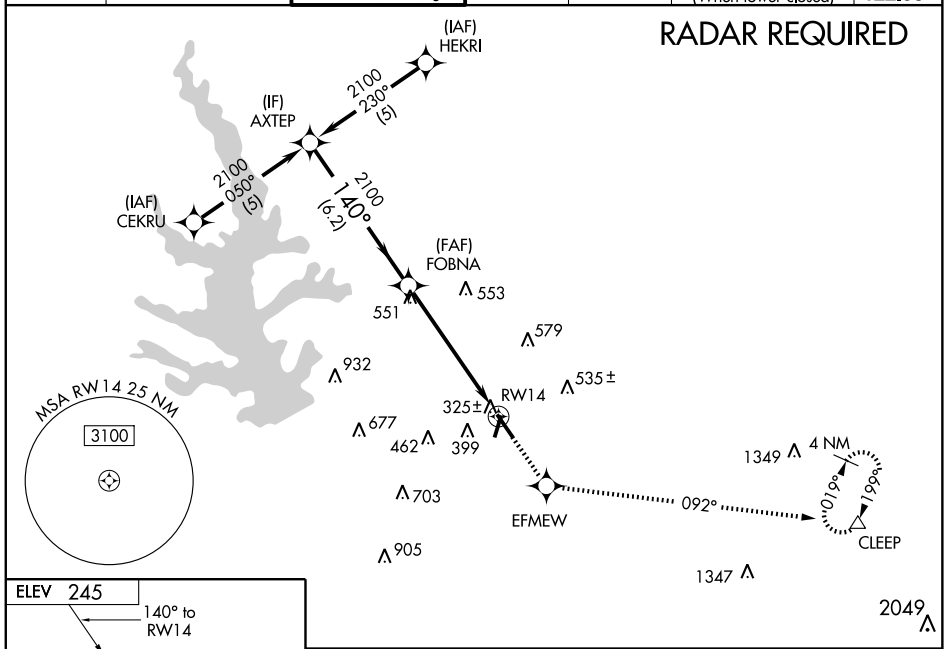
T A Circling to Rwy 19 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase all DA 57 feet, and all MDA 60 feet. Increase LNAV/VNAV visibility all Cats ¼ mile, increase LNAV Cat C/D visibility ¼ mile.
VDP and Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting.
For inoperative MALSR when using David Wayne Hooks Memorial altimeter setting; increase LPV all Cats visibility to 1 mile.

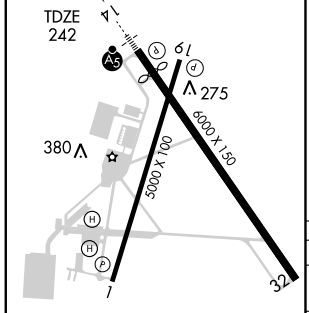
MALSR

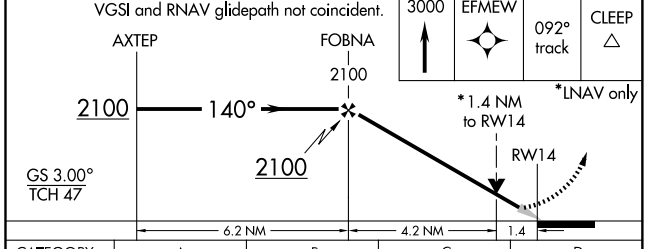
MISSED APPROACH: Climb to 3000 direct EFMEW and via track 092° to CLEEP and hold.

| ATIS | HOUSTON APP CON ★ | LONE STAR TOWER ★ | GND CON | CLNC DEL | HOUSTON CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 118.325 | 119.7 281.4 | 124.125 (CTAF) L | 120.45 | 120.45 | 119.55 (When tower closed) | 122.95 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 442-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 604-¾ 362 (400-¾) | | | |
| LNAV MDA | 720-½ 478 (500-½) | | 720-¾ 478 (500-¾) | 720-1 478 (500-1) |
| CIRCLING | 720-1 475 (500-1) | | 720-1½ 475 (500-1½) | 800-2 555 (600-2) |

REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 321° | TDZE | 245 |
| | Apt Elev | 245 |

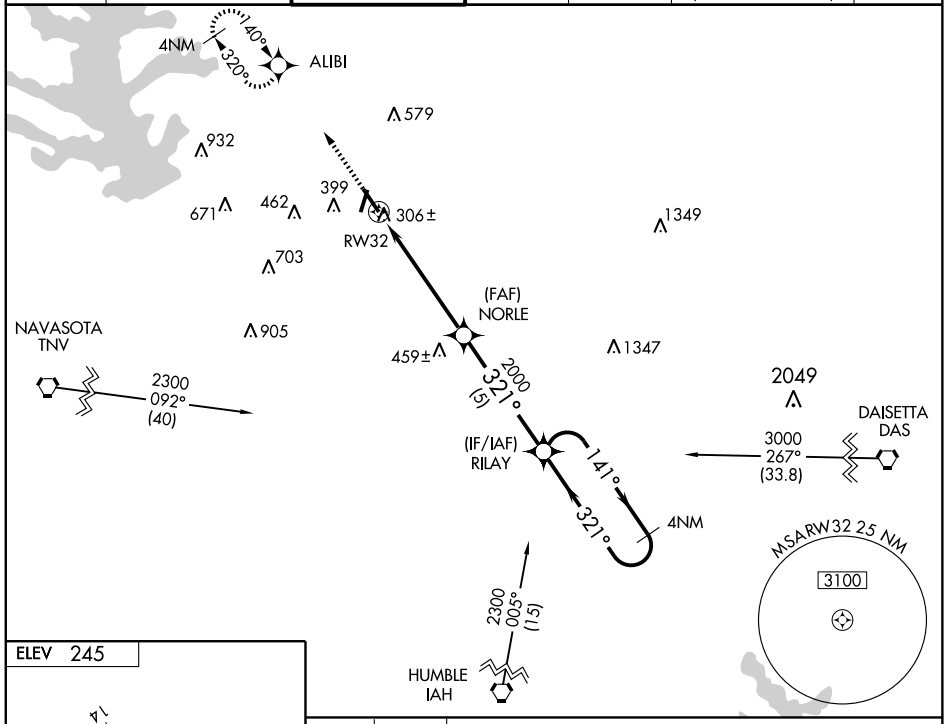
# RNAV (GPS) RWY 32

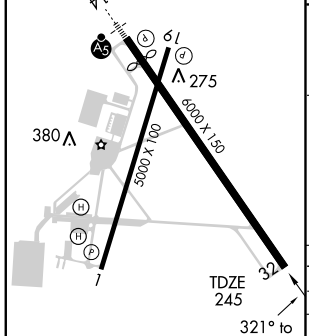
## HOUSTON/ LONE STAR EXECUTIVE (CXO)

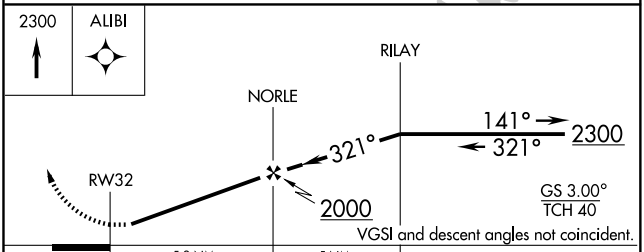
T BARO-VNAV NA below -15°C (5°F)
A NA Circling NA at night. DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2300 direct ALIBI and hold.

| ATIS | HOUSTON APP CON ★ | LONE STAR TOWER ★ | GND CON | CLNC DEL | HOUSTON CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 118.325 | 119.7 281.4 | 124.125 (CTAF) L | 120.45 | 120.45 | 119.55 (When tower closed) | 122.95 |



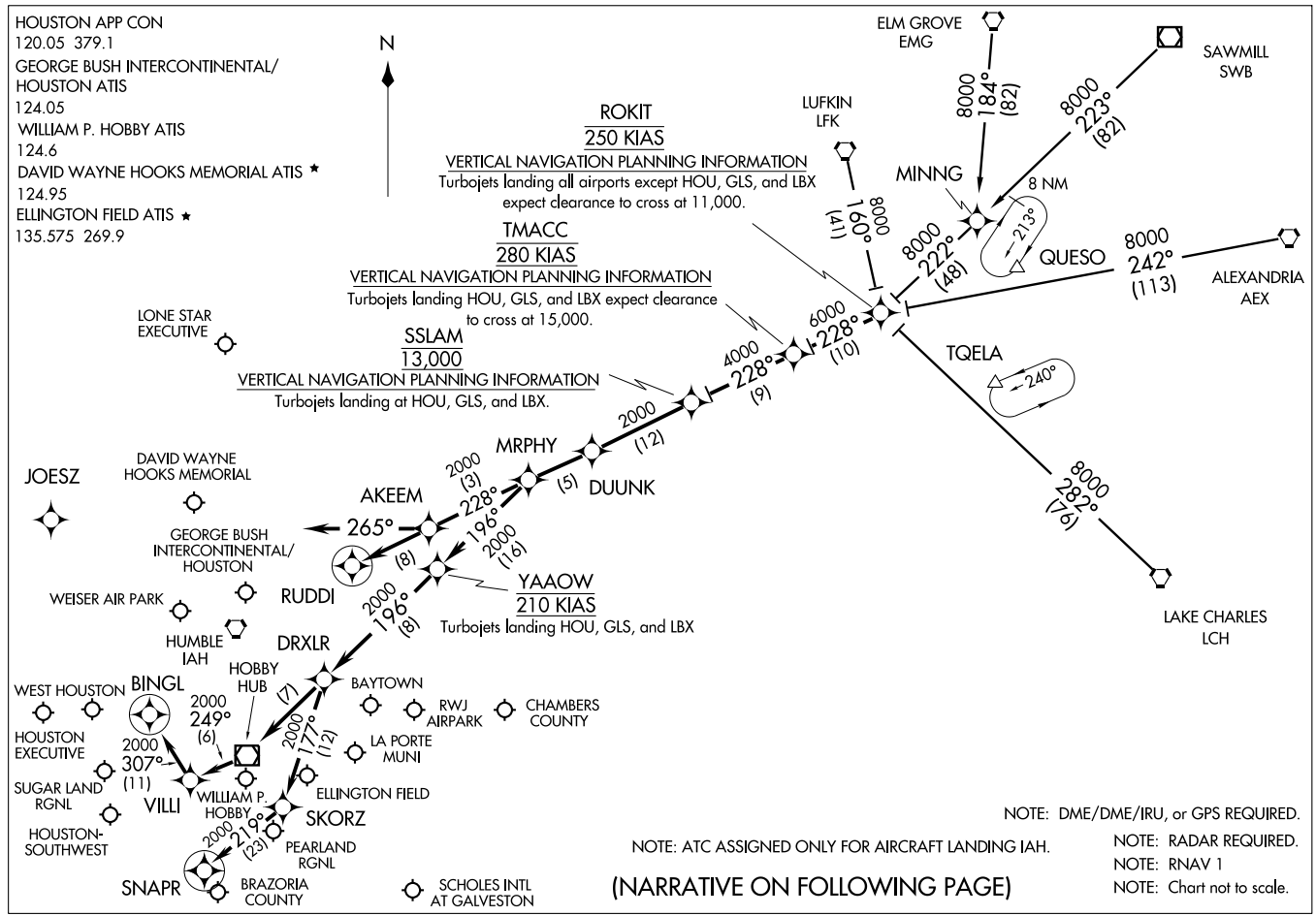




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/VNAV DA | 640-1½ 395 (400-1½) | | | |
| LNAV MDA | 660-1 415 (500-1) | | 660-1¼ 415 (500-1¼) | |
| CIRCLING | 700-1 455 (500-1) | | 700-1½ 455 (500-1½) | 800-2 555 (600-2) |

REIL Rwy 32 L
MIRL Rwy 1-19
MIRL Rwy 14-32 L

SC-5, 14 JAN 2010 to 11 FEB 2010




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

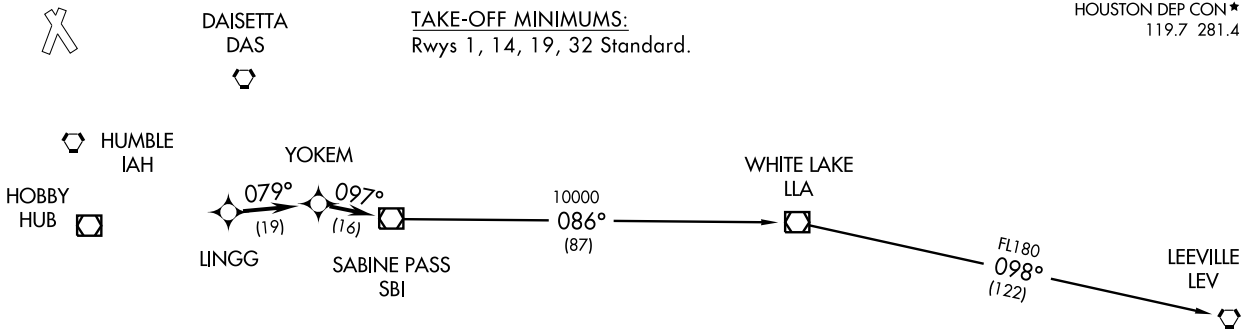
SC-5, 14 JAN 2010 to 11 FEB 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER ★ 124.125 (CTAF) L
HOUSTON DEP CON ★ 119.7 281.4

TAKE-OFF MINIMUMS:
Rwys 1, 14, 19, 32 Standard.




TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899' from DER, 11' left of centerline, up to 80' AGL/ 314' MSL. OL on glideslope 387' from DER, 404' right of centerline, 23' AGL/ 258' MSL. Tower 457' from DER, 387' right of centerline, 45' AGL/275' MSL. Multiple trees beginning 788' from DER, 134' right of centerline, up to 79' AGL/ 313' MSL.

Rwy 14, Multiple trees beginning 1655' from DER, 408' left of centerline, up to 81' AGL/ 300' MSL. OL on DME 401' from DER, 266' right of centerline, 21' AGL/255' MSL. Multiple trees beginning 1480' from DER, 80' right of centerline, up to 77' AGL/ 306' MSL.

Rwy 19, Multiple trees beginning 17' from DER, 157' left of centerline, up to 95' AGL/ 315' MSL. Multiple trees beginning 68' from DER, 156' right of centerline, up to 80' AGL/305' MSL.

Rwy 32, Vehicle and road 602' from DER, 551' left of centerline, 15' AGL/257' MSL. Pole 1411' from DER, 458' left of centerline, 29' AGL/268' MSL. Tree 2448' from DER, 990' right of centerline, 106' AGL/325' MSL.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

# SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI) 09239

SL-5573 (FAA)

HOUSTON/ LONE STAR EXECUTIVE (CXO)
HOUSTON, TEXAS

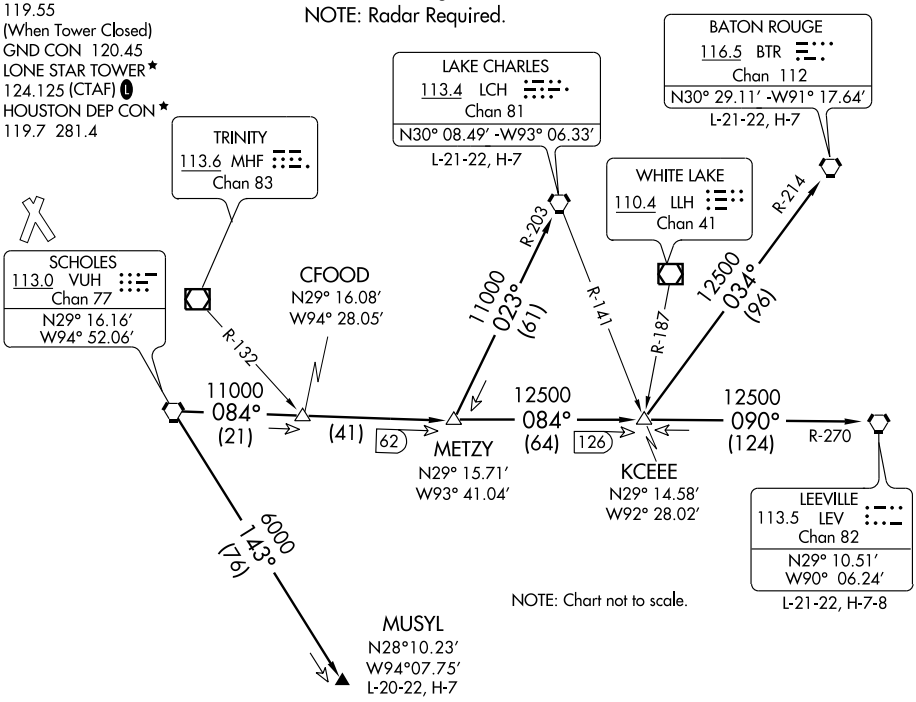
# SCHOLES THREE DEPARTURE

SL-5573 (FAA)

HOUSTON, TEXAS

ATIS 118.325
LONE STAR CLNC DEL 120.45
HOUSTON CLNC DEL 119.55
(When Tower Closed)
GND CON 120.45
LONE STAR TOWER★ 124.125 (CTAF) L
HOUSTON DEP CON★ 119.7 281.4

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.




TAKE-OFF MINIMUMS:
Rwy 1, 14, 19, 32, standard.

(TAKE-OFF NOTES ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.



SC-5, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF OBSTACLES:

Rwy 1, Multiple trees beginning 1899′ from DER, 11′ left of centerline, up to 80′ AGL/314′ MSL. OL on glideslope 387′ from DER, 404′ right of centerline, 23′ AGL/258′ MSL. Tower 457′ from DER, 387′ right of centerline, 45′ AGL/275′ MSL. Multiple trees beginning 788′ from DER, 134′ right of centerline, up to 79′ AGL/313′ MSL.

Rwy 14, Multiple trees beginning 1655′ from DER, 408′ left of centerline, up to 81′ AGL/300′ MSL. OL on DME 401′ from DER, 266′ right of centerline, 21′ AGL/255′ MSL. Multiple trees beginning 1480′ from DER, 80′ right of centerline, up to 77′ AGL/306′ MSL.

Rwy 19, Multiple trees beginning 17′ from DER, 157′ left of centerline, up to 95′ AGL/315′ MSL. Multiple trees beginning 68′ from DER, 156′ right of centerline, up to 80′ AGL/305′ MSL.

Rwy 32, Vehicle and road 602′ from DER, 551′ left of centerline, 15′ AGL/257′ MSL. Pole 1411′ from DER, 458′ left of centerline, 29′ AGL/268′ MSL. Tree 2448′ from DER, 990′ right of centerline, 106′ AGL/325′ MSL.

HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE2):

KLAMS TRANSITION (KLAMS.WOLDE2):

LEEVILLE TRANSITION (LEV.WOLDE2):

SABINE PASS TRANSITION (SBI.WOLDE2):

SEMMES TRANSITION (SJI.WOLDE2):

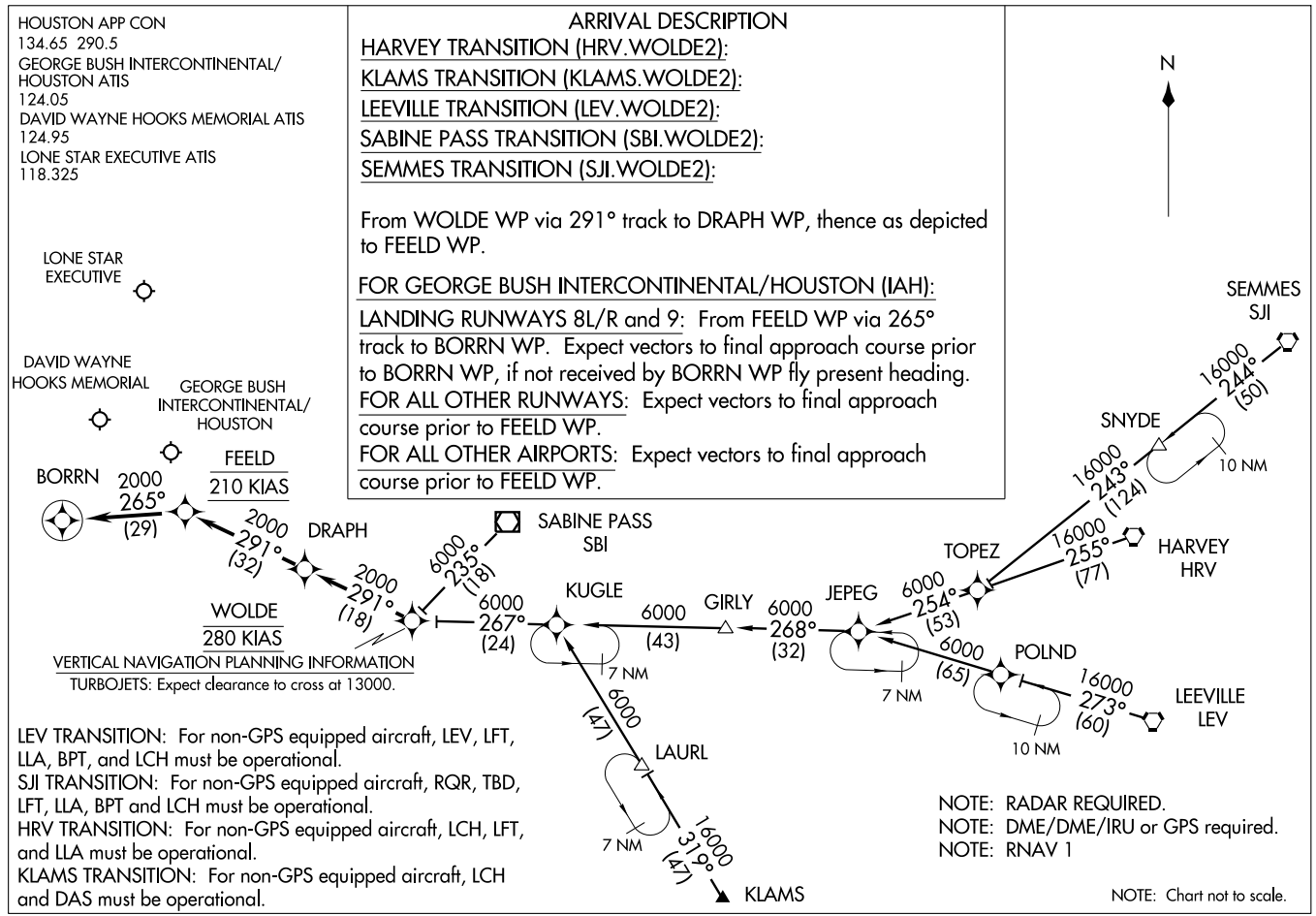
From WOLDE WP via 291° track to DRAPH WP, thence as depicted to FEELD WP.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R and 9: From FEELD WP via 265° track to BORRN WP. Expect vectors to final approach course prior to BORRN WP, if not received by BORRN WP fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to FEELD WP.

FOR ALL OTHER AIRPORTS: Expect vectors to final approach course prior to FEELD WP.




VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 13000.

LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, BPT, and LCH must be operational.

SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, BPT and LCH must be operational.

HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA must be operational.

KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS must be operational.

NOTE: RADAR REQUIRED.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1

NOTE: Chart not to scale.

# WOLDE TWO ARRIVAL (RNAV) (WOLDE.WOLDE2) 09183

HOUSTON, TEXAS

ST-5461(FAA)

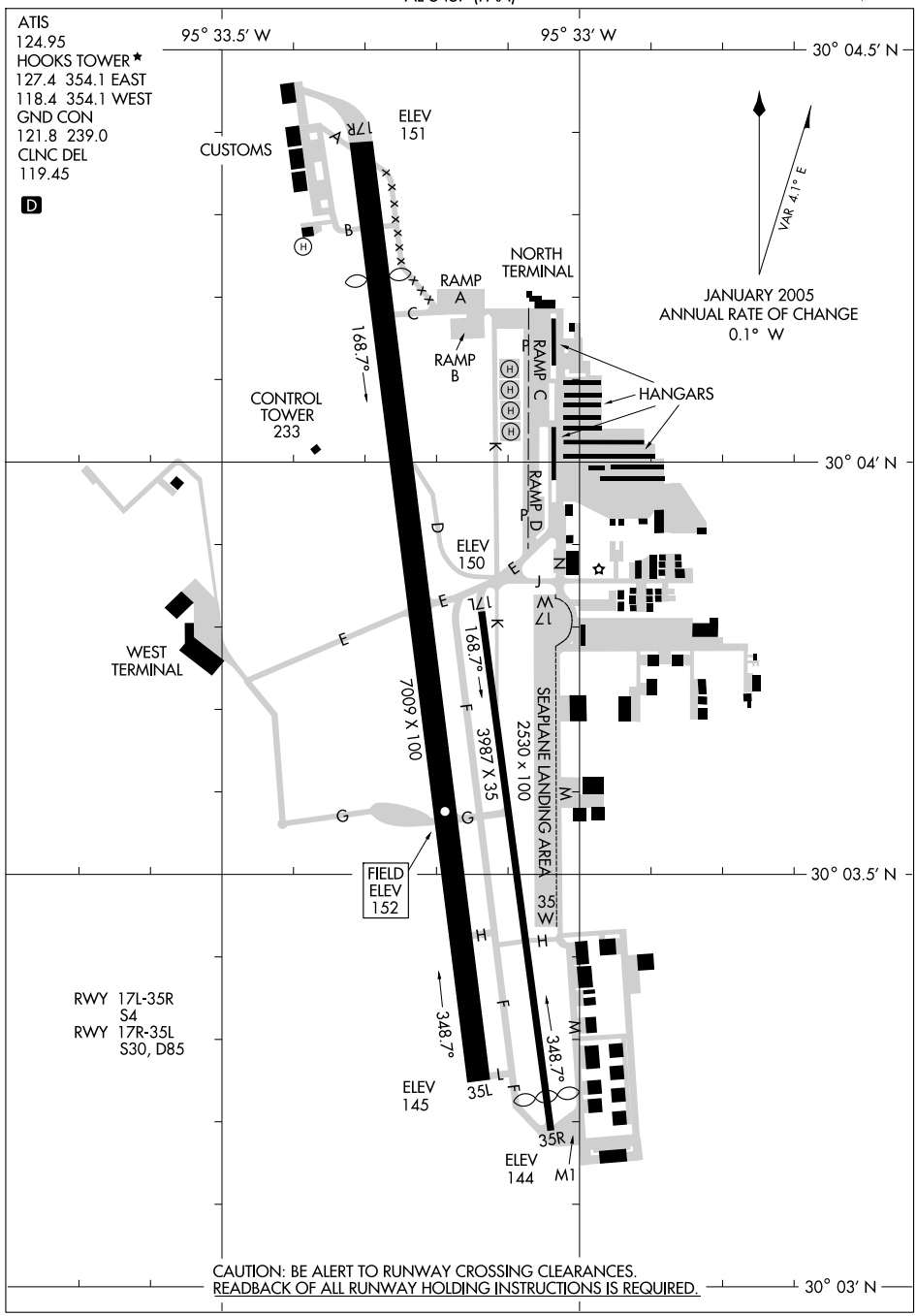
09071

# AIRPORT DIAGRAM

## HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

AL-5457 (FAA)

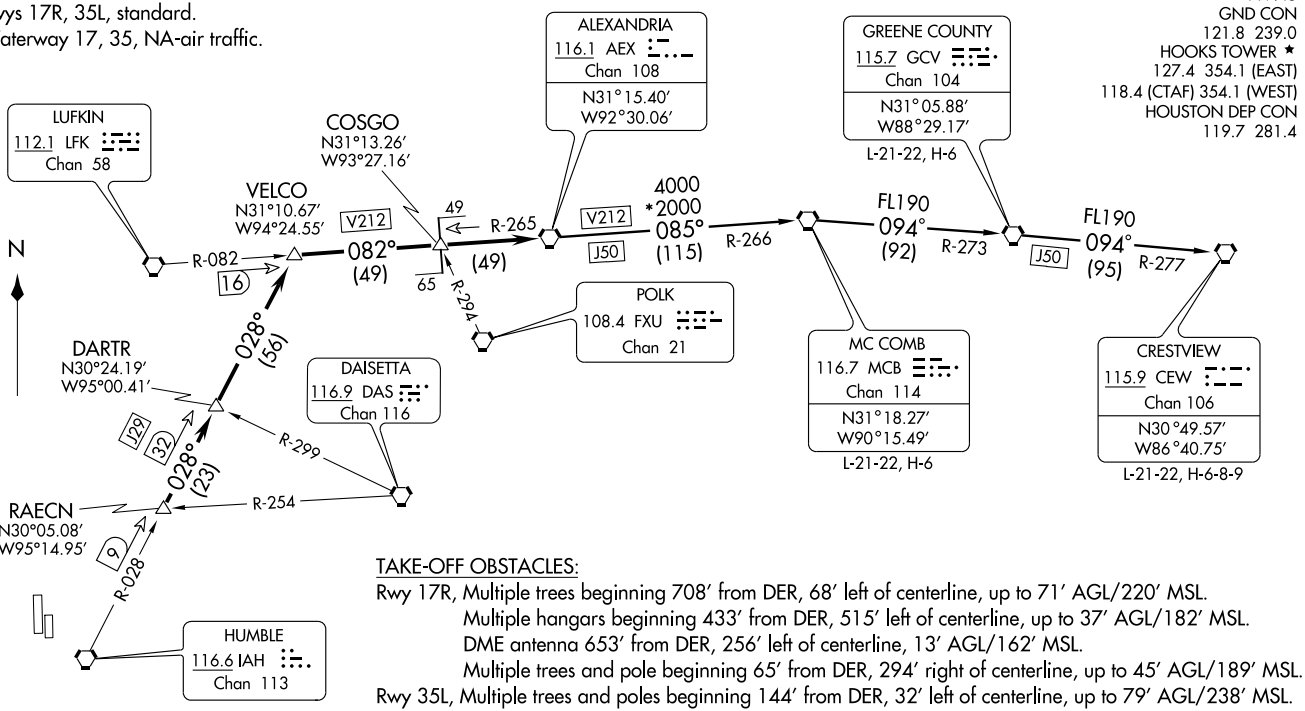
HOUSTON, TEXAS




SC-5, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF MINIMUMS:
Rwys 17L, 35R, NA-environmental
Rwys 17R, 35L, standard.
Waterway 17, 35, NA-air traffic.

ATIS 124.95
CLNC DEL 119.45
GND CON 121.8 239.0
HOOKS TOWER ★ 127.4 354.1 (EAST)
118.4 (CTAF) 354.1 (WEST)
HOUSTON DEP CON 119.7 281.4




TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL.
Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL.
DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL.
Multiple trees and pole beginning 65′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.
Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL.
Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL.
Multiple trees, towers, and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL
Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL.
Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

## THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

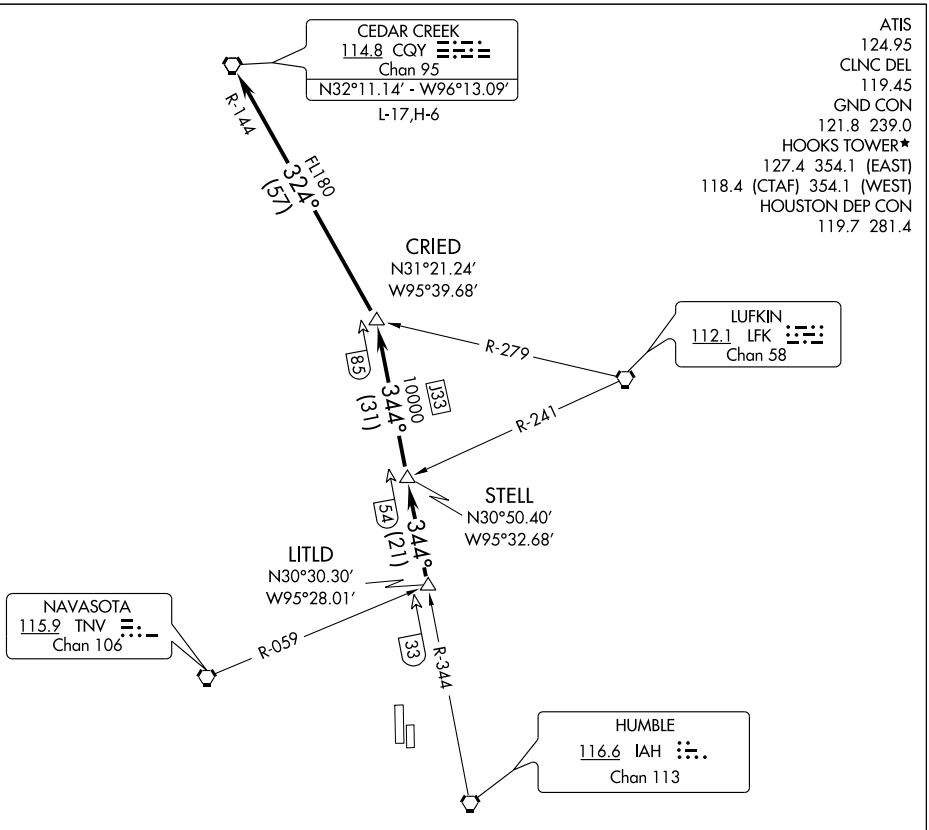
GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

# CRIED THREE DEPARTURE






TAKE-OFF MINIMUMS:

Rwy 17L, 35R, NA-environmental.
Rwy 17R, 35L, standard.
Waterway 17, 35, NA-air traffic.

NOTE: Radar Required.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

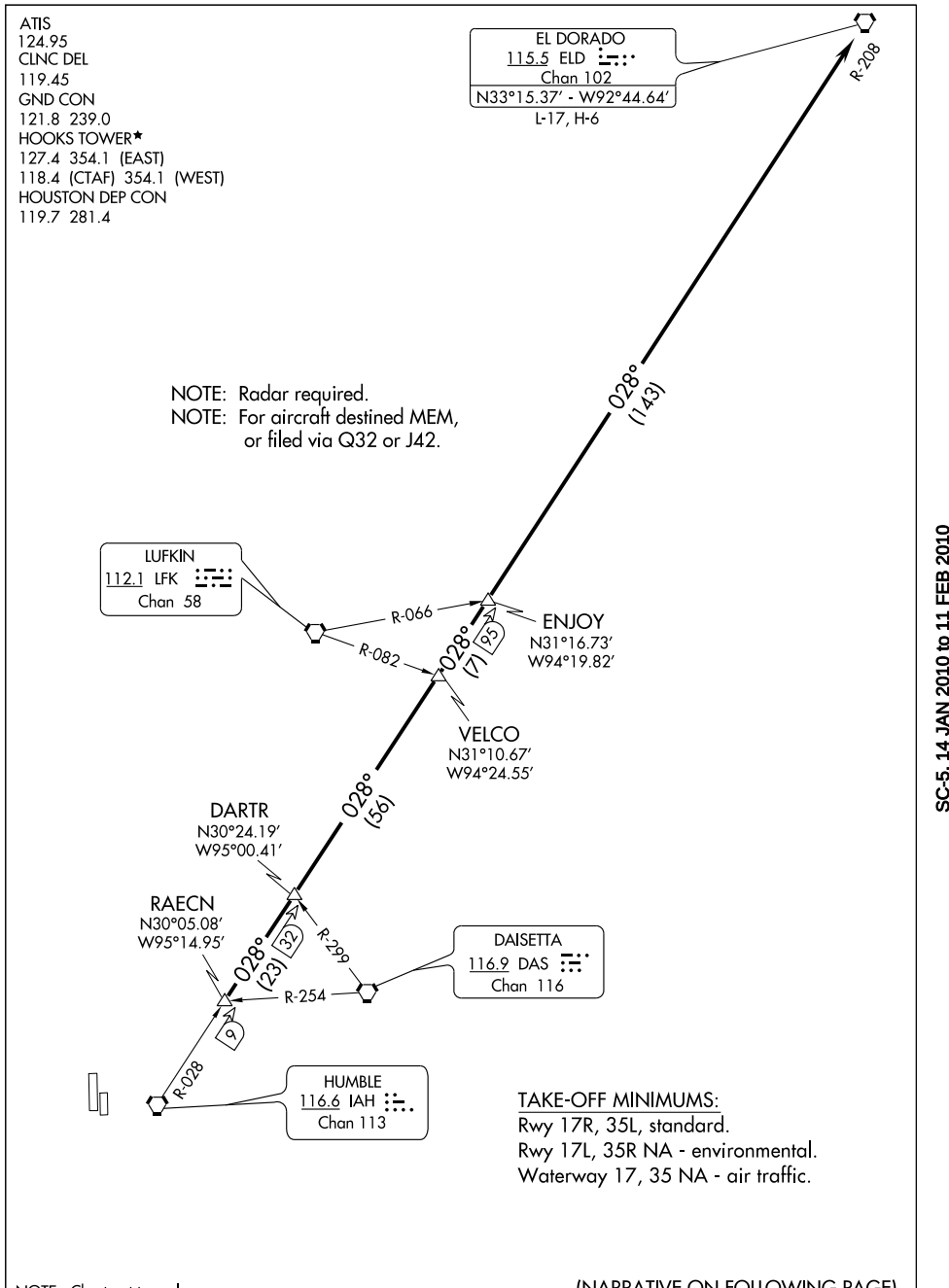
## TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up tp 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

# EL DORADO ONE DEPARTURE






NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

▼

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

## TAKE-OFF OBSTACLES

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′, from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

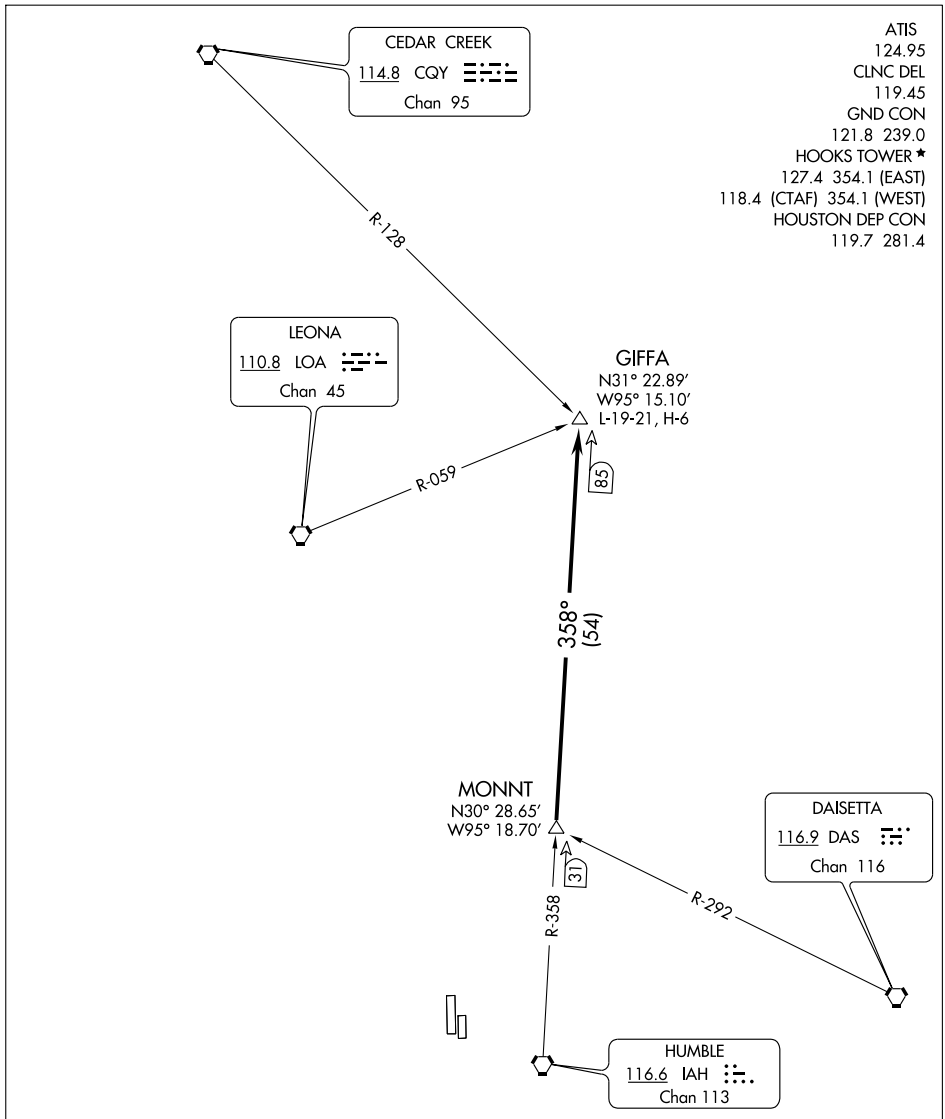
(GIFFA3.GIFFA) 09071

# GIFFA THREE DEPARTURE

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

SL-5457 (FAA)

HOUSTON, TEXAS




NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:

Rwys 17L, 35R NA - environmental.

Rwys 17R, 35L, standard.

Waterway 17, 35 NA - air traffic.

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL.
Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL.
DME antenna 653' from DER, 256' left of centelrine, 13' AGL/182' MSL.
Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

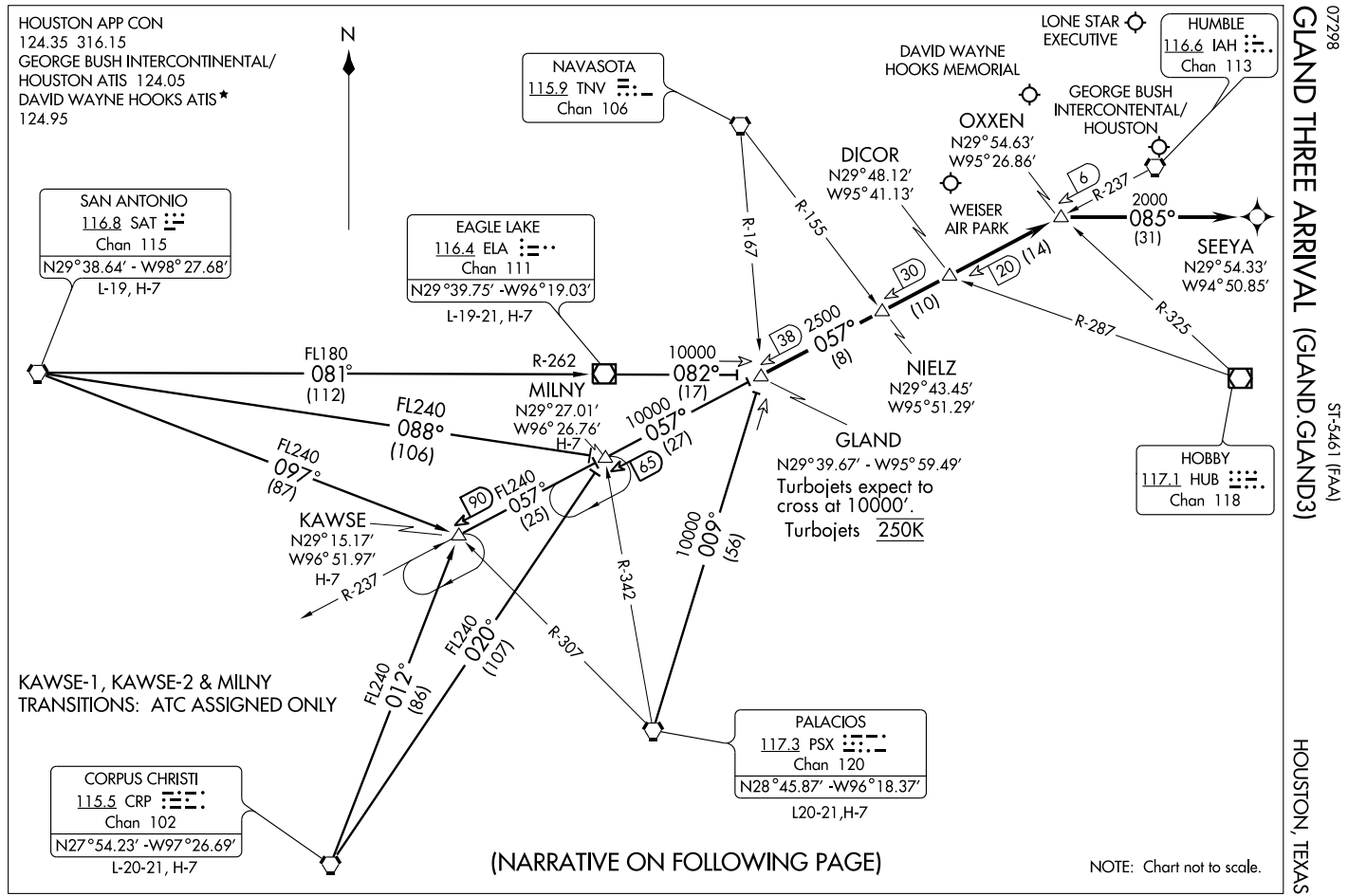
Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL.
Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL.
Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL.
Vehicle and road 315' from DER, on centerline, 15' AGL/166' MSL.
Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# GLAND THREE ARRIVAL (GLAND.GLAND3)







# GLAND THREE ARRIVAL (GLAND.GLAND3) HOUSTON, TEXAS

## ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

FOR ALL OTHER AIRPORTS: From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.

SC-5, 14 JAN 2010 to 11 FEB 2010

ATIS 124.95
CLNC DEL 119.45
GND CON
121.8 239.0
HOOKS TOWER *
127.4 354.1 EAST
118.4 (CTAF) 354.1 WEST
HOUSTON DEP CON
119.7 281.4

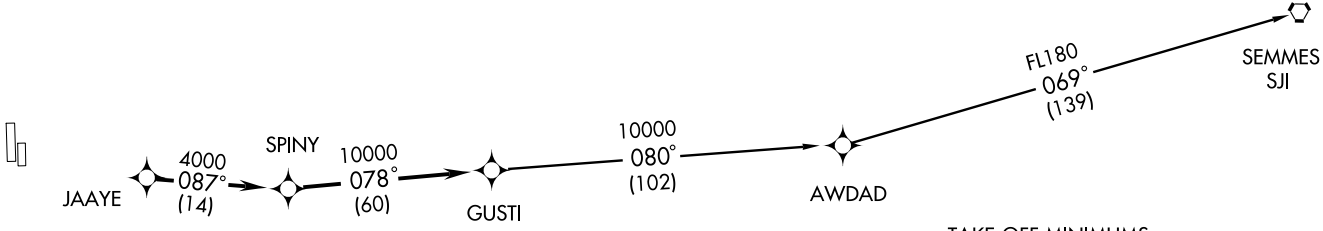
## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence . . . .

. . . . via (transition). Maintain 4000, expect clearance to filed altitude/flight level 10 minutes after departure.

AWDAD TRANSITION (GUSTI1.AWDAD)

SEMMES TRANSITION (GUSTI1.SJI)




TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/ 220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

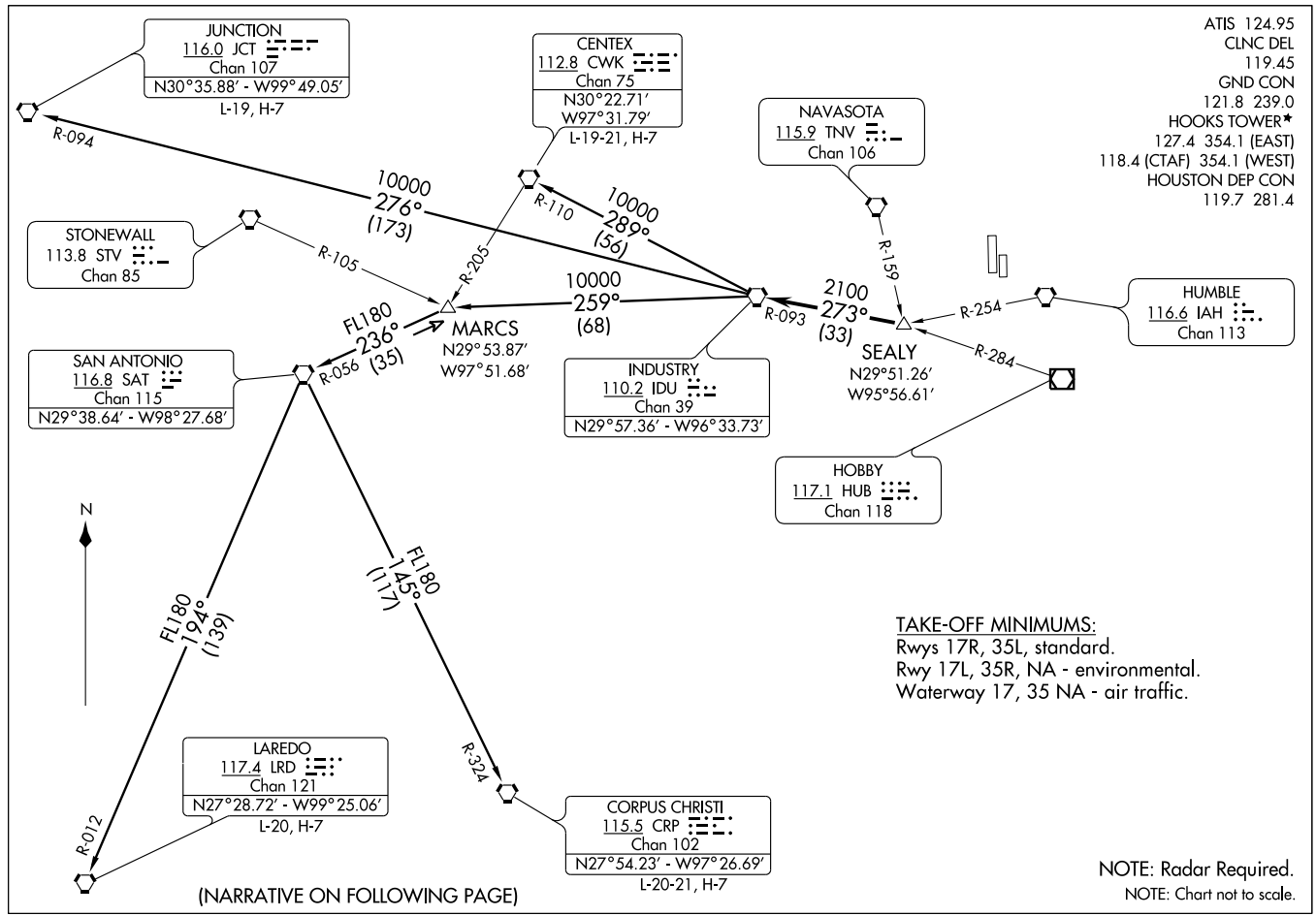
Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from DER, on centerline, 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

N

TAKE-OFF MINIMUMS:
Rwys 17R, 35L standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS REQUIRED.
NOTE: For NON-GPS equipped aircraft; SBI, BPT, LCH, LFT, LLA, and HRV must be operational.

NOTE: Chart not to scale.




(IDU3.IDU) 08157

# INDUSTRY THREE DEPARTURE

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

SL-5457 (FAA)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:

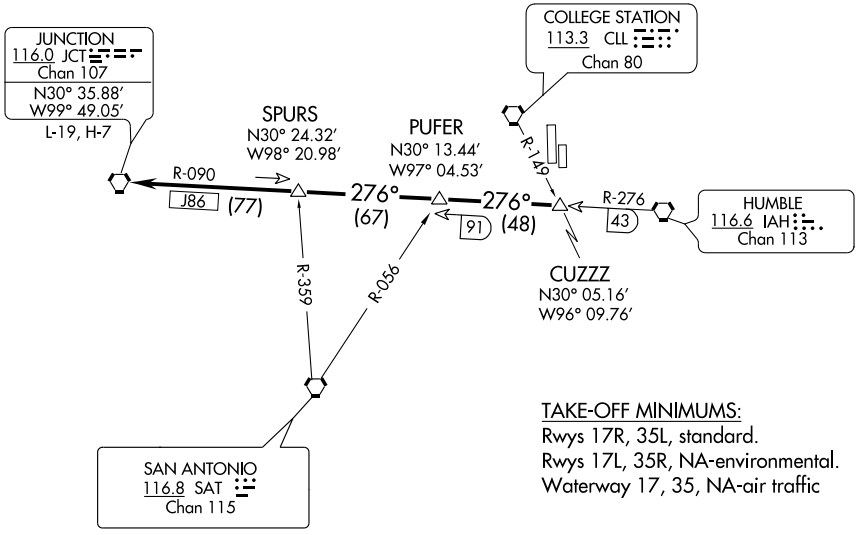
Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AG:/247' MSL. Vehicle and road 315' from DER, on centerline, 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# JUNCTION SIX DEPARTURE

ATIS 124.95
CLNC DEL 119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 EAST
118.4 354.1 WEST
HOUSTON DEP CON
119.7 281.4




TAKE-OFF MINIMUMS:
Rwys 17R, 35L, standard.
Rwys 17L, 35R, NA-environmental.
Waterway 17, 35, NA-air traffic

NOTE: Radar Required.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

NOTE: Chart not to scale.

(NOTES ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to CUZZZ INT, maintain 4,000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

# JUNCTION SIX DEPARTURE

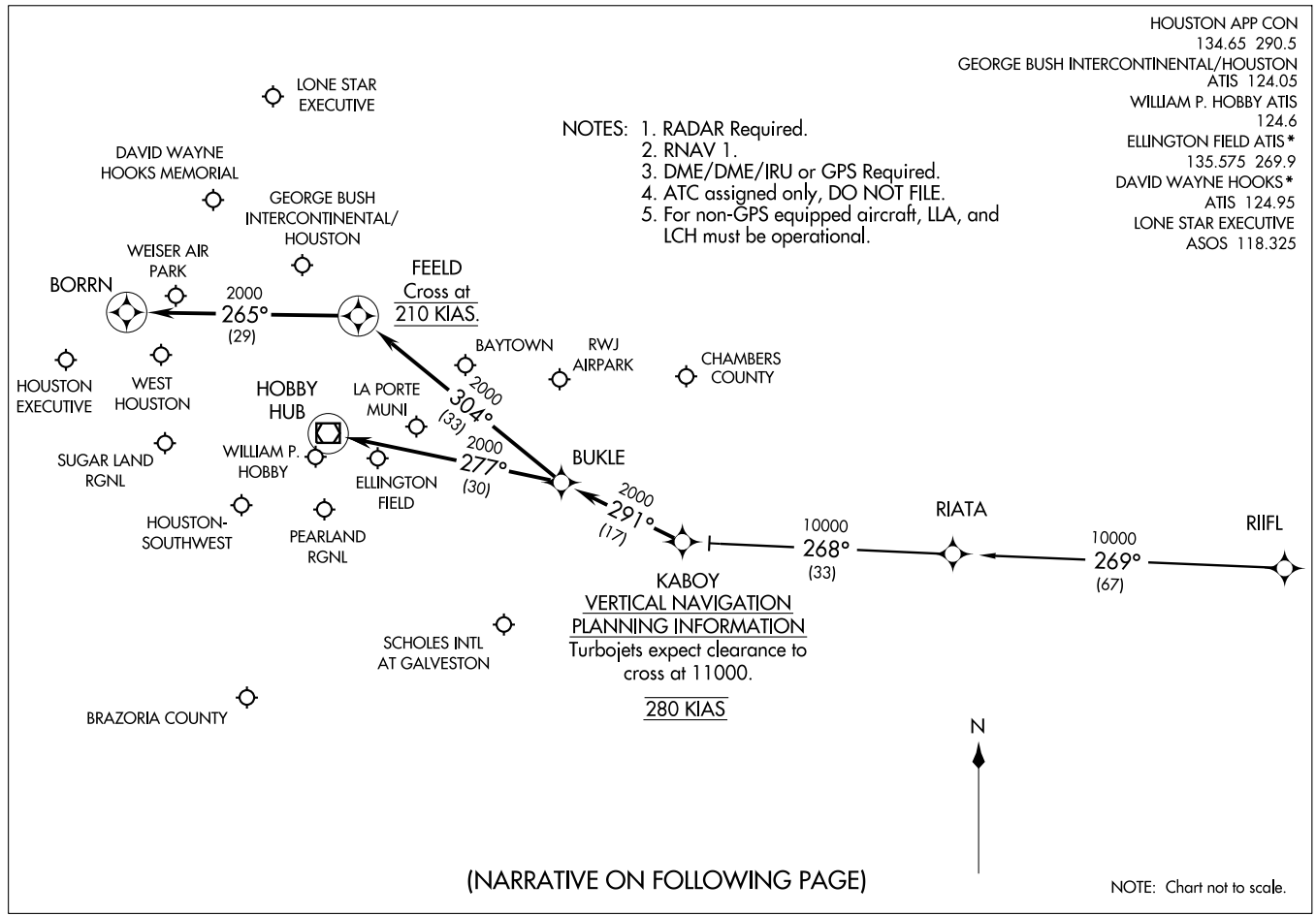
SL-5457 (FAA)

## TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 316′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

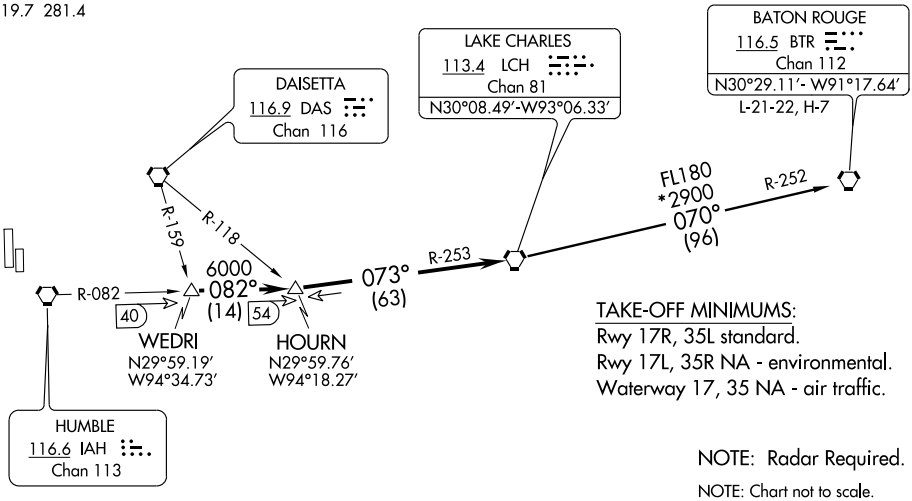
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LAKE CHARLES ONE DEPARTURE SL-5457 (FAA)



ATIS 124.95
CLNC DEL 119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4




TAKE-OFF MINIMUMS:
Rwy 17R, 35L standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: Radar Required.

NOTE: Chart not to scale.

## TAKE-OFF OBSTACLES

Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL. Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL. DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL. Multiple trees and pole beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL. Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL. Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL. Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL. Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH1.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

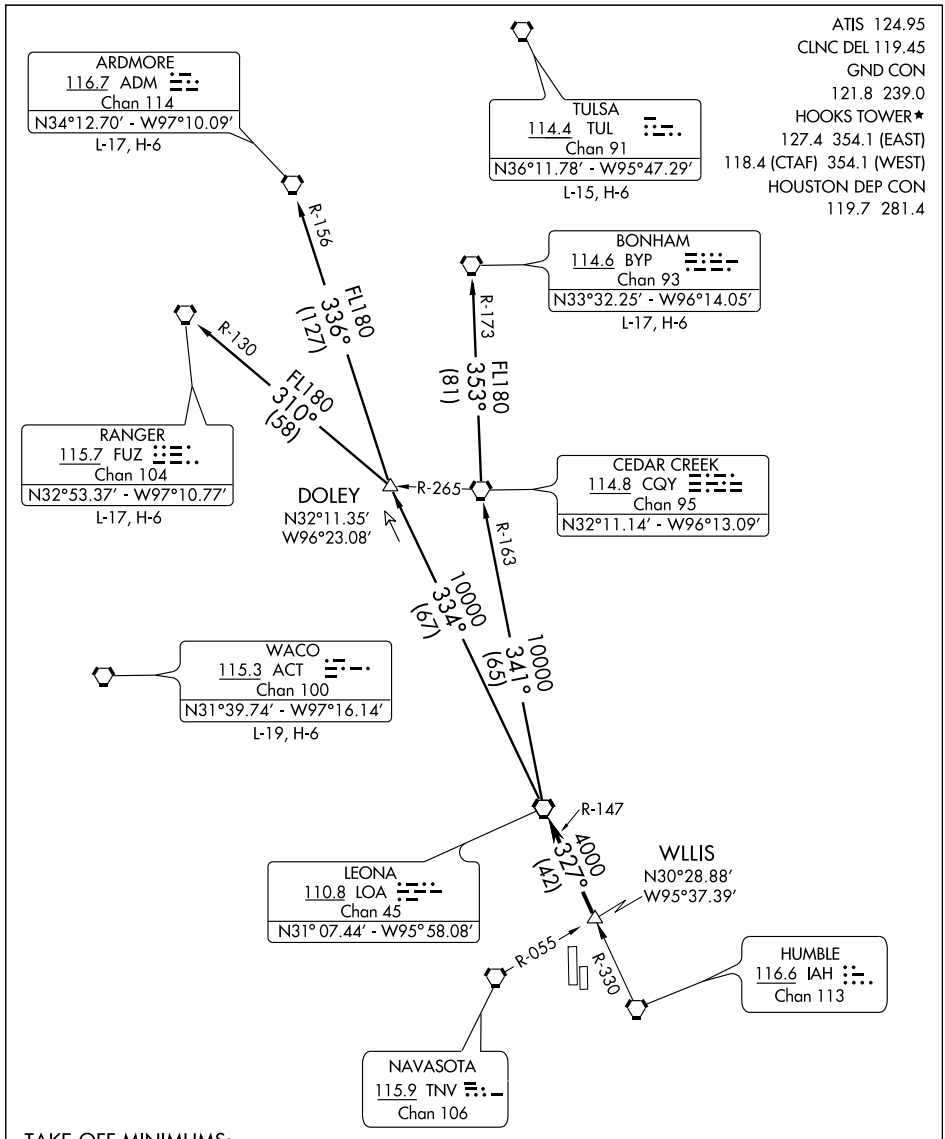
(LOA6.LOA) 09351

# LEONA SIX DEPARTURE

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

SL-5457 (FAA)

HOUSTON, TEXAS




TAKE-OFF MINIMUMS:

Rwy 17R, 35L standard.

Rwy 17L, 35R NA - environmental.

Waterway 17, 35 NA - air traffic.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

| LOC I-HEW | APP CRS | Rwy Idg | 6012 |
|---|---|---|---|
| 110.5 | 168° | TDZE | 152 |
| Chan 42 | | Apt Elev | 152 |

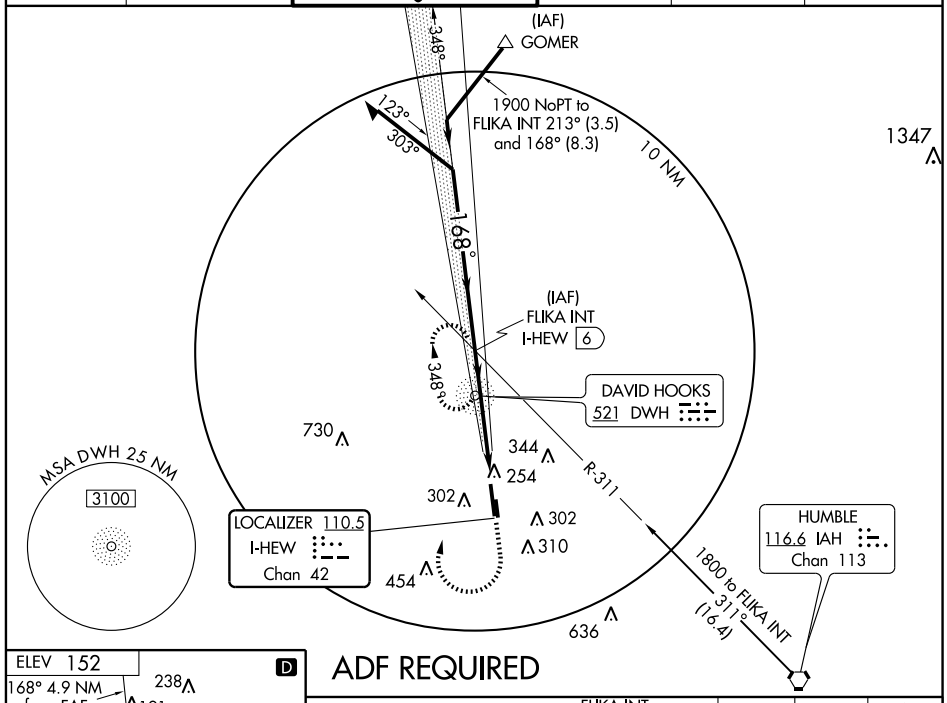
# LOC RWY 17R

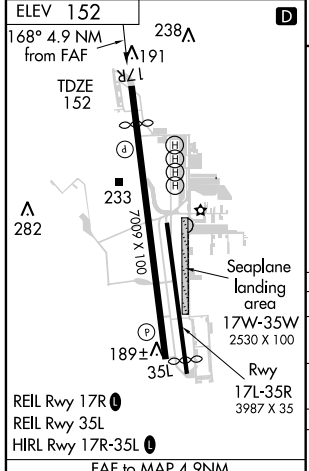
## HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.
NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct DWH NDB and hold.

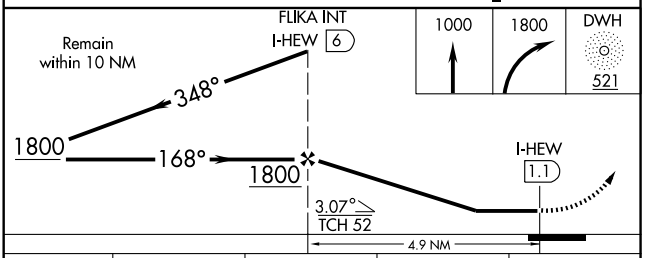
| ATIS | HOUSTON APP CON | HOOKS TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.95 | 119.7 281.4 | 127.4 354.1 EAST<br>118.4 (CTAF) L 354.1 WEST | 121.8 239.0 | 119.45 | 122.95 |




| FAF to MAP 4.9NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

## ADF REQUIRED



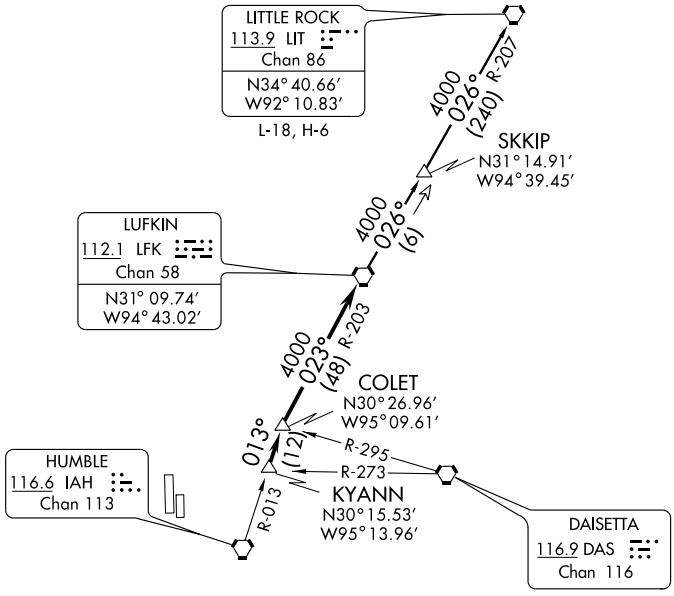

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17R | 640-1 488 (500-1) | | 640-1¼ 488 (500-1¼) | 640-1½ 488 (500-1½) |
| CIRCLING | 640-1 488 (500-1) | 660-1 508 (600-1) | 660-1½ 508 (600-1½) | 720-2 568 (600-2) |
| GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS | | | | |
| S-17R | 660-1 508 (600-1) | | 660-1½ 508 (600-1½) | |
| CIRCLING | 680-1 528 (600-1) | 700-1 548 (600-1) | 700-1 ½ 548 (600-1½) | 720-2 568 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010

# LUFKIN FIVE DEPARTURE

SL-5457 (FAA)

ATIS 124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER★
127.4 354.1 (EAST)
118.4 (CTAF) 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4




NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF MINIMUMS:
Rwys 17R, 35L, standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

NOTE: Chart not to scale.

(NOTES ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF OBSTACLES

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL.
Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL.
DME antenna 653′ from DER, 256′ left of centelrine, 13′ AGL/162′ MSL.
Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL.
Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL.
Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline, 15′ AGL/166′ MSL.
Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

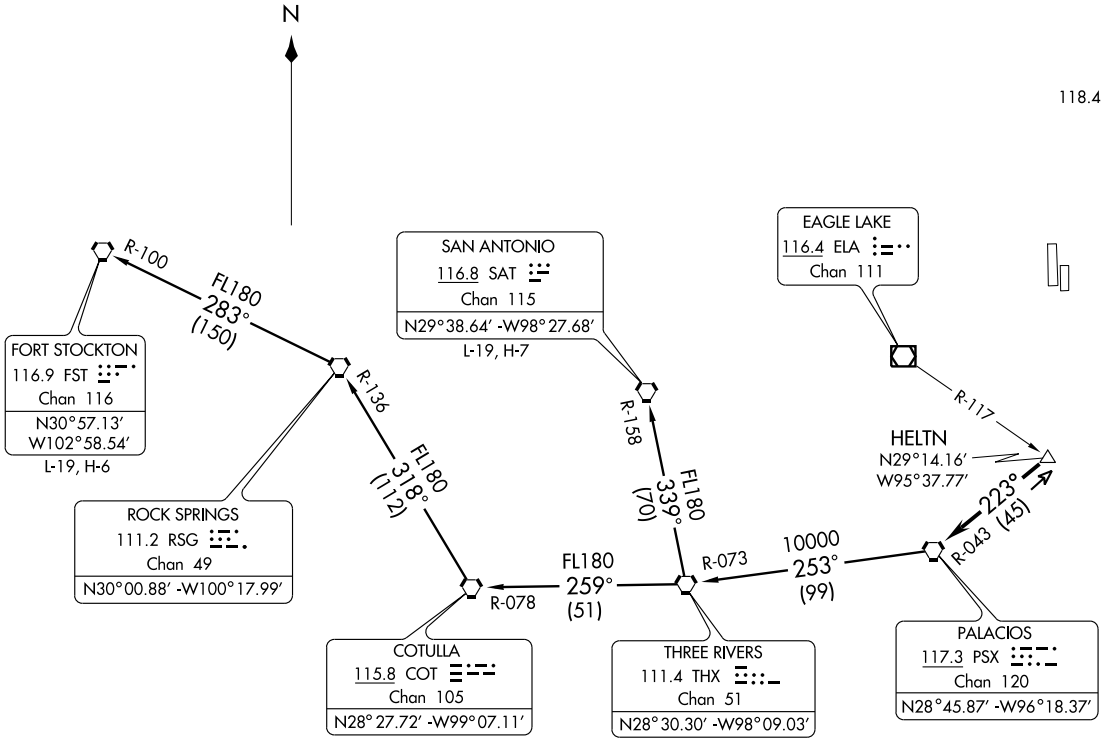
# PALACIOS THREE DEPARTURE (PSX3.PSX) 08157

HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

SL-5457 (FAA)

HOUSTON, TEXAS

ATIS 124.95
CLNC DEL
119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 (CTAF) 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4




TAKE-OFF MINIMUMS:
Rwys 17R, 35L, standard.
Rwys 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

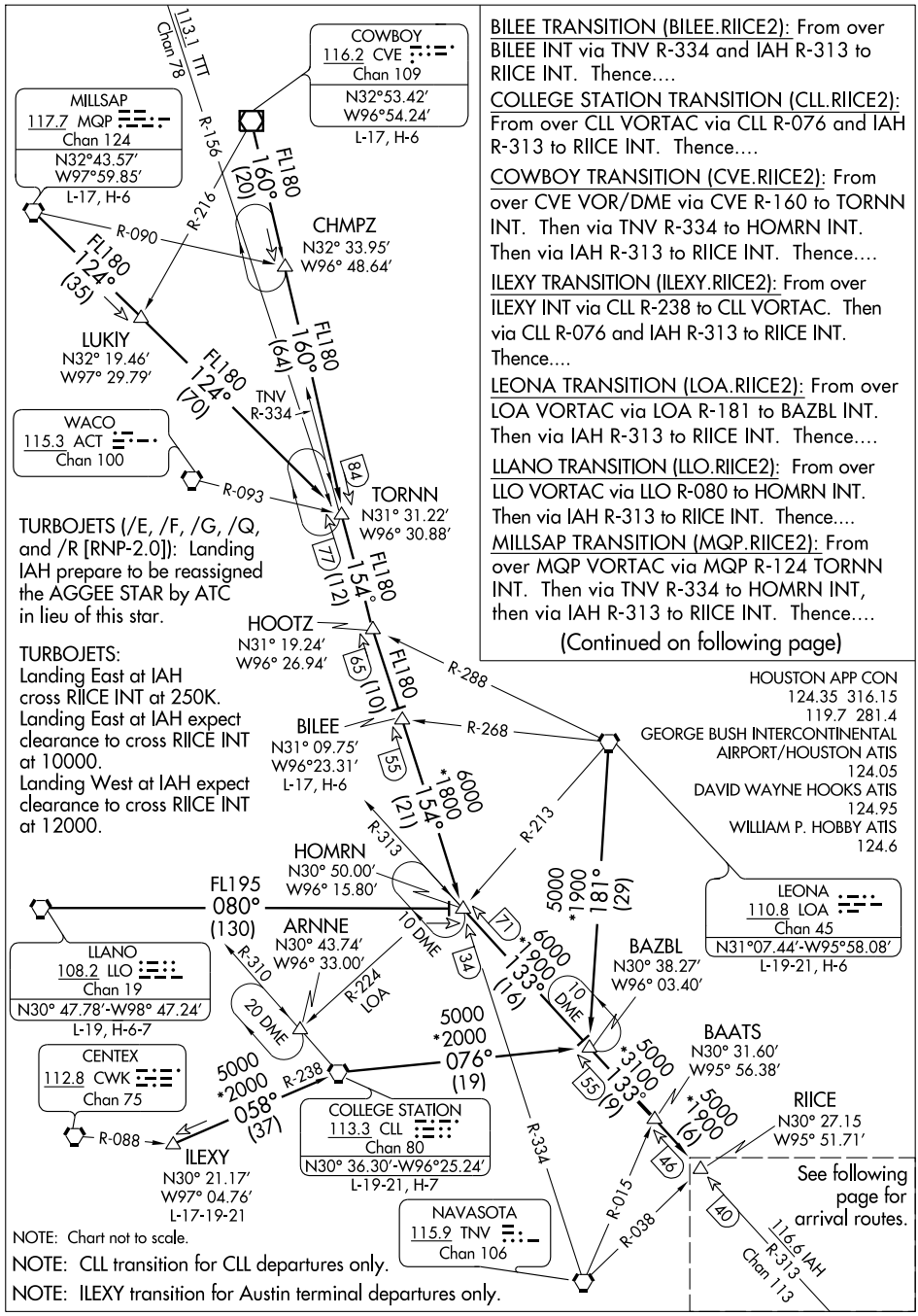
Rwy 17R, Multiple trees beginning 708' from DER, 68' left of centerline, up to 71' AGL/220' MSL.
Multiple hangars beginning 433' from DER, 515' left of centerline, up to 37' AGL/182' MSL.
DME antenna 653' from DER, 256' left of centerline, 13' AGL/162' MSL.
Multiple trees and poles beginning 85' from DER, 294' right of centerline, up to 45' AGL/189' MSL.

Rwy 35L, Multiple trees and poles beginning 144' from DER, 32' left of centerline, up to 79' AGL/238' MSL.
Multiple hangars and buildings beginning 85' from DER, 9' left of centerline, up to 53' AGL/202' MSL.
Multiple trees, towers and pole beginning 100' from DER, 124' right of centerline, up to 93' AGL/247' MSL.
Vehicle and road 315' from DER, on centerline 15' AGL/166' MSL.
Building 894' from DER, 231' right of centerline, 23' AGL/173' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# RIICE TWO ARRIVAL Transition Routes

HOUSTON, TEXAS




BILEE TRANSITION (BILEE.RIICE2): From over BILEE INT via TNV R-334 and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE2): From over CLL VORTAC via CLL R-076 and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE2): From over CVE VOR/DME via CVE R-160 to TORNN INT. Then via TNV R-334 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CLL R-238 to CLL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. Then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE2): From over LLO VORTAC via LLO R-080 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE2): From over MQP VORTAC via MQP R-124 TORNN INT. Then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

(Continued on following page)

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]): Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10000.
Landing West at IAH expect clearance to cross RIICE INT at 12000.

NOTE: Chart not to scale.

NOTE: CLL transition for CLL departures only.

NOTE: ILEXY transition for Austin terminal departures only.

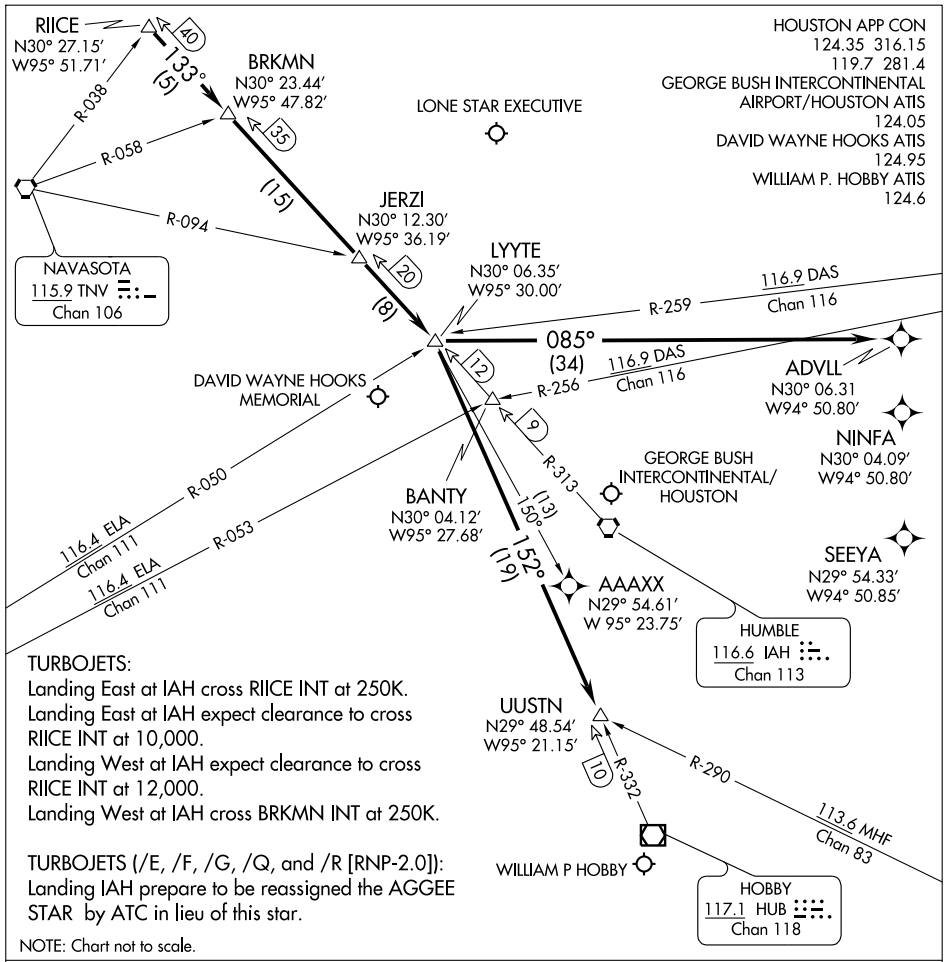
SC-5, 14 JAN 2010 to 11 FEB 2010

(RIICE.RIICE2) 08213

ST-5461 (FAA)

# RIICE TWO ARRIVAL Arrival Routes

HOUSTON, TEXAS




TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10,000.
Landing West at IAH expect clearance to cross RIICE INT at 12,000.
Landing West at IAH cross BRKMN INT at 250K.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]):
Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6002 |
|---|---|---|
| 168° | TDZE | 152 |
| | Apt Elev | 152 |

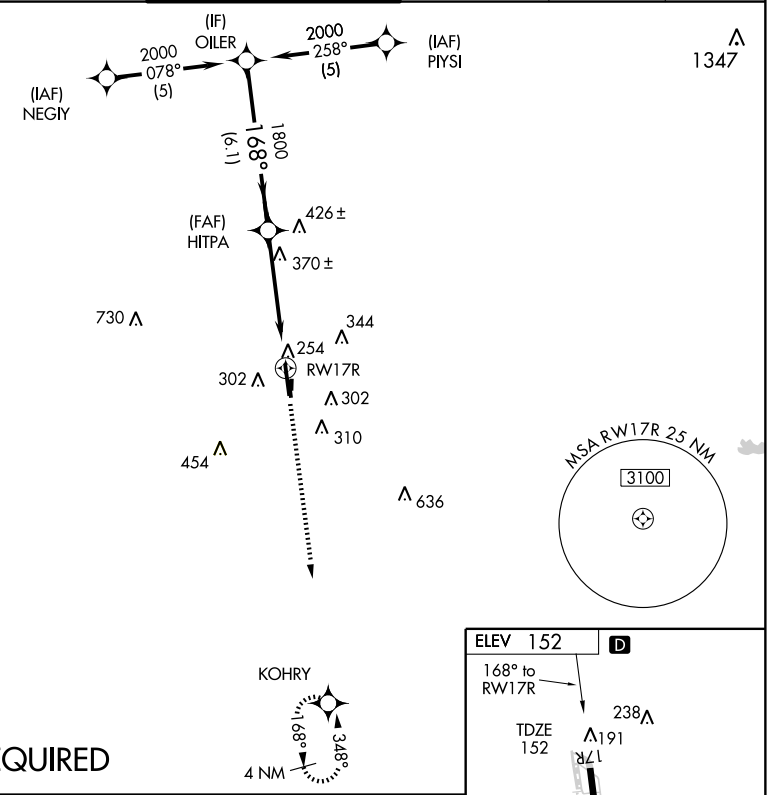
# RNAV (GPS) RWY 17R

HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

If local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct KOHRY and hold.

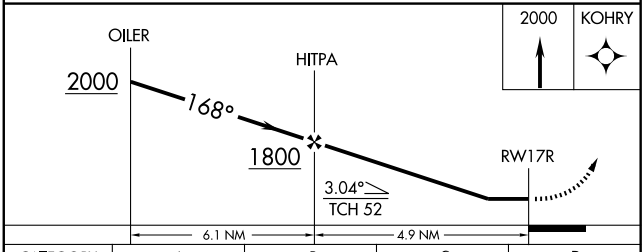
| ATIS | HOUSTON APP CON | HOOKS TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.95 | 119.7 281.4 | 127.4 354.1 EAST<br>118.4 (CTAF) L 354.1 WEST | 121.8 239.0 | 119.45 | 122.95 |

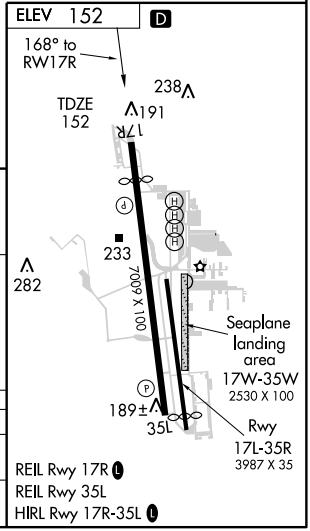






RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 468 (500-1) | | 620-1¼ 468 (500-1¼) | 620-1½ 468 (500-1½) |
| CIRCLING | 640-1 488 (500-1) | 660-1 508 (600-1) | 660-1½ 508 (600-1½) | 720-2 568 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg 6700 |
|---|---|---|
| CH 45603 | 348° | TDZE 152 |
| W35A | | Apt Elev 152 |

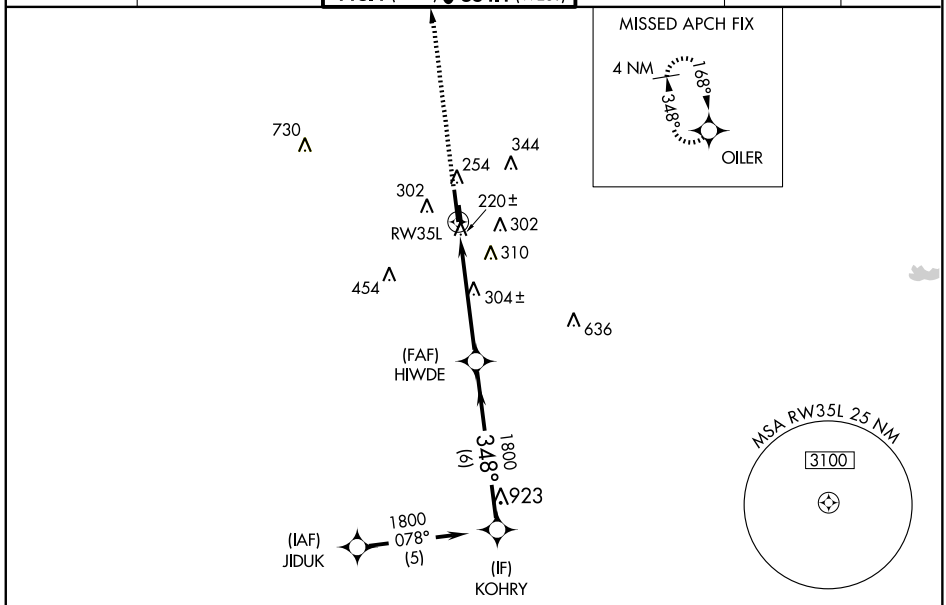
# RNAV (GPS) RWY 35L

## HOUSTON/ DAVID WAYNE HOOKS MEMORIAL (DWH)

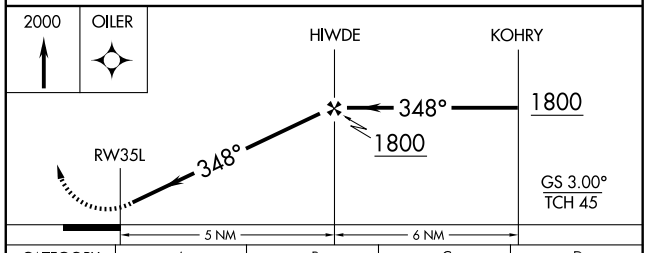
Baro-VNAV NA when using George Bush Intercontinental/Houston altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
If local altimeter setting not received, use George Bush Intercontinental/Houston altimeter setting and increase all DAs 36 feet, and all MDAs 40 feet.

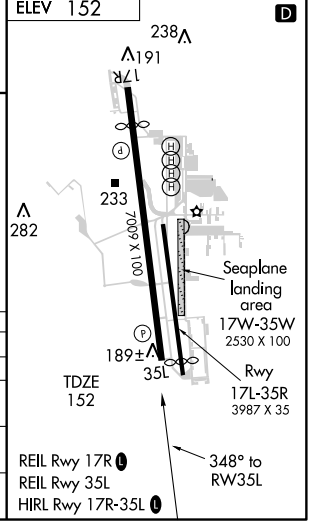
MISSED APPROACH: Climb to 2000 direct OILER and hold.

| ATIS | HOUSTON APP CON | HOOKS TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.95 | 119.7 281.4 | 127.4 354.1 (EAST) 118.4 (CTAF) L 354.1 (WEST) | 121.8 239.0 | 119.45 | 122.95 |



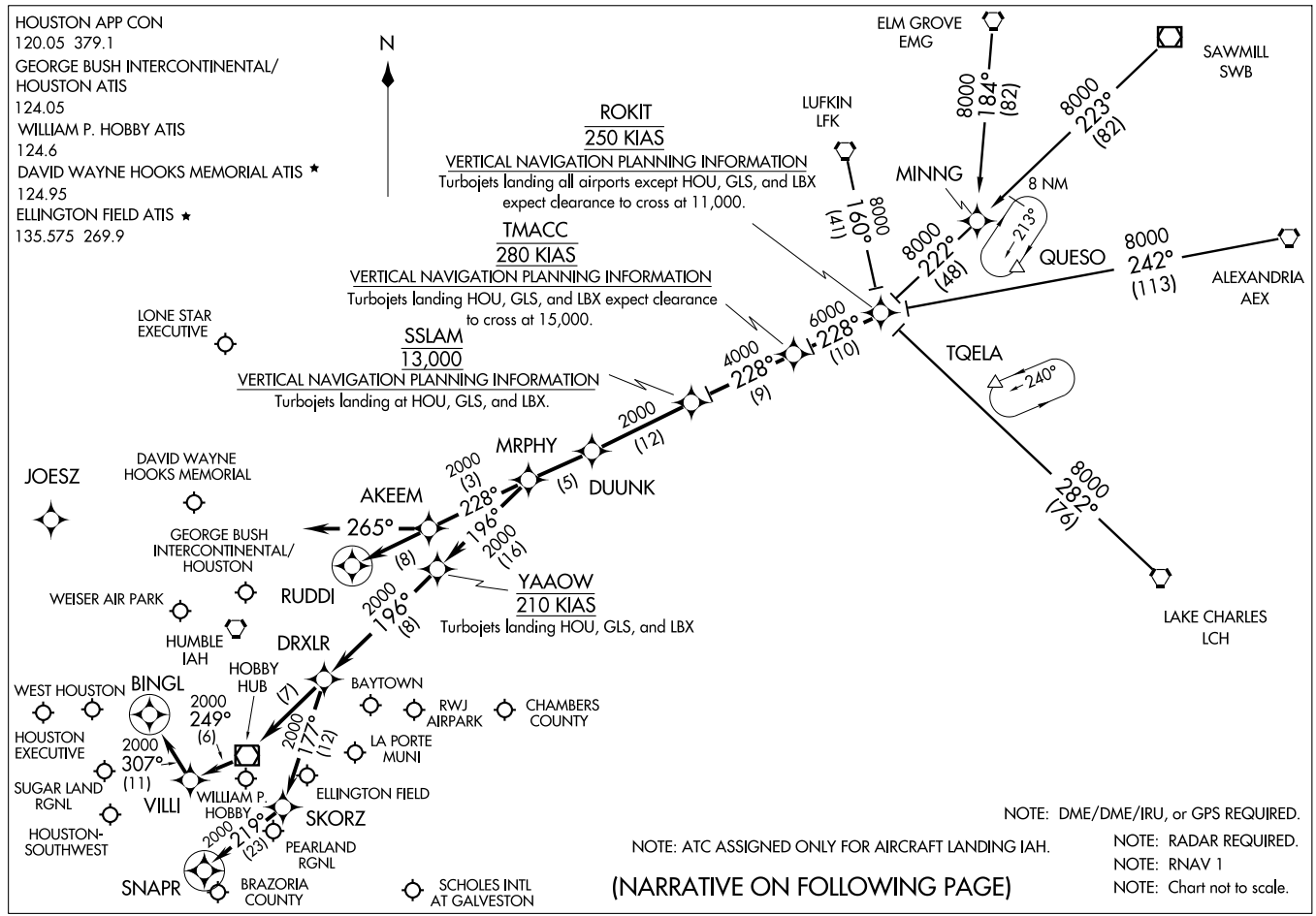

## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 451-1 299 (300-1) | | | |
| LNAV/ VNAV DA | 552-1½ 400 (400-1½) | | | |
| LNAV MDA | 560-1 408 (500-1) | | 560-1¼ 408 (500-1¼) | 560-1½ 408 (500-1½) |
| CIRCLING | 640-1 488 (500-1) | 660-1 508 (600-1) | 660-1½ 508 (600-1½) | 720-2 568 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

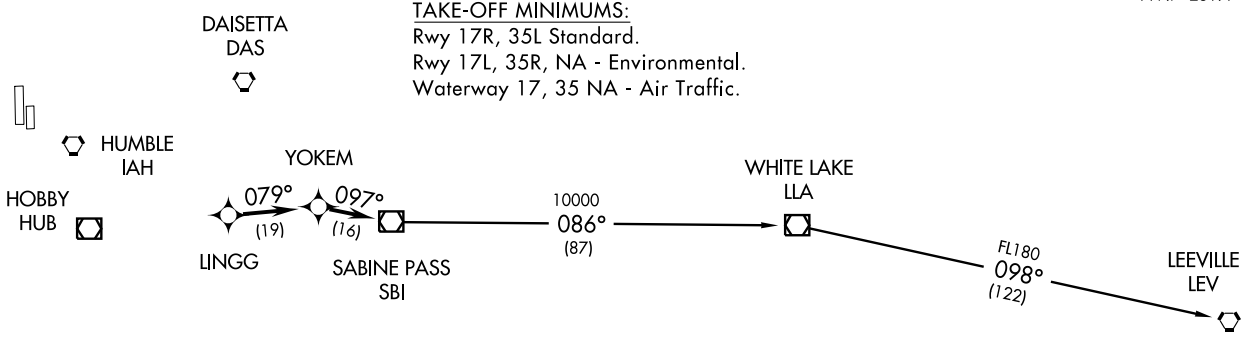
SC-5, 14 JAN 2010 to 11 FEB 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ATIS 124.95
CLNC DEL 119.45
GND CON
121.8 239.0
HOOKS TOWER ★
127.4 354.1 (EAST)
118.4 (CTAF) 354.1 (WEST)
HOUSTON DEP CON
119.7 281.4

TAKE-OFF MINIMUMS:
Rwy 17R, 35L Standard.
Rwy 17L, 35R, NA - Environmental.
Waterway 17, 35 NA - Air Traffic.




TAKE-OFF OBSTACLES:
Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL. Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL. DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL. Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.
Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL. Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL. Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL. Vehicle and road 315′ from DER, on centerline 15′ AGL/166′ MSL. Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

## DEPARTURE ROUTE DESCRIPTION

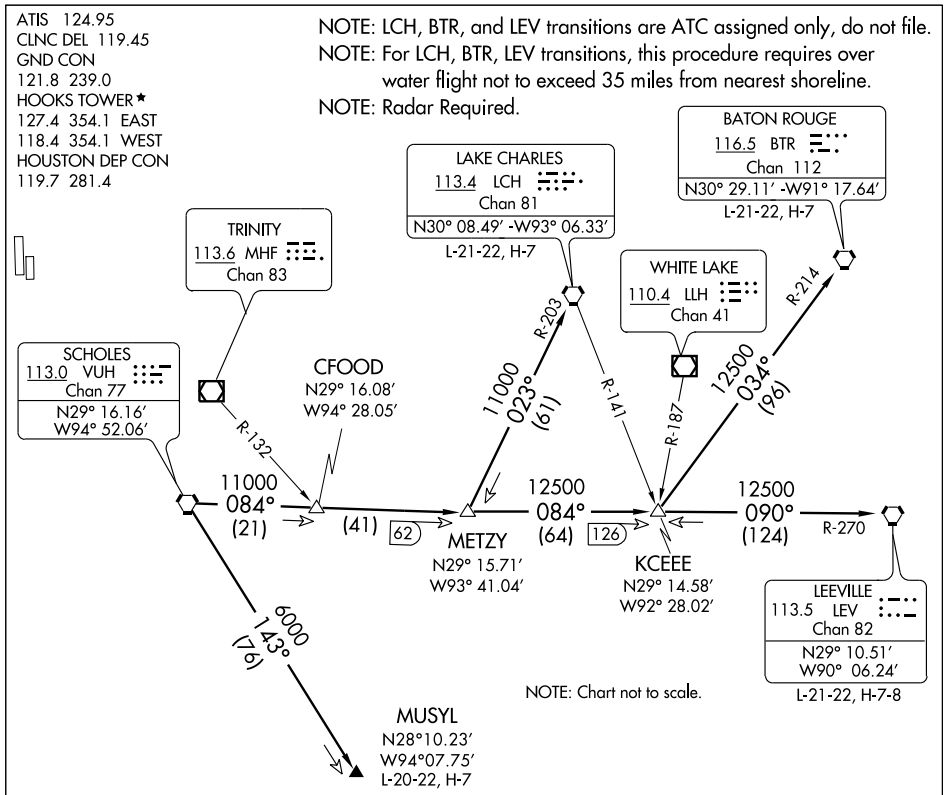
Expect vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

# SCHOLES THREE DEPARTURE

SL-5457 (FAA)




TAKE-OFF MINIMUMS:
Rwys 17R, 35L standard.
Rwy 17L, 35R NA - environmental.
Waterway 17, 35 NA - air traffic.

(TAKE-OFF NOTES ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.



SC-5, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF OBSTACLES:

Rwy 17R, Multiple trees beginning 708′ from DER, 68′ left of centerline, up to 71′ AGL/220′ MSL.
Multiple hangars beginning 433′ from DER, 515′ left of centerline, up to 37′ AGL/182′ MSL.
DME antenna 653′ from DER, 256′ left of centerline, 13′ AGL/162′ MSL.
Multiple trees and pole beginning 85′ from DER, 294′ right of centerline, up to 45′ AGL/189′ MSL.

Rwy 35L, Multiple trees and poles beginning 144′ from DER, 32′ left of centerline, up to 79′ AGL/238′ MSL.
Multiple hangars and buildings beginning 85′ from DER, 9′ left of centerline, up to 53′ AGL/202′ MSL.
Multiple trees, towers and pole beginning 100′ from DER, 124′ right of centerline, up to 93′ AGL/247′ MSL.
Vehicle and road 315′ from DER, on centerline, 15′ AGL/166′ MSL.
Building 894′ from DER, 231′ right of centerline, 23′ AGL/173′ MSL.

| VORTAC IAH | APP CRS | Rwy Idg | 6700 |
|---|---|---|---|
| 116.6 | 348° | TDZE | 152 |
| Chan 113 | | Apt Elev | 152 |

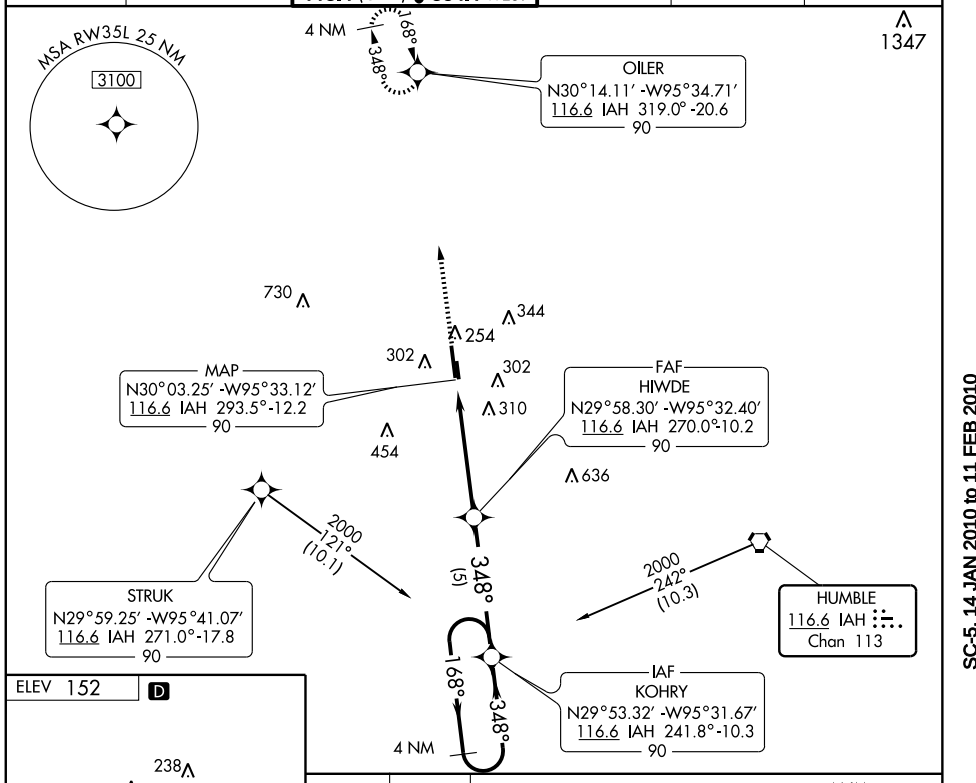
# VOR/DME RNAV RWY 35L

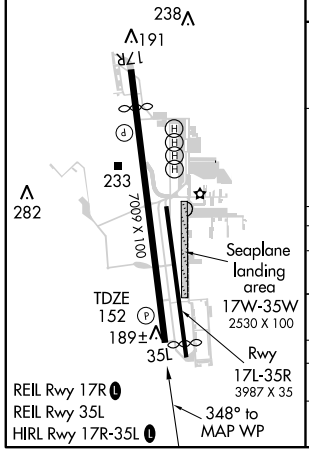
## HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

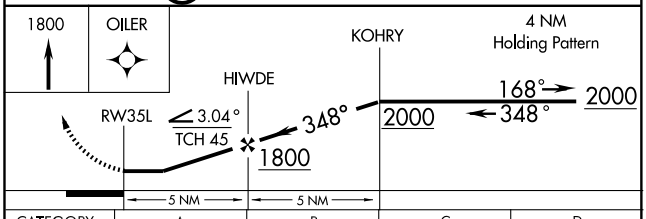
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climb to 1800 direct OILER and hold.

| ATIS | HOUSTON APP CON | HOOKS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.95 | 119.7 281.4 | 127.4 354.1 EAST<br>118.4 (CTAF) L 354.1 WEST | 121.8 239.0 | 119.45 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35L | 620-1 468 (500-1) | | 620-1¼ 468 (500-1¼) | 620-1½ 468 (500-1½) |
| CIRCLING | 640-1 488 (500-1) | 660-1 508 (600-1) | 660-1½ 508 (600-1½) | 720-2 568 (600-2) |
| GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS | | | | |
| S-35L | 660-1 508 (600-1) | | 660-1½ 508 (600-1½) | |
| CIRCLING | 680-1 528 (600-1) | 700-1 548 (600-1) | 700-1½ 548 (600-1½) | 720-2 568 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010

HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE2):

KLAMS TRANSITION (KLAMS.WOLDE2):

LEEVILLE TRANSITION (LEV.WOLDE2):

SABINE PASS TRANSITION (SBI.WOLDE2):

SEMMES TRANSITION (SJI.WOLDE2):

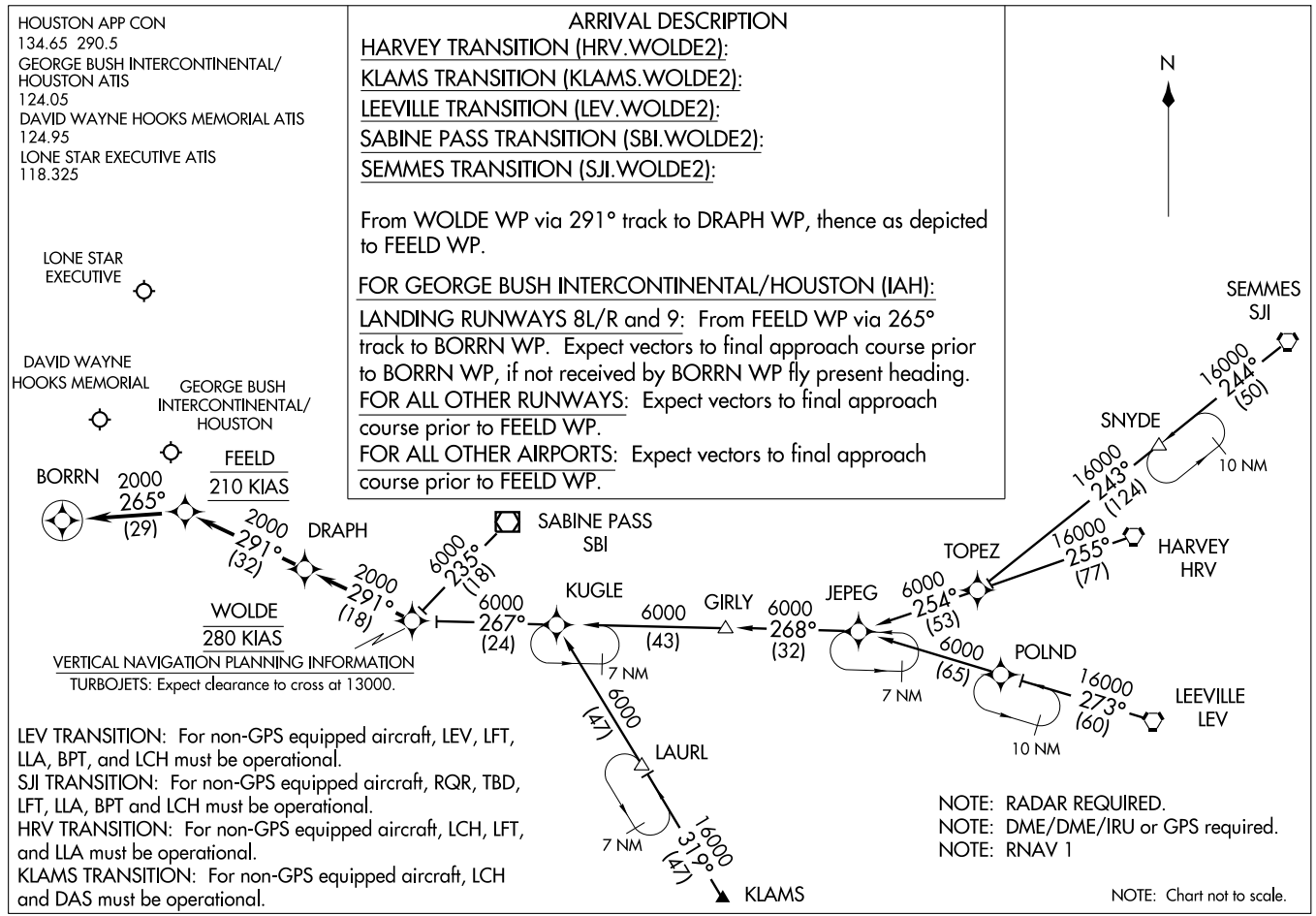
From WOLDE WP via 291° track to DRAPH WP, thence as depicted to FEELD WP.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R and 9: From FEELD WP via 265° track to BORRN WP. Expect vectors to final approach course prior to BORRN WP, if not received by BORRN WP fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to FEELD WP.

FOR ALL OTHER AIRPORTS: Expect vectors to final approach course prior to FEELD WP.




VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 13000.

LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, BPT, and LCH must be operational.

SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, BPT and LCH must be operational.

HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA must be operational.

KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS must be operational.

NOTE: RADAR REQUIRED.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1

NOTE: Chart not to scale.

# WOLDE TWO ARRIVAL (RNAV) (WOLDE.WOLDE2) 09183

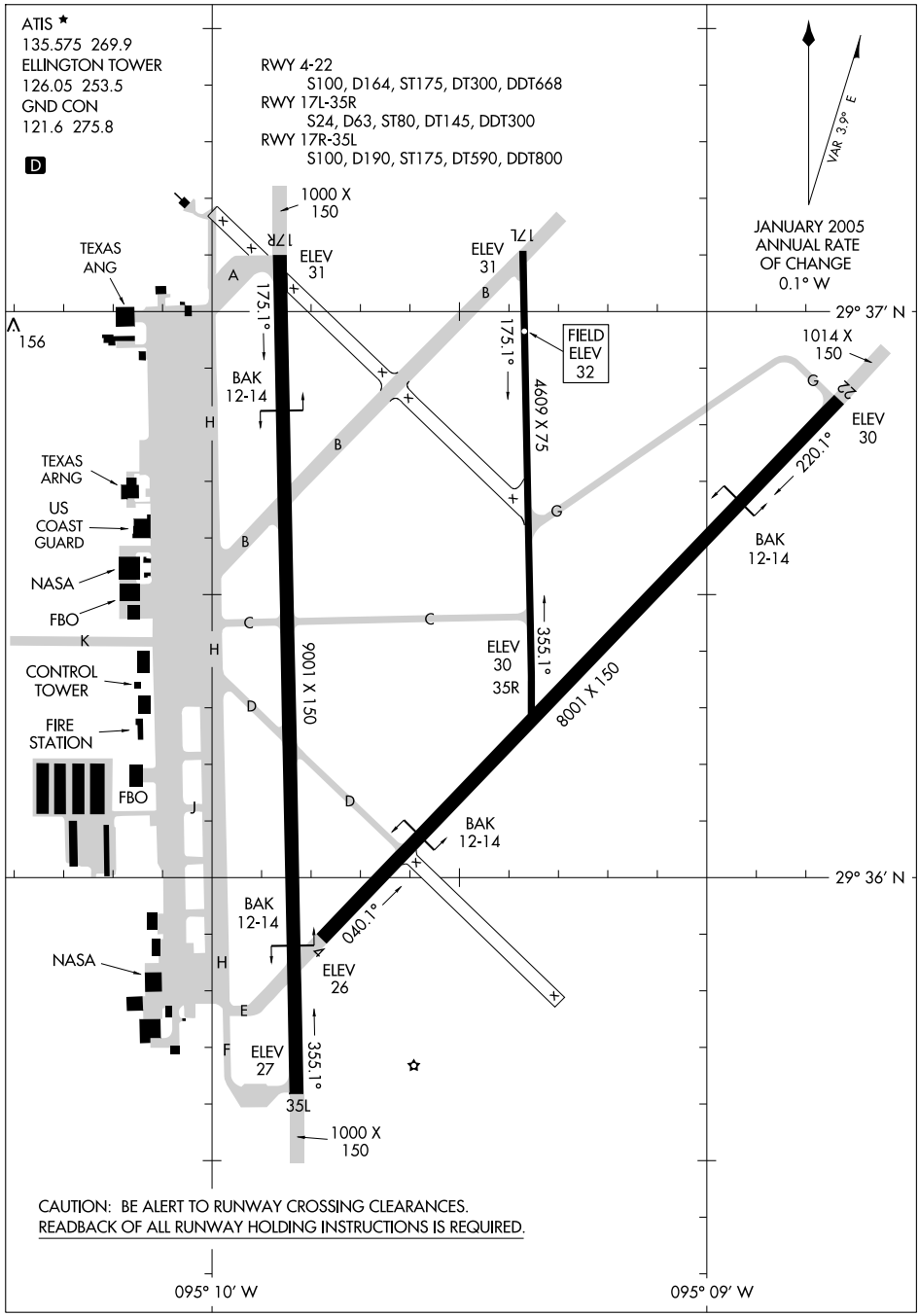
HOUSTON, TEXAS

ST-5461(FAA)

# AIRPORT DIAGRAM

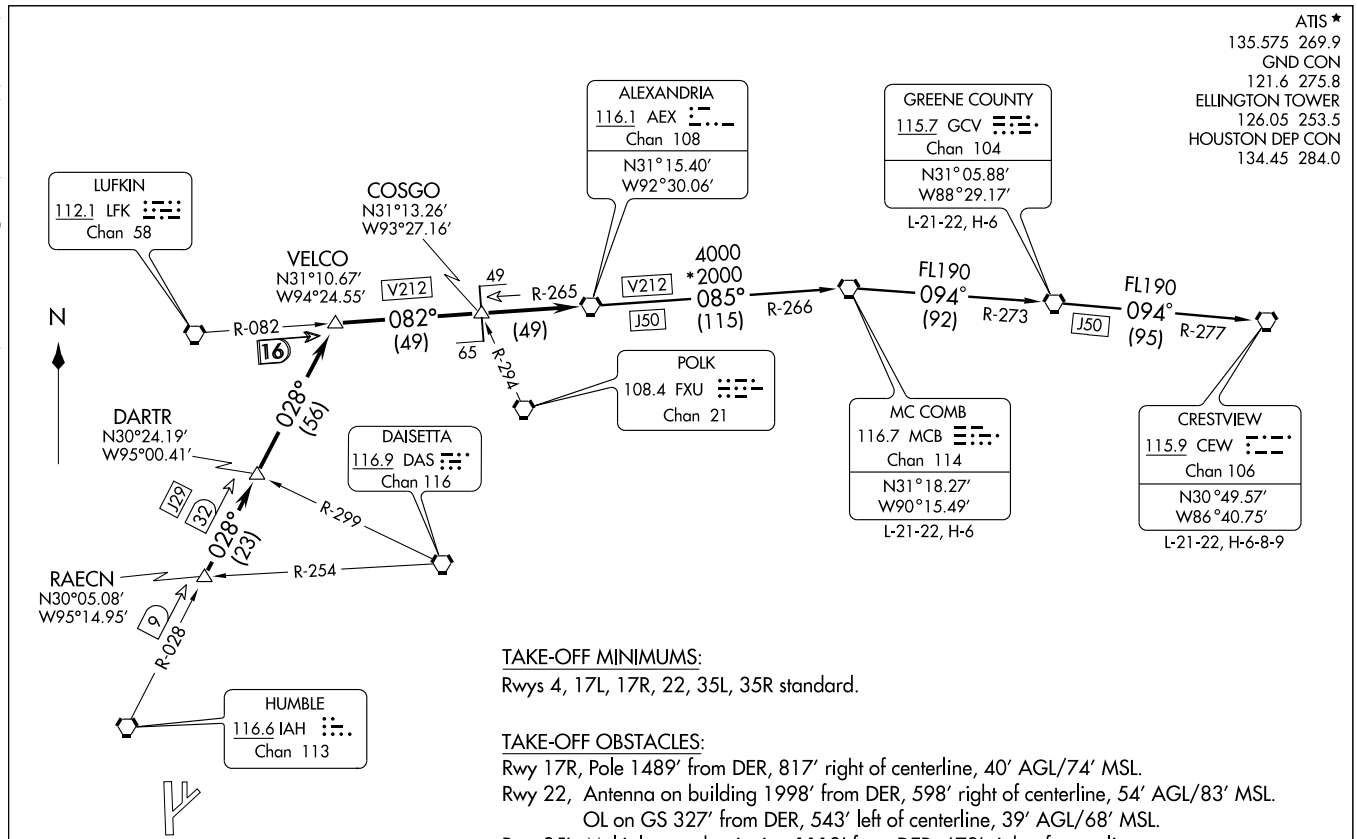
AL-197 (FAA)

HOUSTON/ ELLINGTON FIELD (EFD)
HOUSTON, TEXAS




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-5, 14 JAN 2010 to 11 FEB 2010




NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
Rwys 4, 17L, 17R, 22, 35L, 35R standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL.
OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

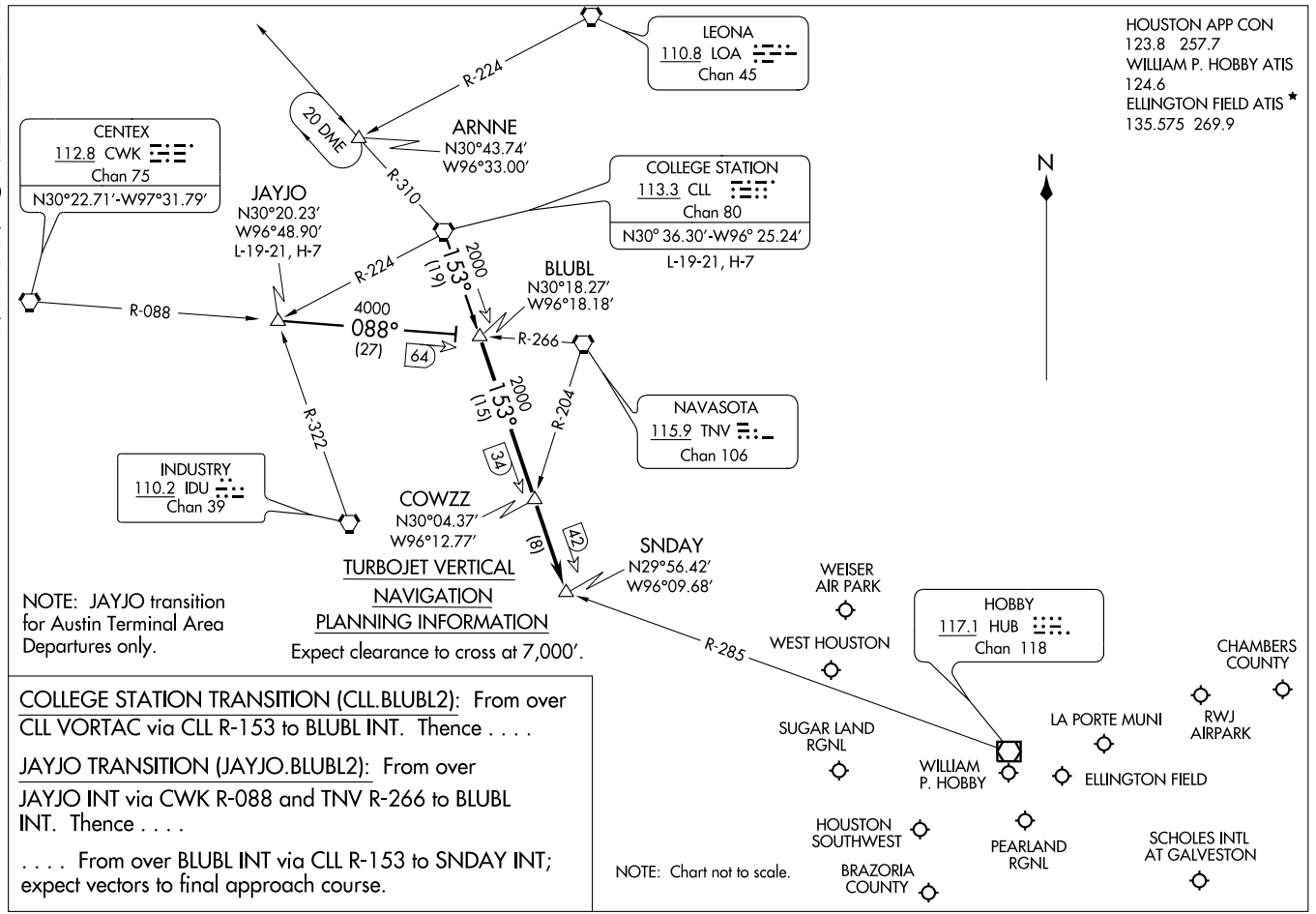
## THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010




COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

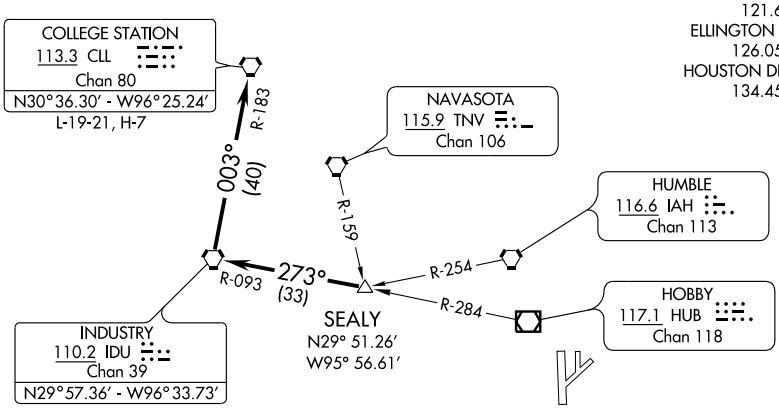
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

# COLLEGE TWO DEPARTURE

SL-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

ATIS 135.575 269.9
GND CON 121.6 275.8
ELLINGTON TOWER 126.05 253.5
HOUSTON DEP CON 134.45 284.0




TAKE-OFF MINIMUMS:
Rwys 4, 17L, 17R, 22, 35L, 35R standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL.
Rwy 22, Antenna on Bldg 1998' from DER, 598' right of centerline, 54' AGL/83' MSL. OL on GS 327' from DER, 543' left of centerline, 39' AGL/68' MSL.
Rwy 35L, Multiple trees beginning 1118' from DER, 679' right of centerline, up to 37' AGL/77' MSL. Crane 2352' from DER, 1024' left of centerline, 37' AGL/97' MSL.
Rwy 35R, Tree 1597' from DER, 32' left of centerline, 33' AGL/80' MSL.

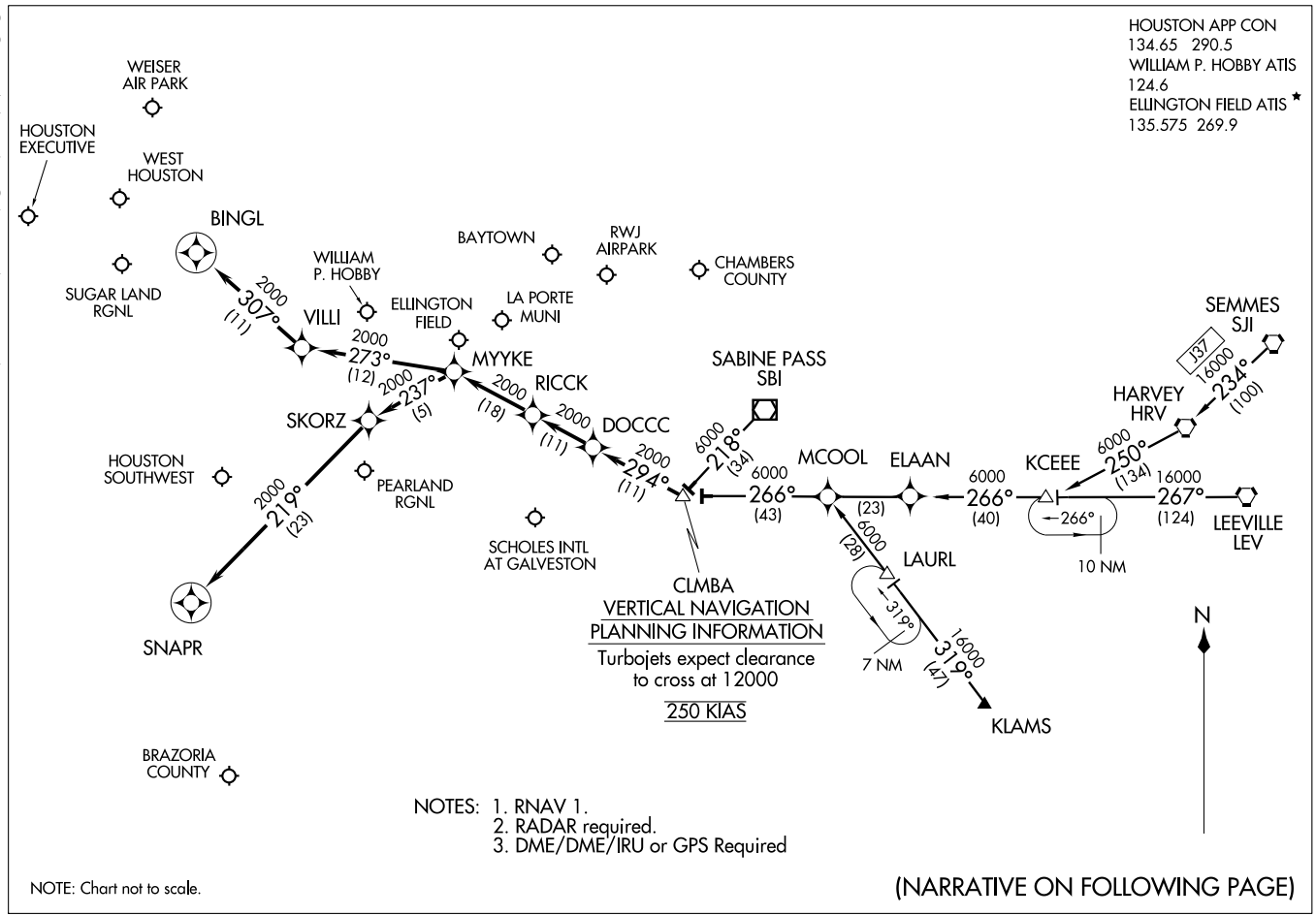
NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

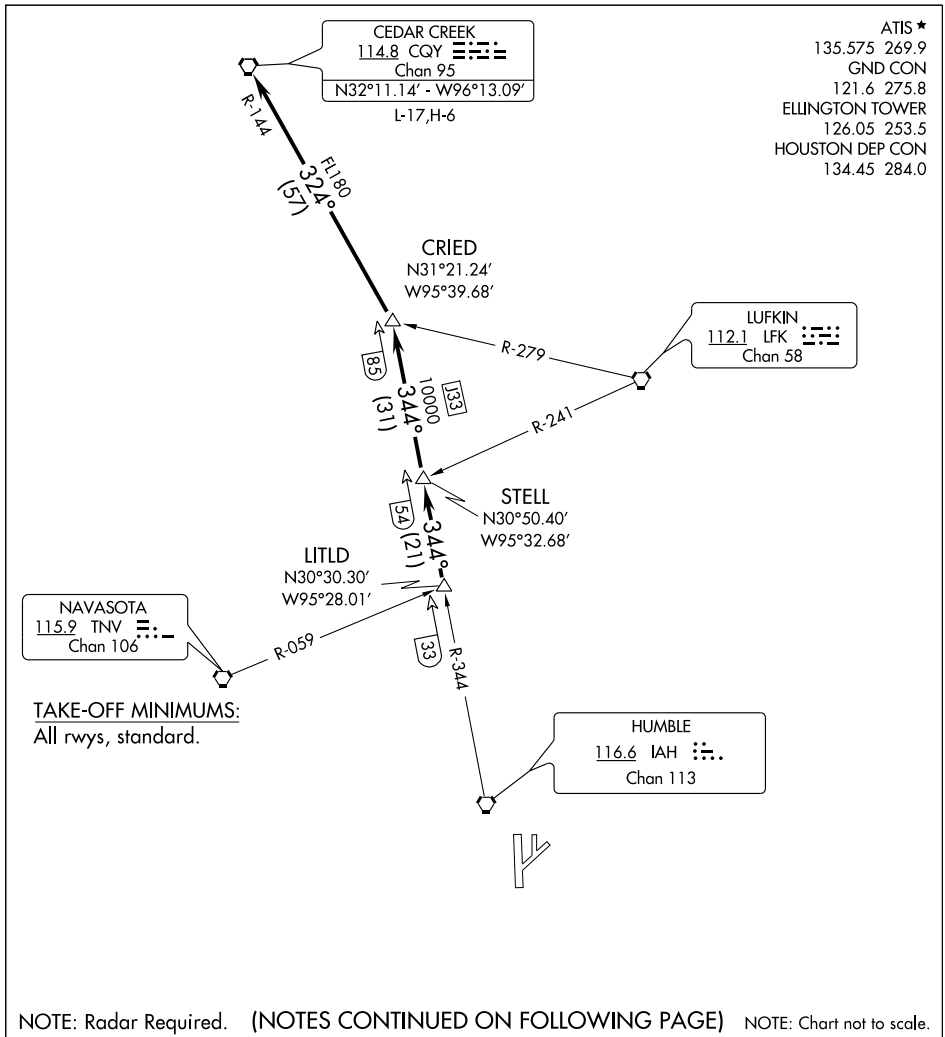
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 14 JAN 2010 to 11 FEB 2010

# CRIED THREE DEPARTURE

SL-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Radar Required. (NOTES CONTINUED ON FOLLOWING PAGE) NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to LITLD INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

## TAKE-OFF OBSTACLES

Rwy 17R, Pole ,1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Obstruction light on glide slope antenna, 327′ from DER, 543′ left of centerline. 39′ AGL/68′ MSL. Antenna on building, 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL.
Rwy 35R, Tree, 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.
Rwy 35L, Multiple trees, 1118′ to 1600′ from DER, 679′ to 741′ right of centerline, up to 37′ AGL/77′ MSL. Crane, 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010

(ELD1.ELD) 09239

# EL DORADO ONE DEPARTURE SL-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: Radar required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082

ENJOY
N31°16.73′
W94°19.82′

028° (7)

VELCO
N31°10.67′
W94°24.55′

028° (56)

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

028° (23)

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

R-028

HUMBLE
116.6 IAH
Chan 113

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
All rwys, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

## TAKE-OFF OBSTACLES

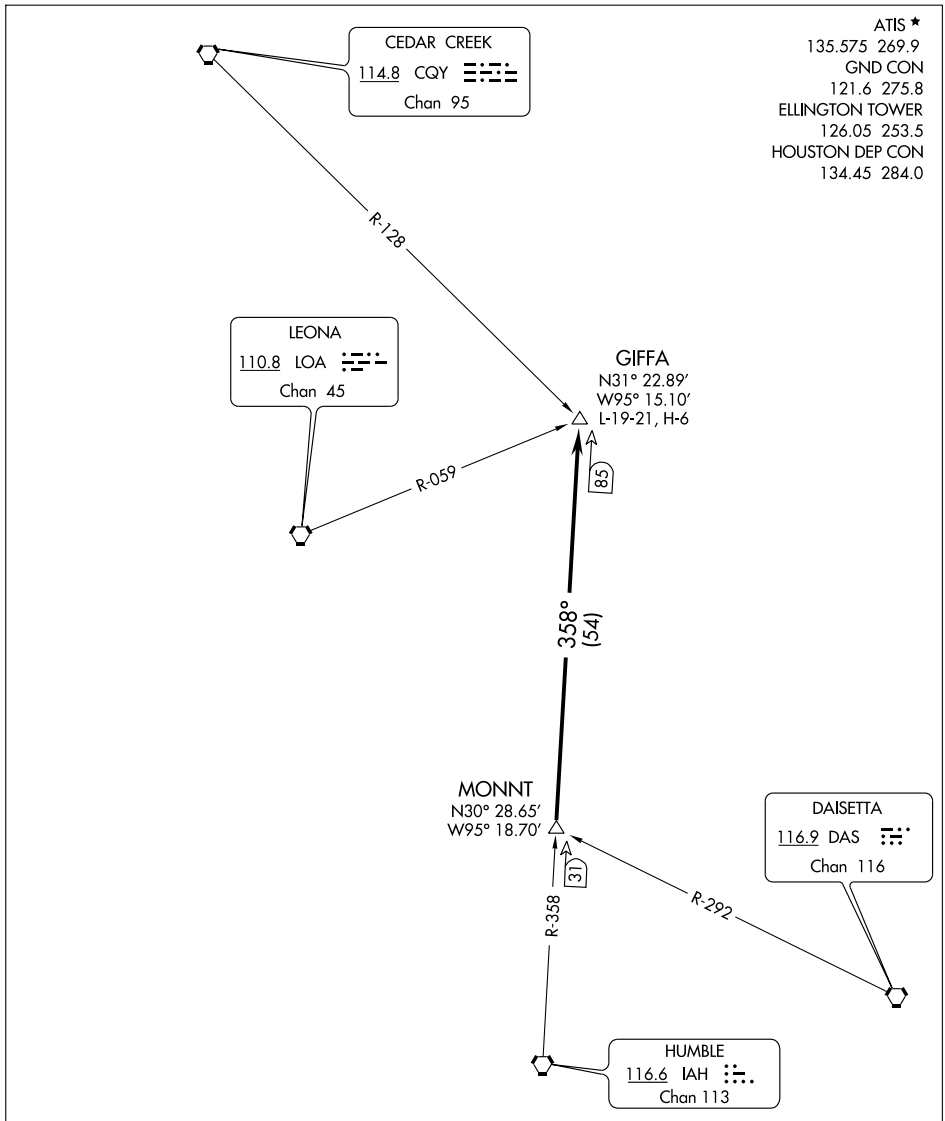
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# GIFFA THREE DEPARTURE

SL-197 (FAA)

HOUSTON/ ELLINGTON FIELD (EFD)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/ 83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# HI-ILS 1 RWY 35L

| LOC I-EFD | APCH CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 111.1 | 354° | TDZE | 27 |
| | | Arpt Elev | 32 |

JAL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L

MALSF

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 via EFD R-136 to WATFO INT/EFD 16 DME and hold.

| ATIS | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |

DME or RADAR REQUIRED

| | |
|---|---|
| EFD TACAN | N29°36.36′ W95°09.58′ |
| CANDI | N29°39.24′ W95°18.17′ |
| DROPP | N29°13.63′ W95°32.07′ |
| WATFO | N29°23.90′ W94°58.07′ |

649 247 629 395 120 499 2049 1549 1235

R-286 16,000 (IAF) CANDI EFD 8 106° 14,000 12,000

LOCALIZER 111.1 I-EFD

ELLINGTON EFD Chan 31

MARZY EFD 7 /RADAR

20 NM

354° 151°

WATFO EFD 16

PAHSU EFD 15

KOREJ EFD 18

EFD 18 Arc 7000

EDEDY EFD 18

316° 136° R-136

(IAF) DROPP EFD 30 16,000

R-216 R-206

ANRUY EFD 30 15,000

EFD 30 Arc

174° 354° LR-179 LR-168 R-151

OKUME EFD 30 4000

MSA EFD 25 NM 150° 1800 3100 330°

EMERG SAFE ALT 100 NM 16,000

500 2500 EFD R-136 WATFO EFD 16

KOREJ Intcp Lczr 18 3000

MARZY 7 /RADAR 2100

PAHSU 15 3000 2500

354°

TACAN 1.4 2100

GS 3.00° TCH 54

0.7 5.6 NM

ELEV 32

17R 17L 156 112 129 22 4609 x 75 8001 x 150 9051 x 1006 35R

TDZE 27 35L

354° 6.3 NM from FAF 70

HIRL Rwy 4-22 and 17R-35L

TDZL/CL Rwy 17R, 22 and 35L

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 35L | 227/40 | 200 | (200-¾) |
| S-LOC 35L* | 440/50 413 (500-1) | | 440/60 413 (500-1¼) |
| CIRCLING ** | 500-1½ 468 (500-1½) | 600-2 568 (600-2) | 660-2¼ 628 (700-2¼) |

FAF to MAP 5.6 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:48 | 2:24 | 2:06 | 1:52 | 1:41 |

# HI-ILS RWY 17R

| LOC I-LPV | APCH CRS | Rwy Idg / TDZE / Arpt Elev |
|---|---|---|
| 110.3 | 174° | 9001 / 31 / 32 |

JAL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

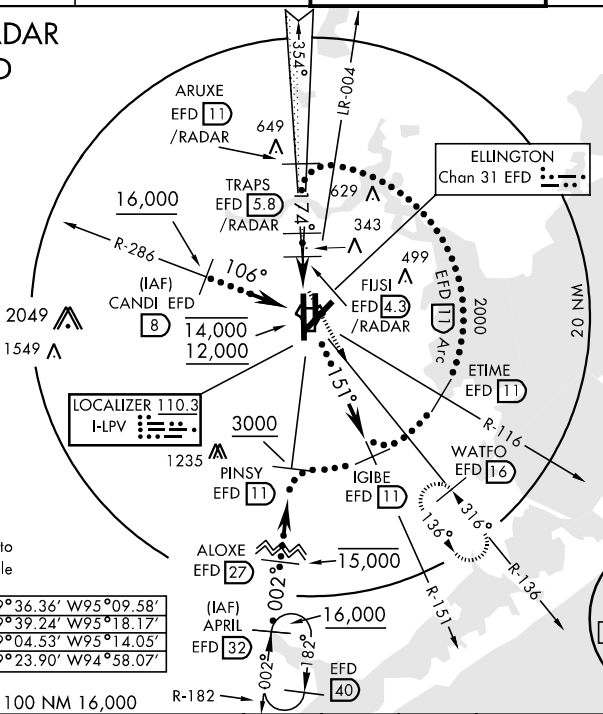
▼* When ALS inop, increase CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climb to 500 then climbing left turn to 2500 via EFD R-136 to WATFO INT/16 DME and hold.

| ATIS | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |

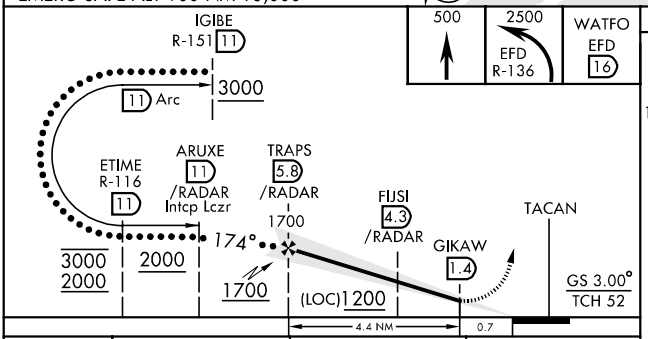
DME or RADAR REQUIRED

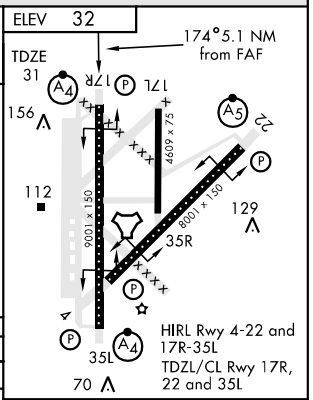



Enroute penetration to 11 DME Arc available

| | |
|---|---|
| EFD TACAN | N29°36.36′ W95°09.58′ |
| CANDI | N29°39.24′ W95°18.17′ |
| APRIL | N29°04.53′ W95°14.05′ |
| WATFO | N29°23.90′ W94°58.07′ |

EMERG SAFE ALT 100 NM 16,000




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 17R | 231/40 200 (200-¾) | | |
| S-LOC 17R * | 440/50 409 (500-1) | | 440/60 409 (500-1¼) |
| CIRCLING ** | 500-1½ 468 (500-1½) | 600-2 568 (600-2) | 660-2¼ 628 (700-2¼) |

FAF to MAP 4.4 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:12 | 1:53 | 1:39 | 1:28 | 1:19 |

# HI-ILS RWY 22

| LOC I-FNF | APCH CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.1 | 219° | TDZE | 31 |
| | | Arpt Elev | 32 |

JAL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

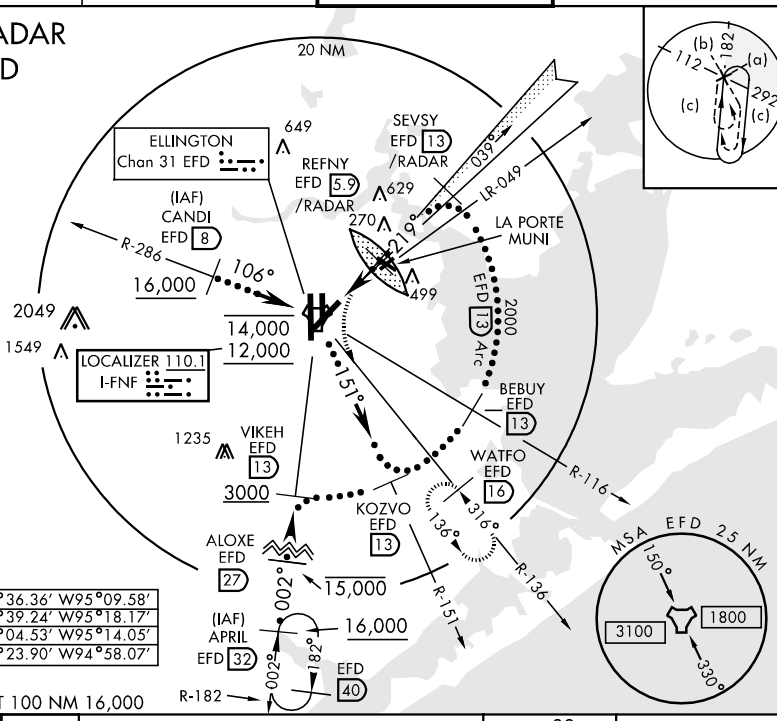
▼* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSR (A5)

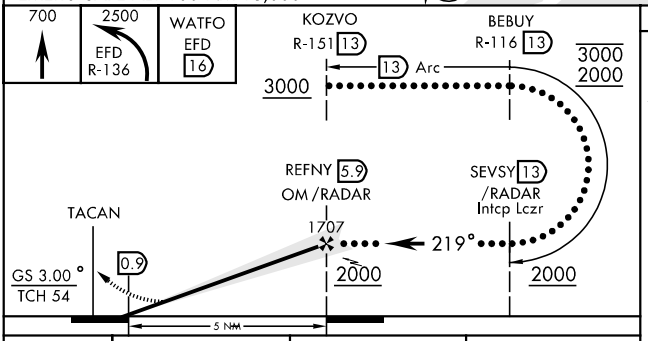
MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via EFD R-136 to WATFO INT/16 DME and hold.

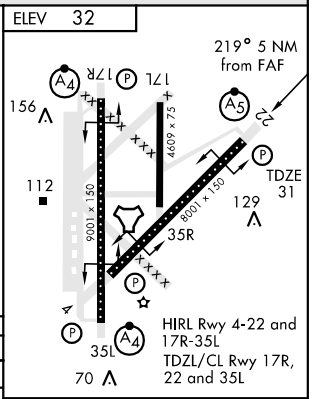
| ATIS | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |

DME or RADAR REQUIRED




| | |
|---|---|
| EFD TACAN | N29°36.36′ W95°09.58′ |
| CANDI | N29°39.24′ W95°18.17′ |
| APRIL | N29°04.53′ W95°14.05′ |
| WATFO | N29°23.90′ W94°58.07′ |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 22 | 231/24 200 (200-½) | | |
| S-LOC 22 * | 460/40 429 (500-¾) | 460/50 429 (500-1) | |
| CIRCLING ** | 500-1½ 468 (500-1½) | 600-2 568 (600-2) | 660-2¼ 628 (700-2¼) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 2:30 | 2:09 | 1:52 | 1:40 | 1:30 |





HI-ILS RWY 22

# HI-TACAN RWY 17R

| TACAN | APCH CRS | Rwy Idg | TDZE | Arpt Elev |
|---|---|---|---|---|
| EFD Chan 31 | 163° | 9001 | 31 | 32 |

JAL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

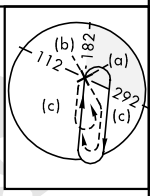
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

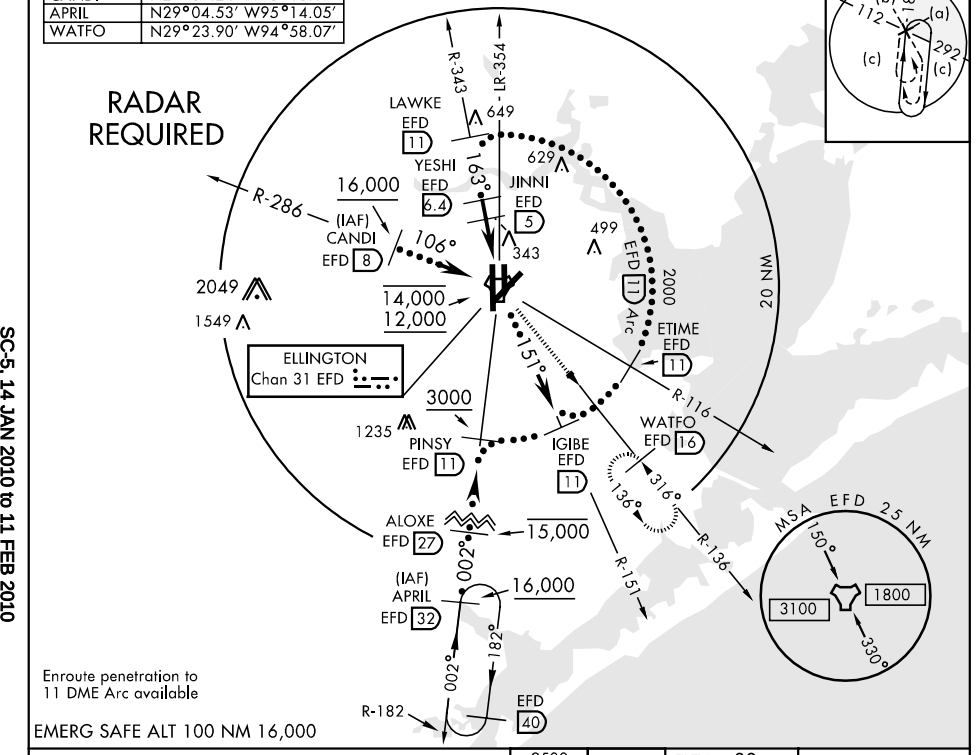
MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

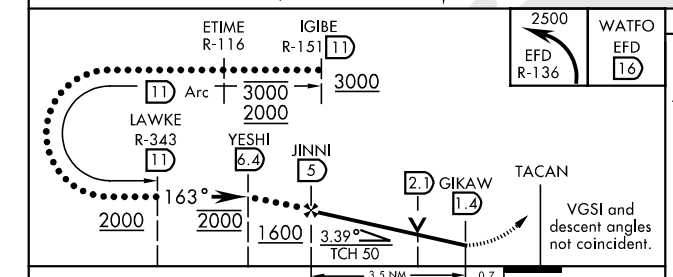
| ATIS | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |

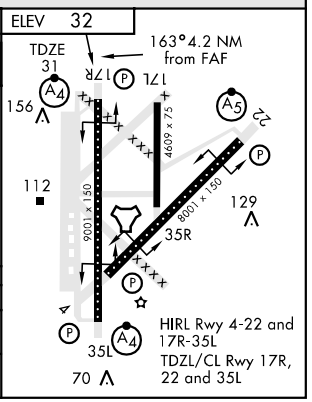
| | |
|---|---|
| EFD TACAN | N29°36.36′ W95°09.58′ |
| CANDI | N29°39.24′ W95°18.17′ |
| APRIL | N29°04.53′ W95°14.05′ |
| WATFO | N29°23.90′ W94°58.07′ |




RADAR REQUIRED




| CATEGORY | C | D | E |
|---|---|---|---|
| S-17R * | 500/50<br>469 (500-1) | 500/60<br>469 (500-1¼) | 500-1½<br>469 (500-1½) |
| CIRCLING ** | 500-1½<br>468 (500-1½) | 600-2<br>568 (600-2) | 660-2¼<br>628 (700-2¼) |

# HI-TACAN RWY 35L

| TACAN | APCH CRS | Rwy ldg | 9001 |
|---|---|---|---|
| EFD | | TDZE | 27 |
| Chan 31 | 002° | Arpt Elev | 32 |

JAL197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

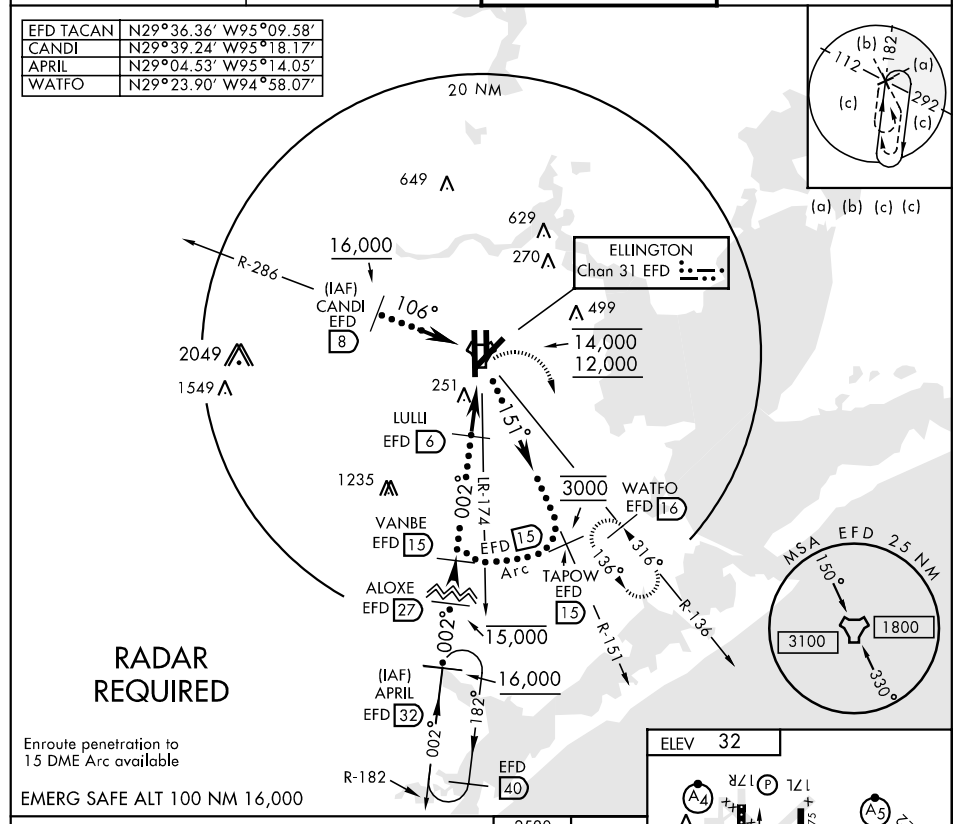
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

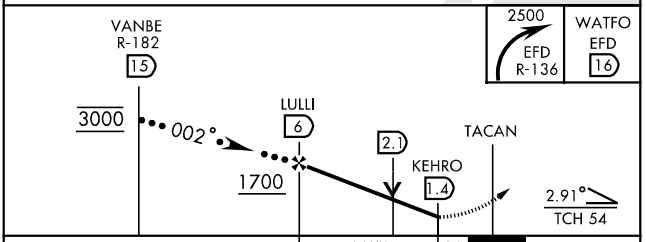
MALSF

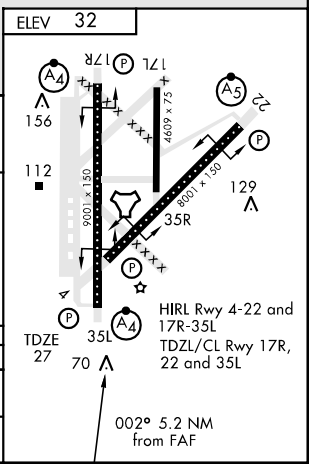
MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/ 16 DME and hold.

| ATIS | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |

| | |
|---|---|
| EFD TACAN | N29°36.36′ W95°09.58′ |
| CANDI | N29°39.24′ W95°18.17′ |
| APRIL | N29°04.53′ W95°14.05′ |
| WATFO | N29°23.90′ W94°58.07′ |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-35L * | 520/50<br>493 (500-1) | 520/60<br>493 (500-1¼) | 520-1½<br>493 (500-1½) |
| CIRCLING ** | 520-1½<br>488 (500-1½) | 600-2<br>568 (600-2) | 660-2¼<br>628 (700-2¼) |

| LOC I-LPV | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| 110.3 | 174° | TDZE | 31 |
| | | Apt Elev | 32 |

# ILS RWY 17R

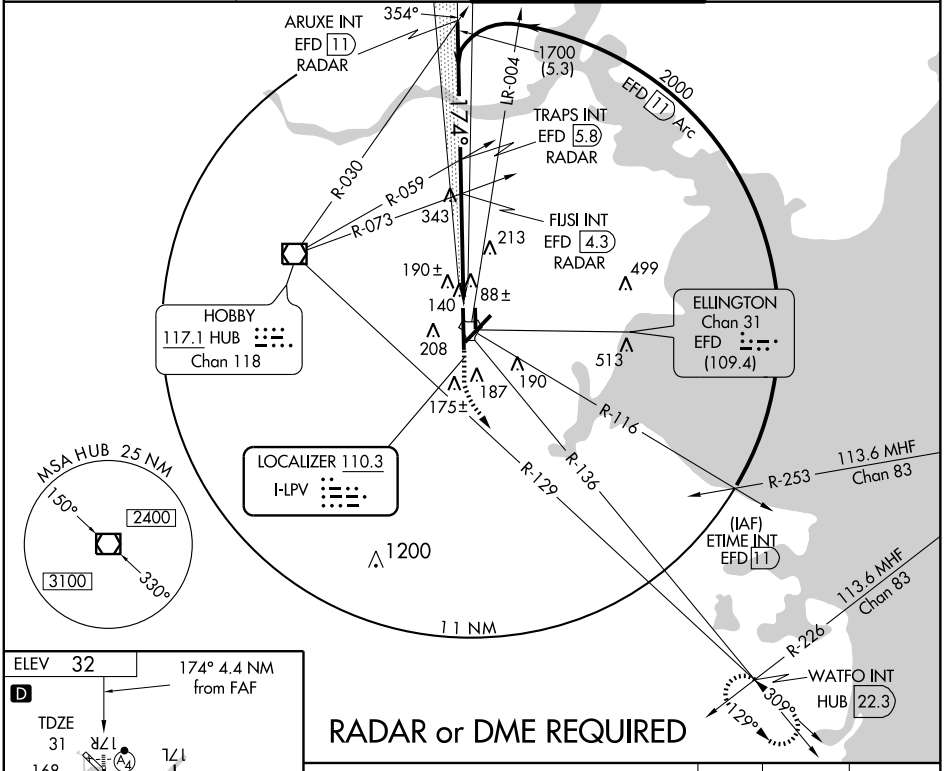
## HOUSTON/ ELLINGTON FIELD (EFD)

Inoperative table does not apply to S-ILS all Cats.
Inoperative table does not apply to S-LOC all Cats.
Circling not authorized west of Rwy 17R-35L.

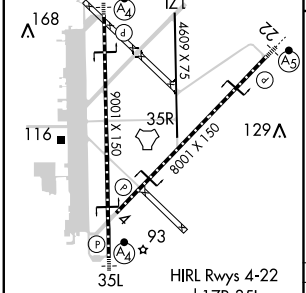
SSALF

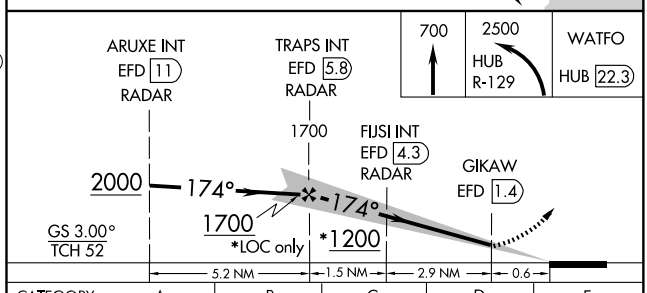
MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

| ATIS ★ | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |




RADAR or DME REQUIRED




HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17R | 231/40 200 (200-¾) | | | | |
| S-LOC 17R | 440/50 409 (500-1) | | 440/60 409 (500-1¼) | | 440-1½ 409 (500-1½) |
| CIRCLING | 500-1 468 (500-1) | | 500-1½ 468 (500-1½) | 600-2 568 (600-2) | 660-2¼ 628 (700-2¼) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC I-FNF | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 110.1 | 219° | TDZE | 31 |
| | | Apt Elev | 32 |

# ILS RWY 22

## HOUSTON/ ELLINGTON FIELD (EFD)

Circling not authorized west of Rwy 17R-35L.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

| ATIS* | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |

RADAR or DME REQUIRED

116.6 IAH Chan 113

116.6 IAH Chan 113

SEVSY INT EFD 13 RADAR

039°

R-117

LR-049

REFNY INT EFD 5.9 RADAR

R-135

270

219°

2000 (7.1)

*Mandatory

ELLINGTON Chan 31 EFD (109.4)

HOBBY 117.1 HUB Chan 118

La Porte Muni

213

190±

499

208

513

EFD 13 Arc 2000*

LOCALIZER 110.1 I-FNF

187

175±

190

R-116

R-136

MSA HUB 25 NM

150°

2400

3100

330°

10 NM

1200

(IAF) BEBUY EFD 13

R-129

113.6 MHF Chan 83

WATFO INT HUB 22.3

309°

129°

R-226

ELEV 32 D

219° 5 NM from FAF

TDZE 31

17R

17L

22

168

116

35R

129

93

35L

9001 X 150

8009 X 75

8008 X 150

HIRL Rwys 4-22 and 17R-35L TDZ/CL Rwys17R, 22 and 35L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

700

2500 HUB R-129

WATFO HUB 22.3

REFNY INT EFD 5.9 RADAR

SEVSY INT EFD 13 RADAR

EFD 0.9

1707

219°

2000

2000

GS 3.00° TCH 54

5 NM

7.1 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 22 | 231/18 200 (200-½) | | | | 231/24 200 (200-½) |
| S-LOC 22 | 460/24 429 (500-½) | | 460/40 429 (500-¾) | 460/50 429 (500-1) | |
| CIRCLING | 500-1 468 (500-1) | | 500-1½ 468 (500-1½) | 600-2 568 (600-2) | 660-2¼ 628 (700-2¼) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC I-EFD | APP CRS | Rwy Idg | 9001 |
|---|---|---|---|
| 111.1 | 354° | TDZE | 27 |
| | | Apt Elev | 32 |

# ILS RWY 35L

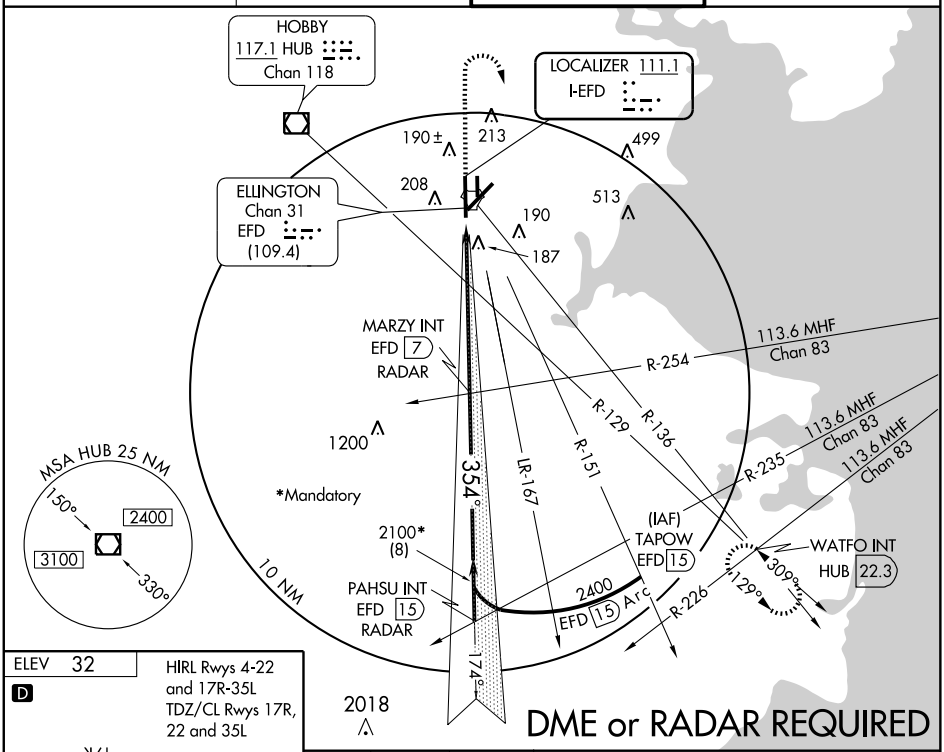
HOUSTON/ ELLINGTON FIELD (EFD)

Circling not authorized west of Rwy 17R-35L
Inoperative table does not apply to S-LOC and S-ILS all Cats.

SSALF

MISSED APPROACH: Climb to 700 then climbing right turn to 2500 via HUB VOR/DME R-129 to WATFO Int and hold.

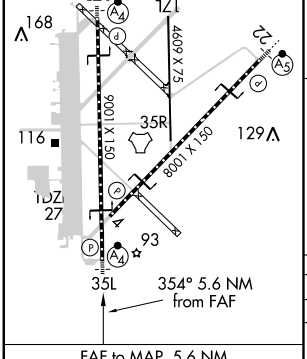
| ATIS★ | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |



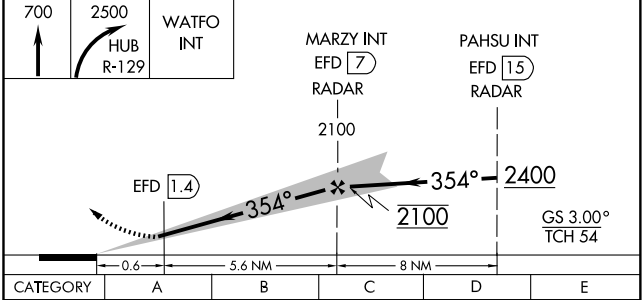

ELEV 32

D

HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L

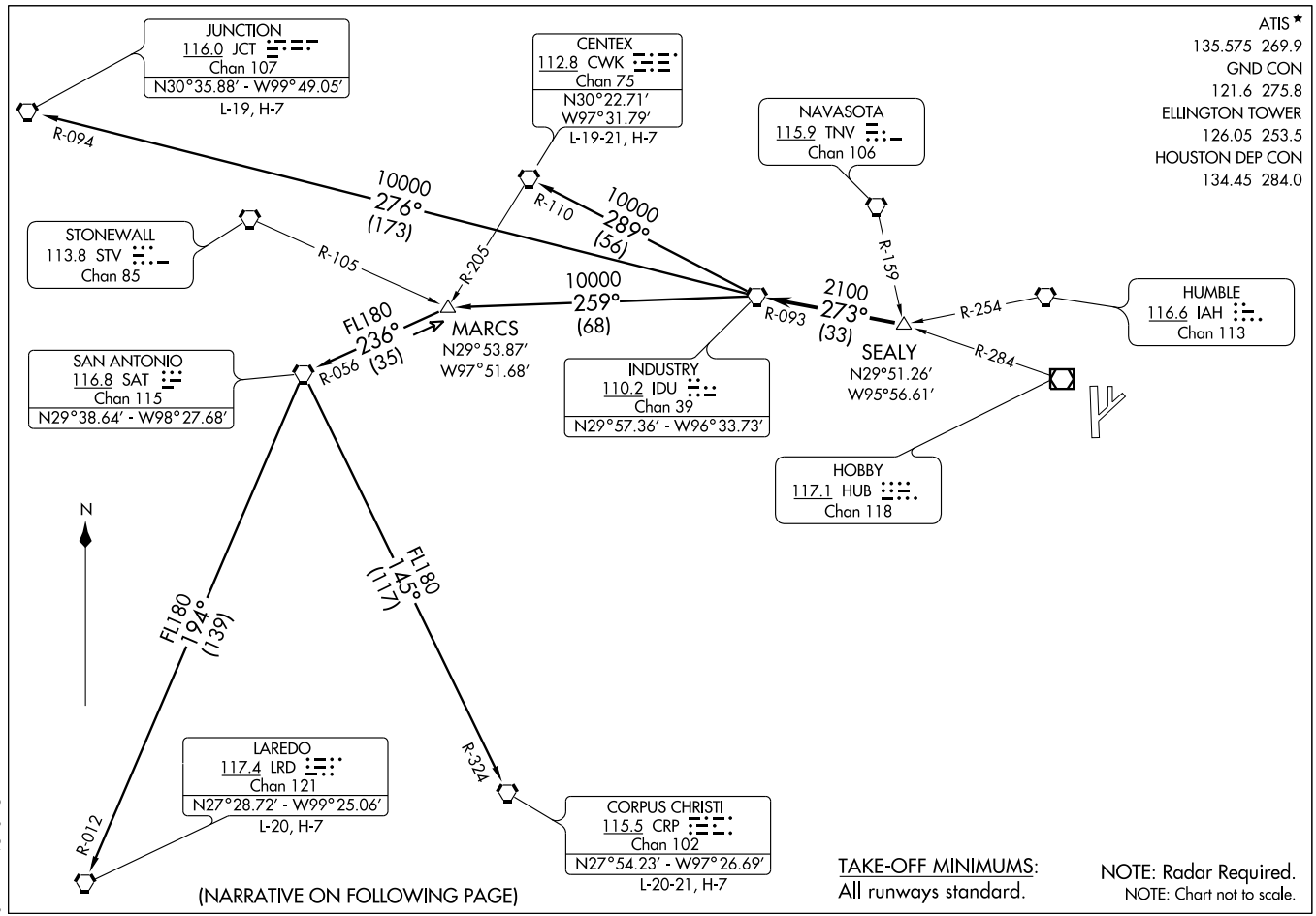



| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 35L | 227/40 200 (200-¾) | | | | |
| S-LOC 35L | 440/50 413 (500-1) | | 440/60 413 (500-1¼) | | 440-1½ 413 (500-1½) |
| CIRCLING | 500-1 468 (500-1) | | 500-1½ 468 (500-1½) | 600-2 568 (600-2) | 660-2¼ 628 (700-2¼) |

SC-5, 14 JAN 2010 to 11 FEB 2010




(IDU3.IDU) 09239

# INDUSTRY THREE DEPARTURE

SI-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

Expect vectors to SEALY INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC.

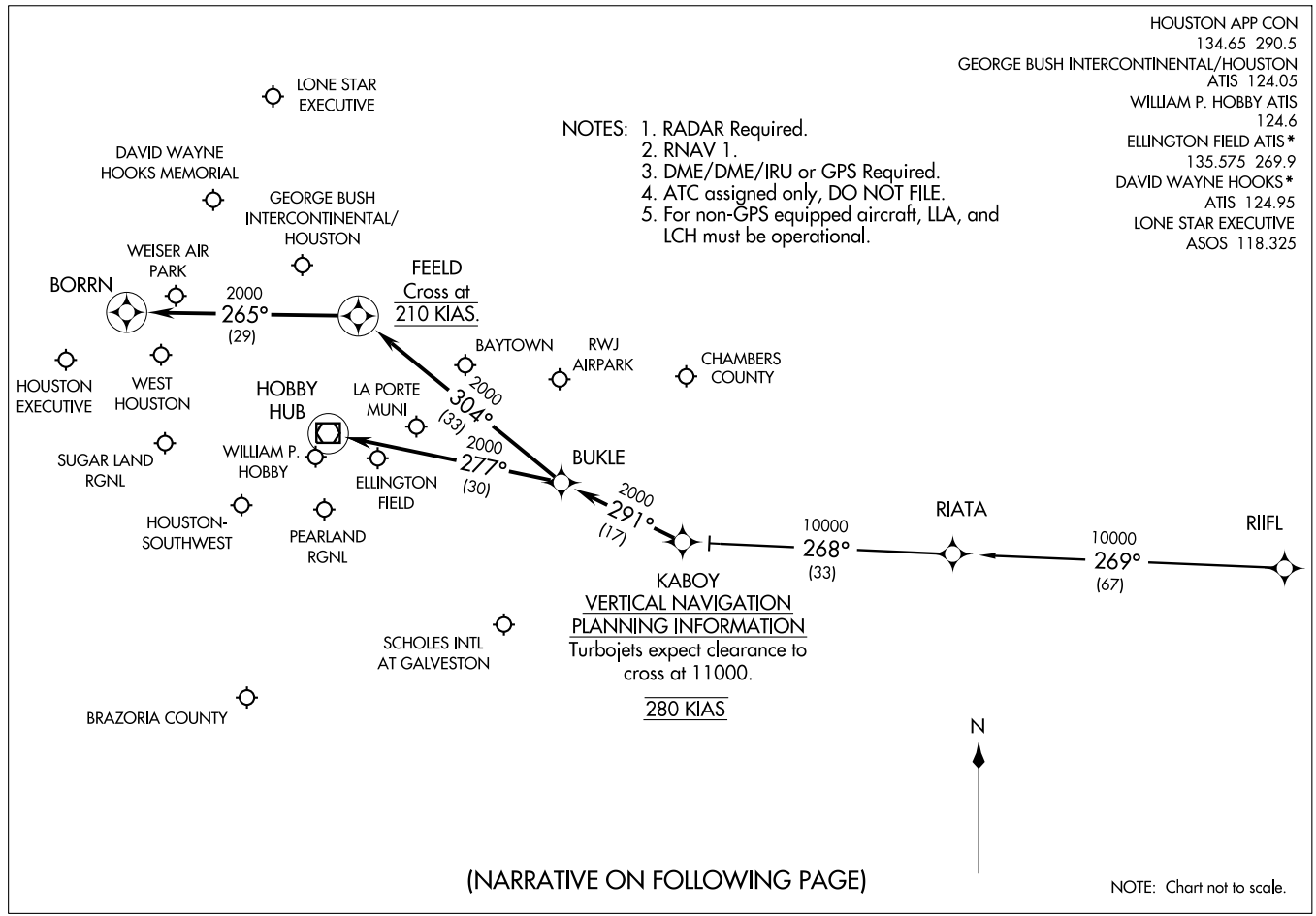
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL.
Rwy 22, Antenna on Bldg 1998' from DER, 598' right of centerline, 54 AGL/83 MSL. OL on GS 327'
from DER, 543' left of centerline, 39 AGL/68' MSL.
Rwy 35L, Multiple trees beginning 1118' from DER, 679' right of centerline, up to 37' AGL/77' MSL.
Crane 2352' DER, 1024' left of centerline, 37' AGL/97' MSL.
Rwy 35R, Tree 1597' from DER, 32' left of centerline, 33 AGL/80 MSL.


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

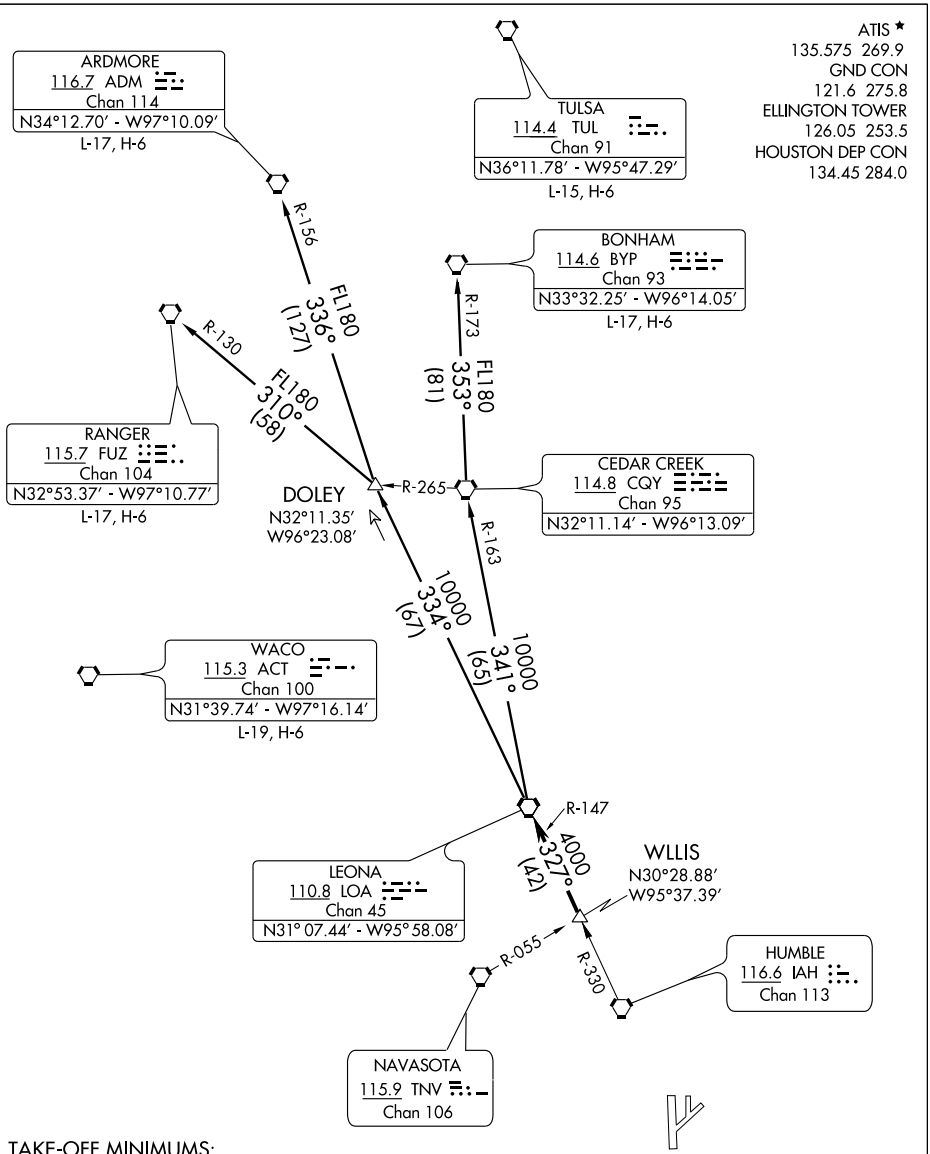
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LEONA SIX DEPARTURE

SL-197 (FAA)

HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
Rwy 4, 17L/R, 22, 35L/R standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

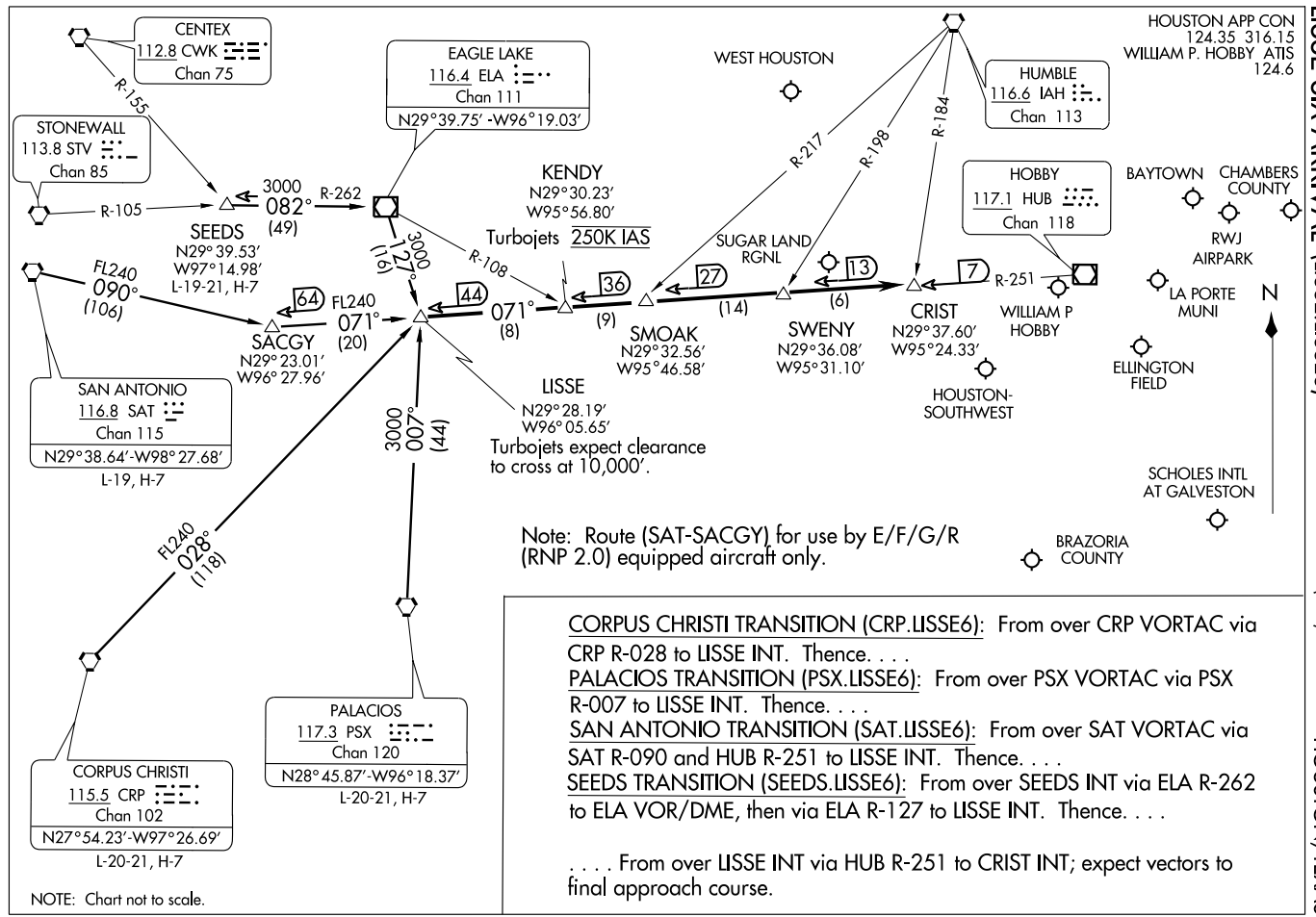
TAKE-OFF OBSTACLES

Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Obstruction light on glide slope 327′ from DER, 543′ left of centerline, 39′ AGL/68′ MSL. Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# LISSE SIX ARRIVAL (LISSE.LISSE6)






CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

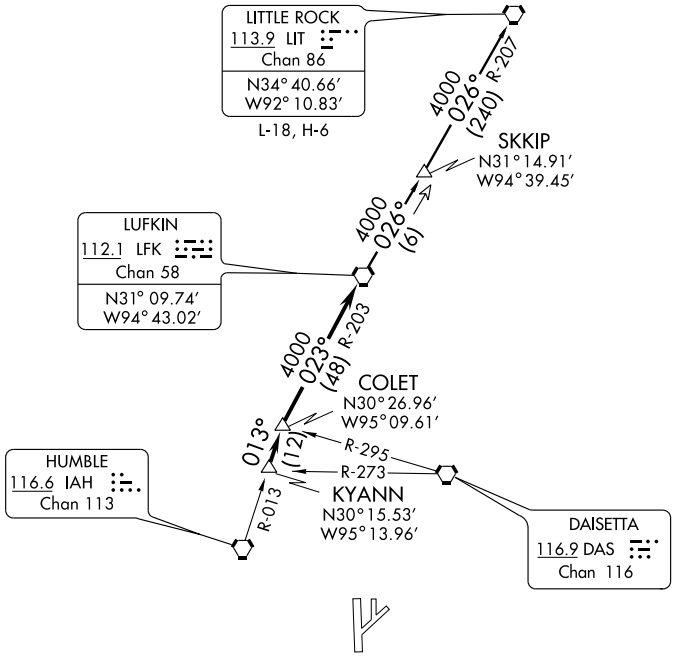
ST-198 (FAA)

# LUFKIN FIVE DEPARTURE

SL-197 (FAA)

HOUSTON/ ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0




NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF MINIMUMS:
All rwys, standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on Bldg 1998′ from DER, 598′ right of centerline, 54 AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/68′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

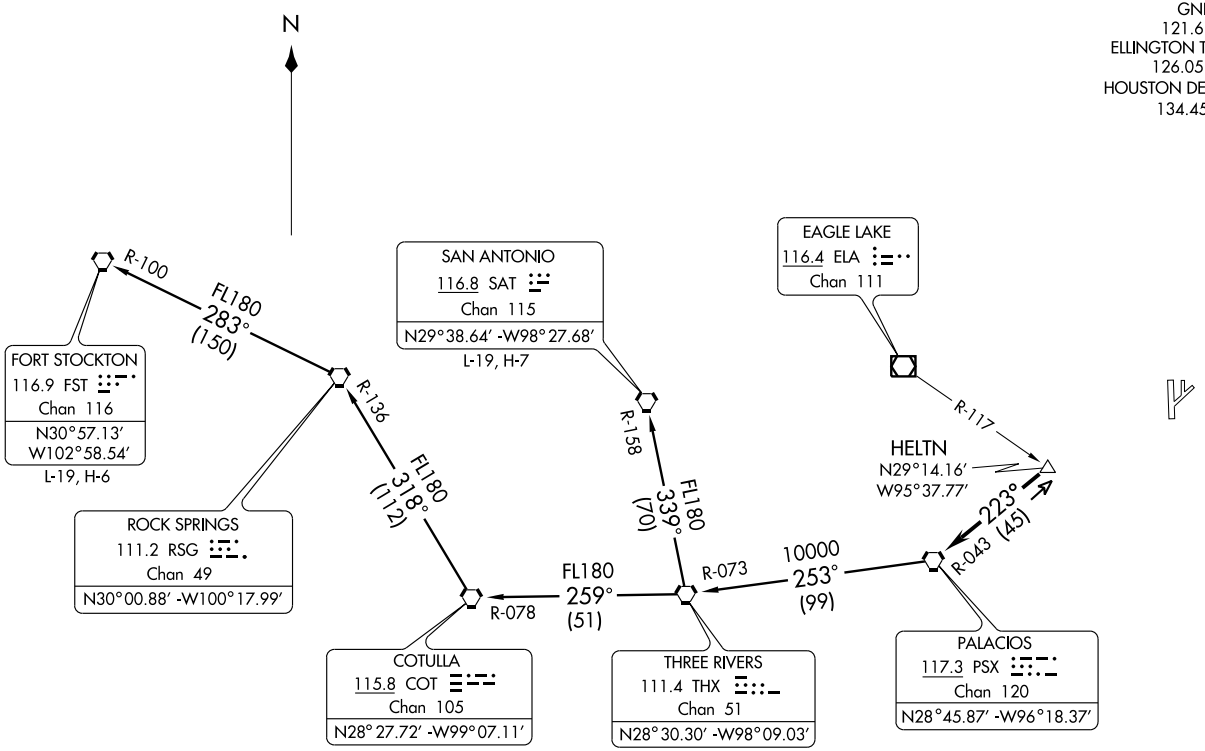
Expect vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

ATIS ★
135.575 269.9
GND CON
121.6 257.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0




TAKE-OFF MINIMUMS:
Rwys 4, 17L, 17R, 22, 35L, 35R, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

# PALACIOS THREE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Expect vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17R, Pole 1489' from DER, 817' right of centerline, 40' AGL/74' MSL.

Rwy 22, Antenna on Bldg 1998' from DER, 598' right of centerline, 54' AGL/83' MSL.
OL on GS 327' from DER, 543' left of centerline, 39' AGL/68' MSL.

| APP CRS | Rwy Idg | 8001 |
|---|---|---|
| 039° | TDZE | 30 |
| | Apt Elev | 32 |

# RNAV (GPS) RWY 4

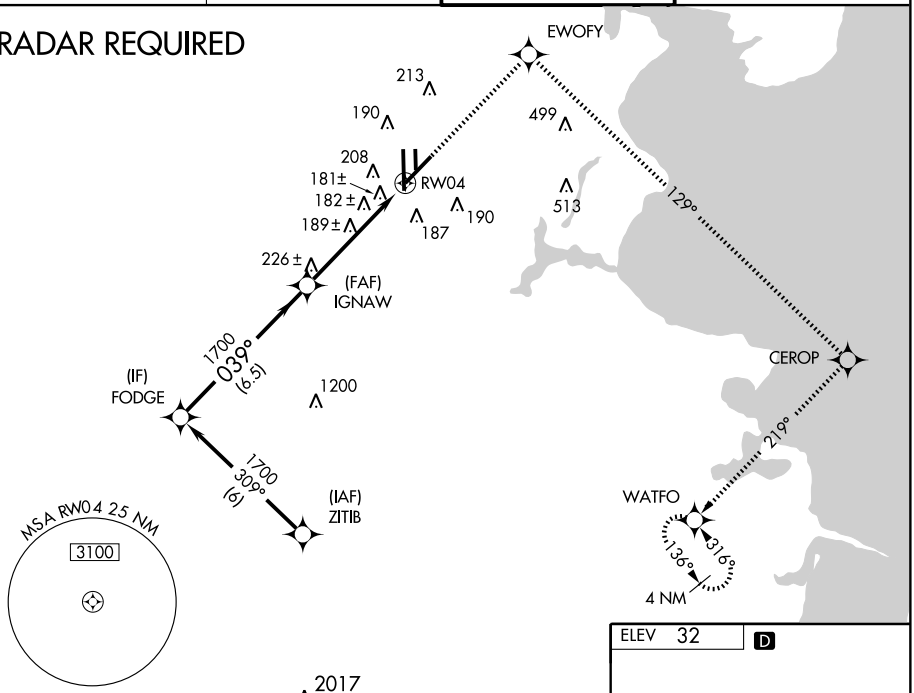
HOUSTON/ ELLINGTON FIELD (EFD)

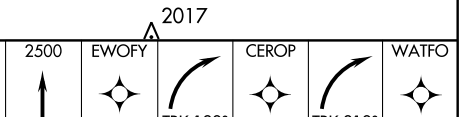
T
NA For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Circling not authorized west of runways 17R and 35L. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

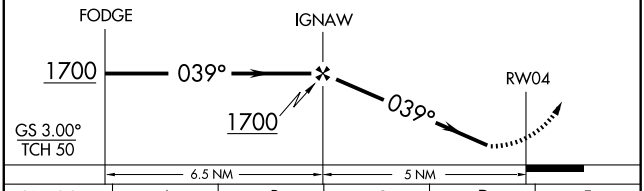
MISSED APPROACH: Climb to 2500 direct EWOFY and climbing right turn via 129° track to CEROP and right turn via 219° track to WATFO and hold.

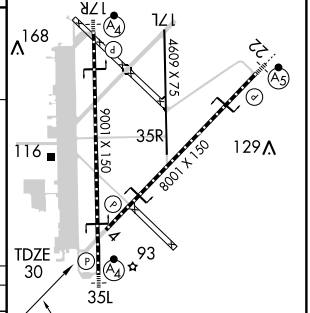
| ATIS★ | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |

RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/ VNAV DA | 479-1½ 449 (500-1½) | | | | |
| LNAV MDA | 500-1 470 (500-1) | | 500-1¼ 470 (500-1¼) | 500-1½ 470 (500-1½) | 500-1¾ 470 (500-1¾) |
| CIRCLING | 500-1 468 (500-1) | | 500-1½ 468 (500-1½) | 600-2 568 (600-2) | 660-2¼ 628 (700-2¼) |

HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 9001 |
|---|---|---|
| 174° | TDZE | 31 |
| | Apt Elev | 32 |

# RNAV (GPS) RWY 17R

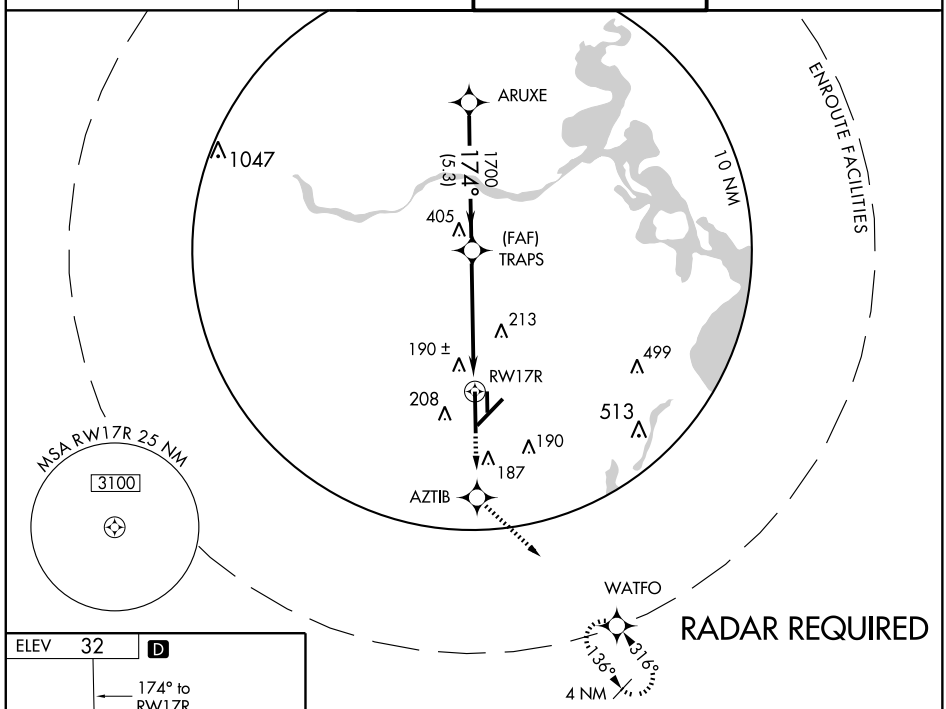
HOUSTON/ELLINGTON FIELD (EFD)

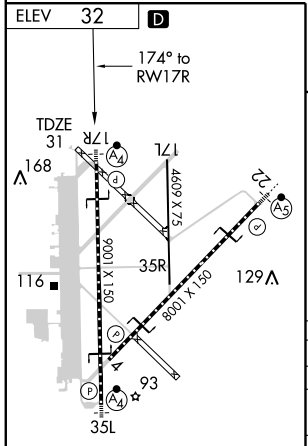
Circling not authorized west of runway 17R-35L. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). WAAS VNAV NA. Inoperative table does not apply to LNAV/VNAV all Cats and LNAV Cat C.

SSALF

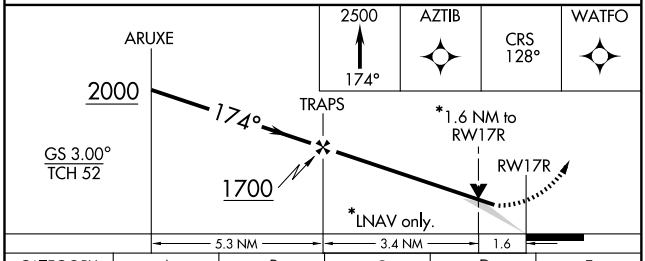
MISSED APPROACH: Climb to 2500 via 174° course to AZTIB then via 128° course to WATFO and and hold.

| ATIS* | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |




HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 500-1¾ 469 (500-1¾) | | | | |
| LNAV MDA | 600/40 569 (600-¾) | | 600-1½ 569 (600-1½) | 600-1¾ 569 (600-1¾) | 600-2 569 (600-2) |
| CIRCLING | 600-1¾ 568 (600-1¾) | | | 600-2 568 (600-2) | 660-2 ¼ 628 (700-2 ¼) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 61111 W22A | APP CRS 219° | Rwy Idg 8001<br>TDZE 31<br>Apt Elev 32 |
|---|---|---|

# RNAV (GPS) RWY 22

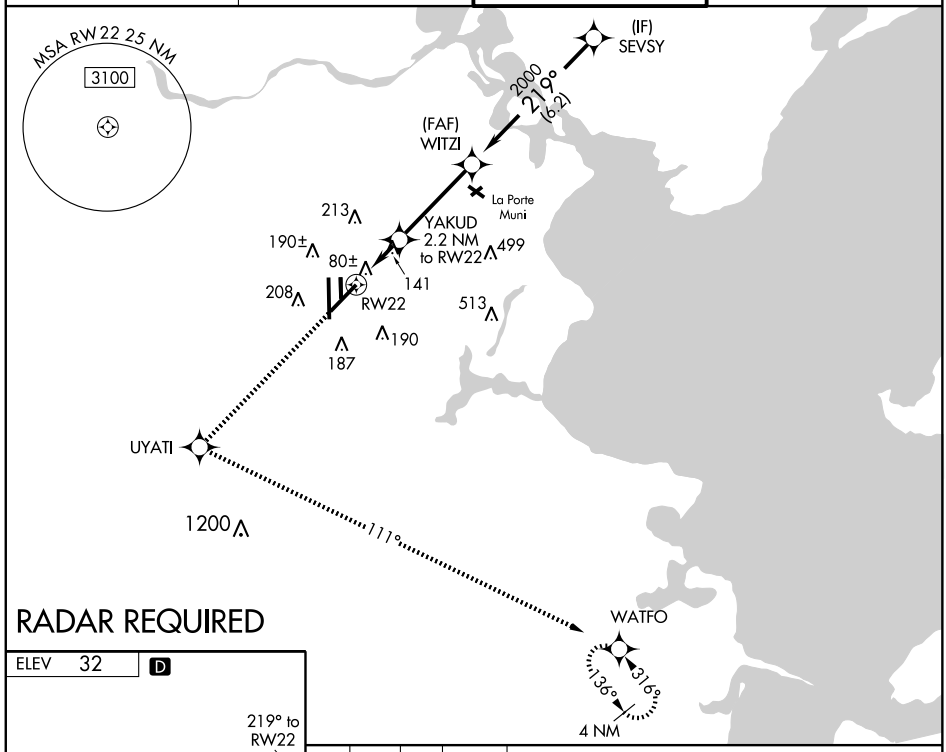
HOUSTON/ ELLINGTON FIELD (EFD)

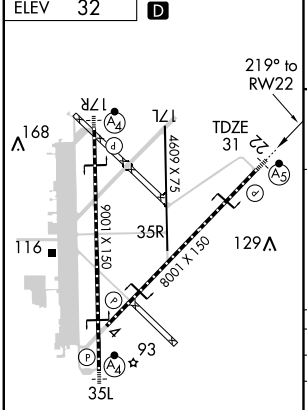
For inoperative MALSR, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat D and E visibility to RVR 5000, and LNAV Cat D and E visibility to RVR 6000. Circling NA west of Rwy 17R-35L. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

MALSR

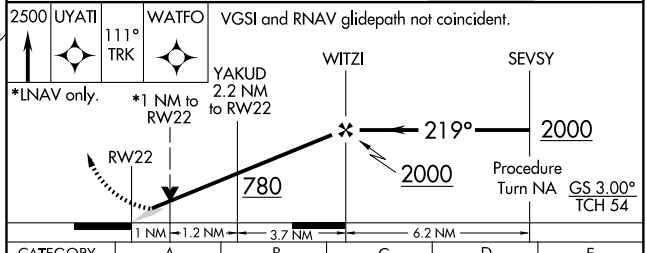
MISSED APPROACH: Climb to 2500 direct UYATI and via 111° track to WATFO and hold.

| ATIS★ | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |




HIRL Rwys 4-22 and 17R-35L
TDZ/CL Rwys 17R, 22 and 35L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 290/24 259 (300-½) | | | | |
| LNAV/ VNAV DA | 342/24 311 (400-½) | | | 342/40 311 (400-¾) | |
| LNAV MDA | 400/24 369 (400-½) | | | 400/50 369 (400-1) | |
| CIRCLING | 500-1 468 (500-1) | | 500-1½ 468 (500-1½) | 600-2 568 (600-2) | 660-2¼ 628 (700-2¼) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 9001 |
|---|---|---|
| 354° | TDZE | 27 |
| | Apt Elev | 32 |

# RNAV (GPS) RWY 35L

HOUSTON/ELLINGTON FIELD (EFD)

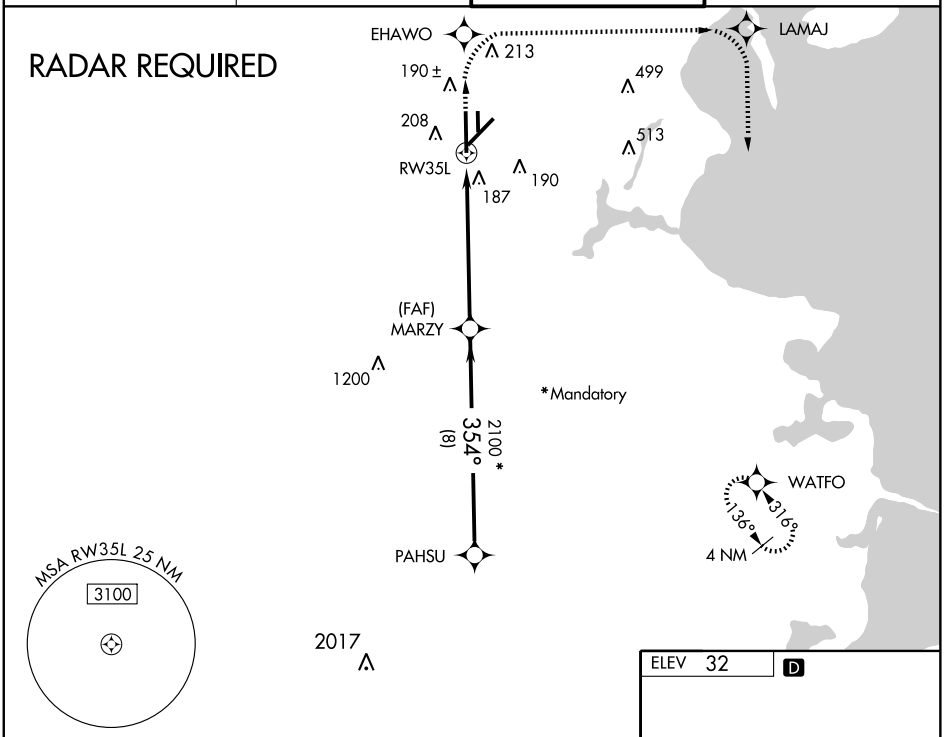
Circling not authorized west of Rwy 17R-35L.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
BARO-VNAV NA below -15°C (5°F). WAAS VNAV NA.

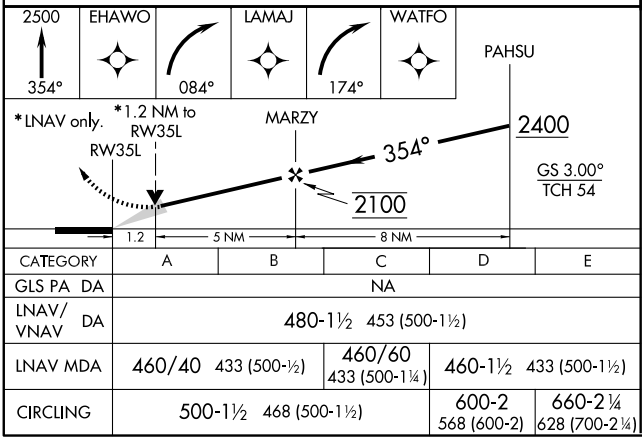
SSALF

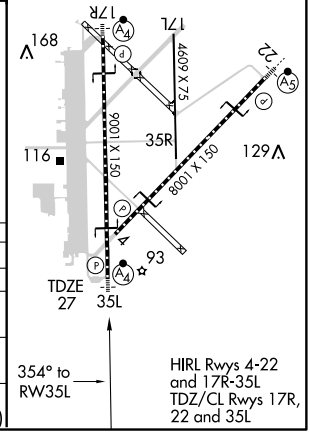
MISSED APPROACH: Climb to 2500 via 354° course to EHAWO then right turn via 084° course to LAMAJ then right turn via 174° course to WATFO and hold.

| ATIS★ | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |

RADAR REQUIRED

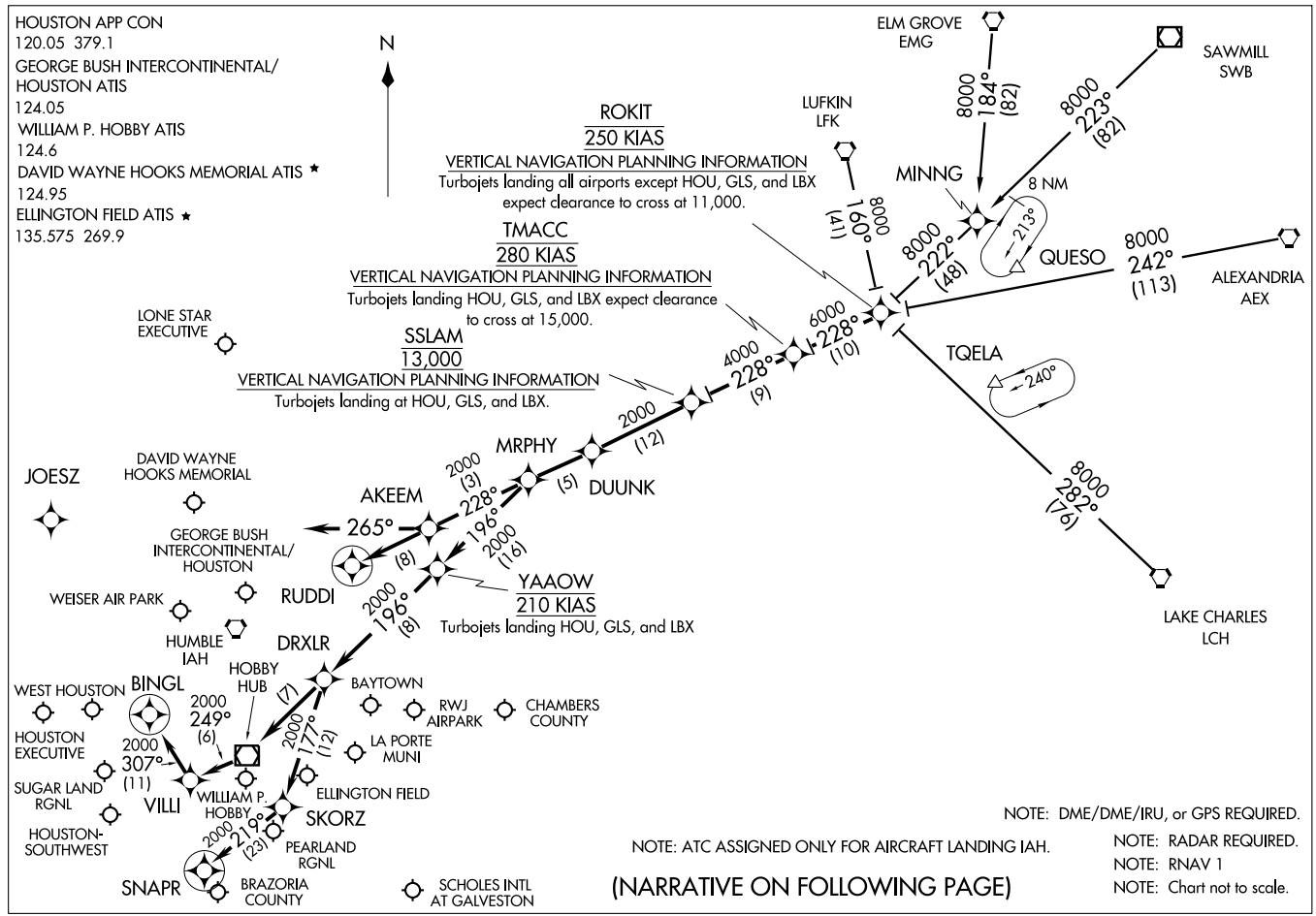



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| GLS PA DA | NA | | | | |
| LNAV/VNAV DA | 480-1½ 453 (500-1½) | | | | |
| LNAV MDA | 460/40 433 (500-½) | | 460/60 433 (500-1¼) | 460-1½ 433 (500-1½) | |
| CIRCLING | 500-1½ 468 (500-1½) | | | 600-2 568 (600-2) | 660-2¼ 628 (700-2¼) |

SC-5, 14 JAN 2010 to 11 FEB 2010




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 14 JAN 2010 to 11 FEB 2010

NOTE: Chart not to scale.

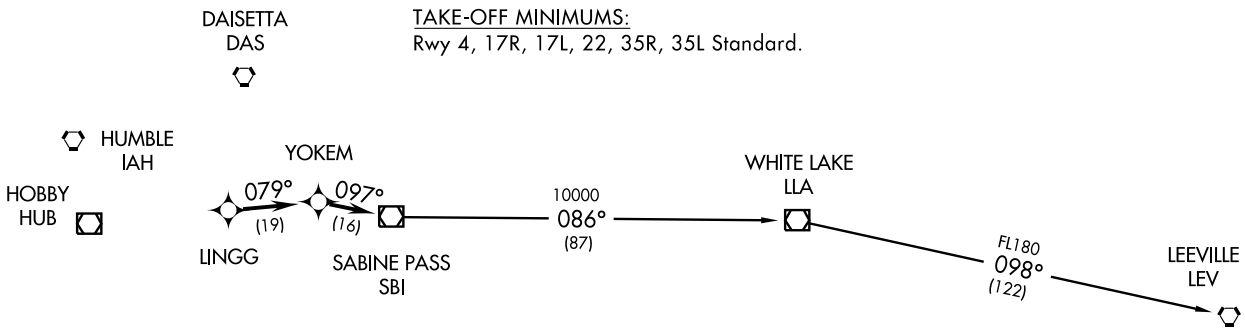
Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ATIS
135.575 269.9★
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0

# SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI) 09239

SL-197 (FAA)

TAKE-OFF MINIMUMS:
Rwy 4, 17R, 17L, 22, 35R, 35L Standard.




TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′AGL/74′ MSL. Rwy 22, Antenna on building 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. Obstruction light on glideslope 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

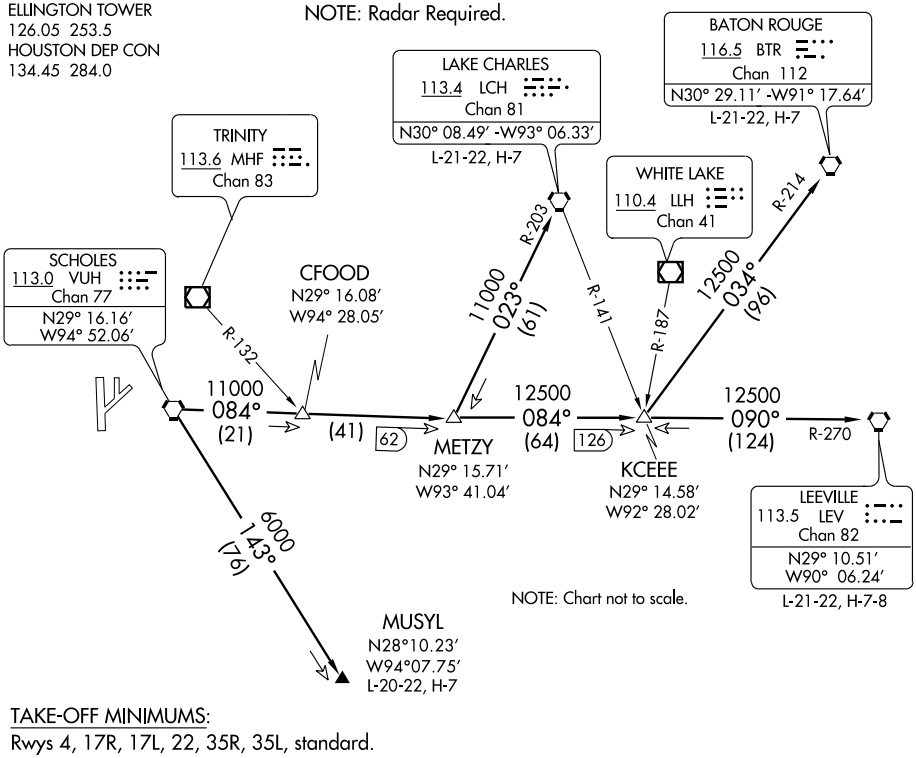
HOUSTON/ELLINGTON FIELD (EFD)
HOUSTON, TEXAS

# SCHOLES THREE DEPARTURE

SL-197 (FAA)

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.




TAKE-OFF MINIMUMS:
Rwys 4, 17R, 17L, 22, 35R, 35L, standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Antenna on Bldg 1998′ from DER, 598′ right of centerline, 54′ AGL/83′ MSL. OL on GS 327′ from DER, 543′ left of centerline, 39′ AGL/68′ MSL.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.



SC-5, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 4

| TACAN EFD Chan 31 | APCH CRS 028° | Rwy Idg 8001 TDZE 30 Arpt Elev 32 |
|---|---|---|

AL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

NA
* Circling not authorized W of Rwy 17R-35L.

MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

| ATIS | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |

RADAR REQUIRED

ELLINGTON
Chan 31 EFD
N29° 36.36′
W95° 09.58′

10 NM

499 513 208 277 190 226 175±

PEARZ
EFD 6

028°

R-136 R-151 R-195 LR-200 R-208

1235

IAF
TAPOW
EFD 15 DME
N29° 22.62′
W95° 02.60′

DUJAR
EFD 15

EBOCU
EFD 15

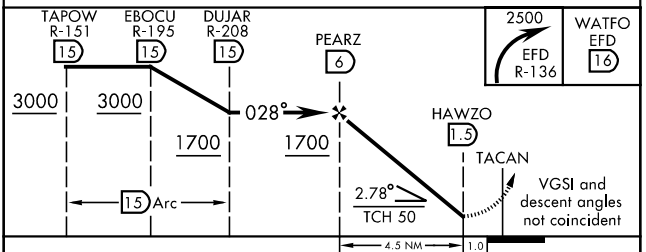
EFD 15 Arc

WATFO
EFD 16

316° 136°

MSA EFD 25 NM
150° 1800 3100 330°

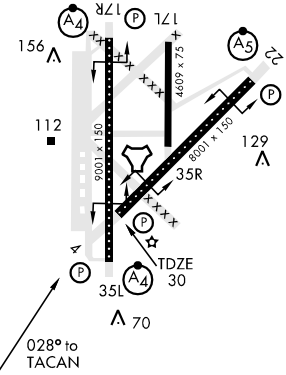
EMERG SAFE ALT 100 NM 16,000




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-4 | 520-1¼ 490 (500-1¼) | | | 520-1½ 490 (500-1½) | 520-1¾ 490 (500-1¾) |
| CIRCLING * | 520-1¼ 488 (500-1¼) | | 520-1½ 488 (500-1½) | 600-2 568 (600-2) | 660-2¼ 628 (700-2¼) |

ELEV 32

HIRL Rwy 4-22 and 17R-35L
TDZL/CL Rwy 17R, 22 and 35L




SC-5, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 17R

| TACAN | EFD | APCH CRS | Rwy Idg | 9001 |
|---|---|---|---|---|
| Chan | 31 | 163° | TDZE | 31 |
| | | | Arpt Elev | 32 |

AL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

NA * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF (A4)

MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

| ATIS | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |

RADAR REQUIRED

R-343 LAWKE EFD 11

LR-354

YESHI EFD 6.4

JINNI EFD 5

163° 343

EFD 11 2000 Arc

ELLINGTON Chan 31 EFD
N29°36.36′ W95°09.58′

190 208 277 175± 226 190 499 513 1235

R-136 R-116

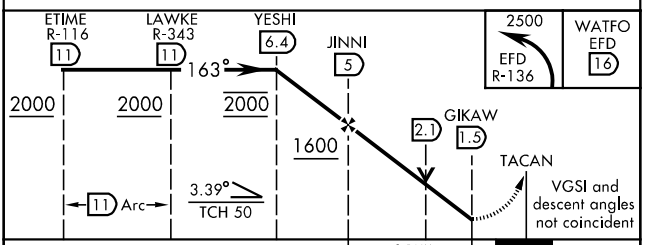
(IAF) ETIME EFD 11

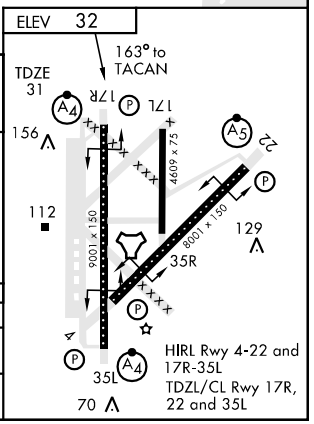
WATFO EFD 16 316° 136°

10 NM

MSA EFD 25 NM
150° 1800 3100 330°

EMERG SAFE ALT 100 NM 16,000




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17R * | 500/40 469 | (500-¾) | 500/50 469 (500-1) | 500/60 469 (500-1¼) | 500-1½ 469 (500-1½) |
| CIRCLING ** | 500-1 468 | (500-1) | 500-1½ 468 (500-1½) | 600-2 568 (600-2) | 660-2¼ 628 (700-2¼) |

# TACAN RWY 22

| TACAN | APCH CRS | Rwy ldg | 8001 |
|---|---|---|---|
| EFD Chan 31 | 226° | TDZE | 31 |
| | | Arpt Elev | 32 |

AL-197 [USAF] HOUSTON/ELLINGTON FIELD (KEFD)

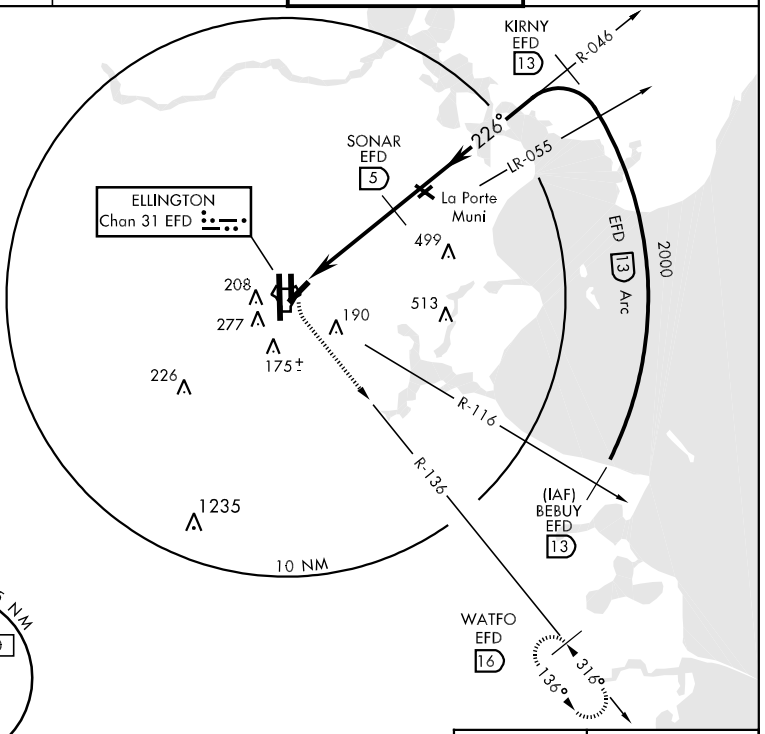
NA
*When ALS inop, increase vis ½ mile.
**Circling not authorized W of Rwy 17R-35L.

MALSR A5

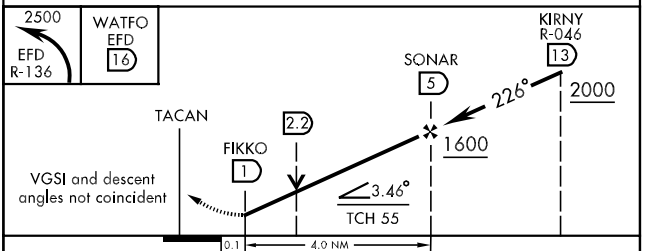
MISSED APPROACH: Climbing left turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

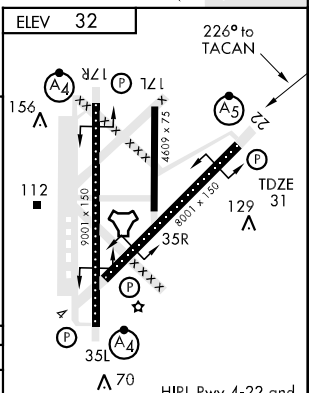
| ATIS | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |

RADAR REQUIRED




EMERG SAFE ALT 100 NM 16,000




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-22* | 500/24 469 (500-½) | | 500/40 469 (500-¾) | 500/50 469 (500-1) | 500/60 469 (500-1¼) |
| CIRCLING** | 500-1 468 (500-1) | | 500-1½ 468 (500-1½) | 600-2 568 (600-2) | 660-2¼ 628 (700-2¼) |

# TACAN RWY 35L

| TACAN | EFD | APCH CRS | Rwy Idg | 9001 |
|---|---|---|---|---|
| Chan | 31 | 002° | TDZE | 27 |
| | | | Arpt Elev | 32 |

AL-197 [USAF]

HOUSTON/ELLINGTON FIELD (KEFD)

NA * When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.
** Circling not authorized W of Rwy 17R-35L.

MALSF

MISSED APPROACH: Climbing right turn to 2500 via EFD TACAN R-136 to WATFO INT/16 DME and hold.

| ATIS | HOUSTON APP CON | ELLINGTON TOWER | GND CON |
|---|---|---|---|
| 135.575 269.9 | 134.45 284.0 | 126.05 253.5 | 121.6 275.8 |

RADAR REQUIRED

ELLINGTON
Chan 31 EFD
N29°36.36′
W95°09.58′

499
208
277
190
513
175±
226
1235
10 NM
002°
LULLI
EFD 6
R-136
R-151
IAF
TAPOW
EFD 15 DME
N29°22.62′
W95°02.60′
LR-174
VANBE
EFD 15
R-182
EFD 15 Arc
2500
WATFO
EFD 16
316°
136°

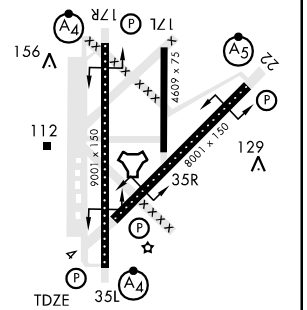
MSA EFD 25 NM
150°
1800
3100
330°

EMERG SAFE ALT 100 NM 16,000

TAPOW R-151 15
VANBE R-182 15
LULLI 6
002°
2500
2500
15 Arc
1700
2.1
KEHRO 1.4
TACAN
2.91°
TCH 54
4.6 NM
.6

2500 EFD R-136
WATFO EFD 16

ELEV 32

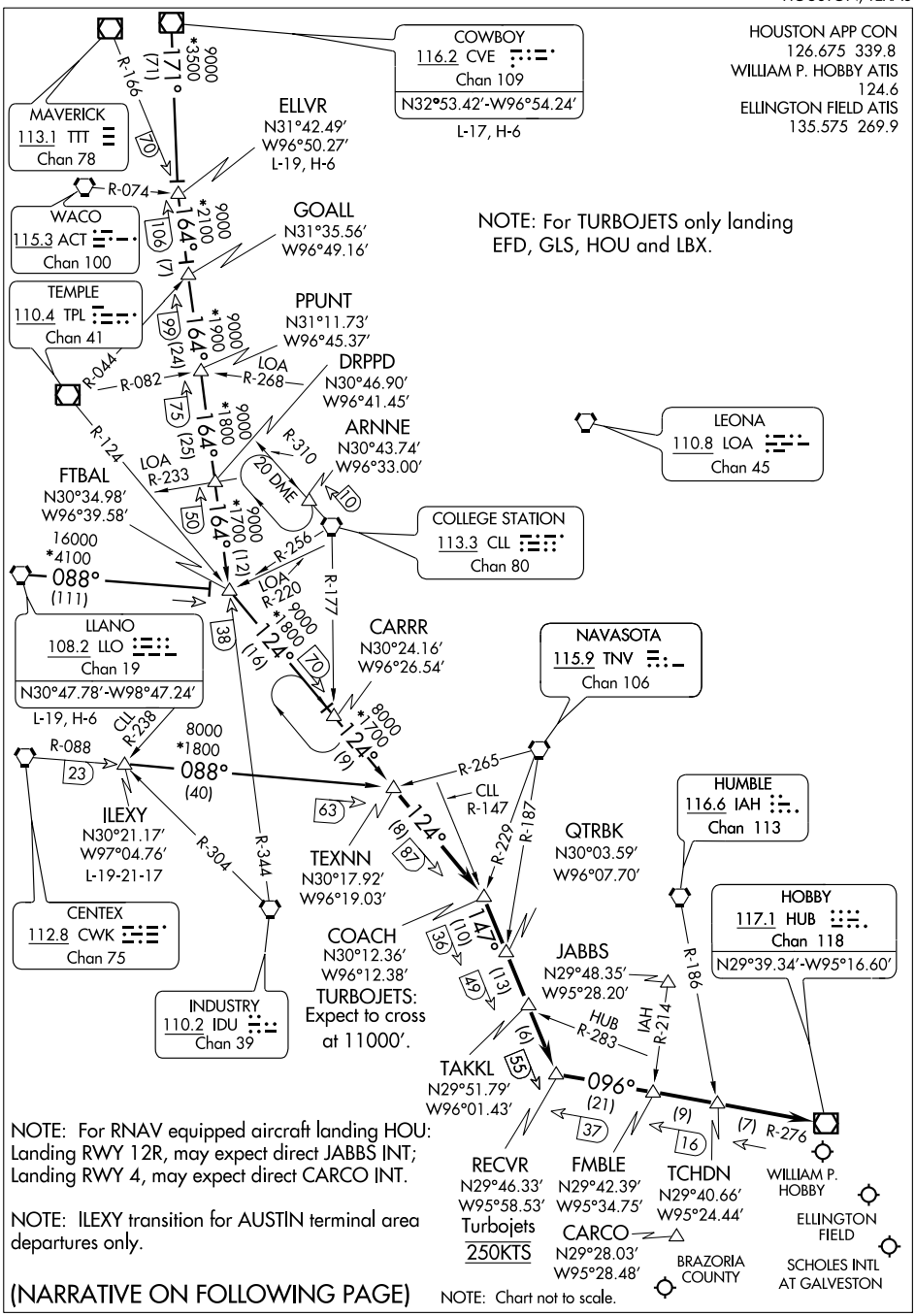



HIRL Rwy 4-22 and 17R-35L
TDZL/CL Rwy 17R, 22 and 35L
002° to TACAN

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35L * | 520/40 493 | (500-¾) | 520/50 493 (500-1) | 520/60 493 (500-1¼) | 520-1½ 493 (500-1½) |
| CIRCLING ** | 520-1 488 | (500-1) | 520-1½ 488 (500-1½) | 600-2 568 (600-2) | 660-2¼ 628 (700-2¼) |

# TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)

WILLIAM P. HOBBY
HOUSTON, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

# TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)



## ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

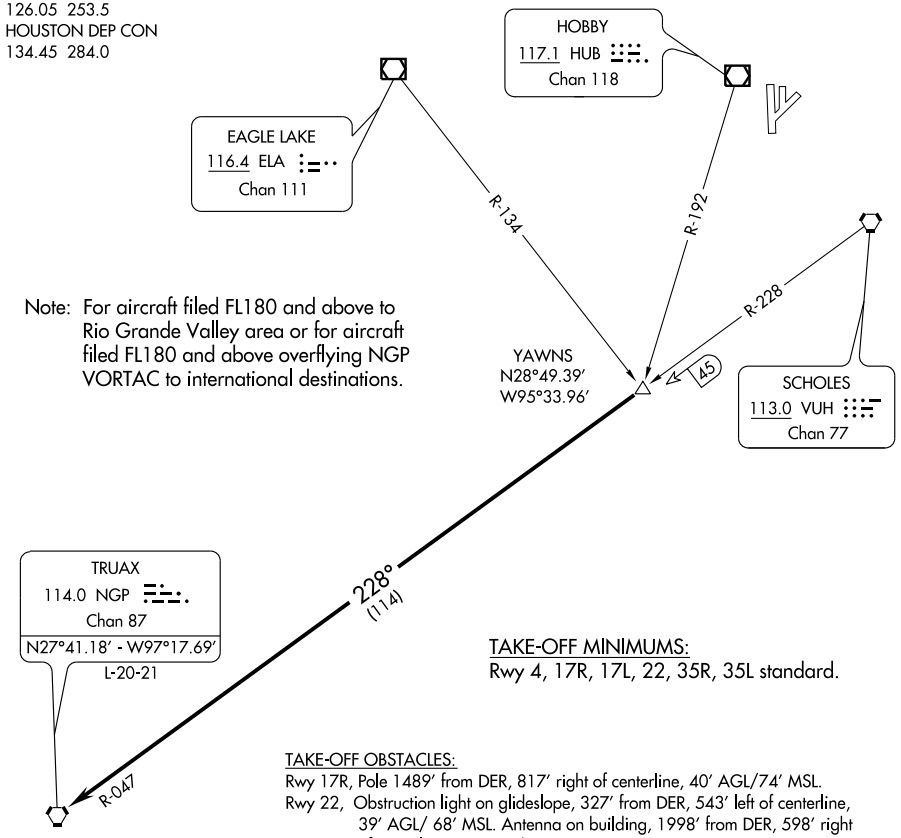
. . . . LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR.

SC-5, 14 JAN 2010 to 11 FEB 2010

# TRUAX TWO DEPARTURE

SL-197 (FAA)

ATIS ★
135.575 269.9
GND CON
121.6 275.8
ELLINGTON TOWER
126.05 253.5
HOUSTON DEP CON
134.45 284.0




Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 4, 17R, 17L, 22, 35R, 35L standard.

TAKE-OFF OBSTACLES:
Rwy 17R, Pole 1489′ from DER, 817′ right of centerline, 40′ AGL/74′ MSL.
Rwy 22, Obstruction light on glideslope, 327′ from DER, 543′ left of centerline, 39′ AGL/ 68′ MSL. Antenna on building, 1998′ from DER, 598′ right of centerline, 54′ AGL/83 MSL.
Rwy 35R, Tree 1597′ from DER, 32′ left of centerline, 33′ AGL/80′ MSL.
Rwy 35L, Multiple trees beginning 1118′ from DER, 679′ right of centerline, up to 37′ AGL/77′ MSL. Crane 2352′ from DER, 1024′ left of centerline, 37′ AGL/97′ MSL.

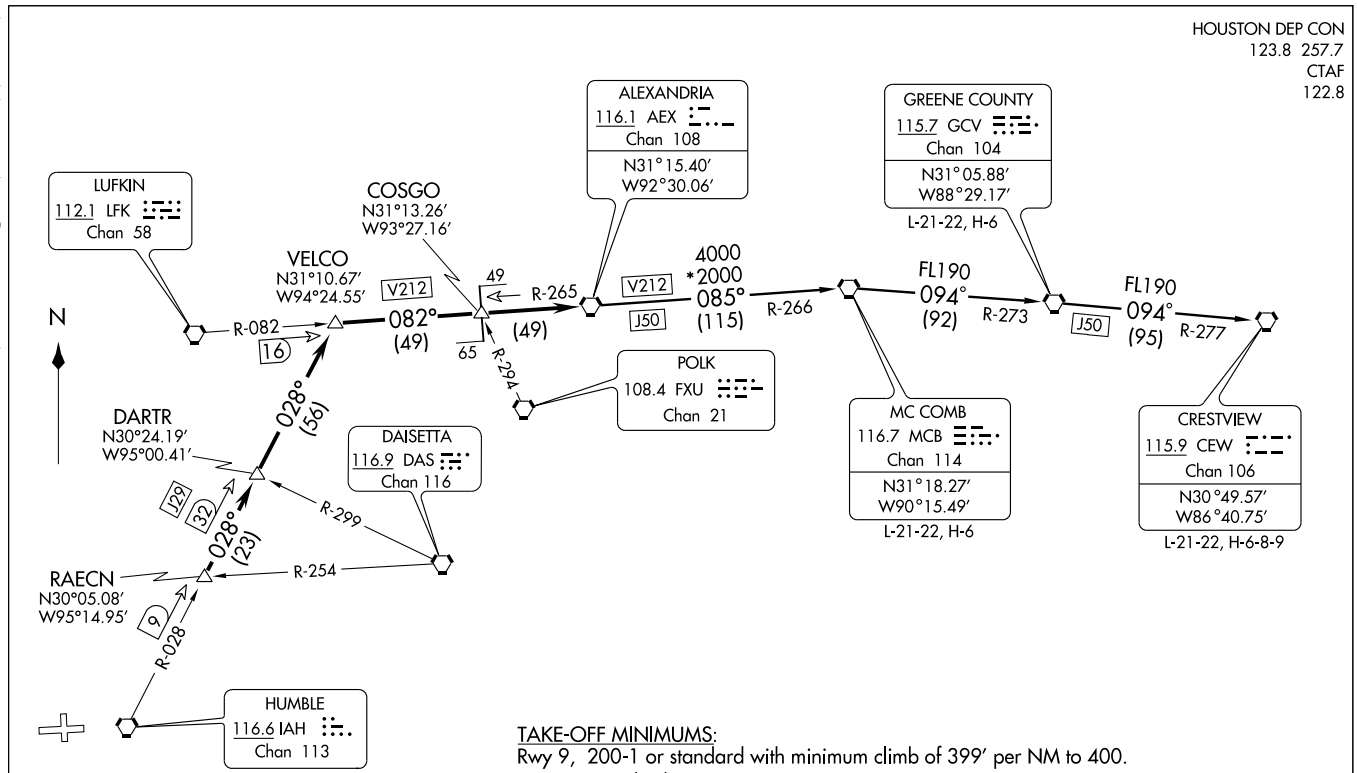
NOTE: Chart not to scale.

NOTE: Radar Required.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to YAWNS INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.




TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or standard with minimum climb of 399′ per NM to 400.
Rwy 27, standard.

TAKE-OFF OBSTACLE:
Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

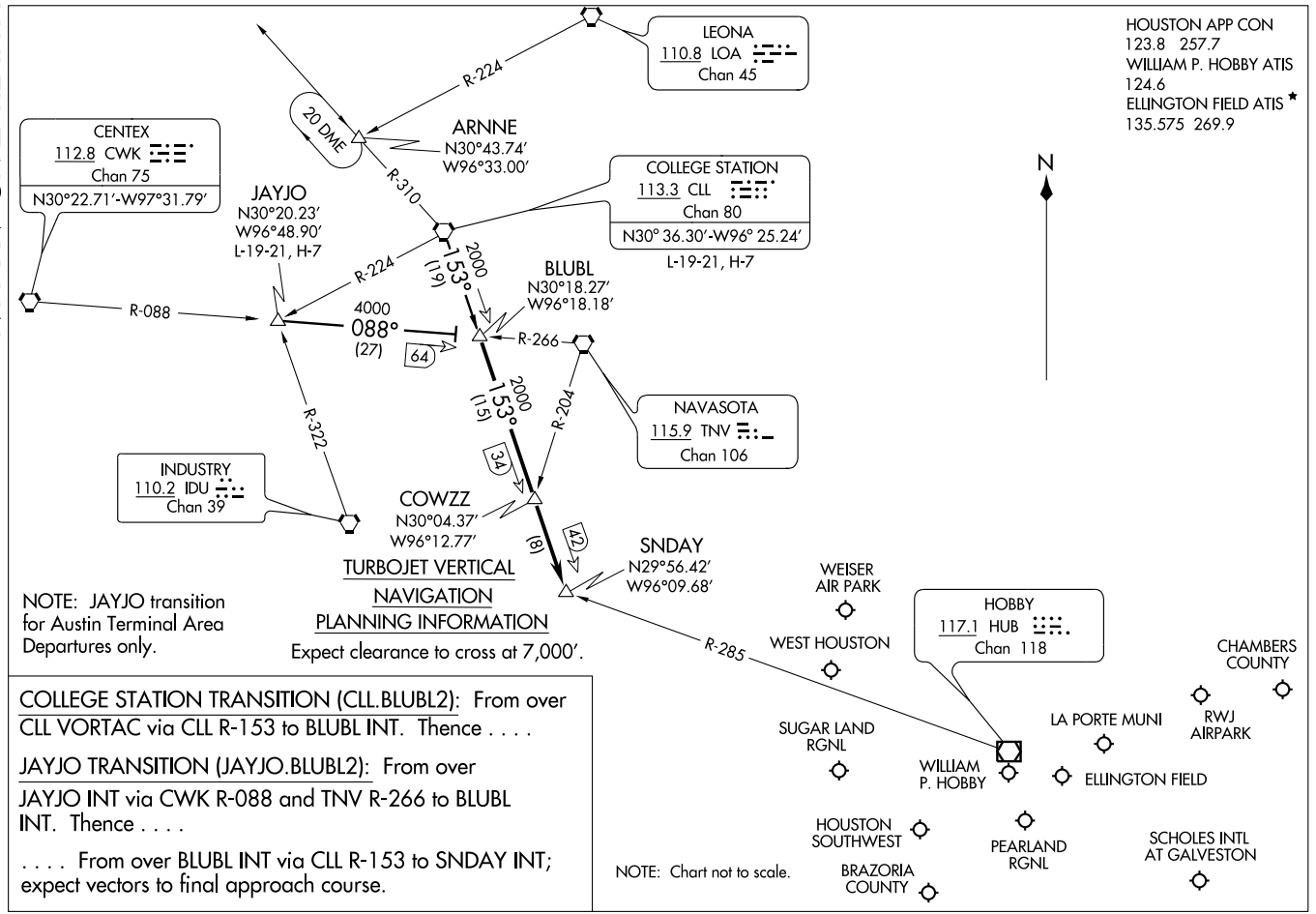
## THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010




COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

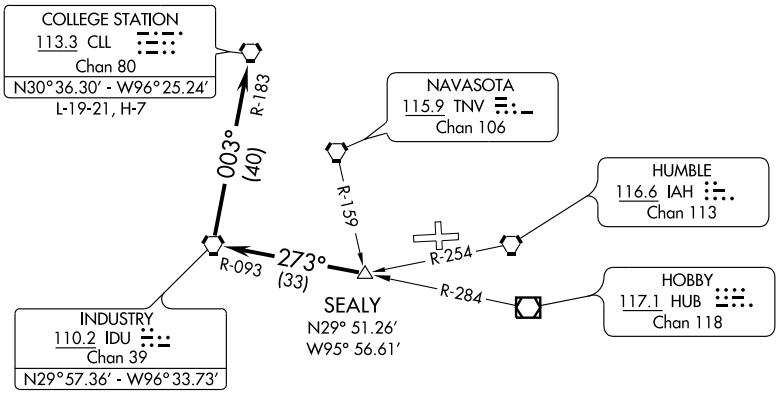
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

# COLLEGE TWO DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

HOUSTON DEP CON
123.8 257.7
CTAF
122.8




TAKE-OFF MINIMUMS:
Rwy 27 standard.
Rwy 9, 200-1 or standard with a minimum climb of 399' per NM to 400'.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

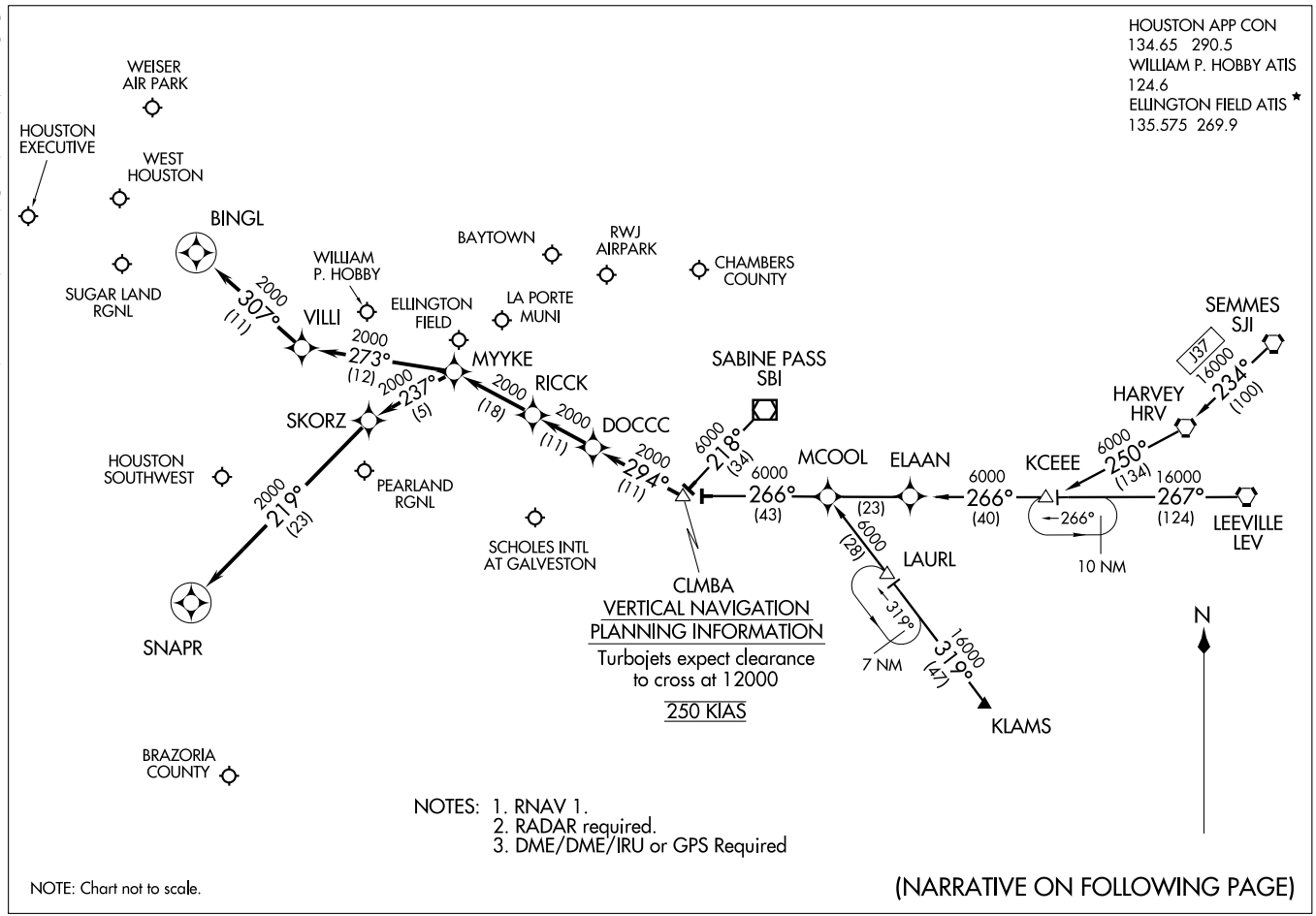
NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

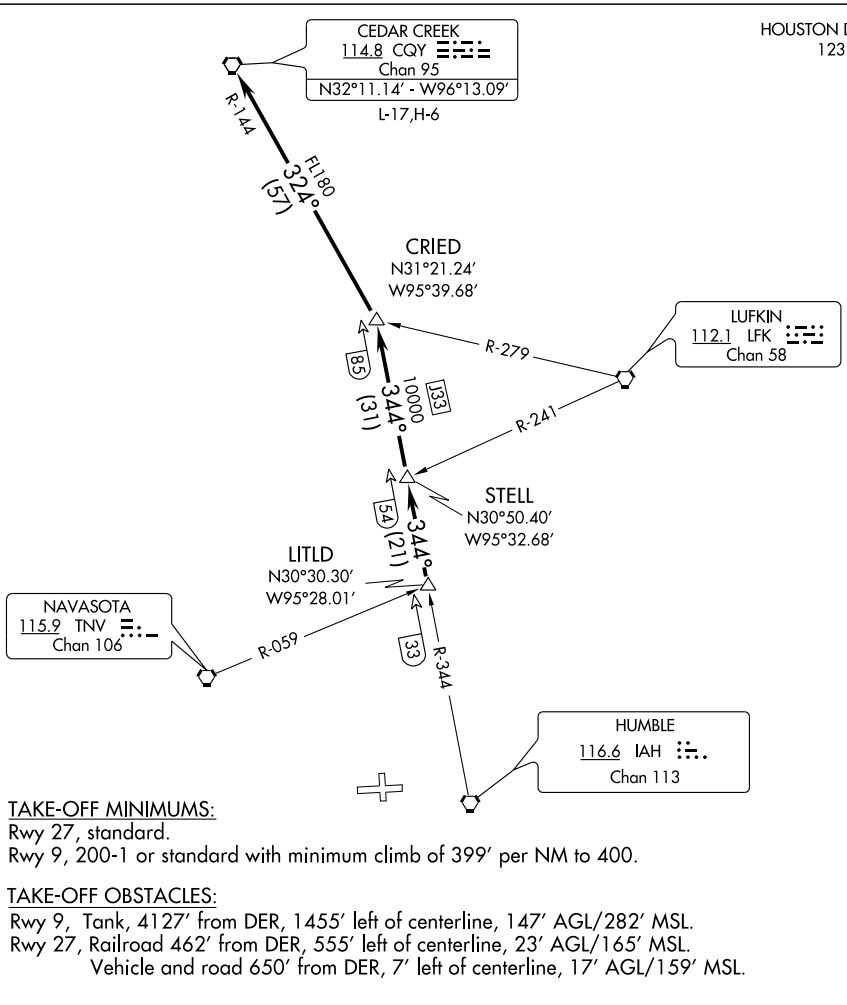
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 14 JAN 2010 to 11 FEB 2010

# CRIED THREE DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
Rwy 27, standard.
Rwy 9, 200-1 or standard with minimum climb of 399' per NM to 400.

TAKE-OFF OBSTACLES:
Rwy 9, Tank, 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

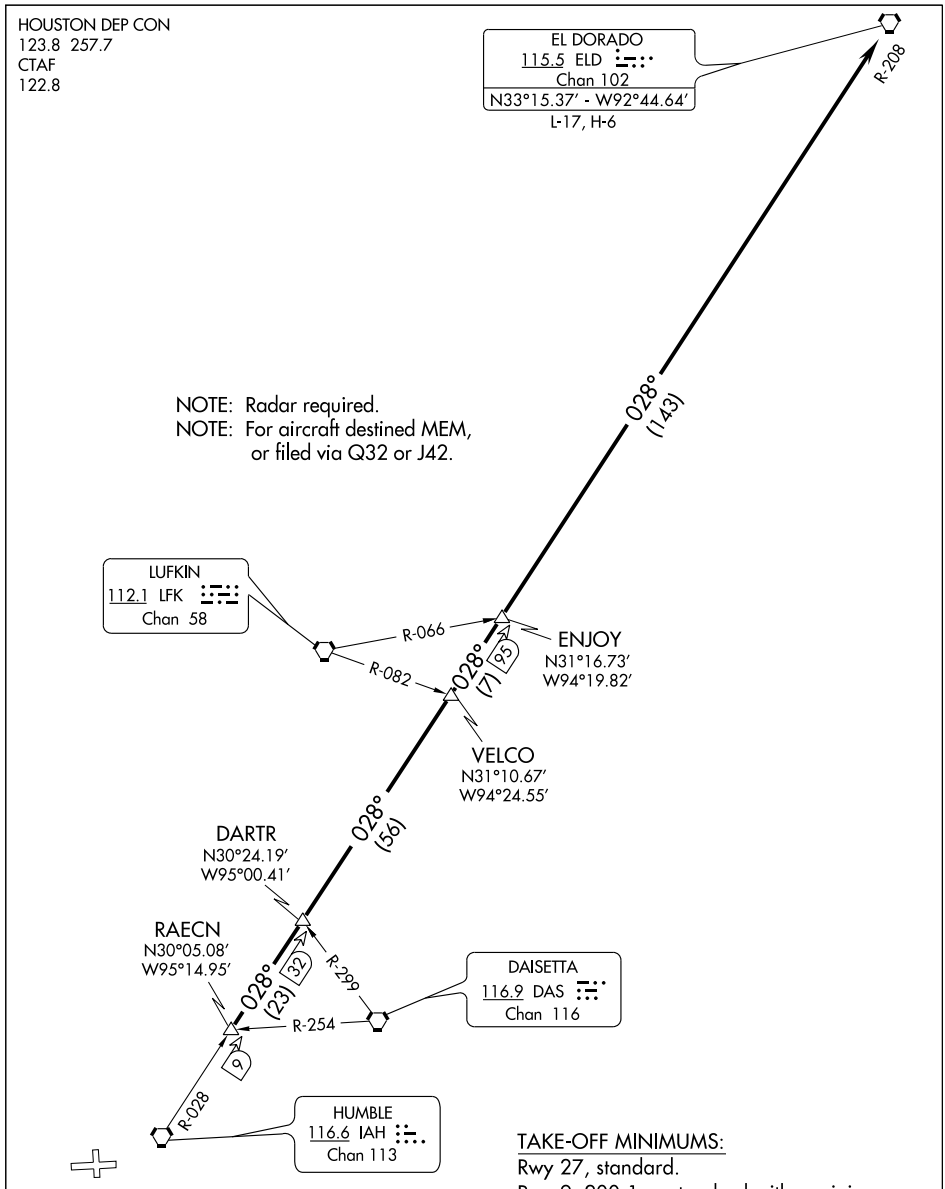
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010

# EL DORADO ONE DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
Rwy 27, standard.
Rwy 9, 200-1 or standard with a minimum climb of 399 feet per NM to 400.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

## TAKE-OFF OBSTACLES

Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

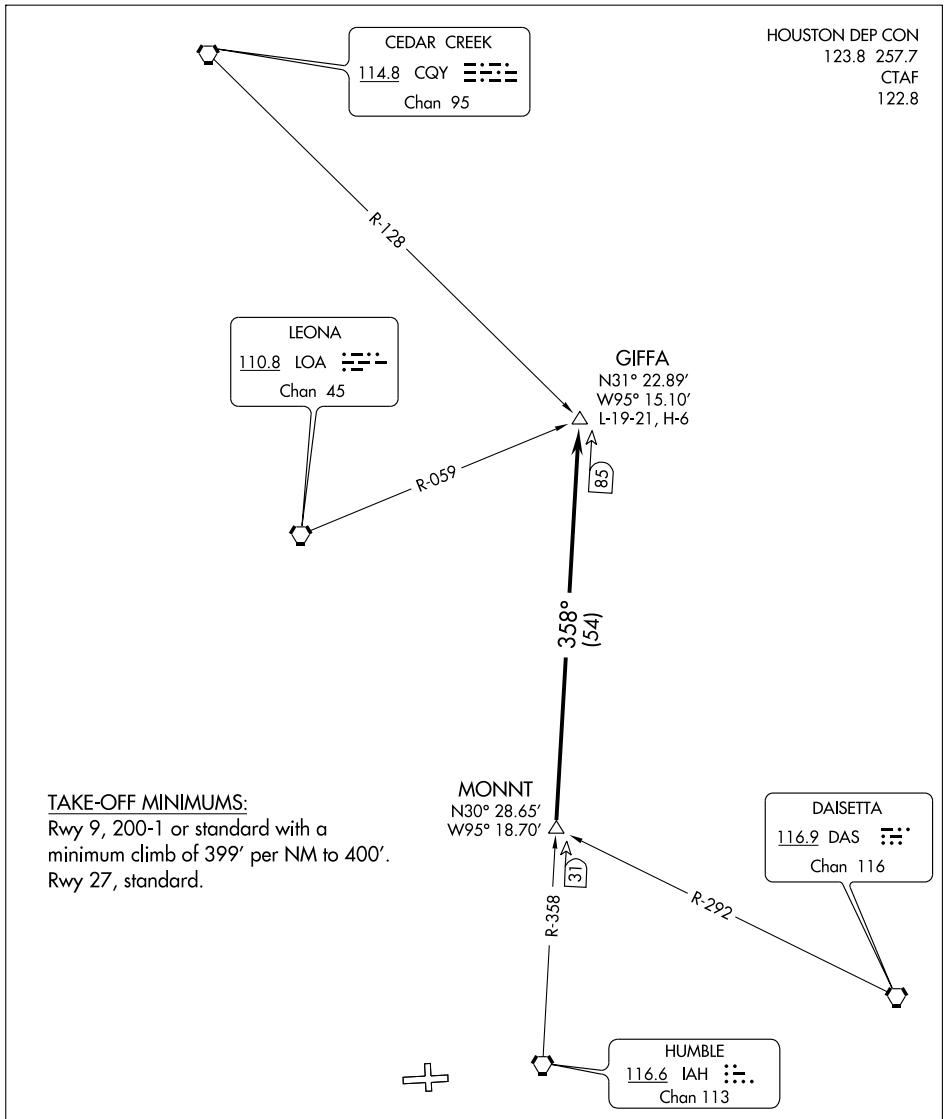
SC-5, 14 JAN 2010 to 11 FEB 2010

# GIFFA THREE DEPARTURE

SL-6877 (FAA)

HOUSTON/ WEISER AIR PARK (EYQ)

HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or standard with a minimum climb of 399′ per NM to 400′.
Rwy 27, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

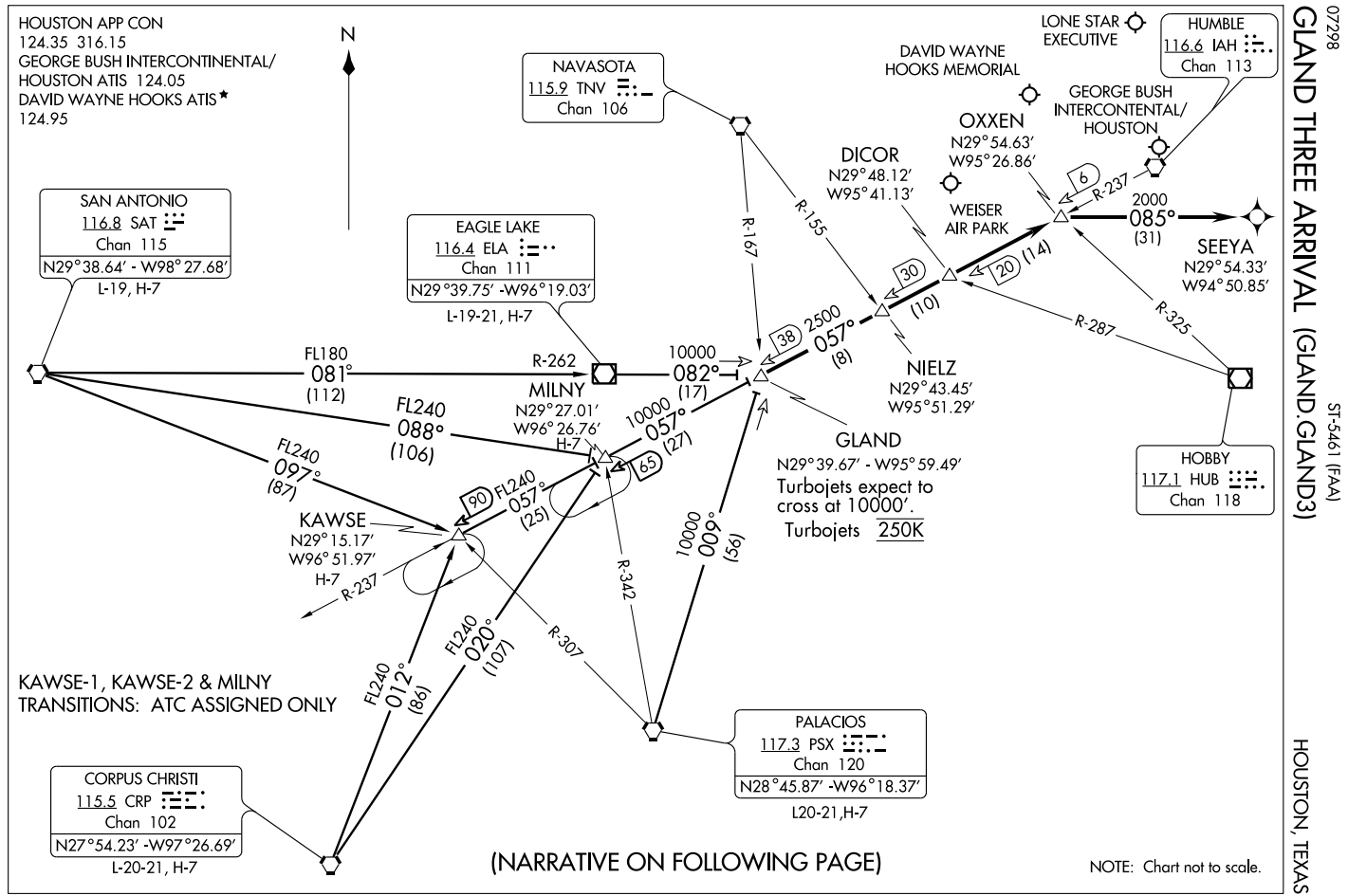
TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# GLAND THREE ARRIVAL (GLAND.GLAND3)







# GLAND THREE ARRIVAL (GLAND.GLAND3) HOUSTON, TEXAS

## ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

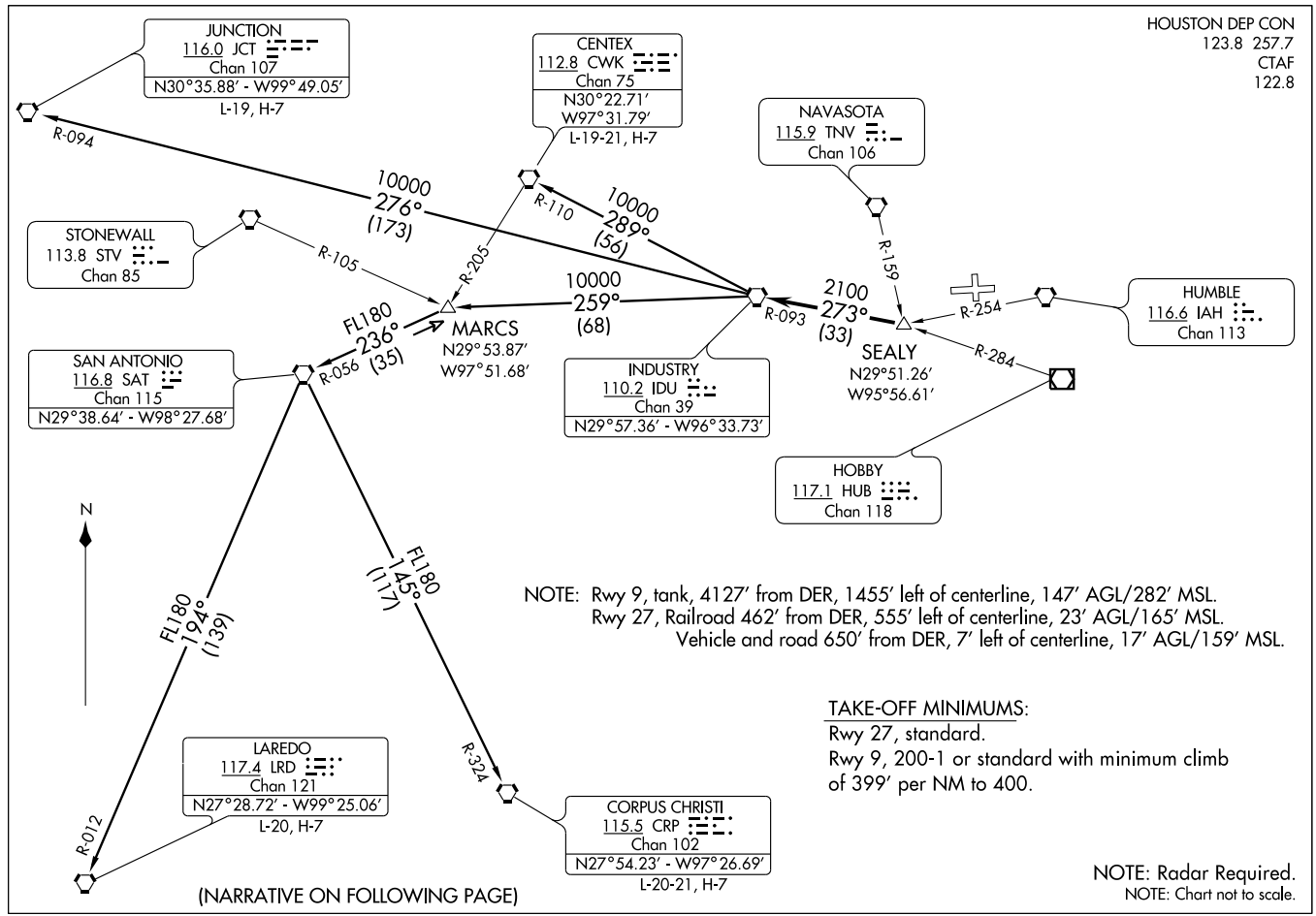
PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

FOR ALL OTHER AIRPORTS: From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.

SC-5, 14 JAN 2010 to 11 FEB 2010




(IDU3.IDU) 08157

INDUSTRY THREE DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

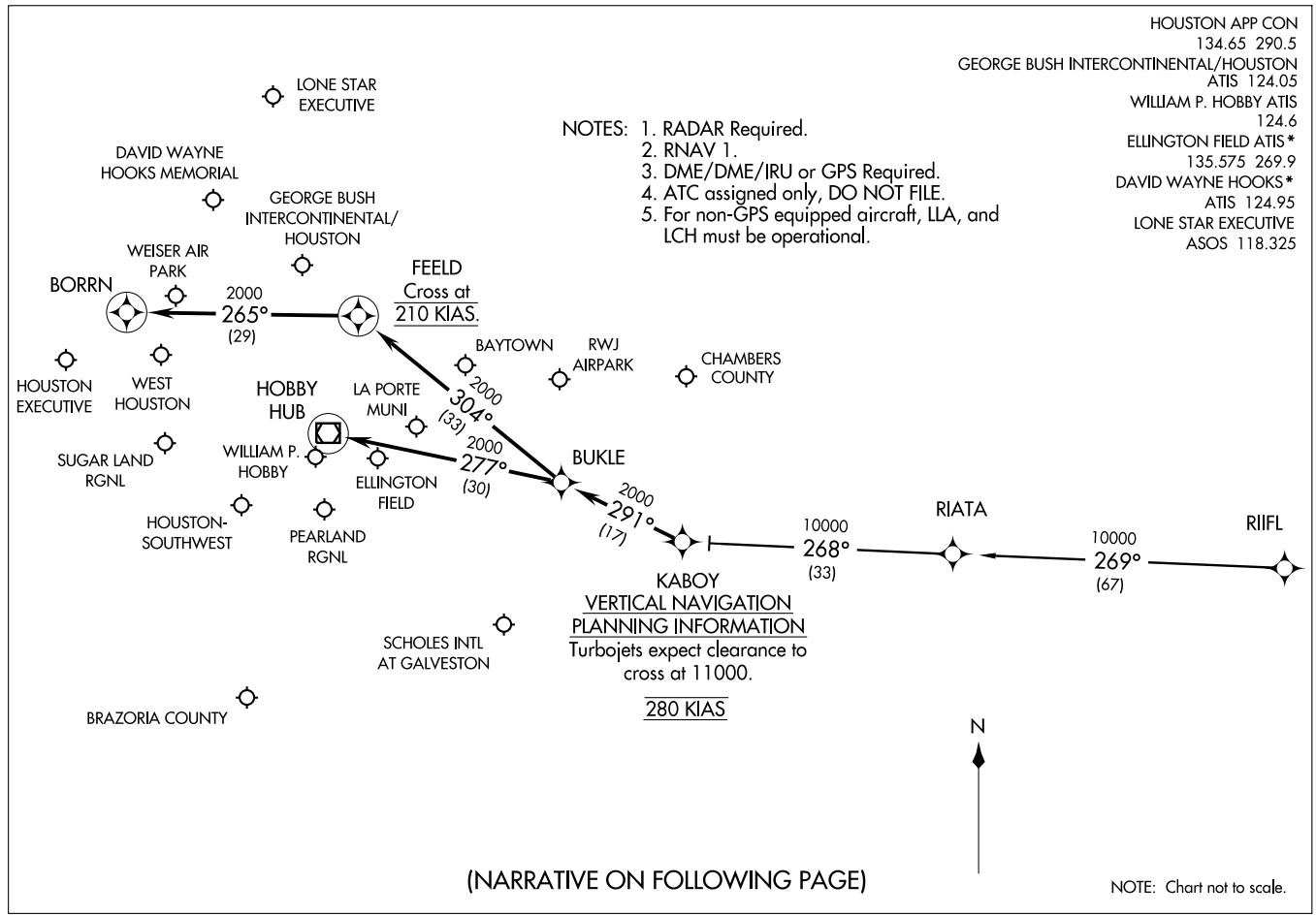
. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

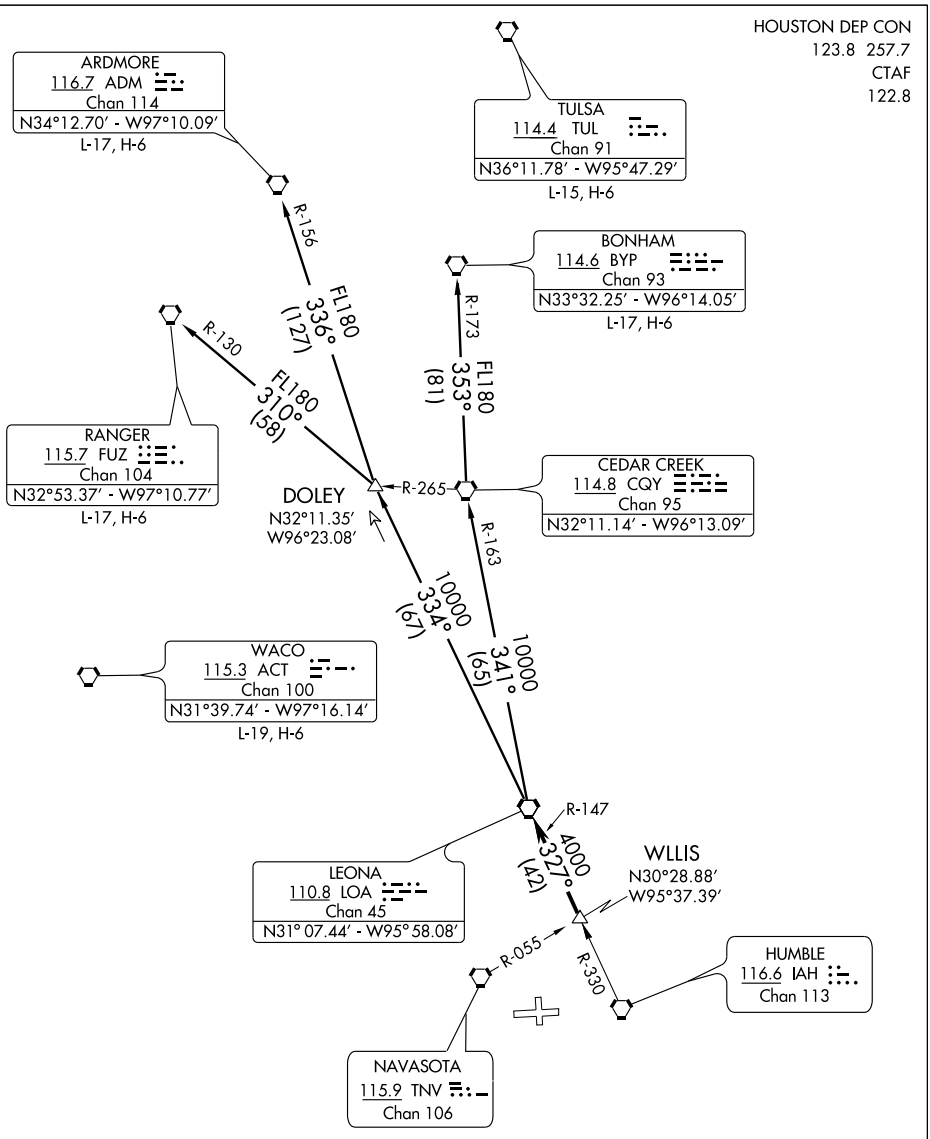
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LEONA SIX DEPARTURE

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
Rwy 9, 200-1 or standard with a Minimum Climb of 399′ per NM to 400.
Rwy 27, standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 14 JAN 2010 to 11 FEB 2010

# LEONA SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

## TAKE-OFF OBSTACLES

Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

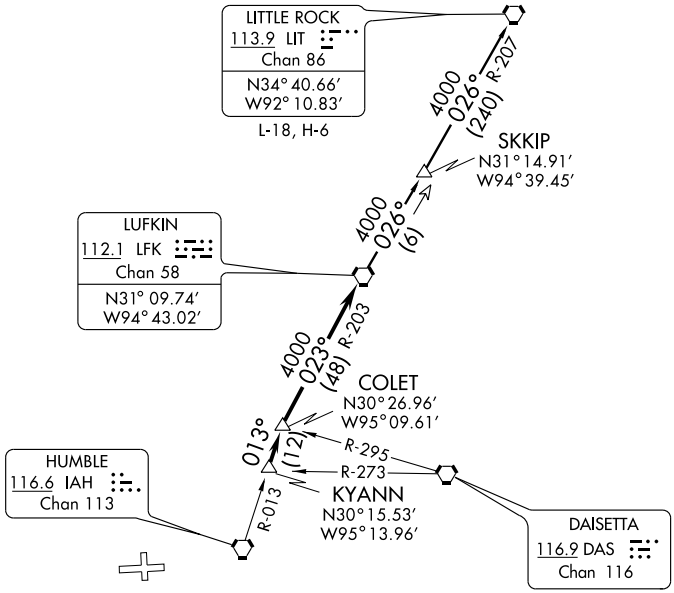
SC-5, 14 JAN 2010 to 11 FEB 2010

# LUFKIN FIVE DEPARTURE

SL-6877 (FAA)

HOUSTON/ WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

HOUSTON DEP CON
123.8 257.7
CTAF
122.8




TAKE-OFF MINIMUMS:

Rwy 9, 200-1 or standard with minimum climb of 399′ per NM to 400.
Rwy 27, standard.

TAKE-OFF OBSTACLES:

Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.
Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

| NDB EYQ | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 286 | 025° | TDZE | N/A |
| | | Apt Elev | 137 |

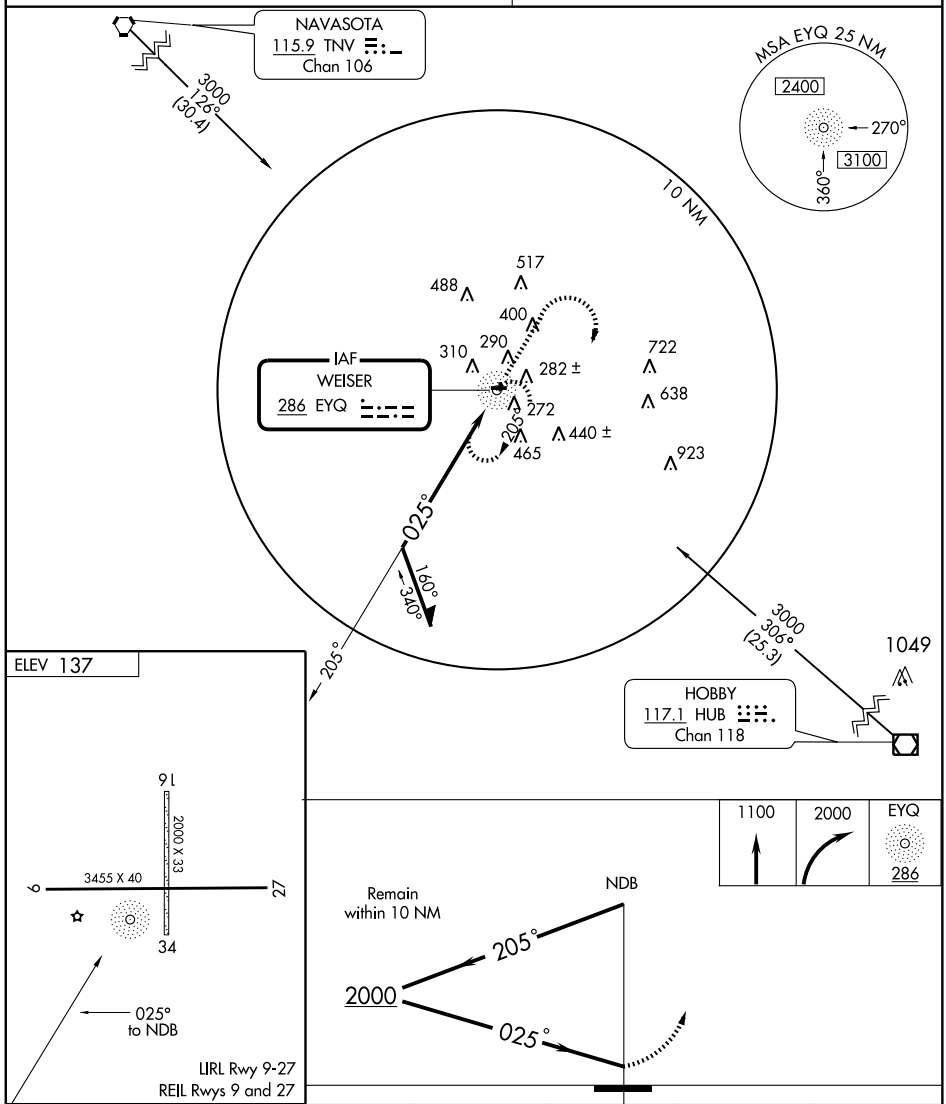
# NDB-F

## HOUSTON/ WEISER AIR PARK (EYQ)

Circling not authorized north of runway 9-27.
NA Use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct EYQ NDB and hold.

| HOUSTON APP CON | UNICOM |
|---|---|
| 123.8 257.7 | 122.8 (CTAF) |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 760-1 | 623 (700-1) | 800-1¾ 663 (700-1¾) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

HOUSTON DEP CON
123.8 257.7
CTAF
122.8

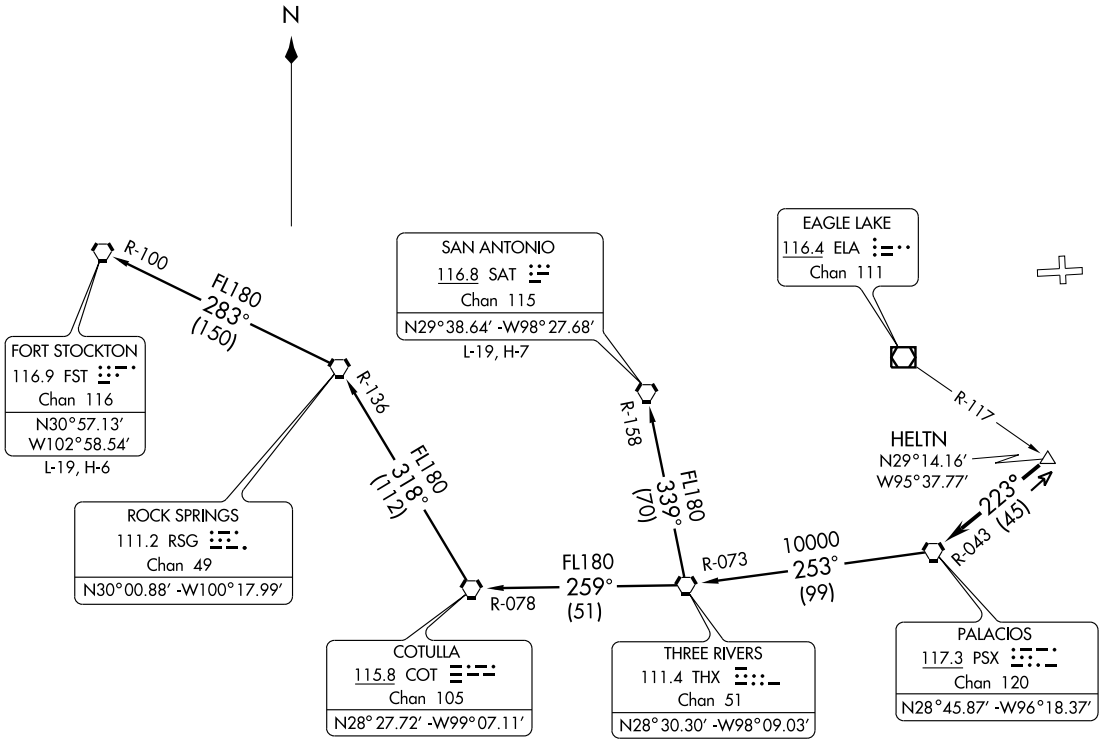
# PALACIOS THREE DEPARTURE

(PSX3.PSX) 08157

SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)

HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
Rwy 27, standard.
Rwy 9, 200-1 or standard with minimum climb of 399′ per NM to 400.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

# PALACIOS THREE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:
Rwy 9, Tank 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 025° | TDZE | N/A |
| | Apt Elev | 137 |

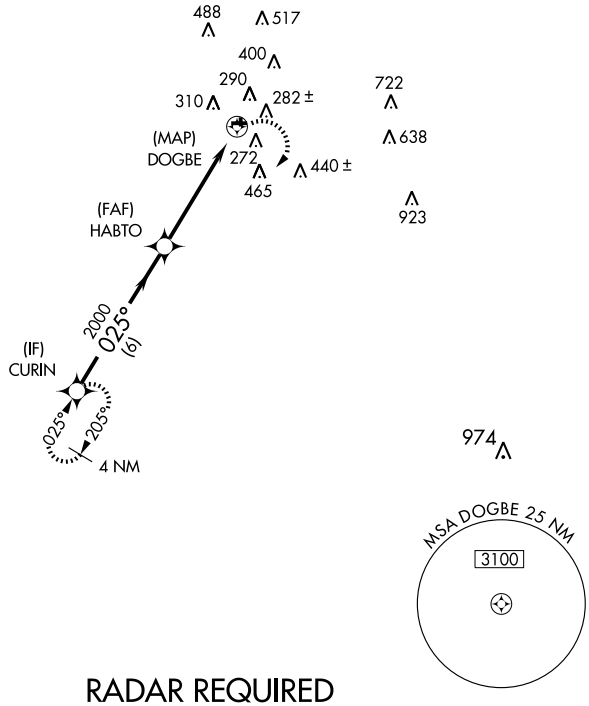
# RNAV (GPS)-G

## HOUSTON/ WEISER AIR PARK (EYQ)

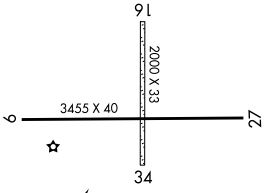
Circling not authorized north of runway 9/27.
Use George Bush Intercontinental/Houston altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing rigth turn to 2000 direct CURIN and hold.

| HOUSTON APP CON | UNICOM |
|---|---|
| 123.8 257.7 | 122.8 (CTAF) |



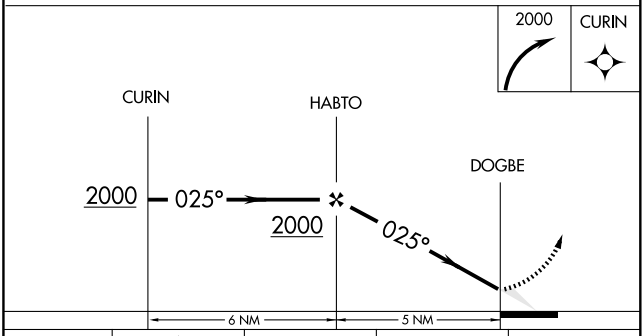

ELEV 137



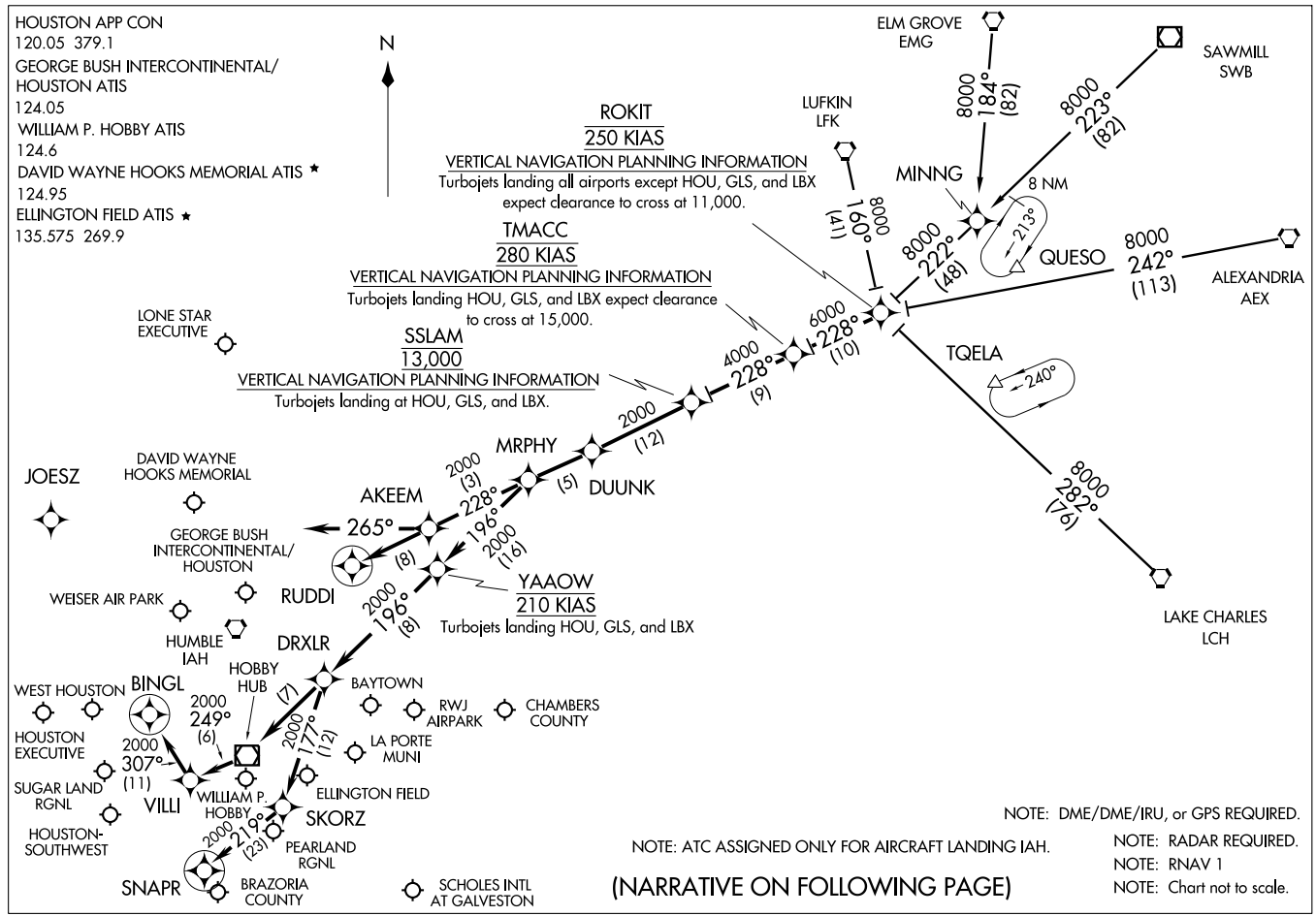

025° to DOGBE

LIRL Rwy 9-27
REIL Rwys 9 and 27

## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 680-1 | 543 (600-1) | 800-2<br>663 (700-2) | NA |




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 14 JAN 2010 to 11 FEB 2010

# SABINE PASS ONE DEPARTURE (RNAV)

(SBI1.SBI) 09071

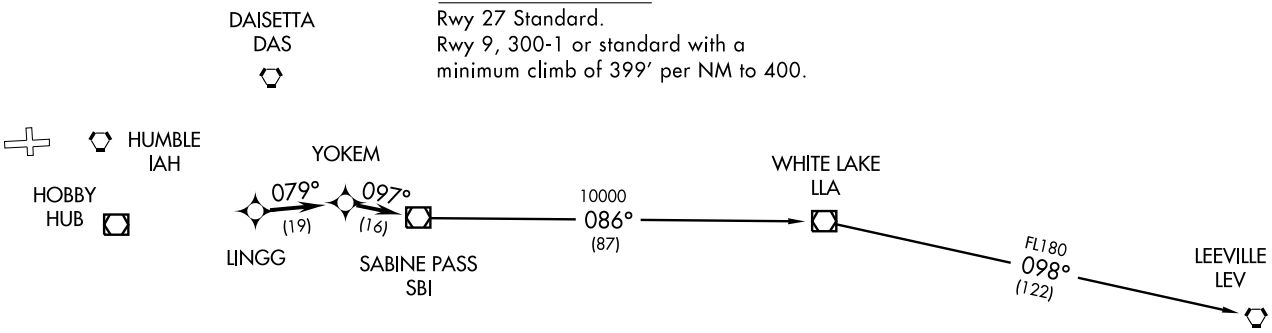
SL-6877 (FAA)

HOUSTON/WEISER AIR PARK (EYQ)
HOUSTON, TEXAS

HOUSTON DEP CON
123.8 257.7
CTAF
122.8

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

TAKE-OFF MINIMUMS:
Rwy 27 Standard.
Rwy 9, 300-1 or standard with a minimum climb of 399' per NM to 400.




## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

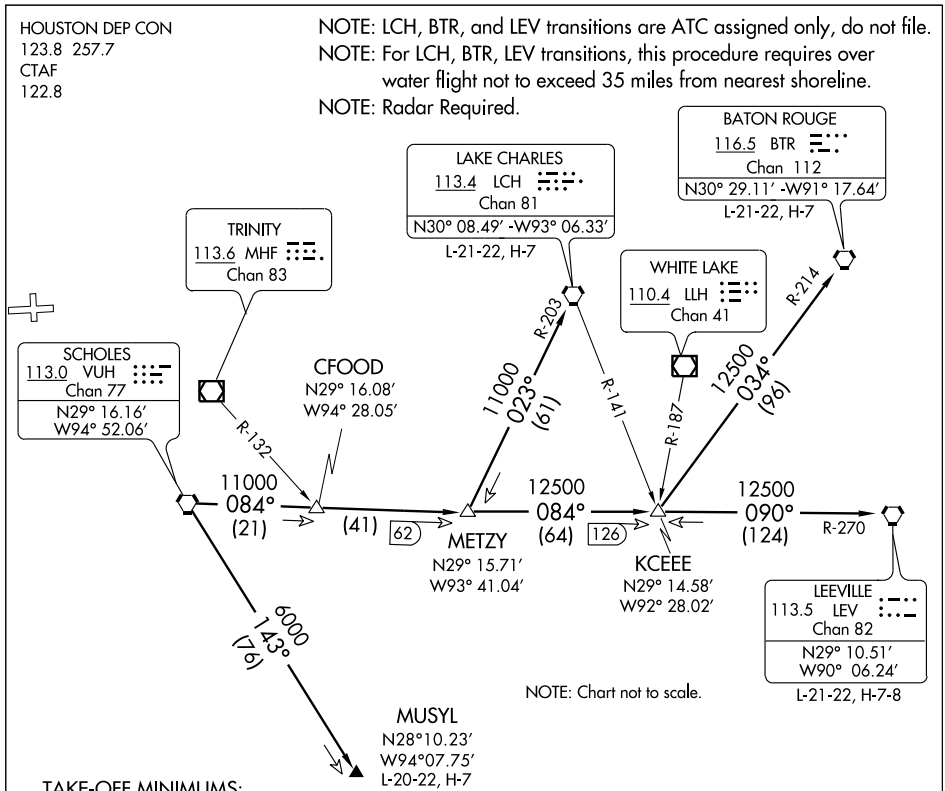
. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 9, Tank, 4127' from DER, 1455' left of centerline, 147' AGL/282' MSL.
Rwy 27, Railroad 462' from DER, 555' left of centerline, 23' AGL/165' MSL.
Vehicle and road 650' from DER, 7' left of centerline, 17' AGL/159' MSL.

NOTE: Chart not to scale.

# SCHOLES THREE DEPARTURE SL-6877 (FAA)




TAKE-OFF MINIMUMS:

Rwy 9, 300-1 or standard with minimum climb of 399′ per NM to 400′.

Rwy 27, standard.

TAKE-OFF OBSTACLES:

Rwy 9, Tank 4127′ from DER, 1455′ left of centerline, 147′ AGL/282′ MSL.

Rwy 27, Railroad 462′ from DER, 555′ left of centerline, 23′ AGL/165′ MSL.
Vehicle and road 650′ from DER, 7′ left of centerline, 17′ AGL/159′ MSL.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.



SC-5, 14 JAN 2010 to 11 FEB 2010

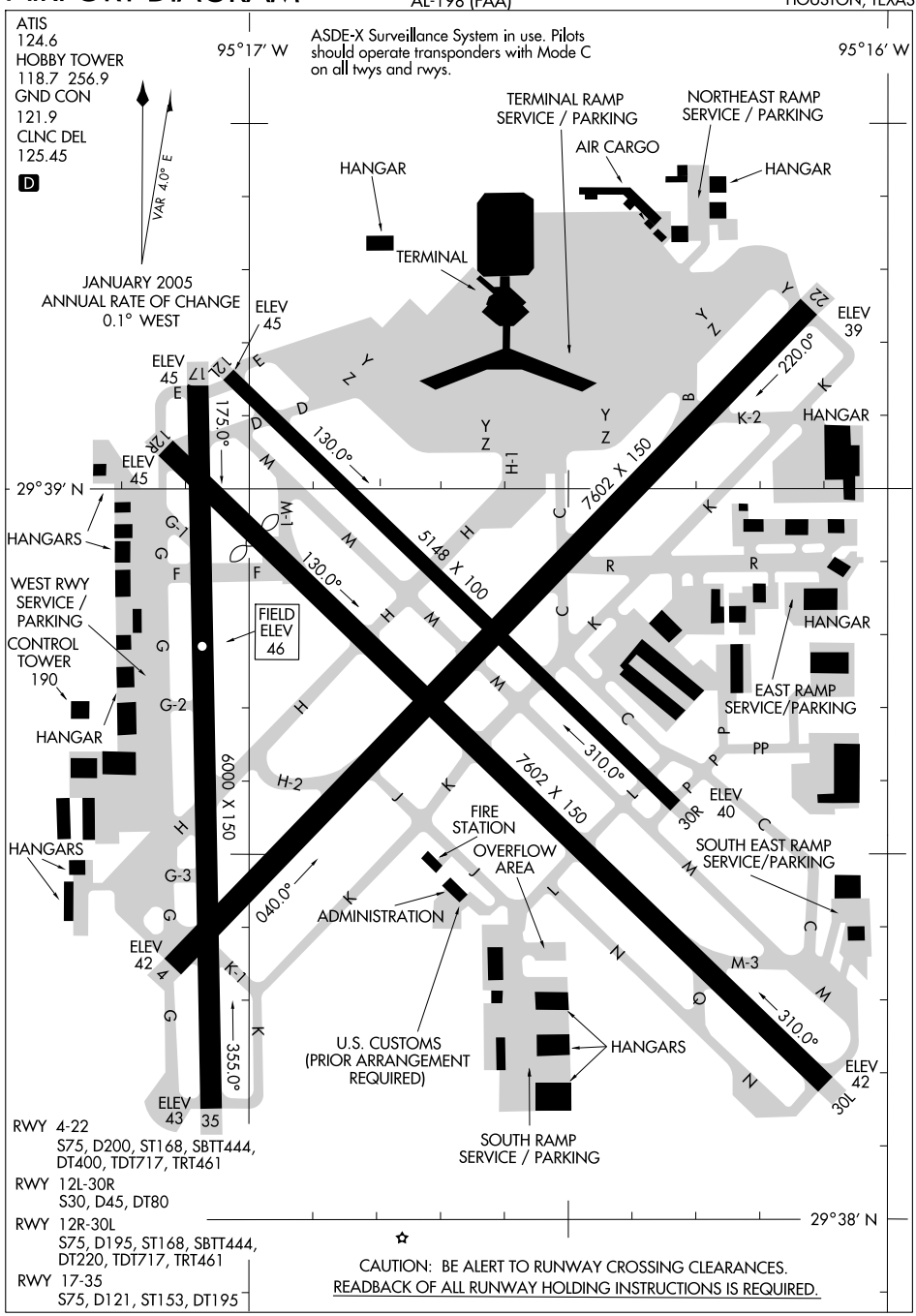
09351

# AIRPORT DIAGRAM

AL-198 (FAA)

## HOUSTON/WILLIAM P. HOBBY (HOU)

HOUSTON, TEXAS




RWY 4-22
S75, D200, ST168, SBTT444, DT400, TDT717, TRT461

RWY 12L-30R
S30, D45, DT80

RWY 12R-30L
S75, D195, ST168, SBTT444, DT220, TDT717, TRT461

RWY 17-35
S75, D121, ST153, DT195

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

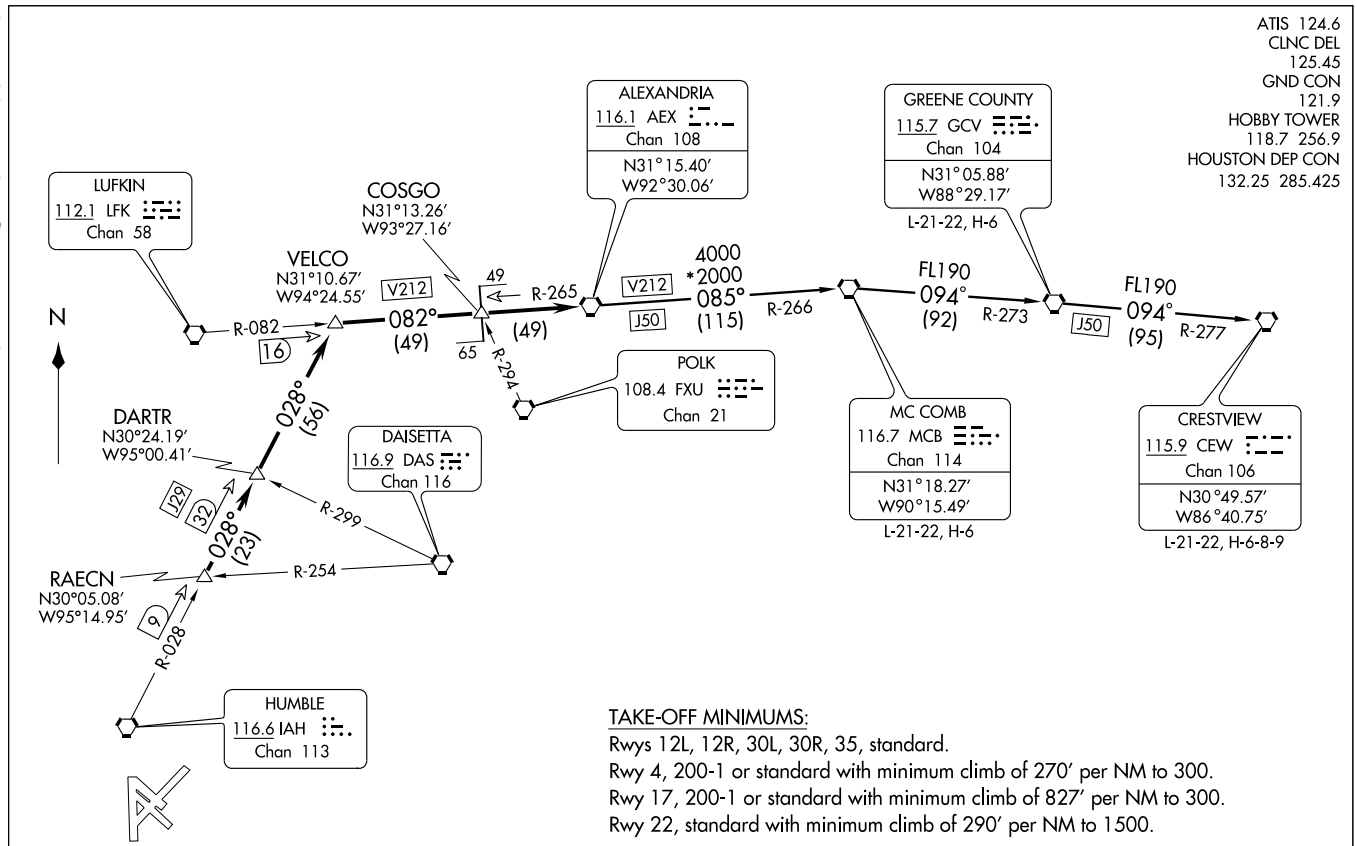
SC-5, 14 JAN 2010 to 11 FEB 2010

# ALEXANDRIA FOUR DEPARTURE





ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425




TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35, standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 5000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

## THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

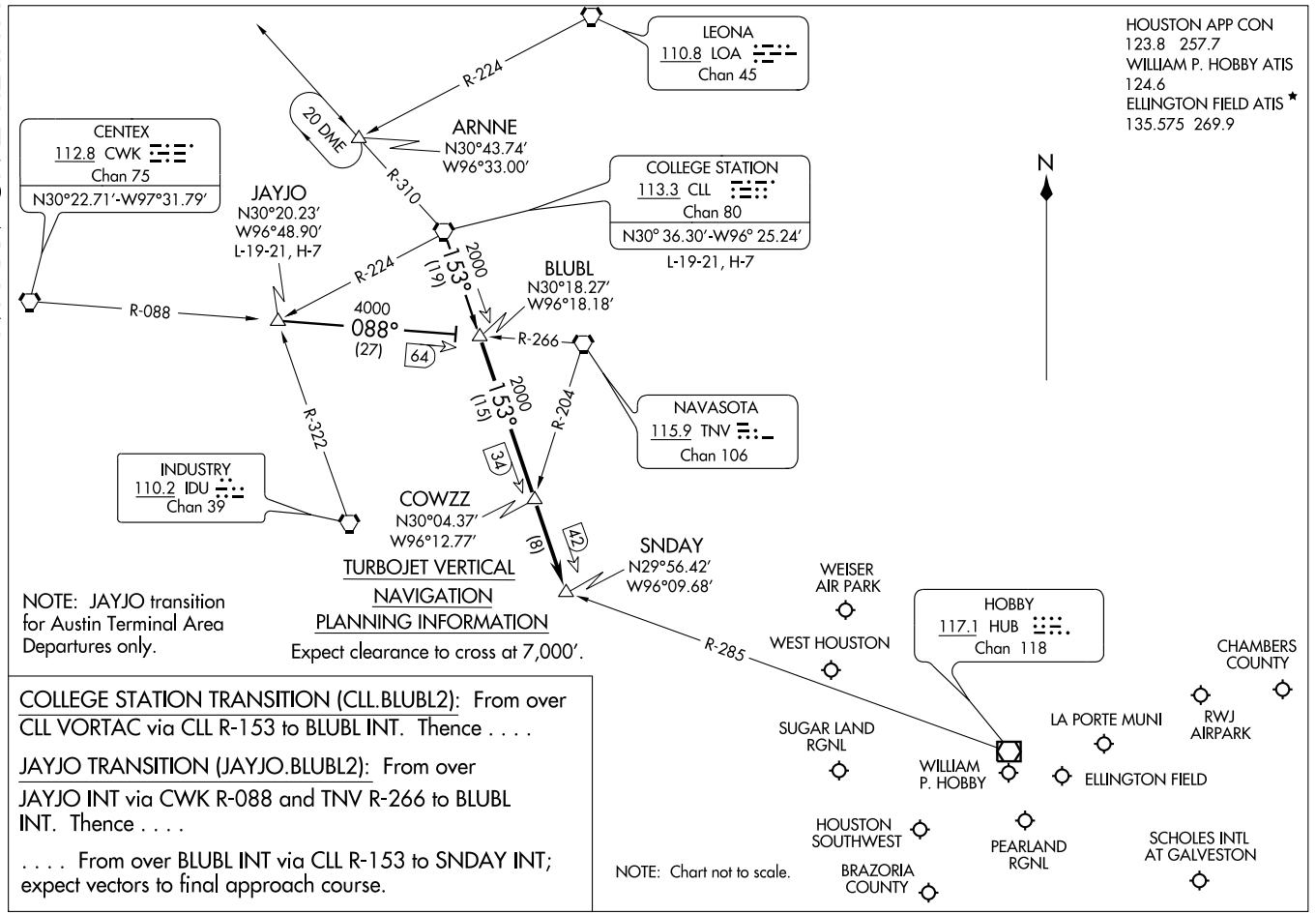
GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL.
Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL.
Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL.
Light on flag pole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL.
Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL.
Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL.
Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL.
Fence 85' from DER, 492' left of centerline, 4' AGL/45' MSL.
Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL.
Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL.
Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL.
Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL.
Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL.
Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL.
Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL.
Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL.
Rwy 22, Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL.
Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL.
Antenna on light pole 1805' from DER, 968' right of centerline, 60' AGL/109' MSL.
Rwy 30L, Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL.
Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL.
Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL.
Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL.
Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL.
Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL.
Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL.
Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010




COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

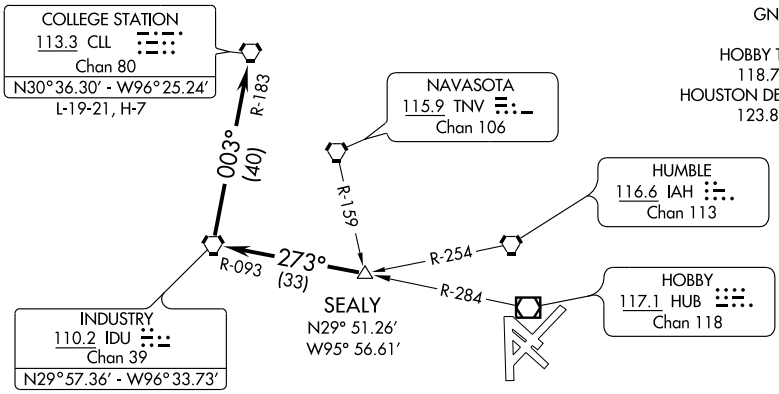
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

# COLLEGE TWO DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL 125.45
GND CON 121.9
HOBBY TOWER 118.7 256.9
HOUSTON DEP CON 123.8 257.7




TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35 standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 200-½ or standard with minimum climb of 827′ per NM to 300′.
Rwy 22, standard with minimum climb of 290′ per NM to 1500′.

NOTE: Radar Required.

(NOTES ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to SEALY INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

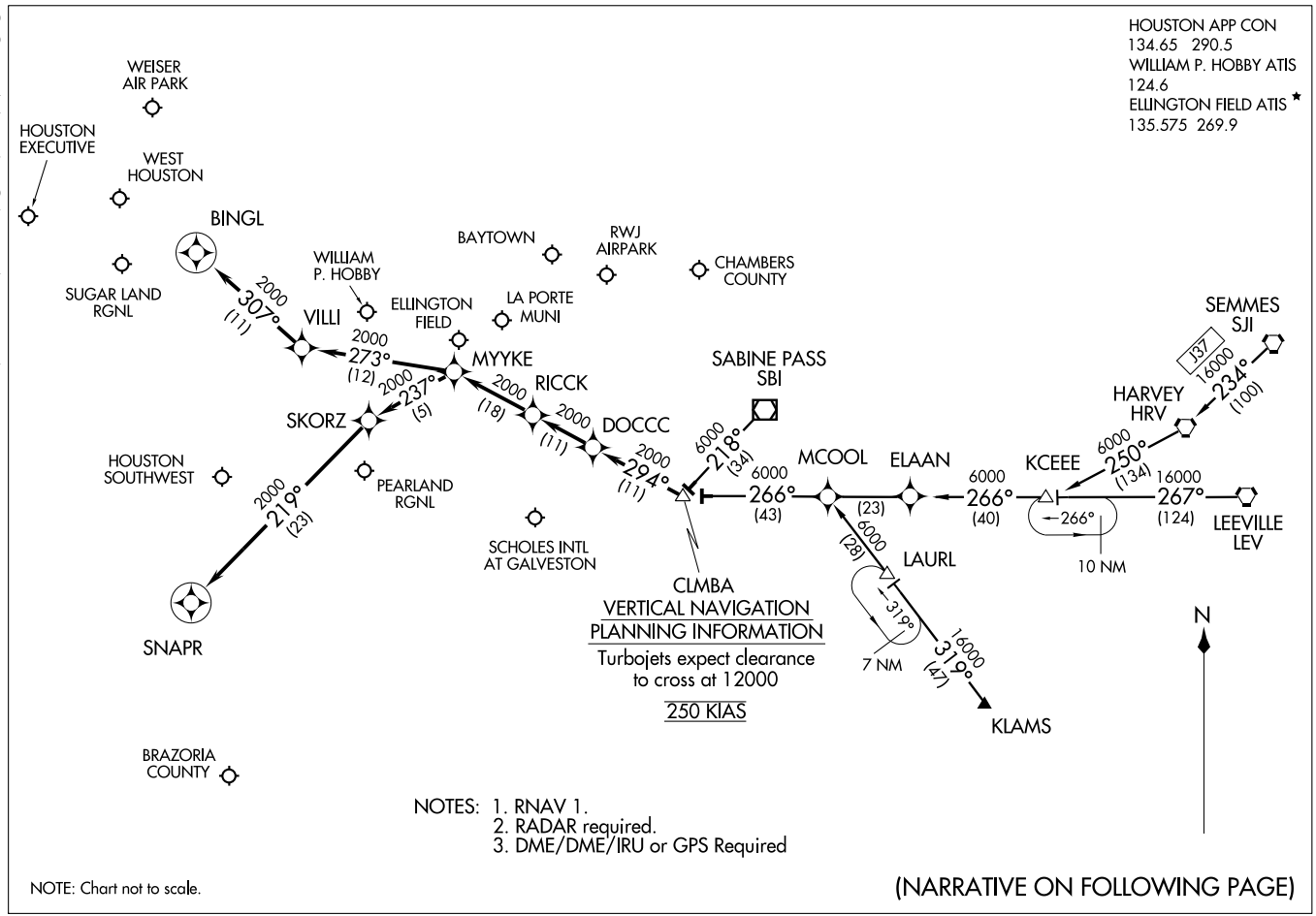
Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

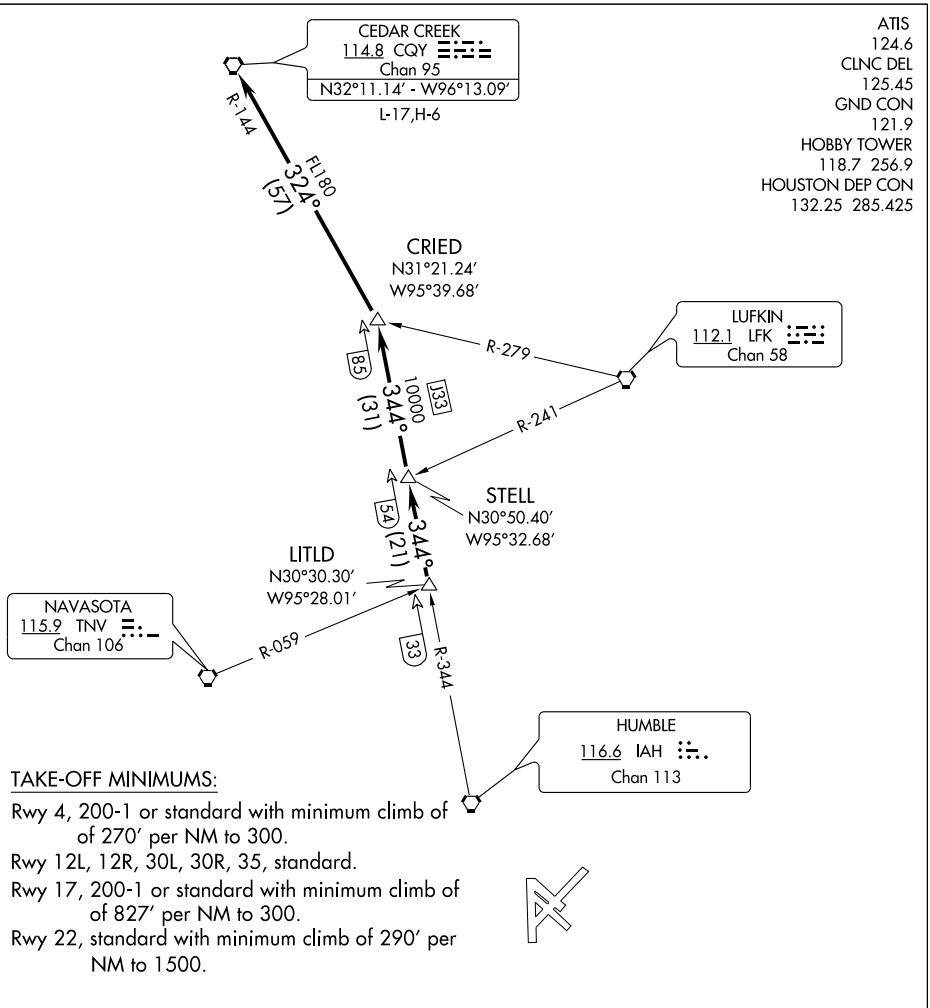
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 14 JAN 2010 to 11 FEB 2010

# CRIED THREE DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:

Rwy 4, 200-1 or standard with minimum climb of of 270' per NM to 300.
Rwy 12L, 12R, 30L, 30R, 35, standard.
Rwy 17, 200-1 or standard with minimum climb of of 827' per NM to 300.
Rwy 22, standard with minimum climb of 290' per NM to 1500.

NOTE: Radar Required.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to LITLD INT, maintain 5,000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

## TAKE-OFF OBSTACLES

Rwy 4, Pole 4403', from DER, 1069' right of centerline, 121' AGL/166' MSL. Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL. Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL. Light on flagpole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL.

Rwy 12L, Antenna on hanger, 1548' from DER, 424' left of centerline, 45' AGL/85' MSL.

Rwy 12R, Vehicle and road 514' from DER, 543' right of centerline, 17' AGL/55' MSL. Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL. Fence 85' from DER, 492' left of centerline, 4' AGL/45' MSL. Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL. Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL. Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL.

Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL. Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL. Antenna on building, 620' from DER, 312' left of centerline, 27' AGL/72' MSL. Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL. Radar reflector, 1214' from DER, 258' left of centerline, 32' AGL/77' MSL.

Rwy 22, Antenna on light pole 1805' from DER, 968' right of centerline, 60' AGL/109' MSL. Pole, 727' from DER, 626' right of centerline, 28' AGL/77' MSL. Tree, 1310' from DER, 679' right of centerline, 27' AGL/76' MSL.

Rwy 30L, Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL. Antenna on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL. Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL.

Rwy 30R, Antenna on building, 500' from DER, 525' left of centerline, 33' AGL/69' MSL. Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL.

Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL. Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL. Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010

# EL DORADO ONE DEPARTURE

SL-198 (FAA)



ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: Radar required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082

ENJOY
N31°16.73′
W94°19.82′

028° (7) 9

VELCO
N31°10.67′
W94°24.55′

028° (56)

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

028° (23) 32

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

9

R-028

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35, standard.
Rwy 4, 200-1 or standard with minimum climb of 270 ft per NM to 300.
Rwy 17, 200-1 or standard with minimum climb of 827 ft per NM to 300.
Rwy 22, standard with minimum climb of 290 ft per NM to 1500.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

### TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline 121′ AGL/166′MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hanger 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

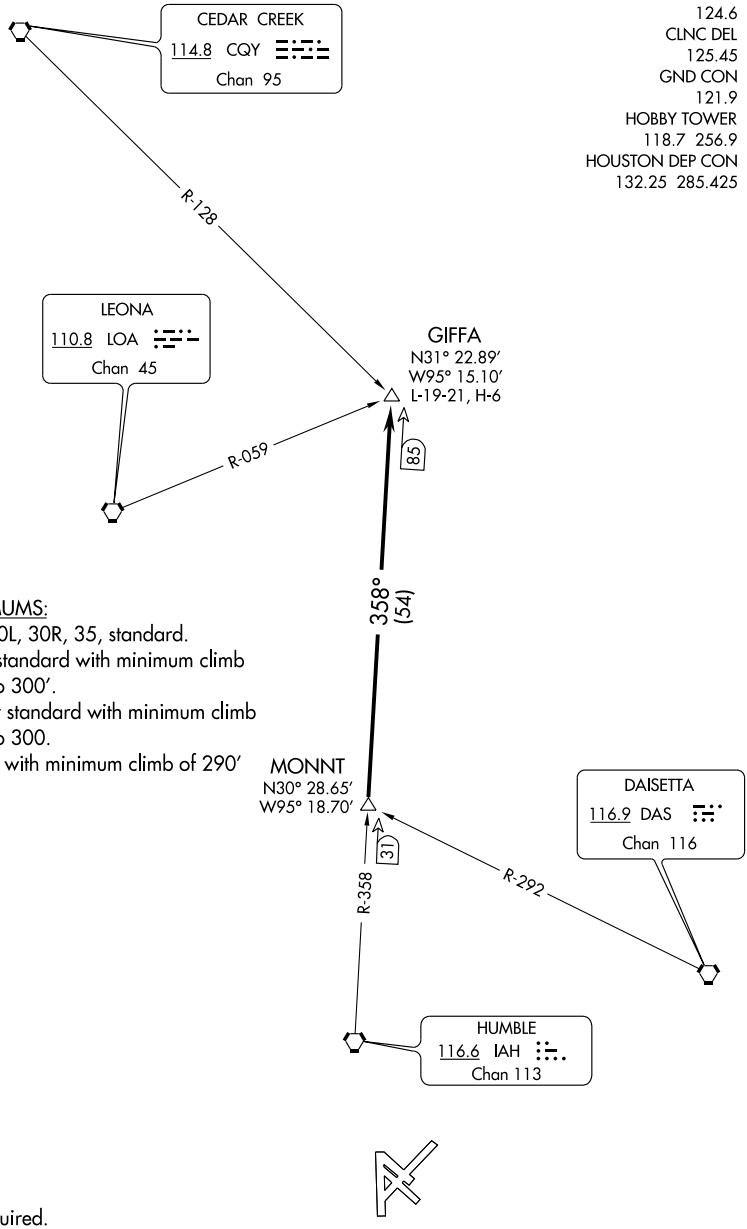
SC-5, 14 JAN 2010 to 11 FEB 2010

# GIFFA THREE DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL 125.45
GND CON 121.9
HOBBY TOWER 118.7 256.9
HOUSTON DEP CON 132.25 285.425




TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35, standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

Expect vectors to MONNT INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL.
Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL.
Building 3990′ from DER, 1223′, right of centerline, 139′ AGL/174′ MSL.
Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL.
Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL.
Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL.
Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL.
Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL.
Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL.
Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL.
Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL.
Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL.
Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL.
Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.
Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL.
Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL.
Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL.
Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL.
Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL.
Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-HUB | APP CRS | Rwy Idg | 7602 |
|---|---|---|---|
| 109.9 | 039° | TDZE | 44 |
| Chan 36 | | Apt Elev | 46 |

# ILS or LOC RWY 4

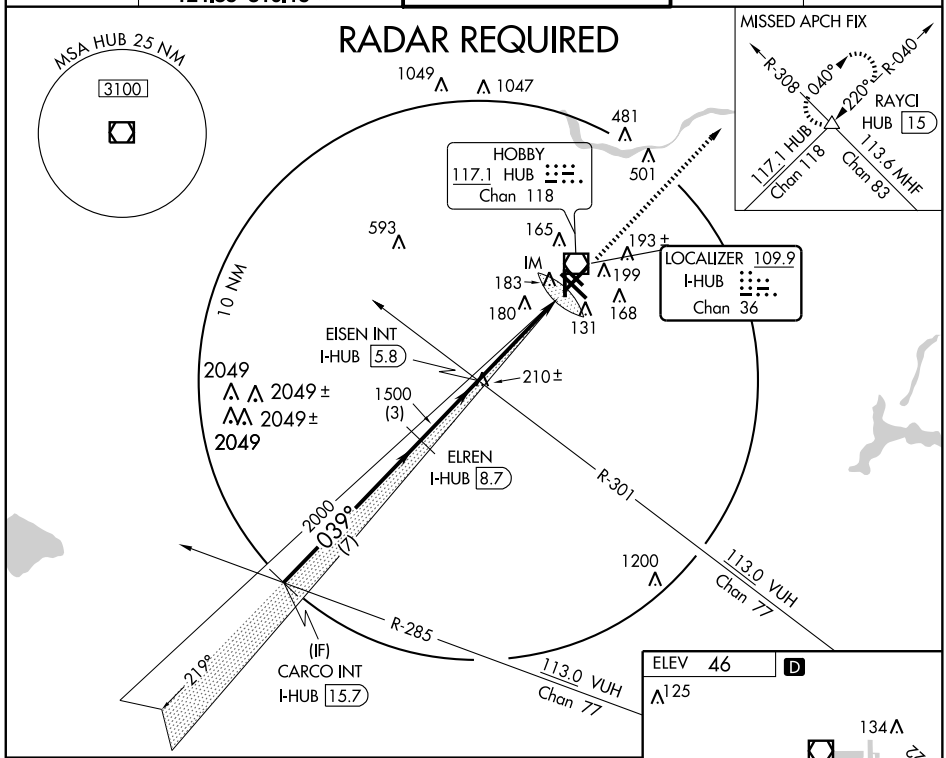
HOUSTON/ WILLIAM P. HOBBY (HOU)

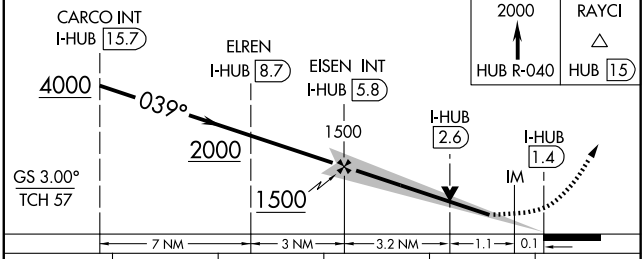
When ALSF-1 inoperative, increase visibility Cat E ILS ¼ mile, LOC ½ mile.

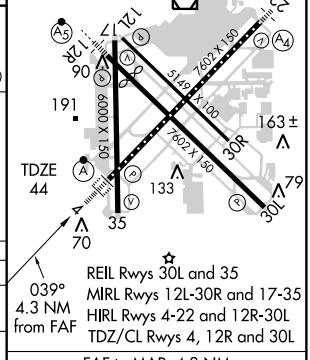
ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 4 | 244/18 200 (200-½) | | | | 244/24 200 (200-½) |
| S-LOC 4 | 480/24 436 (500-½) | | 480/40 436 (500-¾) | 480/50 436 (500-1) | |
| CIRCLING | 500-1 454 (500-1) | | 520-1½ 474 (500-1½) | 600-2 554 (600-2) | 860-3 814 (900-3) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-PRQ | APP CRS | Rwy Idg | 6568 |
|---|---|---|---|
| 111.3 | 129° | TDZE | 46 |
| Chan 50 | | Apt Elev | 46 |

# ILS or LOC RWY 12R

HOUSTON/ WILLIAM P. HOBBY (HOU)

For inoperative MALSR, increase S-LOC 12R Cat A and B visibility to RVR 5000 and Cat E to 1¾. Inoperative table does not apply to S-ILS 12R. RADAR or DME required. When VGSI inop, cricling Rwy 35 NA at night.

MALS

MISSED APPROACH: Climb to 800 then climbing right turn to 2200 direct VUH VORTAC.

| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |

RADAR REQUIRED

MSA HUB 25 NM
3100

HUMBLE
116.6 IAH
Chan 113

R-211

309°

JABBS INT
I-PRQ 14.8

2000
129°
(7.7)

1049
1047
345±
481
501

ROYCE
I-PRQ 7.1
RADAR

HOBBY
117.1 HUB
Chan 118

10 NM

165
193±
593
183
199
180
168
131

1051

LOCALIZER 111.3
I-PRQ
Chan 50

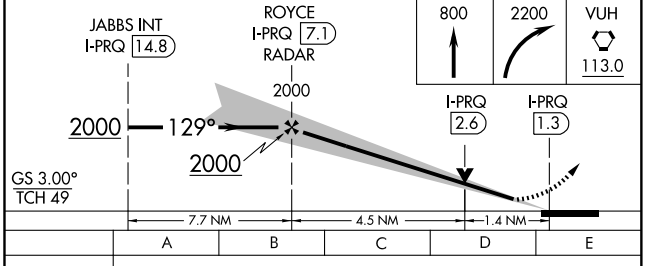
MISSED APCH FIX
SCHOLES
VUH
113.0
Chan 77

ELEV 46 D

125
129° 5.9 NM
from FAF
134
TDZE
46
191
163±
133
79
35
70
12L
12R
30R
30L
7602 X 150
5149 X 100
6000 X 150

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




| | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 12R | 296/40 250 (300-¾) | | | | |
| S-LOC 12R | 540/40 494 (500-¾) | | | 540/50 494 (500-1) | 540/60 494 (500-1¼) |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 600-2 554 (600-2) | 860-3 814 (900-3) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-HUB | APP CRS | Rwy Idg | 7602 |
|---|---|---|---|
| 109.9 | 039° | TDZE | 44 |
| Chan 36 | | Apt Elev | 46 |

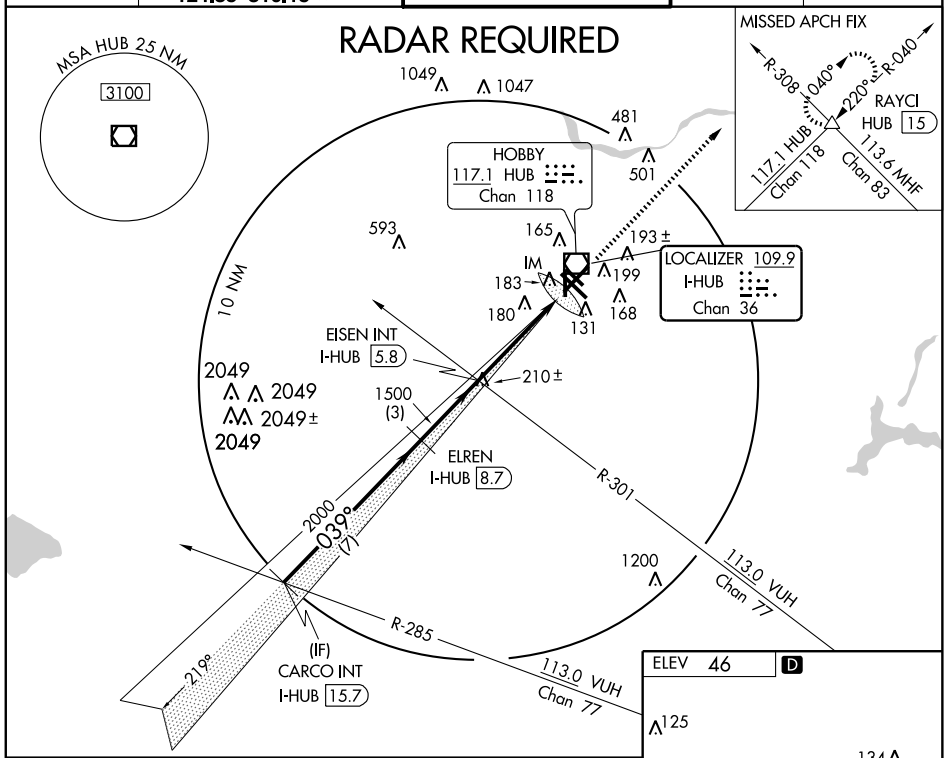
# ILS RWY 4 (CAT II)

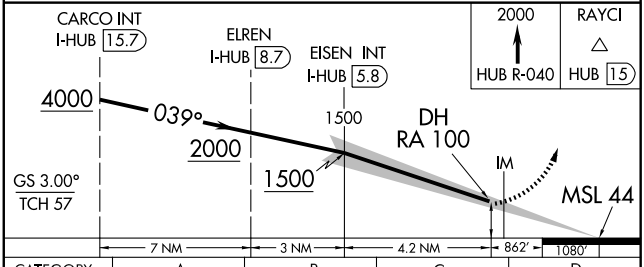
HOUSTON/ WILLIAM P. HOBBY (HOU)

ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

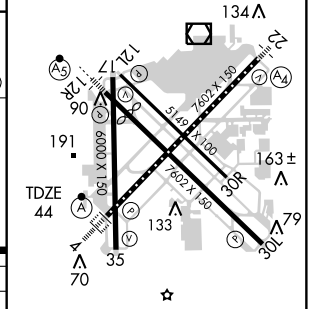
| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | RA 100/12 100 DA 144 | | | |

ELEV 46 D




REIL Rwys 30L and 35
MIRL Rwys 12L-30R and 17-35
HIRL Rwys 4-22 and 12R-30L
TDZ/CL Rwys 4, 12R and 30L

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 14 JAN 2010 to 11 FEB 2010

HOUSTON, TEXAS

AL-198 (FAA)

09351

# ILS RWY 4 (CAT III)

HOUSTON/ WILLIAM P. HOBBY (HOU)

| LOC/DME I-HUB | APP CRS | Rwy Idg | 7602 |
|---|---|---|---|
| 109.9 | 039° | TDZE | 44 |
| Chan 36 | | Apt Elev | 46 |

ALSF-2

MISSED APPROACH: Climb to 2000 via HUB R-040 to RAYCI INT/HUB 15 DME and hold.

| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |

## RADAR REQUIRED

MSA HUB 25 NM
3100

10 NM

HOBBY
117.1 HUB
Chan 118

LOCALIZER 109.9
I-HUB
Chan 36

EISEN INT
I-HUB 5.8

ELREN
I-HUB 8.7

CARCO INT
I-HUB 15.7

(IF)

039°
(7)

2000

1500
(3)

210±

R-301

R-285

219°

1049 1047 481 501 593 165 193± 199 IM 183 180 168 131 2049 2049 2049± 2049 1200

113.0 VUH
Chan 77

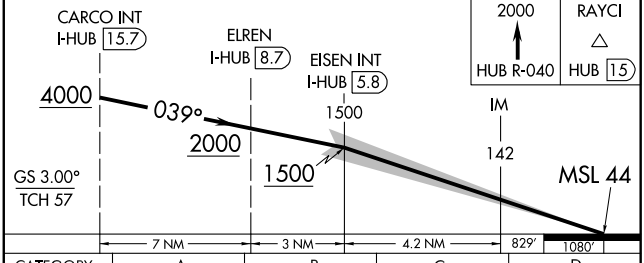
MISSED APCH FIX
R-308 040° 220° R-040
RAYCI
HUB 15
117.1 HUB
Chan 118
113.6 MHF
Chan 83

ELEV 46 D

125 134 12L 12R 24L 24R 06 30R 30L 35 191 163± 133 79 70 TDZE 44

6000 X 150
7602 X 150
5149 X 100

REIL Rwys 30L and 35
MIRL Rwys 12L-30R and 17-35
HIRL Rwys 4-22 and 12R-30L
TDZ/CL Rwys 4, 12R and 30L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | | CAT IIIa RVR 07 | | |
| S-ILS 4 | | CAT IIIb RVR 06 | | |
| S-ILS 4 | | CAT IIIc NA | | |

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC I-UPU | APP CRS | Rwy Idg | 7602 |
|---|---|---|---|
| 111.3 | 309° | TDZE | 43 |
| Chan 50 | | Apt Elev | 46 |

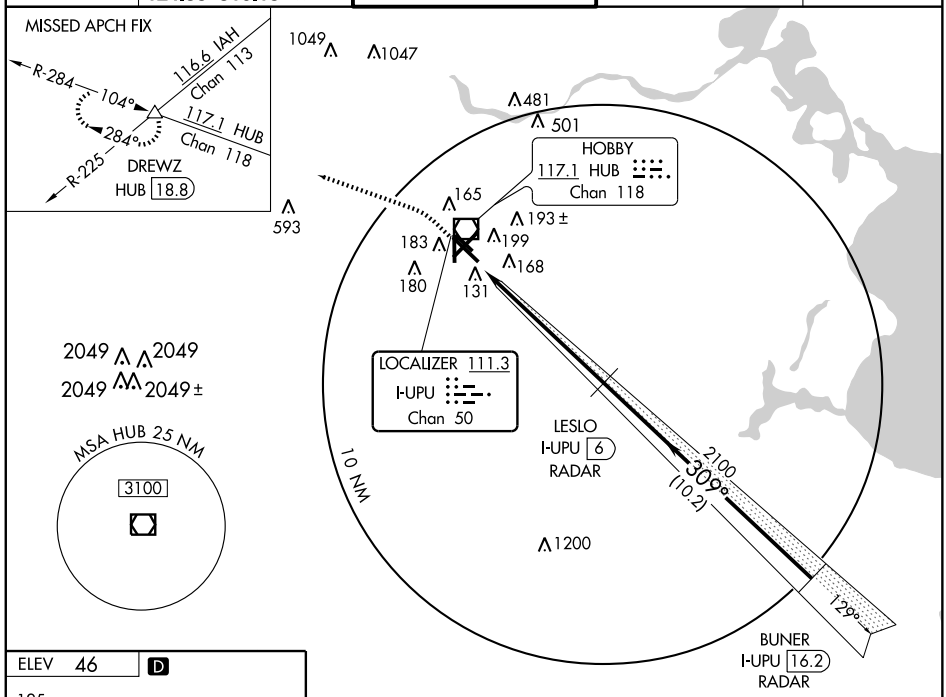
# ILS RWY 30L

HOUSTON/ WILLIAM P. HOBBY (HOU)

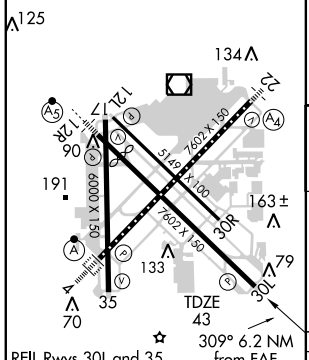
MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via HUB VOR/DME R-284 to DREWZ INT/HUB 18.8 DME and hold.

| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |



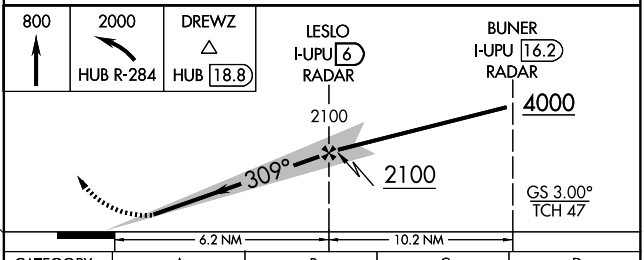

RADAR REQUIRED




REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

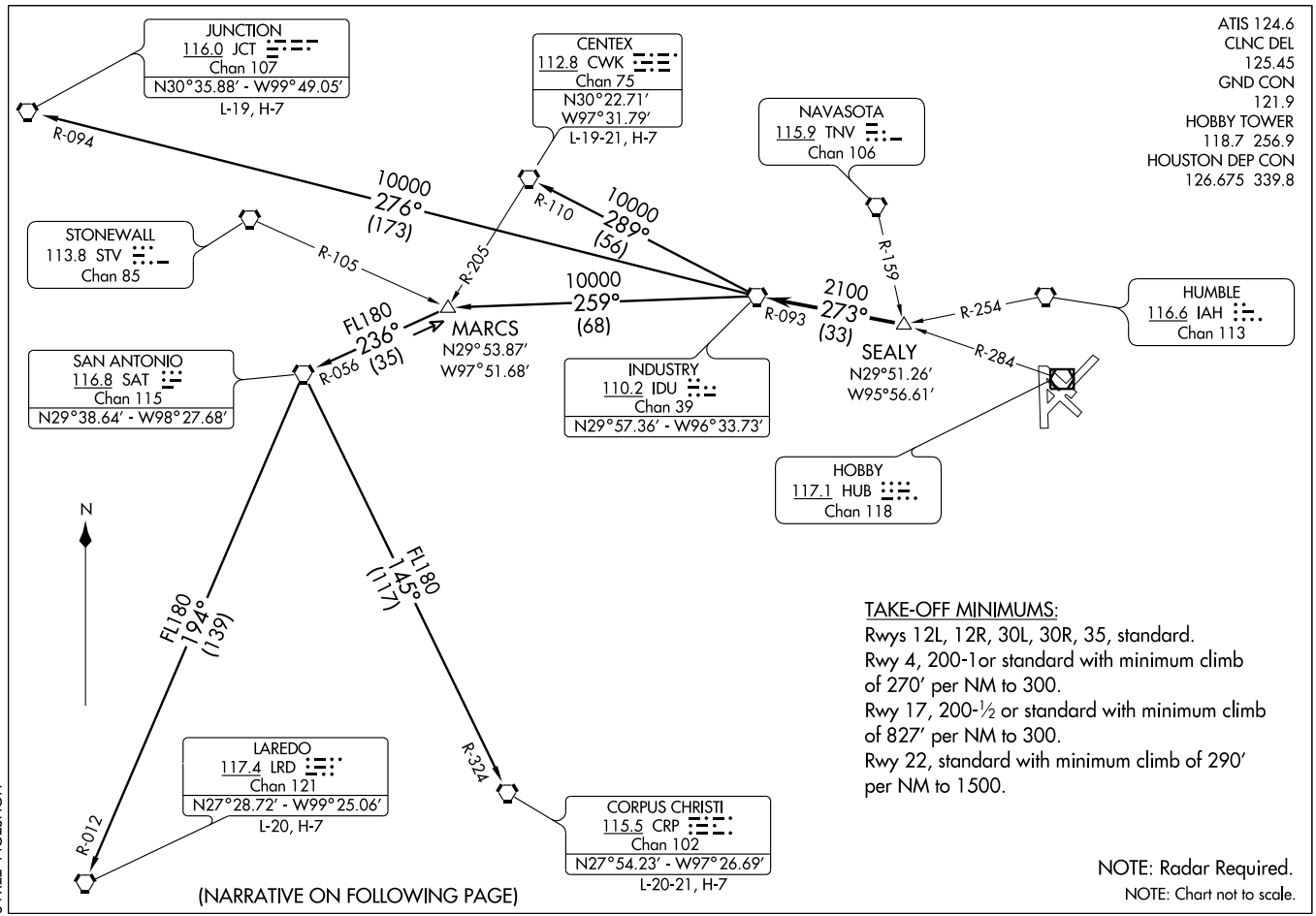
FAF to MAP 6.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:12 | 4:08 | 3:06 | 2:29 | 2:04 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30L | 243/40 | | 200 (200-¾) | |
| S-LOC 30L | 480/50 | 437 (500-1) | 480/60<br>437 (500-1¼) | 480-1½<br>437 (500-1½) |
| CIRCLING | 560-1 | 514 (600-1) | 560-1½<br>514 (600-1½) | 600-2<br>554 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010




# INDUSTRY THREE DEPARTURE (IDU3.IDU) 08213

SL-198 (FAA)

HOUSTON/WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

# INDUSTRY THREE DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Expect vectors to Sealy INT. Maintain 5000 feet. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

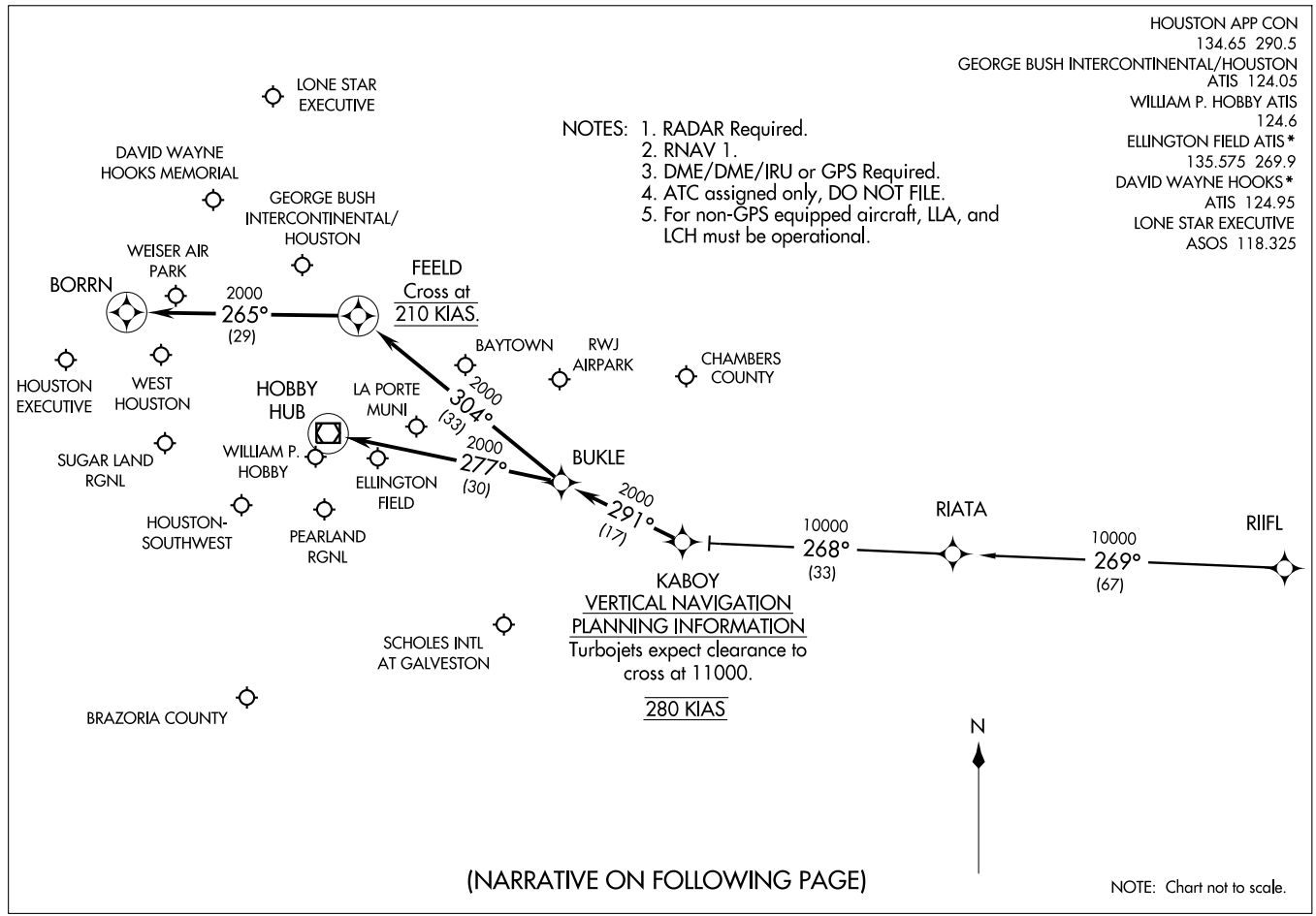
CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

TAKE-OFF OBSTACLES:
Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′, right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL. Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL. Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL. Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL. Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL. Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL. Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL. Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LEONA SIX DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425

ARDMORE
116.7 ADM
Chan 114
N34°12.70′ - W97°10.09′
L-17, H-6

TULSA
114.4 TUL
Chan 91
N36°11.78′ - W95°47.29′
L-15, H-6

BONHAM
114.6 BYP
Chan 93
N33°32.25′ - W96°14.05′
L-17, H-6

RANGER
115.7 FUZ
Chan 104
N32°53.37′ - W97°10.77′
L-17, H-6

CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′ - W96°13.09′

DOLEY
N32°11.35′
W96°23.08′

WACO
115.3 ACT
Chan 100
N31°39.74′ - W97°16.14′
L-19, H-6

LEONA
110.8 LOA
Chan 45
N31° 07.44′ - W95° 58.08′

WLLIS
N30°28.88′
W95°37.39′

HUMBLE
116.6 IAH
Chan 113

NAVASOTA
115.9 TNV
Chan 106

R-156
FL180
336°
(127)
R-130
FL180
310°
(58)
R-173
FL180
353°
(81)
R-265
R-163
10000
334°
(67)
10000
341°
(65)
R-147
4000
327°
(42)
R-055
R-330

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35 standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

# LEONA SIX DEPARTURE

DEPARTURE ROUTE DESCRIPTION

Expect vectors to WLLIS INT, maintain 5000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flag pole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from departure end of runway, 424′ left of centerline, 45′ AGL/85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Antenna on light pole, 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL. Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

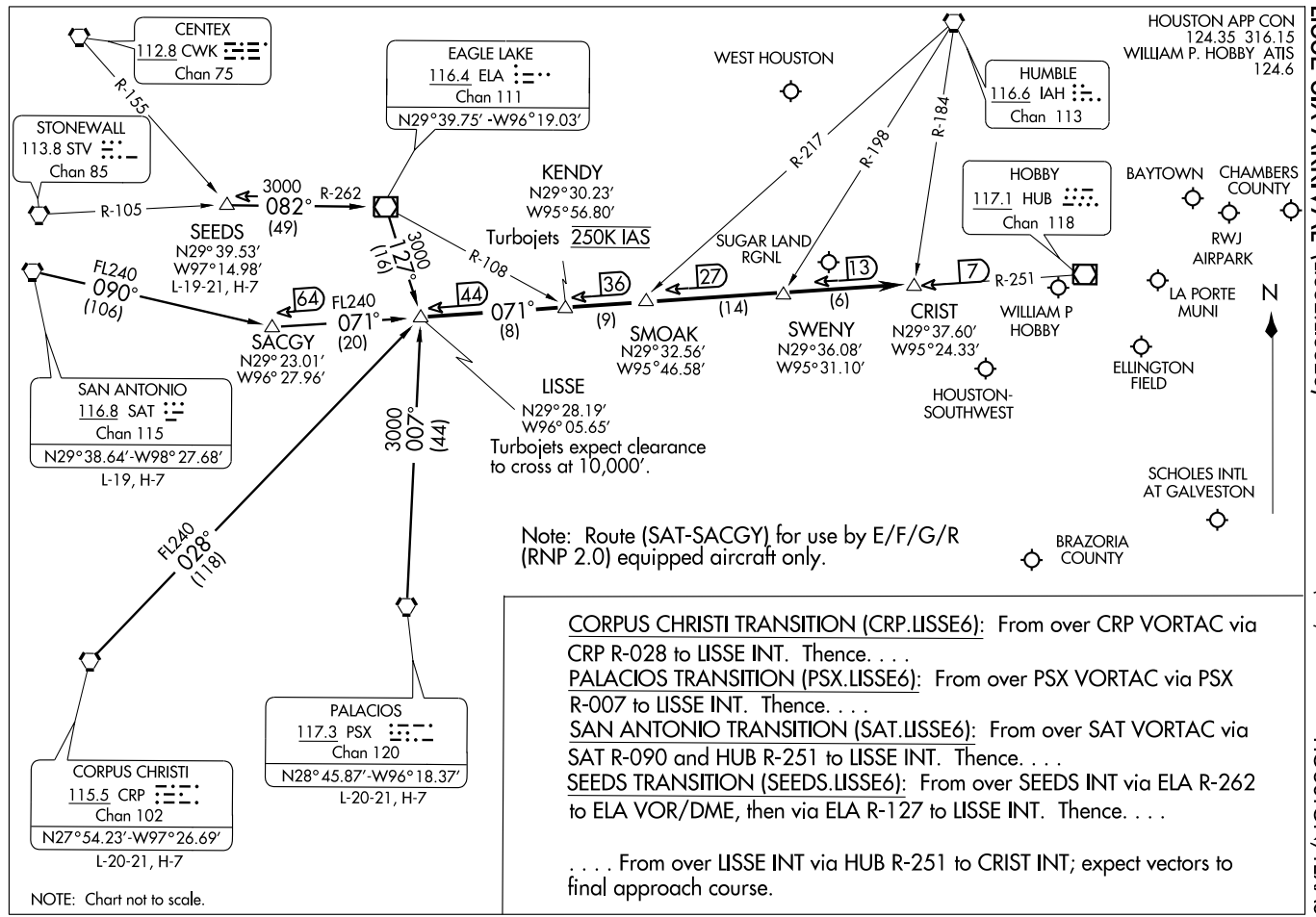
Rwy 30R, Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL. Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# LISSE SIX ARRIVAL (LISSE.LISSE6)






CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

ST-198 (FAA)

| LOC I-OIB | APP CRS | Rwy Idg | 7602 |
|---|---|---|---|
| 109.9 | 219° | TDZE | 41 |
| Chan 36 | | Apt Elev | 46 |

# LOC RWY 22

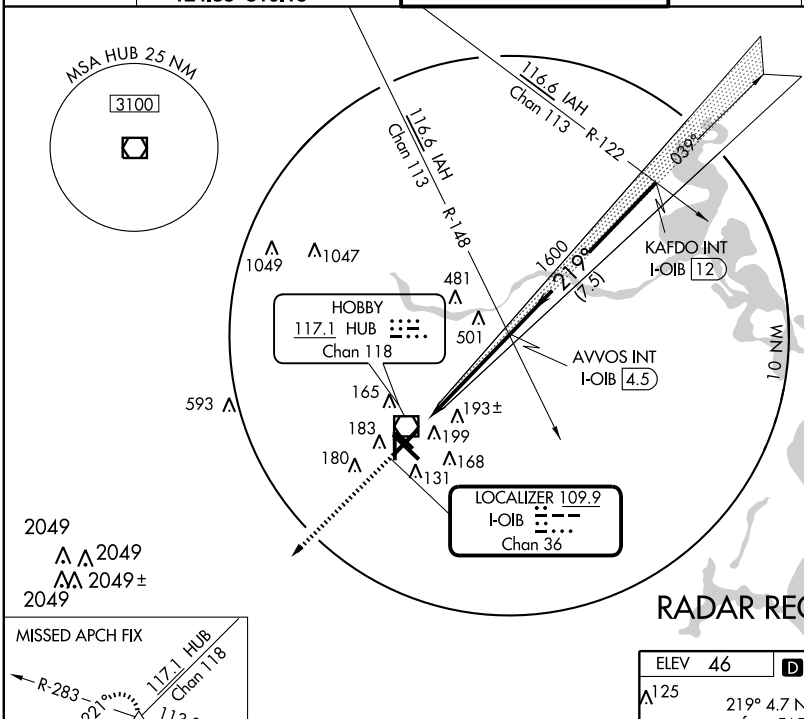
HOUSTON/WILLIAM P. HOBBY (HOU)

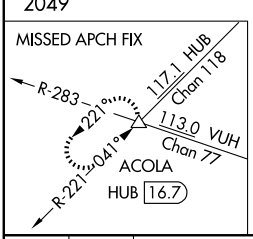
Inoperative table does not apply to Cat C.

MALSR

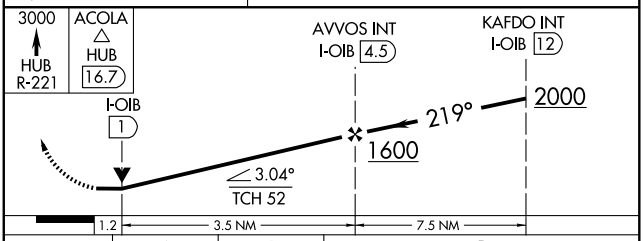
MISSED APPROACH: Climb to 3000 via HUB VOR/DME R-221 to ACOLA Int/HUB 16.7 DME and hold.

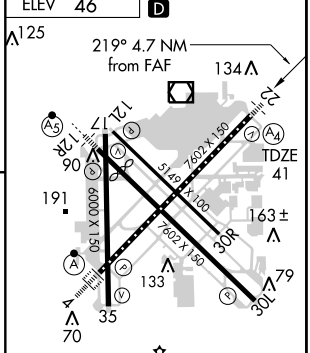
| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |




1200




TDZ/CL Rwys 4, 12R, and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-22 | 460-¾ 419 (500-¾) | | 460-1¼ 419 (500-1¼) | | |
| CIRCLING | 520-1 474 (500-1) | | 520-1½ 474 (500-1½) | 600-2 554 (600-2) | 860-3 814 (900-3) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

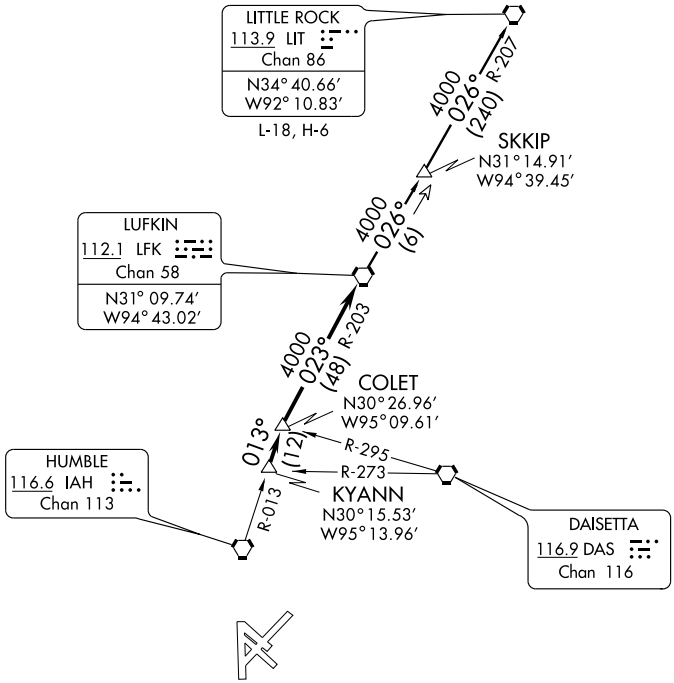
SC-5, 14 JAN 2010 to 11 FEB 2010

# LUFKIN FIVE DEPARTURE

SL-198 (FAA)

HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
132.25 285.425




NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF MINIMUMS:
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300.
Rwys 12L, 12R, 30L, 30R, 35, standard.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22, standard with a minimum climb of 290′ per NM to 1500.

(NOTES ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to KYANN INT, maintain 5000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′, right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

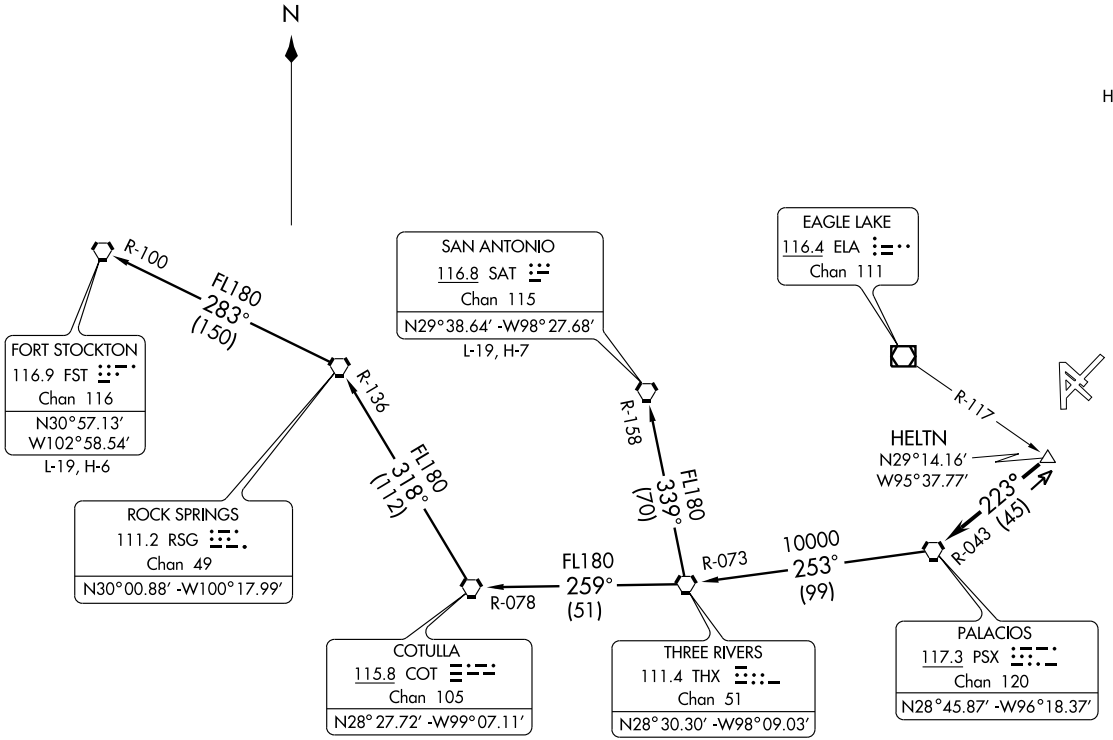
Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

ATIS 124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075




TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35, standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22 standard with minimum climb of 290′ per NM to 1500.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

# PALACIOS THREE DEPARTURE

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to HELTN INT, maintain 5000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403' from DER, 1069' right of centerline, 121' AGL/166' MSL.
Light on building 1562' from DER, 859' right of centerline, 59' AGL/103' MSL.
Building 3990' from DER, 1223' right of centerline, 139' AGL/174' MSL.
Light on flagpole 4618' from DER, 768' right of centerline, 117' AGL/161' MSL.

Rwy 12L, Antenna on hangar 1548' from DER, 424' left of centerline, 45' AGL/85' MSL.

Rwy 12R, Vehicle on road 514' from DER, 543' right of centerline, 17' AGL/55' MSL.
Tree 1217' from DER, 756' right of centerline, 43' AGL/89' MSL.
Fence 85' from DER, 492' left of centerline, 4' AGL/45' MSL.
Vehicle and road 176' from DER, 497' left of centerline, 17' AGL/55' MSL.
Pole 1011' from DER, 696' left of centerline, 33' AGL/73' MSL.
Tree 1256' from DER, 783' left of centerline, 38' AGL/78' MSL.

Rwy 17, Multiple poles beginning 606' from DER, 393' right of centerline, up to 79' AGL/124' MSL.
Crane 1795' from DER, 689' right of centerline, 100' AGL/150' MSL.
Antenna on building 620' from DER, 312' left of centerline, 27' AGL/72' MSL.
Multiple trees beginning 721' from DER, 260' left of centerline, up to 71' AGL/116' MSL.
Radar reflector 1214' from DER, 258' left of centerline, 32' AGL/77' MSL.

Rwy 22, Pole 727' from DER, 626' right of centerline, 28' AGL/77' MSL.
Tree 1310' from DER, 679' right of centerline, 27' AGL/76' MSL.
Antenna on light pole 1805' from DER, 968' right of centerline, 60' AGL/109' MSL.

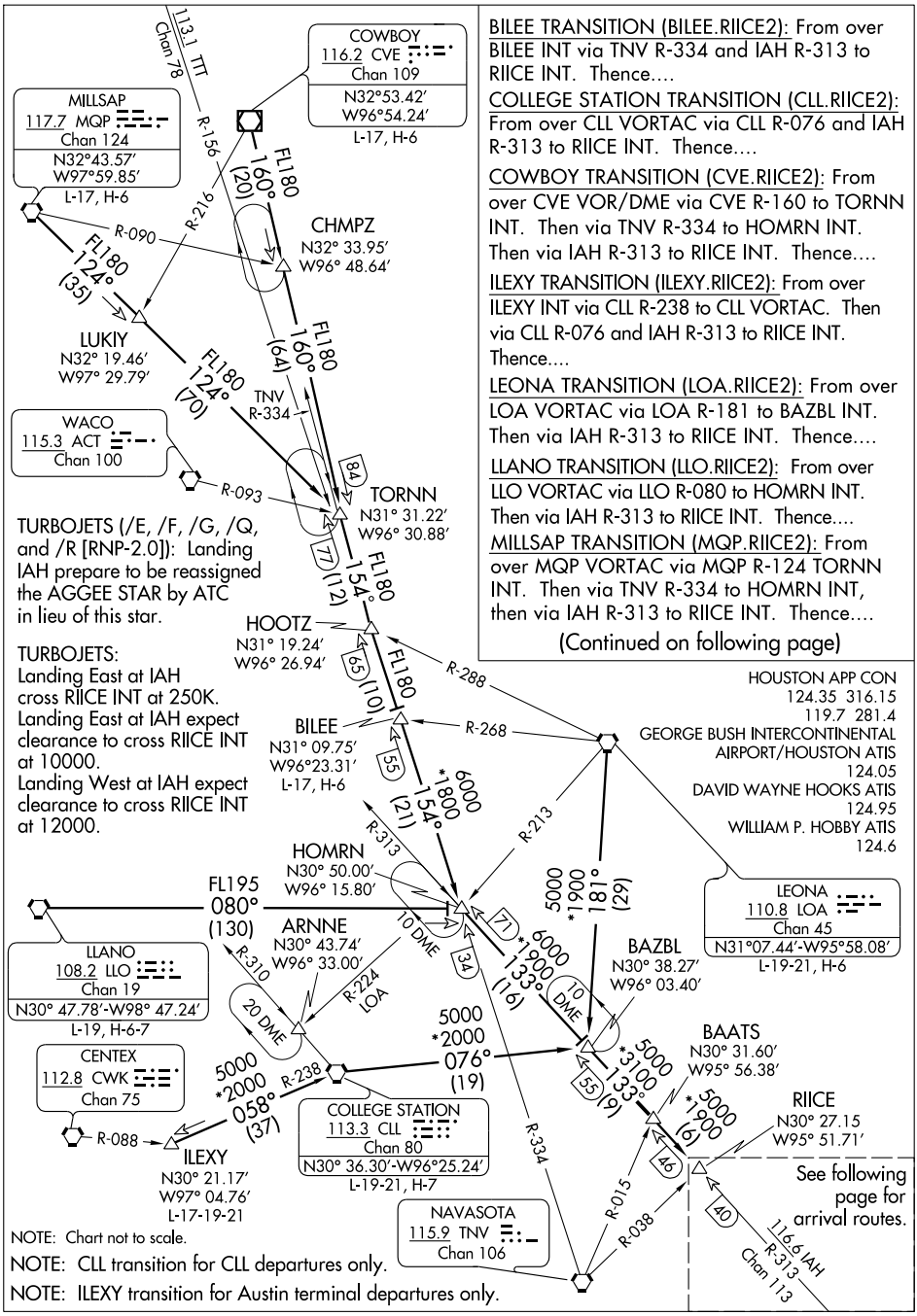
Rwy 30L, Antena on building 547' from DER, 274' right of centerline, 23' AGL/69' MSL.
Multiple poles beginning 341' from DER, 501' left of centerline, up to 39' AGL/84' MSL.
Multiple trees beginning 1392' from DER, 466' left of centerline, up to 78' AGL/118' MSL.

Rwy 30R, Pole 1096' from DER, 785' right of centerline, 29' AGL/75' MSL.
Antenna on building 500' from DER, 525' left of centerline, 33' AGL/69' MSL.

Rwy 35, Antenna on light pole 738' from DER, 519' right of centerline, 40' AGL/86' MSL.
Light pole 1119' from DER, 353' right of centerline, 31' AGL/77' MSL.
Antenna on building 66' from DER, 471' left of centerline, 33' AGL/69' MSL.

# RIICE TWO ARRIVAL Transition Routes

HOUSTON, TEXAS




BILEE TRANSITION (BILEE.RIICE2): From over BILEE INT via TNV R-334 and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE2): From over CLL VORTAC via CLL R-076 and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE2): From over CVE VOR/DME via CVE R-160 to TORNN INT. Then via TNV R-334 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CLL R-238 to CLL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. Then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE2): From over LLO VORTAC via LLO R-080 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE2): From over MQP VORTAC via MQP R-124 TORNN INT. Then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

(Continued on following page)

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]): Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10000.
Landing West at IAH expect clearance to cross RIICE INT at 12000.

NOTE: Chart not to scale.

NOTE: CLL transition for CLL departures only.

NOTE: ILEXY transition for Austin terminal departures only.

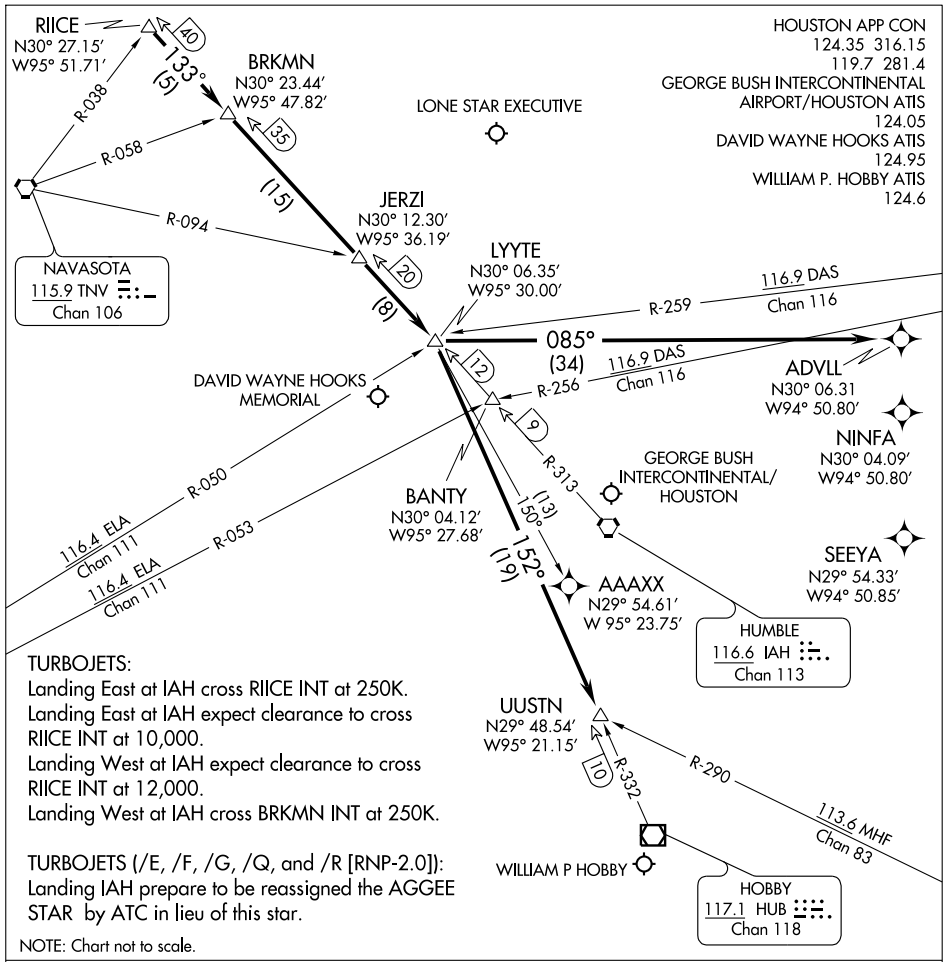
SC-5, 14 JAN 2010 to 11 FEB 2010

(RIICE.RIICE2) 08213

ST-5461 (FAA)

# RIICE TWO ARRIVAL Arrival Routes

HOUSTON, TEXAS




TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10,000.
Landing West at IAH expect clearance to cross RIICE INT at 12,000.
Landing West at IAH cross BRKMN INT at 250K.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]):
Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg 7602 |
|---|---|---|
| CH 86209 | 039° | TDZE 44 |
| W04A | | Apt Elev 46 |

# RNAV (GPS) RWY 4

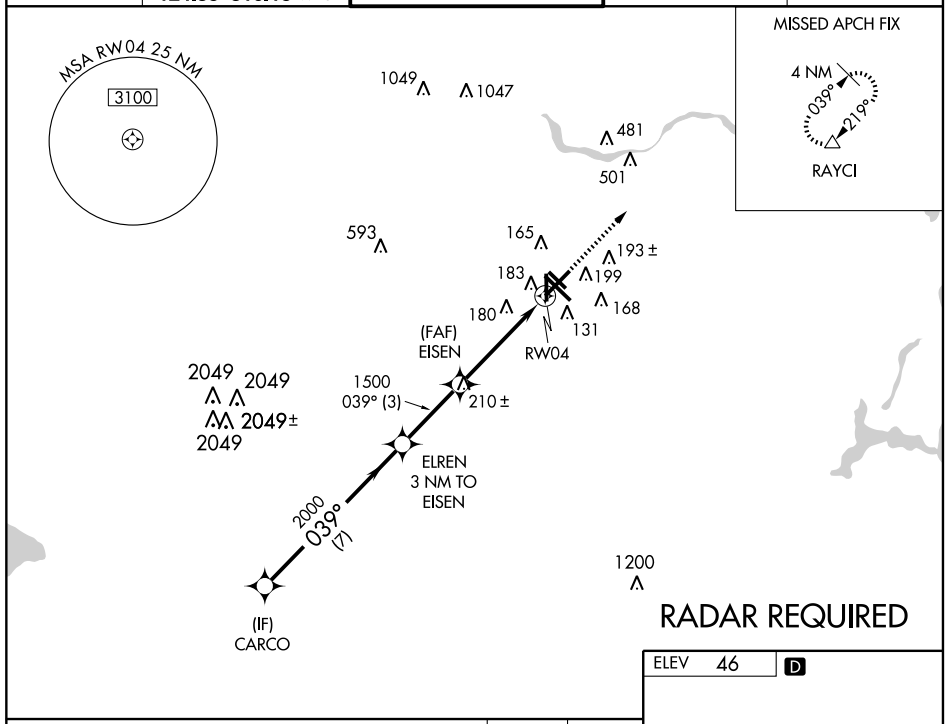
HOUSTON/ WILLIAM P. HOBBY (HOU)

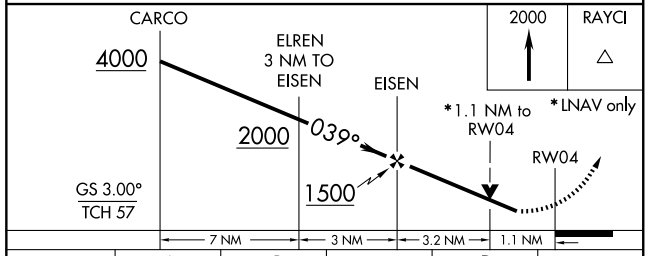
For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats, and increase LNAV/VNAV and LNAV Cat E visibility to 1½. When VGSI inop, circling Rwy 35 NA at night; Baro-VNAV NA below -15° C (5° F); DME/DME RNP-0.3 NA.

ALSF-2

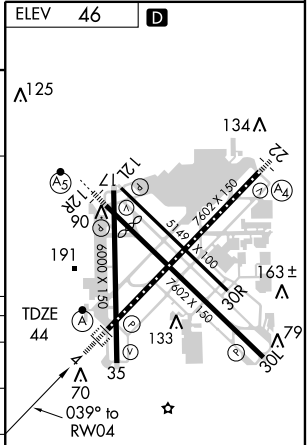
MISSED APPROACH: Climb to 2000 direct RAYCI and hold.

| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 300/24 256 (300-½) | | | | |
| LNAV/VNAV DA | 440/40 396 (400-¾) | | | | 440/50 396 (400-1) |
| LNAV MDA | 460/24 416 (500-½) | | 460/40 416 (500-¾) | 460/50 416 (500-1) | |
| CIRCLING | 500-1¼ 454 (500-1¼) | | 520-1½ 474 (500-1½) | 600-2 554 (600-2) | 860-3 814 (900-3) |




REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg 6568 |
|---|---|---|
| CH 70310 | 129° | TDZE 46 |
| W12A | | Apt Elev 46 |

# RNAV (GPS) RWY 12R

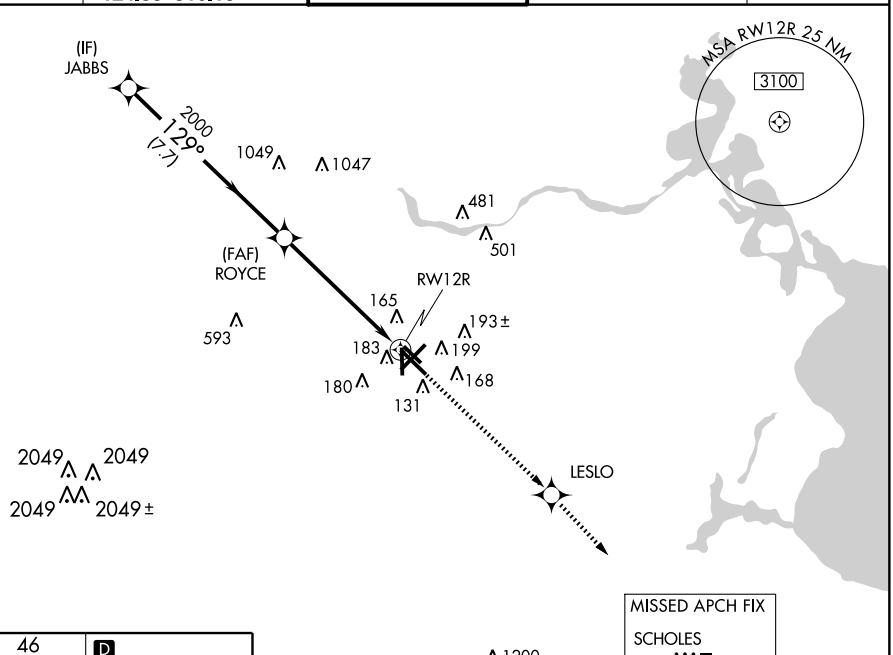
HOUSTON/ WILLIAM P. HOBBY (HOU)

When VGSI inop, circling to RW35 NA at night; Baro-VNAV NA below -15° C (5° F); DME/DME RNP-0.3 NA; For inoperative MALSR increase LPV visibility all Cats to RVR 5000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat A and B visibility to RVR 5000, Cat E to 1¾.

MALS

MISSED APPROACH: Climb to 2200 direct LESLO and via 132° track to VUH VORTAC.

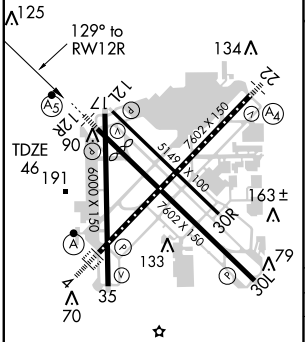
| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |

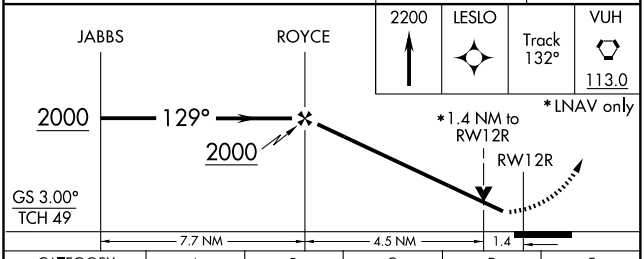



MISSED APCH FIX
SCHOLES
VUH
113.0
Chan 77

1200

## RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 330/40 284 (300-¾) | | | | |
| LNAV/ VNAV DA | 460/50 414 (500-1) | | | | |
| LNAV MDA | 540/40 494 (500-¾) | | | 540/50 494 (500-1) | 540/60 494 (500-1¼) |
| CIRCLING | 540-1½ 494 (500-1½) | | | 600-2 554 (600-2) | 860-3 814 (900-3) |

REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 174° | TDZE | 46 |
| | Apt Elev | 46 |

# RNAV (GPS) RWY 17

HOUSTON/ WILLIAM P. HOBBY (HOU)

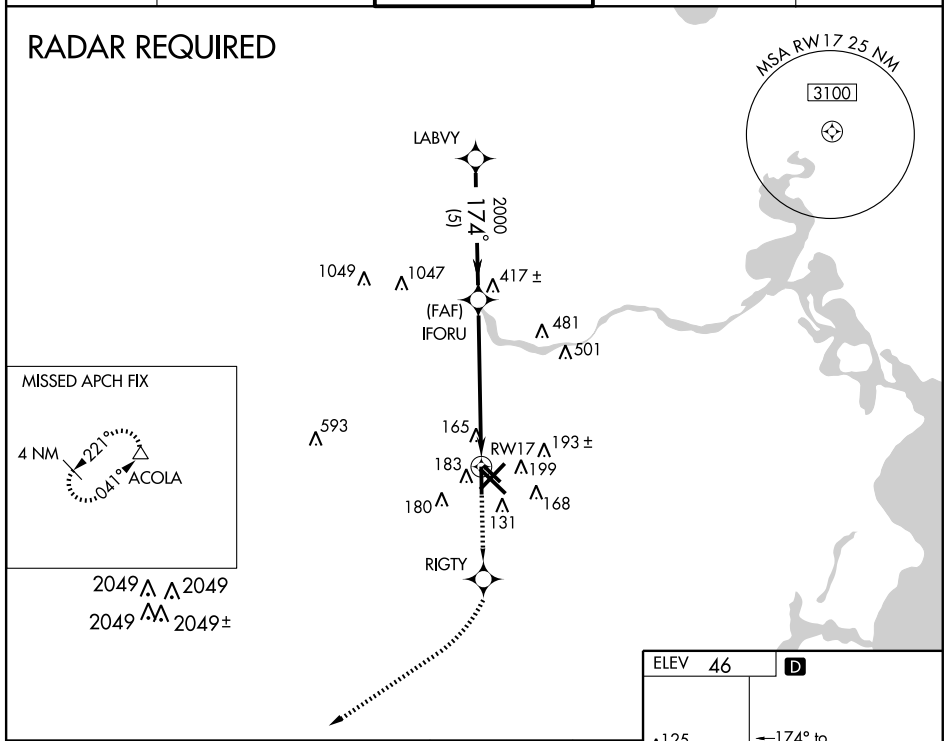
Baro-VNAV NA below -15C° (5°F)

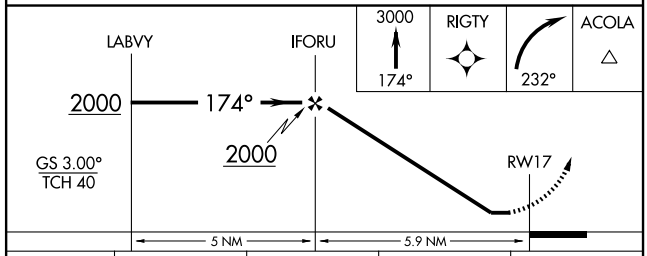
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 via course 174° to RIGTY then right turn via 232° to ACOLA and hold.

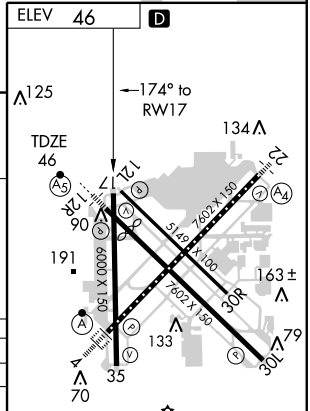
| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |

RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 480-1½ 434 (500-1½) | | | |
| LNAV MDA | 580-1 534 (600-1) | | 580-1½ 534 (600-1½) | 580-1¾ 534 (600-1¾) |
| CIRCLING | 580-1½ 534 (600-1½) | | | 600-2 554 (600-2) |




REIL Rwys 30L and 35R
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 7602 |
|---|---|---|---|
| CH 65610 | 219° | TDZE | 41 |
| W22A | | Apt Elev | 46 |

# RNAV (GPS) RWY 22

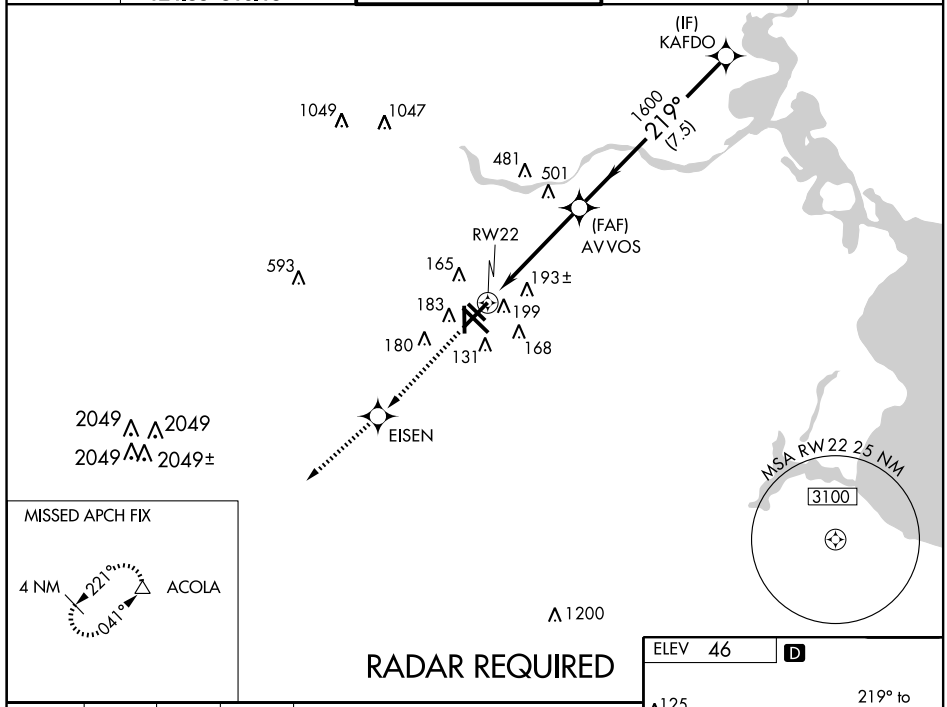
HOUSTON/ WILLIAM P. HOBBY (HOU)

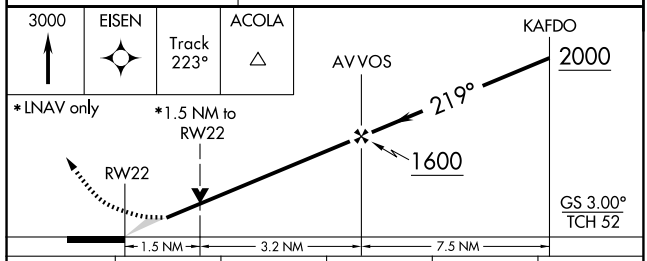
Inoperative table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C. When VGSI inop, circling to Rwy 35 NA at night. DME/DME RNP -0.3 NA. Baro-VNAV NA below -15° C (5° F).

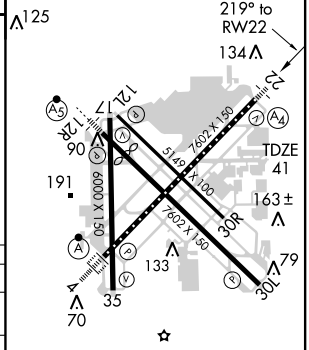
MALS

MISSED APPROACH: Climb to 3000 direct EISEN and via 223° track to ACOLA and hold.

| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 360-1 319 (400-1) | | | | |
| LNAV/VNAV DA | 480-1½ 439 (500-1½) | | | | |
| LNAV MDA | 580-¾ 539 (600-¾) | | 580-1½ 539 (600-1½) | 580-1¾ 539 (600-1¾) | 580-2 539 (600-2) |
| CIRCLING | 580-1½ 534 (600-1½) | | | 600-2 554 (600-2) | 860-3 814 (900-3) |

REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg 7602 |
|---|---|---|
| CH 77510 | 309° | TDZE 43 |
| W30A | | Apt Elev 46 |

# RNAV (GPS) RWY 30L

HOUSTON/ WILLIAM P. HOBBY (HOU)

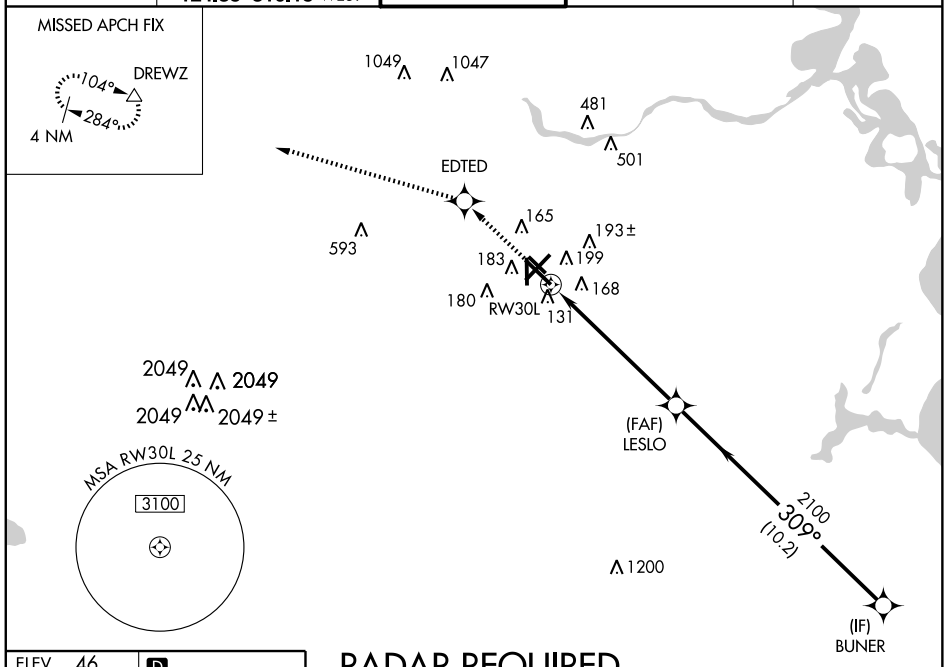
When VGSI inop, circling to Rwy 35 NA at night.
Baro-VNAV NA below -15° C (5° F).
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct EDTED and via 281° track to DREWZ and hold.

| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |

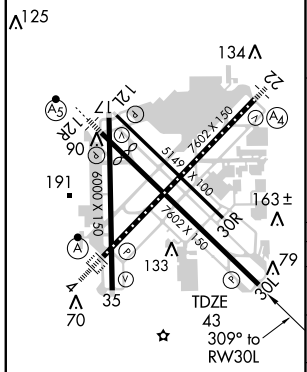
MISSED APCH FIX



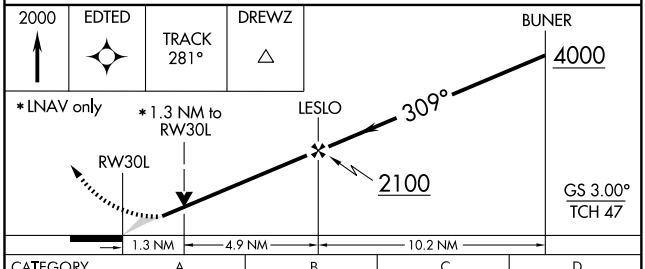




ELEV 46 D

# RADAR REQUIRED




REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 310/50 267 (300-1) | | | |
| LNAV/VNAV DA | 520-1¾ 477 (500-1¾) | | | |
| LNAV MDA | 500/50 457 (500-1) | | 500/60 457 (500-1¼) | 500-1½ 457 (500-1½) |
| CIRCLING | 520-1¾ 474 (500-1¾) | | | 600-2 554 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 35

HOUSTON/ WILLIAM P. HOBBY (HOU)

| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 354° | TDZE | 46 |
| | Apt Elev | 46 |

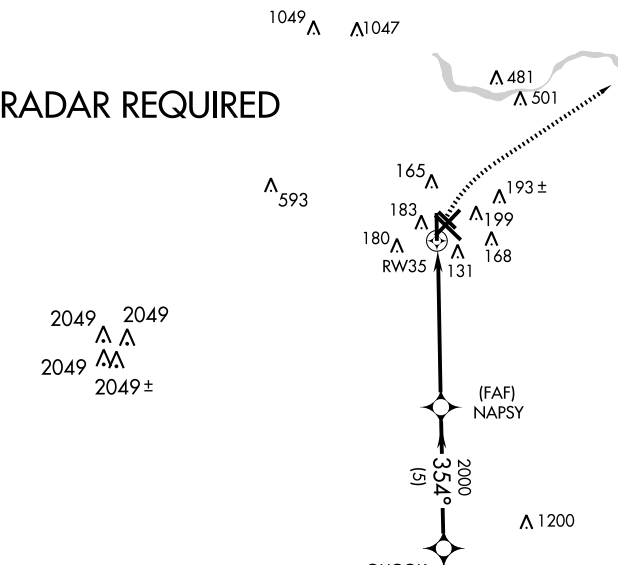
Baro-VNAV NA below -15°C (5°F).
NA GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

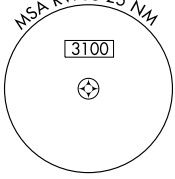
MISSED APPROACH: Climb to 1600 direct RAYCI and hold.

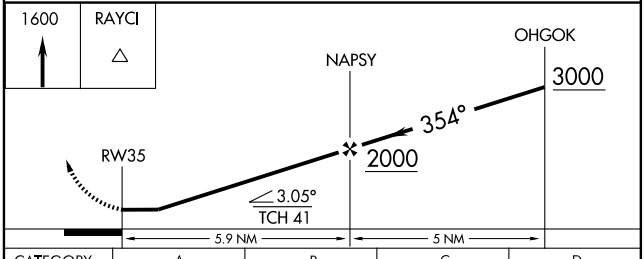
| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |

RADAR REQUIRED

MISSED APCH FIX

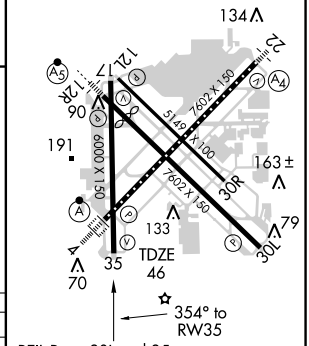


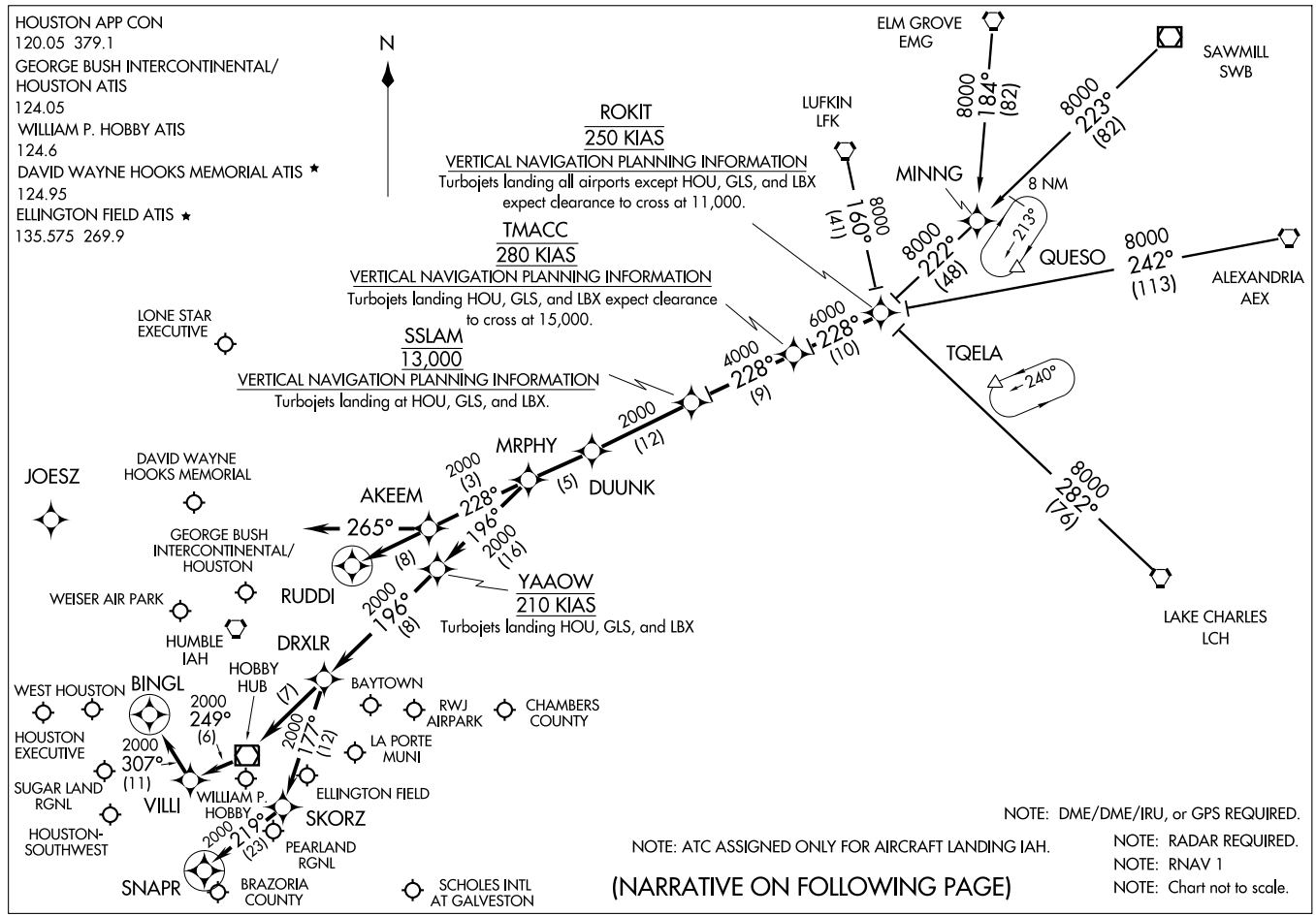

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 | 514 (600-1) | 560-1½<br>514 (600-1½) | 560-1¾<br>514 (600-1¾) |
| CIRCLING | 560-1 | 514 (600-1) | 560-1½<br>514 (600-1½) | 600-2<br>554 (600-2) |

ELEV 46 D




REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35
TDZ/CL Rwys 4, 12R and 30L

SC-5, 14 JAN 2010 to 11 FEB 2010




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

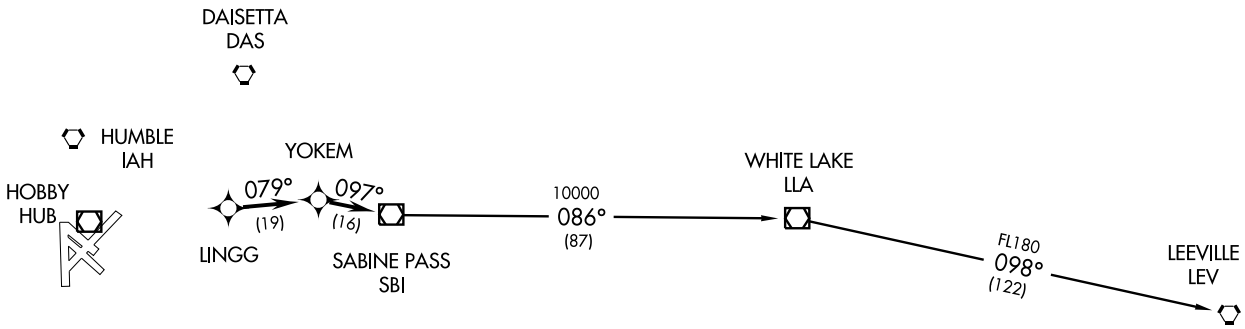
FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 14 JAN 2010 to 11 FEB 2010

# SABINE PASS ONE DEPARTURE (RNAV)



ATIS 124.6
CLNC DEL 125.45
GND CON 121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075




Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft,
BPT and LCH must be operational.

TAKE-OFF MINIMUMS:
Rwy 12L, 12R, 30L, 30R, 35 Standard.
Rwy 4, 300-1 or standard with minimum climb of 270′ per NM to 300.
Rwy 17, 300-1 or standard with minimum climb of 827′ per NM to 300.
Rwy 22, standard with minimum climb of 290′ per NM to 1500′.

NOTE: Chart not to scale.

(NARRATIVE CONTINUED ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 5000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL.
Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL.
Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL.
Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.
Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL.
Rwy 12R, Vehicle on road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL.
Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL.
Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL.
Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL.
Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL.
Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.
Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL.
Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL.
Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL.
Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL.
Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.
Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL.
Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.
Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.
Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL.
Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL.
Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.
Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL.
Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.
Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL.
Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL.
Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

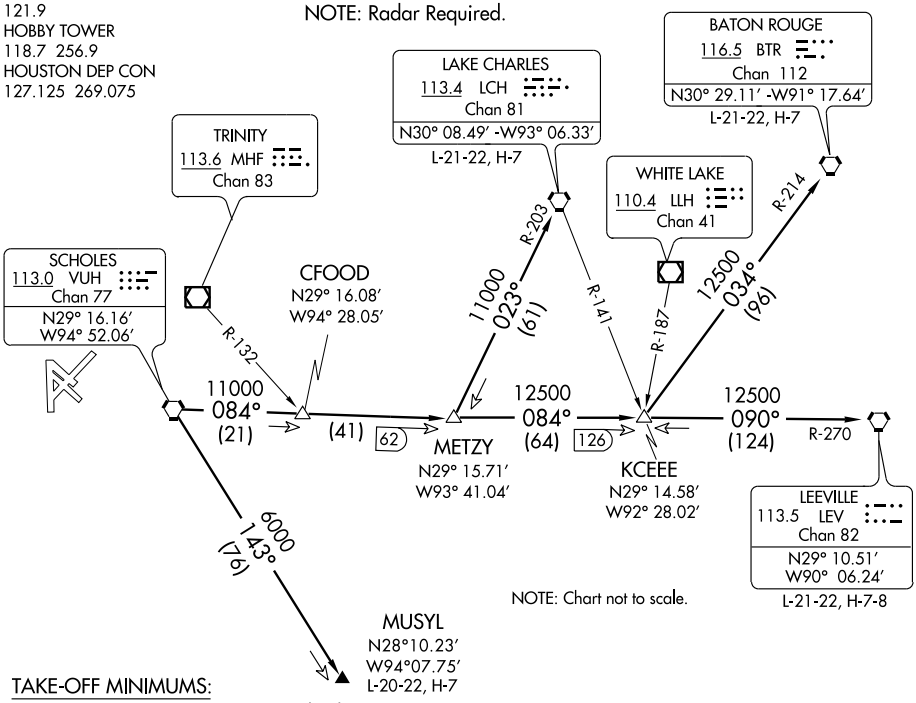
SC-5, 14 JAN 2010 to 11 FEB 2010

# SCHOLES THREE DEPARTURE

SL-198 (FAA)

ATIS 124.6
CLNC DEL
125.45
HOUSTON GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.




NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 12L, 12R, 30L, 30R, 35 standard.
Rwy 4, 300-1 or standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 300-1 or standard with minimum climb of 827′ per NM to 300′.
Rwy 22, standard with a minimum climb of 290′ per NM to 1500′.

(TAKE-OFF NOTES ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to VUH VORTAC, maintain 5000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.



SC-5, 14 JAN 2010 to 11 FEB 2010

TAKE-OFF OBSTACLES:

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/85′ MSL

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′ AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/ 45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL. Antenna on light pole 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL.

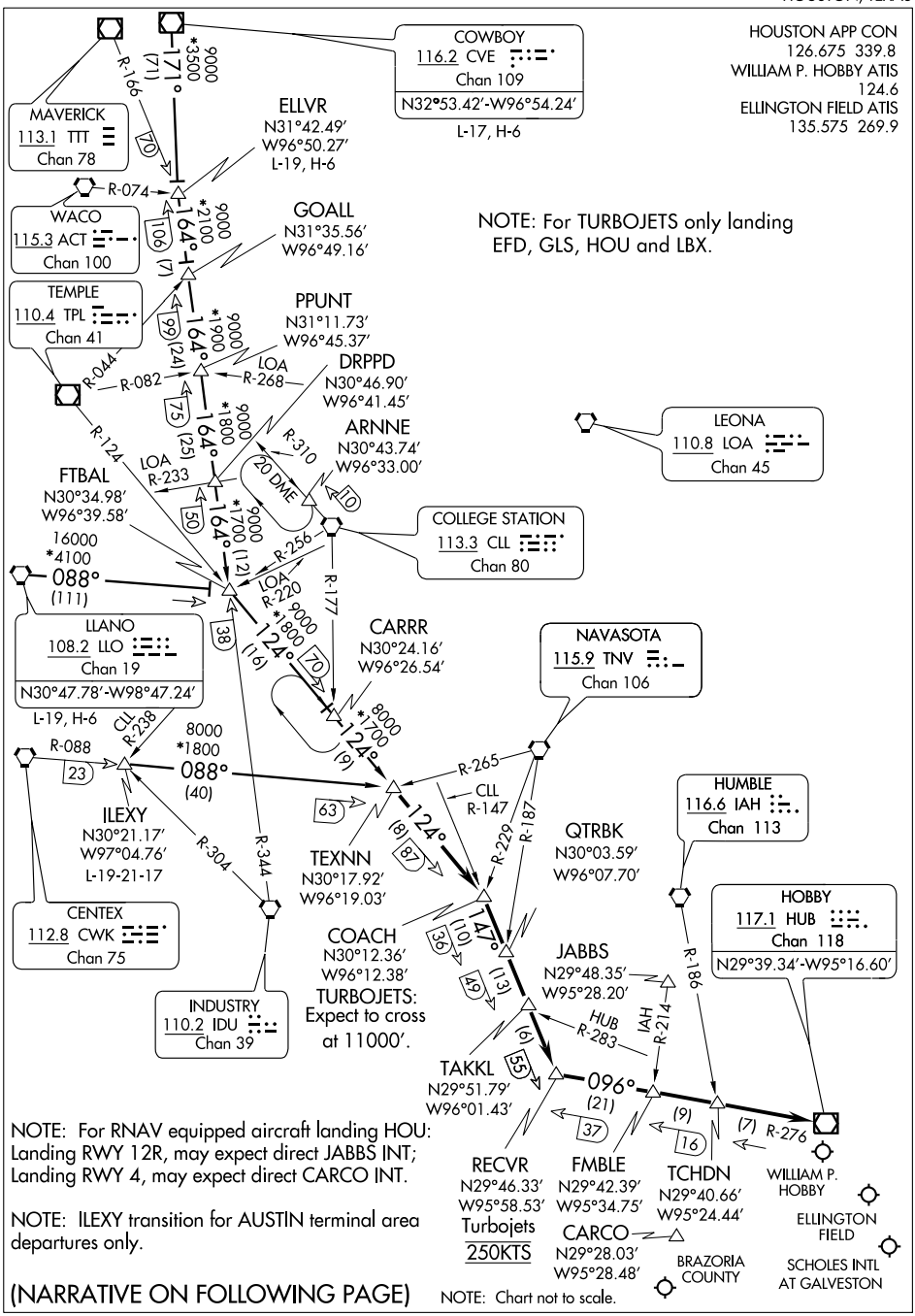
Rwy 30L, Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′ AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′ AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

# TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)

WILLIAM P. HOBBY
HOUSTON, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

# TEXNN FOUR ARRIVAL (TEXNN.TEXNN4)



## ARRIVAL DESCRIPTION

COWBOY TRANSITION (CVE.TEXNN4): From over CVE VOR/DME via CVE R-171 to ELLVR INT, then via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ELLVR TRANSITION (ELLVR.TEXNN4): From over ELLVR INT via IDU R-344 to FTBAL INT, then via TPL R-124 to TEXNN INT. Thence . . . .

ILEXY TRANSITION (ILEXY.TEXNN4): From over ILEXY INT via CWK R-088 to TEXNN INT. Thence . . . .

LLANO TRANSITION (LLO.TEXNN4): From over LLO VORTAC via LLO R-088 to FTBAL INT, then via TPL R-124 to CARRR INT, then to TEXNN INT. Thence . . . .

. . . . From over TEXNN INT via TPL R-124 to COACH INT/87 DME, then via CLL R-147 to RECVR INT/55 DME, then via HUB R-276 to TCHDN INT, then via HUB R-276 to HUB VOR. Expect vectors to final approach course at or prior to TCHDN INT.

. . . . LANDING RWY 22: Expect vectors to final approach course at or prior to HUB VOR.

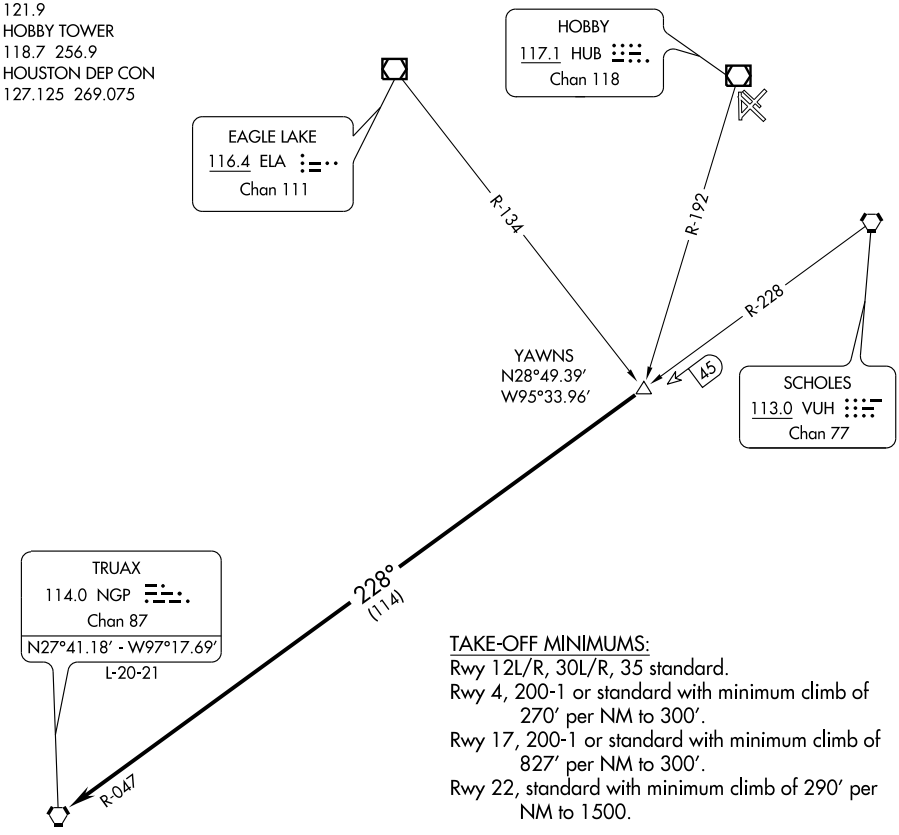
SC-5, 14 JAN 2010 to 11 FEB 2010

# TRUAX TWO DEPARTURE



HOUSTON/ WILLIAM P. HOBBY (HOU)
HOUSTON, TEXAS

ATIS
124.6
CLNC DEL
125.45
GND CON
121.9
HOBBY TOWER
118.7 256.9
HOUSTON DEP CON
127.125 269.075




TAKE-OFF MINIMUMS:
Rwy 12L/R, 30L/R, 35 standard.
Rwy 4, 200-1 or standard with minimum climb of 270′ per NM to 300′.
Rwy 17, 200-1 or standard with minimum climb of 827′ per NM to 300′.
Rwy 22, standard with minimum climb of 290′ per NM to 1500.

Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

NOTE: Chart not to scale.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to YAWNS INT, maintain 5000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

## TAKE-OFF OBSTACLES

Rwy 4, Pole 4403′ from DER, 1069′ right of centerline, 121′ AGL/166′ MSL. Light on building 1562′ from DER, 859′ right of centerline, 59′ AGL/103′ MSL. Building 3990′ from DER, 1223′ right of centerline, 139′ AGL/174′ MSL. Light on flagpole 4618′ from DER, 768′ right of centerline, 117′ AGL/161′ MSL.

Rwy 12L, Antenna on hangar 1548′ from DER, 424′ left of centerline, 45′ AGL/ 85′ MSL.

Rwy 12R, Vehicle and road 514′ from DER, 543′ right of centerline, 17′ AGL/55′ MSL. Tree 1217′ from DER, 756′ right of centerline, 43′AGL/89′ MSL. Fence 85′ from DER, 492′ left of centerline, 4′ AGL/45′ MSL. Vehicle and road 176′ from DER, 497′ left of centerline, 17′ AGL/55′ MSL. Pole 1011′ from DER, 696′ left of centerline, 33′ AGL/73′ MSL. Tree 1256′ from DER, 783′ left of centerline, 38′ AGL/78′ MSL.

Rwy 17, Multiple poles beginning 606′ from DER, 393′ right of centerline, up to 79′ AGL/124′ MSL. Crane 1795′ from DER, 689′ right of centerline, 100′ AGL/150′ MSL. Antenna on building 620′ from DER, 312′ left of centerline, 27′ AGL/72′ MSL. Multiple trees beginning 721′ from DER, 260′ left of centerline, up to 71′ AGL/116′ MSL. Radar reflector 1214′ from DER, 258′ left of centerline, 32′ AGL/77′ MSL.

Rwy 22, Antenna on light pole, 1805′ from DER, 968′ right of centerline, 60′ AGL/109′ MSL. Pole 727′ from DER, 626′ right of centerline, 28′ AGL/77′ MSL. Tree 1310′ from DER, 679′ right of centerline, 27′ AGL/76′ MSL.

Rwy 30L, Multiple poles beginning 341′ from DER, 501′ left of centerline, up to 39′ AGL/84′ MSL. Antenna on building 547′ from DER, 274′ right of centerline, 23′ AGL/69′ MSL. Multiple trees beginning 1392′ from DER, 466′ left of centerline, up to 78′ AGL/118′ MSL.

Rwy 30R, Pole 1096′ from DER, 785′ right of centerline, 29′ AGL/75′ MSL. Antenna on building 500′ from DER, 525′ left of centerline, 33′AGL/69′ MSL.

Rwy 35, Antenna on light pole 738′ from DER, 519′ right of centerline, 40′AGL/86′ MSL. Light pole 1119′ from DER, 353′ right of centerline, 31′ AGL/77′ MSL. Antenna on building 66′ from DER, 471′ left of centerline, 33′ AGL/69′ MSL.

| VOR/DME HUB | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.1 | 154° | TDZE | N/A |
| Chan 118 | | Apt Elev | 46 |

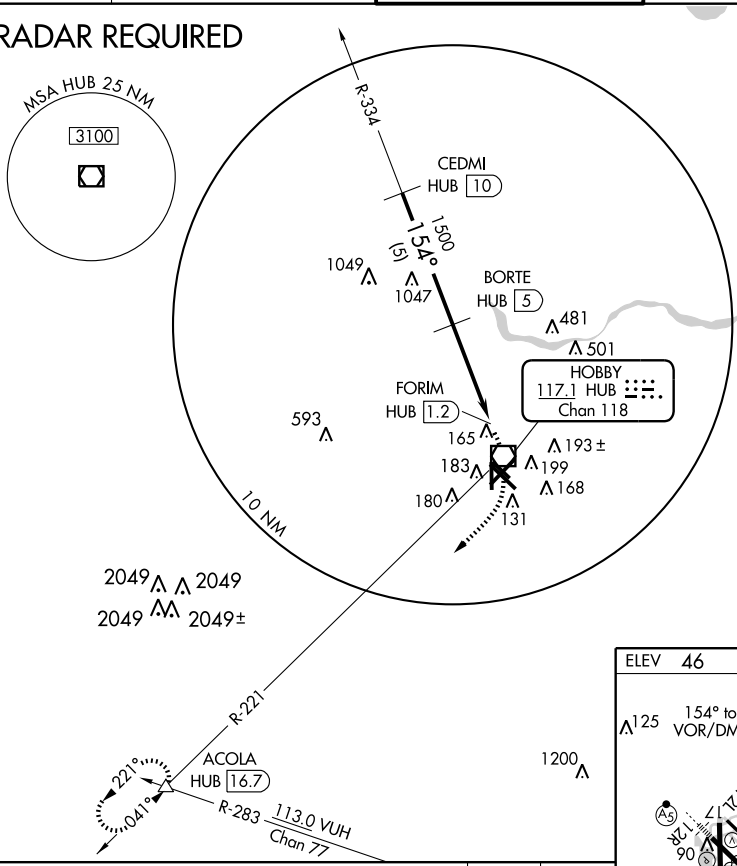
# VOR/DME-E

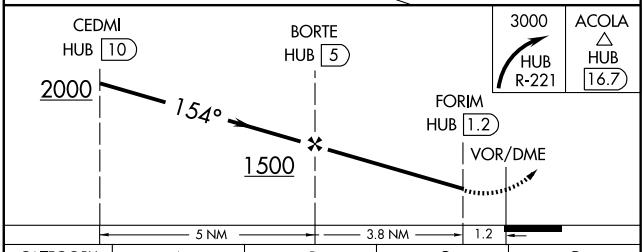
HOUSTON/WILLIAM P. HOBBY (HOU)

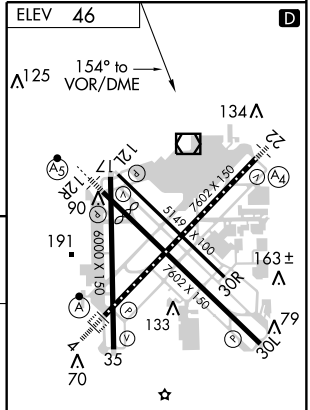
MISSED APPROACH: Climbing right turn to 3000 via HUB R-221 to ACOLA Int/HUB 16.7 DME and hold.

| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |

RADAR REQUIRED




TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 600-1¾ 554(600-1¾) | | | 600-2 554 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| VOR/DME HUB | APP CRS | Rwy Idg | 7602 |
|---|---|---|---|
| 117.1 | 027° | TDZE | 44 |
| Chan 118 | | Apt Elev | 46 |

# VOR/DME RWY 4

HOUSTON/ WILLIAM P. HOBBY (HOU)

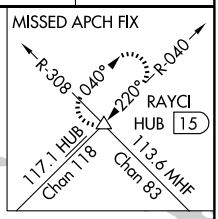
For inoperative MALSR, increase Cat D S-4 visibility to RVR 6000.

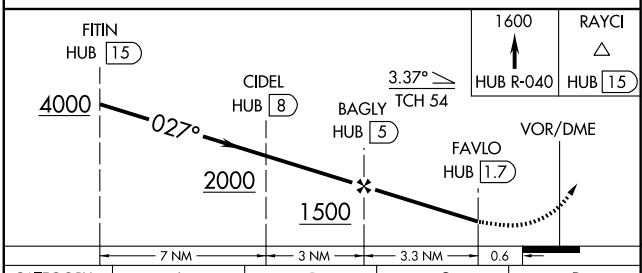
ALSF-2

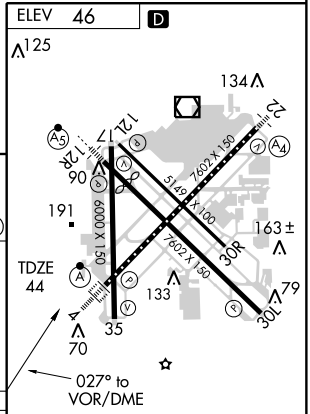
MISSED APPROACH: Climb to 1600 via HUB R-040 to RAYCI Int/HUB 15 DME and hold.

| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |

## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 460/40 416 (500-¾) | | | 460/50<br>416 (500-1) |
| CIRCLING | 520-1 474 (500-1) | | 520-1½<br>474 (500- 1½) | 600-2<br>554 (600-2) |

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

SC-5, 14 JAN 2010 to 11 FEB 2010

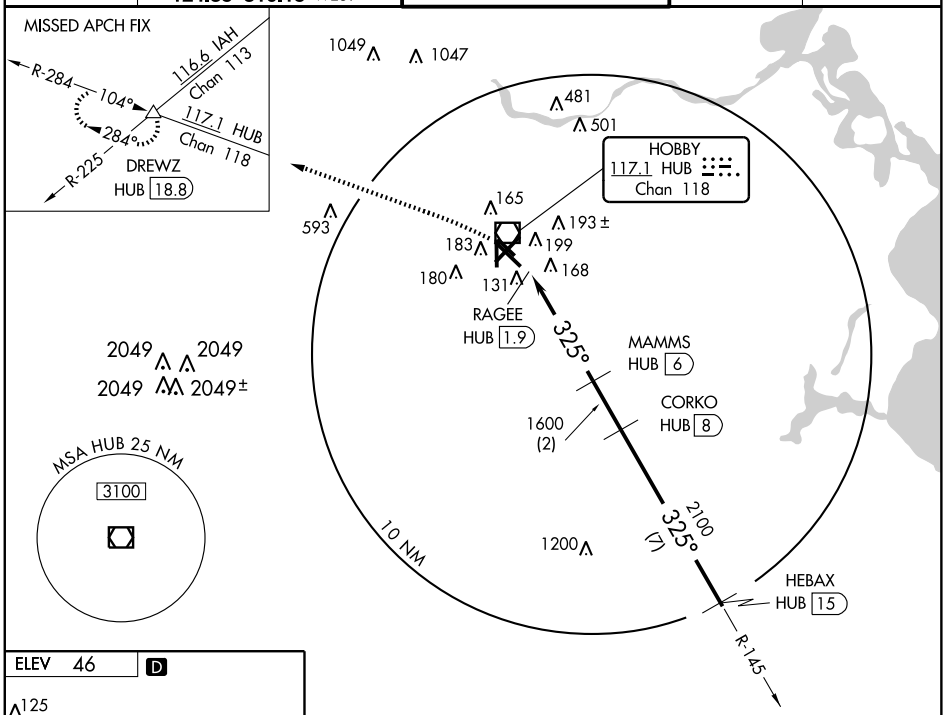
| VOR/DME HUB | APP CRS | Rwy Idg | 7602 |
|---|---|---|---|
| 117.1 | 325° | TDZE | 43 |
| Chan 118 | | Apt Elev | 46 |

# VOR/DME RWY 30L

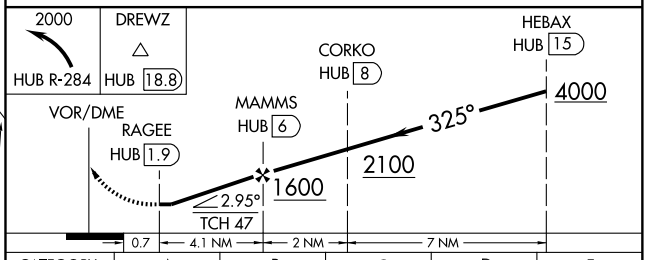
HOUSTON/ WILLIAM P. HOBBY (HOU)

MISSED APPROACH: Climbing left turn to 2000 via HUB R-284 to DREWZ Int/HUB 18.8 DME and hold.

| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |




## RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-30L | 440/50 397 (400-1) | | | 440/60<br>397 (400-1¼) | 440-1½<br>397 (400-1½) |
| CIRCLING | 520-1 474 (500-1) | | 520-1½<br>474 (500-1½) | 600-2<br>554 (600-2) | 860-3<br>814 (900-3) |

TDZ/CL Rwys 4, 12R and 30L
REIL Rwys 30L and 35
HIRL Rwys 4-22 and 12R-30L
MIRL Rwys 12L-30R and 17-35

SC-5, 14 JAN 2010 to 11 FEB 2010

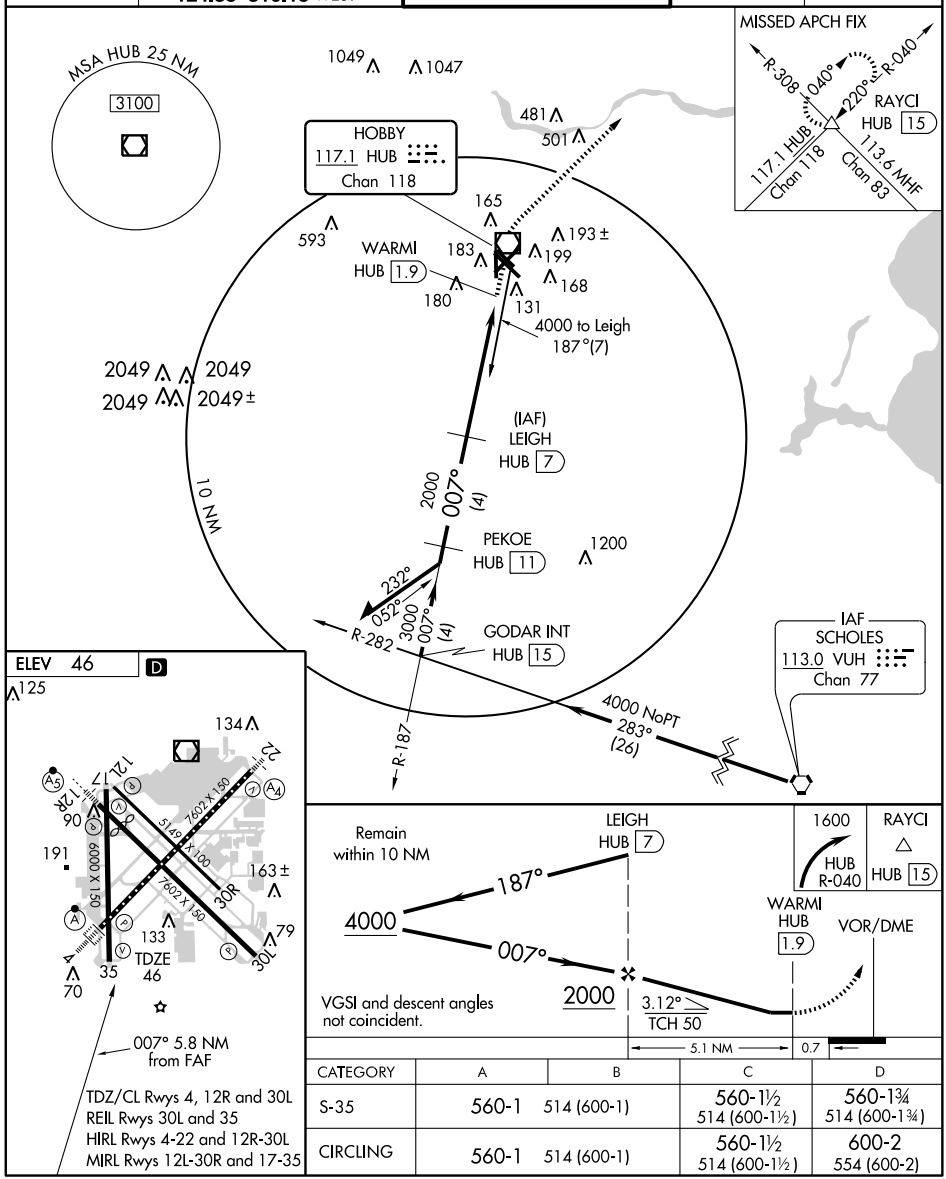
| VOR/DME HUB | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 117.1 | 007° | TDZE | 46 |
| Chan 118 | | Apt Elev | 46 |

# VOR/DME RWY 35

HOUSTON/WILLIAM P. HOBBY (HOU)

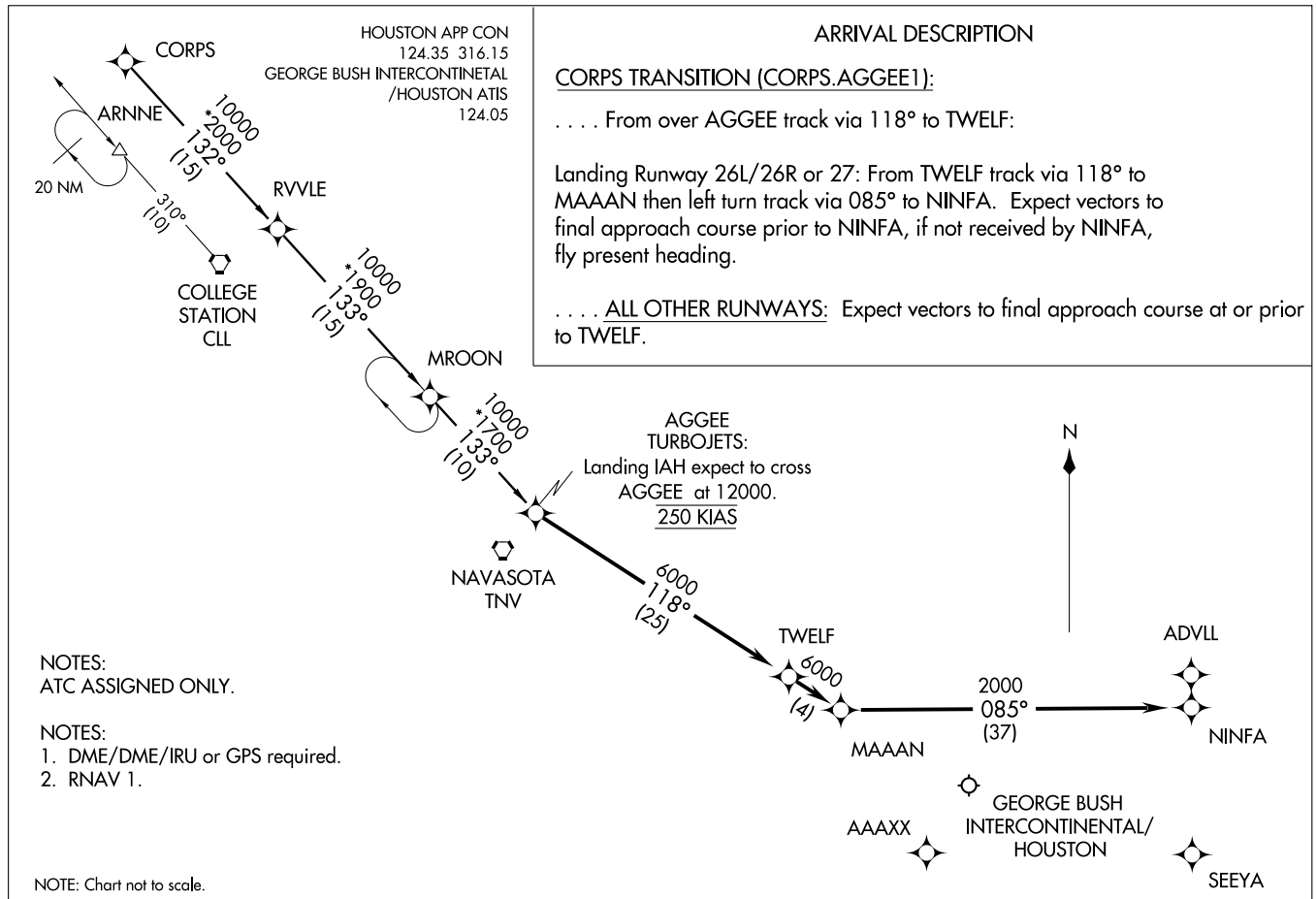
MISSED APPROACH: Climbing right turn to 1600 via HUB VOR/DME R-040 to RAYCI/HUB 15 DME and hold.

| ATIS | HOUSTON APP CON | HOBBY TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.6 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 118.7 256.9 | 121.9 | 125.45 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 560-1 | 514 (600-1) | 560-1½<br>514 (600-1½) | 560-1¾<br>514 (600-1¾) |
| CIRCLING | 560-1 | 514 (600-1) | 560-1½<br>514 (600-1½) | 600-2<br>554 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010




ARRIVAL DESCRIPTION

CORPS TRANSITION (CORPS.AGGEE1):

. . . . From over AGGEE track via 118° to TWELF:

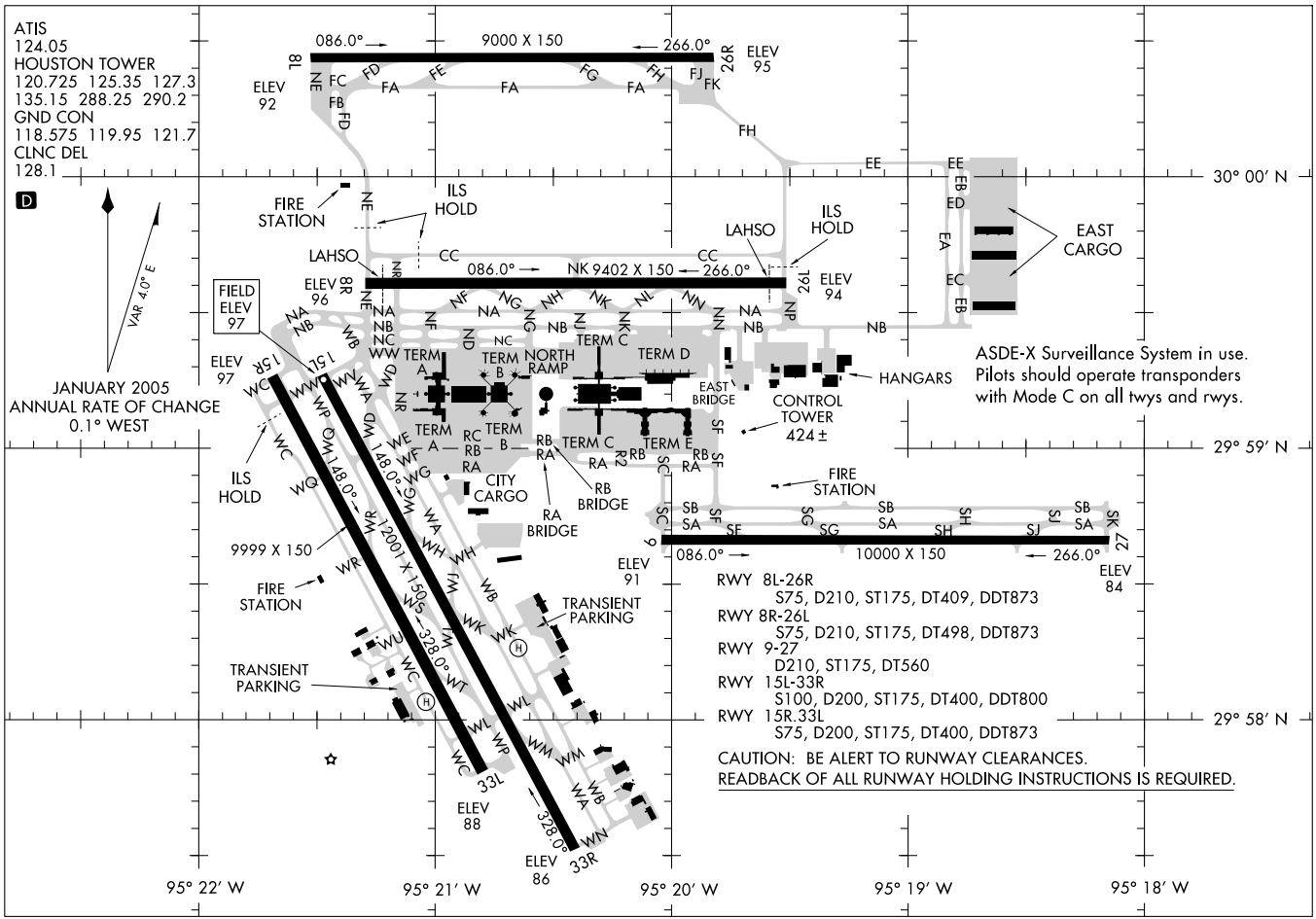
Landing Runway 26L/26R or 27: From TWELF track via 118° to MAAAN then left turn track via 085° to NINFA. Expect vectors to final approach course prior to NINFA, if not received by NINFA, fly present heading.

. . . . ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to TWELF.

NOTES:
ATC ASSIGNED ONLY.

NOTES:
1. DME/DME/IRU or GPS required.
2. RNAV 1.

NOTE: Chart not to scale.



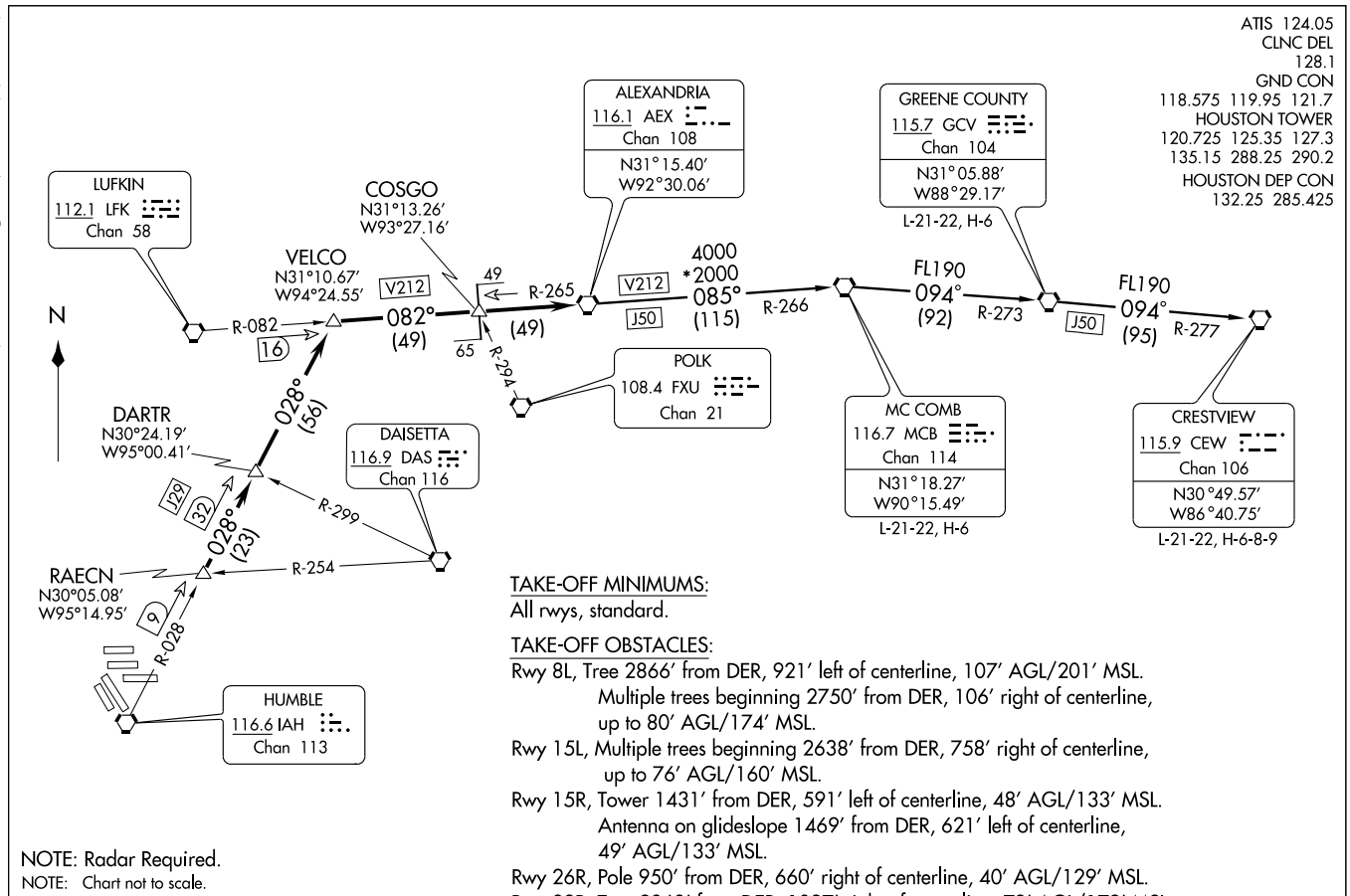

RWY 8L-26R
S75, D210, ST175, DT409, DDT873
RWY 8R-26L
S75, D210, ST175, DT498, DDT873
RWY 9-27
D210, ST175, DT560
RWY 15L-33R
S100, D200, ST175, DT400, DDT800
RWY 15R.33L
S75, D200, ST175, DT400, DDT873

CAUTION: BE ALERT TO RUNWAY CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

09331

# AIRPORT DIAGRAM

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
AL-5461 (FAA)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
All rwys, standard.

TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

## THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

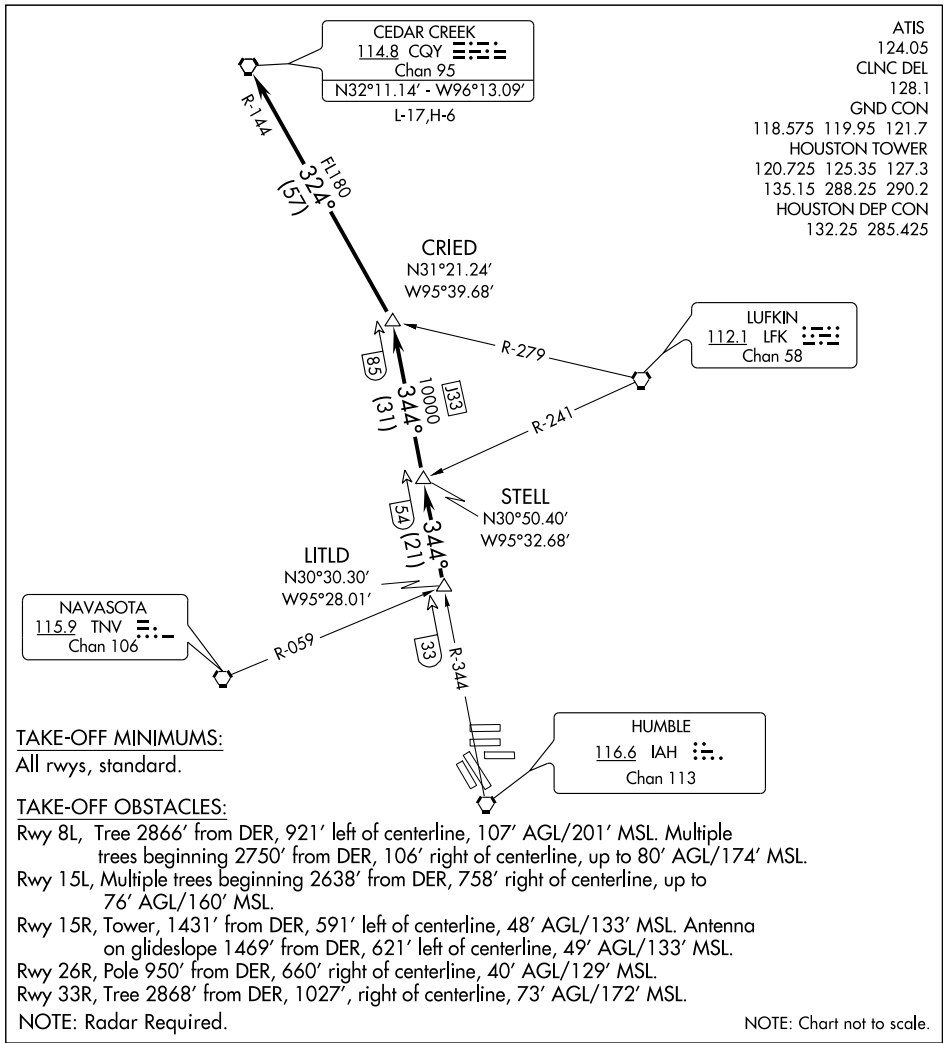
GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

# CRIED THREE DEPARTURE






TAKE-OFF MINIMUMS:
All rwys, standard.

TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.
Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL.
Rwy 15R, Tower, 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.
Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.
Rwy 33R, Tree 2868' from DER, 1027', right of centerline, 73' AGL/172' MSL.
NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010

# EL DORADO ONE DEPARTURE SL-5461 (FAA)



ATIS
124.05
CLNC DEL
128.1
GND CON
118.575 121.7 119.95
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: Radar required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066

R-082

028° (71)

55

ENJOY
N31°16.73′
W94°19.82′

VELCO
N31°10.67′
W94°24.55′

028° (56)

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

028° (23)

32

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

IAH R-028

9

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

# EL DORADO ONE DEPARTURE SL-5461 (FAA)



## DEPARTURE ROUTE DESCRIPTION

Expect vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

## TAKE-OFF OBSTACLES

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL..
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

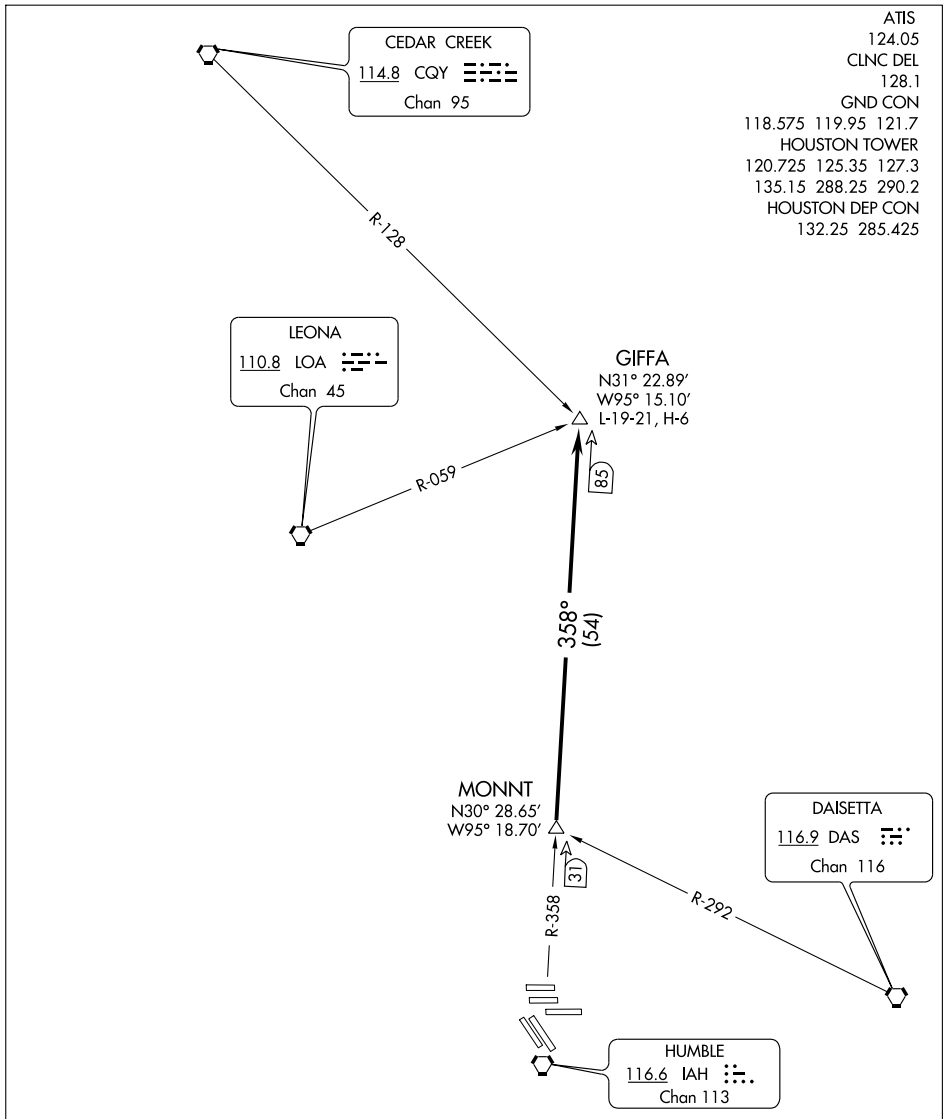
SC-5, 14 JAN 2010 to 11 FEB 2010

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

# GIFFA THREE DEPARTURE

SL-5461 (FAA)

HOUSTON, TEXAS




NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

TAKE-OFF MINIMUMS:
All runways, standard.

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

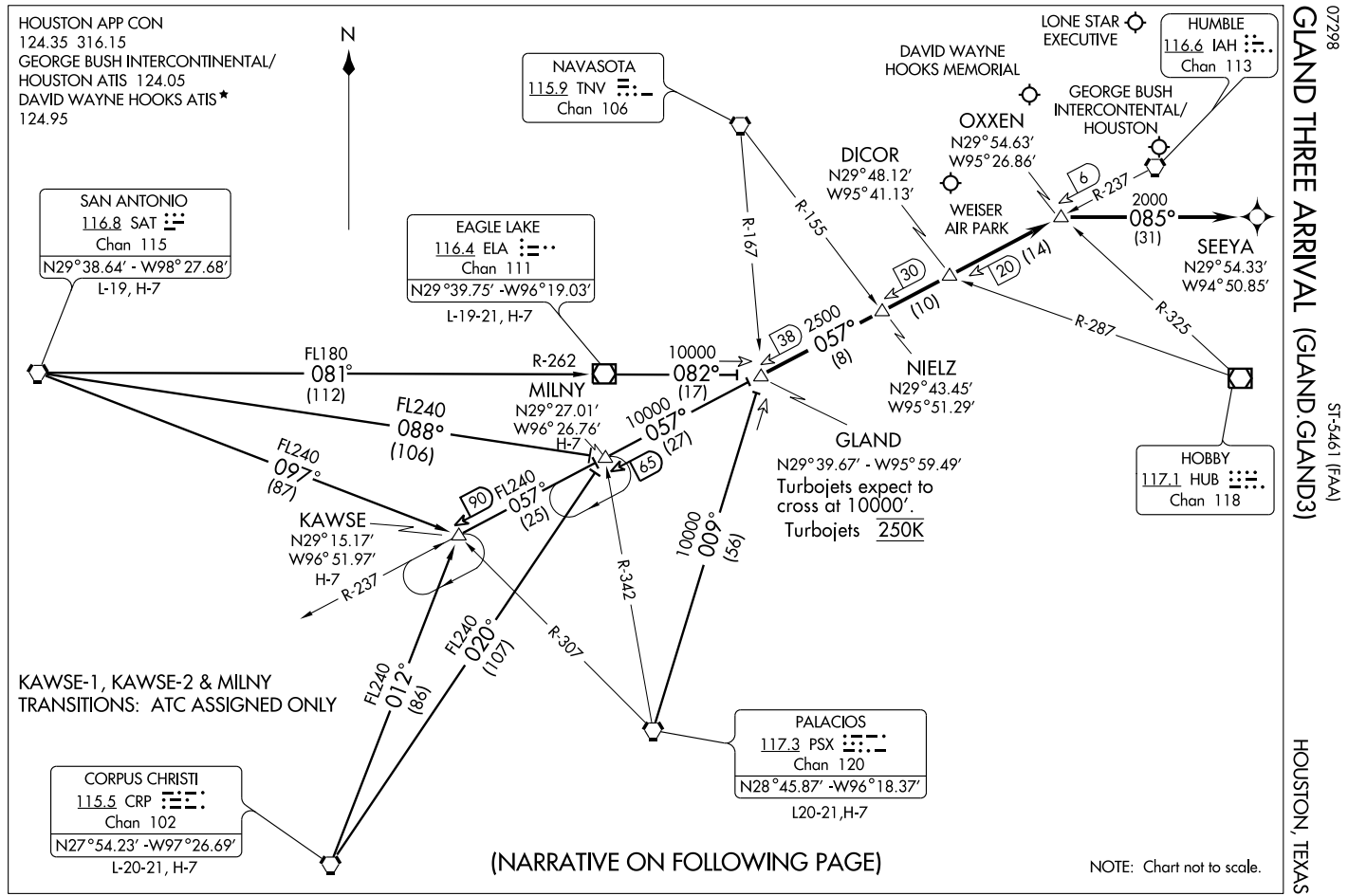
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/ 201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660 ′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# GLAND THREE ARRIVAL (GLAND.GLAND3)







# GLAND THREE ARRIVAL (GLAND.GLAND3) HOUSTON, TEXAS

## ARRIVAL DESCRIPTION

CORPUS CHRISTI TRANSITION (CRP.GLAND3): From over CRP VORTAC via CRP R-020 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

EAGLE LAKE TRANSITION (ELA.GLAND3): From over ELA VOR/DME via ELA R-082 to GLAND INT. Thence. . . .

KAWSE-1 TRANSITION (KAWSE-1.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-097 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

KAWSE-2 TRANSITION (KAWSE-2.GLAND3): (ATC assigned.) From over CRP VORTAC via CRP R-012 to KAWSE INT, then via IAH R-237 to GLAND INT. Thence. . . .

MILNY TRANSITION (MILNY.GLAND3): (ATC assigned.) From over SAT VORTAC via SAT R-088 to MILNY INT, then via IAH R-237 to GLAND INT. Thence. . . .

PALACIOS TRANSITION (PSX.GLAND3): From over PSX VORTAC via PSX R-009 to GLAND INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.GLAND3): From over SAT VORTAC via R-081 and ELA R-262 to ELA VOR/DME, then via ELA R-082 to GLAND INT. Thence. . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH): From over GLAND INT via IAH R-237 to OXXEN INT, landing runways 26 L/R or 27 fly heading 085° for vectors to final approach course. For /E, /F, /G, /R (RNP-2.0), equipped aircraft: from over OXXEN INT direct SEEYA WP, expect vector to final approach course prior to SEEYA WP, if not received by SEEYA WP fly present heading. All other runways, expect vectors to final approach course at or prior to OXXEN INT.

FOR ALL OTHER AIRPORTS: From over GLAND INT via IAH R-237 to OXXEN INT. Expect vectors to final approach course at or prior to OXXEN INT.

SC-5, 14 JAN 2010 to 11 FEB 2010

ATIS 124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
133.6 257.2

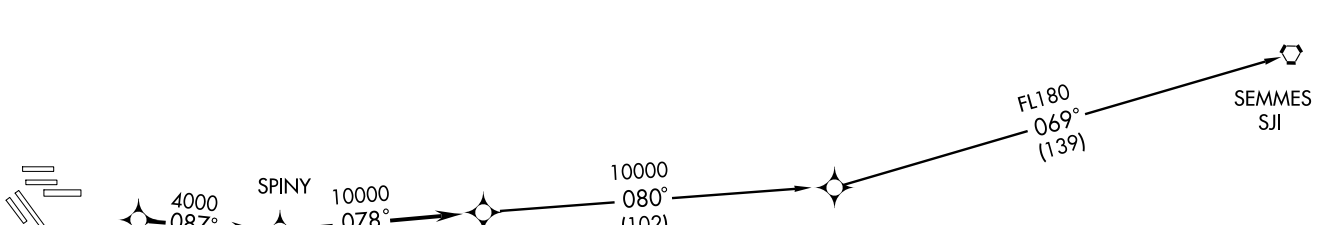
## DEPARTURE ROUTE DESCRIPTION

Expect vectors to JAAYE, then via 087° track to SPINY, then via 078° track to GUSTI, thence . . . .

. . . . via (transition). Maintain 4000, expect clearance to filed altitude/flight level 10 minutes after departure.

AWDAD TRANSITION (GUSTI1.AWDAD)

SEMMES TRANSITION (GUSTI1.SJI)




TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from departure end of runway, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from departure end of runway, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from departure end of runway, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from departure end of runway, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from departure end of runway, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from departure end of runway, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from departure end of runway, 1027′ right of centerline, 73′ AGL/172′ MSL.

N

TAKE-OFF MINIMUMS:

All runways standard.

NOTE: RNAV 1.
NOTE: RADAR REQUIRED.
NOTE: DME/DME/IRU or GPS REQUIRED.
NOTE: For NON-GPS equipped aircraft; SBI, BPT, LCH, LFT, LLA, and HRV must be operational.

NOTE: Chart not to scale.

| LOC/DME I-BZU | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 111.55 | 087° | TDZE | 96 |
| Chan 52 (Y) | | Apt Elev | 97 |

# ILS or LOC RWY 8L

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For inoperative ALSF increase S-ILS 8L Cat E visibility to RVR 4000, and S-LOC 8L Cat E visibility to 1¾. Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
R-003 R-019 IAH
183° 003°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
HUB 38.6
117.1 HUB Chan 118

MISSED APCH FIX
R-003 R-019 IAH
019° 199°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
IAH 22.1
117.1 HUB Chan 118

LOCALIZER 111.55
I-BZU
Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8
R-130
KABBY INT I-BZU 22.8
(IF) KICKM INT I-BZU 17.2
FLIBZ I-BZU 10.7 RADAR
JACEN I-BZU 7.4 RADAR

267°
3000 087° (5)
3000 087° (5.6)
*3000 087° (6.4)
2000 087° (3.4)

320 210 281 247± 629
R-019 IAH
264 203 IM
237 270 303 396 636
208± 230 368
530 659 923 646

115.9 TNV Chan 106
R-141
117.1 HUB R-312 Chan 118

HUMBLE
116.6 IAH
Chan 113

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97 D
087° 5.7 NM from FAF
TDZE 96
9000 X 150 26R
9402 X 150 26L
9999 X 150 8R
9999 X 150 8L
10000 X 150 27
9999 X 150 15L
9999 X 150 15R
9999 X 150 33L
9999 X 150 33R
129± 193 142 259 189 422 207 125 247 133 203 196 172

*When assigned by ATC, intercept glidepath at 3000.

| 600 | 4000 | CLEEP |
|---|---|---|
| ↑ | IAH R-019 116.6 | △ IAH 22.1 |

MAAKO INT I-BZU 27.8
KABBY INT I-BZU 22.8
KICKM INT I-BZU 17.2
FLIBZ I-BZU 10.7 RADAR
JACEN I-BZU 7.4 RADAR
I-BZU 3.1
I-BZU 1.7
IM

3000 087° 3000
3000
*3000
2000
2000

GS 3.00°
TCH 59

5 NM 5.6 NM 6.4 NM 3.4 NM 4.3 NM 1.3 0.1

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 8L | 296/18 200 (200-½) | | | | |
| S-LOC 8L | 600/24 504 (600-½) | | 600/50 504 (600-1) | | 600/60 504 (600-1¼) |

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-IAH | APP CRS | Rwy Idg | 9402 |
|---|---|---|---|
| 109.7 | 087° | TDZE | 97 |
| Chan 34 | | Apt Elev | 97 |

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

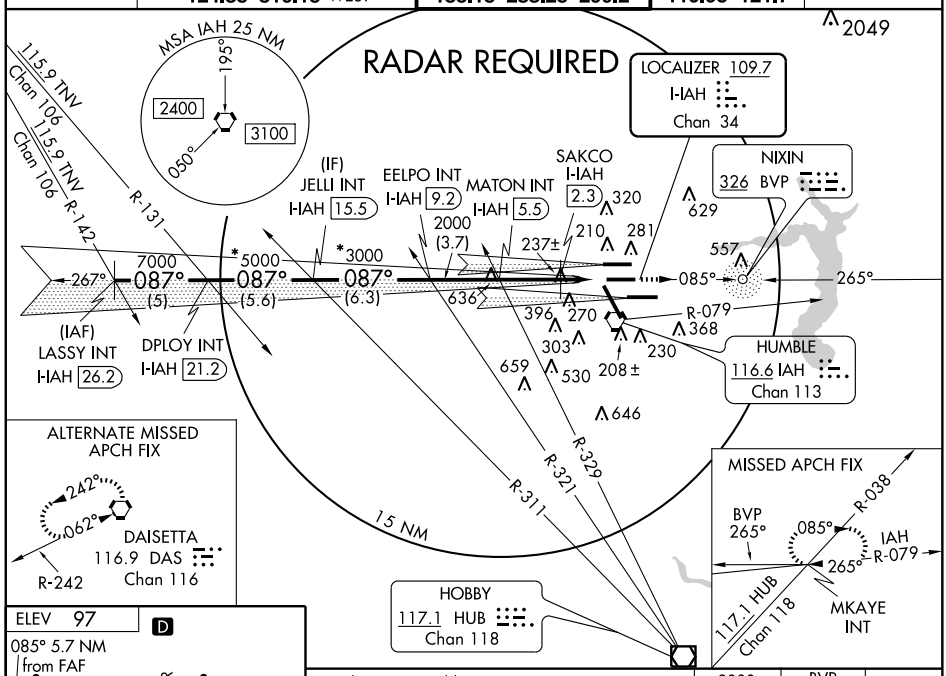
# ILS or LOC RWY 8R

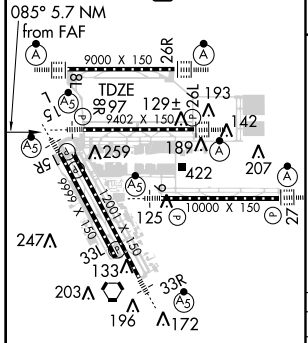
ADF Required. Simultaneous approach authorized with Rwy 8L and Rwy 9. For inoperative MALSR, increase S-ILS-8R Cat E visibility to RVR 4000, and S-LOC-8R Cat E visibility to 3 miles. SAKCO Fix Minimums: For inoperative MALSR, increase S-LOC-8R Cat E visibility to 1½ miles.

MALSR

MISSED APPROACH: Climb to 3000 via BVP NDB bearing 085° to MKAYE INT and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

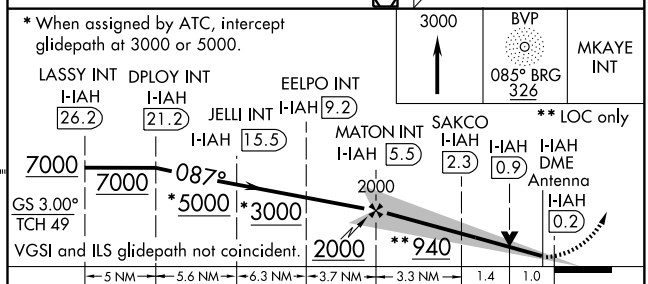



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 8R | 297/18 200 (200-½) | | | | |
| S-LOC 8R | 940/24<br>843 (900-½) | 940/40<br>843 (900-¾) | 940-2<br>843 (900-2) | 940-2¼<br>843 (900-2¼) | 940-2½<br>843 (900-2½) |
| | SAKCO FIX MINIMUMS | | | | |
| S-LOC 8R | 500/24 403 (500-½) | | 500/40 403 (500-¾) | | 500/50<br>403 (500-1) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-UYO | APP CRS | Rwy Idg | 10000 |
|---|---|---|---|
| 110.9 | 087° | TDZE | 92 |
| Chan 46 | | Apt Elev | 97 |

HOUSTON/
# ILS or LOC RWY 9
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For inoperative MALSR increase S-ILS 9 Cat E visibility to RVR 4000, and S-LOC 9 Cat E visibility to 1¾. Simultaneous approach authorized with Rwy 8L/R.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 580, then climbing right turn to 3000 via IAH R-130 to JEBOX INT/IAH 18.3 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED

LOCALIZER 110.9 I-UYO Chan 46

115.9 TNV Chan 106

(IAF) URANG INT I-UYO 27.3

(IF) MEDIC INT I-UYO 16.6

SAYNO INT I-UYO 10.4

HYWAY INT I-UYO 5.6

10 NM

5000 087° (5) | *4000 087° (5.6) | *3000 087° (6.3) | 2000 087° (4.8)

265° R-143 Chan 106 115.9 TNV

CHILT INT I-UYO 22.3

R-133

HUMBLE 116.6 IAH Chan 113

R-130 R-320 R-331 R-309

MISSED APCH FIX
JEBOX INT
IAH 18.3
R-296 R-057 310° 130° R-130 IAH
113.6 MHF Chan 83
117.1 HUB Chan 118

ALTERNATE MISSED APCH FIX
JEBOX INT
MHF 21.7
R-296 R-057 296° 116° R-130 IAH
113.6 MHF Chan 83
117.1 HUB Chan 118

HOBBY 117.1 HUB Chan 118

MSA IAH 25 NM
190°
2400
3100
050°

629 320 210 281 247± 203 237 636 396 270 303 368 230 208± 530 659 646 1049

ELEV 97 D

9000 X 150 26R 8L
9402 X 150 26L 8R
9999 X 150 27 9
12001 X 150 15L 33R
10000 X 150 15R 33L
TDZE 92
129± 193 142 259 189 422 207 125 247 203 196 172 133
087° 5.7 NM from FAF

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

580 | 3000 IAH R-130 116.6 | JEBOX IAH 18.3

URANG INT I-UYO 27.3 | CHILT INT I-UYO 22.3 | MEDIC INT I-UYO 16.6 | SAYNO INT I-UYO 10.4 | HYWAY INT I-UYO 5.6 | I-UYO DME Antenna | I-UYO 1.2 | I-UYO 0.2

5000 | 5000 | 087° | *4000 | 2000 | 2000

VGSI and ILS glidepath not coincident.
GS 3.00° TCH 56
*When assigned *3000 by ATC, intercept glidepath at 3000 or 4000.

5 NM | 5.6 NM | 6.3 NM | 4.8 NM | 4.4 | 1.3

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 9 | ** 292/24 200 (200-½) | | | | |
| S-LOC 9 | 580/24 488 (500-½) | | 580/40 488 (500-¾) | 580/50 488 (500-1) | 580/60 488 (500-1¼) |

SC-5, 14 JAN 2010 to 11 FEB 2010

HOUSTON, TEXAS

AL-5461 (FAA)

# ILS or LOC RWY 15R

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

| LOC I-LKM | APP CRS | Rwy Idg | 9999 |
|---|---|---|---|
| 111.15 | 147° | TDZE | 97 |
| | | Apt Elev | 97 |

Radar or DME required. For inoperative MALSR, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 1¾.

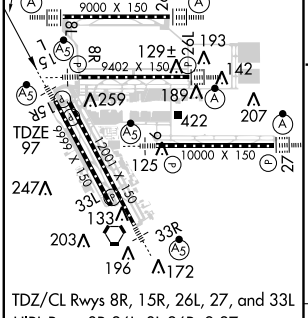
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via IAH R-085 to COSBI INT/IAH 21.8 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

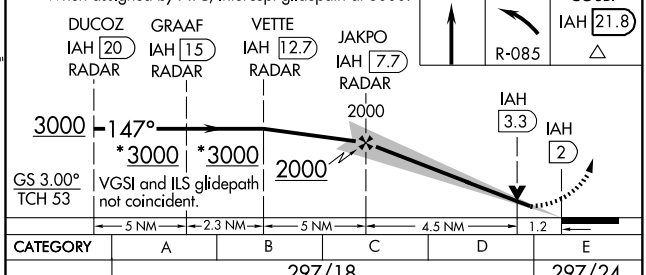
RADAR REQUIRED




TDZ/CL Rwys 8R, 15R, 26L, 27, and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27,
15L-33R and 15R-33L

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 15R | 297/18<br>200 (200-½) | | | | 297/24<br>200 (200-½) |
| S-LOC 15R | 560/24 463 (500-½) | | 560/40<br>463 (500-¾) | 560/50<br>463 (500-1) | 560/60<br>463 (500-1¼) |

SC-5, 14 JAN 2010 to 11 FEB 2010

HOUSTON, TEXAS AL-5461 (FAA)

| LOC/DME I-JYV | APP CRS | Rwy Idg | 9402 |
|---|---|---|---|
| 109.7 | 267° | TDZE | 97 |
| Chan 34 | | Apt Elev | 97 |

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

# ILS or LOC RWY 26L

Simultaneous approach authorized with Rwy 26R and Rwy 27. For inoperative ALSF, increase S-ILS-26L Cat E visibility to RVR 4000, S-LOC 26L Cat E visibility to 2 ¾ miles. SOROY Fix Minimums: For inoperative ALSF, increase S-LOC-26L Cat E visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED

LOCALIZER 109.7 I-JYV Chan 34

MSA IAH 25 NM 195° 2400 3100 050°

10 NM

116.9 DAS Chan 116

SOROY I-JYV 4

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1

IAH R-079

R-225 R-213 R-270 R-004 R-013 R-028 R-038

2000 267° (3.5) *3000 267° (6.5) *5000 267° (5.7) 7000 267° (5) 087°

(IF) (IAF)

HUMBLE 116.6 IAH Chan 113

117.1 HUB Chan 118

MISSED APCH FIX 115.9 TNV R-133 Chan 106 LUCEP INT IAH 22.9 R-270 090° 116.6 IAH Chan 113 270°

ALTERNATE MISSED APCH FIX 115.9 TNV R-133 Chan 106 LUCEP INT 326 BVP 085° 265°

3000 HDG 240° IAH R-270 116.6 LUCEP INT IAH 22.9

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

** LOC only

I-JYV 1.7 I-JYV 2.6 IM MM 880** 2000 SOROY I-JYV 4 JEPNI INT I-JYV 7.5 2000 KERNS INT I-JYV 10.9 3000* GRIEG INT I-JYV 17.4 5000* MKAYE INT I-JYV 23.1 7000 VANNN INT I-JYV 28.1 7000 GS 3.00° TCH 56

0.1 0.4 0.4 1.4 NM 3.5 NM 3.5 NM 6.5 NM 5.7 NM 5 NM

ELEV 97 D

267° 5.7 NM from FAF

9000 X 150 26R 18L 9402 X 150 8R 26L 15 1 129± 193 142 TDZE 97 259 189 422 207 9999 X 150 8L 26R 10000 X 150 27 125 247 33L 133 203 196 33R 172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 26L | 297/18 200 (200-½) | | | | |
| S-LOC 26L | 880/24 783 (800-½) | 880/40 783 (800-¾) | 880-1¾ 783 (800-1¾) | 880-2 783 (800-2) | 880-2¼ 783 (800-2¼) |
| SOROY FIX MINIMUMS | | | | | |
| S-LOC 26L | 440/24 343 (400-½) | | | 440/40 343 (400-¾) | |

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-OND | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 111.55 | 267° | TDZE | 97 |
| Chan 52 (Y) | | Apt Elev | 97 |

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

# ILS or LOC RWY 26R

For inoperative ALSF, increase S-ILS 26R Cat E visibility to RVR 4000 and S-LOC 26R Cat E visibility to 1¾ mile. Simultaneous approach authorized with Rwy 26L and Rwy 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

MISSED APCH FIX
R-344 PEPBI INT IAH 20
164° 344°
115.9 TNV Chan 106
R-082
116.6 IAH Chan 113

ALTERNATE MISSED APCH FIX
R-344 PEPBI INT HUB 38.4
164° 344°
115.9 TNV Chan 106
R-082
117.1 HUB Chan 118

10 NM

629
OWELL I-OND 7.4 RADAR
CHUBS INT I-OND 11.1
RAIDS INT I-OND 17.6
NEWLY INT I-OND 23.3
(IAF) ZAPPO INT I-OND 28.3

IAH and HUB R-344
320 281 210 214± 270 303 396 530 659 208± 230 368 646
IM
255± 557 2000 267° (3.8)
*2000 267° (6.4)
*3000 267° (5.7)
3000 267° (5)
087°

R-227 R-215 R-013 R-027 R-344

116.9 DAS Chan 116

HUMBLE 116.6 IAH Chan 113

LOCALIZER 111.55 I-OND Chan 52 (Y)

117.1 HUB Chan 118

RADAR REQUIRED

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97
267° 5.7 NM from FAF
TDZE 97
9000 X 150 26R 18L
9402 X 150 8L 26R
10000 X 150 9L 27 27R
6999 X 150 15L 33R
2001 X 150 15R 33L
129± 193 142 259 189 422 207 125 247 133 203 196 172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

| FAF to MAP 5.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

600 3000 IAH R-344 116.6 PEPBI INT IAH 20
OWELL I-OND 7.4 RADAR
CHUBS INT I-OND 11.1
RAIDS INT I-OND 17.6
NEWLY INT I-OND 23.3
ZAPPO INT I-OND 28.3
IM I-OND 1.7
I-OND 2.9
2000
2000*
3000*
267° 3000
3000
GS 3.00°
TCH 59
*When assigned by ATC, intercept glidepath at 2000 or 3000.
0.1 1.1 4.5 NM 3.8 NM 6.4 NM 5.7 NM 5 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 26R | 297/18 200 (200-½) | | | | |
| S-LOC 26R | 560/24 463 (500-½) | | 560/40 463 (500-¾) | 560/50 463 (500-1) | 560/60 463 (500-1¼) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-GHI | APP CRS | Rwy Idg 10000 |
|---|---|---|
| 110.9 | 267° | TDZE 88 |
| Chan 46 | | Apt Elev 97 |

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

# ILS or LOC RWY 27

For inoperative ALSF, increase S-ILS 27 Cat E visibility to RVR 4000 and S-LOC 27 Cat E visibility to 1½. Simultaneous approach authorized with runway 26L/R.

ALSF-2

MISSED APPROACH: Climb to 520, then climbing left turn to 3000 via IAH R-215 to TICOY INT/ IAH 20 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED

LOCALIZER 110.9
I-GHI
Chan 46

10 NM

DAISETTA
116.9 DAS
Chan 116

(IF) DENTO INT I-GHI 16.2

(IAF) SILLS INT I-GHI 27

TRANN INT I-GHI 22

FESTA INT I-GHI 10

REDOC INT I-GHI 6

IM

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

R-003 R-014 R-029 R-223 R-210 R-215

267° (3.9) 267° (6.3) 267° (5.7) 267° (5)

1500 *2000 *4000 5000

MSA IAH 25 NM
195° 2400 3100 050° 087°

MISSED APCH FIX
TICOY INT
IAH 20
R-274 R-215
116.6 IAH Chan 113
117.1 HUB Chan 118
035° 215°

ALTERNATE MISSED APCH FIX
TICOY INT
R-274 117.1 HUB Chan 118
035° 215°
SGR 388

ELEV 97

9000 X 150 26R
9402 X 150 26L
10000 X 150 27
9999 X 150 15L
7001 X 150 15R
33L 33R

TDZE 88

267° 4.2 NM from FAF

520 | 3000 IAH R-215 116.6 | TICOY INT IAH 20

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 2000 or 4000.

I-GHI 3
I-GHI 1.8
1500 2000* 4000* 267° 5000 5000
GS 3.00° TCH 55

0.1 | 1 NM | 3.1 NM | 3.9 NM | 6.3 NM | 5.7 NM | 5 NM

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 27 | 288/18 200 (200-½) | | | | |
| S-LOC 27 | 520/24 432 (500-½) | | 520/40 432 (500-¾) | 520/50 432 (500-1) | |

FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

SC-5, 14 JAN 2010 to 11 FEB 2010

HOUSTON, TEXAS AL-5461 (FAA)

# ILS or LOC RWY 33R

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

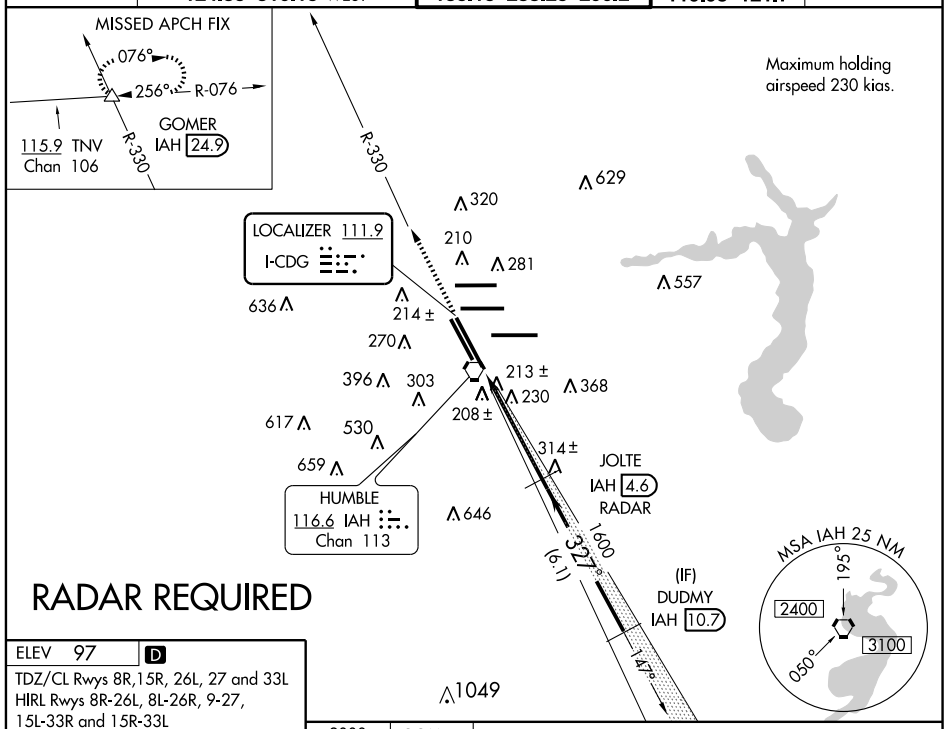
| LOC I-CDG | APP CRS | Rwy 33R Idg | 12001 | Rwy 33L Idg | 9999 |
|---|---|---|---|---|---|
| 111.9 | 327° | TDZE | 89 | TDZE | 91 |
| | | Apt Elev | 97 | Apt Elev | 97 |

DME from IAH VORTAC. Simultaneous reception of I-CDG and IAH DME required. DME or RADAR REQUIRED. For inoperative MALSR, increase S-ILS 33R Cat E visibility to RVR 4000 and S-LOC 33R Cat E visibility to 1½. **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2000 via IAH R-330 to GOMER INT / IAH 24.9 DME and hold.

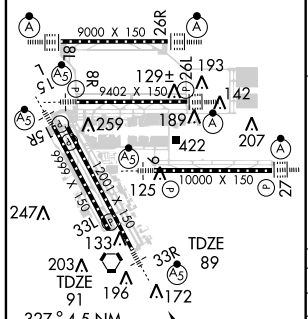
| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |



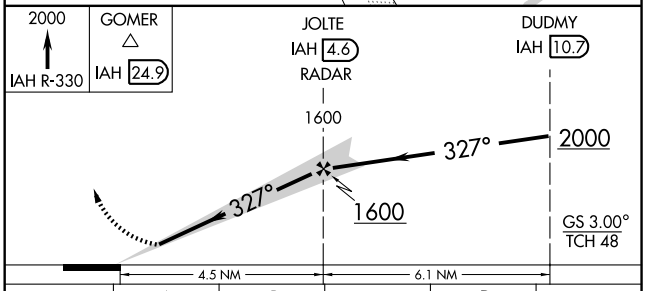

## RADAR REQUIRED

ELEV 97 D

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27,
15L-33R and 15R-33L




| FAF to MAP 4.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 33R | ** 289/24 200 (200-½) | | | | |
| S-LOC 33R | 540/24 451 (500-½) | | | | 540/50 451 (500-1) |
| SIDESTEP Rwy 33L | 540-1 449 (500-1) | | 540-1½ 449 (500-1½) | 540-2 449 (500-2) | NA |
| CIRCLING | NA | | | | |

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-BZU | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 111.55 | 087° | TDZE | 96 |
| Chan 52 (Y) | | Apt Elev | 97 |

# ILS RWY 8L (CAT II)

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
R-003 R-019 IAH
183° 003°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
HUB 38.6
117.1 HUB Chan 118

MISSED APCH FIX
R-003 R-019 IAH
196° 019°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
IAH 22.1
117.1 HUB Chan 118

LOCALIZER 111.55
I-BZU
Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8

R-130

KABBY INT I-BZU 22.8

(IF) KICKM INT I-BZU 17.2

FLIBZ I-BZU 10.7 RADAR

JACEN I-BZU 7.4 RADAR

R-019 IAH

267°

3000 087° (5)

3000 087° (5.6)

*3000 087° (6.4)

2000 087° (3.4)

320 210 281 247± 629

264 203 IM

237 270 303 208± 230 368

636 396

530 659 923 646

115.9 TNV Chan 106

R-141

117.1 HUB Chan 118

R-312

HUMBLE 116.6 IAH Chan 113

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97 D

TDZE 96

9000 X 150 26R

8L 8R 9L 9R 15L 15R 26L 27 33L 33R

9402 X 150

9999 X 150

10000 X 150

129± 193 142 259 189 422 207 125 247 133 203 196 172

* When assigned by ATC, intercept glidepath at 3000.

| MAAKO INT I-BZU 27.8 | KABBY INT I-BZU 22.8 | KICKM INT I-BZU 17.2 | FLIBZ I-BZU 10.7 RADAR | JACEN I-BZU 7.4 RADAR |
|---|---|---|---|---|
| 3000 | 087° 3000 | 3000 | *3000 | 2000 |

600 | 4000 IAH R-019 116.6 | CLEEP △ IAH 22.1

DH RA 104

IM

96 MSL

GS 3.00°
TCH 59

5 NM | 5.6 NM | 6.4 NM | 3.4 NM | 5.6 NM | 866′ | 1140′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8L | RA 104/12 100 DA 196 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-BZU | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 111.55 | 087° | TDZE | 96 |
| Chan 52 (Y) | | Apt Elev | 97 |

# ILS RWY 8L (CAT III)

## HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

Simultaneous approach authorized with Rwy 8R and Rwy 9.

ALSF-2

MISSED APPROACH: Climb to 600 then climbing left turn to 4000 via IAH VORTAC R-019 to CLEEP INT/IAH 22.1 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
R-003 IAH
R-019 IAH
183° 003°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
HUB 38.6
117.1 HUB Chan 118

MISSED APCH FIX
R-003 IAH
R-019 IAH
196° 019°
116.6 Chan 113
R-278
116.9 DAS Chan 116
CLEEP
IAH 22.1
117.1 HUB Chan 118

LOCALIZER 111.55
I-BZU
Chan 52 (Y)

10 NM

115.9 TNV Chan 106

(IAF) MAAKO INT I-BZU 27.8

R-130

KABBY INT I-BZU 22.8

(IF) KICKM INT I-BZU 17.2

FLIBZ I-BZU 10.7 RADAR

JACEN I-BZU 7.4 RADAR

R-019 IAH

267°

3000 087° (5)

3000 087° (5.6)

*3000 087° (6.4)

2000 087° (3.4)

115.9 TNV Chan 106

R-141

117.1 HUB Chan 118

R-312

MSA IAH 25 NM
195°
2400
3100
050°

HUMBLE
116.6 IAH
Chan 113

ELEV 97 D

TDZE 96

9000 X 150 26R

8R 26L 193

9402 X 150 142

8L 26R 129±

9R 27L 189

9999 X 150 207

15L 33R 422

9L 27R 10000 X 150 125

15R 33L 9401 X 150 133

247

203

196 172

259

* When assigned by ATC, intercept glidepath at 3000.

MAAKO INT I-BZU 27.8

KABBY INT I-BZU 22.8

KICKM INT I-BZU 17.2

FLIBZ I-BZU 10.7 RADAR

JACEN I-BZU 7.4 RADAR

600 ↑

4000 IAH R-019 116.6

CLEEP △ IAH 22.1

3000 087° 3000 3000 *3000 2000

IM 190

96 MSL

GS 3.00° TCH 59

2000

5 NM 5.6 NM 6.4 NM 3.4 NM 5.6 NM 810′ 1140′

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 8L | CAT IIIa | RVR 07 | | |
| S-ILS 8L | CAT IIIb | RVR 06 | | |
| S-ILS 8L | CAT IIIc | NA | | |

CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-JYV | APP CRS | Rwy Idg | 9402 |
|---|---|---|---|
| 109.7 | 267° | TDZE | 97 |
| Chan 34 | | Apt Elev | 97 |

HOUSTON/ GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

# ILS RWY 26L (CAT II)

Simultaneous approach authorized with Rwy 26R and Rwy 27.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED

LOCALIZER 109.7 I-JYV Chan 34

MSA IAH 25 NM: 195° 2400 3100 050°

10 NM

JEPNI INT I-JYV 7.5

KERNS INT I-JYV 10.9

GRIEG INT I-JYV 17.4 (IF)

MKAYE INT I-JYV 23.1

VANNN INT I-JYV 28.1 (IAF)

IAH R-079

116.9 DAS Chan 116

HUMBLE 116.6 IAH Chan 113

R-004 R-013 R-028 R-038 R-213 R-225 R-270

117.1 HUB Chan 118

MISSED APCH FIX: 115.9 TNV R-133 Chan 106; LUCEP INT IAH 22.9; 116.6 IAH Chan 113; R-270 090° 270°

ALTERNATE MISSED APCH FIX: 115.9 TNV R-133 Chan 106; LUCEP INT; 326 BVP; 085° 265°

ELEV 97 D

9000 X 150 26R; 9402 X 150 9L 27R; 10000 X 150 27L; 12001 X 150 15L 33R; 6999 X 150 15R 33L

TDZE 97

3000 HDG 240° IAH R-270 116.6 LUCEP INT IAH 22.9

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 3000 or 5000.

DH (RA 104) 97 MSL

GS 3.00° TCH 56

1042' 902' 2020' 5.2 NM 3.5 NM 6.5 NM 5.7 NM 5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26L | RA 104/12 100 DA 197 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 14 JAN 2010 to 11 FEB 2010

HOUSTON, TEXAS

AL-5461 (FAA)

| LOC/DME I-JYV | APP CRS | Rwy Idg | 9402 |
|---|---|---|---|
| 109.7 | 267° | TDZE | 97 |
| Chan 34 | | Apt Elev | 97 |

HOUSTON/

# ILS RWY 26L (CAT III)

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

Simultaneous approach authorized with Rwy 26R and Rwy 27.

ALSF-2

MISSED APPROACH: Climb to 3000 then left turn via heading 240° and IAH VORTAC R-270 to LUCEP INT/IAH 22.9 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED

LOCALIZER 109.7
I-JYV
Chan 34

MSA IAH 25 NM
195°
2400
3100
050°

10 NM

629
320
210
281
574±
214±
585±
270
183±
IM MM
R-270
303
396
530
208±
230
368
667

JEPNI INT
I-JYV 7.5

KERNS INT
I-JYV 10.9

2000
267° (3.5)
*3000
267° (6.5)
*5000
267° (5.7)
7000
267° (5)
087°

116.9 DAS
Chan 116
R-225
R-213
IAH
R-079

MKAYE INT
I-JYV 23.1

(IF)
GRIEG INT
I-JYV 17.4

(IAF)
VANNN INT
I-JYV 28.1

HUMBLE
116.6 IAH
Chan 113

R-004
R-013
R-028
R-038
117.1 HUB
Chan 118

ALTERNATE MISSED APCH FIX
115.9 TNV
Chan 106
R-133
LUCEP INT
326 BVP
085°
265°

MISSED APCH FIX
115.9 TNV
Chan 106
R-133
LUCEP INT
IAH 22.9
R-270
090°
270°
116.6 IAH
Chan 113

ELEV 97 D

3000
HDG 240°
IAH R-270 116.6
LUCEP INT IAH 22.9

* When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and ILS glidepath not coincident.

JEPNI INT I-JYV 7.5
KERNS INT I-JYV 10.9
GRIEG INT I-JYV 17.4
MKAYE INT I-JYV 23.1
VANNN INT I-JYV 28.1

97 MSL
IM 190
MM 296
2000
267°
3000*
5000*
7000
7000
GS 3.00°
TCH 56

1042' 910' 2012' 5.2 NM 3.5 NM 6.5 NM 5.7 NM 5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 26L | CAT IIIa | RVR 07 | | |
| S-ILS 26L | CAT IIIb | RVR 06 | | |
| S-ILS 26L | CAT IIIc | NA | | |

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

9000 X 150 26R
9402 X 150 8R
9999 X 150 15
129± 193 26L
142 TDZE 97
189 259 422 207
125 10000 X 150 27
9999 X 150 9
7201 X 150 33L
247 133 203 196 33R 172

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 14 JAN 2010 to 11 FEB 2010

HOUSTON, TEXAS

AL-5461 (FAA)

| LOC/DME I-OND | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 111.55 | 267° | TDZE | 97 |
| Chan 52 (Y) | | Apt Elev | 97 |

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

# ILS RWY 26R (CAT II)

Simultaneous approach authorized with Rwy 26L and 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

MISSED APCH FIX
R-344
PEPBI INT
IAH 20
164°
344°
115.9 TNV
Chan 106
R-082
116.6 IAH
Chan 113

ALTERNATE MISSED APCH FIX
R-344
PEPBI INT
HUB 38.4
164°
344°
115.9 TNV
Chan 106
R-082
117.1 HUB
Chan 118

10 NM

629
OWELL
I-OND 7.4
RADAR

CHUBS INT
I-OND 11.1

RAIDS INT
I-OND 17.6

NEWLY INT
I-OND 23.3

(IAF)
ZAPPO INT
I-OND 28.3

IAH and HUB R-344

320 281 210 IM 214± 270 303 396 530 659 208± 230 368 646

255± 557 2000 267° (3.8)
*2000 267° (6.4)
*3000 267° (5.7)
3000 267° (5)
087°

R-227
R-215
R-013
R-027
R-344

DAISETTA
116.9 DAS
Chan 116

HUMBLE
116.6 IAH
Chan 113

LOCALIZER 111.55
I-OND
Chan 52 (Y)

117.1 HUB
Chan 118

RADAR REQUIRED

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97
D
TDZE 97
9000 X 150
9402 X 150
10000 X 150
8R 26R 15L 26L 33L 27 15R 33R
129± 193 142 259 189 422 207 125 247 133 203 196 172

| 600 | 3000 | PEPBI INT | OWELL I-OND 7.4 RADAR | CHUBS INT I-OND 11.1 | RAIDS INT I-OND 17.6 | NEWLY INT I-OND 23.3 | ZAPPO INT I-OND 28.3 |
|---|---|---|---|---|---|---|---|
| | IAH R-344 116.6 | IAH 20 | | | | | |

DH (RA 101)
2000
IM
97 MSL
2000*
3000*
267° 3000
3000
GS 3.00°
TCH 59
When assigned by ATC, intercept glidepath at 2000 or 3000.

1140' 807' 5.6 NM 3.8 NM 6.4 NM 5.7 NM 5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-26R | RA 101/12 100 DA 197 | | | |

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 14 JAN 2010 to 11 FEB 2010

HOUSTON, TEXAS

AL-5461 (FAA)

| LOC/DME I-OND | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 111.55 | 267° | TDZE | 97 |
| Chan 52 (Y) | | Apt Elev | 97 |

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

# ILS RWY 26R(CAT III)

Simultaneous approach authorized with Rwy 26L and 27. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 600, then climbing right turn to 3000 via IAH R-344 to PEPBI INT/IAH 20 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

MISSED APCH FIX
R-344
PEPBI INT
IAH 20
164°
344°
115.9 TNV
Chan 106
R-082
116.6 IAH
Chan 113

ALTERNATE MISSED APCH FIX
R-344
PEPBI INT
HUB 38.4
164°
344°
115.9 TNV
Chan 106
R-082
117.1 HUB
Chan 118

RADAR REQUIRED
10 NM

629
OWELL
I-OND 7.4
RADAR

CHUBS INT
I-OND 11.1

RAIDS INT
I-OND 17.6

NEWLY INT
I-OND 23.3

ZAPPO INT
I-OND 28.3

(IAF)

IAH and HUB R-344
320
281
210
IM
214±
270
303
396
530
659
208±
230
368
646
255±
557
2000
267°
(3.8)
*2000
267°
(6.4)
*3000
267°
(5.7)
3000
267°
(5)
087°

R-227
R-215
116.9 DAS
Chan 116
R-013
R-027
R-344

HUMBLE
116.6 IAH
Chan 113

LOCALIZER 111.55
I-OND
Chan 52 (Y)

117.1 HUB
Chan 118

MSA IAH 25 NM
195°
2400
3100
050°

ELEV 97
D
TDZE 97
9000 X 150
9402 X 150
10000 X 150
8R
26R
15L
8L
26L
33L
33R
27
129±
193
142
259
189
422
207
125
247
133
203
196
172

| 600 | 3000<br>IAH<br>R-344<br>116.6 | PEPBI INT<br>IAH<br>20 | OWELL<br>I-OND<br>7.4<br>RADAR | CHUBS INT<br>I-OND<br>11.1 | RAIDS INT<br>I-OND<br>17.6 | NEWLY INT<br>I-OND<br>23.3 | ZAPPO INT<br>I-OND<br>28.3 |
|---|---|---|---|---|---|---|---|

2000
3000*
267° 3000
3000
97 MSL
IM
2000*
2000*
GS 3.00°
TCH 59
When assigned by ATC, intercept glidepath at 2000 or 3000.

1140' | 780' | 5.6 NM | 3.8 NM | 6.4 NM | 5.7 NM | 5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-26R | CAT IIIa | RVR 07 | | |
| S-ILS-26R | CAT IIIb | RVR 06 | | |
| S-ILS-26R | CAT IIIc | NA | | |

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-GHI | APP CRS | Rwy Idg 10000 |
|---|---|---|
| 110.9 | 267° | TDZE 88 |
| Chan 46 | | Apt Elev 97 |

HOUSTON/
GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

# ILS RWY 27 (CAT II)

Simultaneous approach authorized with runway 26L/R.

ALSF-2

MISSED APPROACH: Climb to 520, then climbing left turn to 3000 via IAH R-215 to TICOY INT/ IAH 20 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED

LOCALIZER 110.9
I-GHI
Chan 46

10 NM

DAISETTA
116.9 DAS
Chan 116

(IF) DENTO INT I-GHI 16.2

(IAF) SILLS INT I-GHI 27

REDOC INT I-GHI 6

FESTA INT I-GHI 10

TRANN INT I-GHI 22

1500 *2000 *4000 5000
267° 267° 267° 267°
(3.9) (6.3) (5.7) (5)

IM

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

MSA IAH 25 NM
195°
2400
3100
050°

MISSED APCH FIX
TICOY INT
IAH 20
116.6 IAH
R-215
Chan 113
R-274
117.1 HUB
Chan 118
035°
215°
R-215

ALTERNATE MISSED APCH FIX
TICOY
R-274
117.1 HUB
Chan 118
SGR 388
035°
215°

ELEV 97

9000 X 150
9402 X 150
10000 X 150
9999 X 150
10001 X 150

520 | 3000 IAH R-215 116.6 | TICOY INT IAH 20

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 2000 or 4000.

REDOC INT I-GHI 6
FESTA INT I-GHI 10
DENTO INT I-GHI 16.2
TRANN INT I-GHI 22
SILLS INT I-GHI 27

DA
RA 101
IM
1500
2000*
4000*
267°
5000
GS 3.00°
TCH 55
88 MSL

1035' 901' 4.1 NM 3.9 NM 6.3 NM 5.7 NM 5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-27 | RA 101/12 100 DA 188 | | | |

267° 4.2 NM from FAF

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-GHI | APP CRS | Rwy Idg / TDZE / Apt Elev | HOUSTON/ |
|---|---|---|---|
| 110.9 Chan 46 | 267° | 10000 / 88 / 97 | GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH) |

# ILS RWY 27 (CAT III)

Simultaneous approach authorized with runway 26L/R.

ALSF-2

MISSED APPROACH: Climb to 520, then climbing left turn to 3000 via IAH R-215 to TICOY INT/ IAH 20 DME and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED

LOCALIZER 110.9 I-GHI Chan 46

10 NM

REDOC INT I-GHI 6

FESTA INT I-GHI 10

(IF) DENTO INT I-GHI 16.2

TRANN INT I-GHI 22

(IAF) SILLS INT I-GHI 27

DAISETTA 116.9 DAS Chan 116

267° (3.9) 267° (6.3) 267° (5.7) 267° (5)

1500 *2000 *4000 5000

IM

HUMBLE 116.6 IAH Chan 113

HOBBY 117.1 HUB Chan 118

R-003 R-014 R-029 R-223 R-210 R-215

MSA IAH 25 NM 195° 2400 3100 050°

MISSED APCH FIX

TICOY INT IAH 20

116.6 IAH R-215 Chan 113

R-274 117.1 HUB Chan 118

035° 215° R-215

ALTERNATE MISSED APCH FIX

TICOY

R-274 117.1 HUB Chan 118

SGR 388 215° 035° 215°

ELEV 97

9000 X 150 26R

9402 X 150 8R-26L

10000 X 150 27

TDZE 88

520 | 3000 IAH R-215 116.6 | TICOY INT IAH 20

VGSI and ILS glidepath not coincident.

* When assigned by ATC, intercept glidepath at 2000 or 4000.

DENTO INT I-GHI 16.2 | TRANN INT I-GHI 22 | SILLS INT I-GHI 27

REDOC INT I-GHI 6 | FESTA INT I-GHI 10

88 MSL | IM 185 | 1500 | 267° 2000* | 4000* | 267° 5000 | 5000 | GS 3.00° TCH 55

1035' | 901 | 4.1 NM | 3.9 NM | 6.3 NM | 5.7 NM | 5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS-27 | | CAT IIIa | RVR 07 | |
| S-ILS-27 | | CAT IIIb | RVR 06 | |
| S-ILS-27 | | CAT IIIc | NA | |

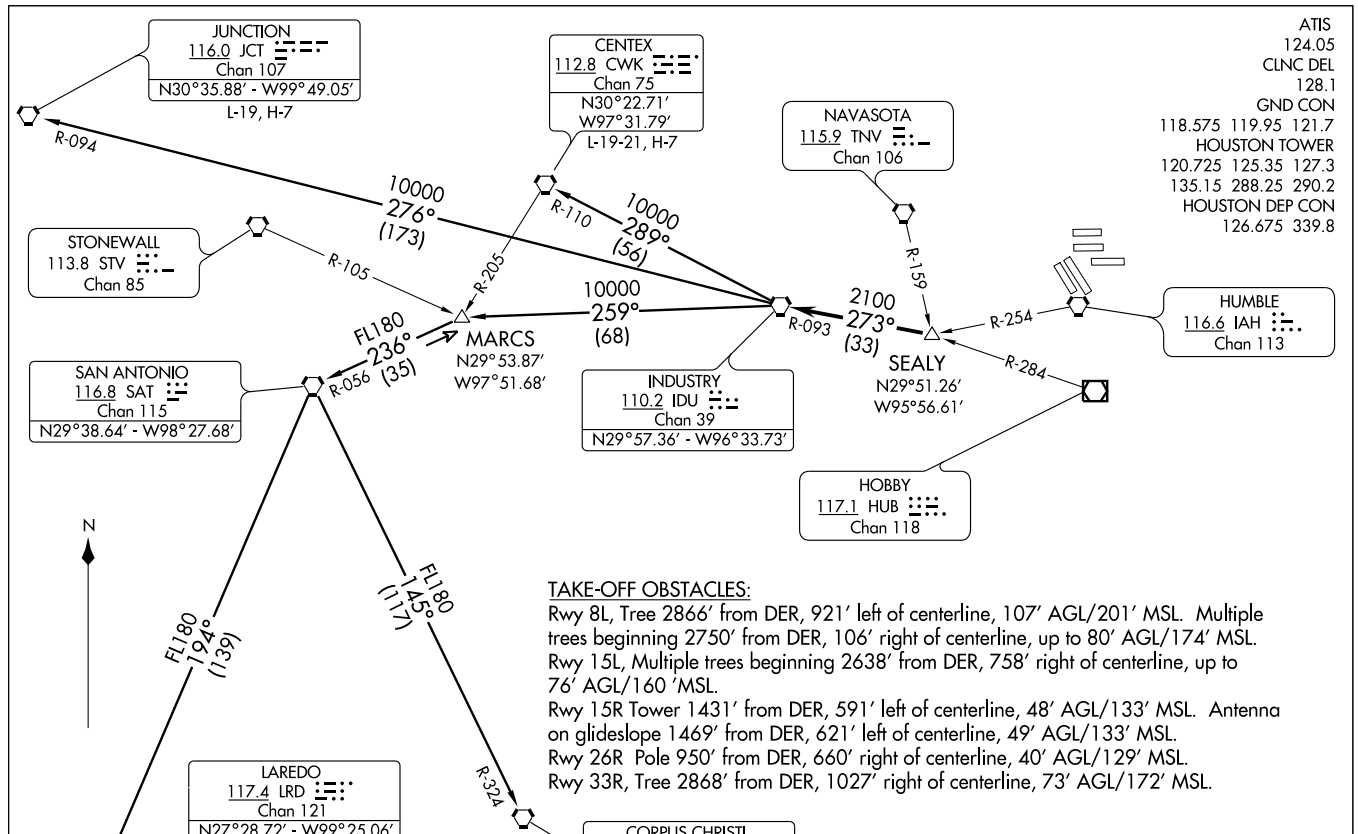
267° 4.2 NM from FAF

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

## CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-5, 14 JAN 2010 to 11 FEB 2010




# INDUSTRY THREE DEPARTURE (IDU3.IDU) 08213

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

SI-5461 (FAA)

HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

Expect vectors to SEALY INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

# JUNCTION SIX DEPARTURE

SL-5461 (FAA) HOUSTON, TEXAS

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
126.675 339.8

TAKE-OFF OBSTACLES:

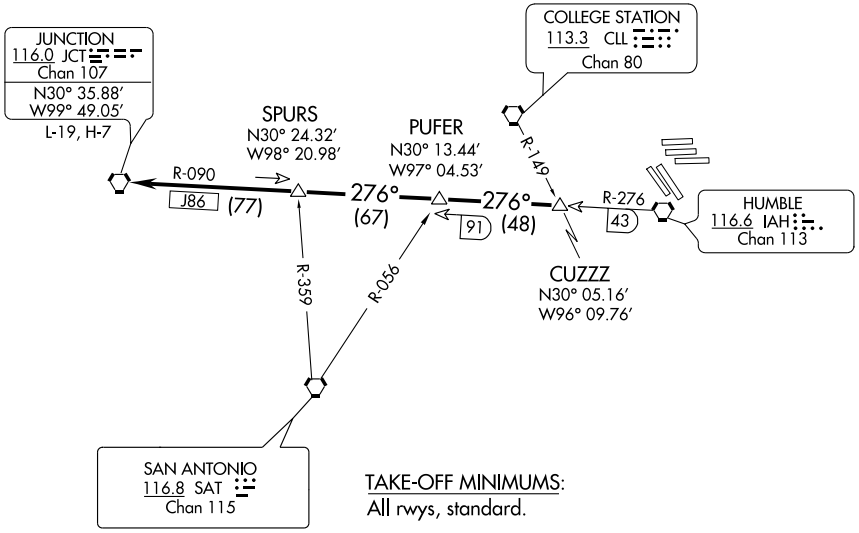
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.

Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.

Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.

Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.

Rwy 33R, tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.




TAKE-OFF MINIMUMS:
All rwys, standard.

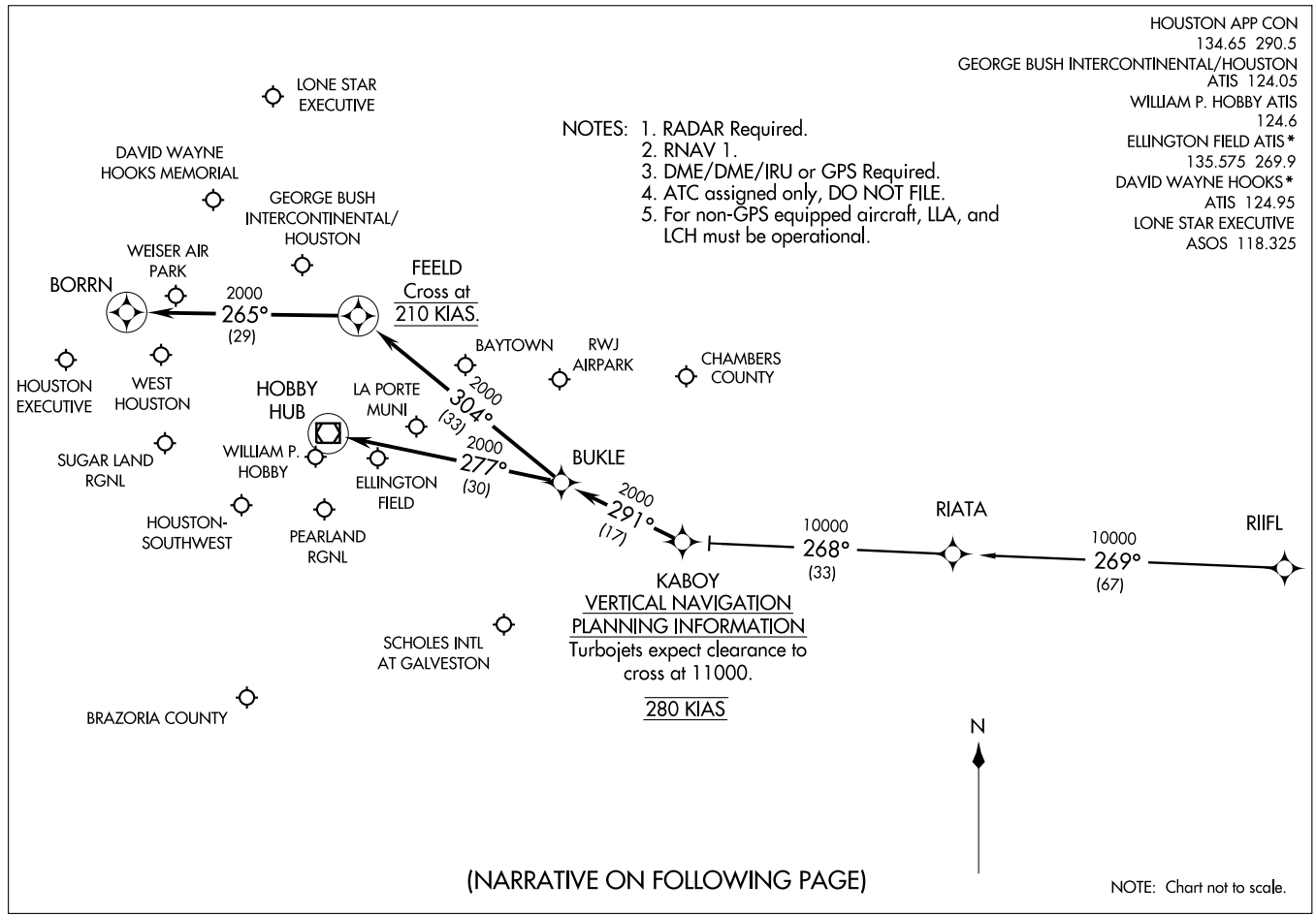
NOTE: RADAR REQUIRED.
NOTE: For aircraft overflying JCT VORTAC via J86 filing FL240 or above.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to CUZZZ INT, maintain 4,000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-276 and JCT R-090 to JCT VORTAC.


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

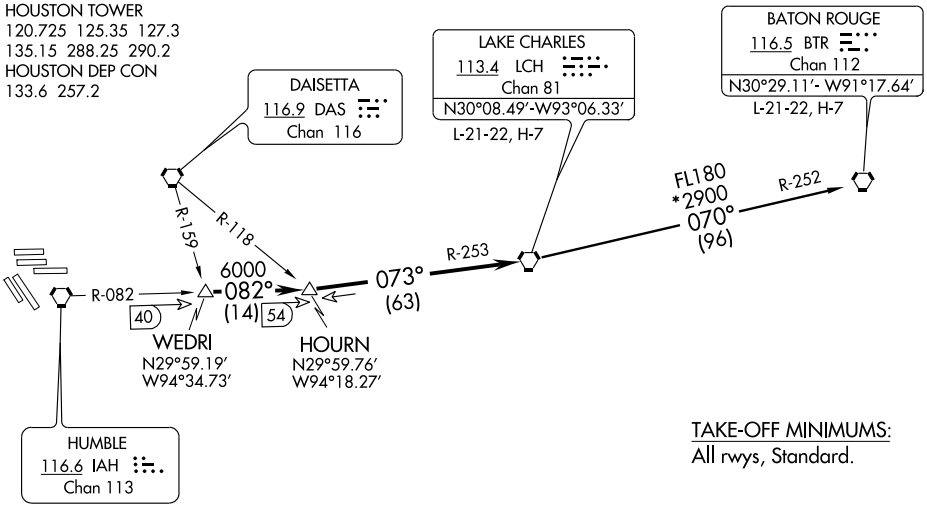
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LAKE CHARLES ONE DEPARTURE SL-5461 (FAA)



ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
133.6 257.2




TAKE-OFF MINIMUMS:
All rwys, Standard.

NOTE: Radar Required

NOTE: Chart not to scale.

## TAKE-OFF OBSTACLES

Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL. Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.
Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160' MSL.
Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL. Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.
Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.
Rwy 33R, tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.

## DEPARTURE ROUTE DESCRIPTION

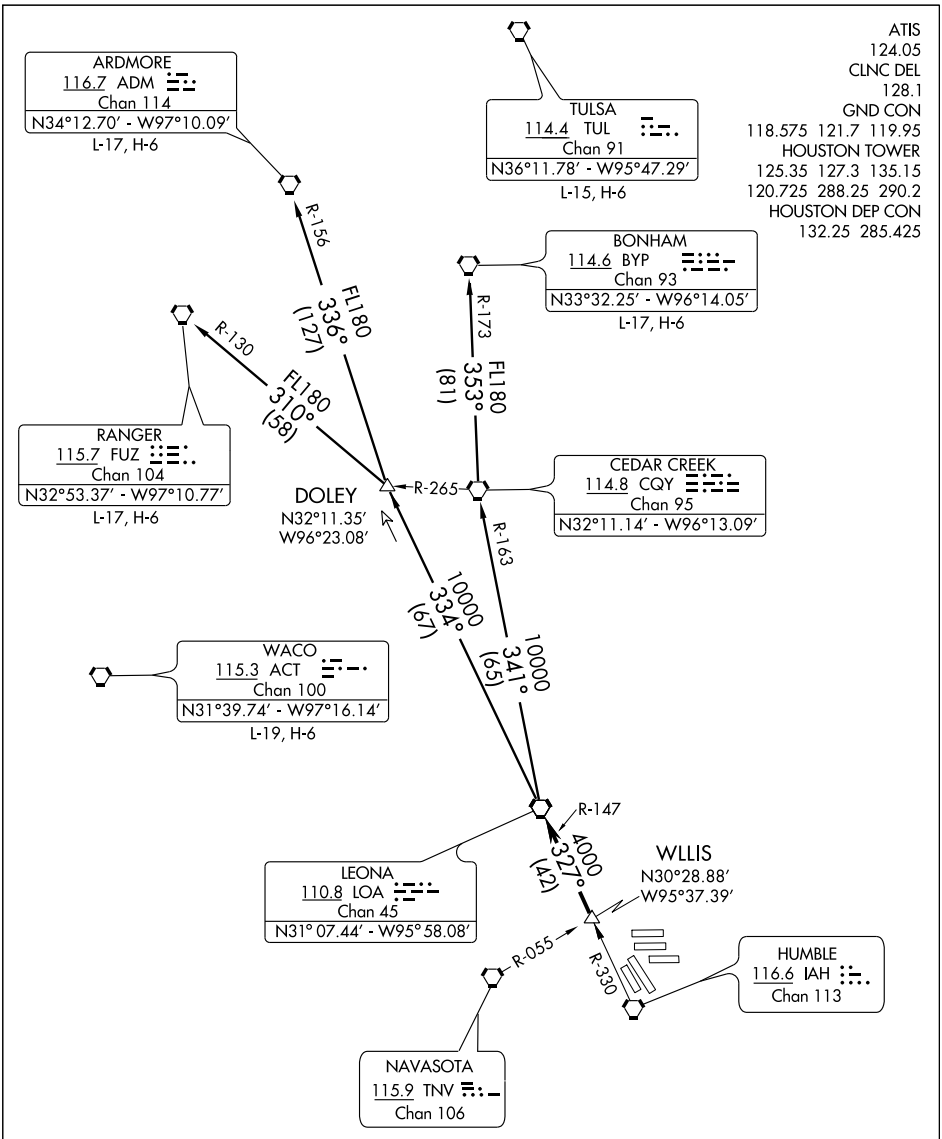
Expect vectors to WEDRI INT, maintain 4000, expect filed altitude 10 minutes after departure.
Thence . . . .

. . . . via IAH R-082 to HOURN INT, then via LCH R-253 to LCH VORTAC.

BATON ROUGE TRANSITION (LCH1.BTR): From over LCH VORTAC via LCH R-070 and BTR R-252 to BTR VORTAC.

# LEONA SIX DEPARTURE






TAKE-OFF MINIMUMS:

Rwy 8L/R, 9, 15L/R, 26L/R, 27, 33L/R standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

Expect vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

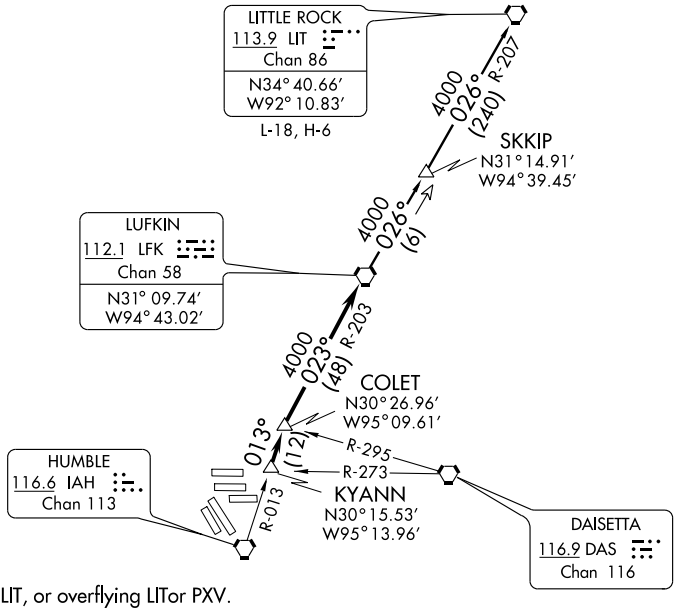
TAKE-OFF OBSTACLES

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

# LUFKIN FIVE DEPARTURE



ATIS
124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
132.25 285.425




TAKE-OFF MINIMUMS:
All Rwys, standard.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LITor PXV.

TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from departure end of runway, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple Trees beginning 2750′ from departure end of runway, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple Trees 2638′ from departure end of runway, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from depature end of runway, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from departure end of runway, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from departure end of runway, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from departure end of runway, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

# PALACIOS THREE DEPARTURE

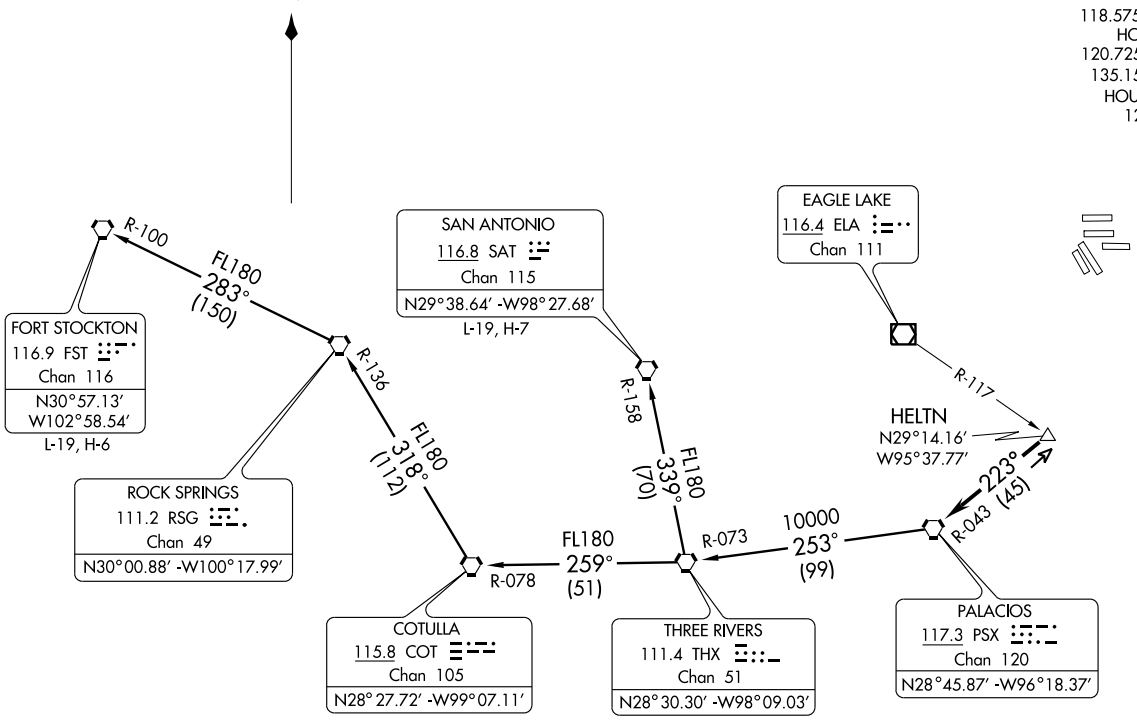
(PSX3.PSX) 08213

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

SI-5461 (FAA)

HOUSTON, TEXAS

ATIS 124.05
CLNC DEL
128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
127.125 269.075




TAKE-OFF MINIMUMS:
All runways standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

# PALACIOS THREE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

Expect vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

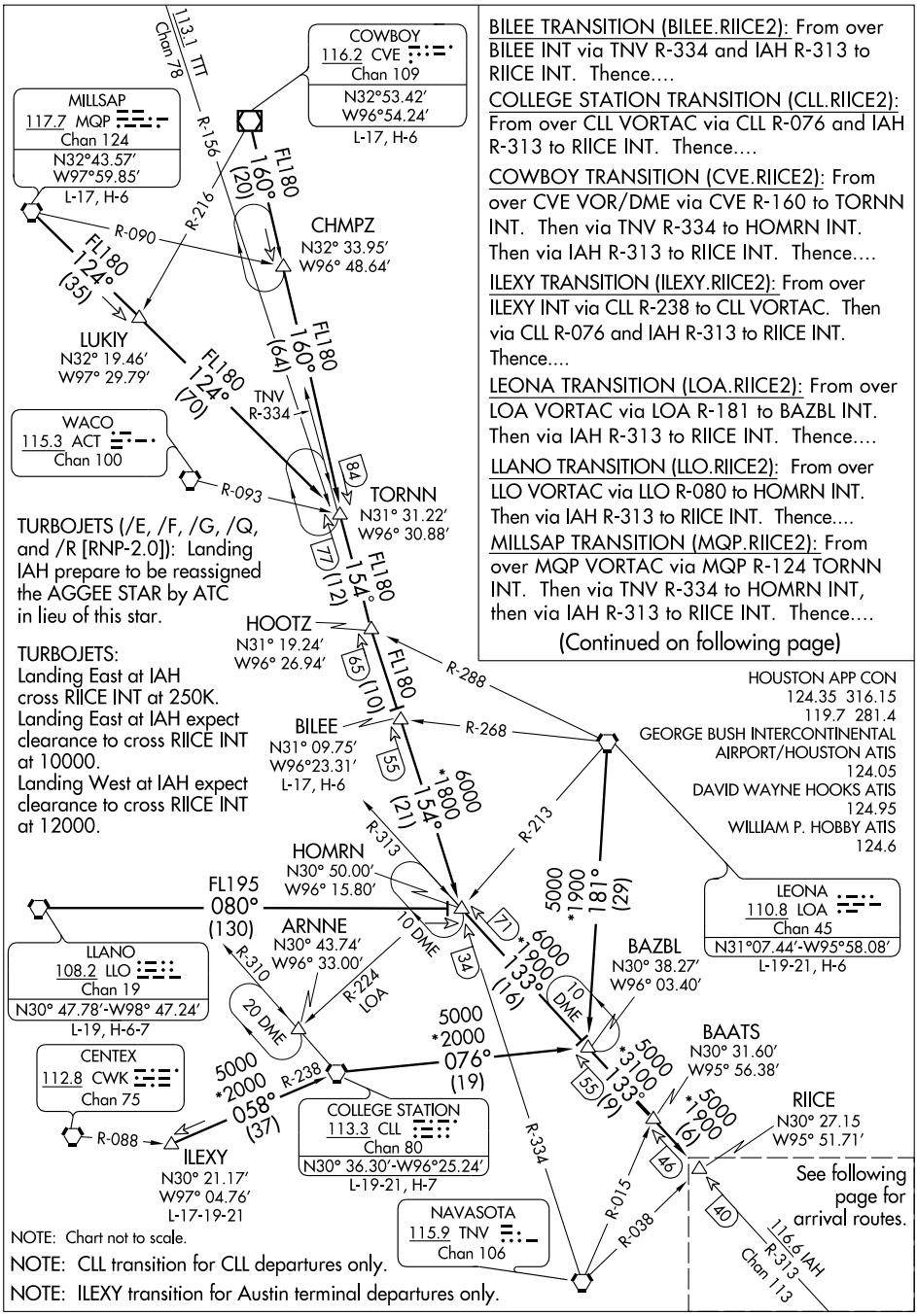
TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866' from DER, 921' left of centerline, 107' AGL/201' MSL.
Multiple trees beginning 2750' from DER, 106' right of centerline, up to 80' AGL/174' MSL.
Rwy 15L, Multiple trees beginning 2638' from DER, 758' right of centerline, up to 76' AGL/160'MSL.
Rwy 15R, Tower 1431' from DER, 591' left of centerline, 48' AGL/133' MSL.
Antenna on glideslope 1469' from DER, 621' left of centerline, 49' AGL/133' MSL.
Rwy 26R, Pole 950' from DER, 660' right of centerline, 40' AGL/129' MSL.
Rwy 33R, Tree 2868' from DER, 1027' right of centerline, 73' AGL/172' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# RIICE TWO ARRIVAL Transition Routes

HOUSTON, TEXAS




BILEE TRANSITION (BILEE.RIICE2): From over BILEE INT via TNV R-334 and IAH R-313 to RIICE INT. Thence....

COLLEGE STATION TRANSITION (CLL.RIICE2): From over CLL VORTAC via CLL R-076 and IAH R-313 to RIICE INT. Thence....

COWBOY TRANSITION (CVE.RIICE2): From over CVE VOR/DME via CVE R-160 to TORNN INT. Then via TNV R-334 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

ILEXY TRANSITION (ILEXY.RIICE2): From over ILEXY INT via CLL R-238 to CLL VORTAC. Then via CLL R-076 and IAH R-313 to RIICE INT. Thence....

LEONA TRANSITION (LOA.RIICE2): From over LOA VORTAC via LOA R-181 to BAZBL INT. Then via IAH R-313 to RIICE INT. Thence....

LLANO TRANSITION (LLO.RIICE2): From over LLO VORTAC via LLO R-080 to HOMRN INT. Then via IAH R-313 to RIICE INT. Thence....

MILLSAP TRANSITION (MQP.RIICE2): From over MQP VORTAC via MQP R-124 TORNN INT. Then via TNV R-334 to HOMRN INT, then via IAH R-313 to RIICE INT. Thence....

(Continued on following page)

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]): Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10000.
Landing West at IAH expect clearance to cross RIICE INT at 12000.

NOTE: Chart not to scale.

NOTE: CLL transition for CLL departures only.

NOTE: ILEXY transition for Austin terminal departures only.

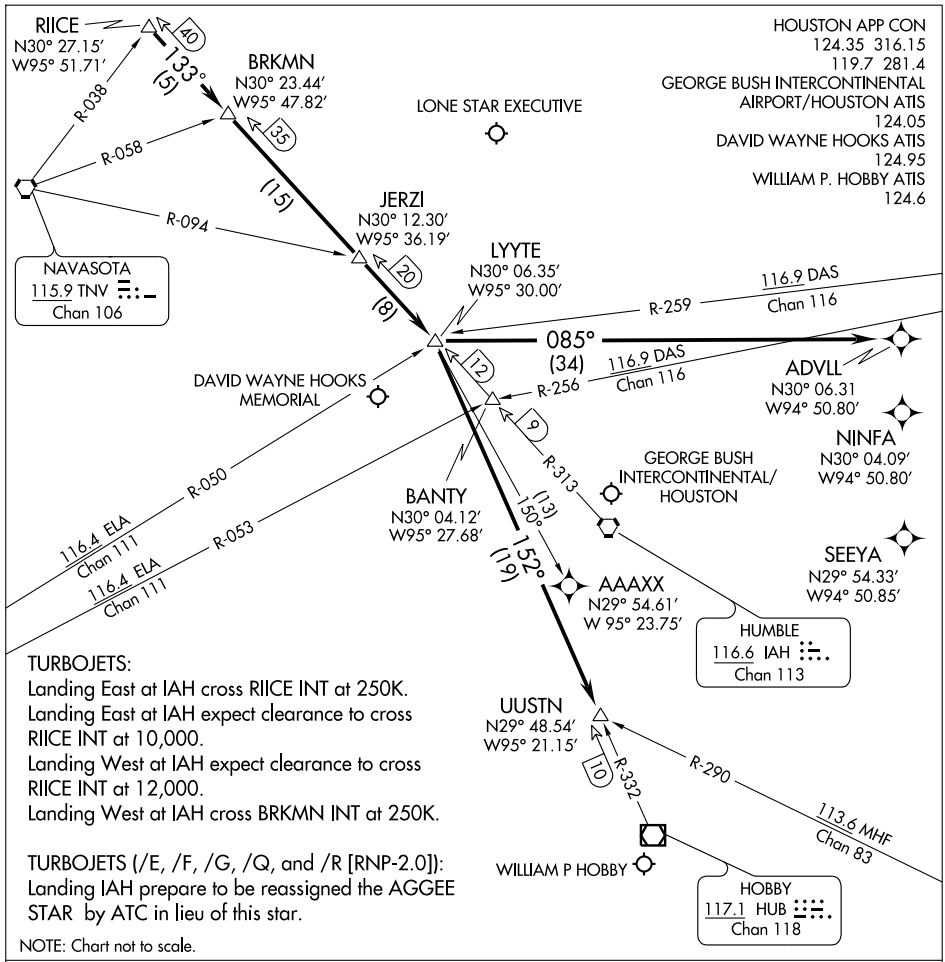
SC-5, 14 JAN 2010 to 11 FEB 2010

(RIICE.RIICE2) 08213

ST-5461 (FAA)

# RIICE TWO ARRIVAL Arrival Routes

HOUSTON, TEXAS




TURBOJETS:
Landing East at IAH cross RIICE INT at 250K.
Landing East at IAH expect clearance to cross RIICE INT at 10,000.
Landing West at IAH expect clearance to cross RIICE INT at 12,000.
Landing West at IAH cross BRKMN INT at 250K.

TURBOJETS (/E, /F, /G, /Q, and /R [RNP-2.0]):
Landing IAH prepare to be reassigned the AGGEE STAR by ATC in lieu of this star.

NOTE: Chart not to scale.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
....From over RIICE INT via IAH R-313 to LYYTE INT. Landing Runway 26L/26R or 27; fly heading 085° for vectors to final approach course. For /E, /F, /G, /Q and /R (RNP-2.0), equipped aircraft from LYYTE INT direct ADVLL WP, expect vectors to final approach course prior to ADVLL WP; if not received by ADVLL WP, fly present heading.

WILLIAM P. HOBBY (HOU) (ATC ASSIGNED):
....From over RIICE INT via IAH R-313 to LYYTE INT, then via HUB R-332 to UUSTN INT, expect vectors to final approach course at or prior to UUSTN INT.

DAVID WAYNE HOOKS MEMORIAL (DWH) and LONE STAR EXCUTIVE (CXO):
....From over RIICE INT via IAH R-313 to LYYTE INT, expect vectors to final approach course at or prior to LYYTE INT.

ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to LYYTE INT.

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS Ch 97599 W15A | APP CRS 147° | Rwy Idg 9999<br>TDZE 97<br>Apt Elev 97 |
|---|---|---|

# RNAV (GPS) RWY 15R

## HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

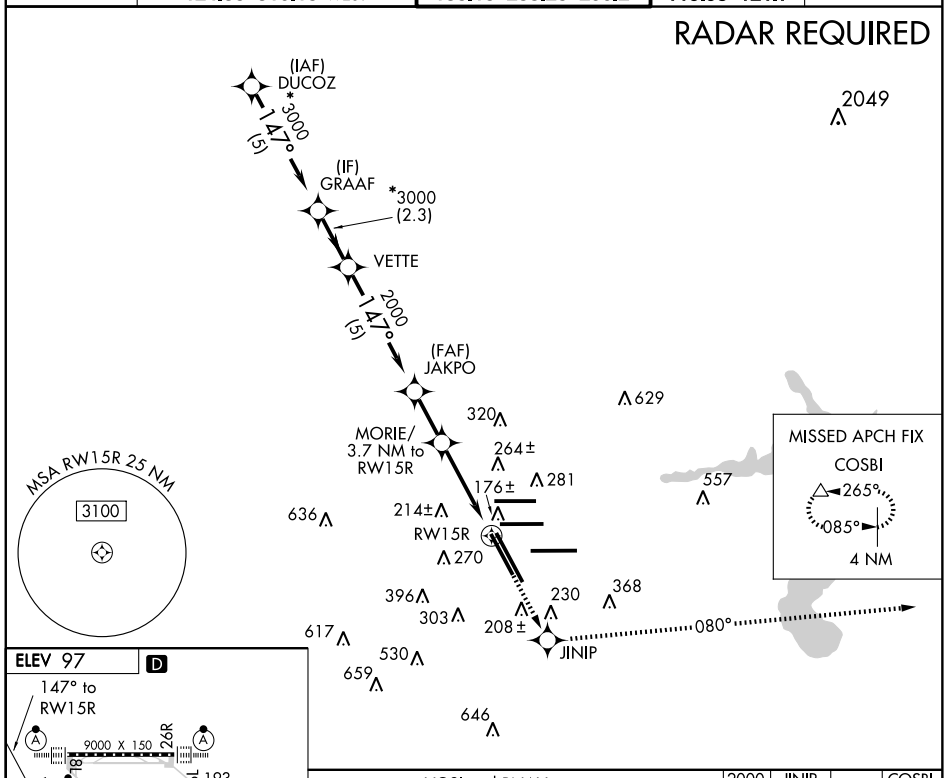
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). For inoperative MALSR, increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1¾.

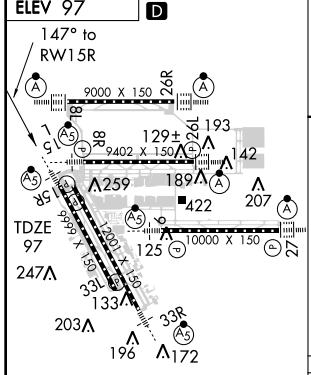
MALSR

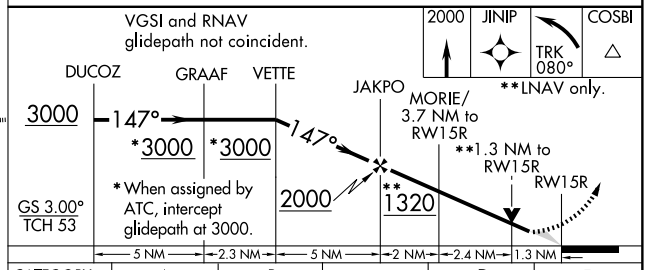
MISSED APPROACH: Climb to 2000 direct JINIP and left turn via 080° track to COSBI and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 347/24 250 (300-½) | | | | |
| LNAV/ VNAV DA | 463/40 366 (400-¾) | | | | |
| LNAV MDA | 580/24 483 (500-½) | | 580/40 483 (500-¾) | 580/50 483 (500-1) | 580/60 483 (500-1¼) |

TDZ/CL Rwys 8R, 15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27
15L-33R and 15R-33L

SC-5, 14 JAN 2010 to 11 FEB 2010

HOUSTON, TEXAS AL-5461 (FAA)

| WAAS | APP CRS | Rwy 33R | | Rwy 33L | |
|---|---|---|---|---|---|
| CH 57902 | 327° | Rwy Idg | 12001 | Rwy Idg | 9999 |
| W33A | | TDZE | 89 | TDZE | 91 |
| | | Apt Elev | 97 | Apt Elev | 97 |

HOUSTON/ GEORGE BUSH

# RNAV (GPS) RWY 33R

INTERCONTINENTAL/HOUSTON (IAH)

T W DME/DME RNP-0.3 NA. For uncompensated BARO-VNAV systems LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). For inoperative MALSR increase LPV all Cats visibility to RVR 6000, LNAV/VNAV Cat E visibility to 1½, and LNAV Cat E visibility to 1¾.

MALSR (A5)

MISSED APPROACH: Climb to 2000 direct NALIE and 331° track to GOMER and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED

MISSED APCH FIX
079° 4 NM
259°
GOMER

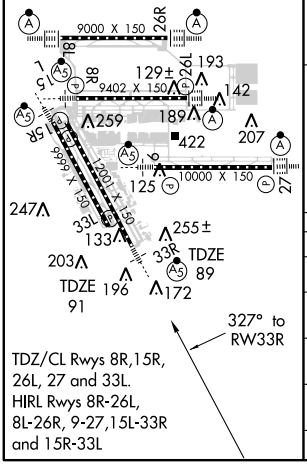
Maximum holding airspeed 230 kias.

NALIE
629
320
210
281
203
224±
557
636
237
270
396
RW33R
396
208±
230
368
617
303
530
659
314±
(FAF)
JOLTE
646
1600
327°
(6.1)
(IF)
DUDMY
1049

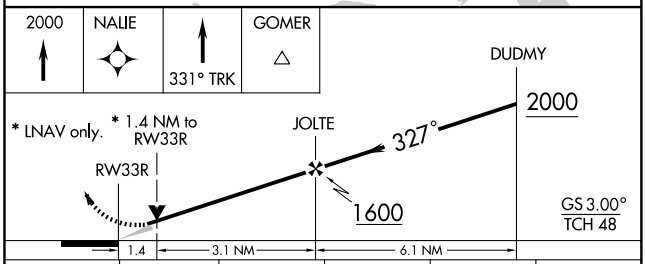
MSA RW33R 25 NM
3100

SC-5, 14 JAN 2010 to 11 FEB 2010

ELEV 97 D




TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27,15L-33R and 15R-33L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 451/40 362 (400-¾) | | | | |
| LNAV/ VNAV DA | 520/50 431 (500-1) | | | | |
| LNAV MDA | 580/24 491 (500-½) | | 580/40 491 (500-¾) | 580/50 491 (500-1) | 580/60 491 (500-1¼) |
| SIDESTEP 33L* | 580-1 489 (500-1) | | 580-1½ 489 (500-1½) | 580-2 489 (500-2) | |
| CIRCLING | NA | | | | |

| APP CRS | Rwy Idg | 9000 |
|---|---|---|
| 085° | TDZE | 96 |
| | Apt Elev | 97 |

# RNAV (GPS) Z RWY 8L

## HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV Cat E visibility to RVR 6000 and LNAV Cat E to 1¾.

ALSF-2

MISSED APPROACH: Climb to 4000 direct JAMSU and via 022° track to CLEEP and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED

MISSED APCH FIX
4 NM
022°
202°
CLEEP

(IAF) MAAKO 3000 085° (5) — KABBY 3000 085° (5.6) — (IF) KICKM *3000 085° (6.4) — FLIBZ 2000 085° (3.4) — JACEN 636 — 214± — RW08L — 129± — JAMSU 281 — 022°

320 324 210 270 396 303 230 368 208± 617 530 923 659 646

MSA RW08L 25 NM
3100

ELEV 97 D

085° to RW08L

TDZE 96

9000 X 150 26R 8R

9402 X 150 15L 8L 26L

10000 X 150 9-27

9999 X 150 15R 33L

6999 X 150 15L 33R

193 129± 142 189 259 422 207 125 247 133 203 196 172

* When assigned by ATC, intercept glidepath at 3000.

4000 JAMSU 022° TRK CLEEP

MAAKO KABBY KICKM FLIBZ JACEN

3000 3000 085° 3000 *3000 085° 2000

**LNAV only.

**1.4 NM to RW08L

RW08L

GS 3.00° TCH 59

5 NM 5.6 NM 6.4 NM 3.4 NM 4.3 NM 1.4 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA | 434/40 338 (400-¾) | | | | |
| LNAV MDA | 580/24 484 (500-½) | | 580/40 484 (500-¾) | 580/50 484 (500-1) | 580/60 484 (500-1¼) |

TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 9402 |
|---|---|---|
| 085° | TDZE | 97 |
| | Apt Elev | 97 |

# RNAV (GPS) Z RWY 8R

## HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP -0.3 NA. For inoperative MALSR, increase LNAV/VNAV Cat E visibility to 1½ miles, LNAV Cat D visibility to RVR 6000, and Cat E visibility to 1½ miles.

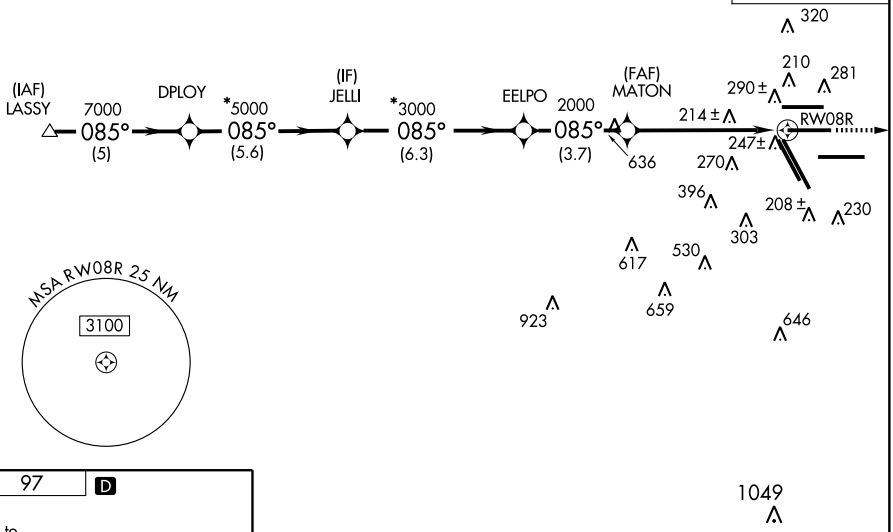
MALSR

MISSED APPROACH: Climb to 3000 direct MKAYE and hold.

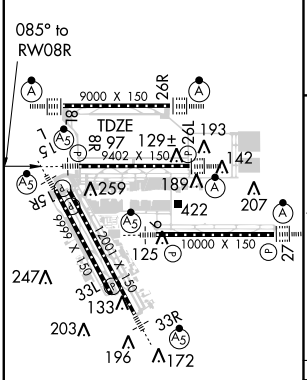
| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

RADAR REQUIRED

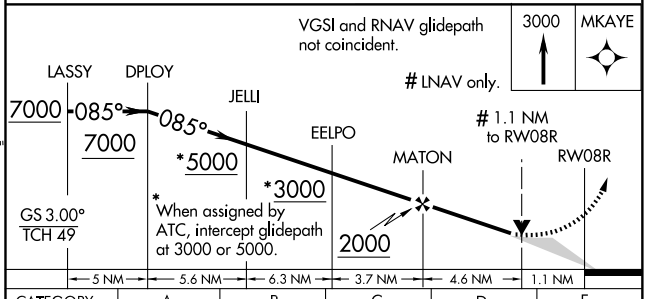
MISSED APCH FIX
4 NM
085°
265°
MKAYE




ELEV 97 D




TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA | 544/50 447 (500-1) | | | | |
| LNAV MDA | 520/24 423 (500-½) | | 520/40 423 (500-¾) | 520/50 423 (500-1) | |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 10000 |
|---|---|---|
| 085° | TDZE | 92 |
| | Apt Elev | 97 |

# RNAV (GPS) Z RWY 9

## HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

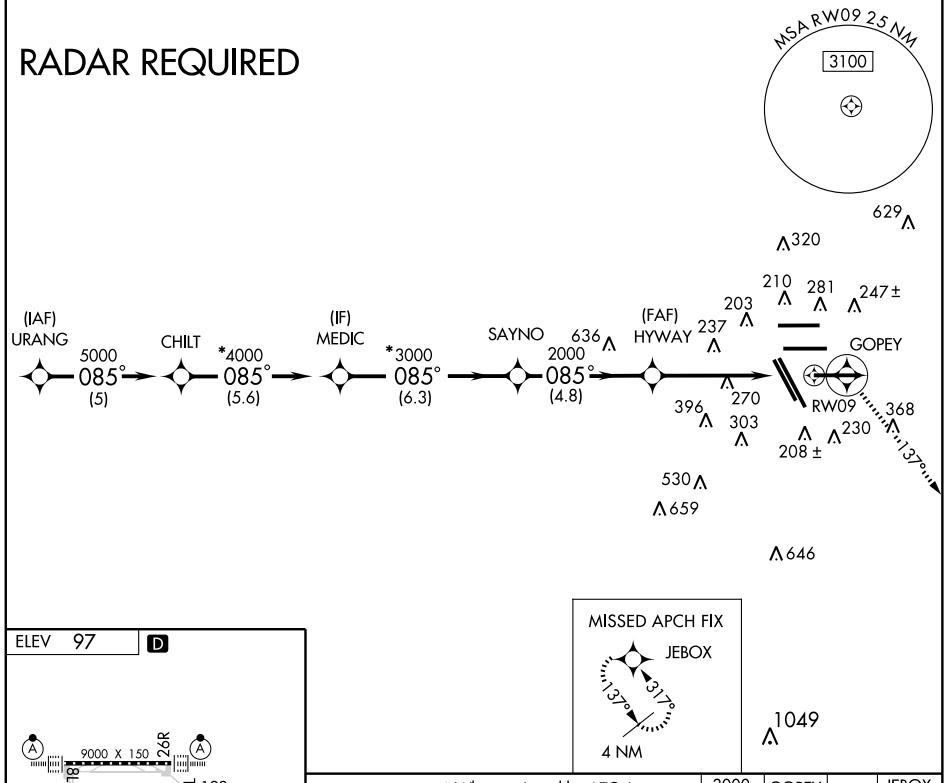
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LNAV/VNAV Cat E visibility to 1½ and LNAV Cat E visibility to 2.

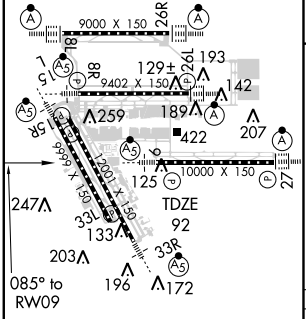
MALSR

MISSED APPROACH: Climb to 3000 direct GOPEY and via 137° track to JEBOX and hold.

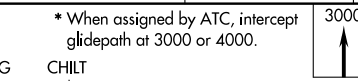
| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

## RADAR REQUIRED



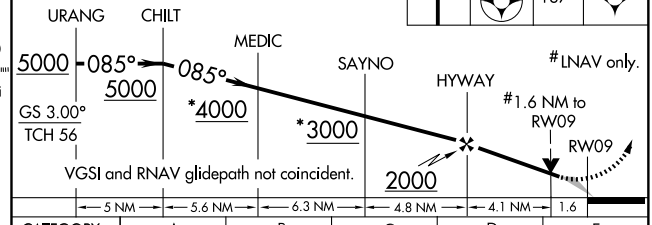




TDZ/CL Rwys 8R,15R, 26L, 27 and 33L. HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L




* When assigned by ATC, intercept glidepath at 3000 or 4000.

| 3000 | GOPEY | TRK 137° | JEBOX |
|---|---|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA | 547/50 455 (500-1) | | | | |
| LNAV MDA | 680/24 588 (600-½) | | 680/50 588 (600-1) | 680/60 588 (600-1¼) | 680-1½ 588 (600-1½) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 9402 |
|---|---|---|
| 265° | TDZE | 97 |
| | Apt Elev | 97 |

# RNAV (GPS) Z RWY 26L

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For uncompensated Baro-VNAV sytems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. For inoperative ALSF, increase LNAV/VNAV Cat E visibility to 1¾ miles and LNAV Cat E visibility to 2 miles.

ALSF-2

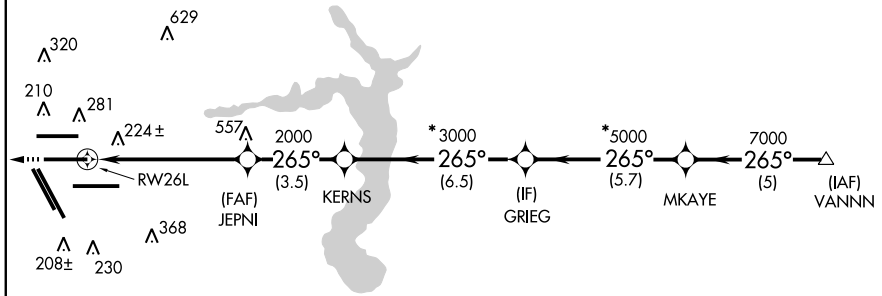
MISSED APPROACH: Climb to 3000 direct LUCEP and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

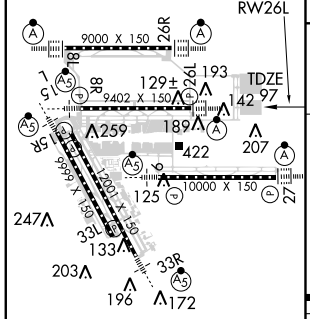
995

RADAR REQUIRED

MISSED APCH FIX
LUCEP
085°
265°
4 NM



ELEV 97

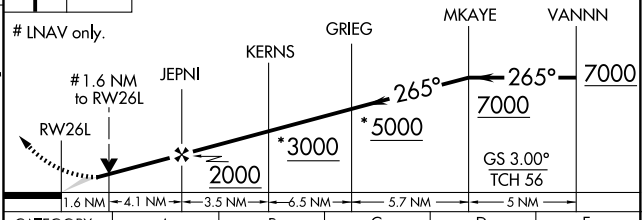



TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R,9-27, 15L-33R and 15R-33L

3000 LUCEP

*When assigned by ATC, intercept glidepath at 3000 or 5000.

VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA | 580/60 483 (500-1¼) | | | | |
| LNAV MDA | 680/24 583 (600-½) | | 680/50 583 (600-1) | 680/60 583 (600-1¼) | 680-1½ 583 (600-1½) |

| APP CRS | Rwy Idg | 9000 |
|---|---|---|
| 265° | TDZE | 97 |
| | Apt Elev | 97 |

# RNAV (GPS) Z RWY 26R

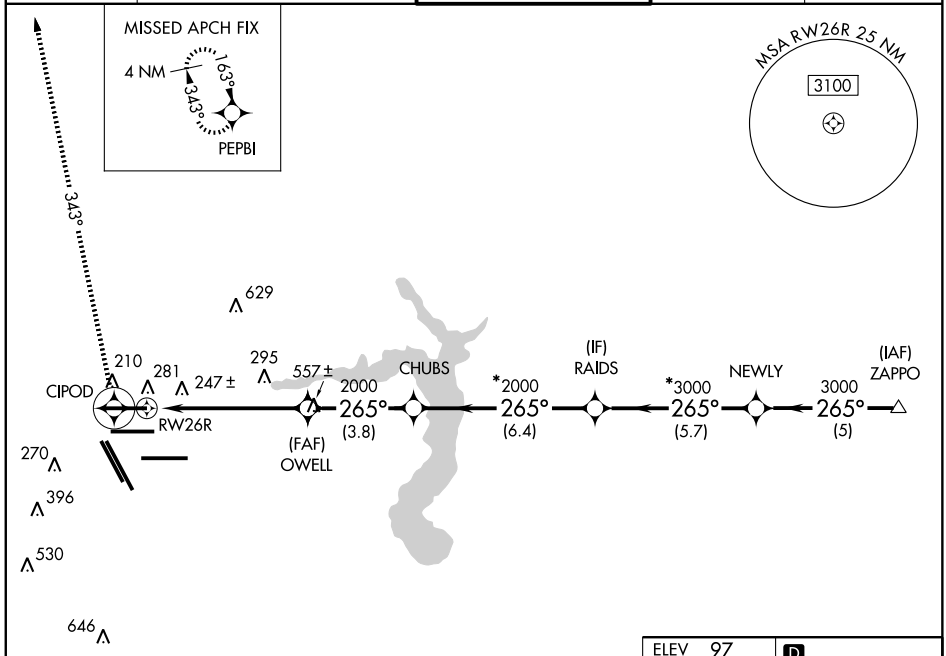
## HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

For inoperative ALSF, increase LNAV/VNAV Cat E and LNAV Cat E visibility to 1¾ miles. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct CIPOD and via 343° track to PEPBI and hold.

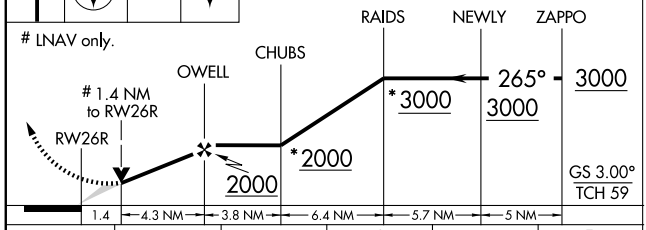
| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |




## RADAR REQUIRED

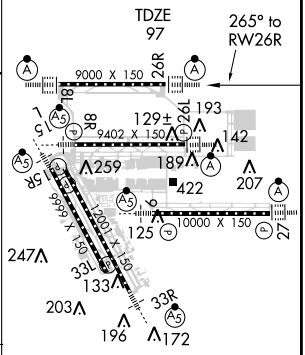
| 3000 | CIPOD | 343° TRK | PEPBI |
|---|---|---|---|

* When assigned by ATC, intercept glidepath at 2000 or 3000.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA | 598/60 501 (600-1¼) | | | | |
| LNAV MDA | 600/24 503 (600-½) | | 600/50 503 (600-1) | | 600/60 503 (600-1¼) |

ELEV 97 D




TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R,9-27, 15L-33R and 15R-33L

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 10000 |
|---|---|---|
| 265° | TDZE | 88 |
| | Apt Elev | 97 |

# RNAV (GPS) Z RWY 27

## HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)

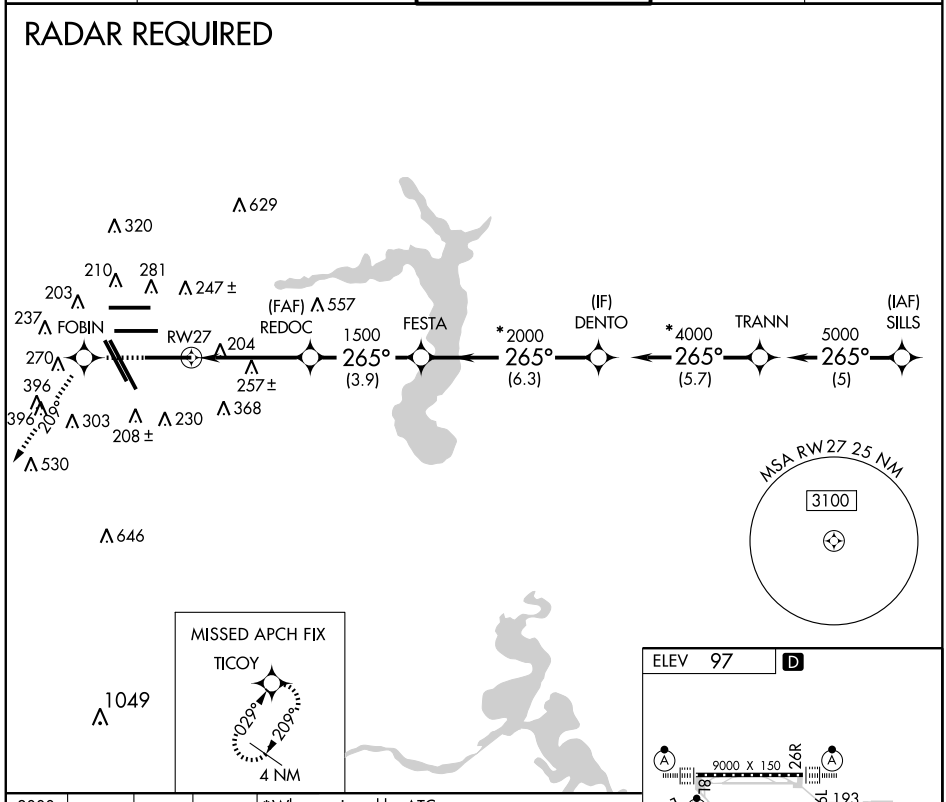
For inoperative ALSF, increase LNAV/VNAV and LNAV Cat E visibility to 1½. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.

ALSF-2

MISSED APPROACH: Climb to 3000 direct FOBIN and via 209° track to TICOY and hold.

| ATIS | HOUSTON APP CON | HOUSTON TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 124.05 | 120.05 379.1 EAST<br>124.35 316.15 WEST | 120.725 125.35 127.3<br>135.15 288.25 290.2 | 118.575<br>119.95 121.7 | 128.1 |

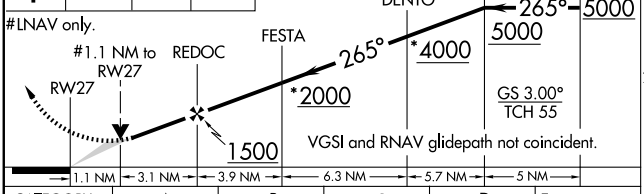
RADAR REQUIRED




| 3000 | FOBIN | 209° TRK | TICOY |
|---|---|---|---|

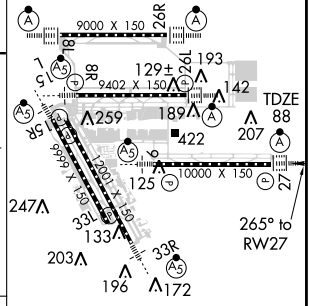
*When assigned by ATC, intercept glidepath at 2000 or 4000.

#LNAV only.



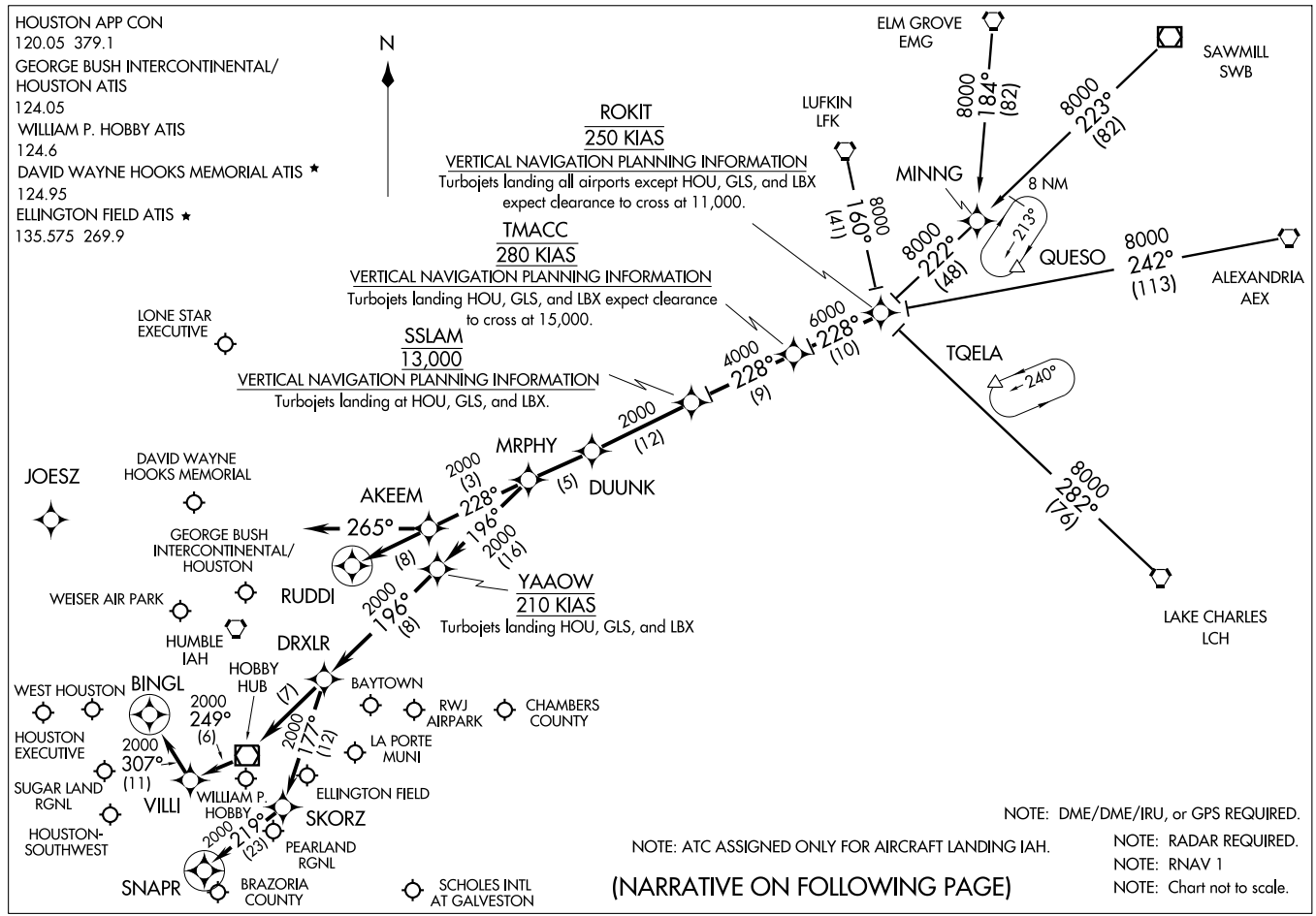

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA | 540/50 452 (500-1) | | | | |
| LNAV MDA | 520/24 432 (500-½) | | 520/40 432 (500-¾) | 520/50 432 (500-1) | |

ELEV 97 D




TDZ/CL Rwys 8R,15R, 26L, 27 and 33L
HIRL Rwys 8R-26L, 8L-26R, 9-27, 15L-33R and 15R-33L

SC-5, 14 JAN 2010 to 11 FEB 2010




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

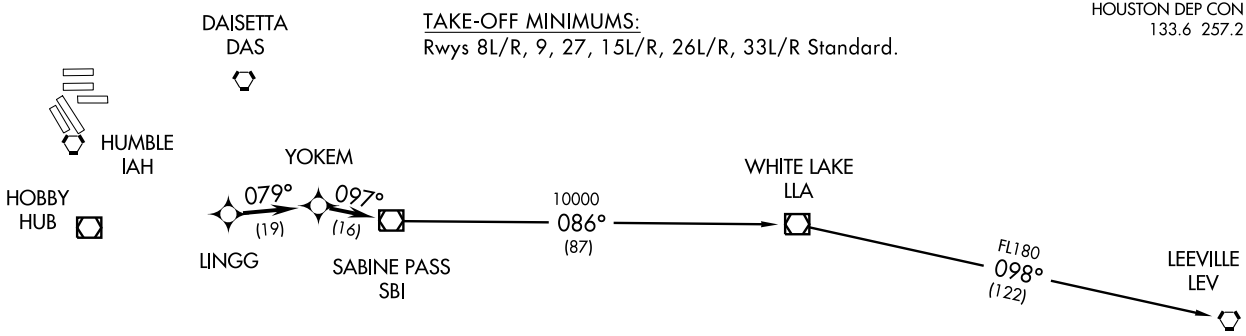
SC-5, 14 JAN 2010 to 11 FEB 2010

NOTE: Chart not to scale.

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ATIS 124.05
CLNC DEL 128.1
GND CON 118.575 119.95 121.7
HOUSTON TOWER 120.725 125.35 127.3 135.15 288.25 290.2
HOUSTON DEP CON 133.6 257.2

TAKE-OFF MINIMUMS:
Rwys 8L/R, 9, 27, 15L/R, 26L/R, 33L/R Standard.




TAKE-OFF OBSTACLES:
Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower, 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′, right of centerline, 73′ AGL/172′ MSL.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

# SABINE PASS ONE DEPARTURE (RNAV) (SBI1.SBI)

HOUSTON/GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH)
HOUSTON, TEXAS

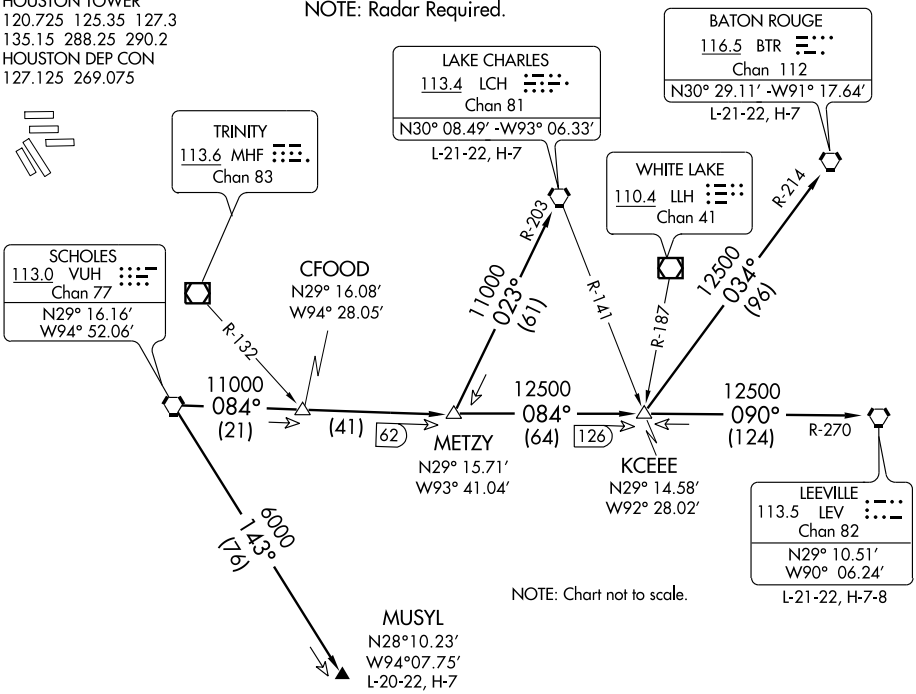
09071
SL-5461 (FAA)

# SCHOLES THREE DEPARTURE

SL-5461 (FAA) HOUSTON, TEXAS

ATIS 124.05
CLNC DEL 128.1
GND CON
118.575 119.95 121.7
HOUSTON TOWER
120.725 125.35 127.3
135.15 288.25 290.2
HOUSTON DEP CON
127.125 269.075

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.




TAKE-OFF MINIMUMS:
NOTE: All runways standard.

(TAKE-OFF OBSTACLES ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.



SC-5, 14 JAN 2010 to 11 FEB 2010

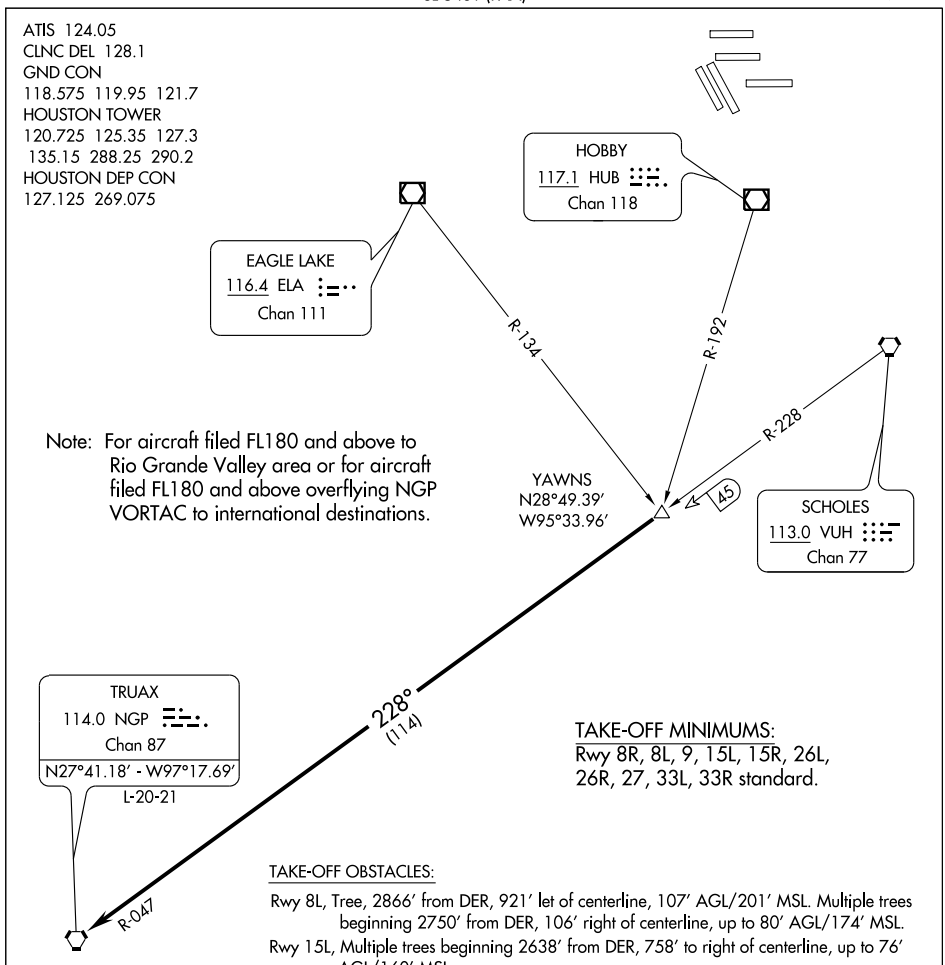
TAKE-OFF OBSTACLES:

Rwy 8L, Tree 2866′ from DER, 921′ left of centerline, 107′ AGL/201′ MSL.
Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.
Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ right of centerline, up to 76′ AGL/160′ MSL.
Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL.
Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.
Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.
Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# TRUAX TWO DEPARTURE

SL-5461 (FAA)




TAKE-OFF OBSTACLES:

Rwy 8L, Tree, 2866′ from DER, 921′ let of centerline, 107′ AGL/201′ MSL. Multiple trees beginning 2750′ from DER, 106′ right of centerline, up to 80′ AGL/174′ MSL.

Rwy 15L, Multiple trees beginning 2638′ from DER, 758′ to right of centerline, up to 76′ AGL/160′ MSL.

Rwy 15R, Tower 1431′ from DER, 591′ left of centerline, 48′ AGL/133′ MSL. Antenna on glideslope 1469′ from DER, 621′ left of centerline, 49′ AGL/133′ MSL.

Rwy 26R, Pole 950′ from DER, 660′ right of centerline, 40′ AGL/129′ MSL.

Rwy 33R, Tree 2868′ from DER, 1027′ right of centerline, 73′ AGL/172′ MSL.

NOTE: Chart not to scale.

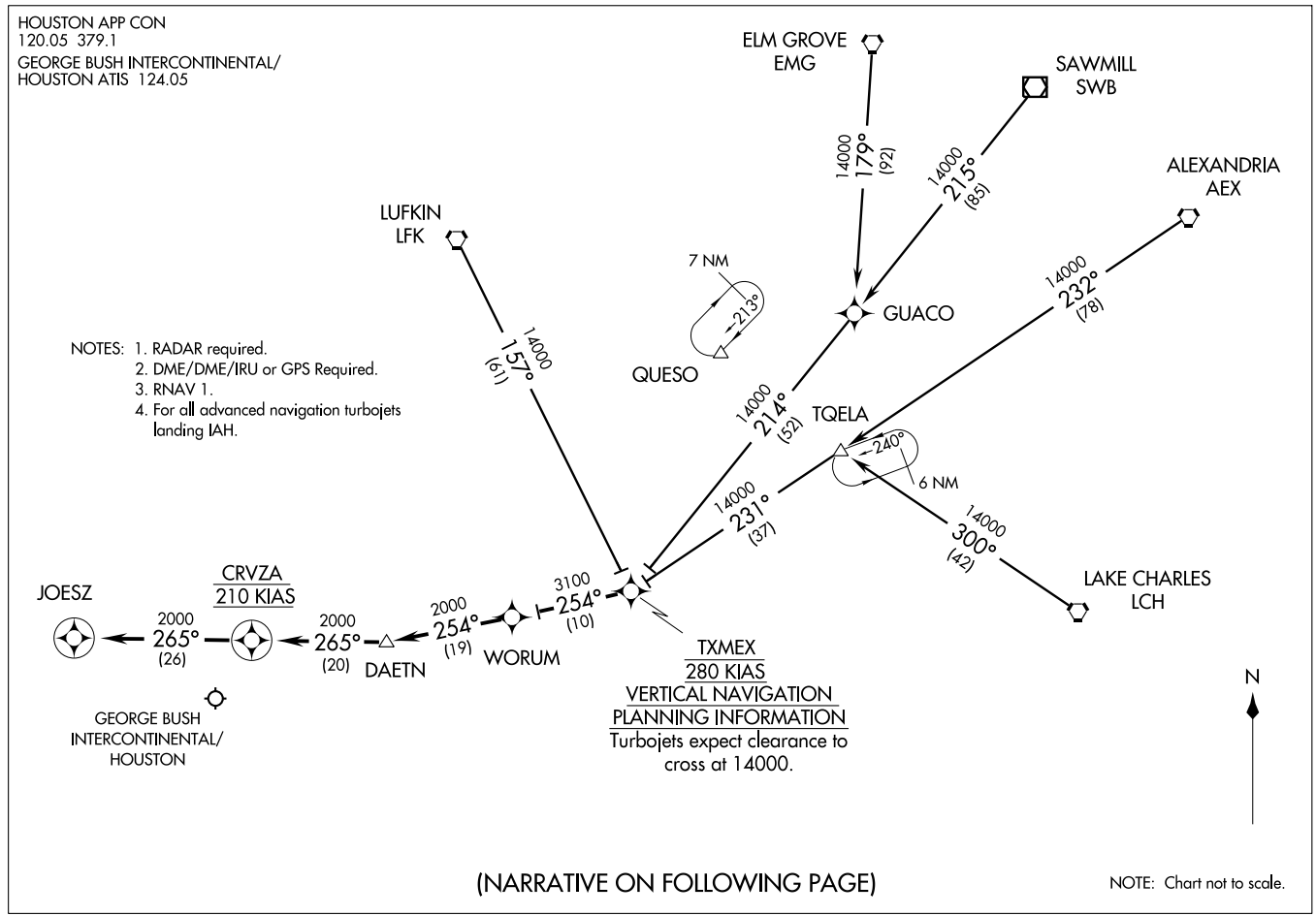
NOTE: Radar Required.

## DEPARTURE ROUTE DESCRIPTION

Expect vectors to YAWNS INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence. . . .

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010


HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
ELM GROVE
EMG
SAWMILL
SWB
ALEXANDRIA
AEX
LUFKIN
LFK
14000
179°
(92)
14000
215°
(85)
14000
232°
(78)
14000
157°
(61)
7 NM
213°
QUESO
GUACO
14000
214°
(52)
TQELA
240°
6 NM
14000
231°
(37)
14000
300°
(42)
LAKE CHARLES
LCH
NOTES: 1. RADAR required.
2. DME/DME/IRU or GPS Required.
3. RNAV 1.
4. For all advanced navigation turbojets landing IAH.
JOESZ
CRVZA
210 KIAS
2000
265°
(26)
2000
265°
(20)
DAETN
2000
254°
(19)
WORUM
3100
254°
(10)
TXMEX
280 KIAS
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 14000.
GEORGE BUSH
INTERCONTINENTAL/
HOUSTON
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.TXMEX1): (For non-GPS equipped aircraft LCH, SWB, AEX, BPT and DAS must be operational.)
ELM GROVE TRANSITION (EMG.TXMEX1): (For non-GPS equipped aircraft SWB, EMG, LFK, DAS and BPT must be operational.)
LAKE CHARLES TRANSITION (LCH.TXMEX1): (For non-GPS equipped aircraft AEX, BPT and DAS must be operational.)
LUFKIN TRANSITION (LFK.TXMEX1): (For non-GPS equipped aircraft TNV, BPT, DAS and LFK must be operational.)
SAWMILL TRANSITION (SWB.TXMEX1): (For non-GPS equipped aircraft AEX, SWB, LCH, LFK, BPT and DAS must be operational.)

From TXMEX via 254° track to WORUM, thence as depicted to CRVZA.

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R or 9: From CRVZA via 265° track to JOESZ. Expect vectors to final approach course prior to JOESZ, if not received by JOESZ, fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to CRVZA.

SC-5, 14 JAN 2010 to 11 FEB 2010

HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS
124.05
DAVID WAYNE HOOKS MEMORIAL ATIS
124.95
LONE STAR EXECUTIVE ATIS
118.325

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.WOLDE2):

KLAMS TRANSITION (KLAMS.WOLDE2):

LEEVILLE TRANSITION (LEV.WOLDE2):

SABINE PASS TRANSITION (SBI.WOLDE2):

SEMMES TRANSITION (SJI.WOLDE2):

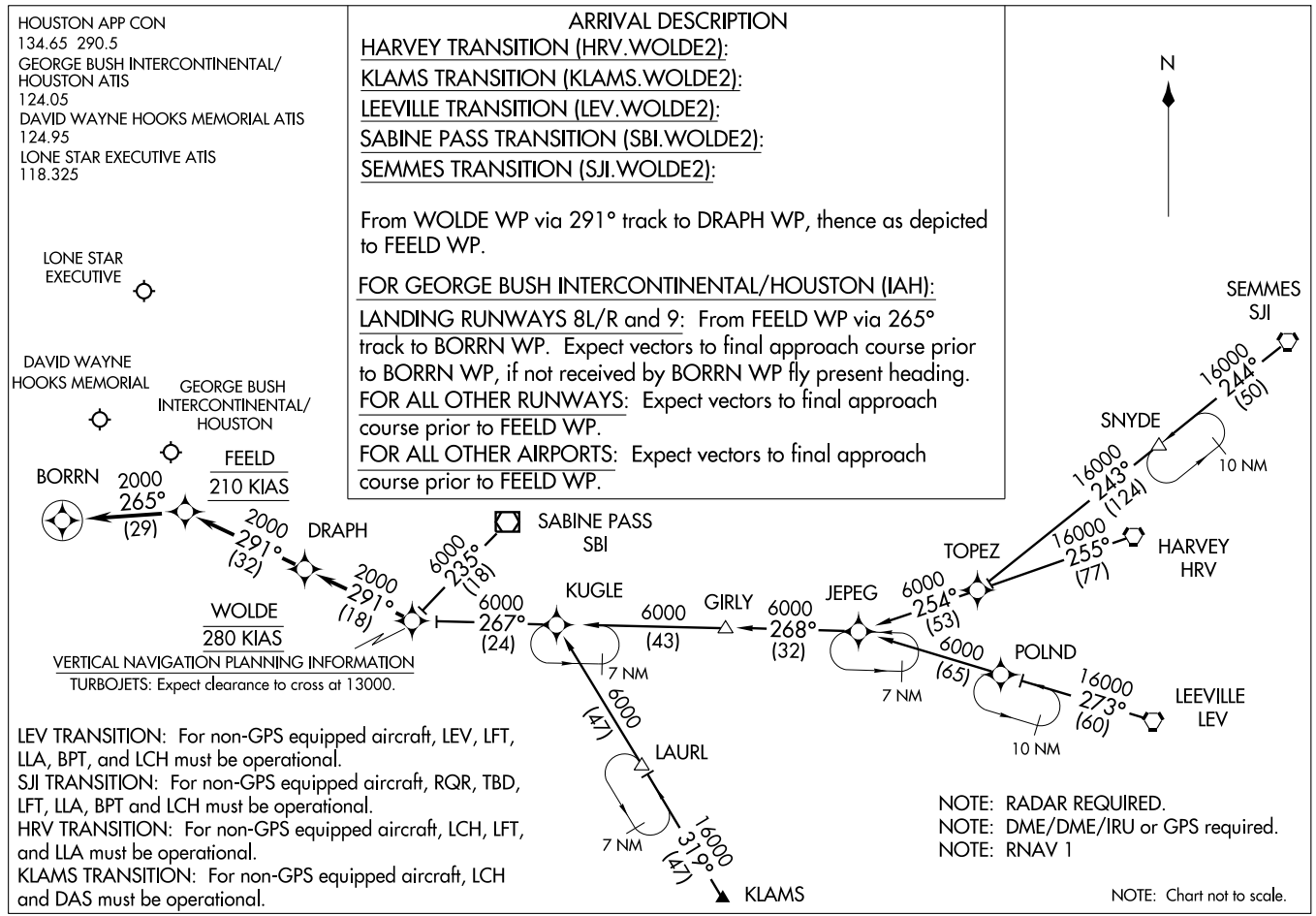
From WOLDE WP via 291° track to DRAPH WP, thence as depicted to FEELD WP.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/R and 9: From FEELD WP via 265° track to BORRN WP. Expect vectors to final approach course prior to BORRN WP, if not received by BORRN WP fly present heading.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course prior to FEELD WP.

FOR ALL OTHER AIRPORTS: Expect vectors to final approach course prior to FEELD WP.




VERTICAL NAVIGATION PLANNING INFORMATION

TURBOJETS: Expect clearance to cross at 13000.

LEV TRANSITION: For non-GPS equipped aircraft, LEV, LFT, LLA, BPT, and LCH must be operational.

SJI TRANSITION: For non-GPS equipped aircraft, RQR, TBD, LFT, LLA, BPT and LCH must be operational.

HRV TRANSITION: For non-GPS equipped aircraft, LCH, LFT, and LLA must be operational.

KLAMS TRANSITION: For non-GPS equipped aircraft, LCH and DAS must be operational.

NOTE: RADAR REQUIRED.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1

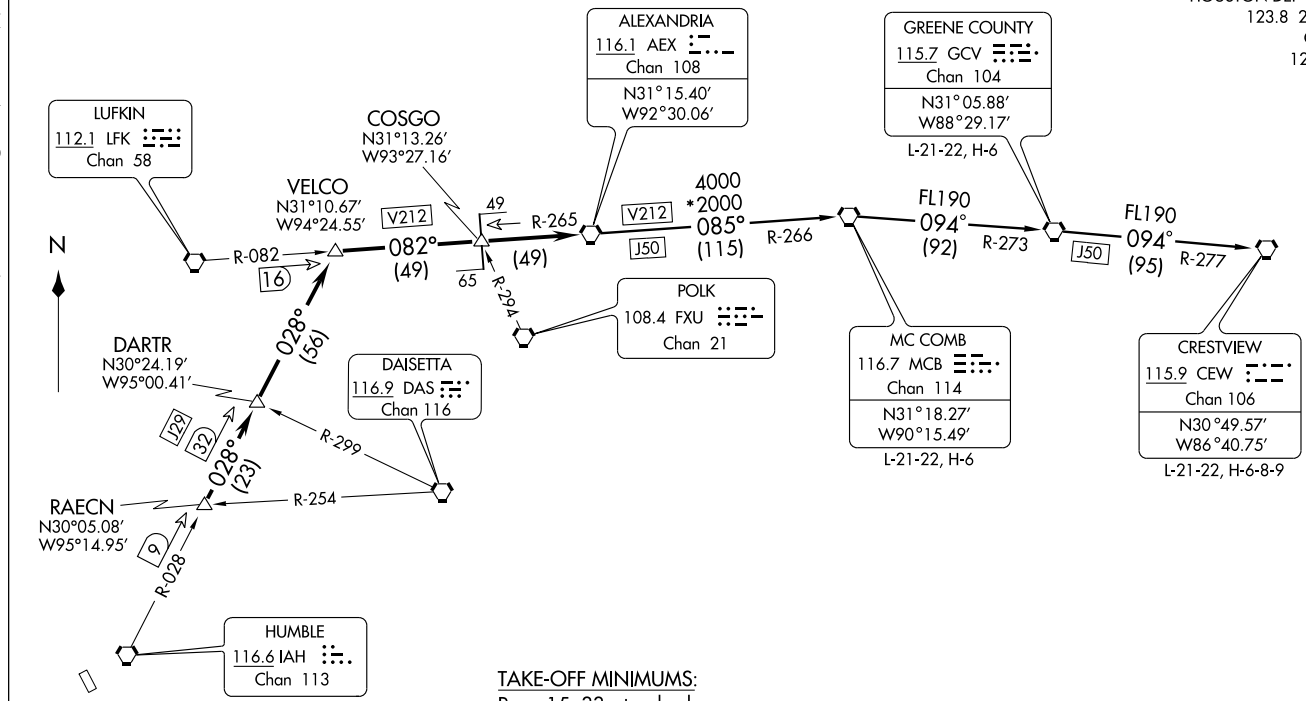
NOTE: Chart not to scale.

# WOLDE TWO ARRIVAL (RNAV) (WOLDE.WOLDE2) 09183

HOUSTON, TEXAS

ST-5461(FAA)

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05




TAKE-OFF MINIMUMS:
Rwys 15, 33, standard.

TAKE-OFF OBSTACLES:
Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL.
Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Building 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

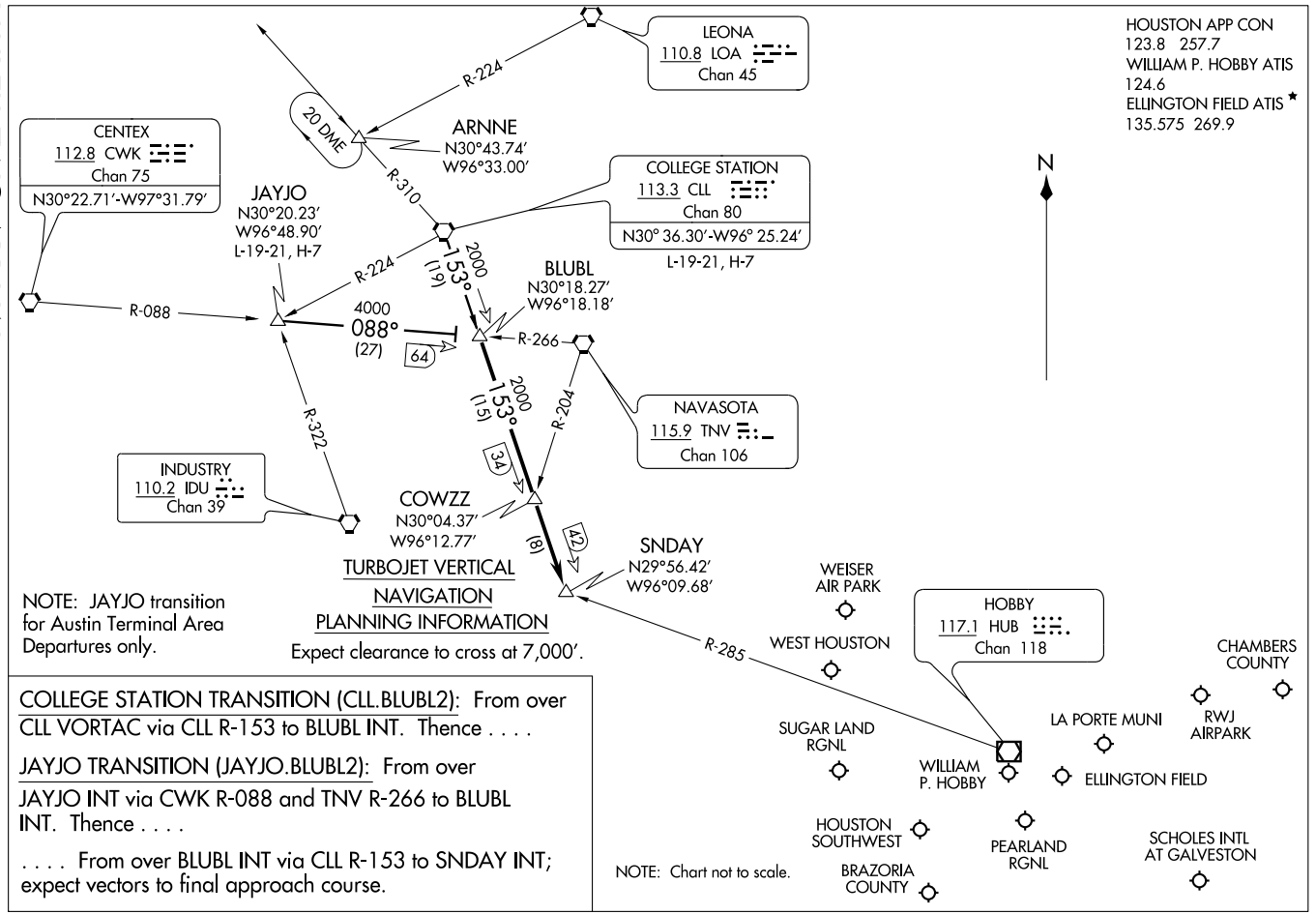
## THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010




COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

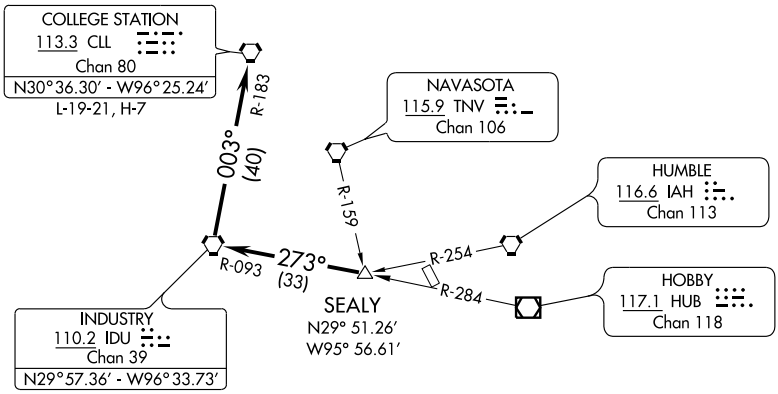
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

# COLLEGE TWO DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05




TAKE-OFF MINIMUMS:
Rwys 15, 33 standard.

TAKE-OFF OBSTACLES:
Rwy 15, Road plus vehicle beginning 50' from DER, 57' left of centerline, 15' AGL/138' MSL. Road plus vehicle 280' from DER, 317' right of centerline, 15' AGL/124' MSL.
Rwy 33, Bldg 265' from DER, 365' left of centerline, 33' AGL/143' MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

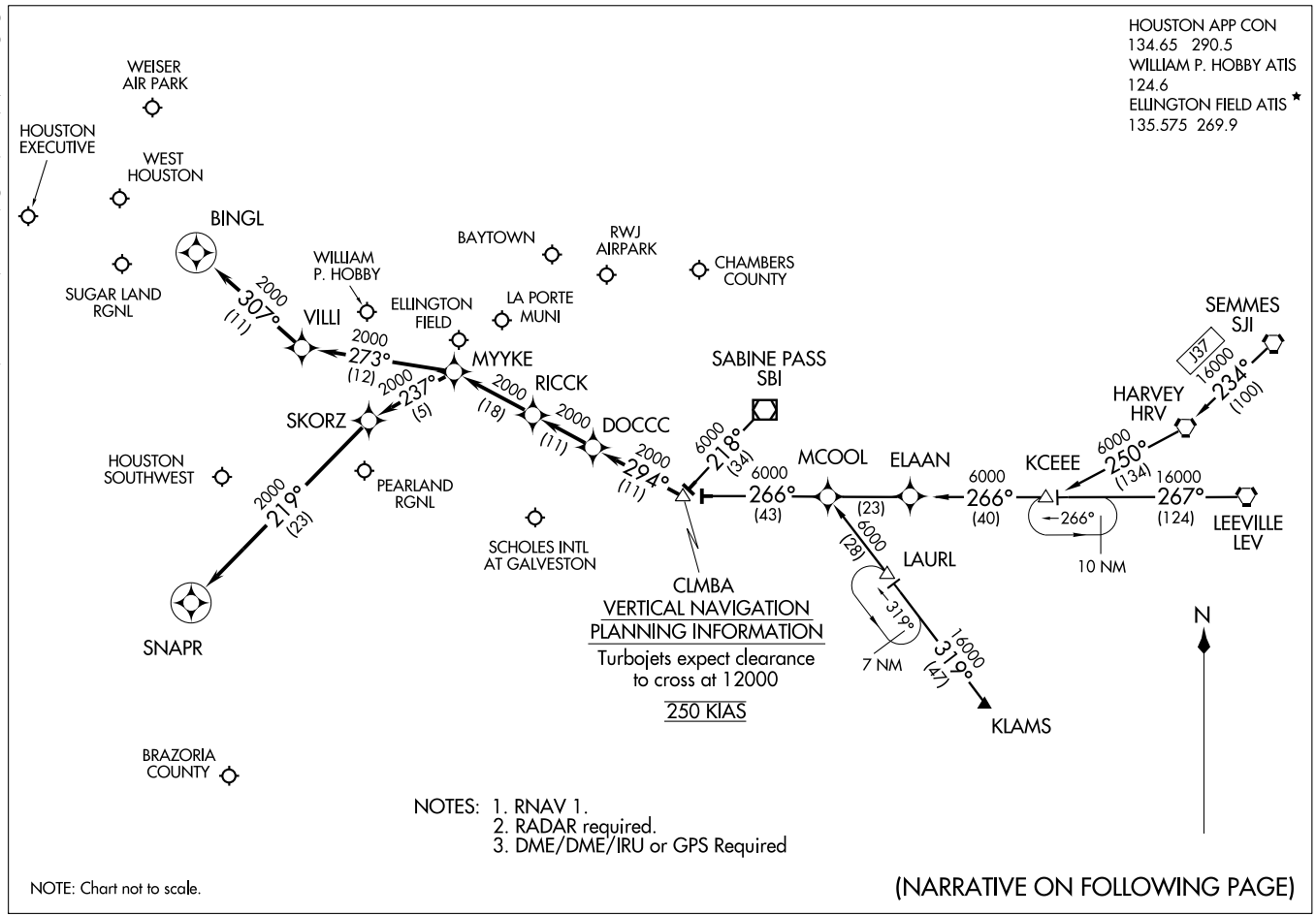
## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.



SC-5, 14 JAN 2010 to 11 FEB 2010




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

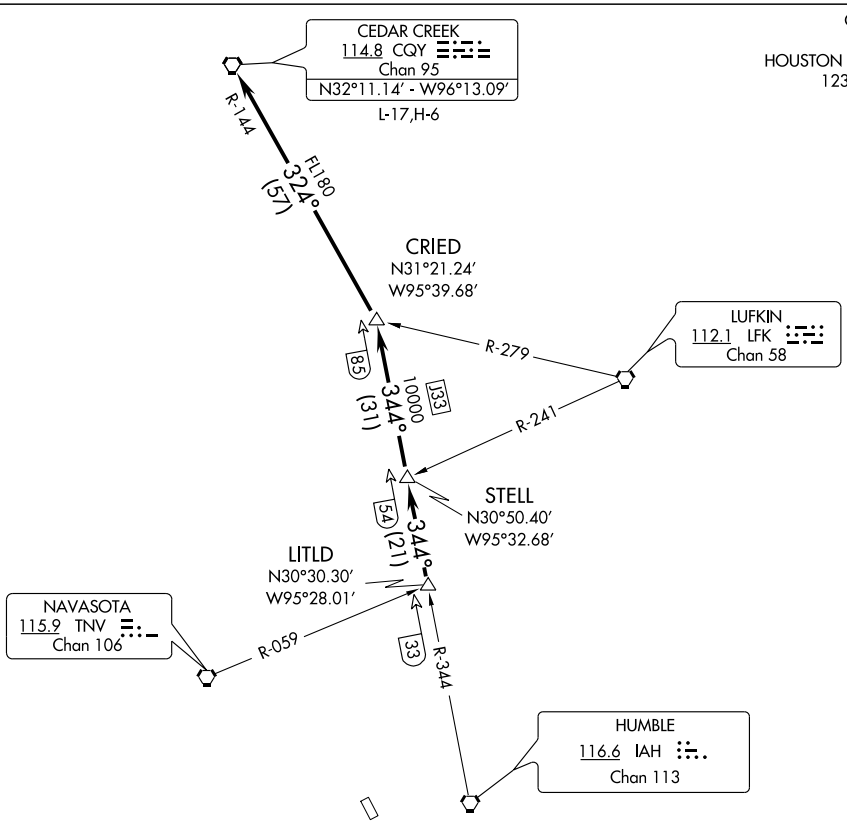
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 14 JAN 2010 to 11 FEB 2010

# CRIED THREE DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
Rwy 15, 33, standard.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

## TAKE-OFF OBSTACLES

Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL.
Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Building, 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

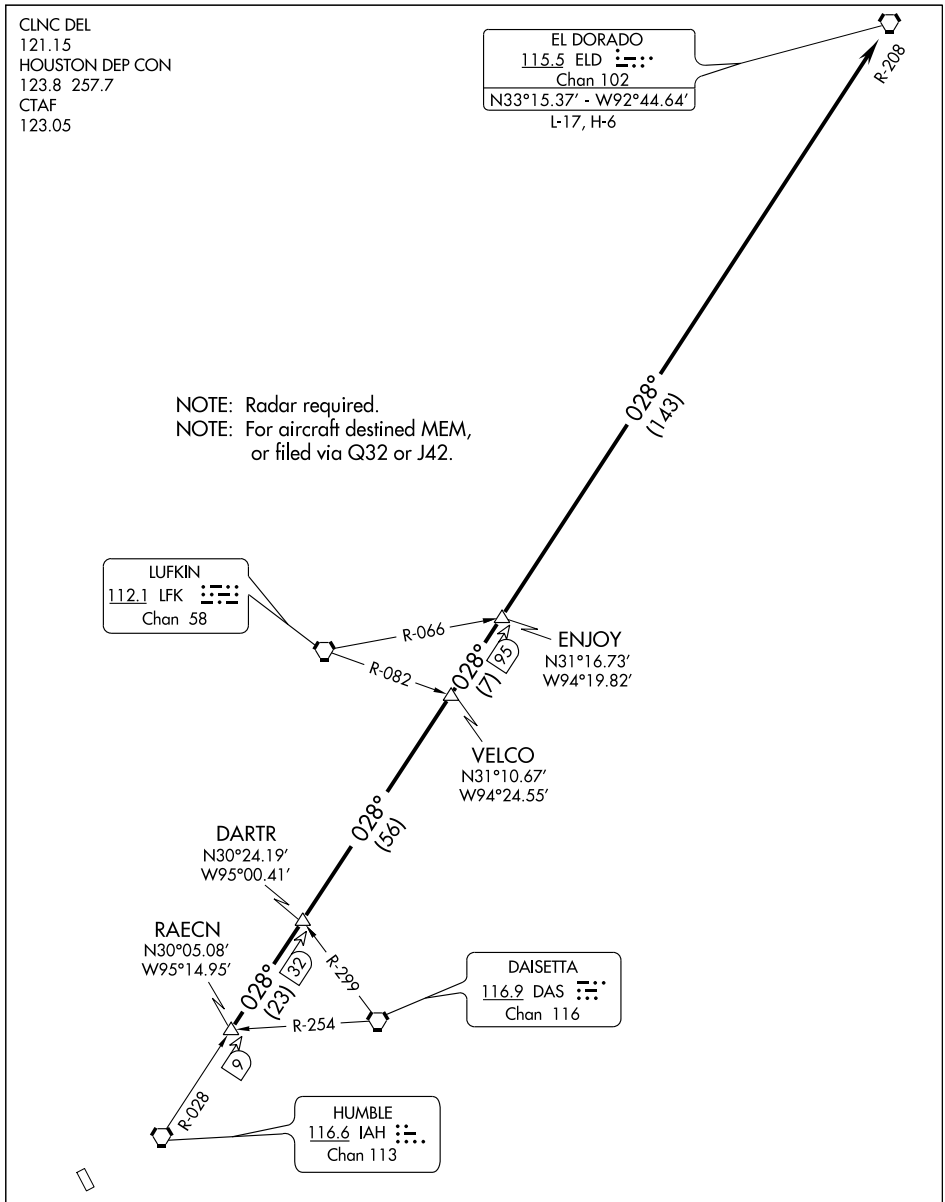
FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010

# EL DORADO ONE DEPARTURE SL-6079 (FAA)






NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 15, 33, standard.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

# EL DORADO ONE DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

## TAKE-OFF OBSTACLES

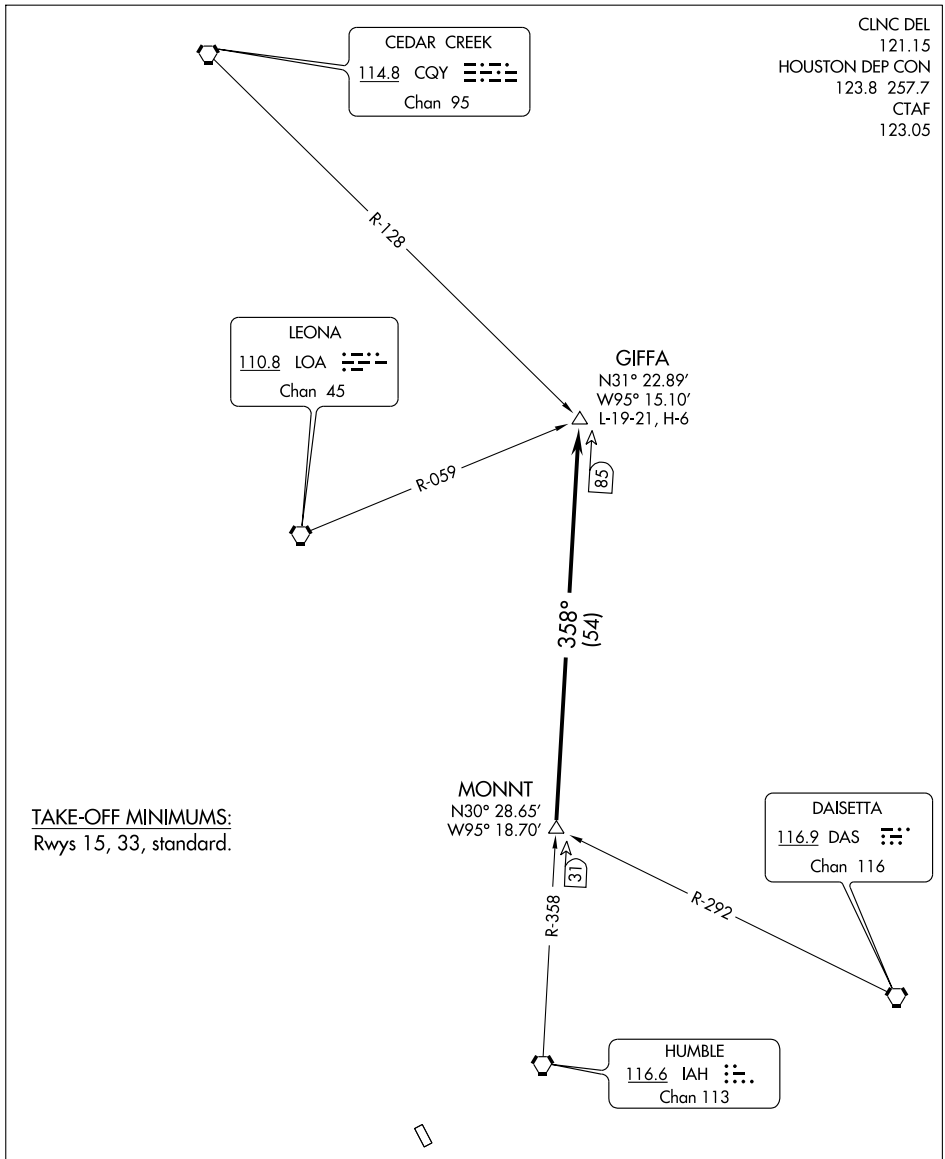
Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/ 138′ MSL. Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/ 124′ MSL.
Rwy 33, Bulding 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# GIFFA THREE DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
Rwys 15, 33, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

▼

DEPARTURE ROUTE DESCRIPTION

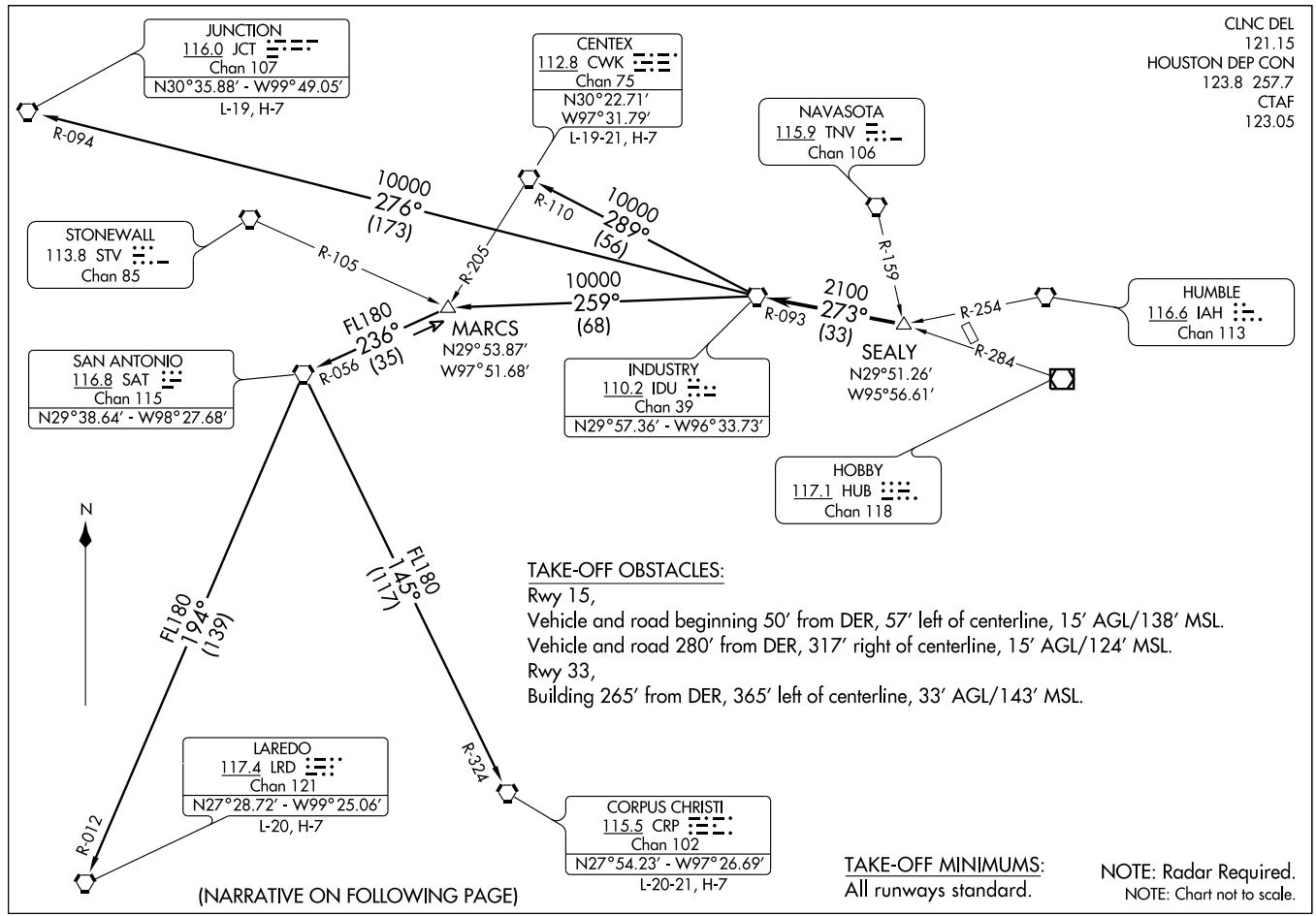
When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL.
Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Building 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010


JUNCTION
116.0 JCT
Chan 107
N30°35.88′ - W99°49.05′
L-19, H-7
CENTEX
112.8 CWK
Chan 75
N30°22.71′
W97°31.79′
L-19-21, H-7
NAVASOTA
115.9 TNV
Chan 106
STONEWALL
113.8 STV
Chan 85
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′ - W98°27.68′
MARCS
N29°53.87′
W97°51.68′
INDUSTRY
110.2 IDU
Chan 39
N29°57.36′ - W96°33.73′
SEALY
N29°51.26′
W95°56.61′
HUMBLE
116.6 IAH
Chan 113
HOBBY
117.1 HUB
Chan 118
LAREDO
117.4 LRD
Chan 121
N27°28.72′ - W99°25.06′
L-20, H-7
CORPUS CHRISTI
115.5 CRP
Chan 102
N27°54.23′ - W97°26.69′
L-20-21, H-7
R-094
10000
276°
(173)
R-110
10000
289°
(56)
R-105
R-205
10000
259°
(68)
FL180
236°
(35)
R-056
R-093
2100
273°
(33)
R-159
R-254
R-284
FL180
194°
(139)
FL180
145°
(117)
R-012
R-324
N
CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05
INDUSTRY THREE DEPARTURE (IDU3.IDU) 08157
SL-6079 (FAA)
HOUSTON/WEST HOUSTON (IWS)
HOUSTON, TEXAS
TAKE-OFF OBSTACLES:
Rwy 15,
Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL.
Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33,
Building 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.
TAKE-OFF MINIMUMS:
All runways standard.
NOTE: Radar Required.
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

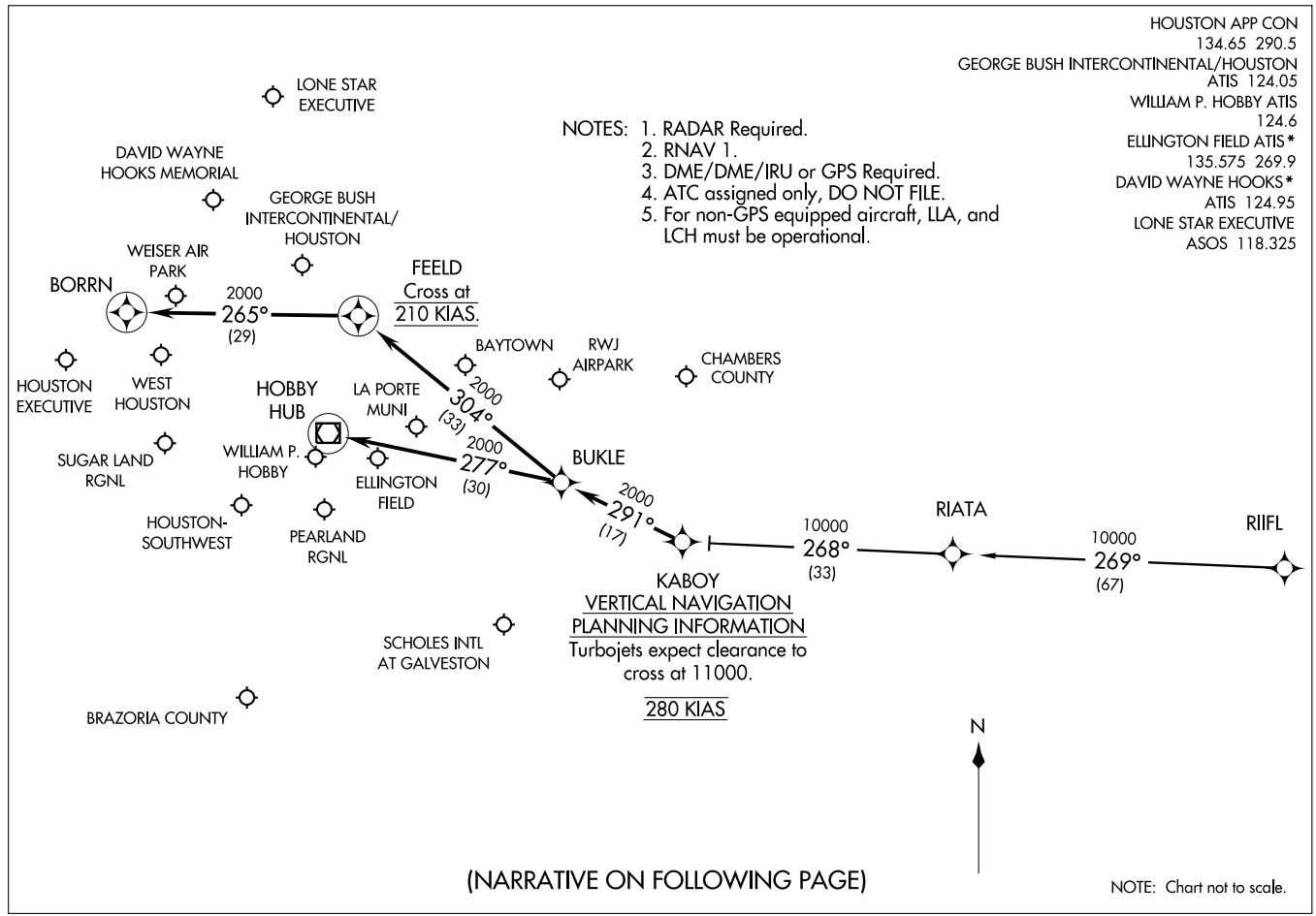
. . . . VIA IDU R-093 to IDU VORTAC.

CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

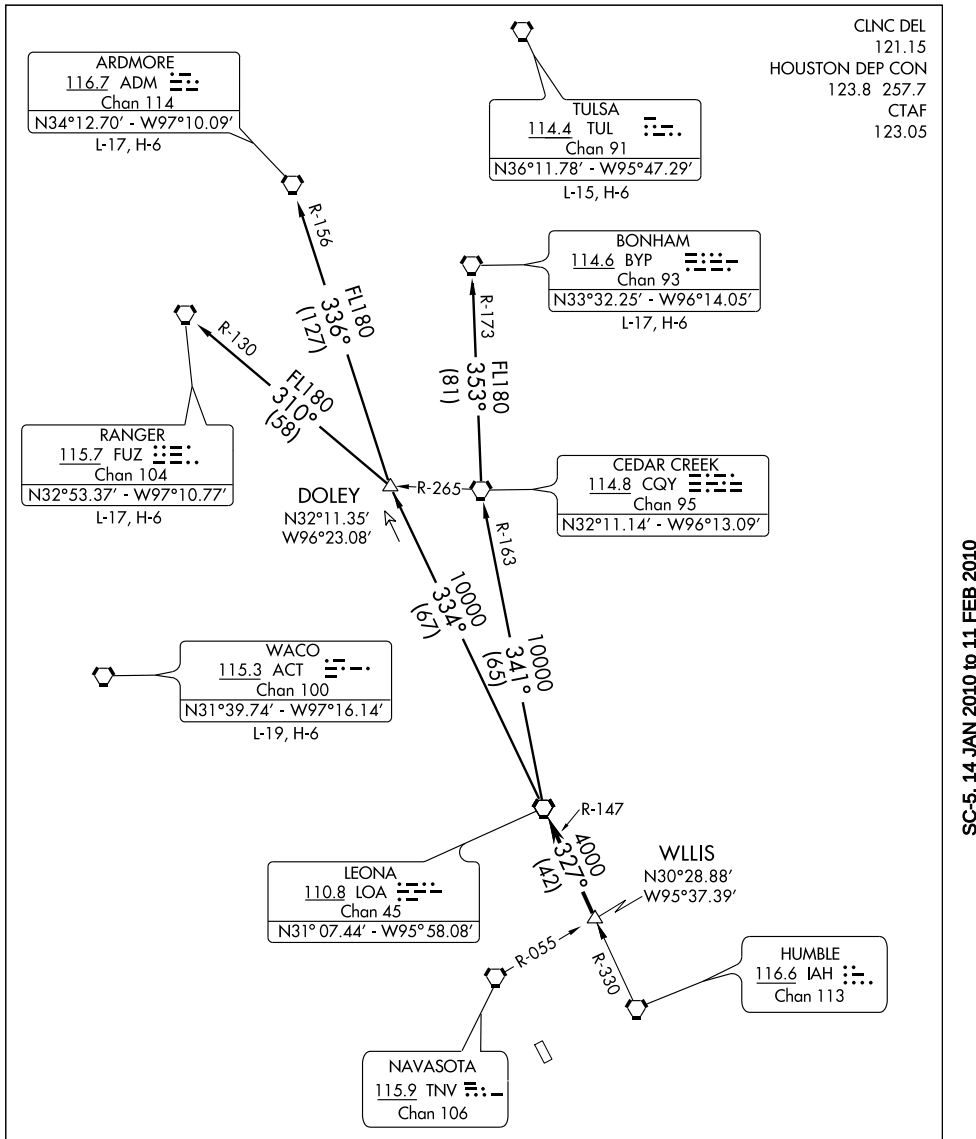
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LEONA SIX DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
Rwy 15, 33 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 14 JAN 2010 to 11 FEB 2010

# LEONA SIX DEPARTURE



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

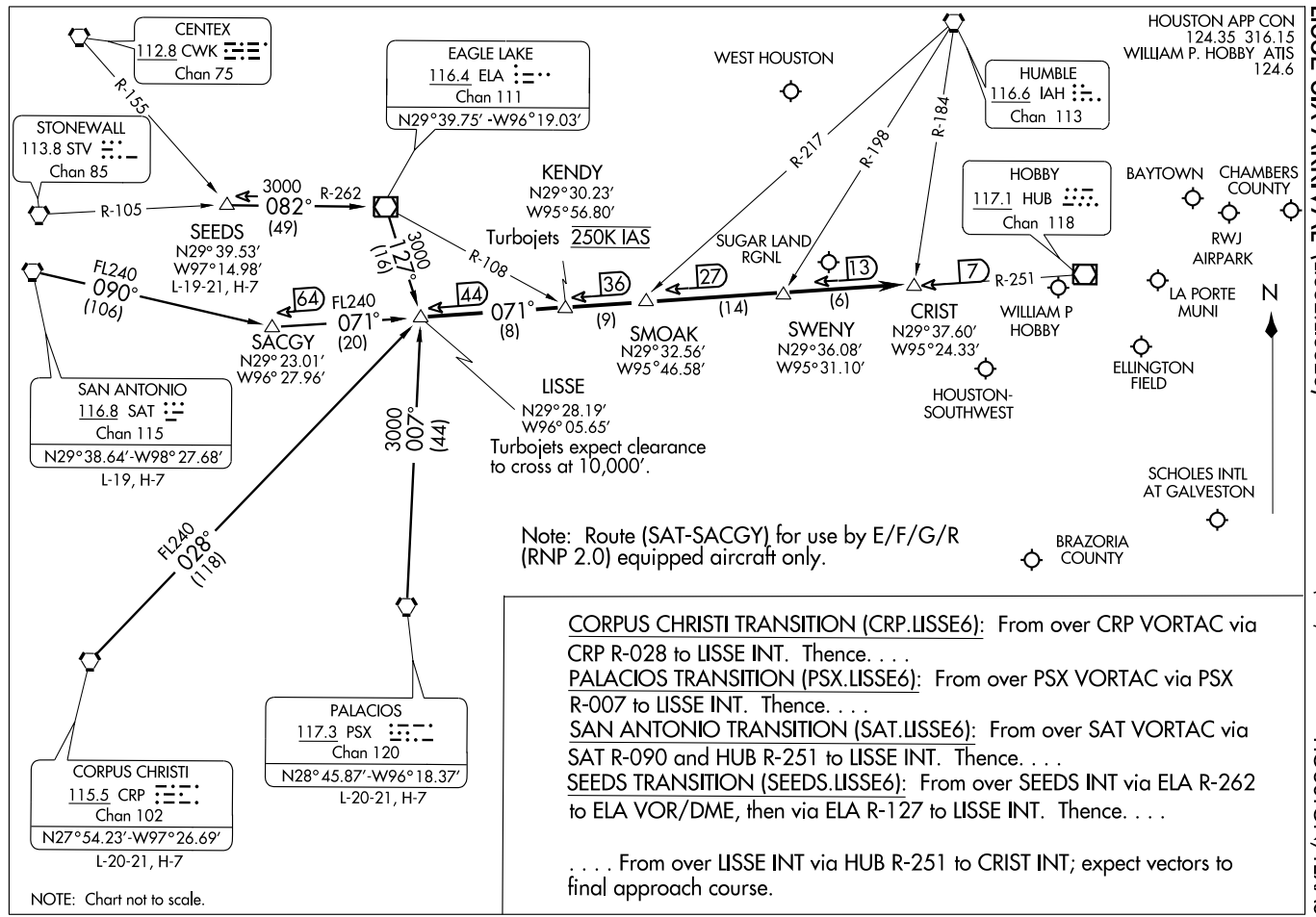
RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

TAKE-OFF OBSTACLES

Rwy 15, Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL.
Rwy 33, Building 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

# LISSE SIX ARRIVAL (LISSE.LISSE6)






CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

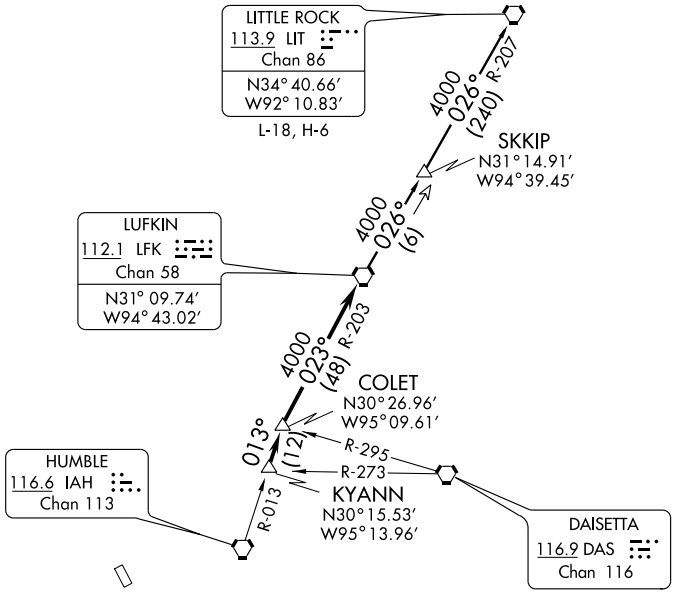
ST-198 (FAA)

# LUFKIN FIVE DEPARTURE

SL-6079 (FAA)

HOUSTON/ WEST HOUSTON (IWS)
HOUSTON, TEXAS

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05




TAKE-OFF MINIMUMS:
Rwy 15, 33, standard.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL. Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Bldg 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

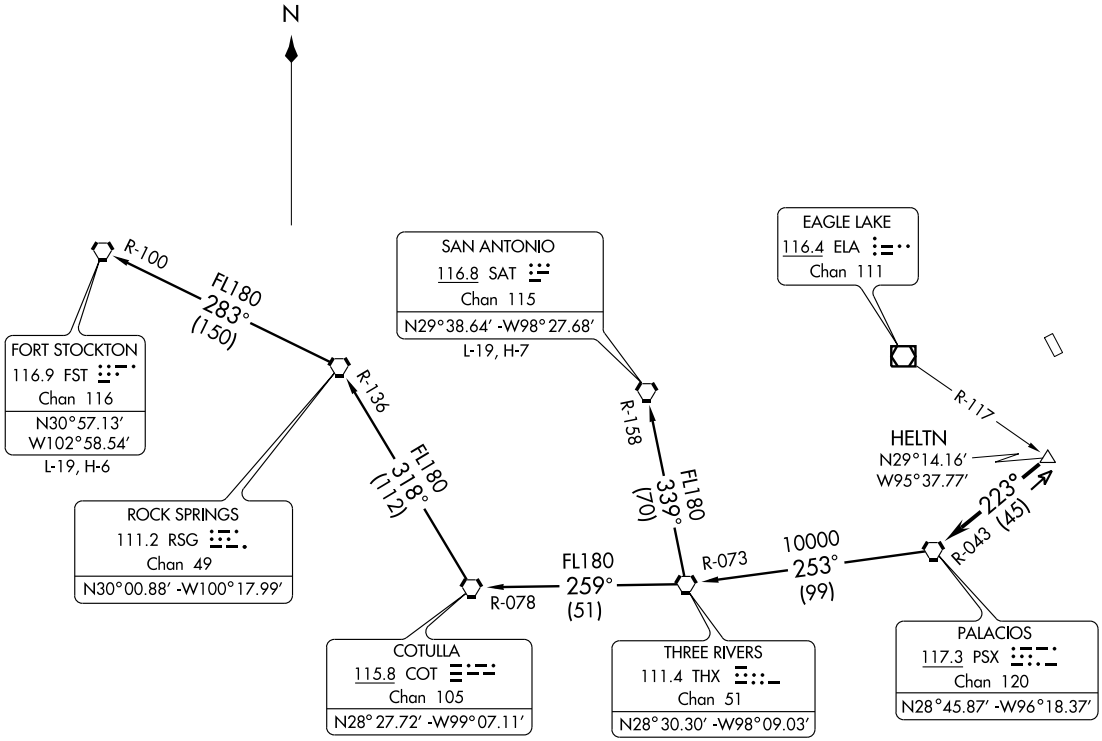
When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05




TAKE-OFF MINIMUMS:
Rwys 15, 33, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

# PALACIOS THREE DEPARTURE



DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 15, Vehicle and road beginning 50' from DER, 57' left of centerline, 15' AGL/138' MSL.
Vehicle and road 280' from DER, 317' right of centerline, 15' AGL/124' MSL.
Rwy 33, Building 265' from DER, 365' left of centerline, 33' AGL/143' MSL.

| APP CRS | Rwy Idg | 3953 |
|---|---|---|
| 150° | TDZE | 111 |
| | Apt Elev | 111 |

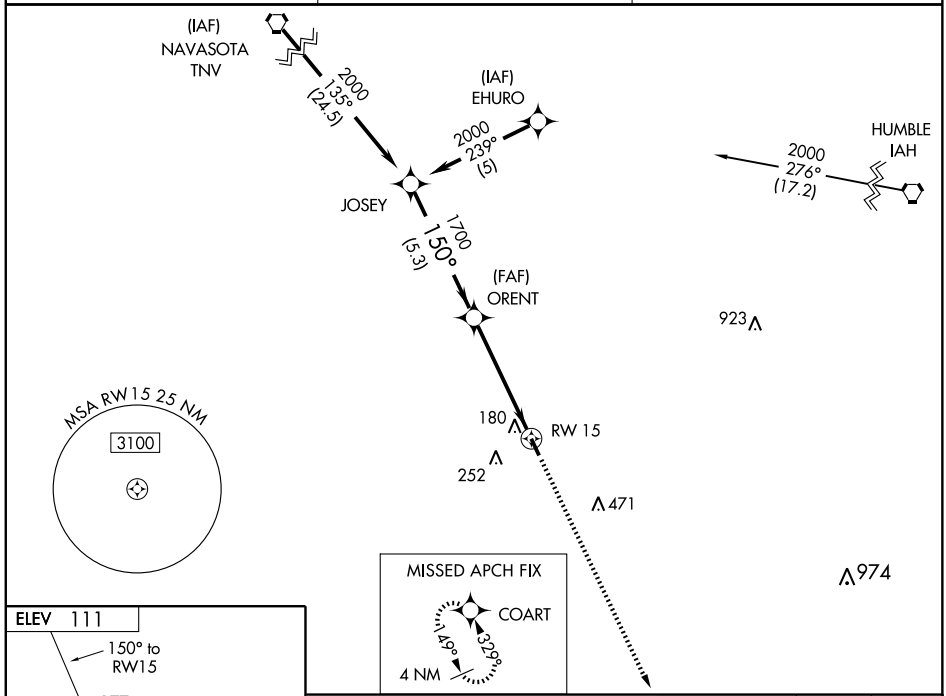
# RNAV (GPS) RWY 15

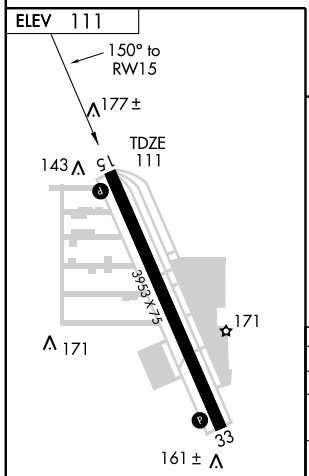
## HOUSTON/ WEST HOUSTON (IWS)

BARO-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
NA BARO-VNAV NA with George Bush Intercontinental/Houston altimeter setting.
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/ Houston altimeter setting and increase all MDAs 60 feet and CAT C visibility 1/4 mile.

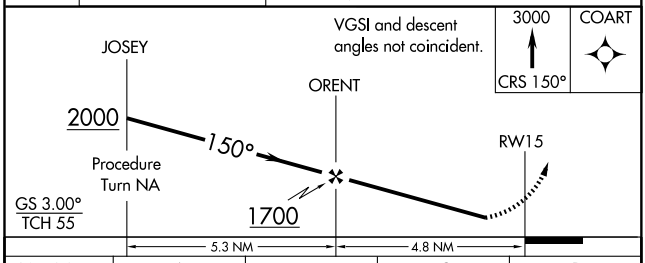
MISSED APPROACH: Climb to 3000 via 150° course to COART and hold.

| HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 123.8 257.7 | 121.15 | 123.05 (CTAF) L |




REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 400-1 289 (300-1) | | | NA |
| LNAV MDA | 480-1 369 (400-1) | | | NA |
| CIRCLING | 480-1 369 (400-1) | 580-1 469 (500-1) | 580-1½ 469 (500-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3953 |
|---|---|---|
| 330° | TDZE | 111 |
| | Apt Elev | 111 |

# RNAV (GPS) Y RWY 33

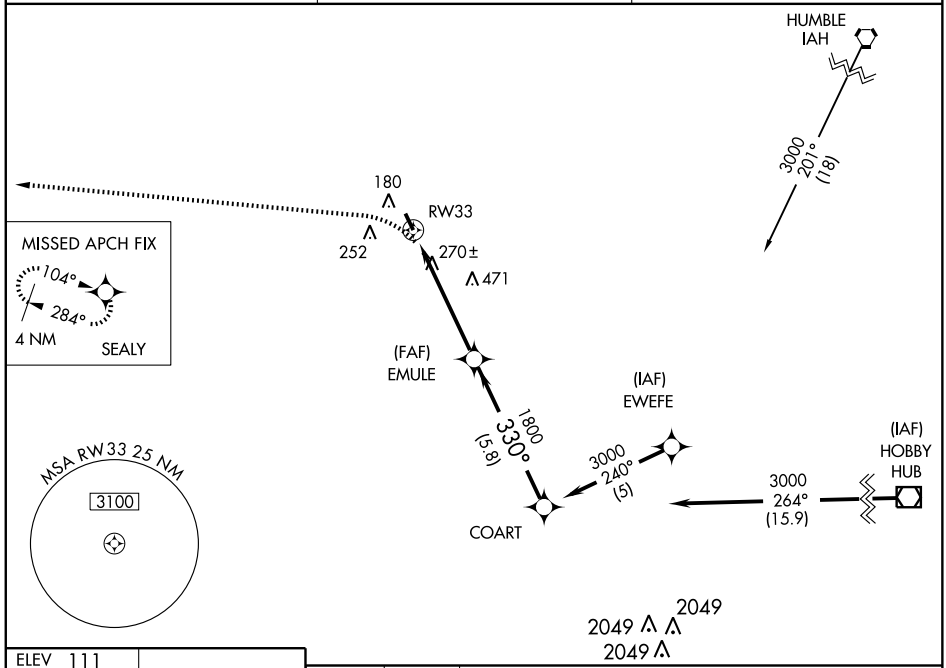
HOUSTON/ WEST HOUSTON (IWS)

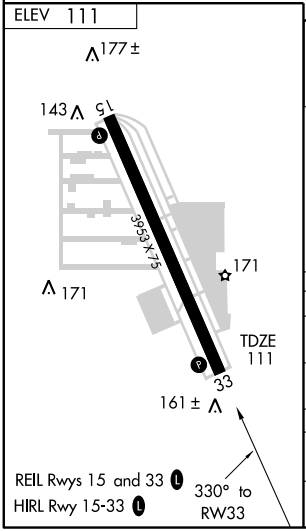
Obtain local altimter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting. GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.

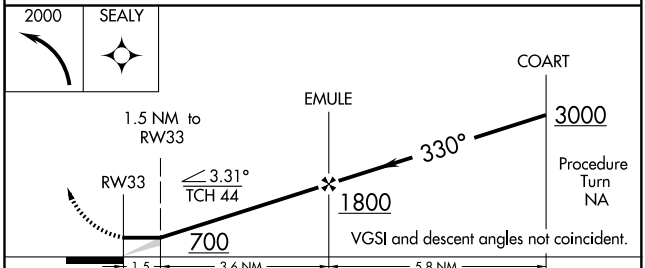
NA

MISSED APPROACH: Climbing left turn to 2000 direct SEALY and hold.

| HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 123.8 257.7 | 121.15 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 469 (500-1) | | 580-1¼ 469 (500-1¼) | NA |
| CIRCLING | 580-1 469 (500-1) | | 620-1½ 509 (600-1½) | NA |
| GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 620-1 509 (600-1) | | 620-1½ 509 (600-1½) | NA |
| CIRCLING | 620-1 509 (600-1) | | 680-1½ 569 (600-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3953 |
|---|---|---|
| 330° | TDZE | 111 |
| | Apt Elev | 111 |

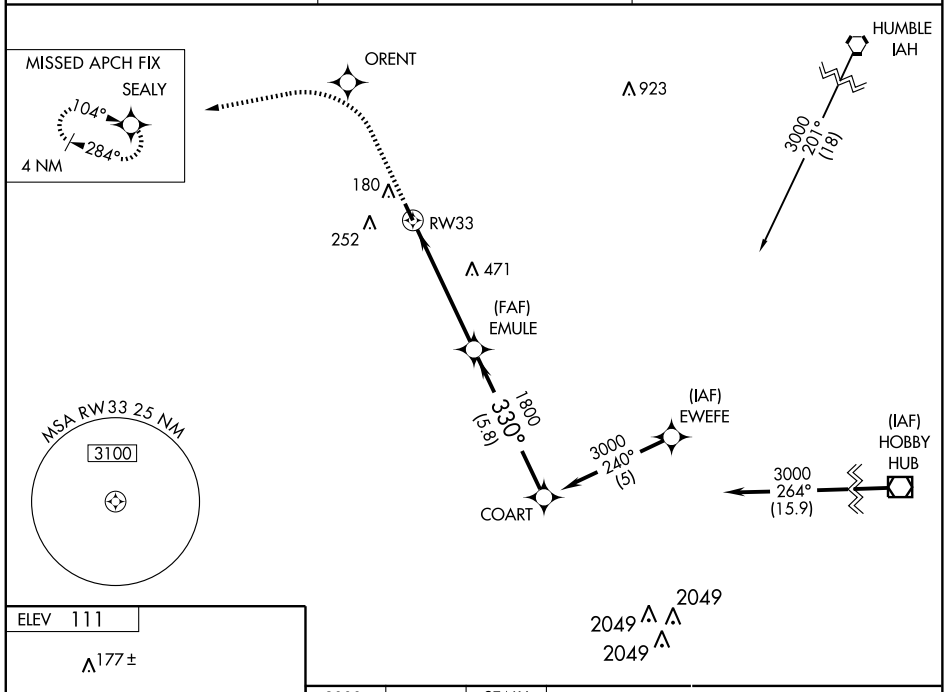
# RNAV (GPS) Z RWY 33

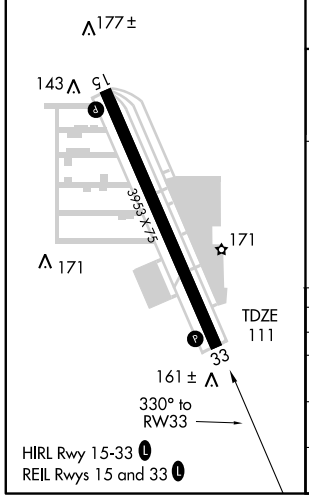
## HOUSTON/ WEST HOUSTON (IWS)

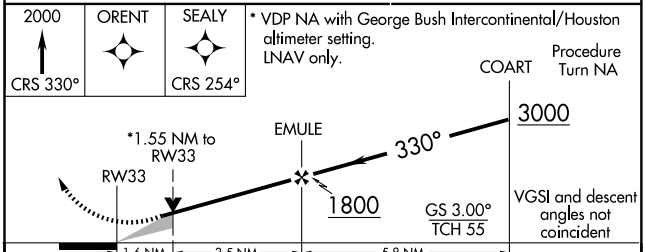
BARO-VNAV NA below -15°C (5°F).
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
NA BARO-VNAV NA with George Bush Intercontinental/Houston altimeter setting. Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting and increase all MDAs 60 feet and Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 2000 via 330° course to ORENT, then via 254° course to SEALY and hold.

| HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 123.8 257.7 | 121.15 | 123.05 (CTAF) L |

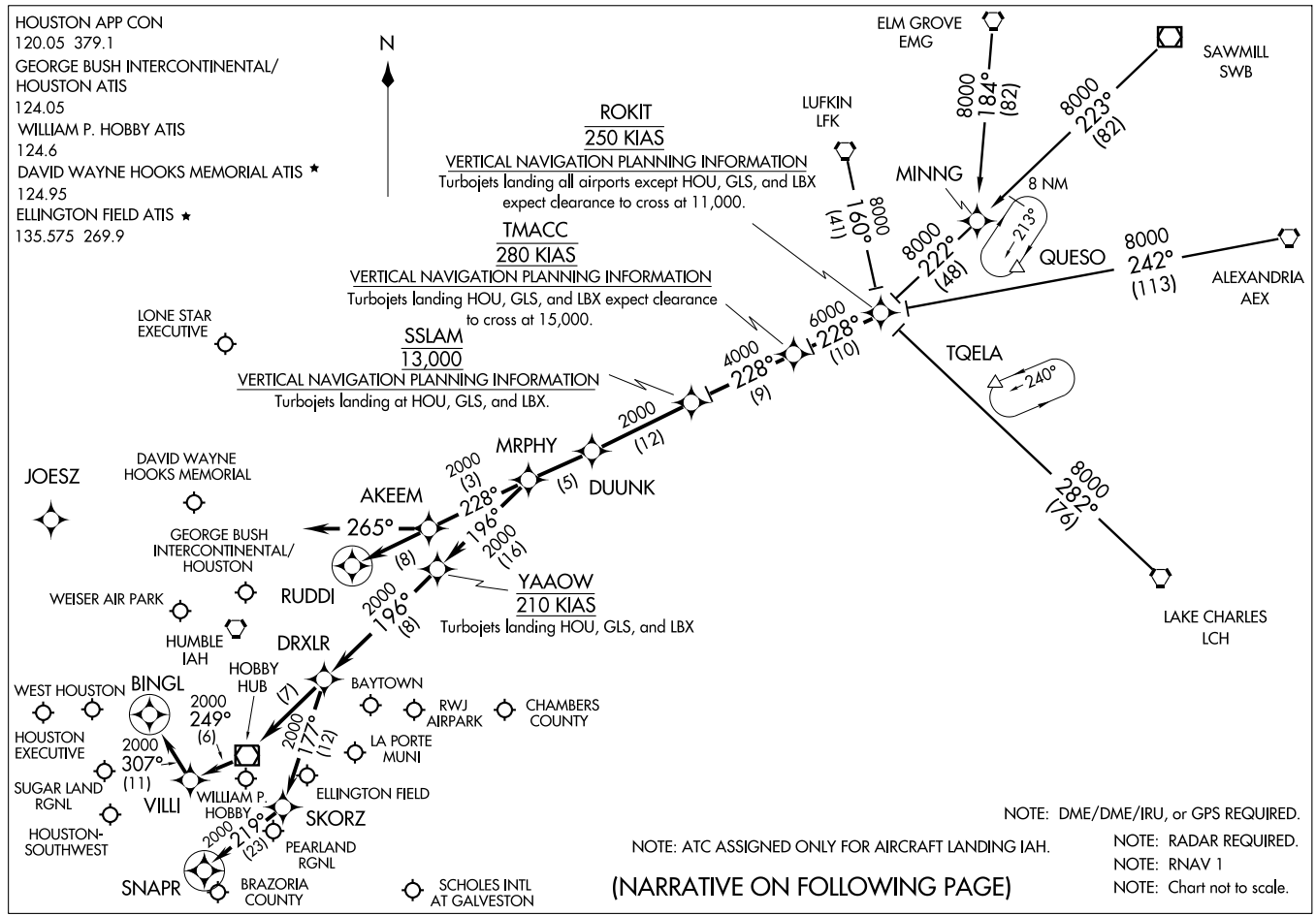



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS PA DA | NA | | | |
| LNAV/ VNAV DA | 400-1 289 (300-1) | | | NA |
| LNAV MDA | 640-1 529 (600-1) | | 640-1½ 529 (600-1½) | NA |
| CIRCLING | 640-1 529 (600-1) | | 640-1½ 529 (600-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 14 JAN 2010 to 11 FEB 2010

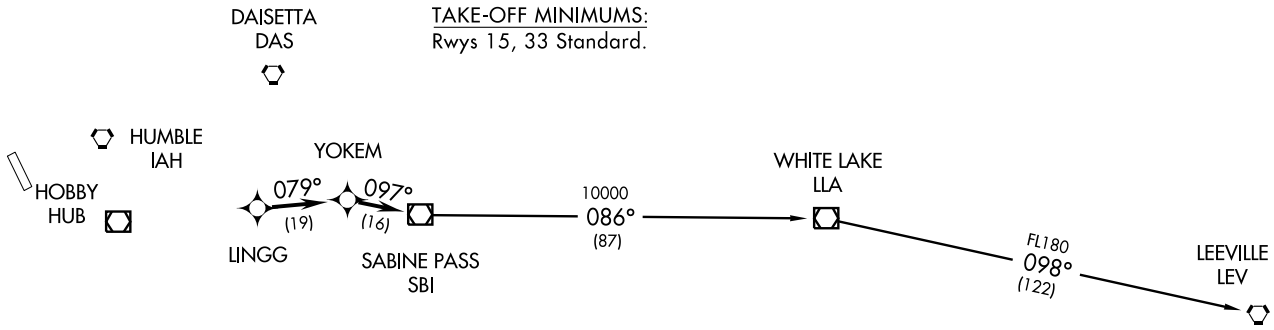
Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05

# SABINE PASS ONE DEPARTURE (RNAV)

(SBI1.SBIJ) 09071

SL-6079 (FAA)




TAKE-OFF MINIMUMS:
Rwys 15, 33 Standard.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

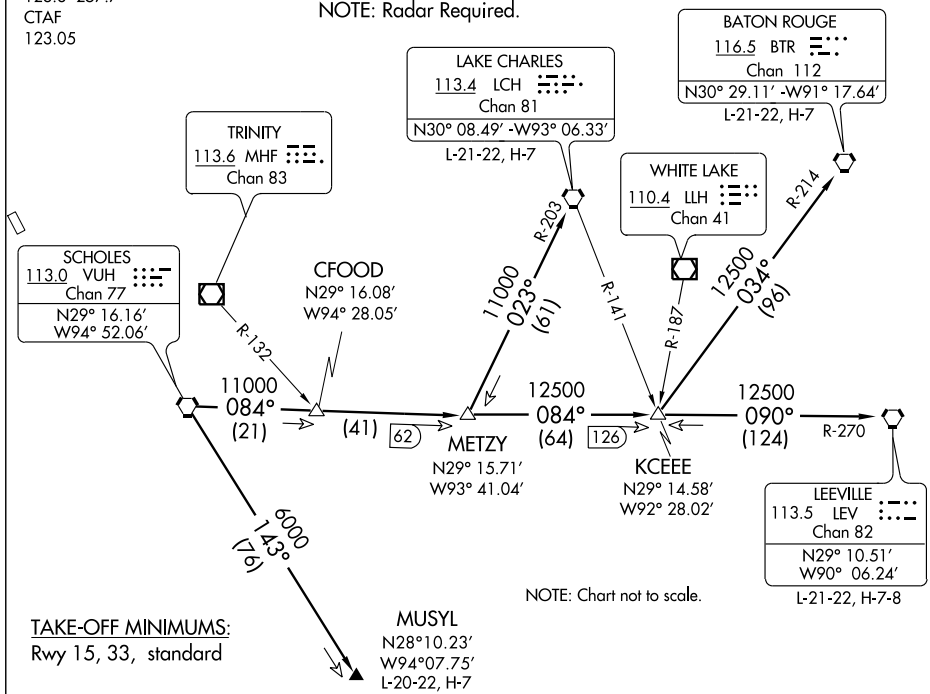
TAKE-OFF OBSTACLES:
Rwy 15, Vehicle and road beginning 50' from DER, 57' left of centerline, 15' AGL/138' MSL. Vehicle and road 280' from DER, 317' right of centerline, 15' AGL/124' MSL.
Rwy 33, Bldg 265' from DER, 365' left of centerline, 33' AGL/143' MSL.

NOTE: Chart not to scale.

HOUSTON/WEST HOUSTON (IWS)
HOUSTON, TEXAS

CLNC DEL
121.15
HOUSTON DEP CON
123.8 257.7
CTAF
123.05

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.




NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 15, 33, standard

TAKE-OFF OBSTACLES:
Rwy 15, Vehicle and road beginning 50′ from DER, 57′ left of centerline, 15′ AGL/138′ MSL. Vehicle and road 280′ from DER, 317′ right of centerline, 15′ AGL/124′ MSL.
Rwy 33, Bldg 265′ from DER, 365′ left of centerline, 33′ AGL/143′ MSL.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

| VORTAC IAH | APP CRS | Rwy Idg | NA |
|---|---|---|---|
| 116.6 | 239° | TDZE | NA |
| Chan 113 | | Apt Elev | 111 |

# VOR-D

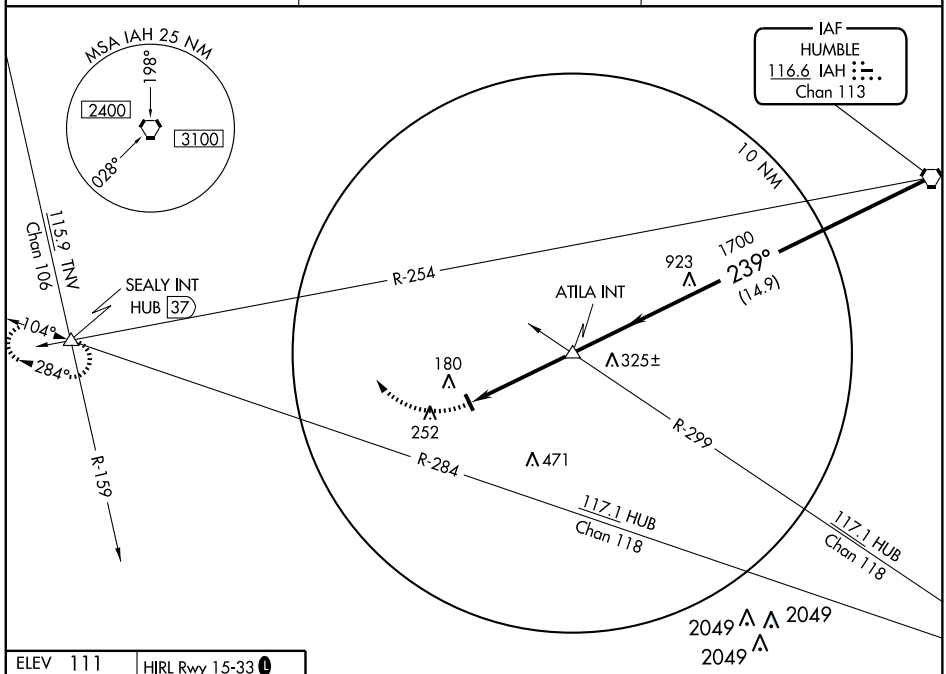
## HOUSTON/ WEST HOUSTON (IWS)

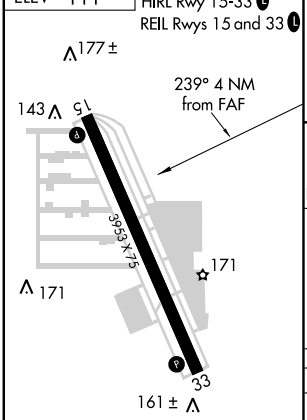
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

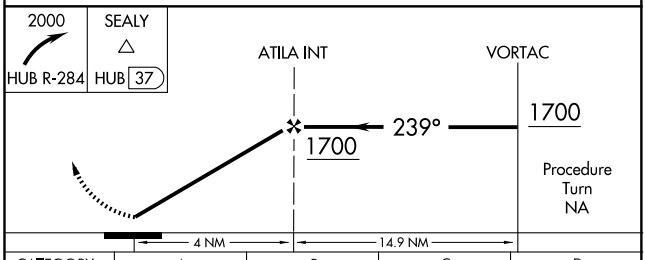
NA

MISSED APPROACH: Climbing right turn to 2000 via HUB VOR/DME R-284 to SEALY INT/HUB 37 DME and hold.

| HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 123.8 257.7 | 121.15 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 540-1<br>429 (500-1) | 580-1<br>469 (500-1) | 580-1½<br>469 (500-1½) | NA |

GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING

| | | | |
|---|---|---|---|
| CIRCLING | 600-1 489 (500-1) | 600-1½<br>489 (500-1½) | NA |

FAF to MAP 4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

SC-5, 14 JAN 2010 to 11 FEB 2010

| VORTAC IAH 116.6 Chan 113 | APP CRS 150° | Rwy Idg 3953 TDZE 111 Apt Elev 111 |
|---|---|---|

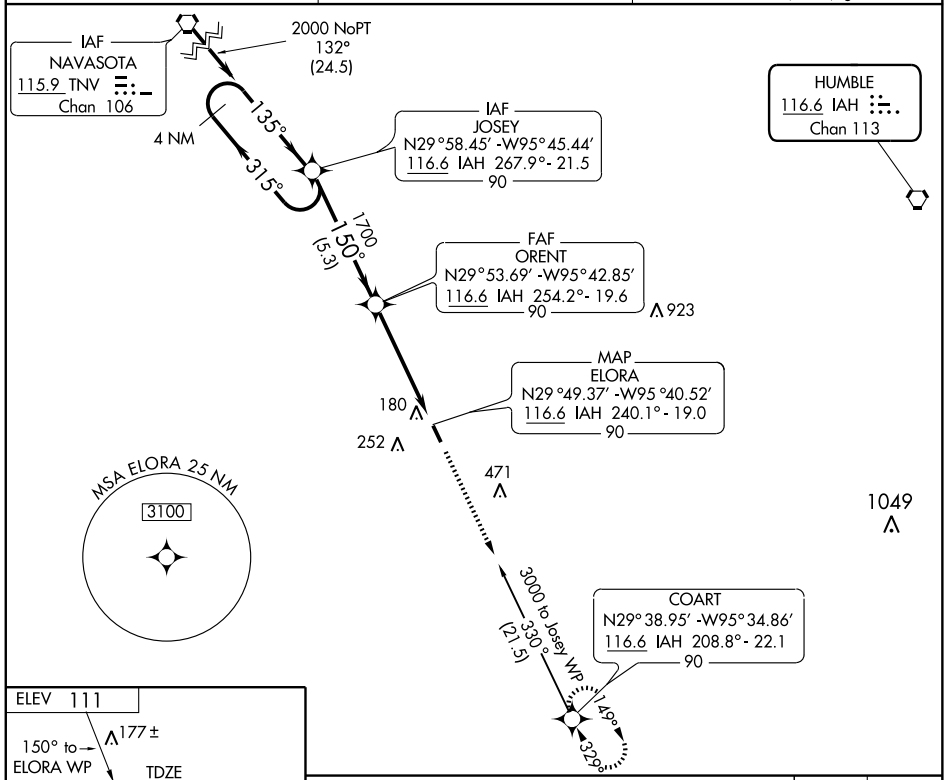
# VOR/DME RNAV RWY 15

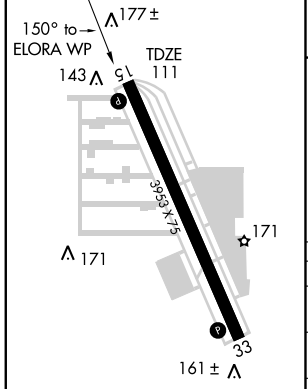
HOUSTON/ WEST HOUSTON (IWS)

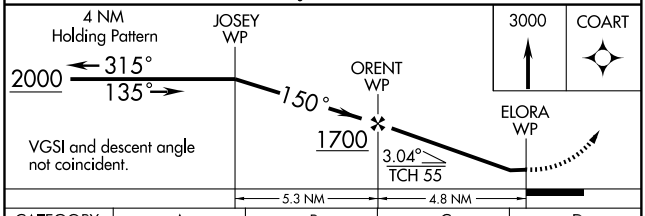
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climb to 3000 direct COART and hold.

| HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 123.8 257.7 | 121.15 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 900-1<br>789 (800-1) | 900-1¼<br>789 (800-1¼) | 900-2¼<br>789 (800-2¼) | NA |
| CIRCLING | 900-1<br>789 (800-1) | 900-1¼<br>789 (800-1¼) | 900-2¼<br>789 (800-2¼) | NA |
| GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS | | | | |
| S-15 | 960-1<br>849 (900-1) | 960-1¼<br>849 (900-1¼) | 960-2½<br>849 (900-2½) | NA |
| CIRCLING | 960-1<br>849 (900-1) | 960-1¼<br>849 (900-1¼) | 960-2½<br>849 (900-2½) | NA |

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| VORTAC IAH | APP CRS | Rwy Idg | 3953 |
|---|---|---|---|
| 116.6 | 330° | TDZE | 111 |
| Chan 113 | | Apt Elev | 111 |

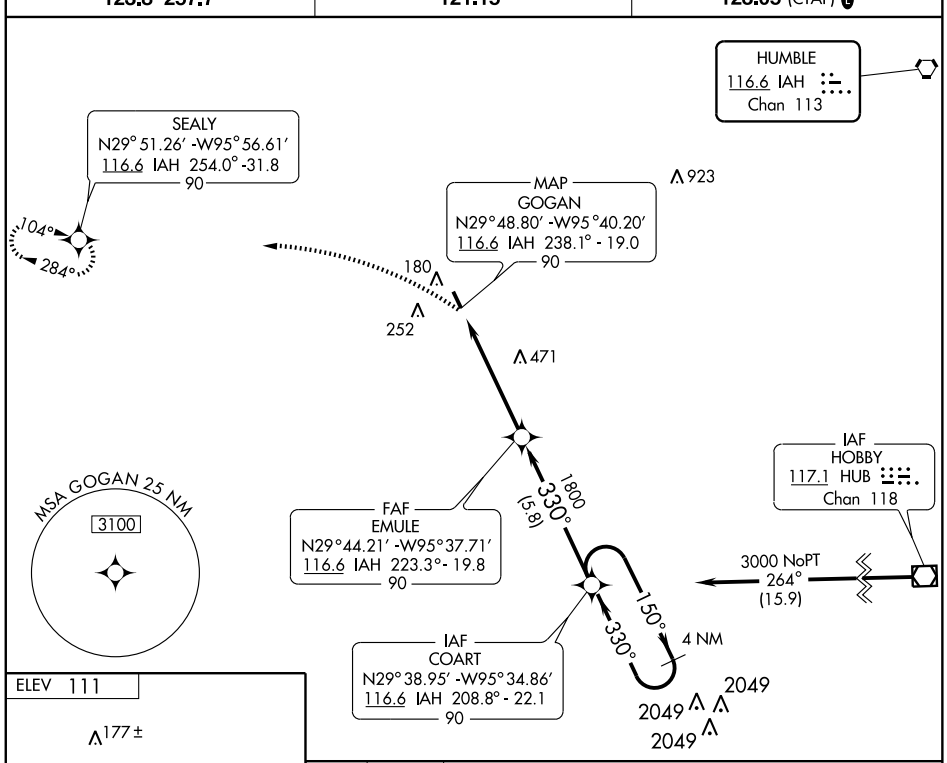
# VOR/DME RNAV RWY 33

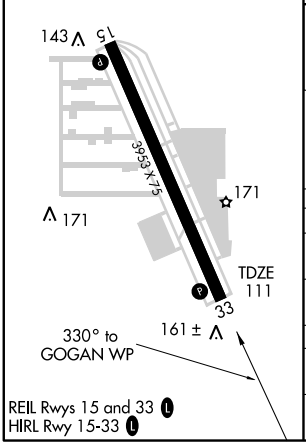
HOUSTON/ WEST HOUSTON (IWS)

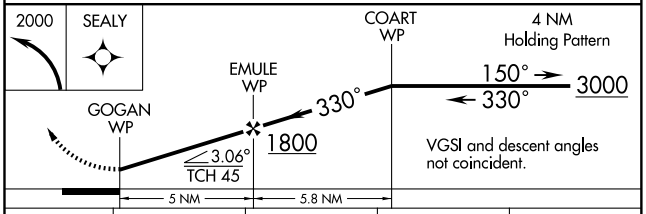
Obtain local altimeter setting on CTAF; when not received, use George Bush Intercontinental/Houston altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct SEALY and hold

| HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 123.8 257.7 | 121.15 | 123.05 (CTAF) L |

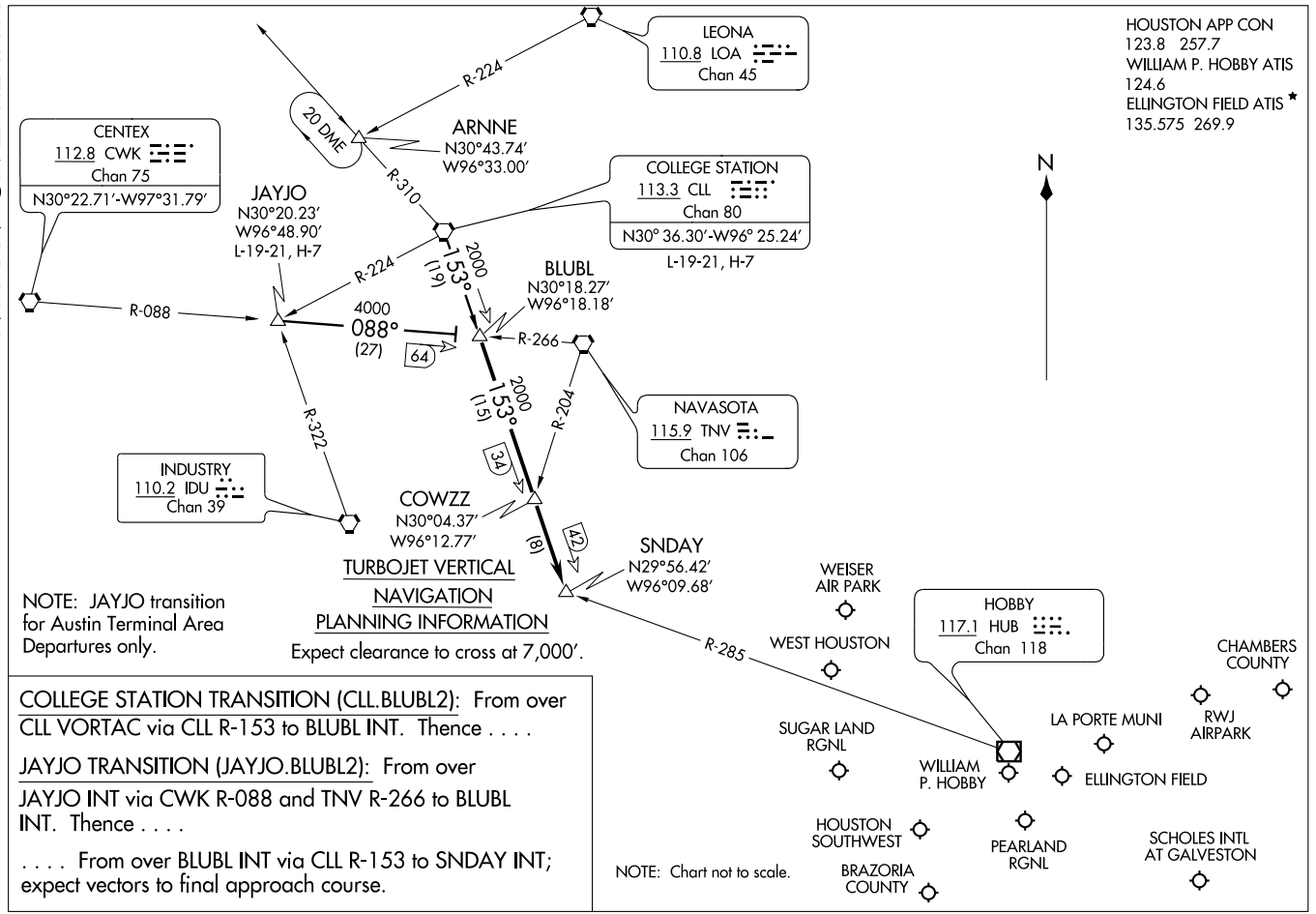



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 860-1<br>749 (800-1) | 860-1¼<br>749 (800-1¼) | 860-2¼<br>749 (800-2¼) | NA |
| CIRCLING | 860-1<br>749 (800-1) | 860-1¼<br>749 (800-1¼) | 860-2¼<br>749 (800-2¼) | NA |
| GEORGE BUSH INTERCONTINENTAL/HOUSTON ALTIMETER SETTING MINIMUMS | | | | |
| S-33 | 900-1<br>789 (800-1) | 900-1¼<br>789 (800-1¼) | 900-2¼<br>789 (800-2¼) | NA |
| CIRCLING | 900-1<br>789 (800-1) | 900-1¼<br>789 (800-1¼) | 900-2¼<br>789 (800-2¼) | NA |

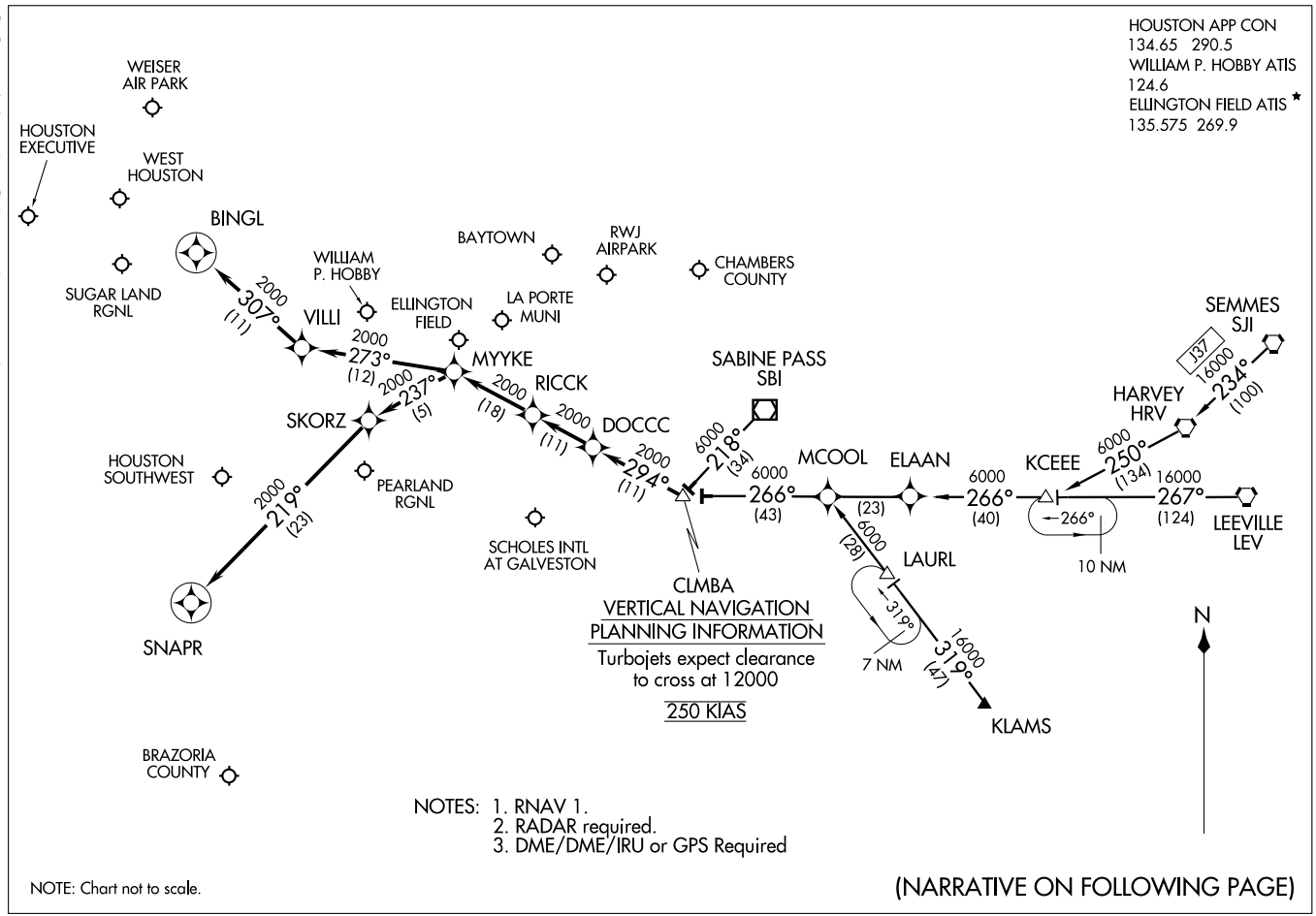
SC-5, 14 JAN 2010 to 11 FEB 2010




COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 14 JAN 2010 to 11 FEB 2010

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

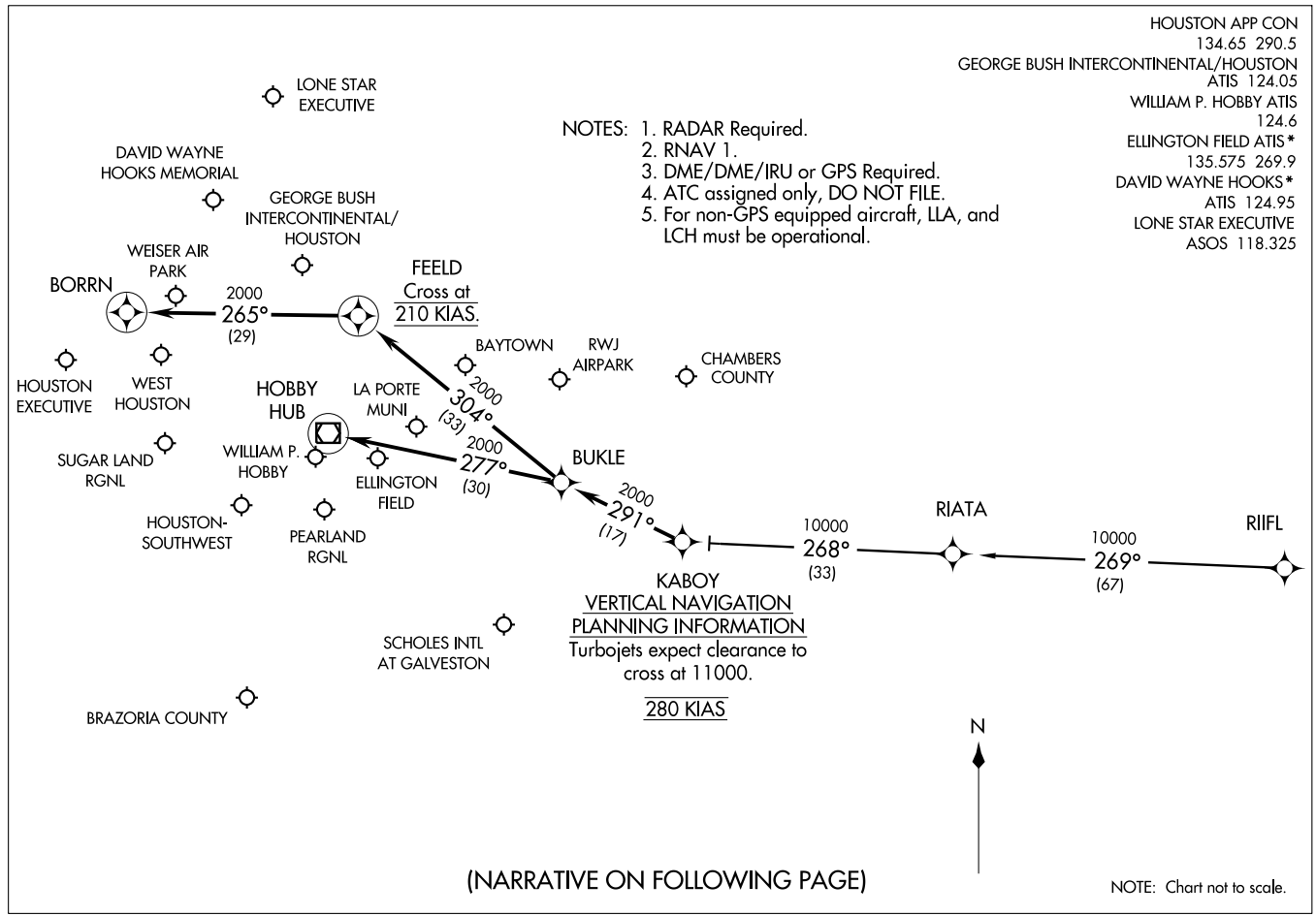
. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

| APP CRS | Rwy Idg | 4313 |
|---|---|---|
| 309° | TDZE | 43 |
| | Apt Elev | 44 |

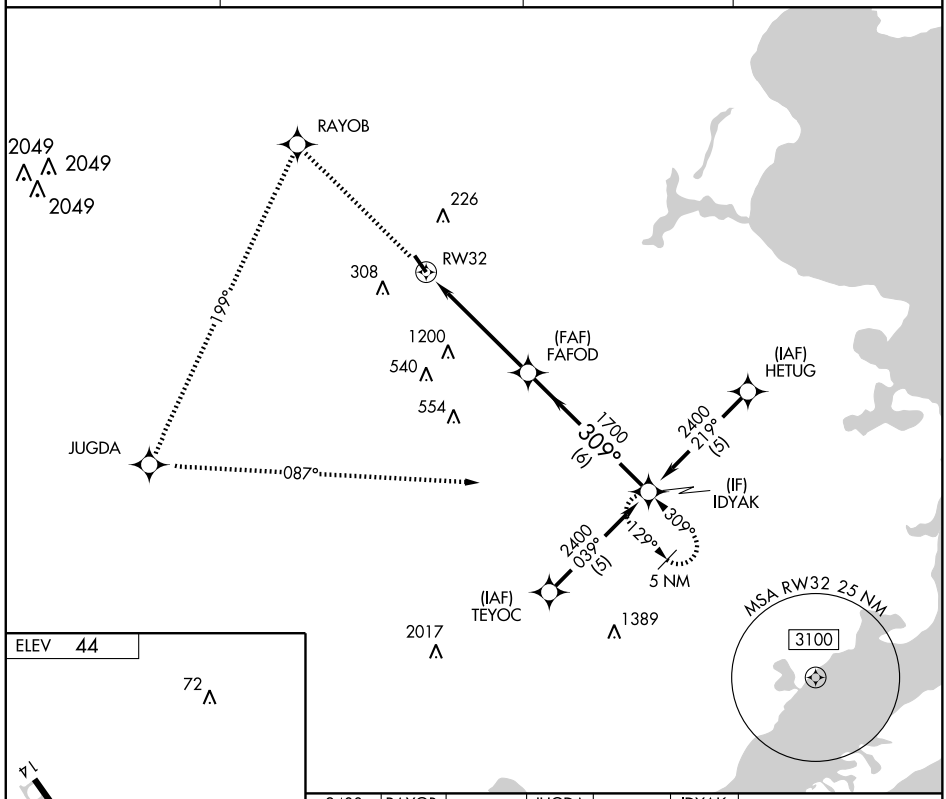
# RNAV (GPS) RWY 32

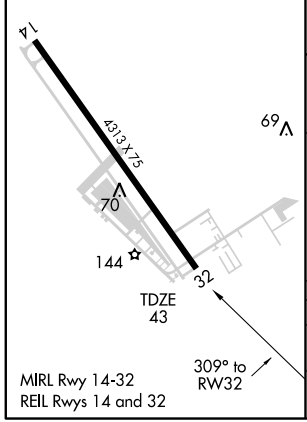
HOUSTON/ PEARLAND RGNL (LVJ)

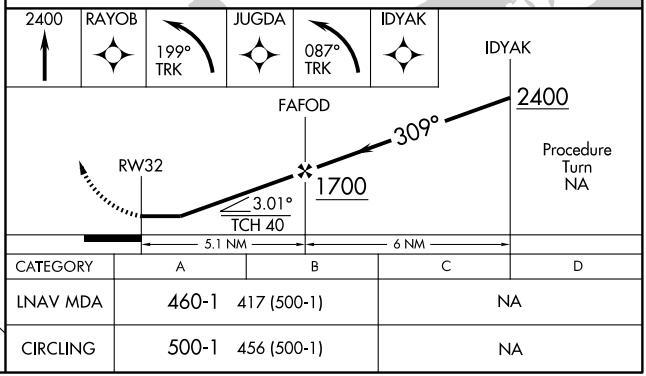
If local altimeter setting not received, use Houston/William P. Hobby altimeter setting and increase all MDAs 20 feet.
Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2400 direct RAYOB and left turn via 199° track to JUGDA and left turn via 087° track to IDYAK and hold.

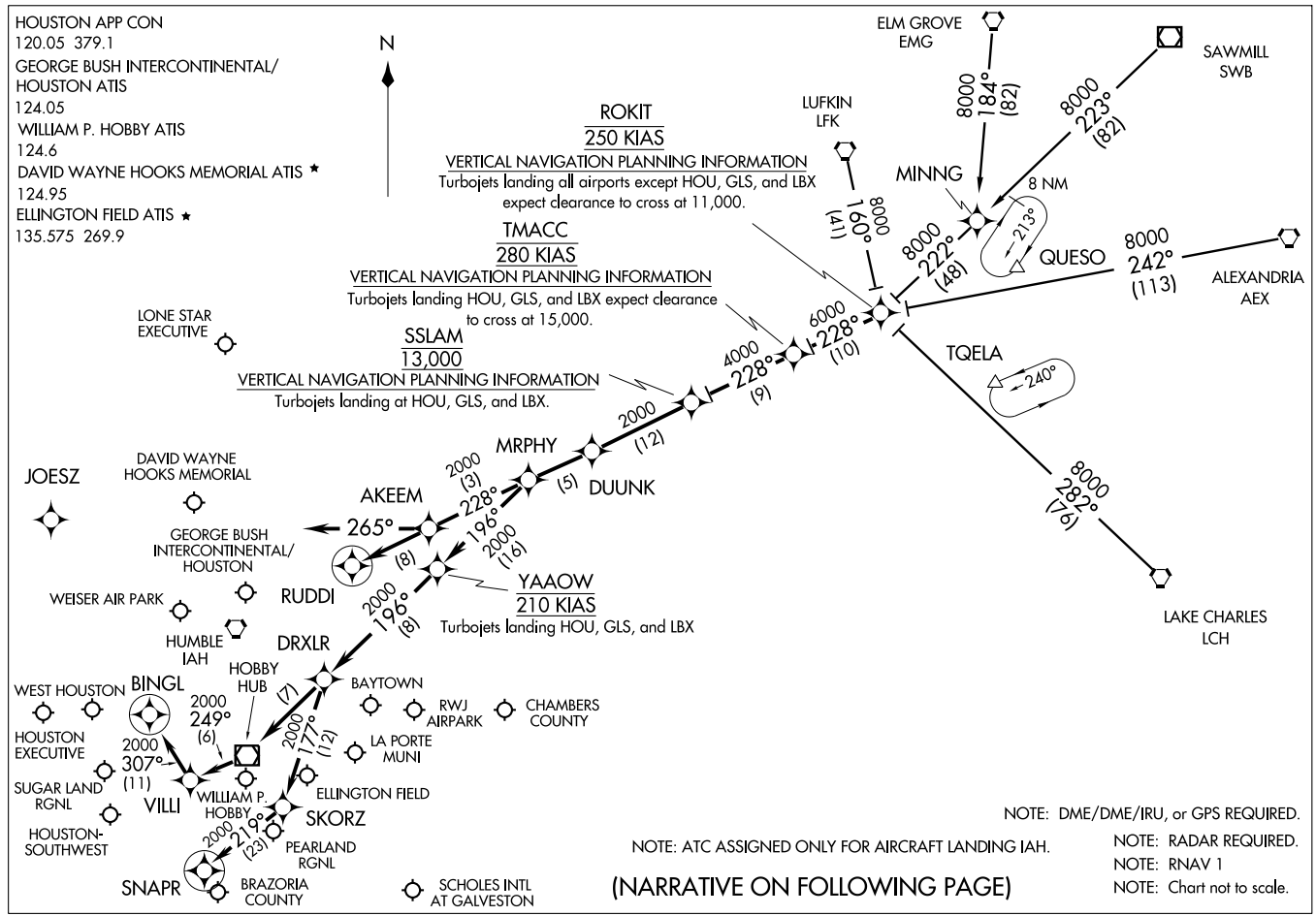
| ASOS | HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.525 | 134.45 284.0 | 124.0 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 | 417 (500-1) | NA | |
| CIRCLING | 500-1 | 456 (500-1) | NA | |




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 14 JAN 2010 to 11 FEB 2010

HOUSTON, TEXAS

AL-6460 (FAA)

| VOR/DME MHF | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 113.6 | 260° | TDZE | N/A |
| Chan 83 | | Apt Elev | 44 |

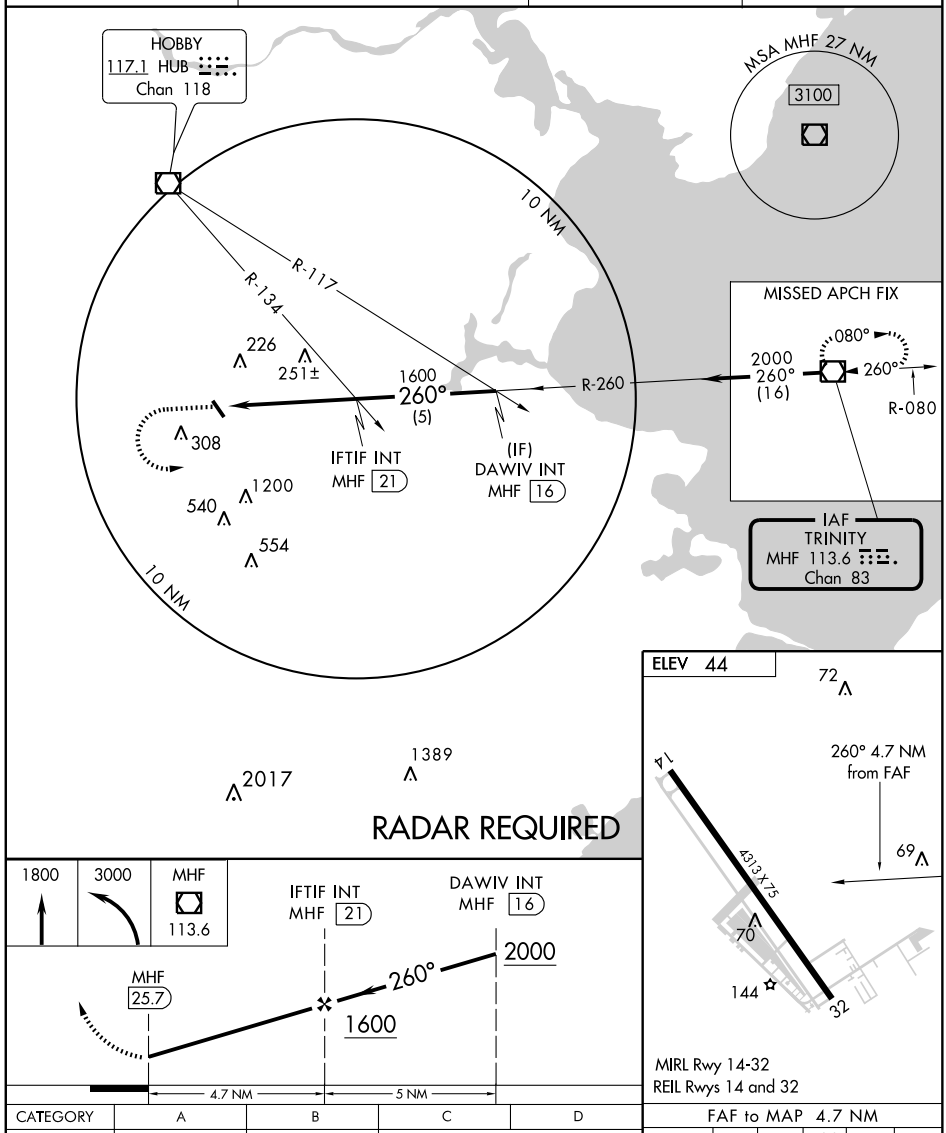
# VOR-B

HOUSTON/ PEARLAND RGNL (LVJ)

If local altimeter setting not received, use Houston/William P. Hobby altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct MHF VOR/DME and hold.

| ASOS | HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.525 | 134.45 284.0 | 124.0 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 520-1<br>476 (500-1) | 520-1¼<br>476 (500-1¼) | NA | |

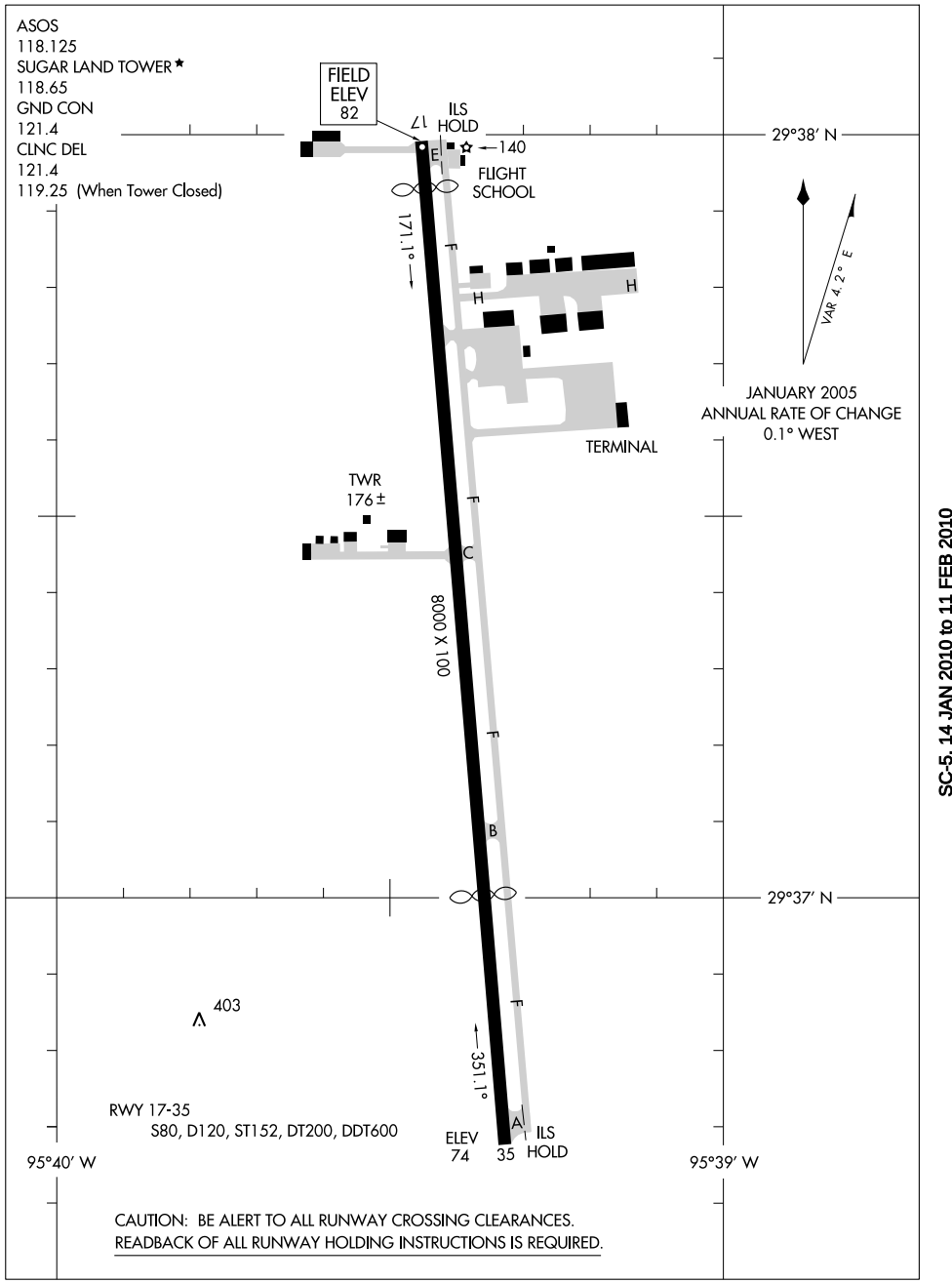
| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

SC-5, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-5537 (FAA)

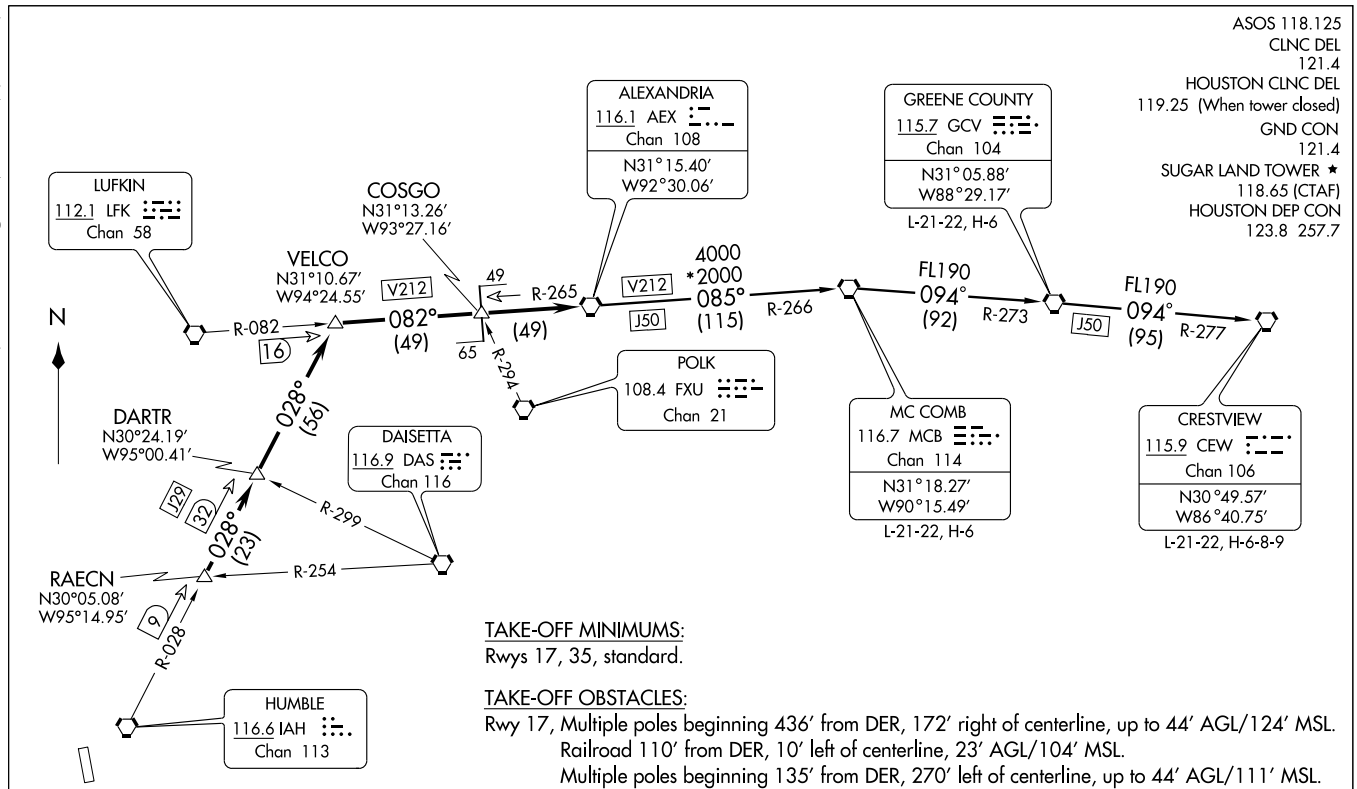
HOUSTON/ SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS




CAUTION: BE ALERT TO ALL RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-5, 14 JAN 2010 to 11 FEB 2010

ASOS 118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER ★
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7




TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL.
Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL.
Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL.
Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL.
DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL.
Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

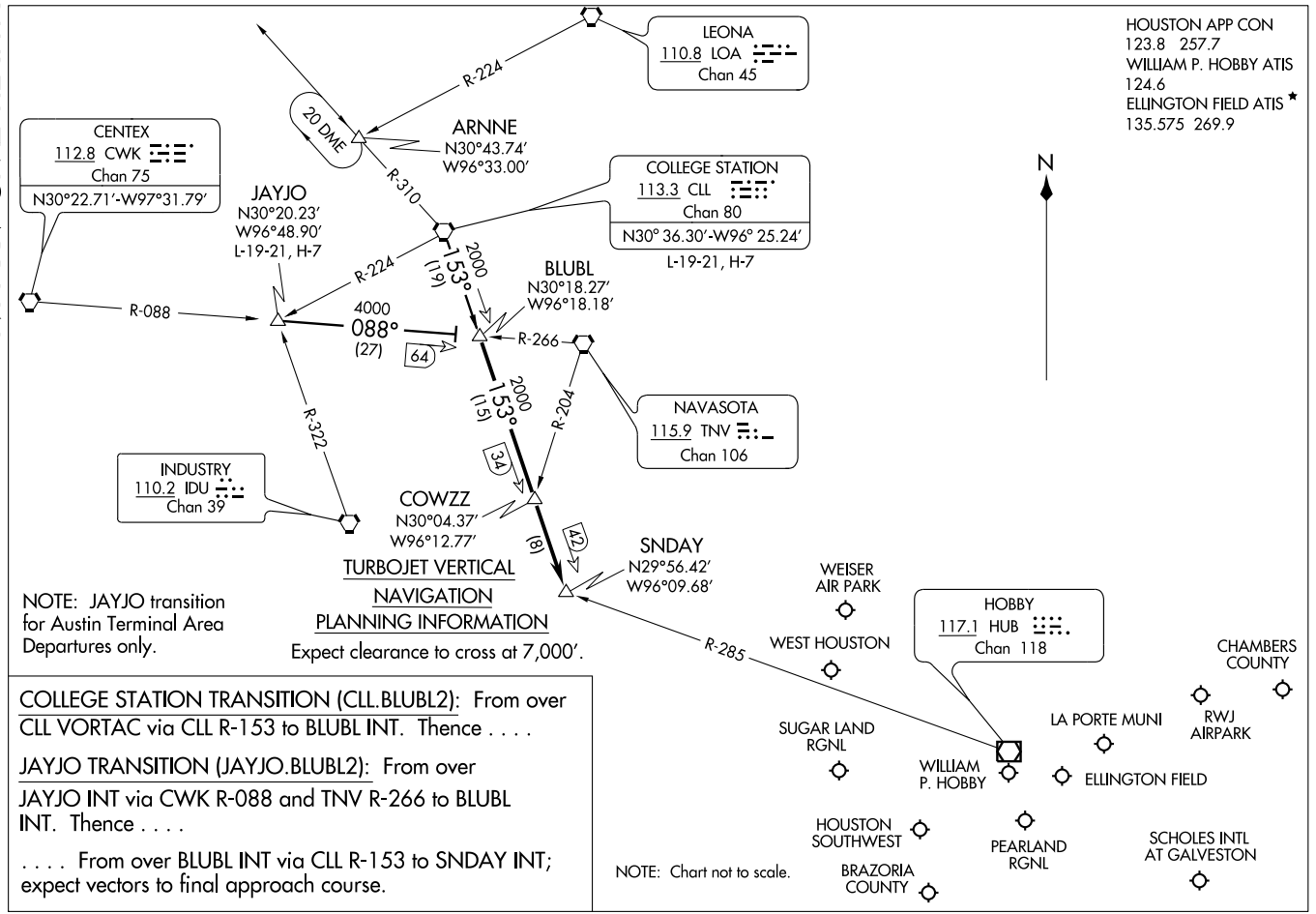
## THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010




COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

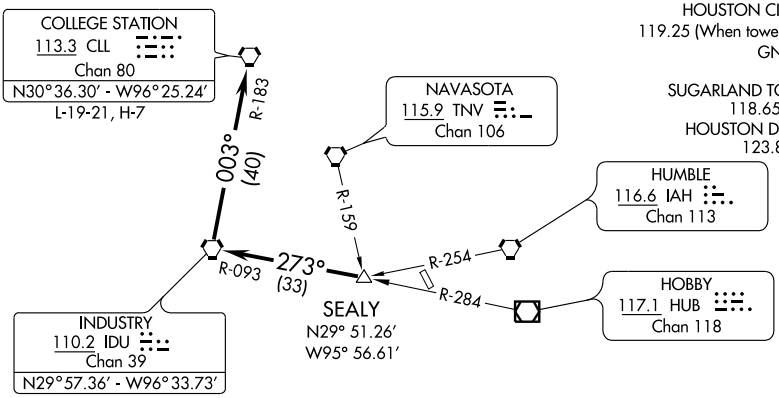
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

# COLLEGE TWO DEPARTURE

SL-5537 (FAA)

HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGARLAND TOWER ★
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7




TAKE-OFF MINIMUMS:
Rwys 17, 35 standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

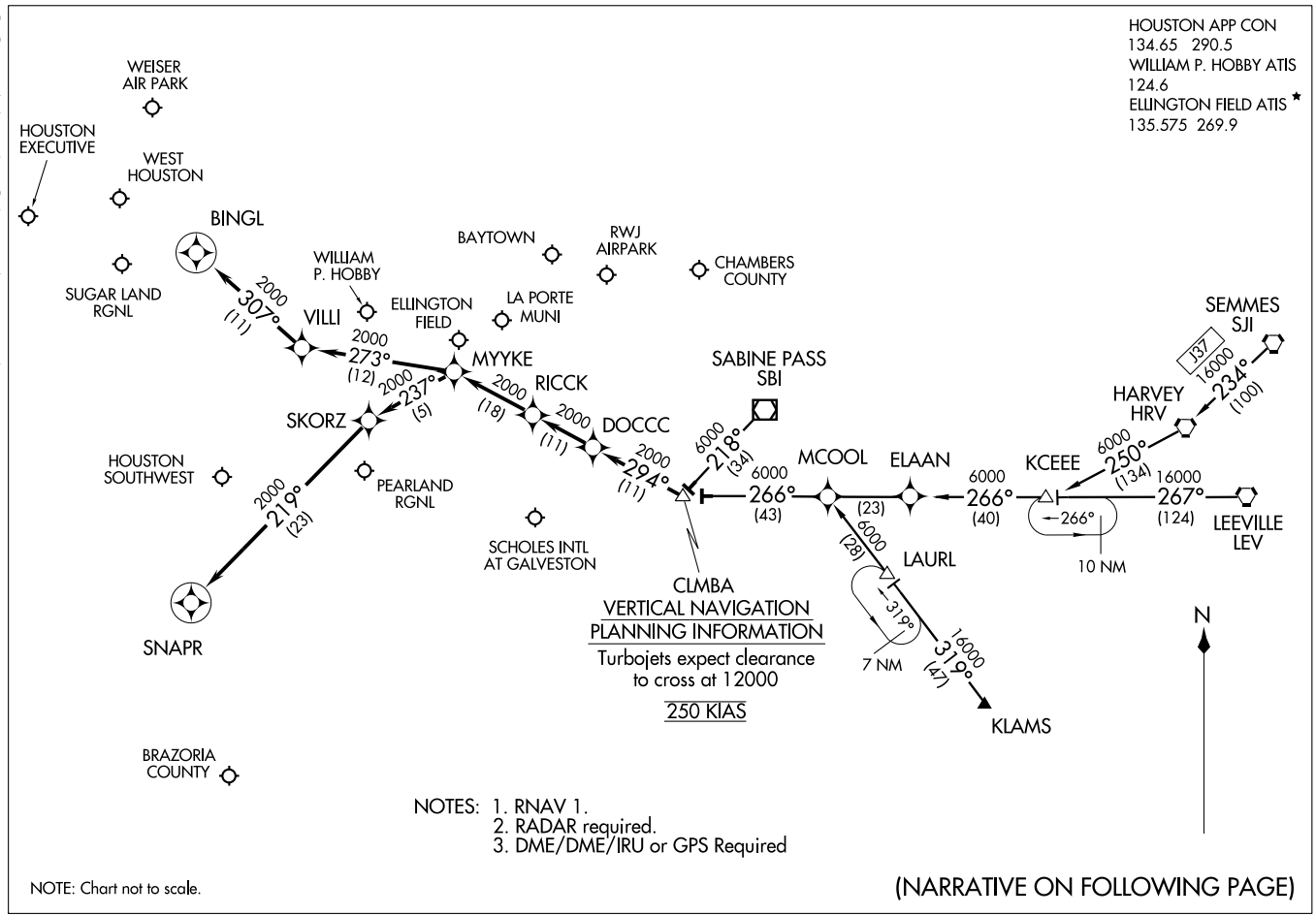
NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

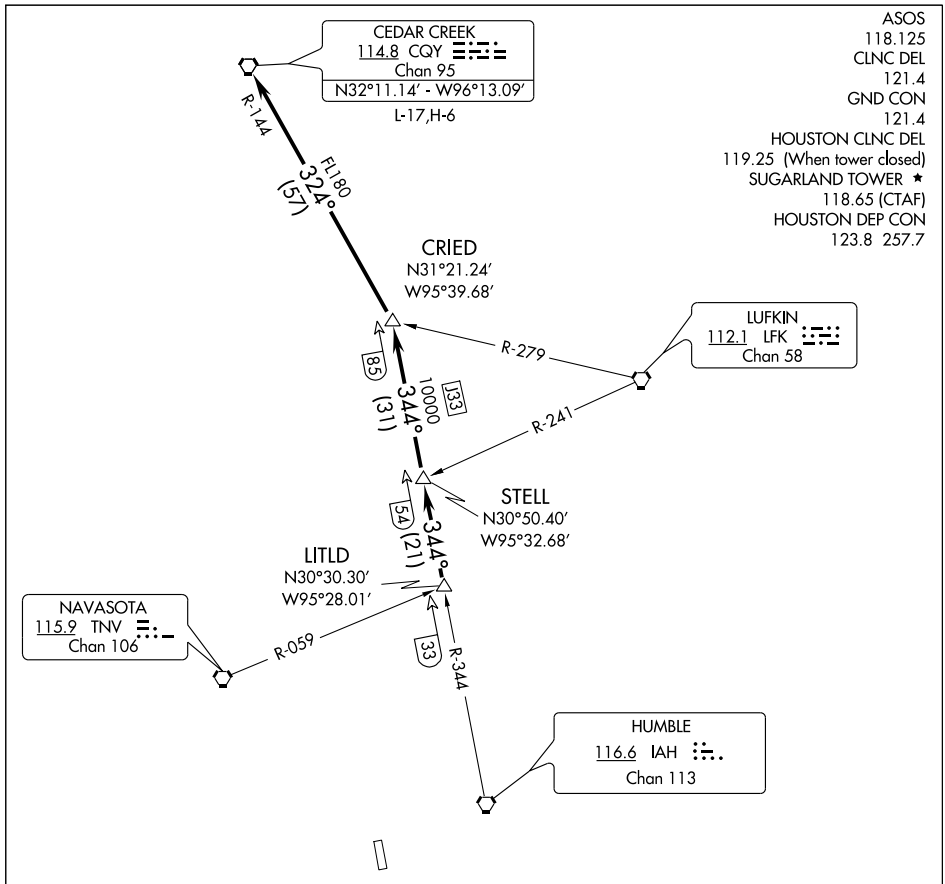
FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 14 JAN 2010 to 11 FEB 2010

# CRIED THREE DEPARTURE






TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

## TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172 right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010

# EL DORADO ONE DEPARTURE

SL-5537 (FAA)

HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

ASOS
118.125
CLNC DEL
121.4
GND CON
121.4
HOUSTON CLNC DEL ★
119.25 (When tower closed)
SUGARLAND TOWER
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7

EL DORADO
115.5 ELD
Chan 102
N33°15.37′ - W92°44.64′
L-17, H-6

R-208

028° (143)

NOTE: Radar required.
NOTE: For aircraft destined MEM, or filed via Q32 or J42.

LUFKIN
112.1 LFK
Chan 58

R-066
R-082

ENJOY
N31°16.73′
W94°19.82′

028° (7)
9.5

VELCO
N31°10.67′
W94°24.55′

028° (56)

DARTR
N30°24.19′
W95°00.41′

RAECN
N30°05.08′
W95°14.95′

028° (23)
32

R-299

DAISETTA
116.9 DAS
Chan 116

R-254

9

R-028

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

## TAKE-OFF OBSTACLES

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/ 124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerlline, up to 81′ AGL/ 164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# GIFFA THREE DEPARTURE

SL-5537 (FAA)

HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGARLAND TOWER*
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7

CEDAR CREEK
114.8 CQY
Chan 95

R-128

LEONA
110.8 LOA
Chan 45

GIFFA
N31° 22.89′
W95° 15.10′
L-19-21, H-6

R-059

85

358°
(54)

MONNT
N30° 28.65′
W95° 18.70′

31

R-358

R-292

DAISETTA
116.9 DAS
Chan 116

HUMBLE
116.6 IAH
Chan 113

TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL.
Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL.
Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL.
DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL.
Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

| LOC I-TXH | APP CRS | Rwy Idg | 6016 |
|---|---|---|---|
| 110.7 | 350° | TDZE | 79 |
| Chan 44 | | Apt Elev | 82 |

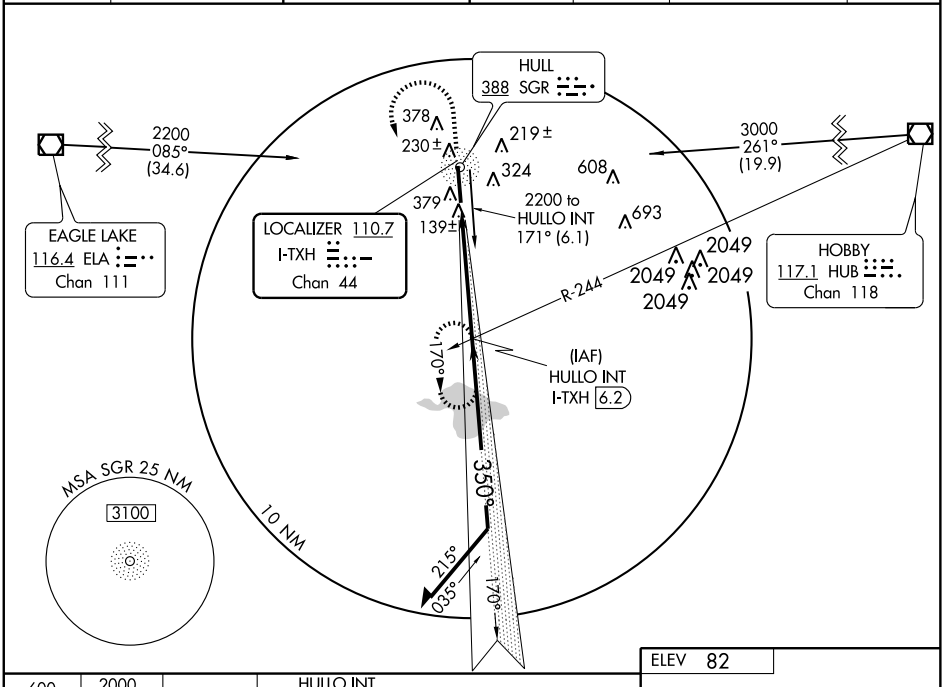
# ILS RWY 35

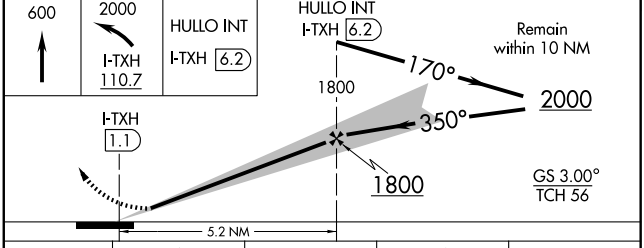
HOUSTON/ SUGAR LAND RGNL (SGR)

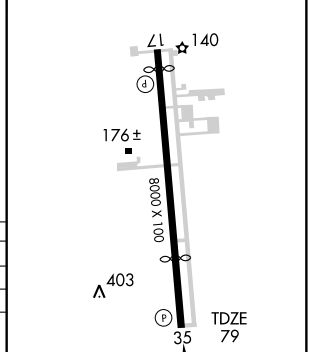
When local altimeter setting not received, use Houston, TX (William P. Hobby) altimeter setting.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via I-TXH south course to HULLO Int/I-TXH 6.2 DME and hold.

| ASOS | HOUSTON APP CON | SUGAR LAND TOWER ★ | GND CON | CLNC DEL | HOUSTON CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 118.125 | 123.8 257.7 | 118.65 (CTAF) L | 121.4 | 121.4 | 119.25 (When tower closed) | 122.95 |



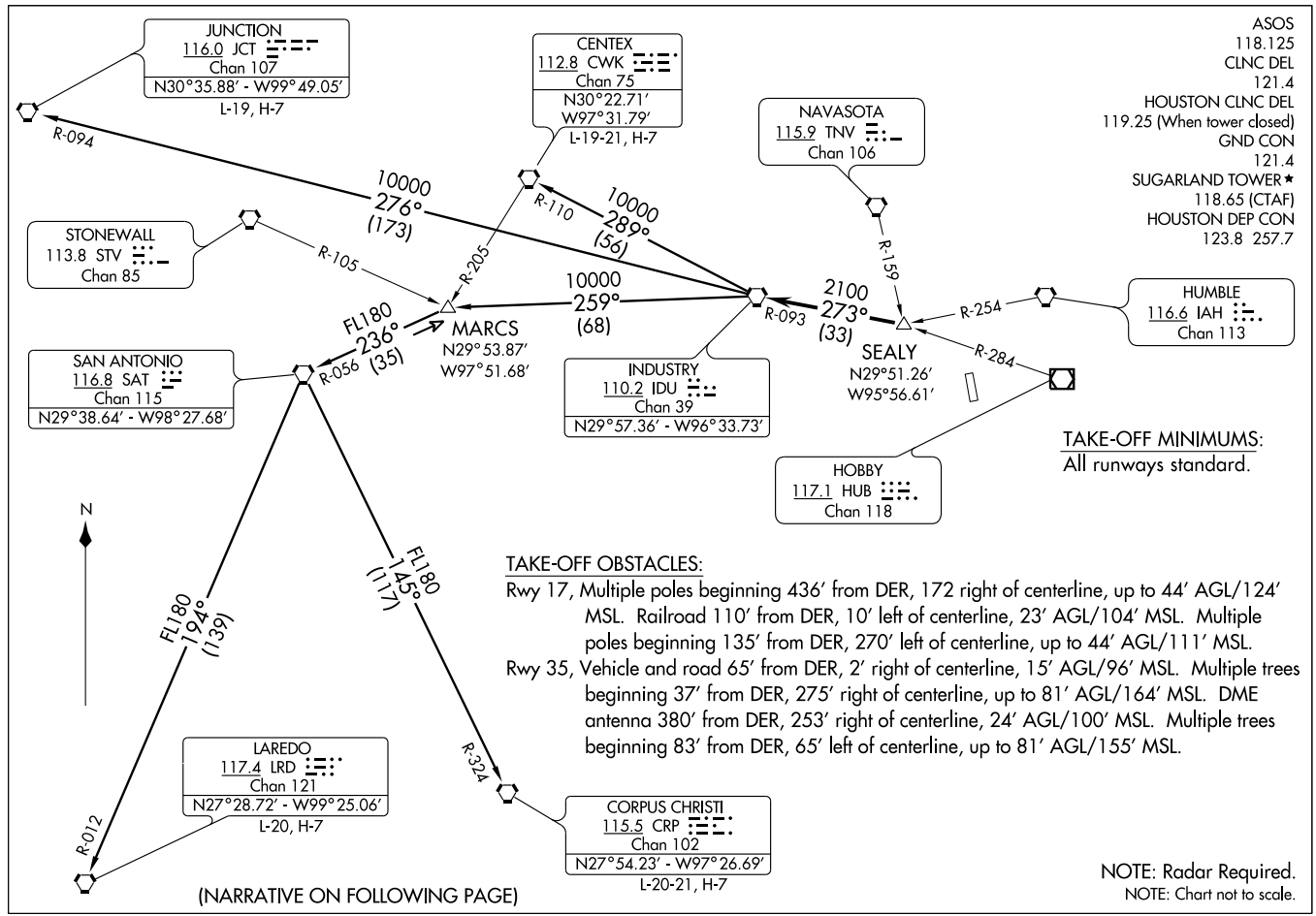

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 279-¾ 200 (200-¾) | | | |
| S-LOC 35 | 400-1 321 (400-1) | | | |
| CIRCLING | 720-1 638 (700-1) | | 720-2 638 (700-2) | |
| HOUSTON, TX (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 35 | 330-¾ 251 (300-¾) | | | |
| S-LOC 35 | 440-1 361 (400-1) | | 440-1¼ 361 (400-1¼) | |
| CIRCLING | 760-1 678 (700-1) | | 760-2 678 (700-2) | 760-2¼ 678 (700-2¼) |

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L
350° 5.2 NM from FAF

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-5, 14 JAN 2010 to 11 FEB 2010




(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

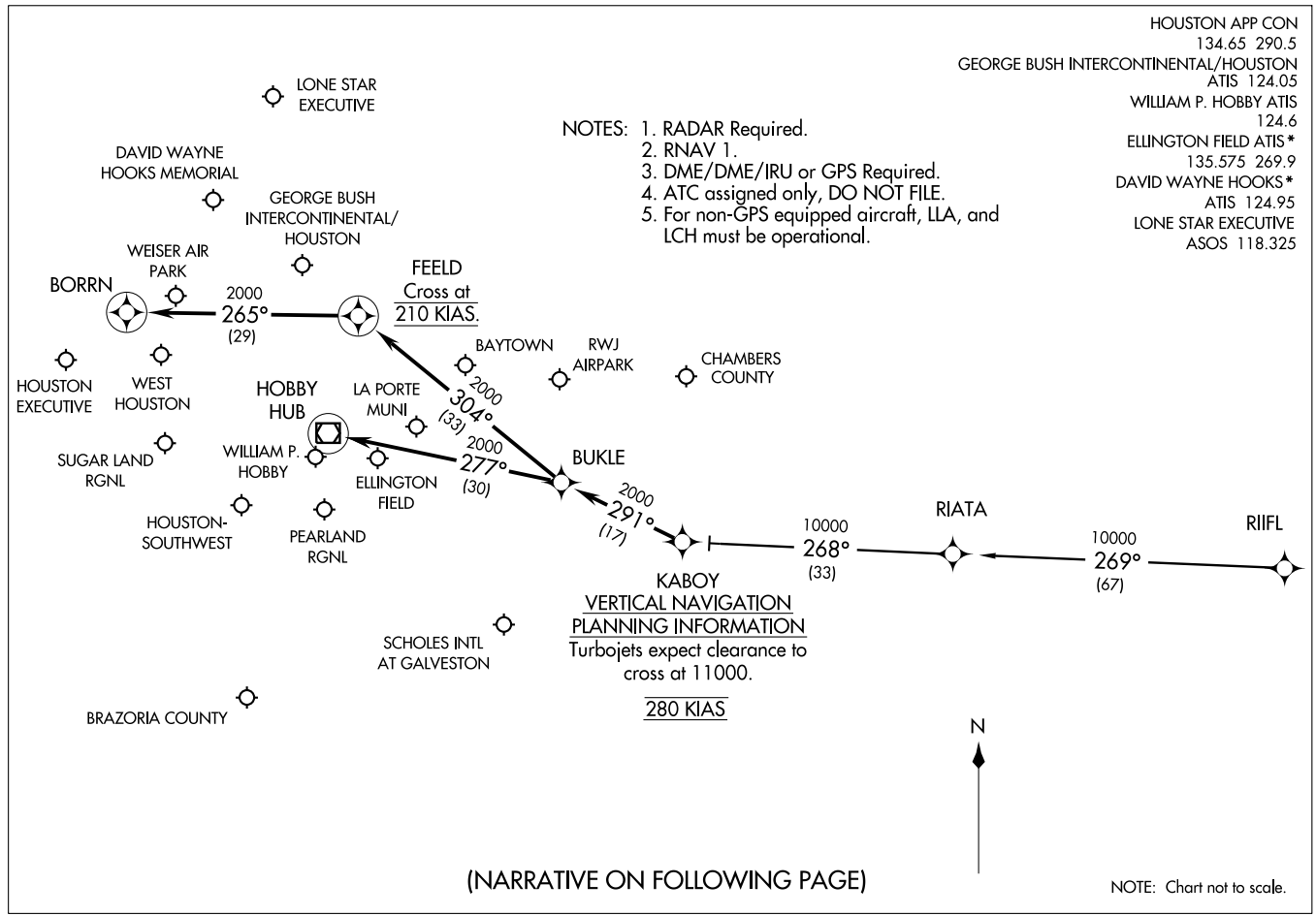
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

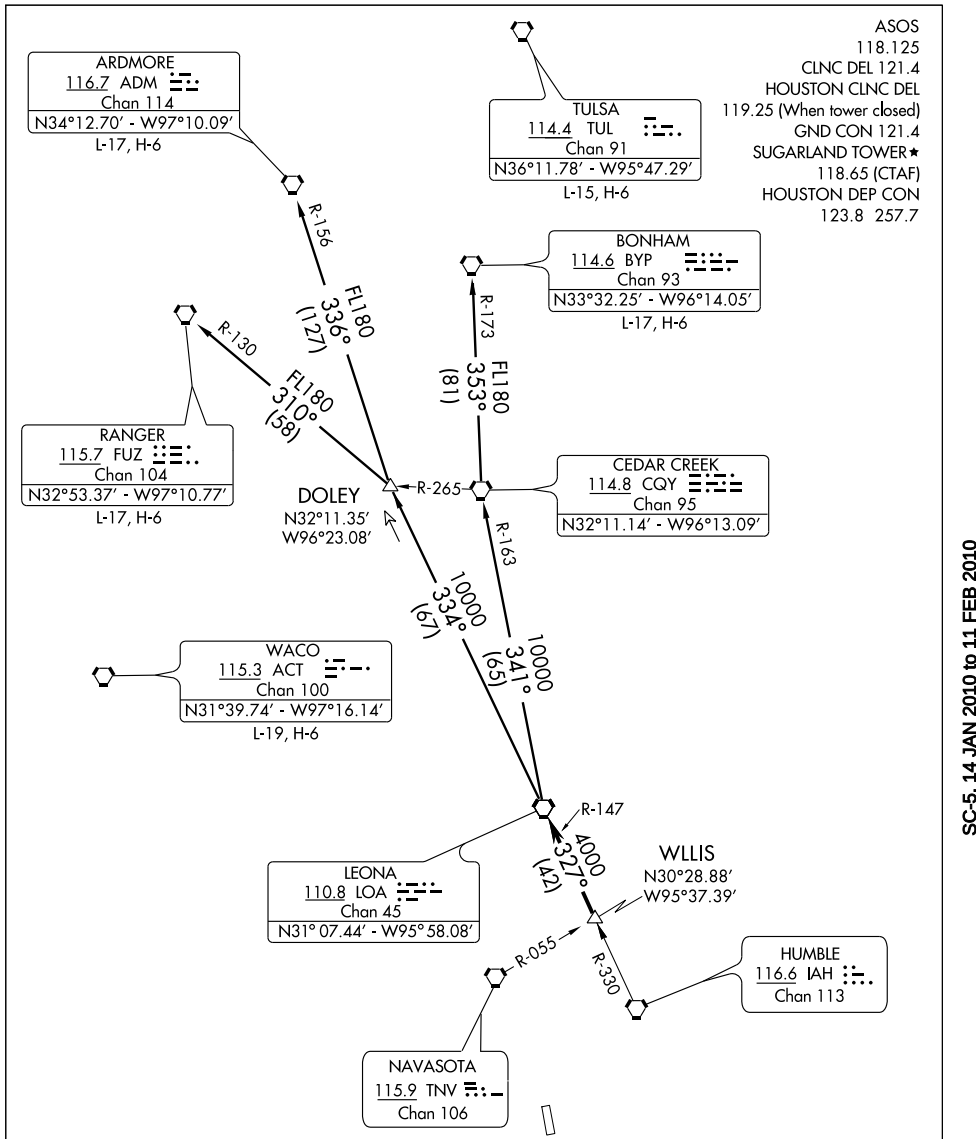
ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LEONA SIX DEPARTURE






TAKE-OFF MINIMUMS:
Rwy 17, 35 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 14 JAN 2010 to 11 FEB 2010

# LEONA SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

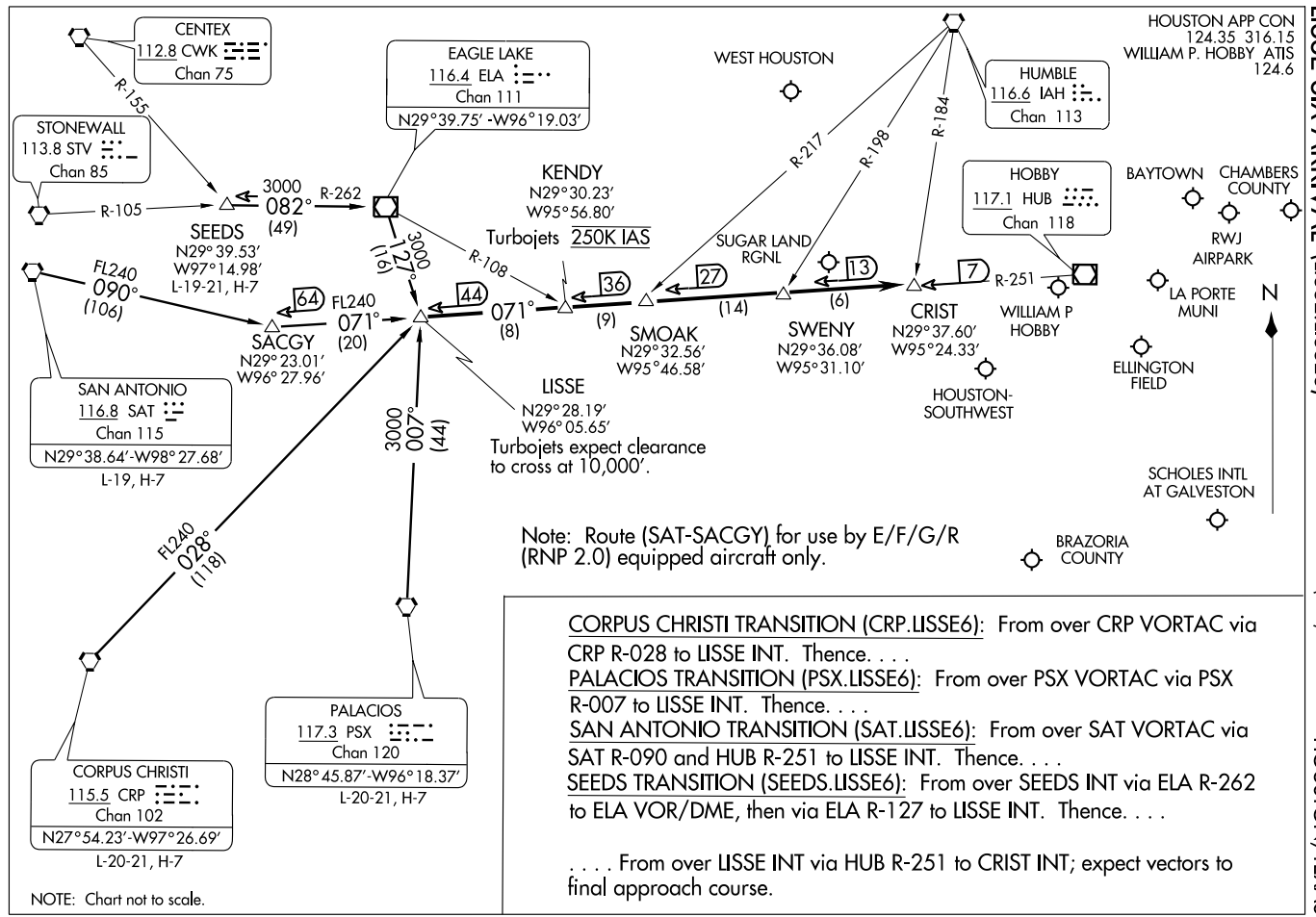
## TAKE-OFF OBSTACLES

Rwy 17, Multiple poles 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# LISSE SIX ARRIVAL (LISSE.LISSE6)






CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

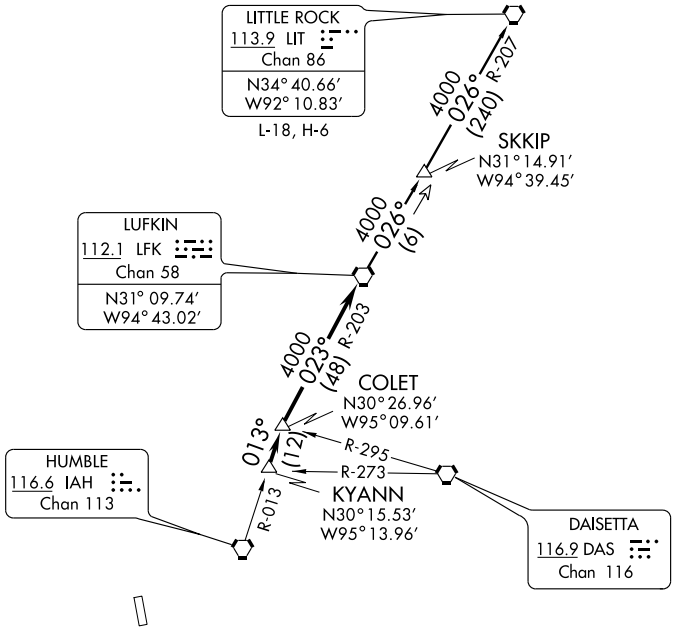
ST-198 (FAA)

# LUFKIN FIVE DEPARTURE

SL-5537 (FAA)

HOUSTON/SUGAR LAND RGNL (SGR)
HOUSTON, TEXAS

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER ★
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7




TAKE-OFF MINIMUMS:

Rwy 17, 35, standard.

NOTE: Radar Required.

NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.

Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

| NDB SGR | APP CRS | Rwy Idg | 7620 |
|---|---|---|---|
| 388 | 168° | TDZE | 82 |
| | | Apt Elev | 82 |

# NDB RWY 17

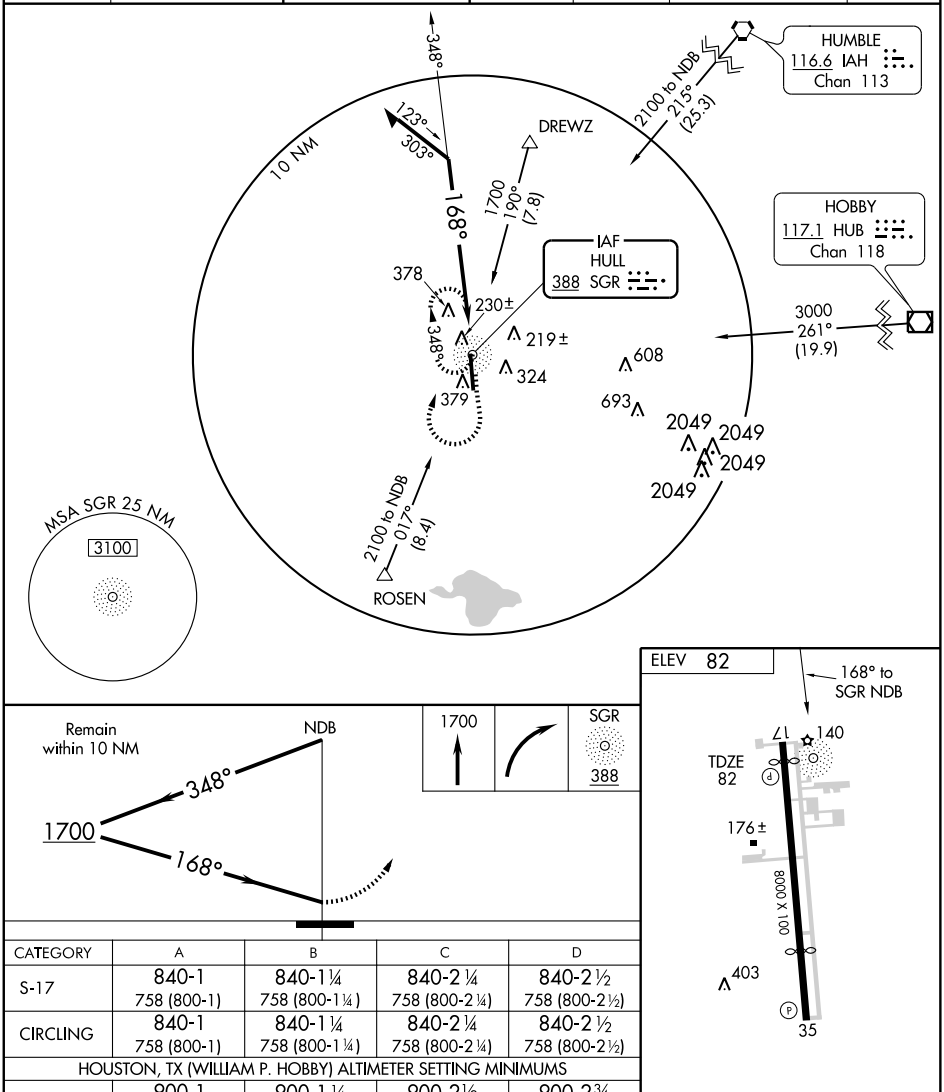
HOUSTON/ SUGAR LAND RGNL (SGR)

▼ When local altimeter setting not received, use Houston, TX (William P. Hobby) altimeter setting.

▲ NA

MISSED APPROACH: Climb to 1700 then right turn direct SGR NDB and hold.

| ASOS | HOUSTON APP CON | SUGAR LAND TOWER ★ | GND CON | CLNC DEL | HOUSTON CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 118.125 | 123.8 257.7 | 118.65 (CTAF) L | 121.4 | 121.4 | 119.25 (When tower closed) | 122.95 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 840-1<br>758 (800-1) | 840-1 ¼<br>758 (800-1 ¼) | 840-2 ¼<br>758 (800-2 ¼) | 840-2 ½<br>758 (800-2 ½) |
| CIRCLING | 840-1<br>758 (800-1) | 840-1 ¼<br>758 (800-1 ¼) | 840-2 ¼<br>758 (800-2 ¼) | 840-2 ½<br>758 (800-2 ½) |
| HOUSTON, TX (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS | | | | |
| S-17 | 900-1<br>818 (900-1) | 900-1 ¼<br>818 (900-1 ¼) | 900-2½<br>818 (900-2½) | 900-2¾<br>818 (900-2¾) |
| CIRCLING | 900-1<br>818 (900-1) | 900-1 ¼<br>818 (900-1 ¼) | 900-2½<br>818 (900-2½) | 900-2¾<br>818 (900-2¾) |

REIL Rwys 17 and 35 L

HIRL Rwy 17-35 L

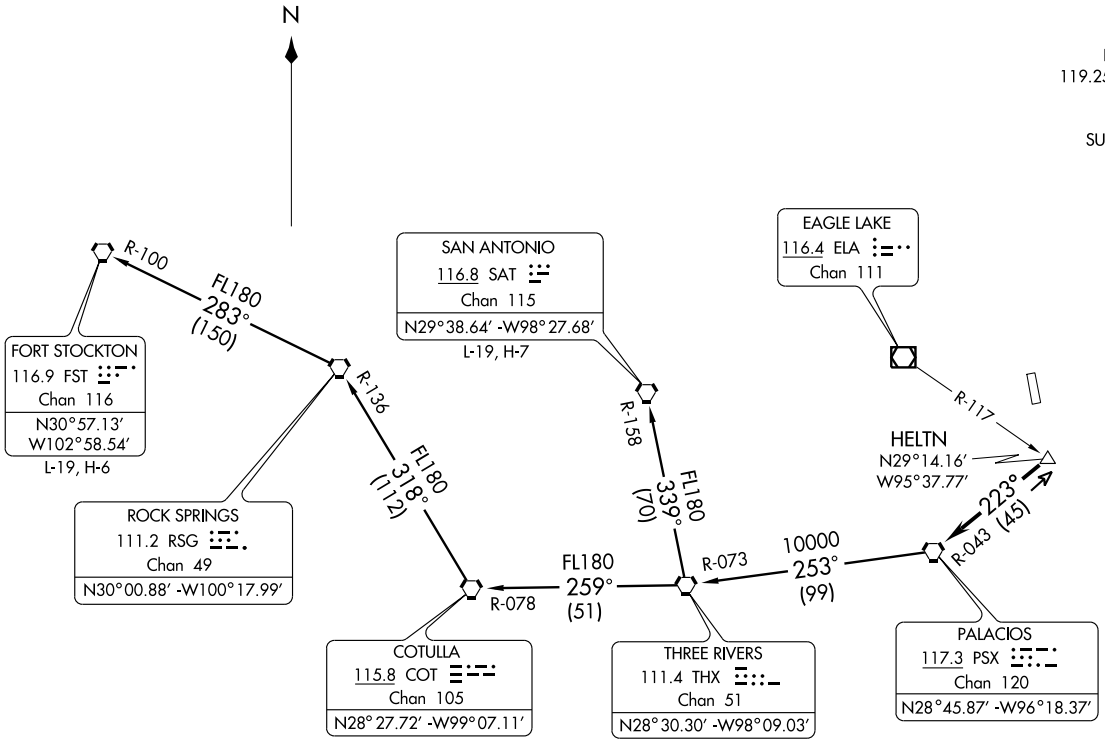
SC-5, 14 JAN 2010 to 11 FEB 2010

# PALACIOS THREE DEPARTURE (PSX3.PSX) 08157

HOUSTON/ SUGAR LAND RGNL (SGR) HOUSTON, TEXAS

SL-5537 (FAA)

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGARLAND TOWER ★
118.65 (CTAF)
HOUSTON DEP CON
123.8 257.7




TAKE-OFF MINIMUMS:
Rwys 17, 35, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL.
Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL.
Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL.
Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL.
DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL.
Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

| WAAS | APP CRS | Rwy Idg | 7620 |
|---|---|---|---|
| CH 82513 | 170° | TDZE | 82 |
| W17A | | Apt Elev | 82 |

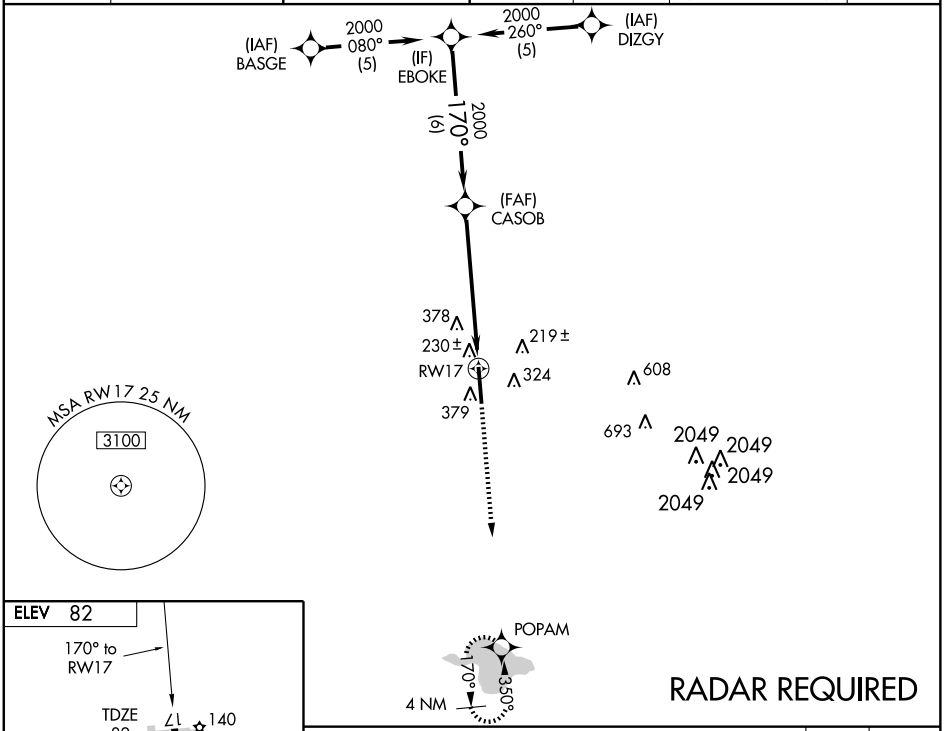
# RNAV (GPS) RWY 17

HOUSTON/ SUGAR LAND RGNL (SGR)

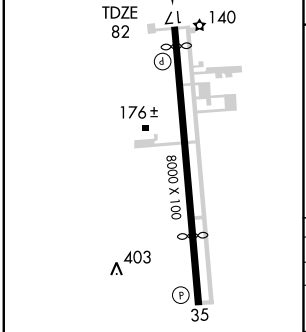
Baro-VNAV NA when using Houston (William P. Hobby) altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, use Houston (William P. Hobby) altimeter setting and increase all DA/MDA 60 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibility ¼ mile.

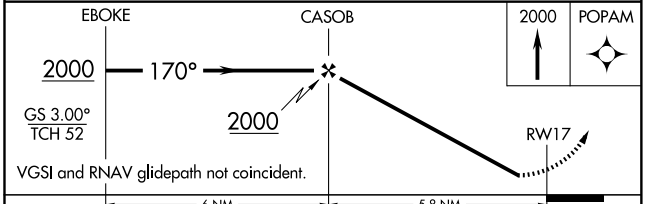
MISSED APPROACH: Climb to 2000 direct POPAM and hold.

| ASOS | HOUSTON APP CON | SUGAR LAND TOWER * | GND CON | CLNC DEL | HOUSTON CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 118.125 | 123.8 257.7 | 118.65 (CTAF) L | 121.4 | 121.4 | 119.25 (When tower closed) | 122.95 |




RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 398-1 316 (400-1) | | | |
| LNAV/VNAV DA | 696-2 614 (700-2) | | | |
| LNAV MDA | 640-1 558 (600-1) | | 640-1½ 558 (600-1½) | 640-1¾ 558 (600-1¾) |
| CIRCLING | 720-1 638 (700-1) | | 720-1¾ 638 (700-1¾) | 720-2 638 (700-2) |

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 56219 W35A | APP CRS 350° | Rwy Idg 6016 TDZE 79 Apt Elev 82 |
|---|---|---|

# RNAV (GPS) RWY 35

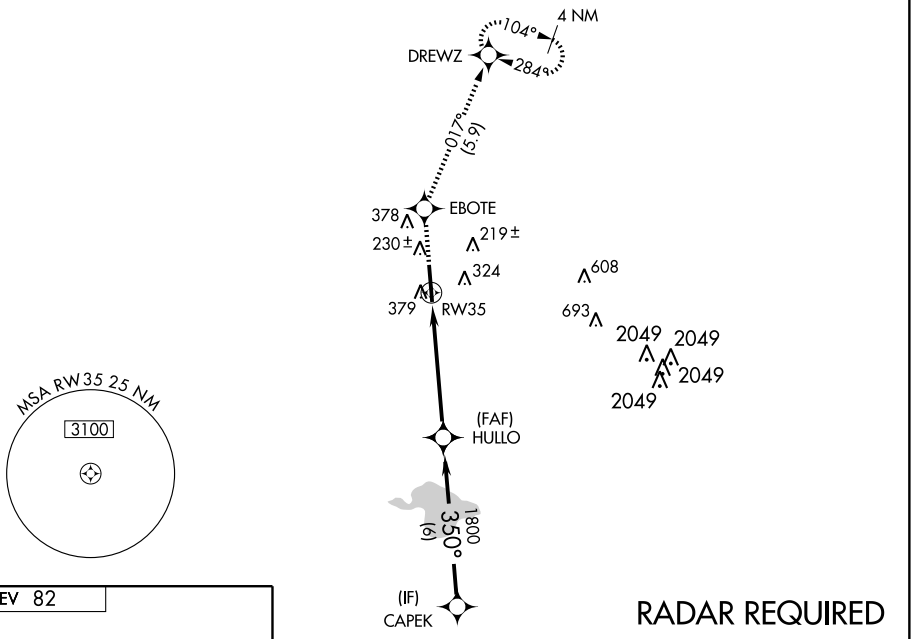
HOUSTON/ SUGAR LAND RGNL (SGR)

DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Houston (William P. Hobby) altimeter setting and increase all DAs/MDAs 60 feet.
Baro-VNAV NA below -15°C (5°F).
Baro-VNAV and VDP NA when using Houston (William P. Hobby) altimeter setting.

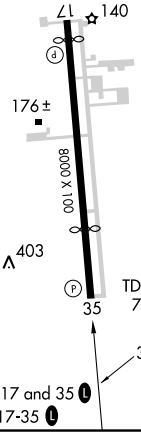
NA

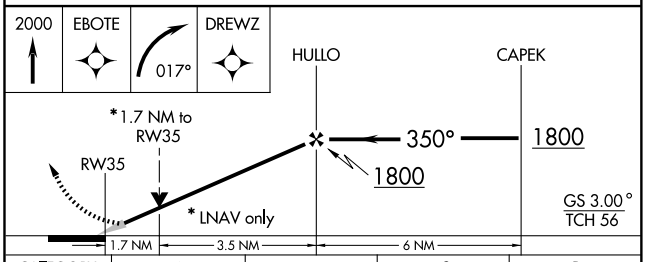
MISSED APPROACH: Climb to 2000 direct EBOTE and right turn via 017° track to DREWZ and hold.

| ASOS | HOUSTON APP CON | SUGAR LAND TOWER* | GND CON | CLNC DEL | HOUSTON CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 118.125 | 123.8 257.7 | 118.65 (CTAF) L | 121.4 | 121.4 | 119.25 (When tower closed) | 122.95 |



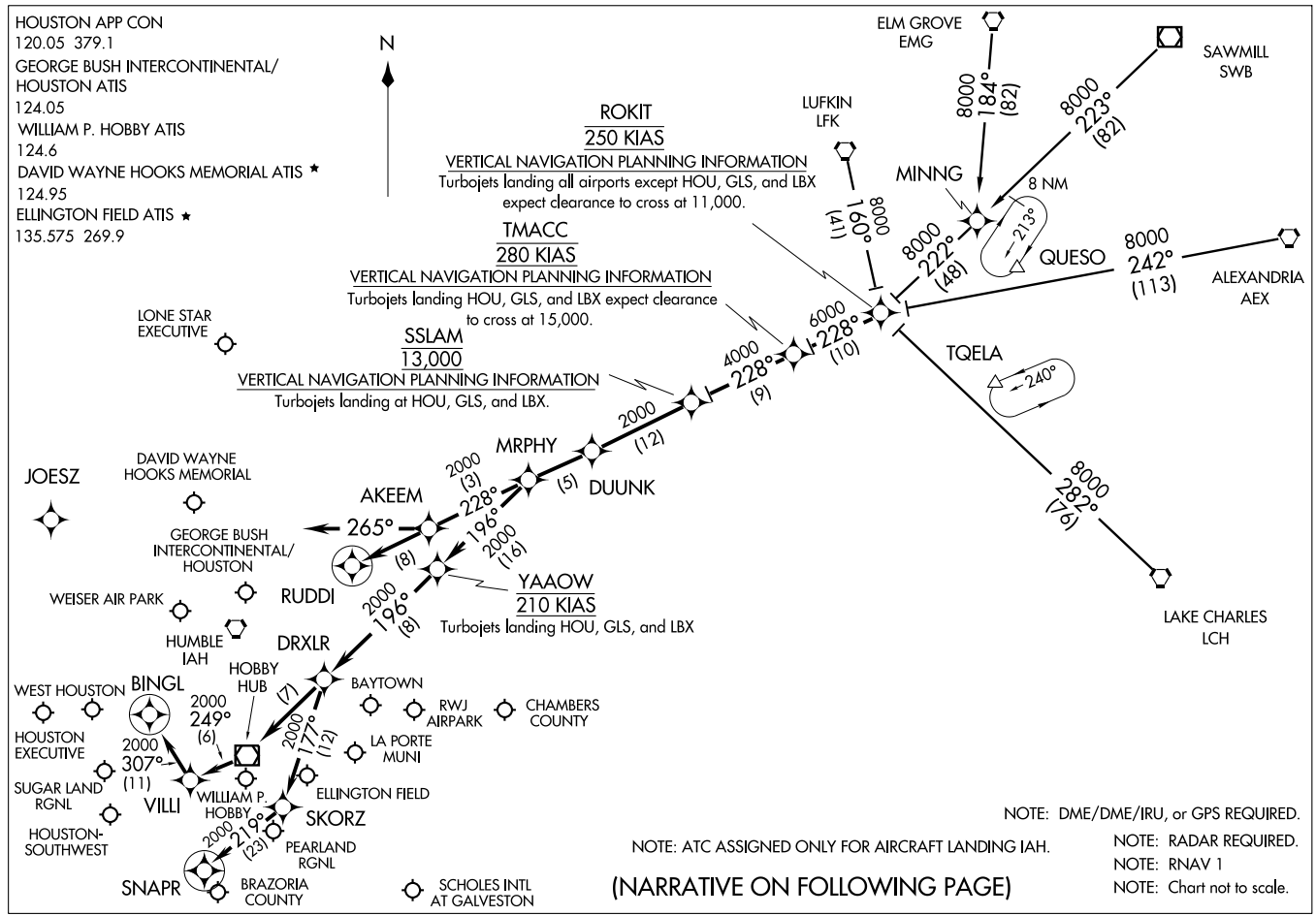

ELEV 82




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 330-¾ 251 (300-¾) | | | |
| LNAV/ VNAV DA | 660-2 581 (600-2) | | | |
| LNAV MDA | 660-1 581 (600-1) | | 660-1½ 581 (600-1½) | 660-1¾ 581 (600-1¾) |
| CIRCLING | 720-2 638 (700-2) | | | |

SC-5, 14 JAN 2010 to 11 FEB 2010




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 14 JAN 2010 to 11 FEB 2010

# SABINE PASS ONE DEPARTURE (RNAV)

(SBI1.SBI) 09071

SI-5537 (FAA)

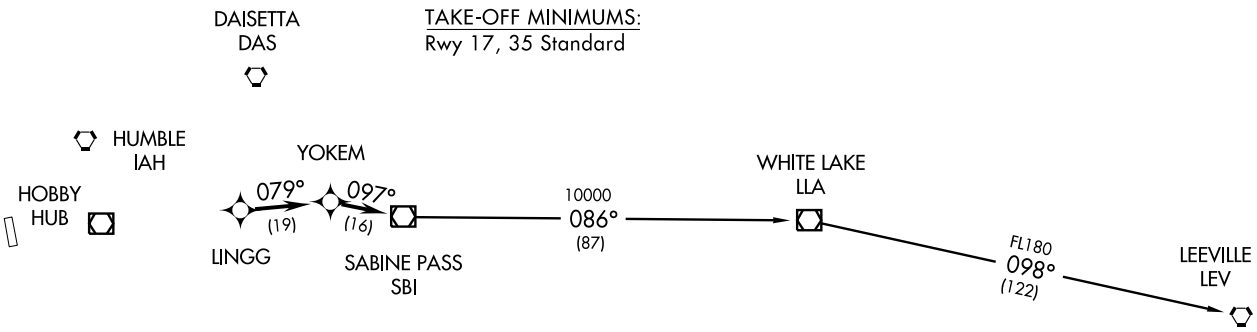
HOUSTON/SUGAR LAND RGNL (SGR)

HOUSTON, TEXAS

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

ASOS 118.125
CLNC DEL 121.4
GND CON 121.4
HOUSTON CLNC DEL 119.25 (When tower closed)
SUGARLAND TOWER ★ 118.65 (CTAF)
HOUSTON DEP CON 123.8 257.7

TAKE-OFF MINIMUMS:
Rwy 17, 35 Standard




## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

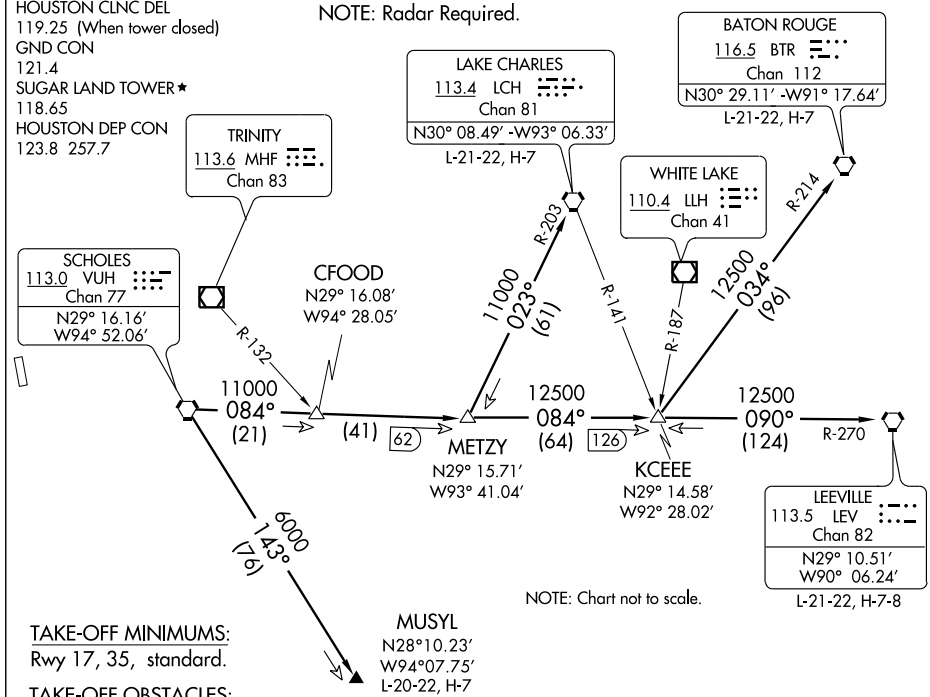
NOTE: Chart not to scale.

# SCHOLES THREE DEPARTURE

SL-5537 (FAA)

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER★
118.65
HOUSTON DEP CON
123.8 257.7

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.




NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436′ from DER, 172′ right of centerline, up to 44′ AGL/124′ MSL. Railroad 110′ from DER, 10′ left of centerline, 23′ AGL/104′ MSL. Multiple poles beginning 135′ from DER, 270′ left of centerline, up to 44′ AGL/111′ MSL.
Rwy 35, Vehicle and road 65′ from DER, 2′ right of centerline, 15′ AGL/96′ MSL. Multiple trees beginning 37′ from DER, 275′ right of centerline, up to 81′ AGL/164′ MSL. DME antenna 380′ from DER, 253′ right of centerline, 24′ AGL/100′ MSL. Multiple trees beginning 83′ from DER, 65′ left of centerline, up to 81′ AGL/155′ MSL.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.

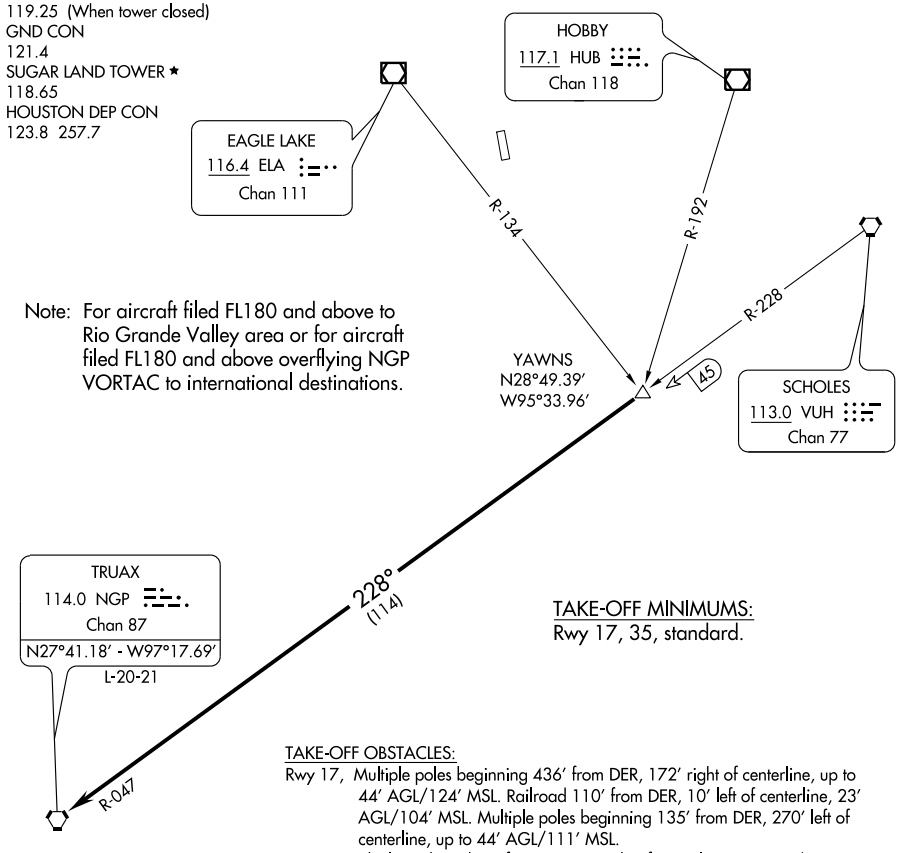


SC-5, 14 JAN 2010 to 11 FEB 2010

# TRUAX TWO DEPARTURE

SL-5537 (FAA)

ASOS
118.125
CLNC DEL
121.4
HOUSTON CLNC DEL
119.25 (When tower closed)
GND CON
121.4
SUGAR LAND TOWER ★
118.65
HOUSTON DEP CON
123.8 257.7




Note: For aircraft filed FL180 and above to Rio Grande Valley area or for aircraft filed FL180 and above overflying NGP VORTAC to international destinations.

TAKE-OFF MINIMUMS:
Rwy 17, 35, standard.

TAKE-OFF OBSTACLES:
Rwy 17, Multiple poles beginning 436' from DER, 172' right of centerline, up to 44' AGL/124' MSL. Railroad 110' from DER, 10' left of centerline, 23' AGL/104' MSL. Multiple poles beginning 135' from DER, 270' left of centerline, up to 44' AGL/111' MSL.
Rwy 35, Vehicle and road 65' from DER, 2' right of centerline, 15' AGL/96' MSL. Multiple trees beginning 37' from DER, 275' right of centerline, up to 81' AGL/164' MSL. DME antenna 380' from DER, 253' right of centerline, 24' AGL/100' MSL. Multiple trees beginning 83' from DER, 65' left of centerline, up to 81' AGL/155' MSL.

NOTE: Chart not to scale.

NOTE: Radar Required.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to YAWNS INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence....

. . . . via VUH R-228 and NGP R-047 to NGP VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

| VOR/DME HUB | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.1 | 080° | TDZE | N/A |
| Chan 118 | | Apt Elev | 82 |

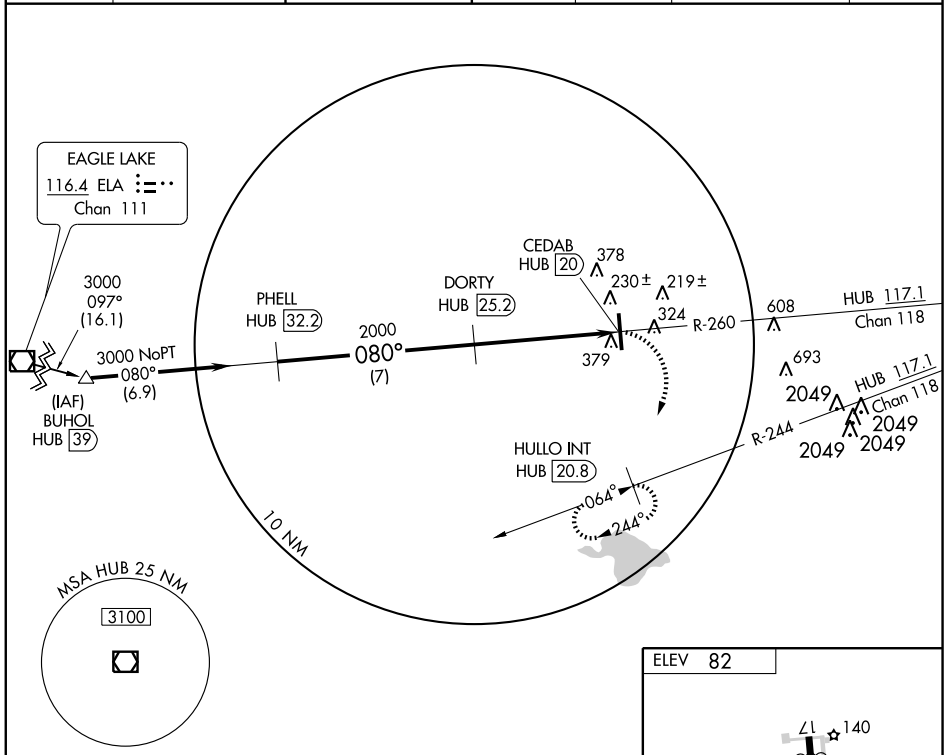
# VOR/DME-A

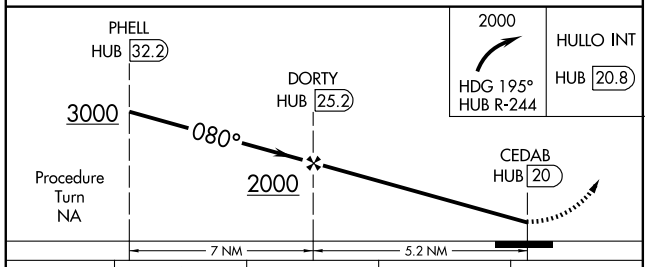
HOUSTON/ SUGAR LAND RGNL (SGR)

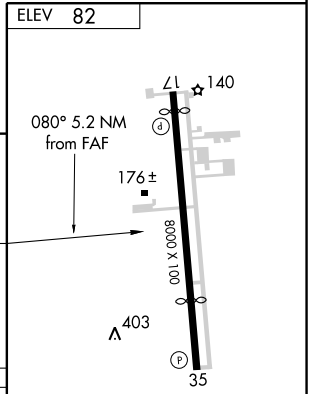
▼ NA — When local altimeter setting not received, use Houston, TX (William P. Hobby) altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 via heading 195° and HUB R-244 to HULLO Int/HUB 20.8 DME and hold.

| ASOS | HOUSTON APP CON | SUGAR LAND TOWER* | GND CON | CLNC DEL | HOUSTON CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 118.125 | 123.8 257.7 | 118.65 (CTAF) L | 121.4 | 121.4 | 119.25 (When tower closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 720-1 638 (700-1) | | 720-1¾ 638 (700-1¾) | 720-2 638 (700-2) |
| HOUSTON (WILLIAM P. HOBBY) ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 760-1 678 (700-1) | | 760-2 678 (700-2) | 760-2¼ 678 (700-2¼) |

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| VORTAC TNV | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.9 | 118° | TDZE | N/A |
| Chan 106 | | Apt Elev | 166 |

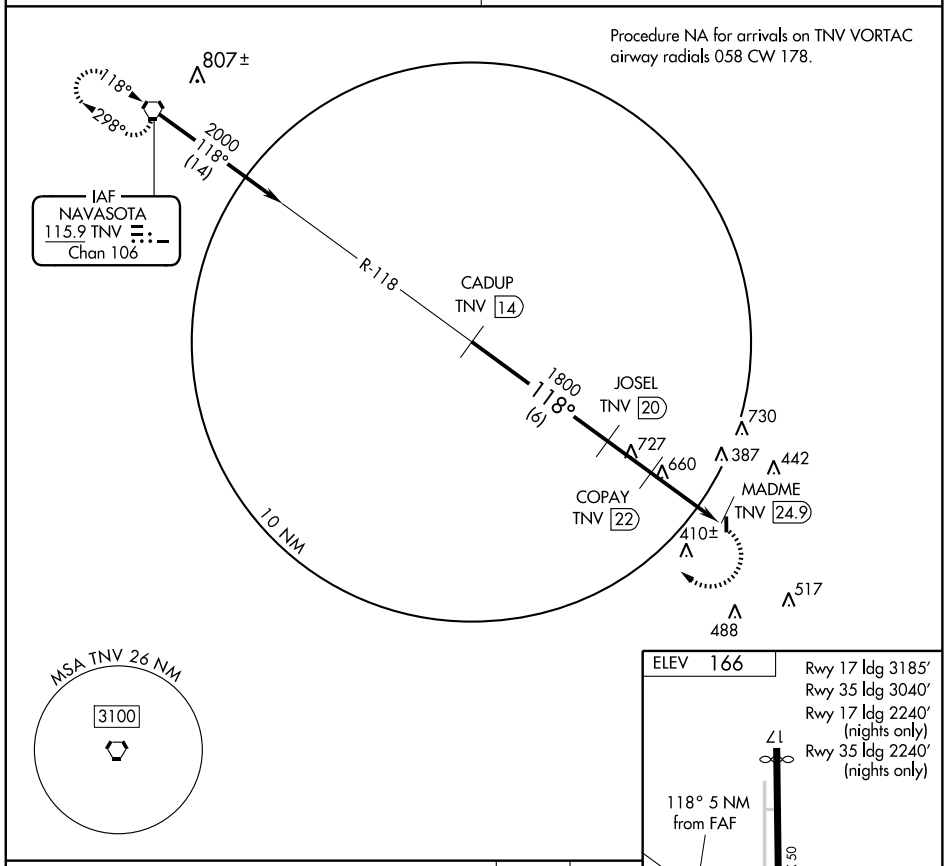
# VOR/DME-C

## HOUSTON/DAN JONES INTL (T51)

NA Use George Bush Intercontinental/Houston altimeter setting.

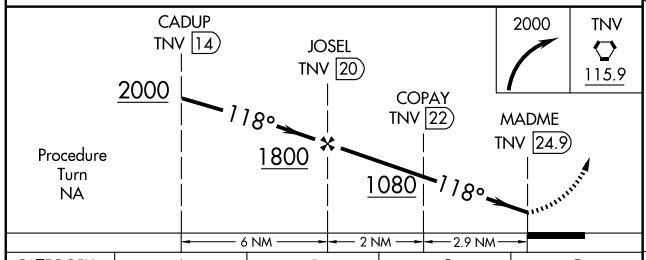
MISSED APPROACH: Climbing right turn to 2000 direct to TNV VORTAC and hold.

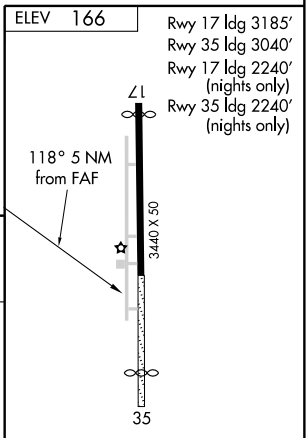
| HOUSTON APP CON | UNICOM |
|---|---|
| 119.7 281.4 | 122.8 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 960-1<br>794 (800-1) | 960-1¼<br>794 (800-1¼) | NA | |

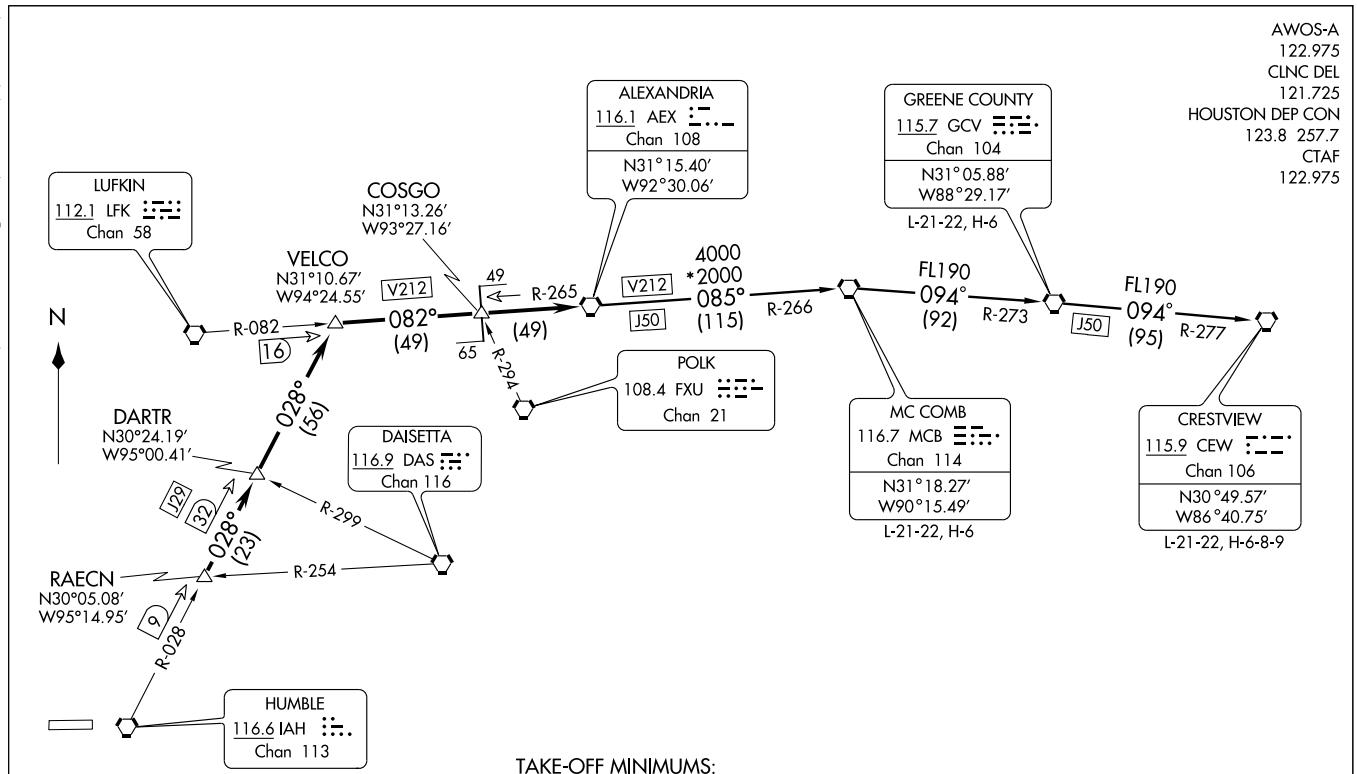
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-5, 14 JAN 2010 to 11 FEB 2010

# ALEXANDRIA FOUR DEPARTURE








TAKE-OFF MINIMUMS:
Rwys 18, 36, standard.

TAKE-OFF OBSTACLE:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

## THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

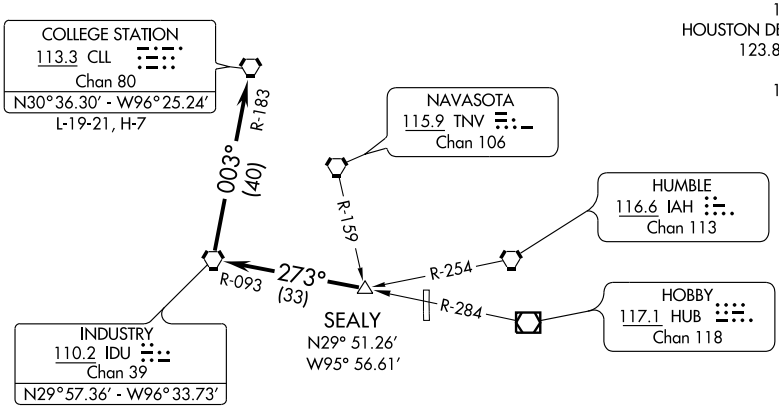
SC-5, 14 JAN 2010 to 11 FEB 2010

# COLLEGE TWO DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

ASOS-A
118.325
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975




TAKE-OFF MINIMUMS:
Rwy 18, 36 standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

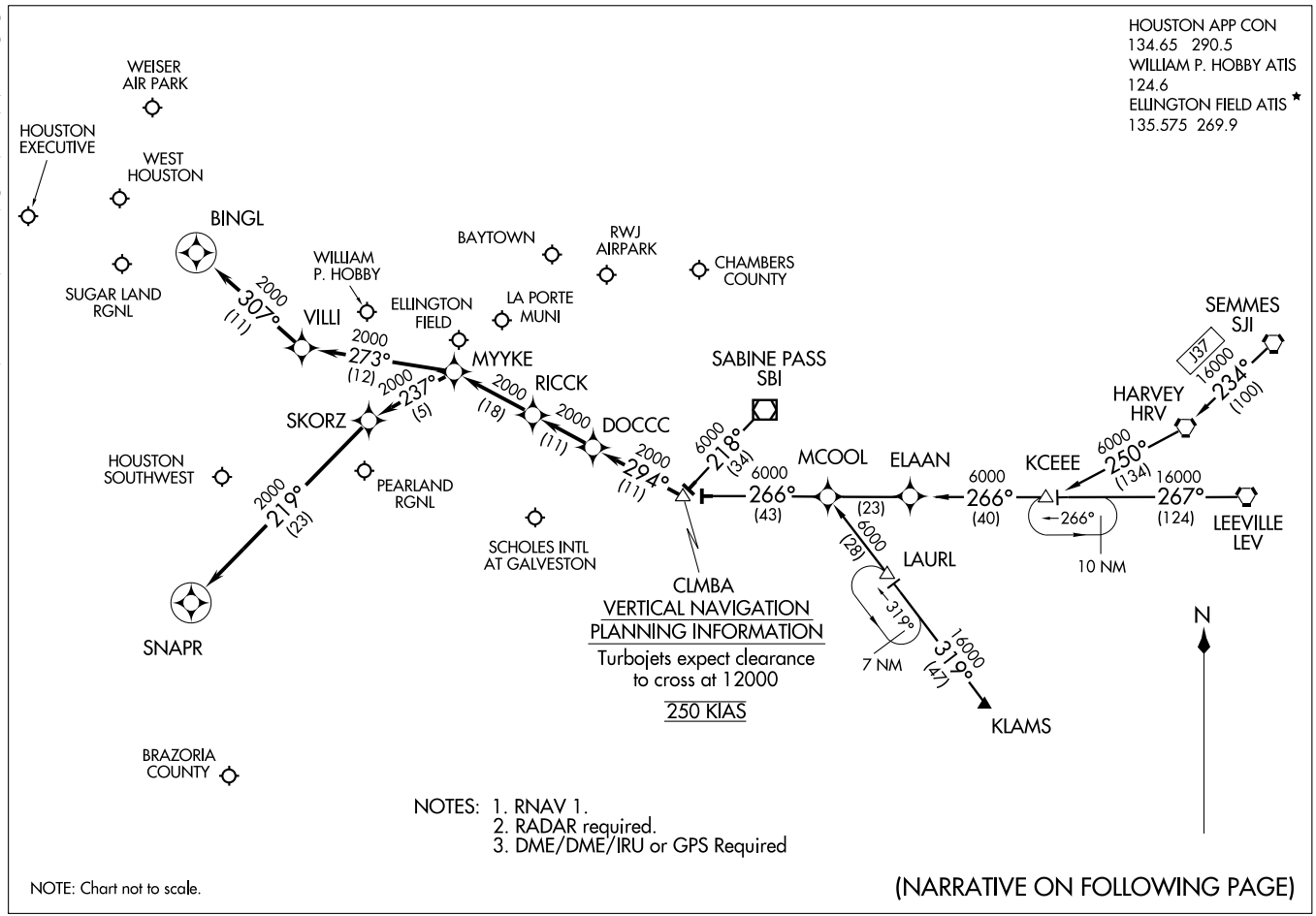
NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure, Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

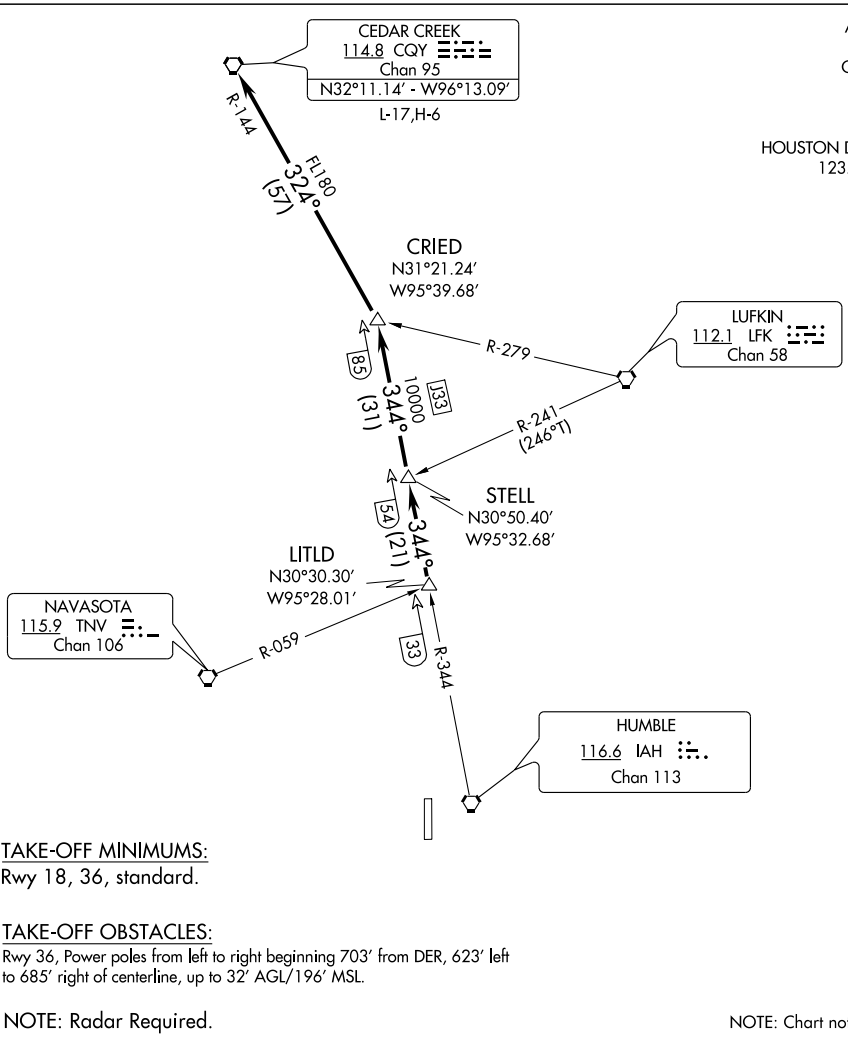
FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

SC-5, 14 JAN 2010 to 11 FEB 2010

# CRIED THREE DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
Rwy 18, 36, standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

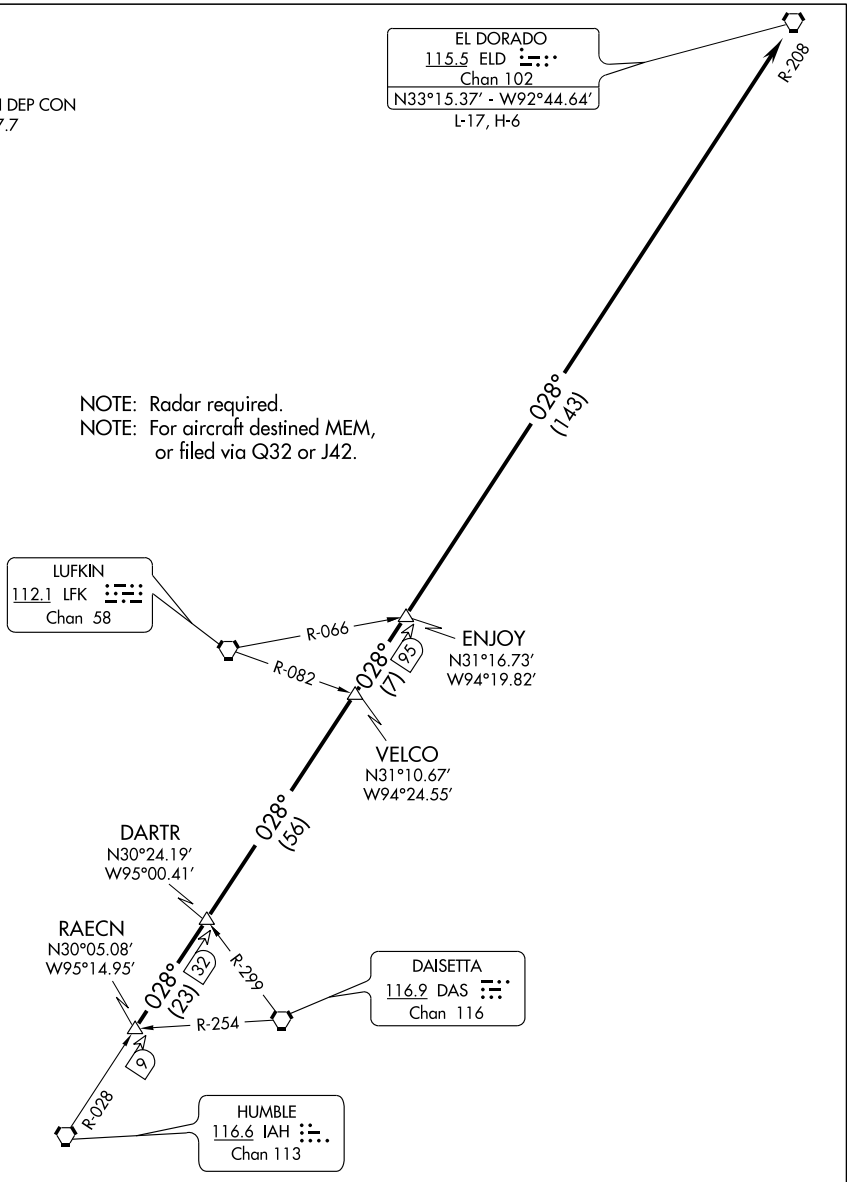
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010

# EL DORADO ONE DEPARTURE SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

AWOS-A
122.975
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975




TAKE-OFF MINIMUMS:
Rwy 18, 36, standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

T

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

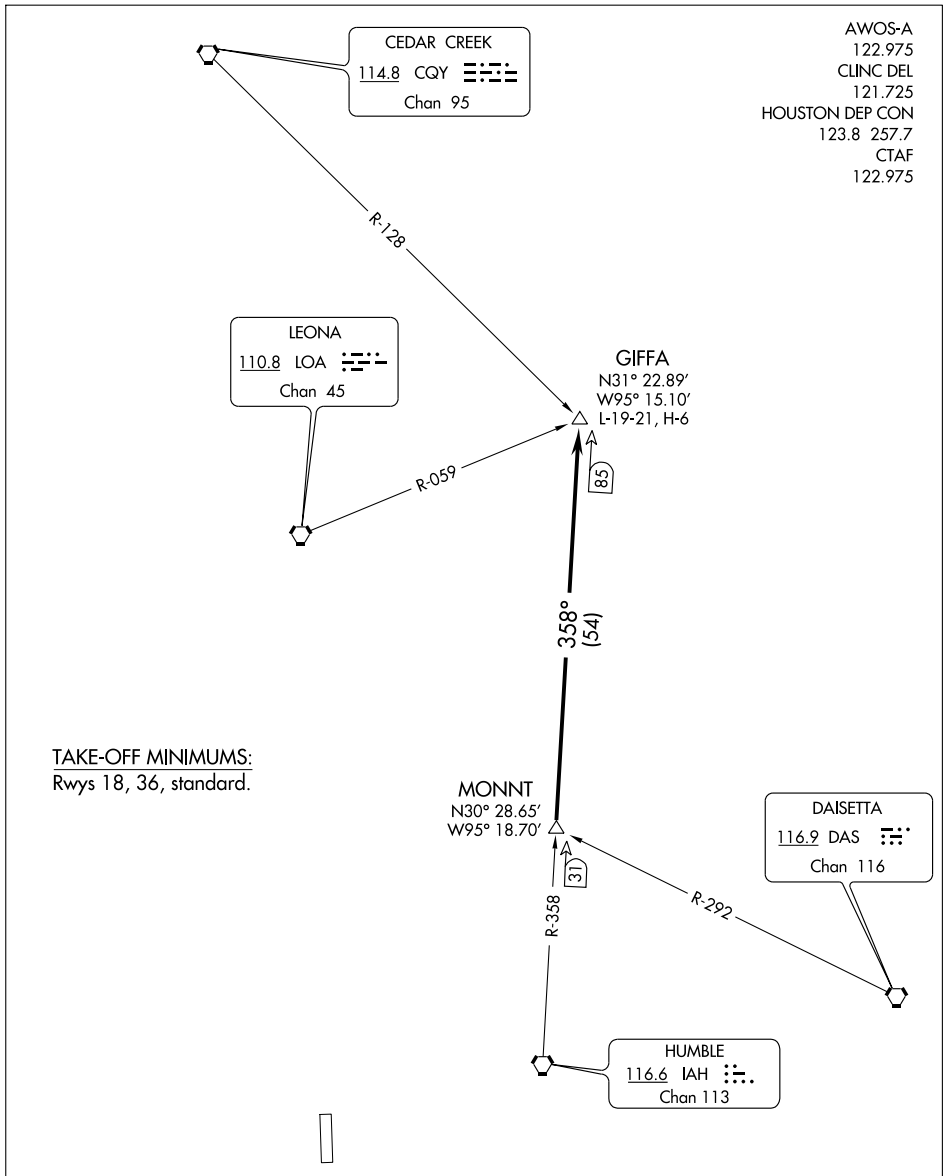
## TAKE-OFF OBSTACLES

Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

# GIFFA THREE DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
Rwys 18, 36, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

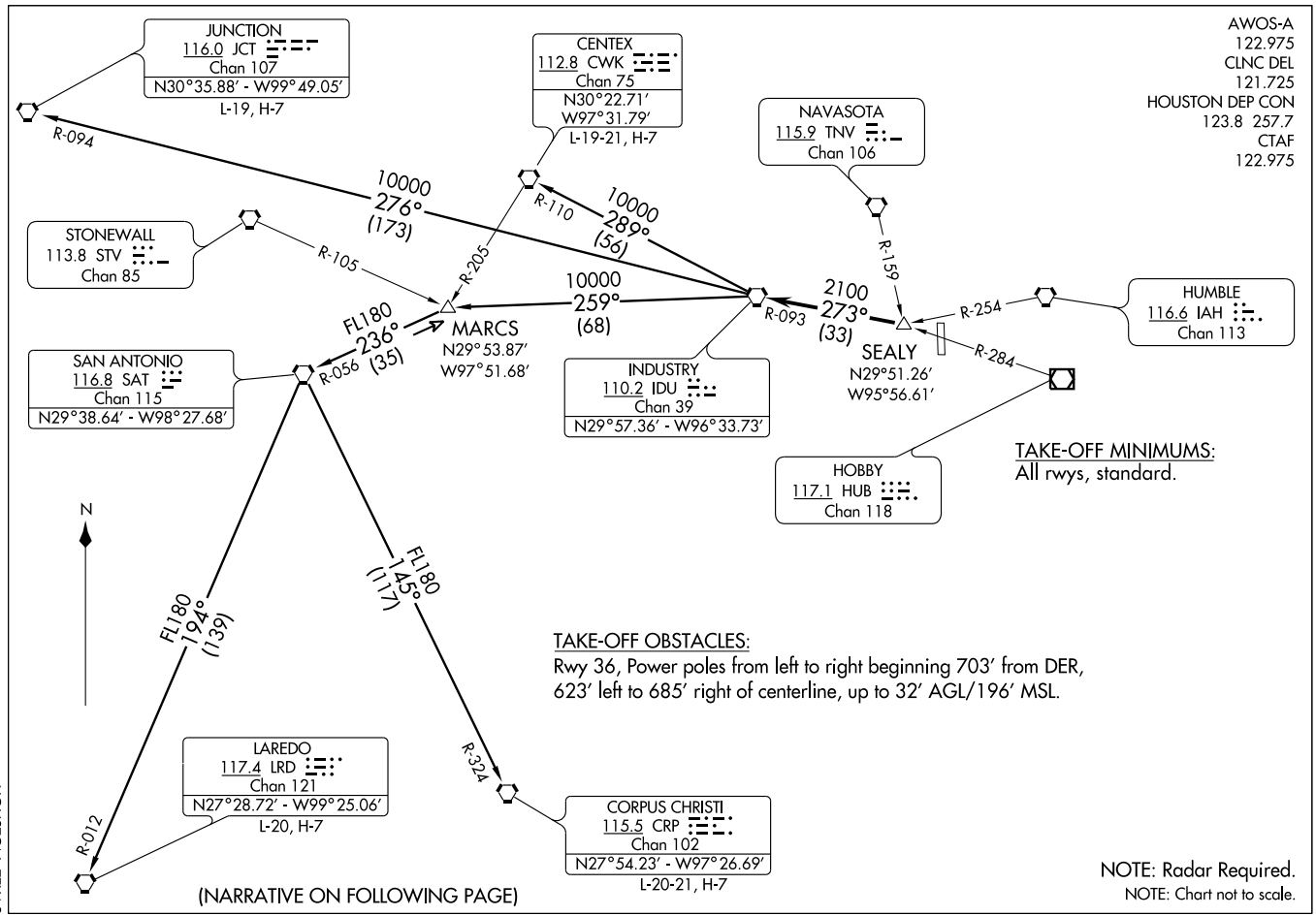
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010




(IDU3.IDU) 08157

# INDUSTRY THREE DEPARTURE

SI-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

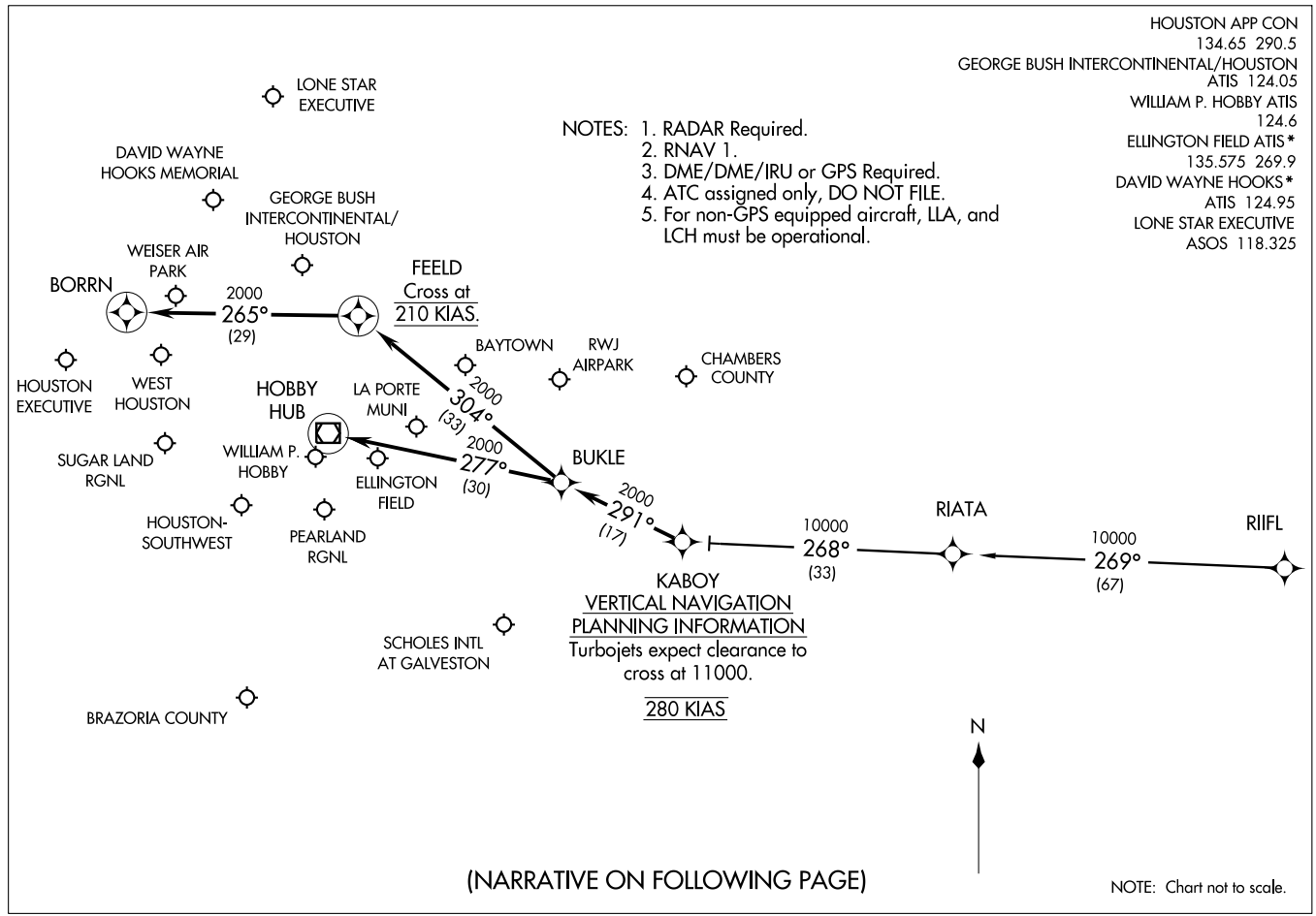
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

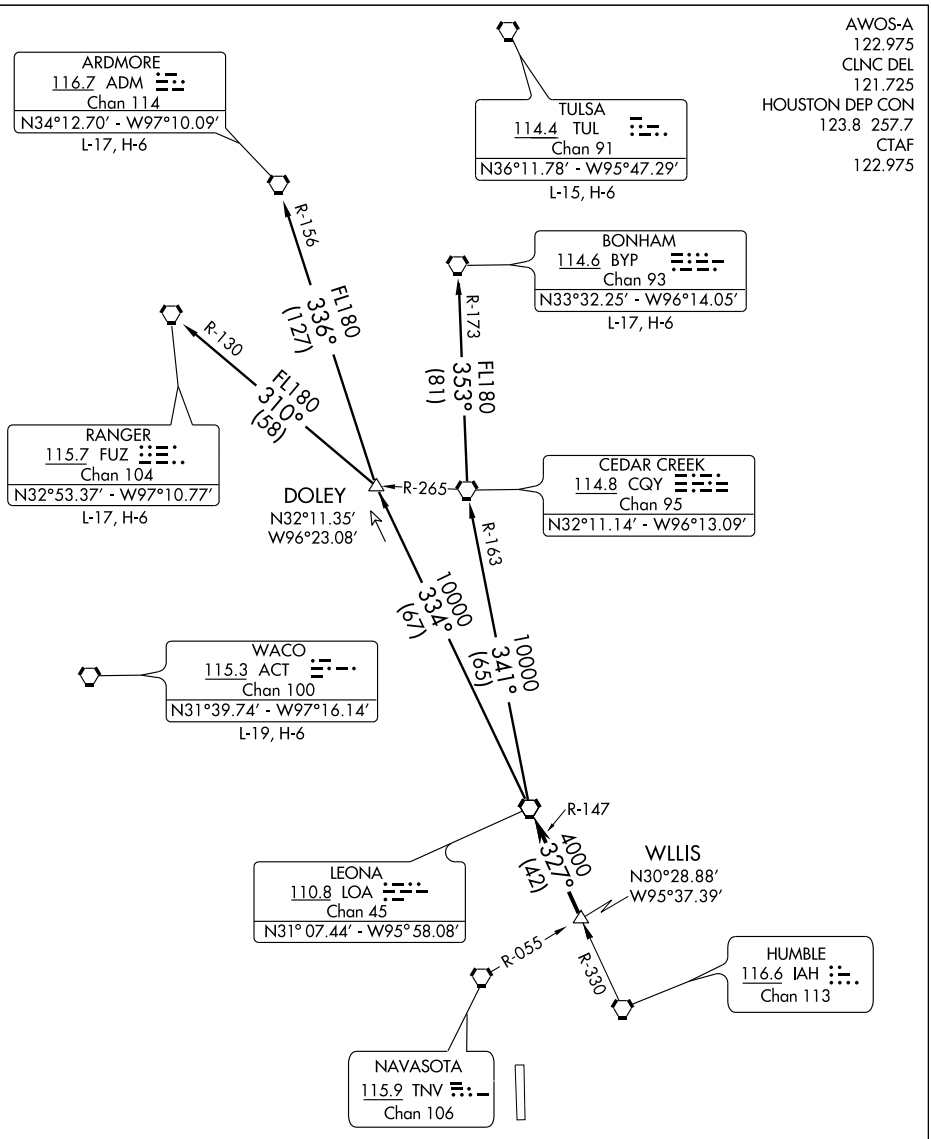
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LEONA SIX DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS




TAKE-OFF MINIMUMS:
Rwy 18, 36 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 14 JAN 2010 to 11 FEB 2010

# LEONA SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

## TAKE-OFF OBSTACLES

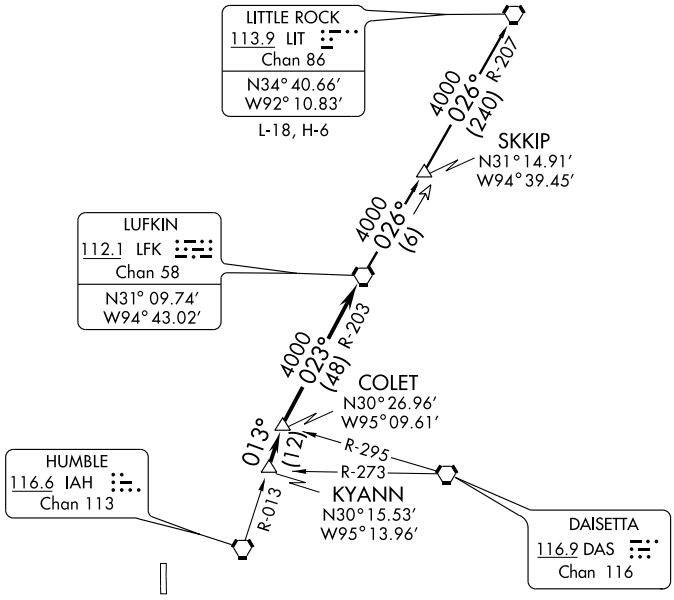
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

# LUFKIN FIVE DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

AWOS-A
122.975
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975




TAKE-OFF MINIMUMS:
Rwy 18, 36 standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGl/196′ MSL.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

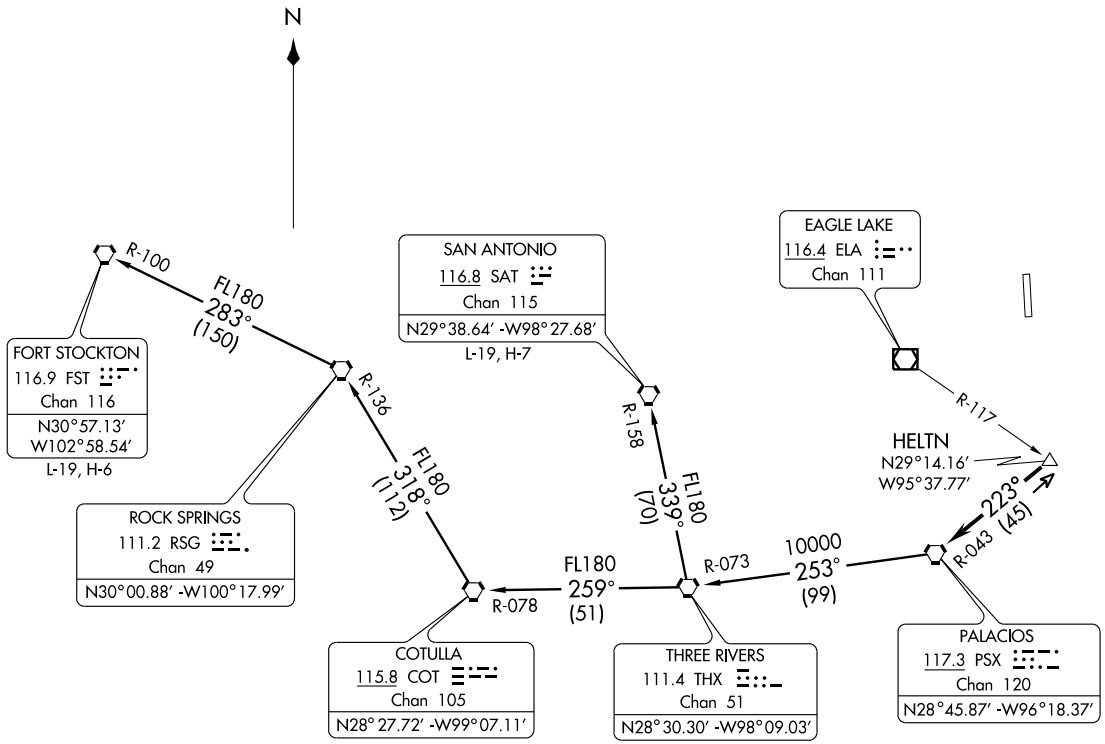
When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

# PALACIOS THREE DEPARTURE (PSX3.PSX) 08157




TAKE-OFF MINIMUMS:
Rwy 18, 36, standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

| WAAS CH 49004 W18A | APP CRS 175° | Rwy Idg 6610<br>TDZE 168<br>Apt Elev 168 |
|---|---|---|

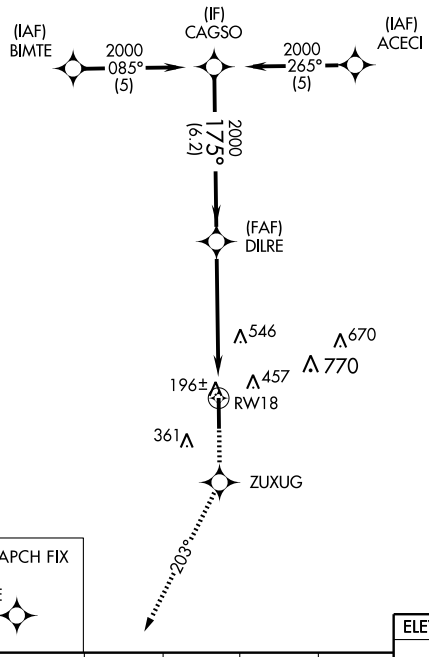
# RNAV (GPS) RWY 18
## HOUSTON EXECUTIVE (TME)

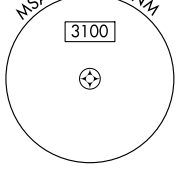
▼ NA

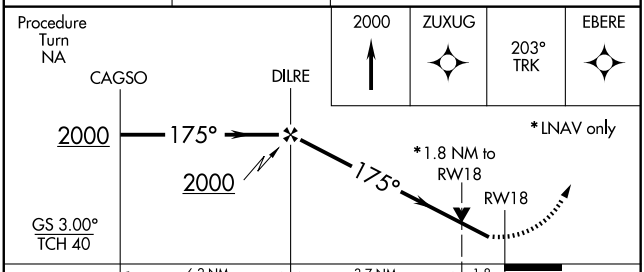
Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using David Wayne Hooks Memorial altimeter setting. If local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase LPV DA to 475 feet, LNAV/VNAV DA to 950 feet; increase all MDAs 60 feet.

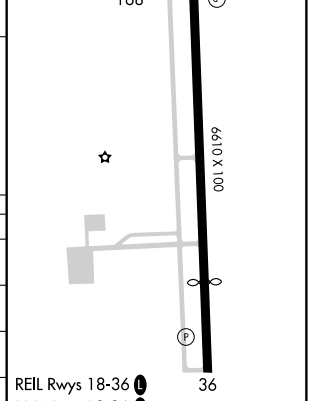
MISSED APPROACH: Climb to 2000 direct ZUXUG and via 203° track to EBERE and hold.

| AWOS-A | HOUSTON APP CON | UNICOM | GCO |
|---|---|---|---|
| 122.975 | 123.8 257.7 | 122.975 (CTAF) L | 121.725 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 418-1 | 250 (300-1) | | |
| LNAV/VNAV DA | 708-2 | 540 (600-2) | | |
| LNAV MDA | 780-1 | 612 (700-1) | 780-1¾<br>612 (700-1¾) | 780-2<br>612 (700-2) |
| CIRCLING | 820-1 | 652 (700-1) | 820-1¾<br>652 (700-1¾) | 860-2¼<br>692 (700-2¼) |

REIL Rwys 18-36 L
MIRL Rwy 18-36 L

| WAAS CH 97504 W36A | APP CRS 355° | Rwy Idg 5050<br>TDZE 164<br>Apt Elev 166 |
|---|---|---|

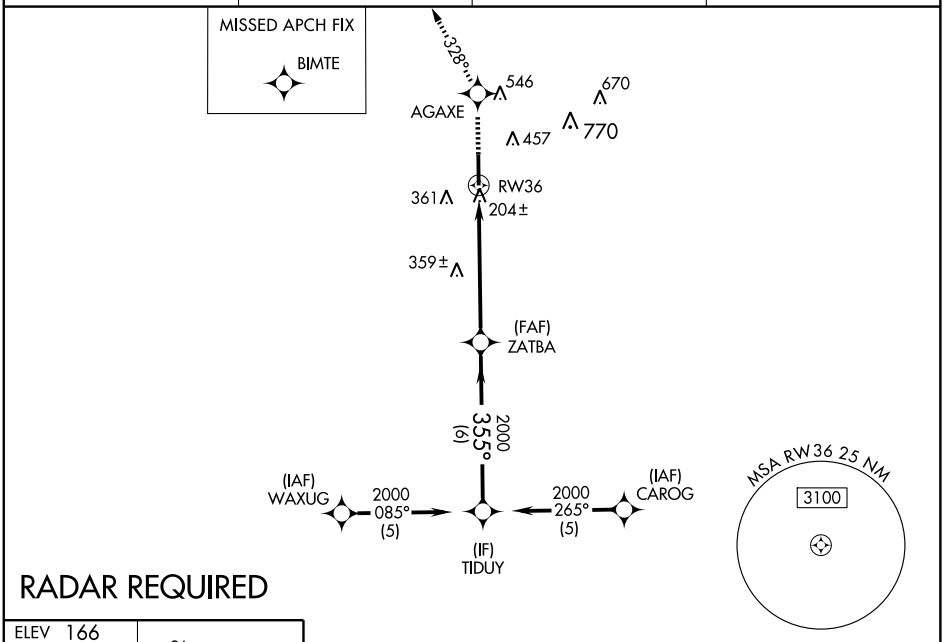
# RNAV (GPS) RWY 36
## HOUSTON EXECUTIVE (TME)

Baro-VNAV NA when using David Wayne Hooks Memorial altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using David Wayne Hooks Memorial altimeter setting. When local altimeter setting not received, use David Wayne Hooks Memorial altimeter setting and increase LPV DA to 471 feet, LNAV/VNAV DA to 719 feet; increase all MDA 60 feet. Increase LNAV/VNAV visibility ¼ mile all Cats and LNAV and circling Cat C/D ¼ mile.

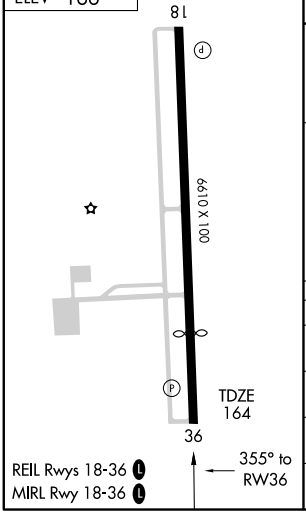
NA

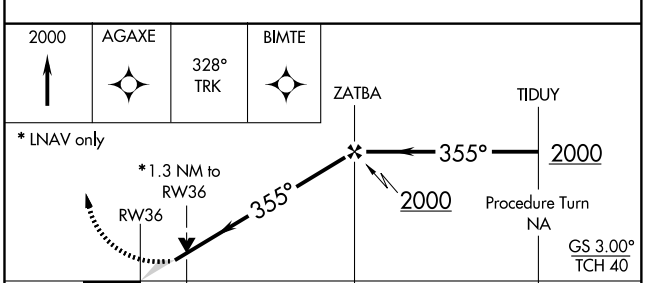
MISSED APPROACH: Climb to 2000 direct AGAXE and via 328° track to BIMTE and hold.

| AWOS-A | HOUSTON APP CON | UNICOM | GCO |
|---|---|---|---|
| 122.975 | 123.8 257.7 | 122.975 (CTAF) L | 121.725 |



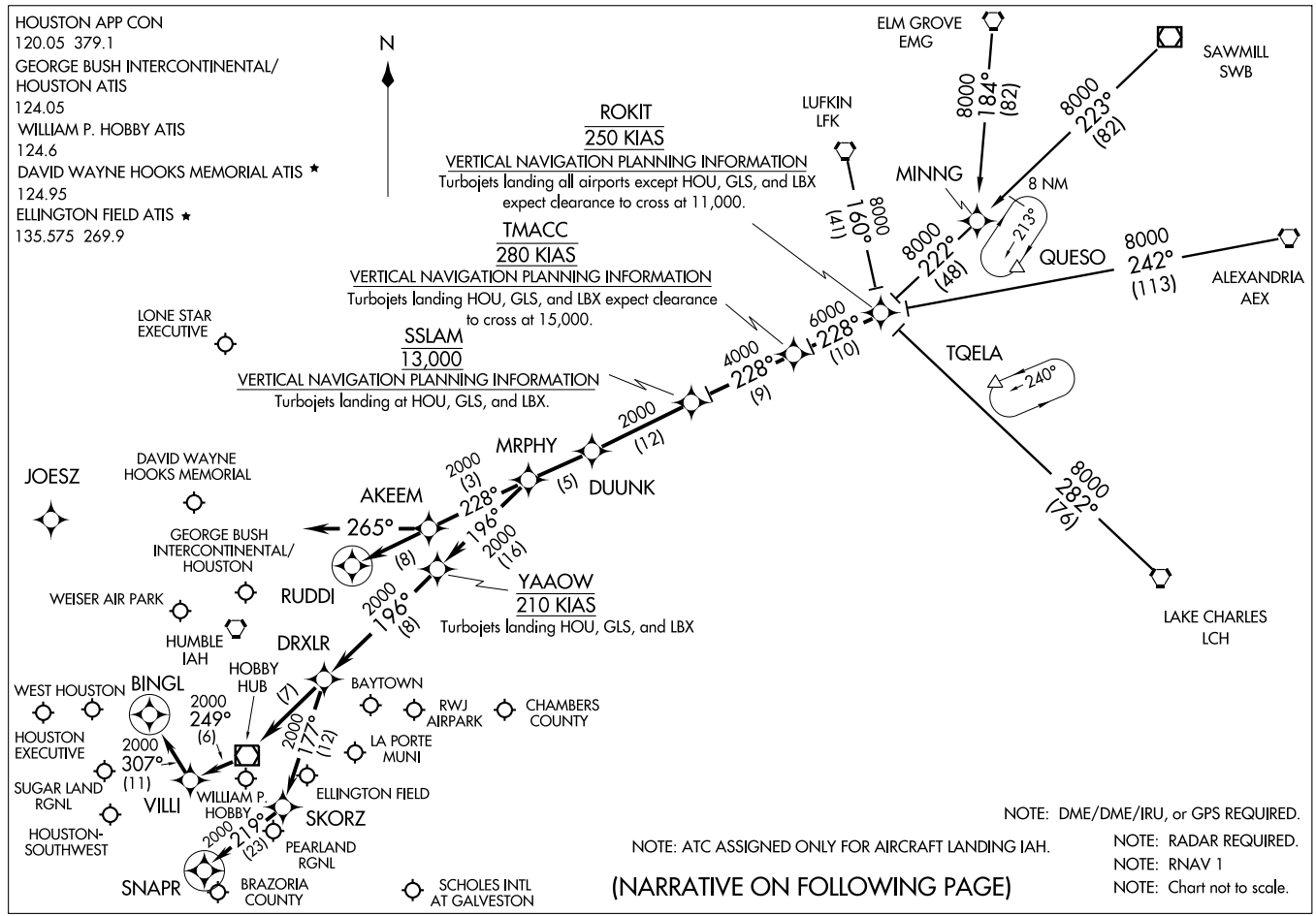

## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 414-1 250 (300-1) | | | |
| LNAV/VNAV DA | 662-1¾ 498 (500-1¾) | | | |
| LNAV MDA | 620-1 456 (500-1) | | 620-1¼ 456 (500-1¼) | 620-1½ 456 (500-1½) |
| CIRCLING | 820-1 654 (700-1) | | 820-1¾ 654 (700-1¾) | 860-2¼ 694 (700-2¼) |

SC-5, 14 JAN 2010 to 11 FEB 2010




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 14 JAN 2010 to 11 FEB 2010

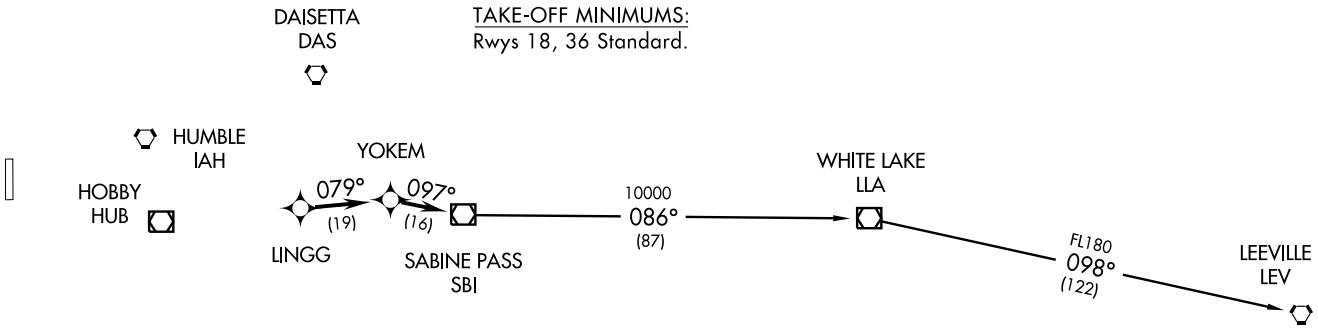
# SABINE PASS ONE DEPARTURE (RNAV)



Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

AWOS-A
122.975
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975

TAKE-OFF MINIMUMS:
Rwys 18, 36 Standard.




## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703' from DER, 623' left to 685' right of centerline, up to 32' AGL/196' MSL.

NOTE: Chart not to scale.

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

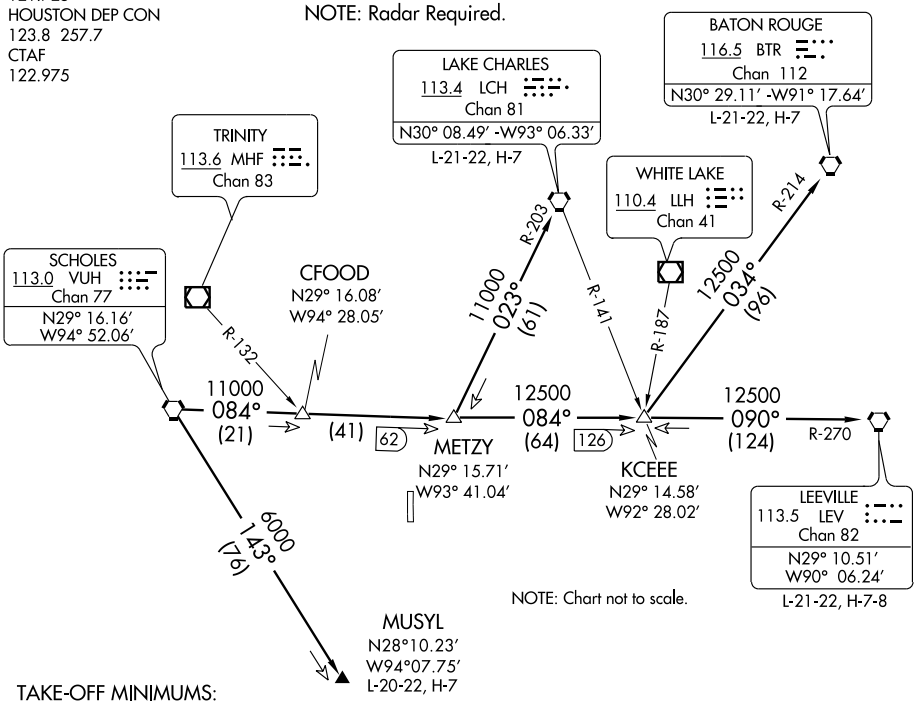
# SCHOLES THREE DEPARTURE

SL-10328 (FAA)

HOUSTON EXECUTIVE (TME)
HOUSTON, TEXAS

AWOS-A
122.975
CLNC DEL
121.725
HOUSTON DEP CON
123.8 257.7
CTAF
122.975

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.




TAKE-OFF MINIMUMS:
Rwy 18, 36 standard.

TAKE-OFF OBSTACLES:
Rwy 36, Power poles from left to right beginning 703′ from DER, 623′ left to 685′ right of centerline, up to 32′ AGL/196′ MSL.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.



SC-5, 14 JAN 2010 to 11 FEB 2010

| NDB UTS 308 | APP CRS 187° | Rwy Idg 5005<br>TDZE 338<br>Apt Elev 363 |
|---|---|---|

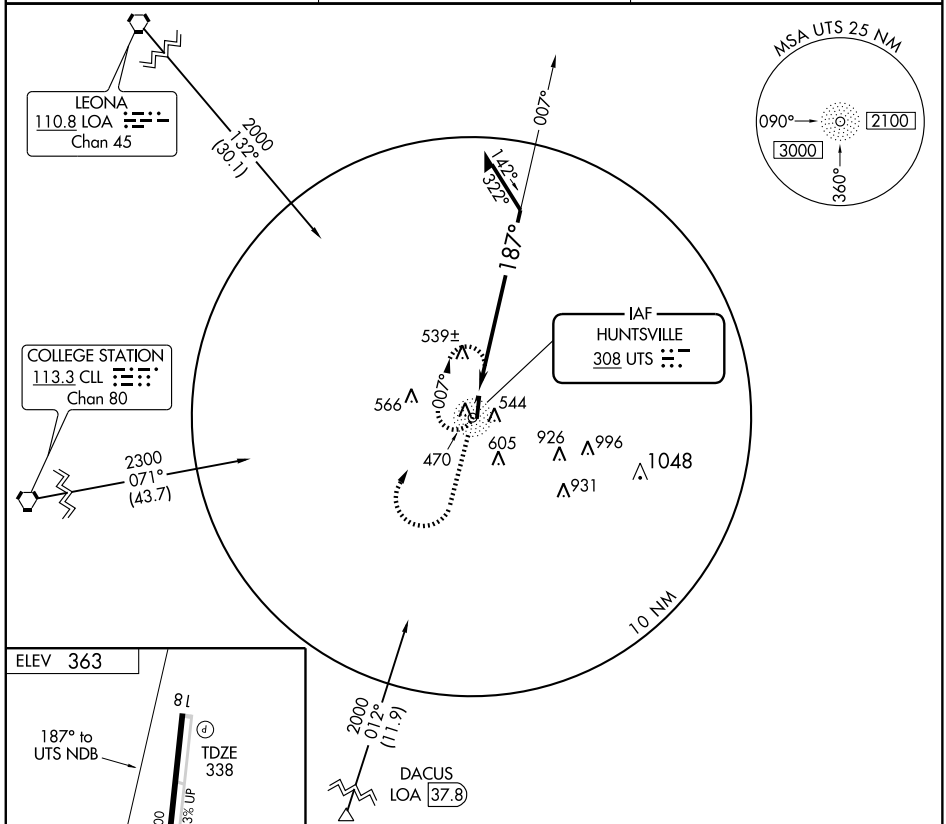
# NDB RWY 18
## HUNTSVILLE MUNI (UTS)

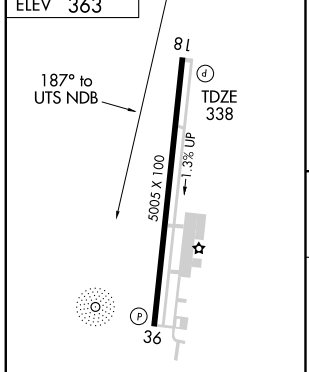
Visibility reduction by helicopters NA. When local altimeter setting not received use Lone Star Executive altimeter setting and increase all MDA 80 feet, increase S-18 and Circling Cat C visibility ¼ mile.

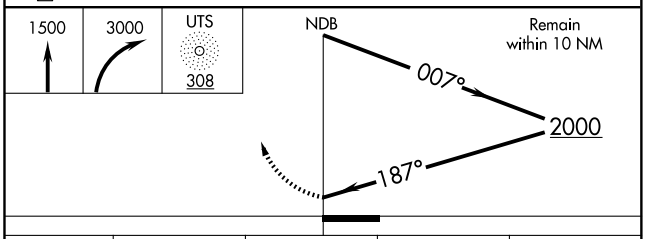
NA

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct UTS NDB and hold, continue climb-in-hold to 3000.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.425 | 134.8 269.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 960-1 | 622 (700-1) | 960-1¾<br>622 (700-1¾) | NA |
| CIRCLING | 960-1 | 597 (600-1) | 960-1¾<br>597 (600-1¾) | NA |

REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 72811 W18A | APP CRS 180° | Rwy Idg 5005 TDZE 338 Apt Elev 363 |
|---|---|---|

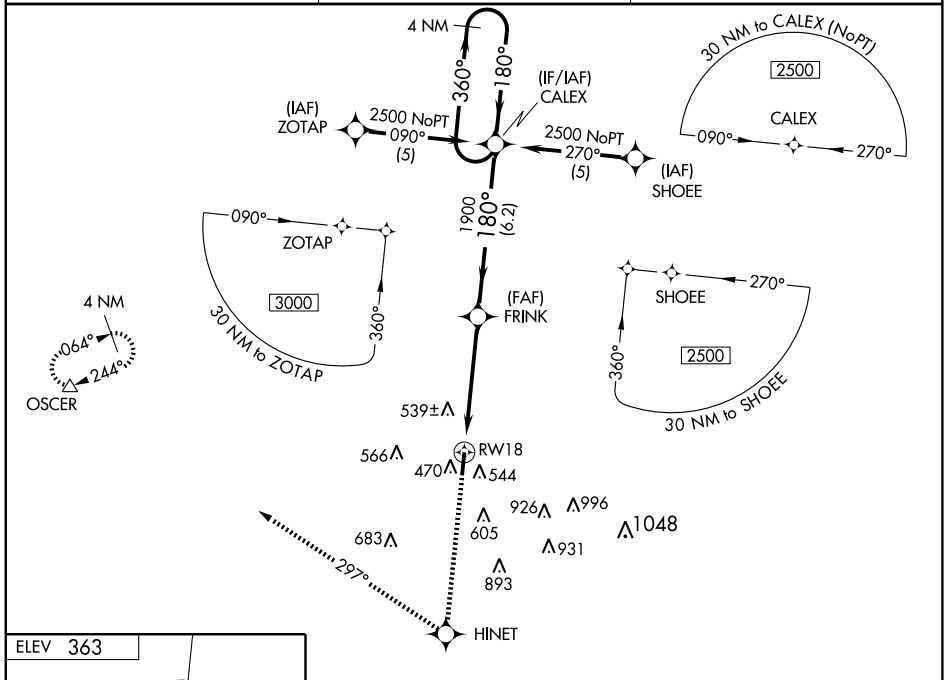
# RNAV (GPS) RWY 18

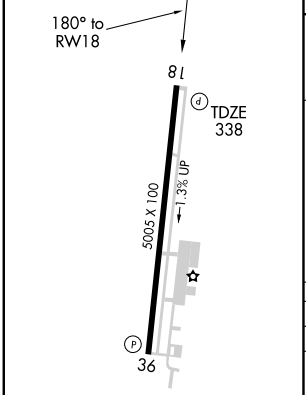
## HUNTSVILLE MUNI (UTS)

Baro-VNAV NA when using Lone Star Executive altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Lone Star Executive altimeter setting. When local altimeter setting not received, use Lone Star Executive altimeter setting and increase all DA 75 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and circling Cat C visibility ¼ mile.

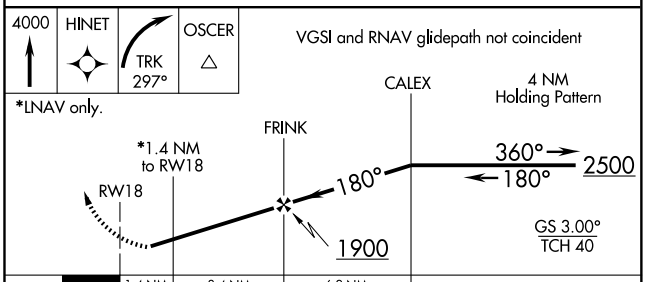
MISSED APPROACH: Climb to 4000 direct HINET and right turn via 297° track to OSCER and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.425 | 134.8 269.6 | 122.8 (CTAF) L |




REIL Rwys 18 and 36 L
MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 588-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 886-2 548 (600-1) | | | NA |
| LNAV MDA | 840-1 502 (500-1) | | 840-1½ 502 (500-1½) | NA |
| CIRCLING | 900-1 537 (600-1) | | 900-1½ 537 (600-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| VOR LOA 110.8 Chan 45 | APP CRS 131° | Rwy Idg NA<br>TDZE NA<br>Apt Elev 363 |
|---|---|---|

# VOR/DME-A
## HUNTSVILLE MUNI (UTS)

When local altimeter setting not received, use Lone Star Executive altimeter setting and increase MDA 80 feet, increase circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2000 via LOA VORTAC R-131 to KASHE/25 DME and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.425 | 134.8 269.6 | 122.8 (CTAF) L |

1044

Procedure NA for arrivals at LOA VORTAC via V477 northwest bound.

IAF LEONA 110.8 LOA Chan 45

2000 131° (19)

10 NM

R-177

R-131

(IF) AMBEE LOA 19

2000 131° (6)

KASHE LOA 25

(IAF) OXITY LOA 19

2000 LOA 19 Arc

311°

131°

539±

596

MAFAP LOA 29.7

566

470

544

926

996

683

605

931

MSA LOA 25 NM

2100

ELEV 363

18

36

5005 X 100

1.3% UP

131° 4.7 NM from FAF

REIL Rwys 18 and 36 L

MIRL Rwy 18-36 L

AMBEE LOA 19

KASHE LOA 25

2000

131°

2000

Procedure Turn NA

2000 LOA R-131

KASHE LOA 25

MAFAP LOA 29.7

6 NM

4.7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1<br>637 (700-1) | 1000-1¼<br>637 (700-1¼) | 1000-1¾<br>637 (700-1¾) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| Ch 78301 | 133° | TDZE | 18 |
| W13A | | Apt Elev | 18 |

# RNAV (GPS) RWY 13

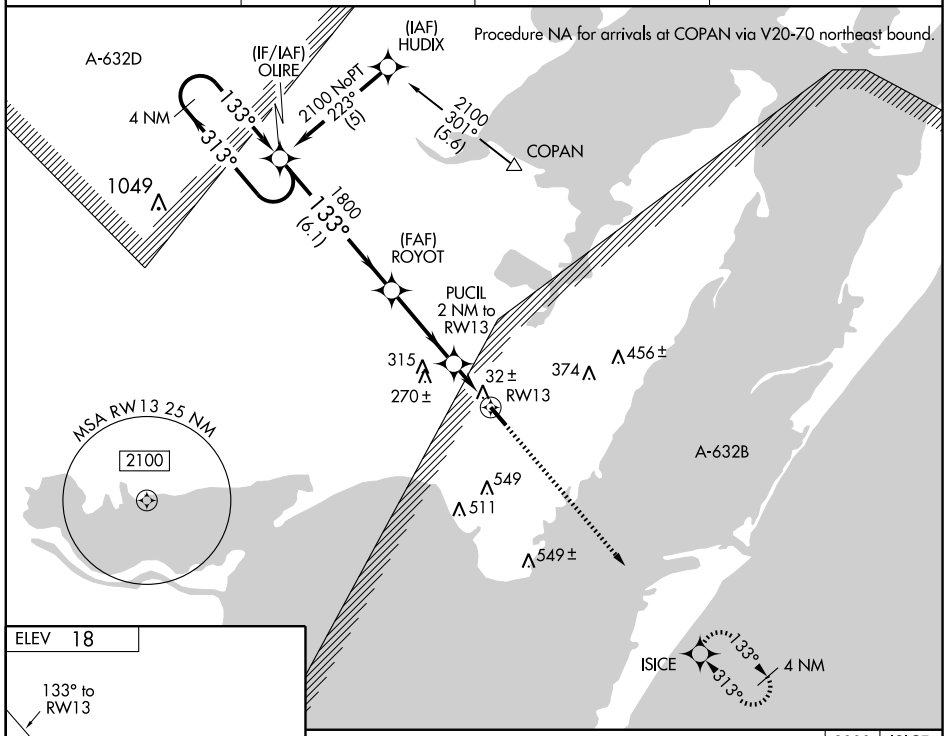
## INGLESIDE/ T P MC CAMPBELL (TFP)

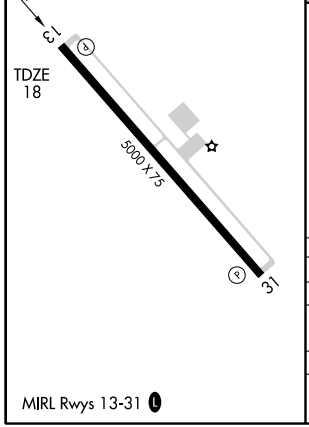
A BARO-VNAV NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA.
W For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). When local altimeter setting not received, use Mustang Beach altimeter setting and increase LPV DA 291 feet; LNAV/VNAV DA to 309 feet; and all MDAs 40 feet. VDP NA when using Mustang Beach altimeter setting.

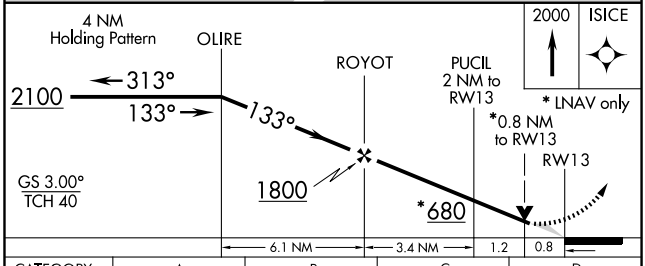
MISSED APPROACH: Climb to 2000 direct ISICE and hold.

| AWOS-3 | CORPUS APP CON | UNICOM | |
|---|---|---|---|
| 118.775 | 120.9 348.725 | 122.7 (CTAF) | 123.0 L |

Procedure NA for arrivals at COPAN via V20-70 northeast bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 268-1 | | 250 (300-1) | |
| LNAV/VNAV DA | 286-1 | | 268 (300-1) | |
| LNAV MDA | 300-1 | | 282 (300-1) | |
| CIRCLING | 520-1 502 (600-1) | | 520-1½ 502 (600-1½) | 580-2 562 (600-2) |

MIRL Rwys 13-31 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS Ch 82601 W31A | APP CRS 313° | Rwy Idg 5000 TDZE 18 Apt Elev 18 |
|---|---|---|

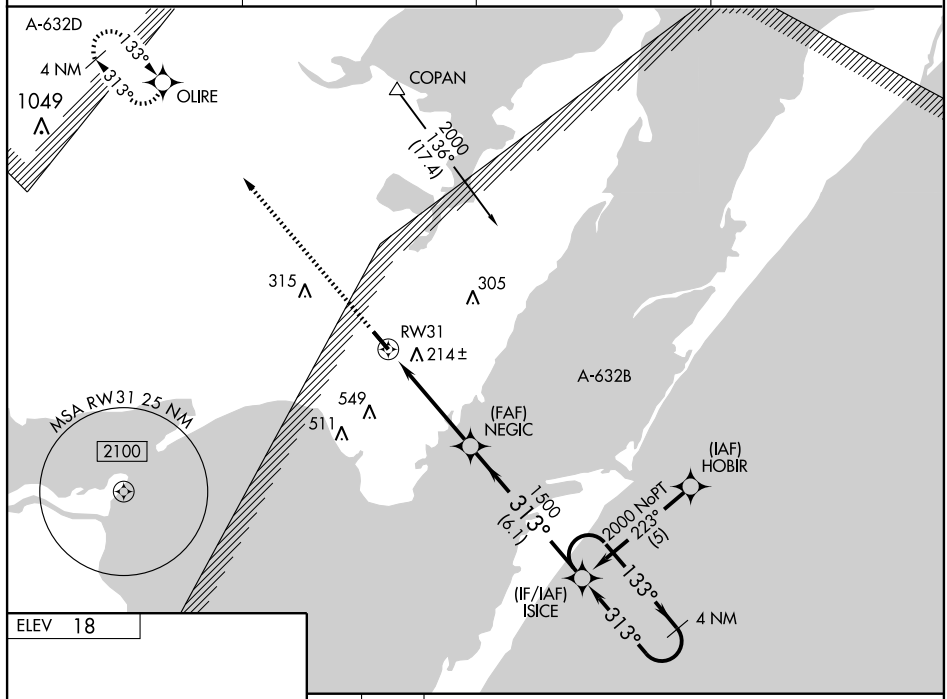
# RNAV (GPS) RWY 31

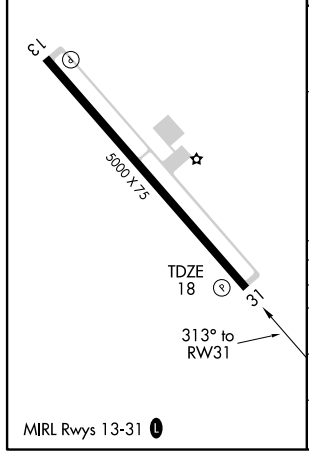
## INGLESIDE/ T P MC CAMPBELL (TFP)

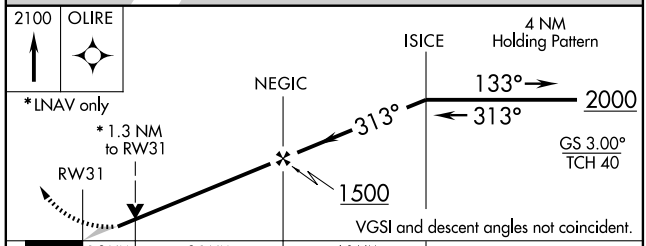
BARO-VNAV NA when using Mustang Beach altimeter setting. For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Mustang Beach altimeter setting and increase LPV DA to 291 feet; LNAV/VNAV DA to 533 feet; and all MDAs 40 feet; increase LNAV Cat C visibility ¼ mile. VDP NA when using Mustang Beach altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct OLIRE and hold.

| AWOS-3 | CORPUS APP CON | UNICOM | |
|---|---|---|---|
| 118.775 | 120.9 348.725 | 122.7 (CTAF) | 123.0 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 268-1 250 (300-1) | | | |
| LNAV/ VNAV DA | 510-1¾ 492 (500-1¾) | | | |
| LNAV MDA | 480-1 462 (500-1) | | 480-1¼ 462 (500-1¼) | 480-1½ 462 (500-1½) |
| CIRCLING | 520-1 502 (600-1) | | 520-1½ 502 (600-1½) | 580-2 562 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5011 |
|---|---|---|
| 135° | TDZE | 677 |
| | Apt Elev | 677 |

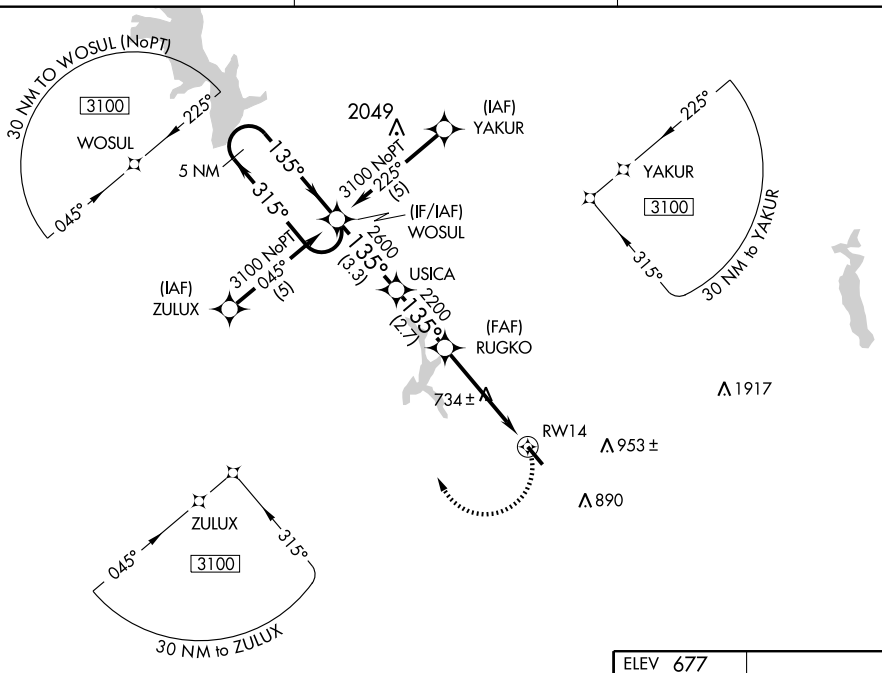
# RNAV (GPS) RWY 14

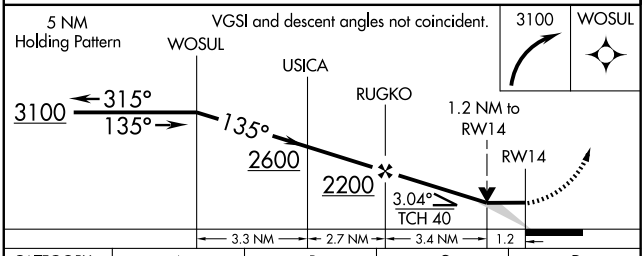
JACKSONVILLE/ CHEROKEE COUNTY (JSO)

If local altimeter setting not received, use Palestine Muni altimeter setting and increase all MDAs 100 feet. VDP NA when using Palestine Muni altimeter setting. DME/DME RNP-0.3 NA.

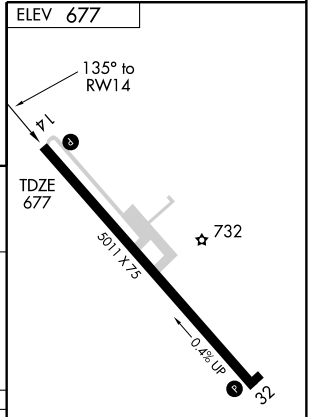
MISSED APPROACH: Climbing right turn to 3100 direct WOSUL and hold.

| AWOS-3 | LONGVIEW APP CON★ | UNICOM |
|---|---|---|
| 119.075 | 128.75 379.15 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 403 (500-1) | | 1080-1¼ 403 (500-1¼) | NA |
| CIRCLING | 1080-1 403 (500-1) | 1140-1 463 (500-1) | 1140-1½ 463 (500-1½) | NA |




REIL Rwy 14 L
MIRL Rwy 14-32 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| VOR FZT 111.4 Chan 51 | APP CRS 121° | Rwy Idg 5011<br>TDZE 677<br>Apt Elev 677 |
|---|---|---|

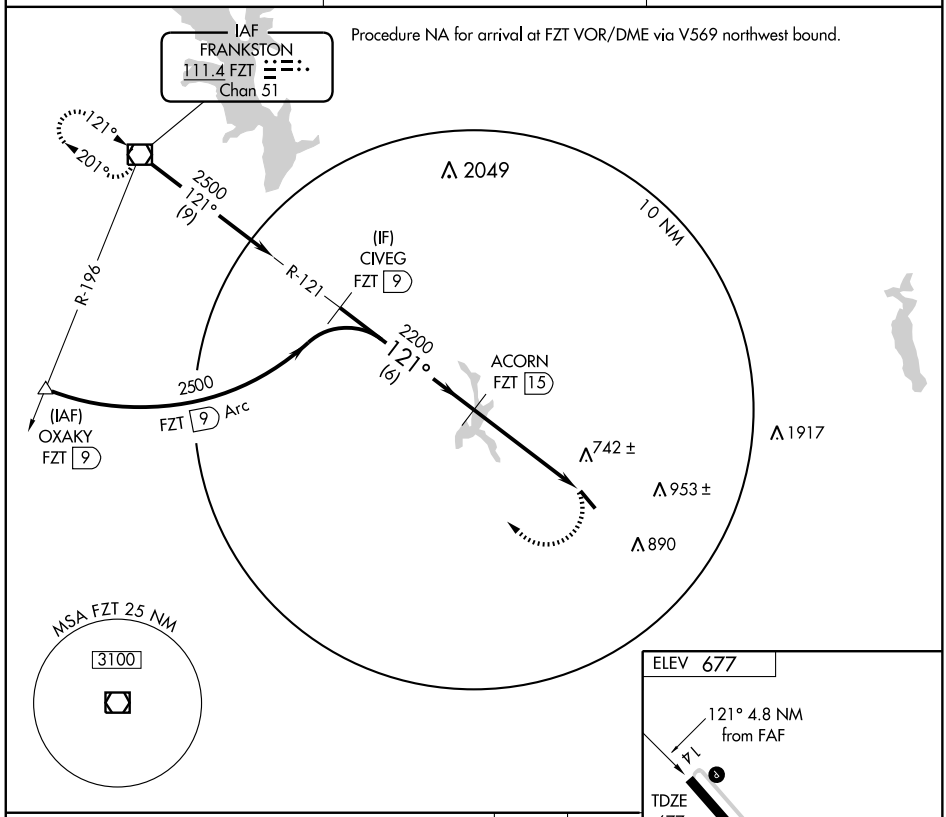
# VOR/DME RWY 14

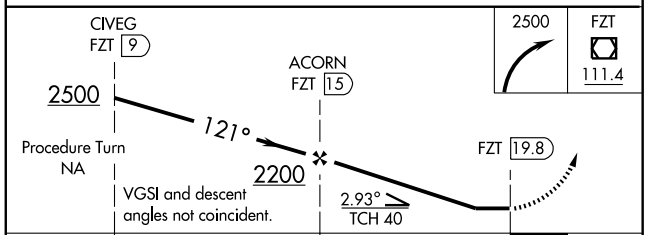
JACKSONVILLE/CHEROKEE COUNTY (JSO)

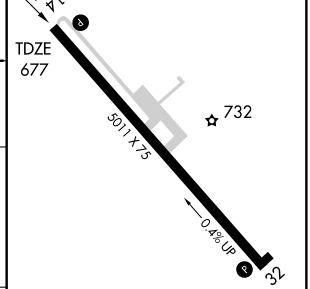
▼ If local altimeter setting not received, use Palestine Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climbing right turn to 2500 direct FZT VOR/DME and hold.

| AWOS-3 | LONGVIEW APP CON★ | UNICOM |
|---|---|---|
| 119.075 | 128.75 379.15 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 1080-1 403 (500-1) | | 1080-1¼ 403 (500-1¼) | NA |
| CIRCLING | 1080-1 403 (500-1) | 1140-1 463 (500-1) | 1140-1½ 463 (500-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-5, 14 JAN 2010 to 11 FEB 2010

| NDB JAS 344 | APP CRS 177° | Rwy Idg 5500<br>TDZE 213<br>Apt Elev 213 |
|---|---|---|

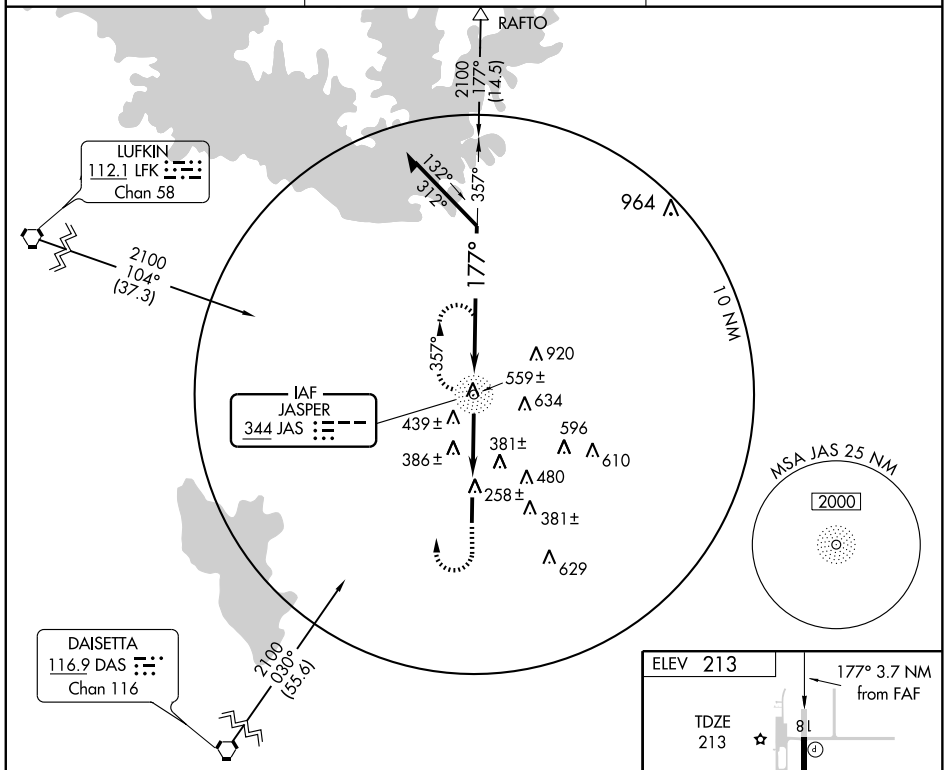
# NDB RWY 18

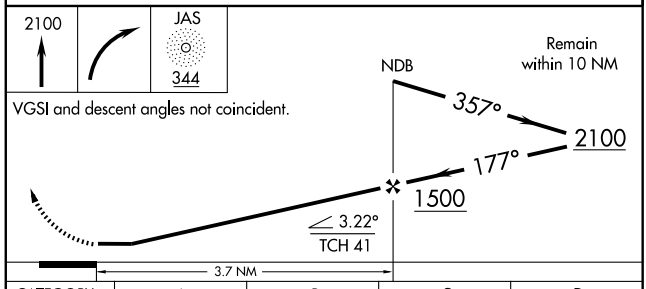
JASPER COUNTY-BELL FIELD (JAS)

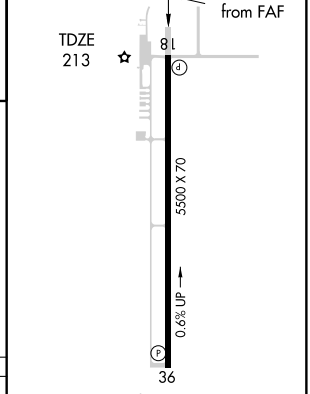
Visibility reduction by helicopters NA. When local altimeter setting not received, use De Ridder altimeter setting and increase all MDA 100 feet, increase S-18 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2100, then right turn direct JAS NDB and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.375 | 126.95 363.05 | 122.8 (CTAF) L |




MIRL Rwy 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 740-1 | 527 (600-1) | 740-1½<br>527 (600-1½) | NA |
| CIRCLING | 740-1 | 527 (600-1) | 740-1½<br>527 (600-1½) | NA |

FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 87013 | 177° | TDZE | 213 |
| W18A | | Apt Elev | 213 |

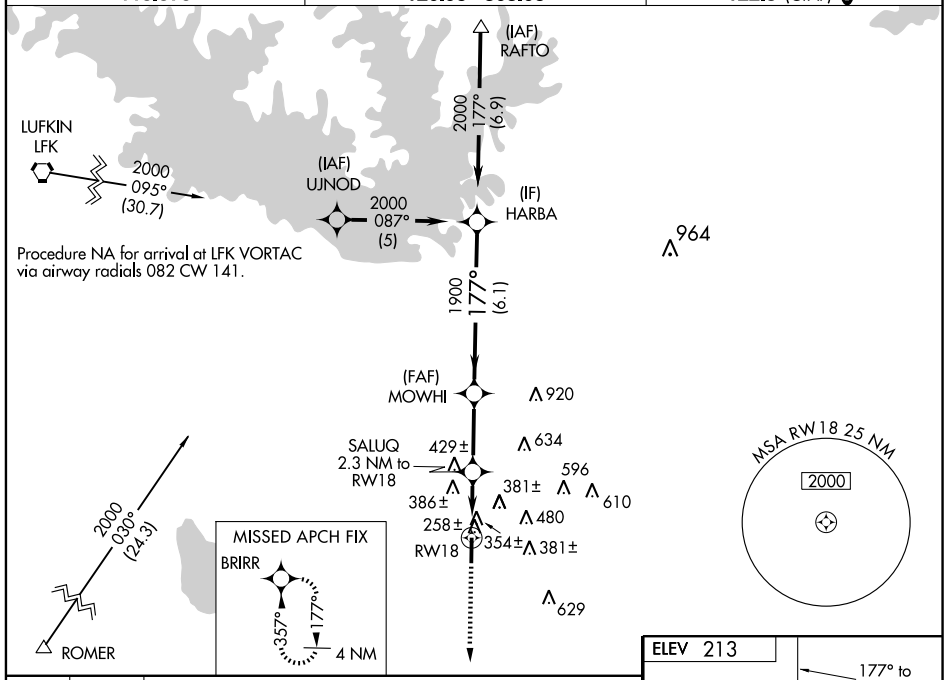
# RNAV (GPS) RWY 18

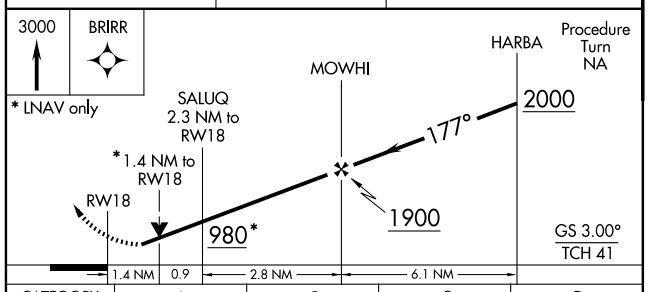
JASPER COUNTY-BELL FIELD (JAS)

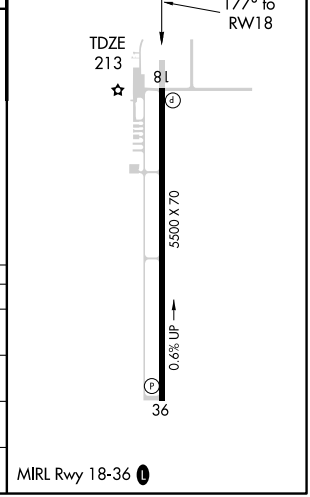
Baro-VNAV NA when using De Ridder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using De Ridder altimeter setting. When local altimeter setting not received, use De Ridder altimeter setting and increase all DA 85 feet, all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Circling Cat C ¼ mile.

MISSED APPROACH: Climb to 3000 direct BRIRR and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.375 | 126.95 363.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 567-1¼ 354 (400-1¼) | | | NA |
| LNAV/VNAV DA | 730-1¾ 517 (600-1¾) | | | NA |
| LNAV MDA | 700-1 487 (500-1) | | 700-1¼ 487 (500-1¼) | NA |
| CIRCLING | 740-1 527 (600-1) | | 740-1½ 527 (600-1½) | NA |

MIRL Rwy 18-36 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 42813 W36A | APP CRS 357° | Rwy Idg 5500 TDZE 192 Apt Elev 213 |
|---|---|---|

# RNAV (GPS) RWY 36

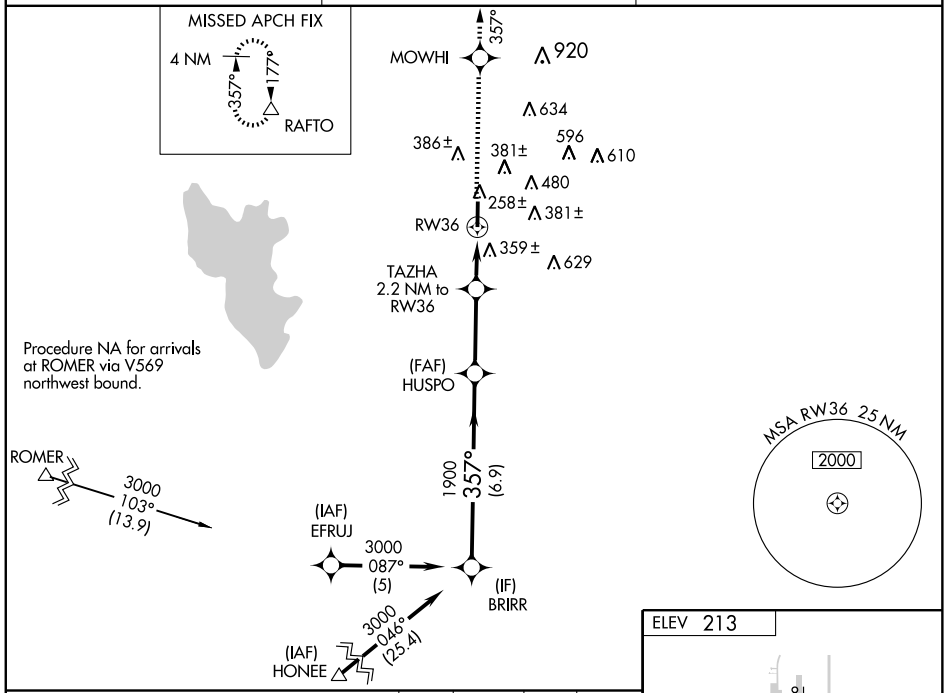
JASPER COUNTY-BELL FIELD (JAS)

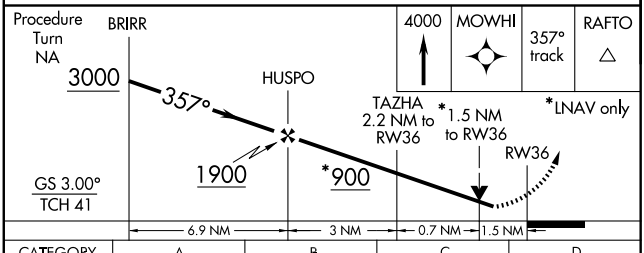
Baro-VNAV NA when using De Ridder altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

Visibility reduction by helicopters NA. VDP NA when using De Ridder altimeter setting. When local altimeter setting not received, use De Ridder altimeter setting and increase all DA 85 feet, all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile, Circling Cat C ¼ mile.

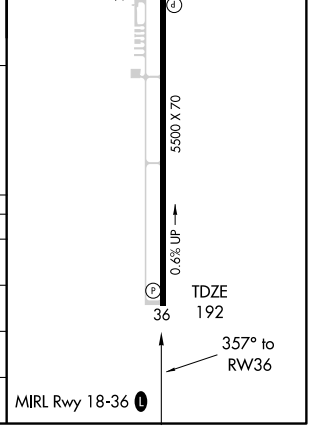
MISSED APPROACH: Climb to 4000 direct MOWHI and via track 357° to RAFTO and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.375 | 126.95 363.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 581-1½ 389 (400-1½) | | | NA |
| LNAV/VNAV DA | 675-1¾ 483 (500-1¾) | | | NA |
| LNAV MDA | 680-1 488 (500-1) | | 680-1¼ 488 (500-1¼) | NA |
| CIRCLING | 740-1 527 (600-1) | | 740-1½ 527 (600-1½) | NA |




SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 172° | TDZE | 1751 |
| | Apt Elev | 1751 |

# RNAV (GPS) RWY 17

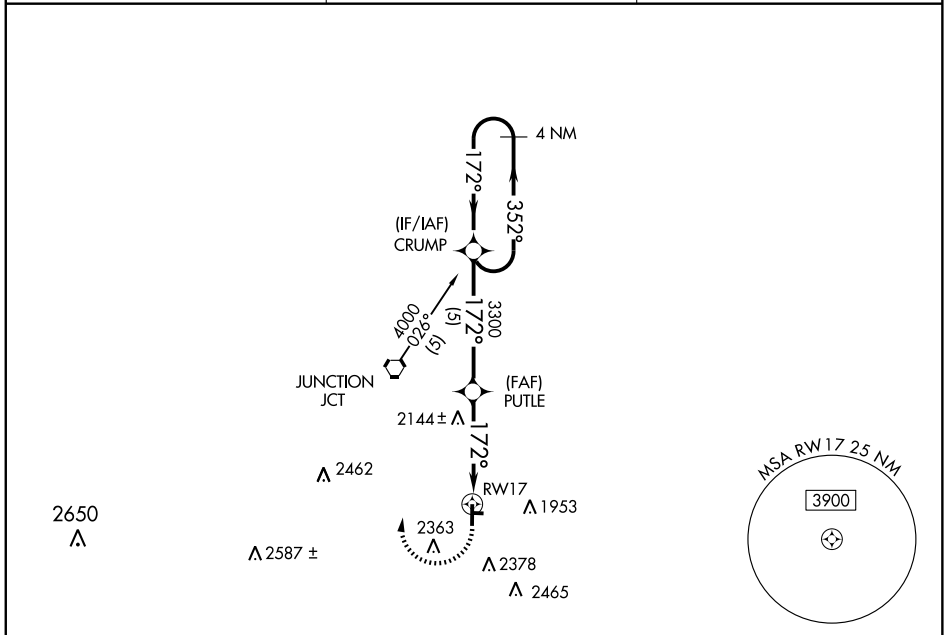
JUNCTION/ KIMBLE COUNTY (JCT)

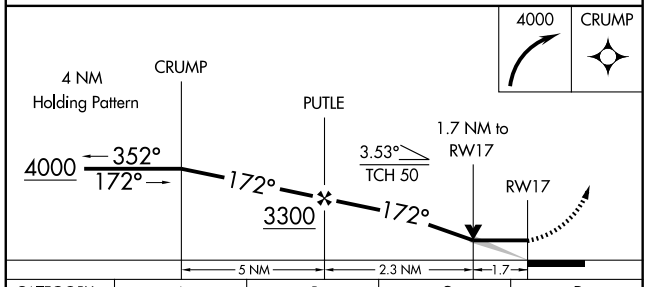
Circling NA to Rwy 8-26. GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA.

NA

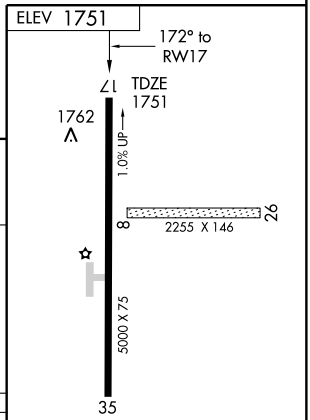
MISSED APPROACH: Climbing right turn to 4000 direct CRUMP WP and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.275 | 125.75 346.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2420-1 | 669 (700-1) | 2420-1¾ 669 (700-1¾) | NA |
| CIRCLING | 2420-1 | 669 (700-1) | 2740-3 989 (1000-3) | NA |




MIRL Rwy 17-35 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC JCT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.0 | 144° | TDZE | N/A |
| Chan 107 | | Apt Elev | 1751 |

# VOR-A

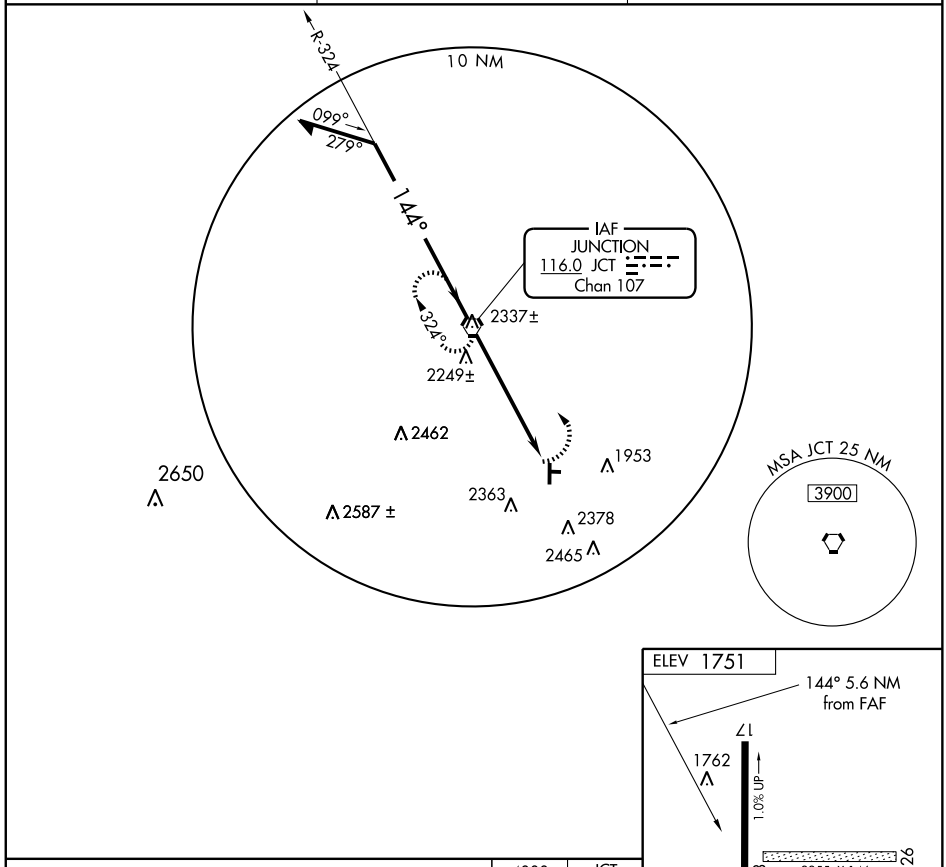
JUNCTION/KIMBLE COUNTY (JCT)

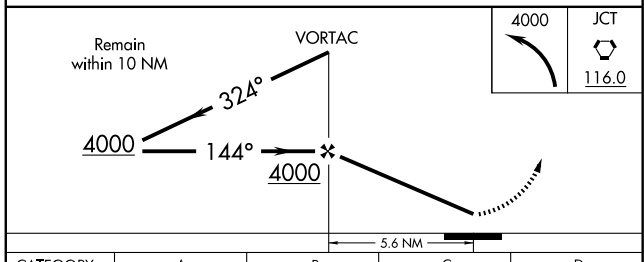
NA

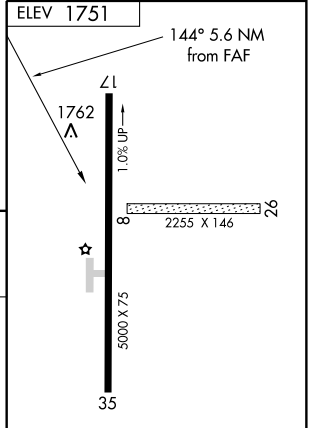
Circling NA to Rwy 8-26.

MISSED APPROACH: Climbing left turn to 4000 direct to JCT VORTAC and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.275 | 125.75 346.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2560-1 809(900-1) | 2560-1¼ 809 (900-1¼) | 2740-3 989 (1000-3) | NA |

FAF to MAP 5.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

SC-3, 14 JAN 2010 to 11 FEB 2010

KENEDY, TEXAS

AL-5975 (FAA)

| VORTAC THX | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.4 | 030° | TDZE | N/A |
| Chan 51 | | Apt Elev | 291 |

# VOR/DME or GPS-A

KENEDY/ KARNES COUNTY (2R9)

NA

Use Victoria Rgnl altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via THX R-030 to LENZE/16 DME and hold.

| HOUSTON CENTER | UNICOM |
|---|---|
| 134.6 322.5 | 123.0 (CTAF) L |

690
732± 849
793 628
(MABTY) 573 750
(GUDFA)
THX 22
030°
813±
2000
THX 16 Arc
1500
(6)
210°
030°
LENZE
THX 16
(IAF)
(OTVIW)
R-319
R-030
10 NM
MSA THX 25 NM
2000
2000 NoPT
030°
(16)
IAF
THREE RIVERS
111.4 THX
Chan 51

LENZE
THX 16
2000
030°
(GUDFA)
THX 22
(MABTY)
THX 24
Procedure
Turn NA
1500
6 NM
2 NM

2000
THX R-030
LENZE
THX 16

ELEV 291
9
3218 X 60
0.5% UP
030° 2 NM
from FAF
MIRL Rwy 16-34 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1100-1<br>809 (900-1) | 1100-1¼<br>809 (900-1¼) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-3. 14 JAN 2010 to 11 FEB 2010

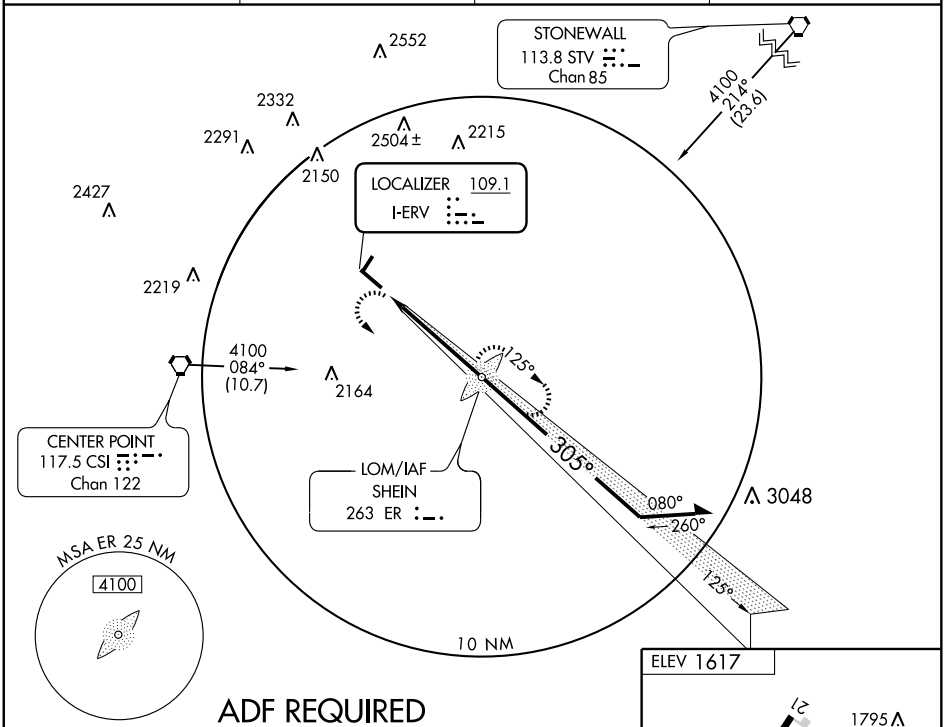
| LOC I-ERV | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 109.1 | 305° | TDZE | 1589 |
| | | Apt Elev | 1617 |

# LOC RWY 30

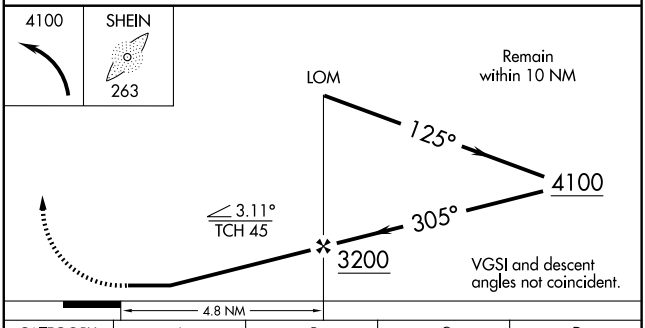
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

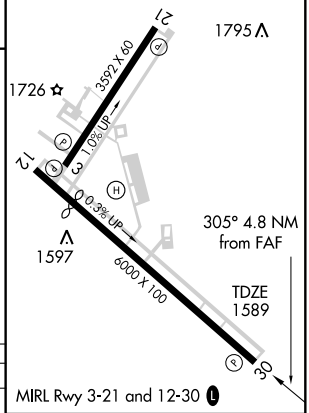
MISSED APPROACH: Climbing left turn to 4100 direct SHEIN LOM and hold.

| AWOS-3 | HOUSTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.125 | 134.95 269.4 | 134.95 | 122.7 (CTAF) |




## ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 2060-1 471 (500-1) | | 2060-1¼ 471 (500-1¼) | NA |
| CIRCLING | 2320-1 703 (800-1) | 2340-1 723 (800-1) | 2380-2¼ 763 (800-2¼) | NA |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOM ER | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 263 | 306° | TDZE | 1589 |
| | | Apt Elev | 1617 |

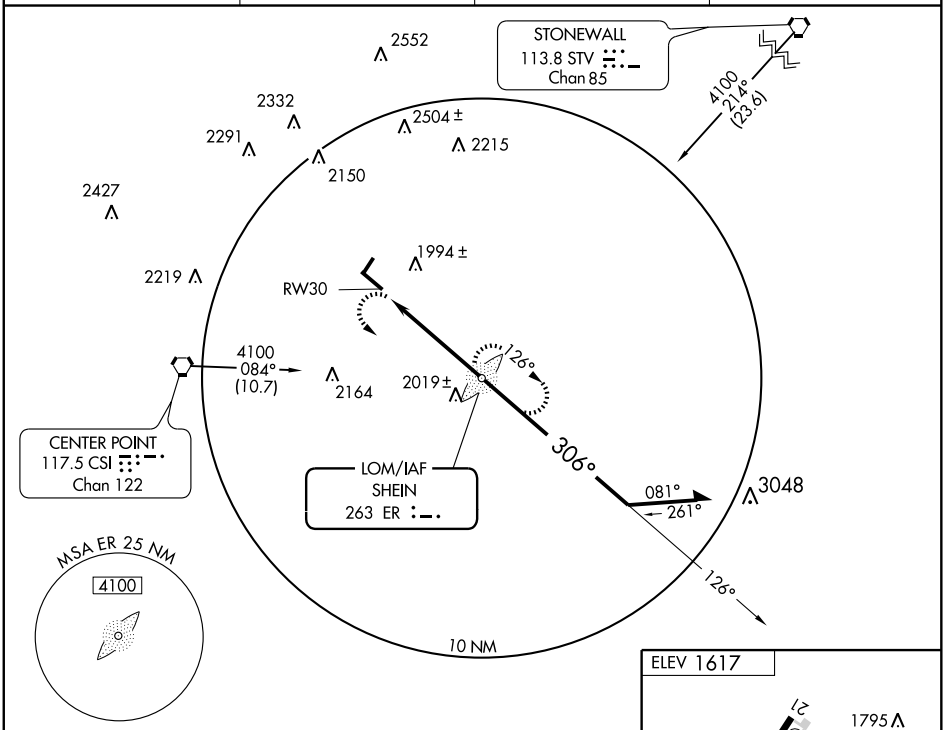
# NDB RWY 30

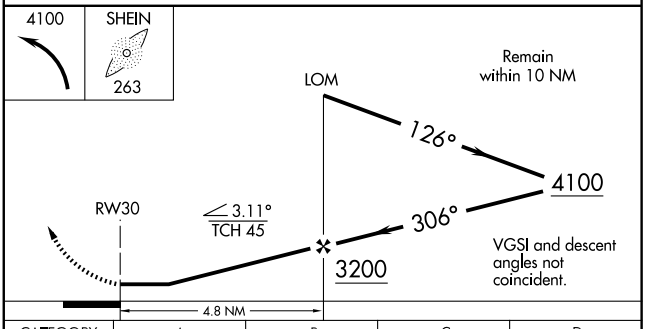
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

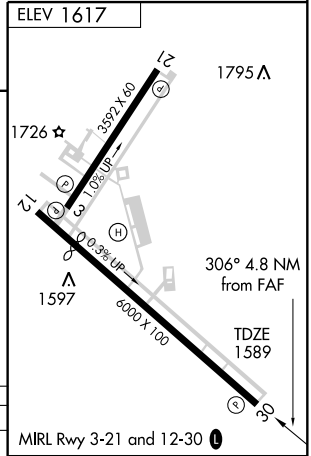
NA

MISSED APPROACH: Climbing left turn to 4100 direct SHEIN LOM and hold.

| AWOS-3 | HOUSTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.125 | 134.95 269.4 | 134.95 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 2300-1 | 711 (700-1) | 2300-2<br>711 (700-2) | NA |
| CIRCLING | 2320-1<br>703 (800-1) | 2340-1<br>723 (800-1) | 2380-2¼<br>763 (800-2¼) | NA |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5310 |
|---|---|---|
| 124° | TDZE | 1584 |
| | Apt Elev | 1617 |

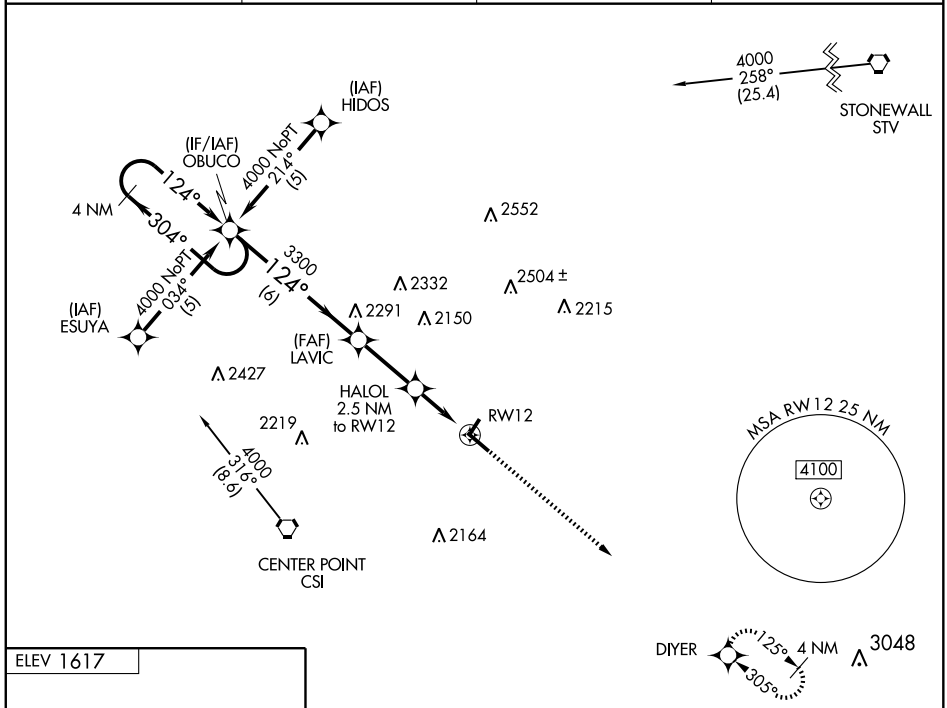
# RNAV (GPS) RWY 12

KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

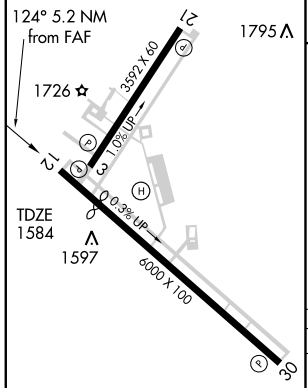
DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

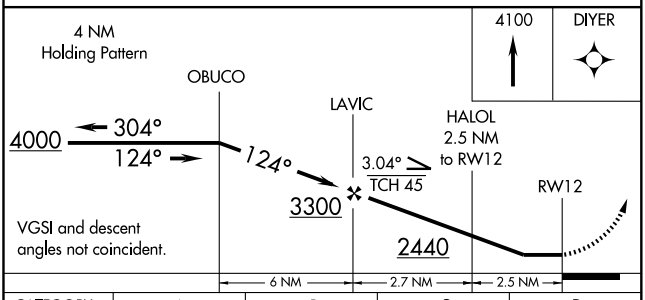
MISSED APPROACH: Climb to 4100 direct DIYER and hold.

| AWOS-3 | HOUSTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.125 | 134.95 269.4 | 134.95 | 122.7 (CTAF) L |




Procedure NA for arrivals at CSI VORTAC on airway radials 314 CW 015 and at STV VORTAC on airway radial 284.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2160-1 | 576 (600-1) | 2160-1½ 576 (600-1½) | NA |
| CIRCLING | 2320-1 703 (800-1) | 2340-1 723 (800-1) | 2380-2¼ 763 (800-2¼) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS Ch 77527 W30A | APP CRS 305° | Rwy Idg 6000 TDZE 1589 Apt Elev 1617 |
|---|---|---|

# RNAV (GPS) RWY 30

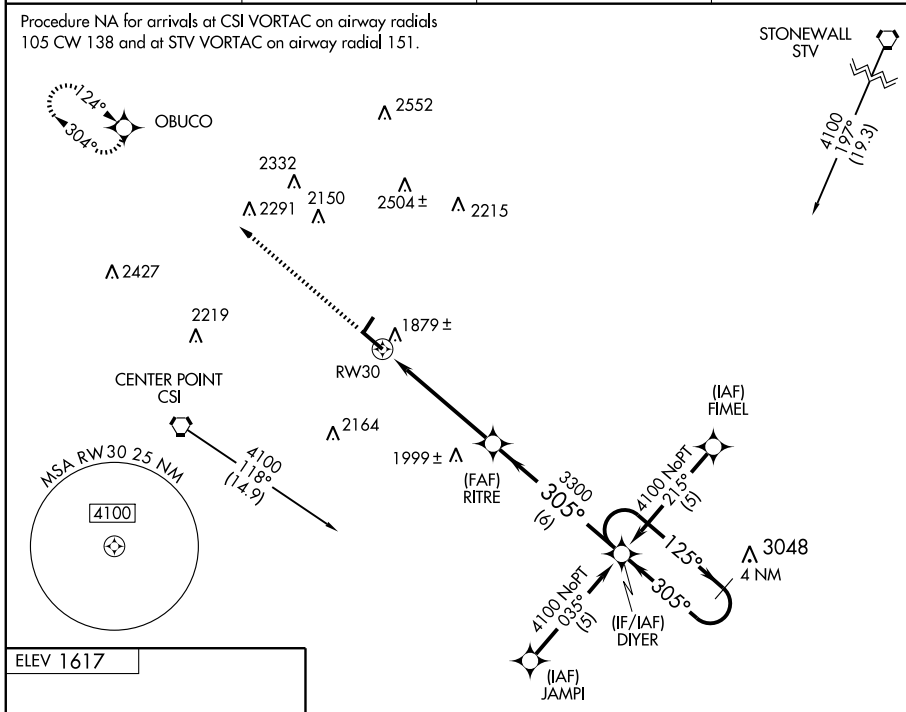
KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

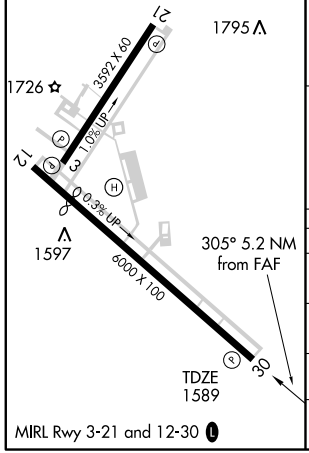
DME/DME RNP-0.3 NA.
When VGSI inoperative, procedure NA at night.

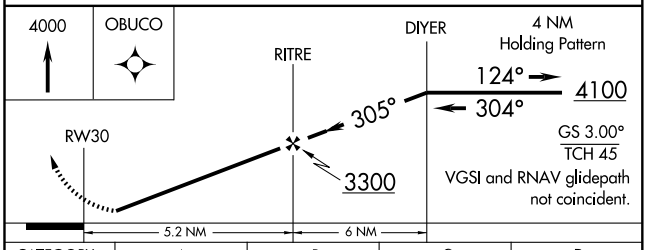
MISSED APPROACH: Climb to 4000 direct OBUCO and hold.

| AWOS-3 | HOUSTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.125 | 134.95 269.4 | 134.95 | 122.7 (CTAF) L |

Procedure NA for arrivals at CSI VORTAC on airway radials 105 CW 138 and at STV VORTAC on airway radial 151.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1860-1 271 (300-1) | | | NA |
| LNAV/ VNAV DA | NA | | | |
| LNAV MDA | 2140-1 551 (600-1) | | 2140-1½ 551 (600-1½) | NA |
| CIRCLING | 2320-1 703 (800-1) | 2340-1 723 (800-1) | 2380-2¼ 763 (800-2¼) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

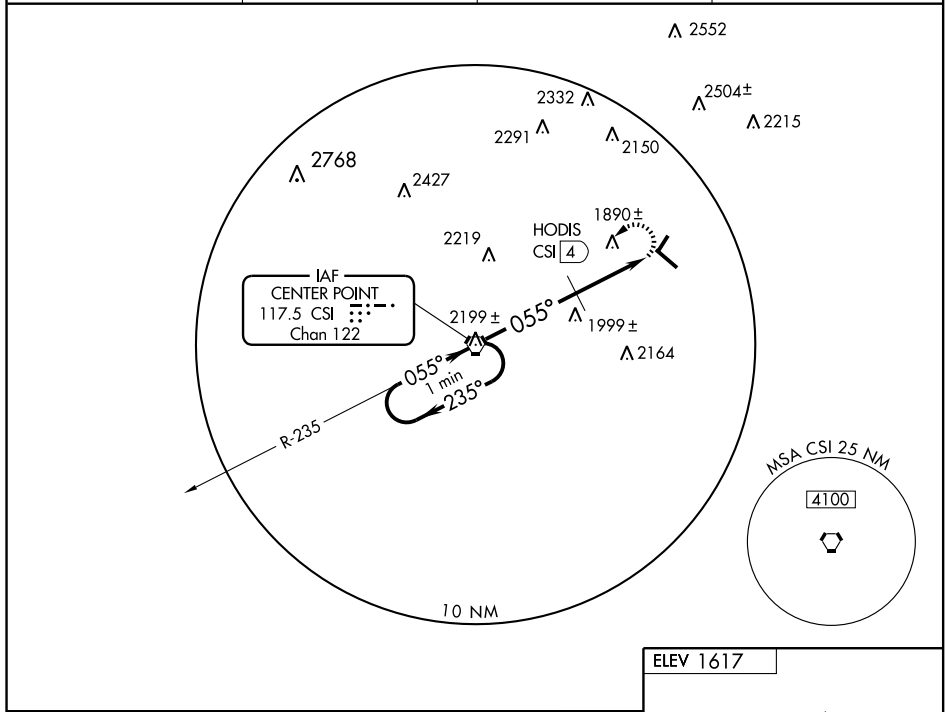
| VORTAC CSI 117.5 Chan 122 | APP CRS 055° | Rwy Idg N/A TDZE N/A Apt Elev 1617 |
|---|---|---|

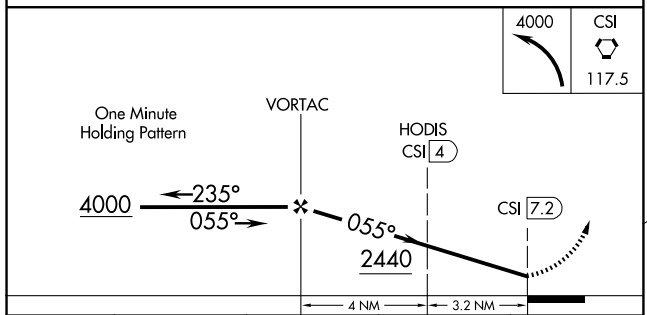
# VOR-A

KERRVILLE MUNI/ LOUIS SCHREINER FIELD (ERV)

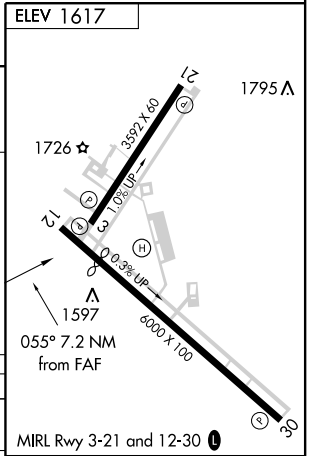
MISSED APPROACH: Climbing left turn to 4000 direct CSI VORTAC.

| AWOS-3 | HOUSTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.125 | 134.95 269.4 | 134.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2440-1<br>823 (900-1) | 2440-1¼<br>823 (900-1¼) | 2440-2 ½<br>823 (900-2½) | NA |
| HODIS FIX MINIMUMS | | | | |
| CIRCLING | 2320-1<br>703 (800-1) | 2340-1<br>723 (800-1) | 2380-2¼<br>763 (800-2¼) | NA |




FAF to MAP 7.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:12 | 4:48 | 3:36 | 2:53 | 2:24 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-ILE | APP CRS | Rwy Idg | 4651 |
|---|---|---|---|
| 108.3 | 012° | TDZE | 844 |
| | | Apt Elev | 848 |

# ILS or LOC RWY 1

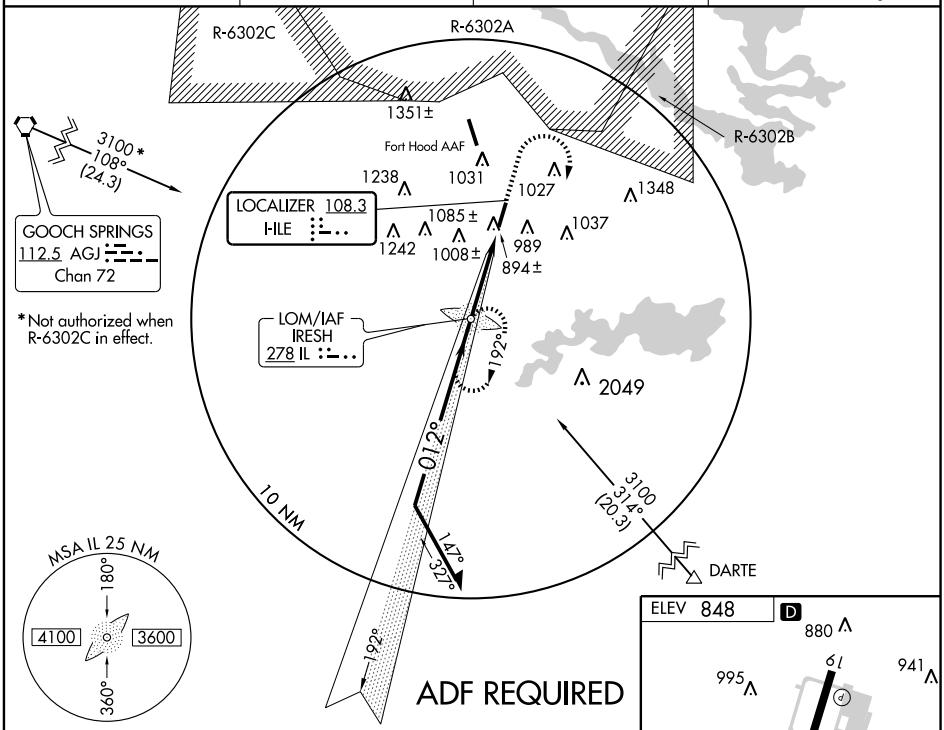
KILLEEN/SKYLARK FIELD (ILE)

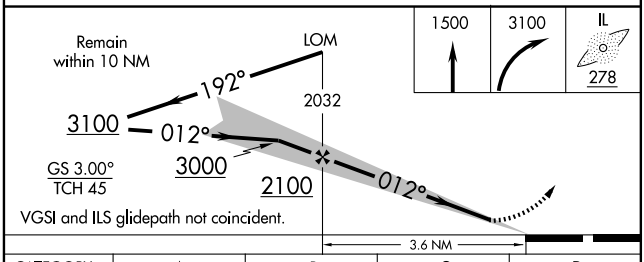
T NA — Inoperative table does not apply. For inoperative MALSR, increase S-LOC 1 Cats A, B and C visibility to 1 mile. ADF required. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all DA 41 feet and all MDA 60 feet. For inoperative MALSR when using Robert Gray AAF altimeter setting, increase S-LOC 1 Cats A, B, and C visibility to 1 mile. Visibility reduction by helicopters NA.

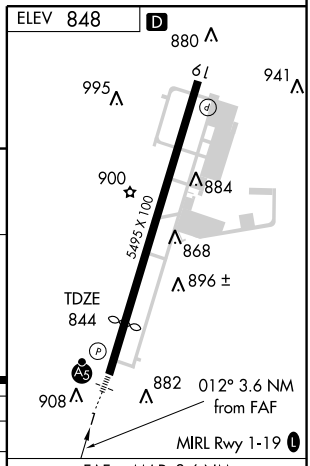
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct IRESH LOM and hold, continue climb in hold to 3100.

| AWOS-3 | GRAY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.575 | 120.075 323.15 | 121.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 1094-¾ 250 (300-¾) | | | NA |
| S-LOC 1 | 1180-¾ 336 (400-¾) | | | NA |
| CIRCLING | 1320-1 472 (500-1) | 1360-1 512 (600-1) | 1360-1½ 512 (600-1½) | NA |

FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

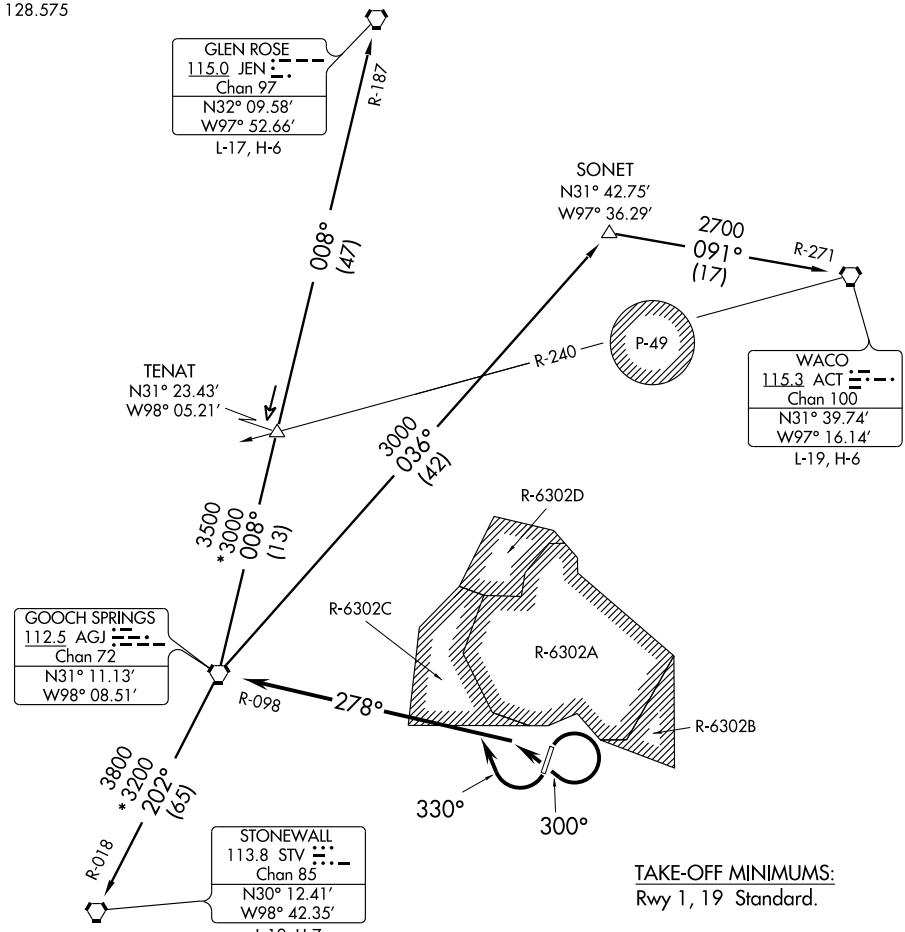
SC-3, 14 JAN 2010 to 11 FEB 2010

# LAMPS FOUR DEPARTURE

KILLEEN/ SKYLARK FIELD (ILE)
KILLEEN, TEXAS

CLNC DEL
121.7
GRAY DEP CON
120.075 323.15
AWOS-3
128.575

NOTE: RADAR Required.
NOTE: MRA at TENAT Int 4000 for Non-DME aircraft.




TAKE-OFF MINIMUMS:
Rwy 1, 19 Standard.

TAKE-OFF OBSTACLES:

Rwy 1: Multiple poles beginning 317′ from DER, 384′ left of centerline, up to 27′ AGL/868′ MSL.
Tree, 973′ from DER, 100′ left of centerline, 28′ AGL/876′ MSL.
Building, 486′ from DER, 9′ right of centerline, 13′ AGL/854′ MSL.
Antenna, 351′ from DER, 277′ right of centerline, 11′ AGL/852′ MSL.

Rwy 19: Pole, 288′ from DER, 588′ right of centerline, 32′ AGL/880′ MSL.
Building, 102′ from DER, 411′ right of centerline, 8′ AGL/856′ MSL.
Vehicle on road, 232′ from DER, 499′ right of centerline, 15′ AGL/867′ MSL.
Pole, 256′ from DER, 497′ left of centerline, 32′ AGL/873′ MSL.
Building, 276′ from DER, 342′ left of centerline, 11′ AGL/859′ MSL.
Building, 298′ from DER, 83′ left of centerline, 9′ AGL/857′ MSL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

# LAMPS FOUR DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Climbing right turn heading 300° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .
TAKE-OFF RWY 19: Climbing right turn heading 330° (to assigned altitude), to intercept and proceed via AGJ R-098. Thence . . . .

. . . . via (transition) or (assigned route).

GLEN ROSE TRANSITION (LAMPS4.JEN): (For aircraft inbound to Dallas/Fort Worth terminal area airports.) From over AGJ VORTAC via AGJ R-008 and JEN R-187 to JEN VORTAC.
STONEWALL TRANSITION (LAMPS4.STV): From over AGJ VORTAC via AGJ R-202 and STV R-018 to STV VORTAC.
WACO TRANSITION (LAMPS4.ACT): (For aircraft inbound to terminal area airports.) From over AGJ VORTAC via AGJ R-036 to SONET INT, then via ACT R-271 to ACT VORTAC.

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4651 |
|---|---|---|
| 012° | TDZE | 844 |
| | Apt Elev | 848 |

# RNAV (GPS) RWY 1

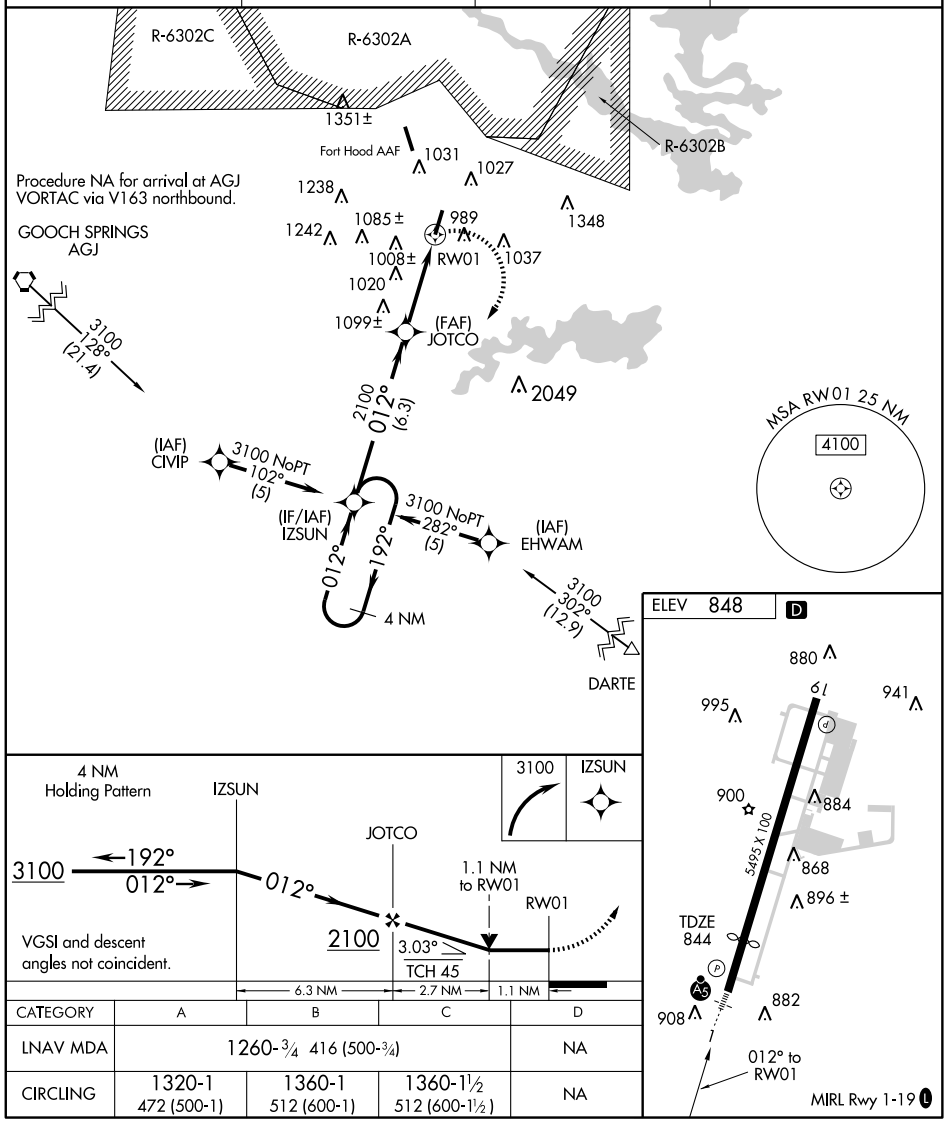
KILLEEN/ SKYLARK FIELD (ILE)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 60 feet. For inoperative MALSR, increase LNAV Cat A and B visibility to 1 mile. For inoperative MALSR when using Robert Gray AAF altimeter setting, increase LNAV Cat A and B visibility to 1 mile. VDP NA when using Robert Gray AAF altimeter setting.

MALSR

MISSED APPROACH: Climbing right turn to 3100 direct IZSUN and hold.

| AWOS-3 | GRAY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.575 | 120.075 323.15 | 121.7 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1260-¾ 416 (500-¾) | | | NA |
| CIRCLING | 1320-1 472 (500-1) | 1360-1 512 (600-1) | 1360-1½ 512 (600-1½) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

KILLEEN, TEXAS

AL-5344 (FAA)

09351

# VOR-A

KILLEEN/ SKYLARK FIELD (ILE)

| VOR/DME GRK | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 111.8 | 057° | TDZE | N/A |
| Chan 55 | | Apt Elev | 848 |

When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 60 feet.

NA

MISSED APPROACH: Climbing right turn to 3000 direct GRK VOR/DME and hold.

| AWOS-3 | GRAY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.575 | 120.075 323.15 | 121.7 | 122.7 (CTAF) L |

*NA when R-6302C in effect.

R-6302A

R-6302C

R-6302B

Fort Hood AAF

1351±

1031

1027

1238

1348

1085±

989

1242

1008±

1037

1020

3000*
113°
(19.2)

GOOCH SPRINGS
112.5 AGJ
Chan 72

IAF
GRAY
111.8 GRK
Chan 55

057°

237°

HEKIP
GRK 5

057°

012°

192°

R-237

2049

3600
303°
(24.6)

DARTE

MSA GRK 25 NM

180°

4200

3100

360°

3100
051°
(24.9)

SLIMM

10 NM

ELEV 848 D

880

995

61

941

900

884

057° 7 NM from FAF

5495 X 100

868

896±

908

882

MIRL Rwy 1-19 L

Remain within 10 NM

VOR/DME

237°

3000

057°

2000

1620**

HEKIP
GRK 5

GRK
7

3000

GRK
111.8

5 NM

2 NM

**1680 when using Robert Gray AAF altimeter setting.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1620-1<br>772 (800-1) | 1620-1¼<br>772 (800-1¼) | 1620-2¼<br>772 (800-2¼) | NA |
| HEKIP FIX MINIMUMS | | | | |
| CIRCLING | 1320-1<br>472 (500-1) | 1360-1<br>512 (600-1) | 1360-1½<br>512 (600-1½) | NA |

FAF to MAP 7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:00 | 4:40 | 3:30 | 2:48 | 2:20 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 134° | TDZE | 131 |
| | Apt Elev | 131 |

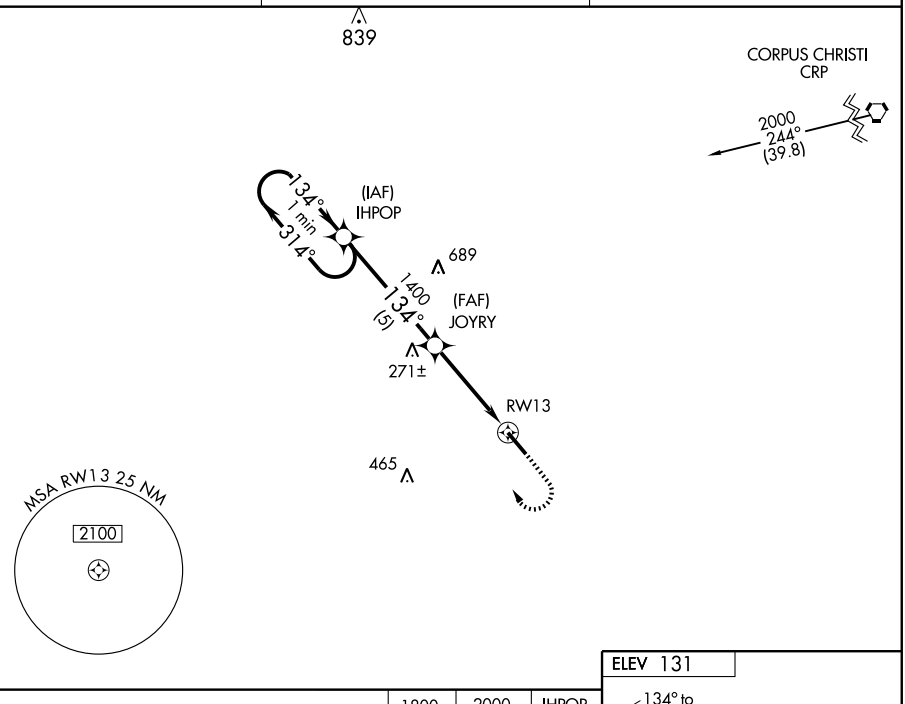
# GPS RWY 13

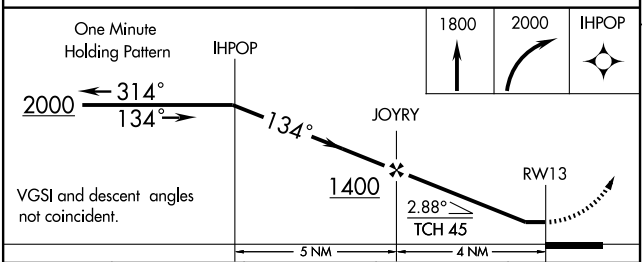
KINGSVILLE/KLEBERG COUNTY (IKG)

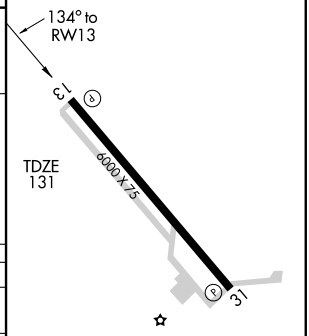
NA Use Navy Kingsville altimeter setting, when not received use Corpus Christi altimeter setting.

MISSED APPROACH: Climb to 1800 then climbing right turn to 2000 direct IHPOP and hold.

| AWOS-3 | KINGSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 119.075 | 119.9 290.45 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 540-1 409 (500-1) | | 540-1¼ 409 (500-1¼) | |
| CIRCLING | 580-1<br>449 (500-1) | 600-1<br>469 (500-1) | 600-1½<br>469 (500-1½) | 700-2<br>569 (600-2) |
| CORPUS CHRISTI ALTIMETER SETTING MINIMUMS | | | | |
| S-13 | 600-1 469 (500-1) | | 600-1¼<br>469 (500-1¼) | 600-1½<br>469 (500-1½) |
| CIRCLING | 640-1<br>509 (600-1) | 660-1<br>529 (600-1) | 660-1½<br>529 (600-1½) | 700-2<br>569 (600-2) |

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB TKB | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 347 | 132° | TDZE | 131 |
| | | Apt Elev | 131 |

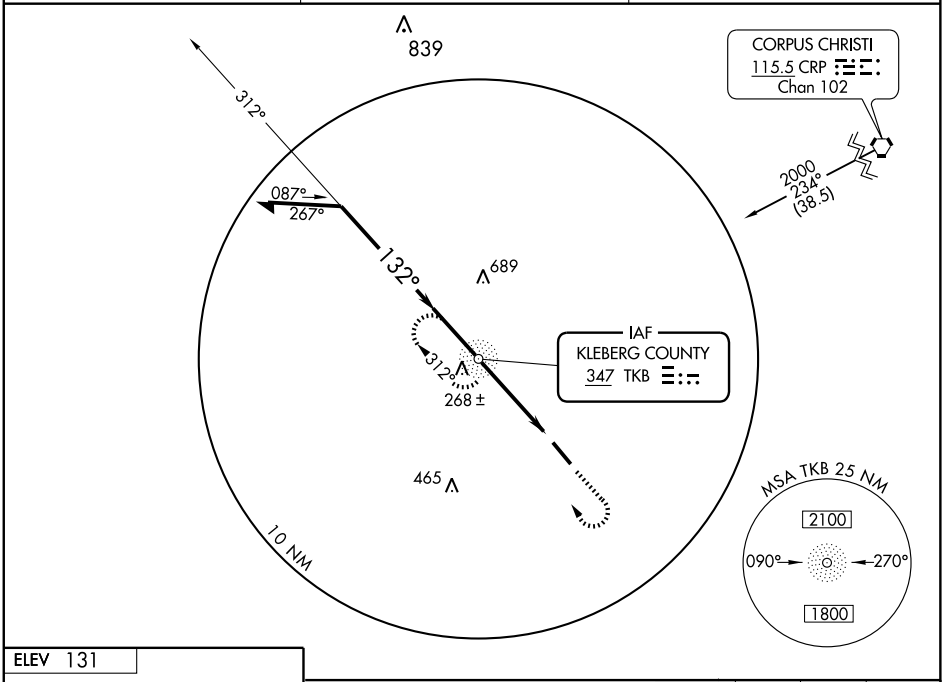
# NDB RWY 13

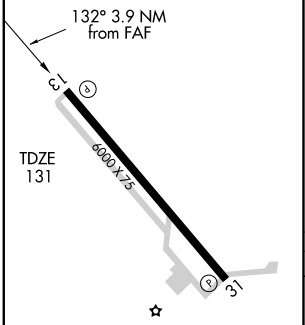
KINGSVILLE/KLEBERG COUNTY (IKG)

NA Use Navy Kingsville altimeter setting, when not received use Corpus Christi altimeter setting.

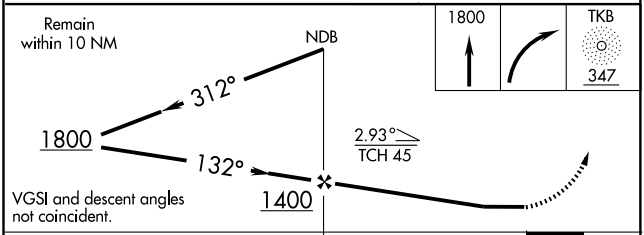
MISSED APPROACH: Climb to 1800 then right turn direct TKB NDB and hold.

| AWOS-3 | KINGSVILLE APP CON ★ | UNICOM |
|---|---|---|
| 119.075 | 119.9 290.45 | 122.7 (CTAF) L |



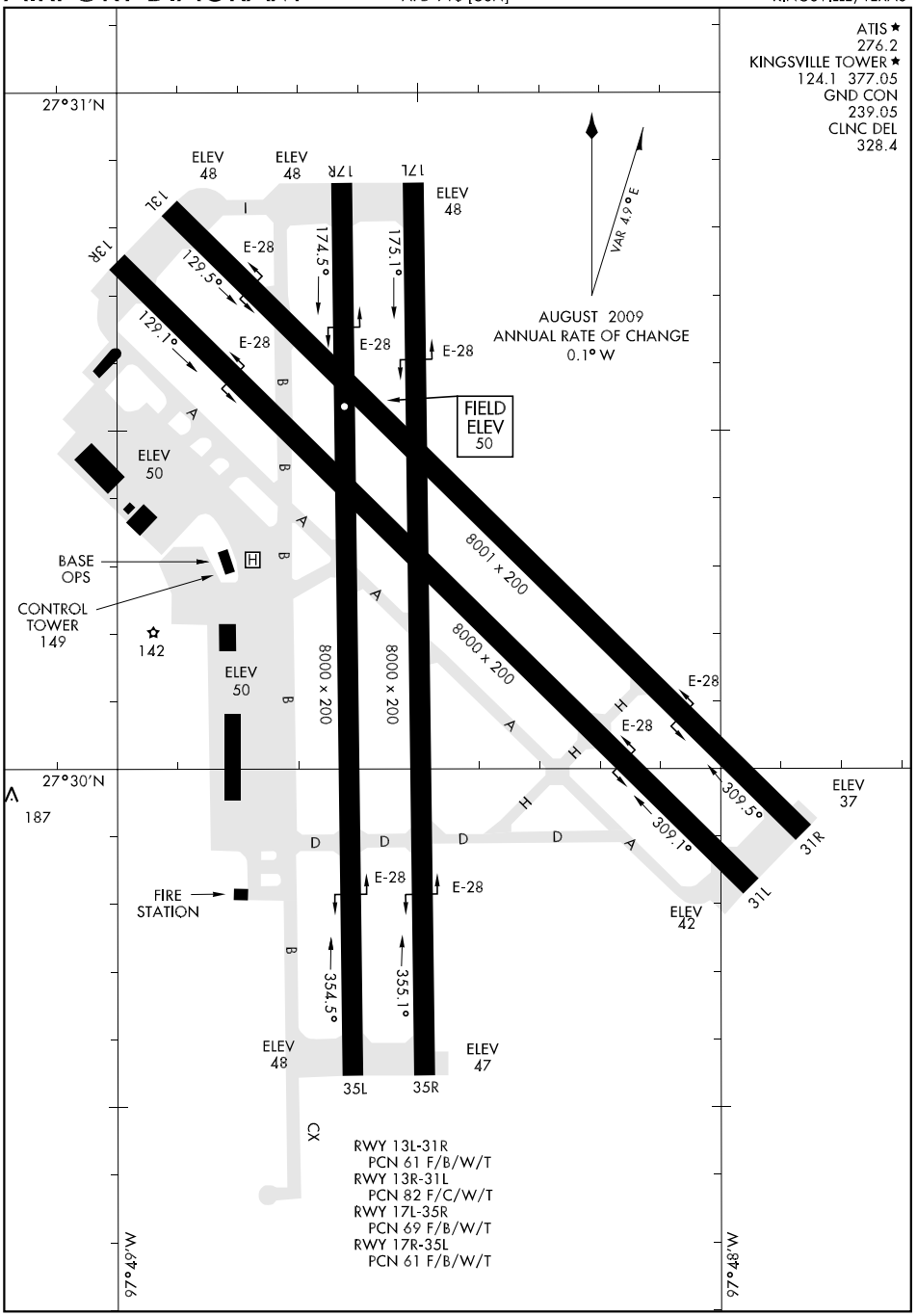




| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 600-1 | 469 (500-1) | 600-1¼ 469 (500-1¼) | 600-1½ 469 (500-1½) |
| CIRCLING | 600-1 | 469 (500-1) | 600-1½ 469 (500-1½) | 700-2 569 (600-2) |
| CORPUS CHRISTI ALTIMETER SETTING MINIMUMS | | | | |
| S-13 | 660-1 | 529 (600-1) | 660-1½ 529 (600-1½) | 660-1¾ 529 (600-1¾) |
| CIRCLING | 660-1 | 529 (600-1) | 660-1½ 529 (600-1½) | 700-2 569 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010


ATIS ★
276.2
KINGSVILLE TOWER ★
124.1 377.05
GND CON
239.05
CLNC DEL
328.4
27°31′N
27°30′N
97°49′W
97°48′W
ELEV 48
ELEV 48
17R
17L
ELEV 48
13L
13R
174.5°
175.1°
129.5°
129.1°
E-28
VAR 4.9°E
AUGUST 2009
ANNUAL RATE OF CHANGE
0.1° W
FIELD ELEV 50
ELEV 50
BASE OPS
CONTROL TOWER 149
142
8001 x 200
8000 x 200
8000 x 200
8000 x 200
ELEV 50
309.5°
309.1°
ELEV 37
31R
31L
ELEV 42
187
FIRE STATION
354.5°
355.1°
ELEV 48
ELEV 47
35L
35R
CX
RWY 13L-31R
PCN 61 F/B/W/T
RWY 13R-31L
PCN 82 F/C/W/T
RWY 17L-35R
PCN 69 F/B/W/T
RWY 17R-35L
PCN 61 F/B/W/T

# HI-ILS or LOC/DME RWY 13R

| LOC I-NQI | APCH CRS | Rwy ldg | 8000 |
|---|---|---|---|
| 110.9 | 130° | TDZE | 50 |
| | | Arpt Elev | 50 |

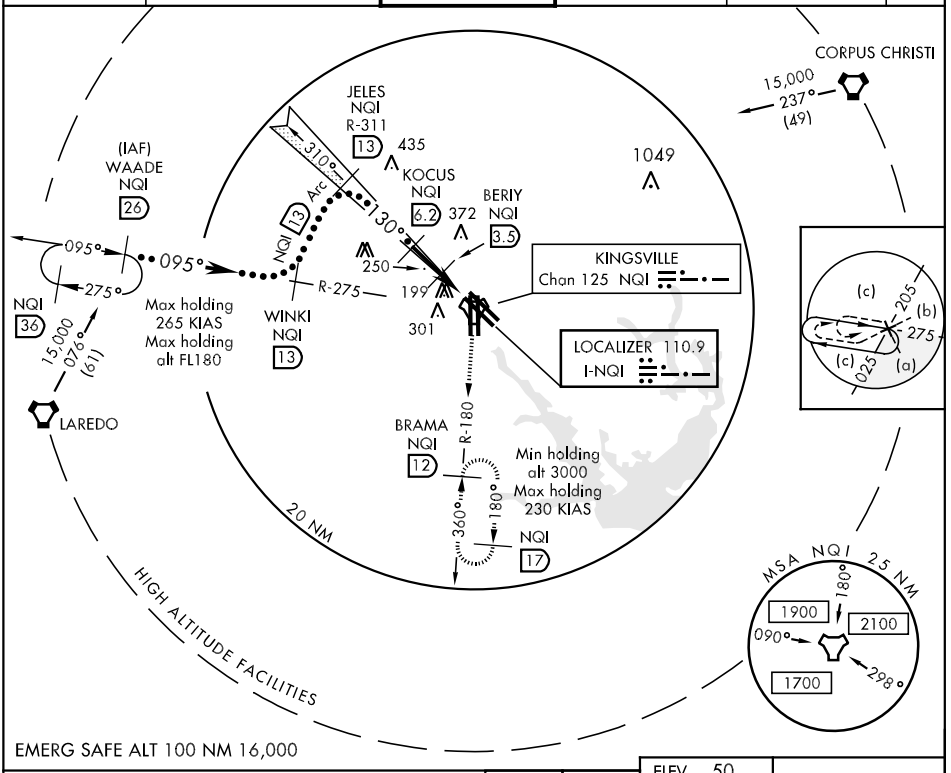
JAL-918 [USN]

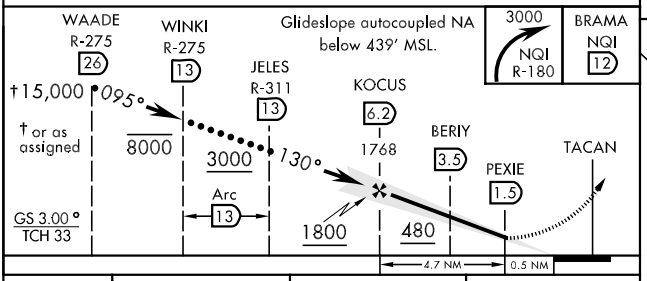
KINGSVILLE NAS (KNQI)

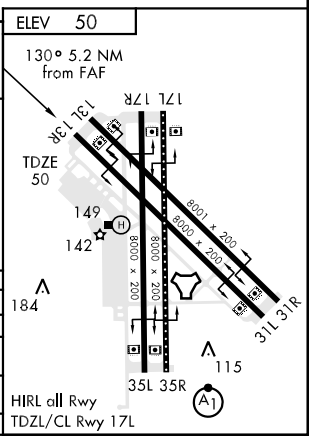
* CAT E circling not authorized SW of Rwy 13-31.

MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

| ATIS ★ | KINGSVILLE APP CON | KINGSVILLE TOWER★ | GND CON | CLNC DEL | ASR/ PAR |
|---|---|---|---|---|---|
| 276.2 | 119.9 290.45 | 124.1 377.05 | 239.05 | 328.4 | |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 13R | 250-¾ 200 (200-¾) | | |
| S-LOC/ DME 13R | 400-1 350 (400-1) | 400-1¼ 350 (400-1¼) | |
| CIRCLING * | 500-1½ 450 (500-1½) | 620-2 570 (600-2) | 680-2¼ 630 (700-2¼) |
| S-PAR 13R | 150-½ | 100 (100-½) | GS 3.00° |



SC-3, 14 JAN 2010 to 11 FEB 2010

KINGSVILLE, TEXAS

# HI-TACAN RWY 13R

| TACAN NQI Chan 125 | APCH CRS 138° | Rwy ldg 8000 TDZE 50 Arpt Elev 50 |
|---|---|---|

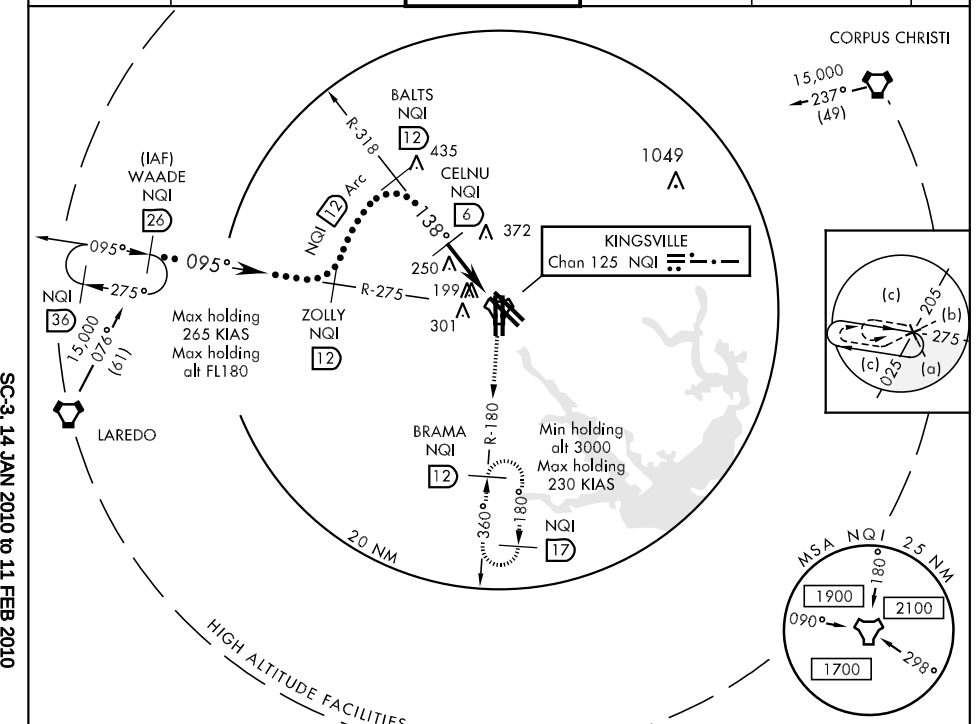
JAL-918 [USN]

KINGSVILLE NAS (KNQI)

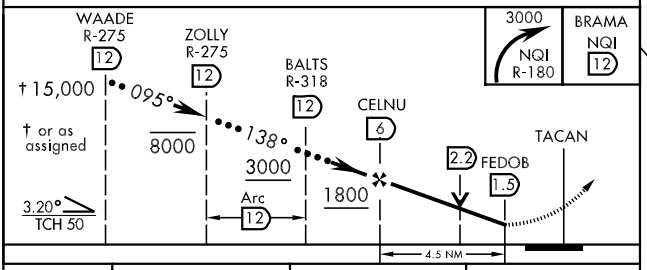
* CAT E circling not authorized SW of Rwy 13-31.

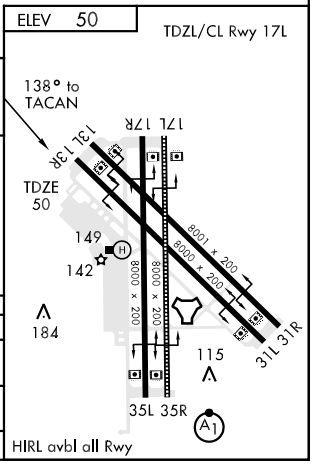
MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

| ATIS ★ | KINGSVILLE APP CON | KINGSVILLE TOWER★ | GND CON | CLNC DEL | ASR/ PAR |
|---|---|---|---|---|---|
| 276.2 | 119.9 290.45 | 124.1 377.05 | 239.05 | 328.4 | |




EMERG SAFE ALT 100 NM 16,000




| CATEGORY | C | D | E |
|---|---|---|---|
| S-13R | 500-1¼ 450 (500-1¼) | 500-1½ 450 (500-1½) | |
| CIRCLING * | 500-1½ 450 (500-1½) | 620-2 570 (600.2) | 680-2¼ 630 (700-2¼) |
| S-PAR 13R | 150- ½ 100 (100-½) | GS 3.00° | |

KINGSVILLE, TEXAS 27°30'N-97°49'W KINGSVILLE NAS (KNQI)

Orig 09043

HI-TACAN RWY 13R

SC-3, 14 JAN 2010 to 11 FEB 2010

# HI-TACAN RWY 35R

| TACAN | APCH CRS | Rwy ldg | 8000 |
|---|---|---|---|
| Chan 125 | 360° | TDZE | 48 |
| | | Arpt Elev | 50 |

JAL-918 [USN]

KINGSVILLE NAS (KNQI)

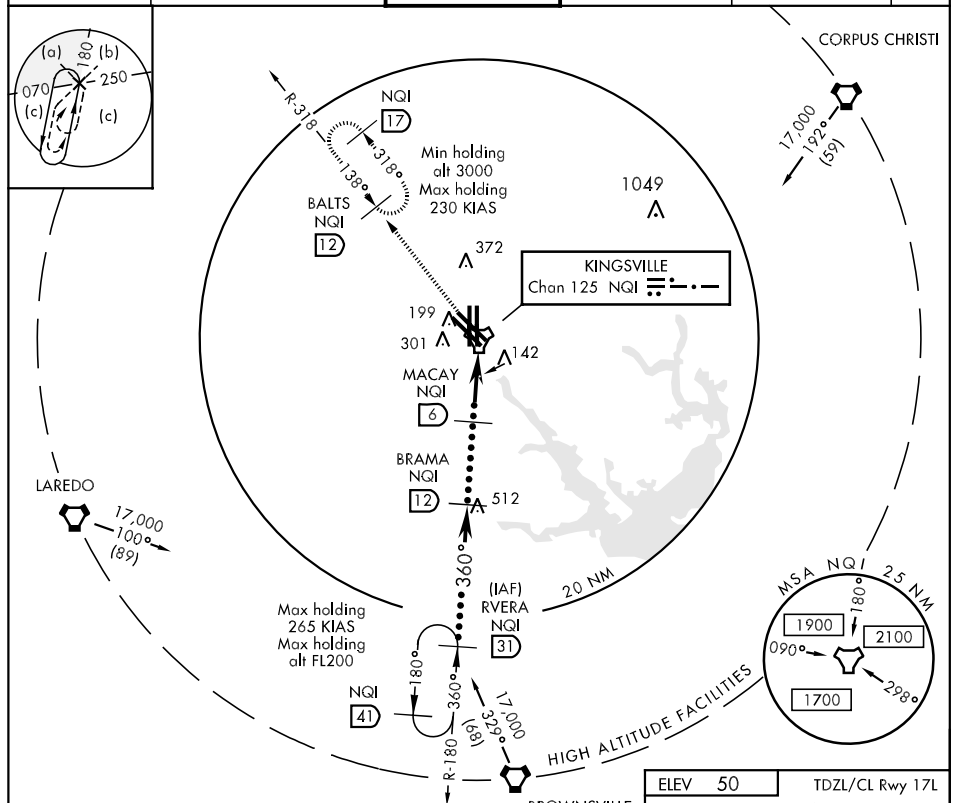
* When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles
** CAT E circling not authorized SW of Rwy 13-31.
*** When ALS inop, increase CAT CDE vis to ½ mile.

ALSF-1

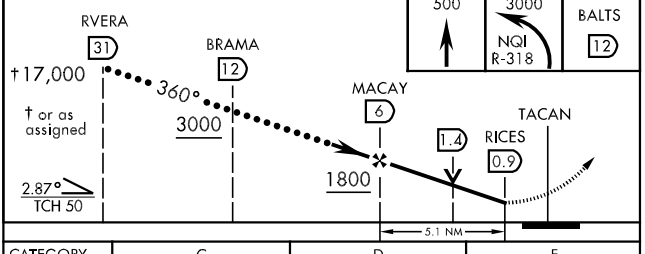
MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via NQI TACAN R-318 to BALTS and hold.

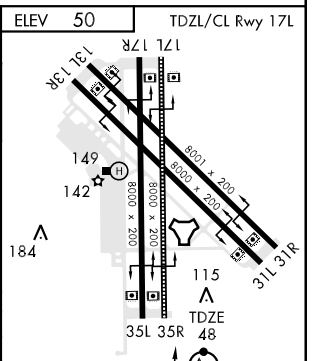
| ATIS ★ | KINGSVILLE APP CON | KINGSVILLE TOWER★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 276.2 | 119.9 290.45 | 124.1 377.05 | 239.05 | 328.4 | |




EMERG SAFE ALT 100 NM 16,000




| CATEGORY | C | D | E |
|---|---|---|---|
| S-35R * | 400-¾ | 352 (400-¾) | |
| CIRCLING ** | 500-1½ 450 (500-1½) | 620-2 570 (600-2) | 680-2¼ 630 (700-2¼) |
| S-PAR 35R*** | 148-¼ | 100 (100-¼) | GS 3.00° |

# ILS Z or LOC/DME RWY 13R

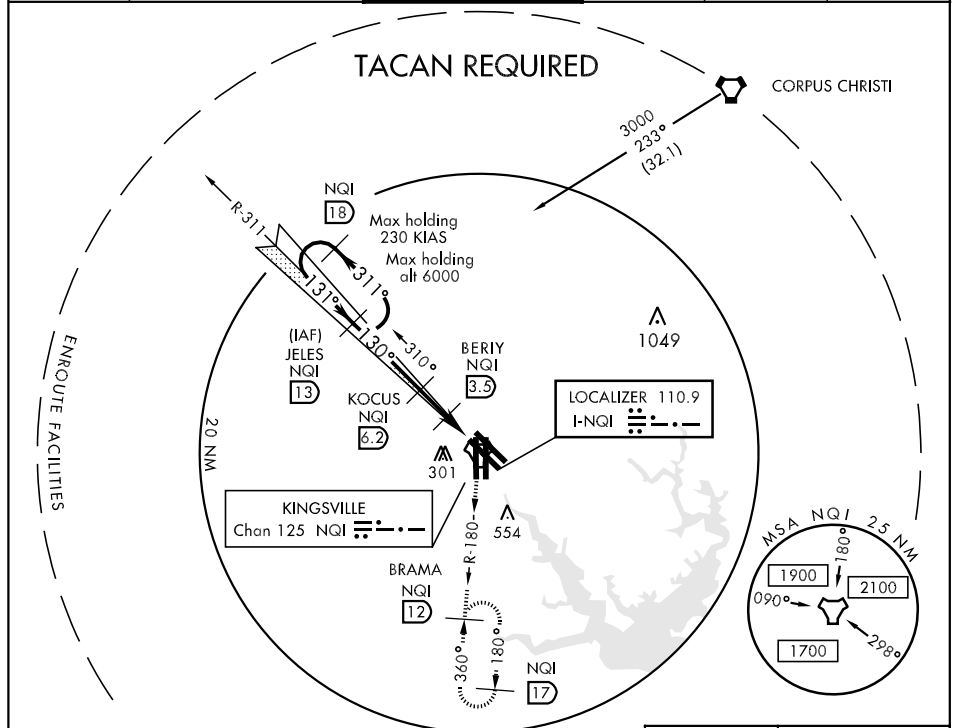
| LOC I-NQI 110.9 | APCH CRS 130° | Rwy ldg 8000<br>TDZE 50<br>Arpt Elev 50 |
|---|---|---|

AL-918 [USN]

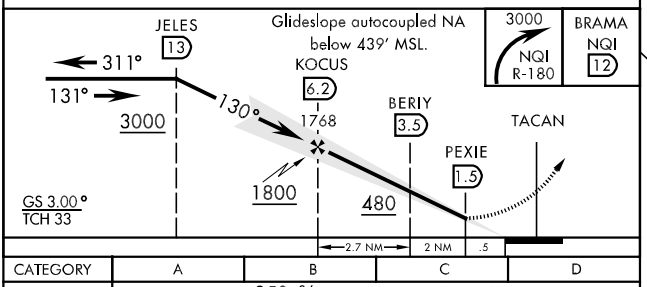
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI TACAN R-180 to BRAMA and hold.

| ATIS ★ | KINGSVILLE APP CON | KINGSVILLE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 276.2 | 119.9 290.45 | 124.1 377.05 | 239.05 | 328.4 | |



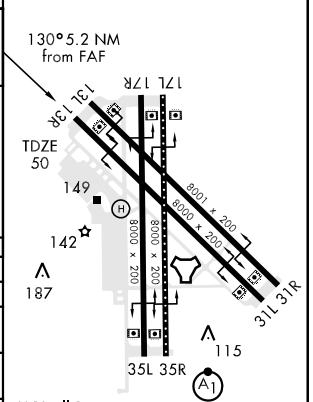

EMERG SAFE ALT 100 NM 16,000




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13R | 250-¾ | 200 | (200-¾) | |
| S-LOC 13R | 400-1 | 350 | (400-1) | 400-1¼<br>350 (400-1¼) |
| CIRCLING | 500-1 | 450 | (500-1) | 500-1½<br>450 (500-1½)<br>620-2<br>570 (600-2) |
| S-PAR 13R | 150-½ | 100 | (100-½) | GS 3.00° |

ELEV 50

TDZL/CL Rwy 17L




HIRL all Rwy

# KINGSVILLE-TWO DEPARTURE (NQI2 • NQI)

SHL-918 [USN]

KINGSVILLE, TEXAS

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 13L/R ⓐ | V/V(fpm) | 380 | 760 | 1140 | 1520 | 1900 | 2280 |
| 17L/R ⓐ | V/V(fpm) | 310 | 620 | 930 | 1240 | 1550 | 1860 |
| 31L/R ⓐ | V/V(fpm) | 400 | 800 | 1200 | 1600 | 2000 | 2400 |
| 35L/R ⓐ | V/V(fpm) | 585 | 1170 | 1755 | 2340 | 2925 | 3510 |

ATC Minimum Climb Rate

ⓐ CORPUS CHRISTI transition to 8000

ATIS★ 276.2
CLNC DEL
328.4
GND CON
239.05
KINGSVILLE TOWER ★
124.1 377.05
KINGSVILLE DEP CON
266.8

R-339
HOBOZ
26
HOBOZ TRANSITION
339°

CORPUS CHRISTI
115.5 CRP
Chan 102
L-20, L-21, H-7

CORPUS CHRISTI TRANSITION
038°
(21)

8000
JERIR
R-038
1049

NQI 7 Arc
355°
310°
130°
175°
10
NQI 7 Arc

KINGSVILLE
Chan 125 NQI

RICTO TRANSITION
225°
* RICTO
R-225
20

JUBAK TRANSITION
125°

M.S.A NQI 2.5 NM
180°
1900
2100
090°
298°
1700

* Local Military Use only
for Special Use Airspace entry

* JUBAK
44
R-125

EMERG SAFE ALT 100 NM 16,000

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 13L/R: Climb via heading 130° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 17L/R: Climb via heading 175° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 31L/R: Climb via heading 310° to join NQI TACAN 7 DME Arc, thence....

TAKE-OFF RWY 35L/R: Climb via heading 355° to join NQI TACAN 7 DME Arc, thence....

CORPUS CHRISTI TRANSITION (NQI2 • CRP):

Rwys 13L/R and 17L/R: Turn left to join and arc SE on the NQI 7 DME arc to join and fly NQI R-038 to CRP VORTAC. Cross JERIR (NQI R-038/10) at 8000 min.

Rwys 31L/R and 35L/R: Turn right to join and arc N on the NQI 7 DME arc to join and fly NQI R-038 to CRP VORTAC. Cross JERIR (NQI R-038/10) at 8000 min. Departure Rwy 35L/R military use only.

(Continued on next page)



KINGSVILLE-TWO DEPARTURE (NQI2 • NQI)

DEPARTURE ROUTE DESCRIPTION
(Continued)

HOBOZ TRANSITION (NQI2 • HOBOZ):

Rwys 13L/R and 35L/R: Turn left to join and arc NE on the NQI 7 DME arc to join and fly NQI R-339 to HOBOZ.

Rwys 17L/R and 31L/R: Turn right to join and arc W on the NQI 7 DME arc to join and fly NQI R-339 to HOBOZ.

JUBAK TRANSITION (NQI2 • JUBAK): *

Rwys 13L/R and 17L/R: Turn left to join and arc SE on the NQI 7 DME arc to join and fly NQI R-125 to JUBAK.

Rwys 31L/R and 35L/R: Turn right to join and arc NE on the NQI 7 DME arc to join and fly NQI R-125 to JUBAK.

RICTO TRANSITION (NQI2 • RICTO): *

Rwys 13L/R and 17L/R: Turn right to join and arc S on the NQI 7 DME arc to join and fly NQI R-225 to RICTO.

Rwys 31L/R and 35L/R: Turn left to join and arc W on the NQI 7 DME arc to join and fly NQI R-225 to RICTO.

* RICTO and JUBAK transitions are for local use for Special Use Airspace entry only.

LOST COMMUNICATIONS: If no transmissions are received one minute after departure, climb to assigned altitude, proceed direct assigned navaid or intercept NQI TACAN 7 DME arc, arc to respective departure radial then via departure radial to assigned departure fix. Then via assigned transition or route. Once established on departure radial climb to filed altitude.

SC-3, 14 JAN 2010 to 11 FEB 2010

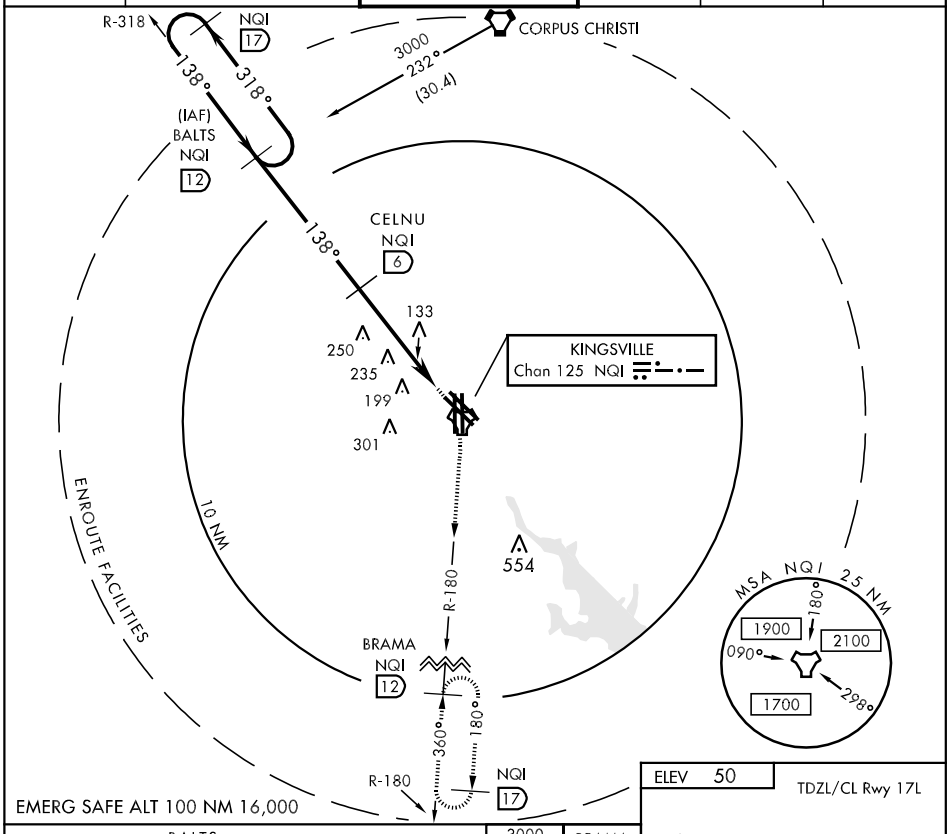
# TACAN RWY 13L/R

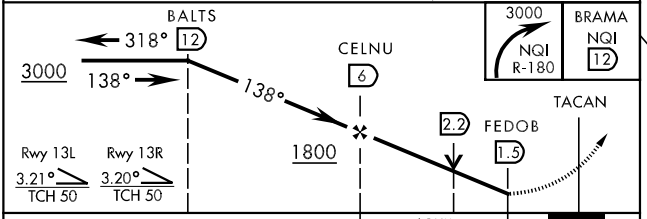
| TACAN | APCH CRS | Rwy 13L ldg | TDZE | Rwy 13R ldg | TDZE |
|---|---|---|---|---|---|
| NQI Chan 125 | 138° | 8001 | 49 | 8000 | 50 |
| | | Arpt Elev | 50 | Arpt Elev | 50 |

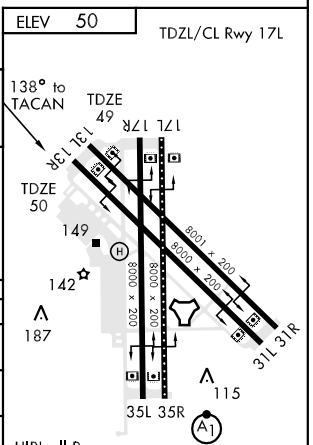
AL-918 [USN] KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

| ATIS ★ | KINGSVILLE APP CON | KINGSVILLE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 276.2 | 119.9 290.45 | 124.1 377.05 | 239.05 | 328.4 | |




| CATEGORY | A | | B | C | D |
|---|---|---|---|---|---|
| S-13L | 500-1 | 451 | (500-1) | 500-1¼<br>451 (500-1¼) | 500-1½<br>451 (500-1½) |
| S-13R | 500-1 | 450 | (500-1) | 500-1¼<br>450 (500-1¼) | 500-1½<br>450 (500-1½) |
| CIRCLING | 500-1 | 450 | (500-1) | 500-1½<br>450 (500-1½) | 620-2<br>570 (600-2) |

# TACAN RWY 17L

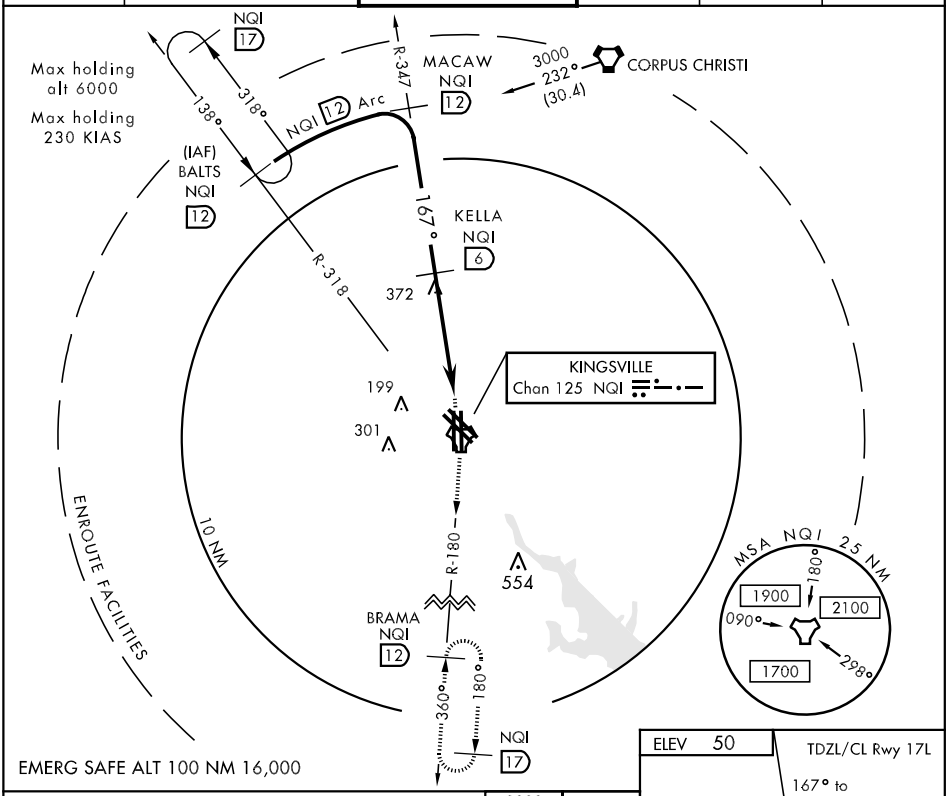
| TACAN | APCH CRS | Rwy Idg | 8000 |
|---|---|---|---|
| NQI Chan **125** | **167°** | TDZE | **50** |
| | | Arpt Elev | **50** |

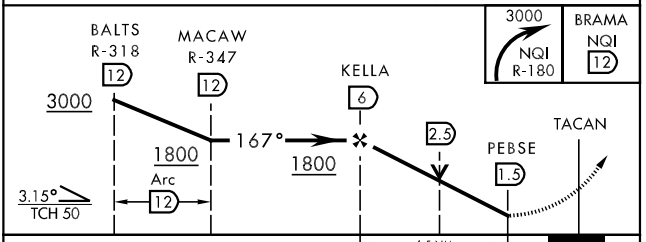
AL-918 [USN]

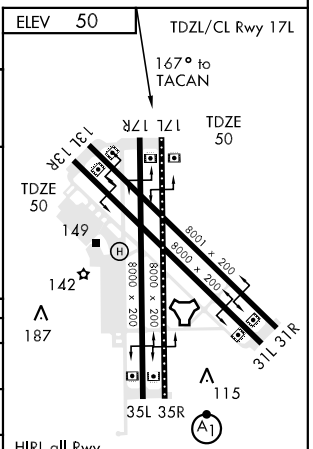
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

| ATIS ★ | KINGSVILLE APP CON | KINGSVILLE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| **276.2** | **119.9 290.45** | **124.1 377.05** | **239.05** | **328.4** | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17L | 640-1 590 | (600-1) | 640-1½ 590 (600-1½) | 640-1¾ 590 (600-1¾) |
| CIRCLING | 640-1 590 | (600-1) | 640-1½ 590 (600-1½) | 640-1¾ 590 (600-1¾) |
| S-PAR-17L | 150-½ 100 | (100-½) | GS 3.00° | |

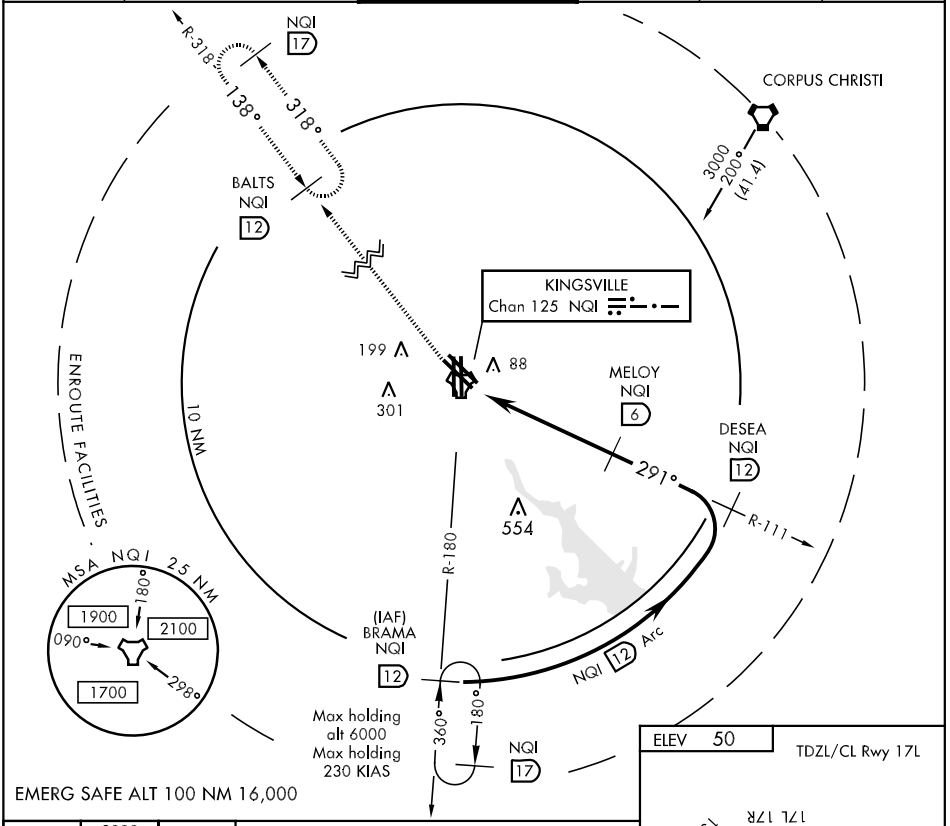
# TACAN RWY 31L/R

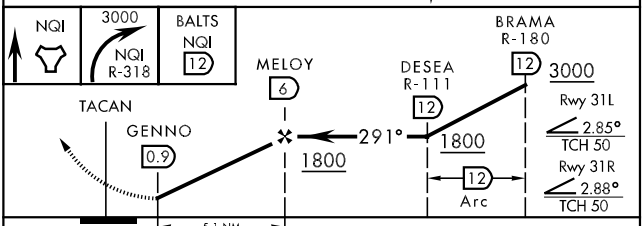
| TACAN NQI Chan 125 | APCH CRS 291° | Rwy 31L ldg 8000 TDZE 44 Arpt Elev 50 | Rwy 31R ldg 8001 TDZE 45 Arpt Elev 50 |
|---|---|---|---|

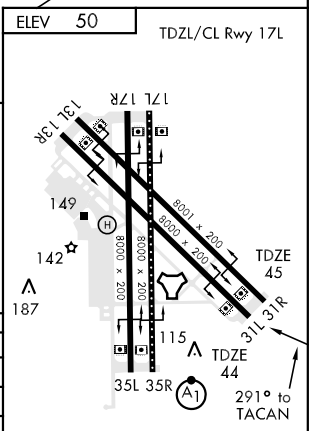
AL-918 [USN] KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climb to NQI TACAN via R-111, then climb to 3000 via R-318 to BALTS and hold.

| ATIS ★ | KINGSVILLE APP CON | KINGSVILLE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 276.2 | 119.9 290.45 | 124.1 377.05 | 239.05 | 328.4 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31L | 340-1 | | 296 (300-1) | |
| S-31R | 340-1 | | 295 (300-1) | |
| CIRCLING | 500-1 450 (500-1) | | 500-1½ 450 (500-1½) | 620-2 570 (600-2) |

# TACAN RWY 35R

| TACAN NQI Chan 125 | APCH CRS 360° | Rwy ldg 8000 TDZE 48 Arpt Elev 50 |
|---|---|---|

AL-918 [USN]

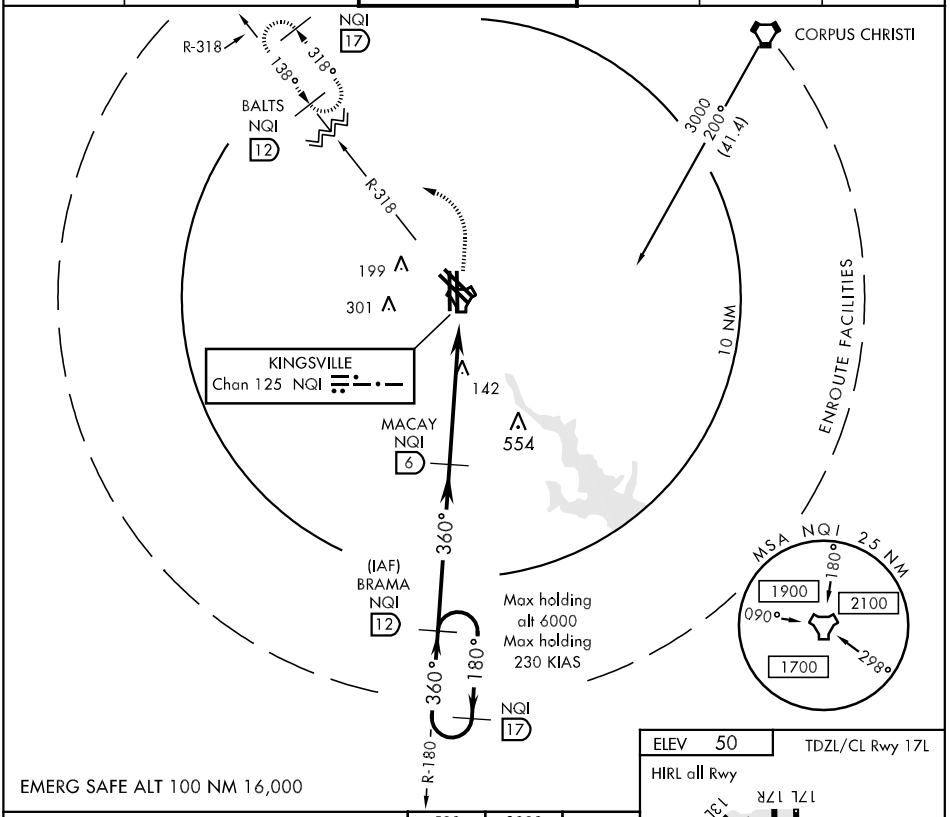
KINGSVILLE NAS (KNQI)

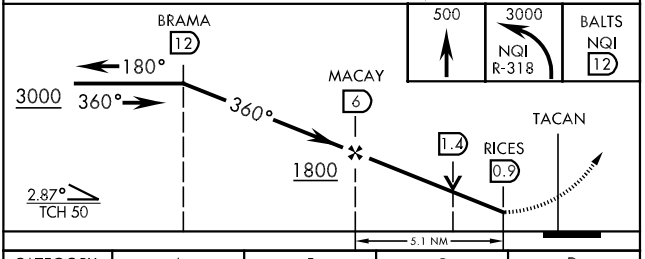
* When ALS inop, increase vis CAT ABC to 1 mile, CAT D to 1¼ miles.
** When ALS inop, increase vis CAT ABCD to ½ mile.

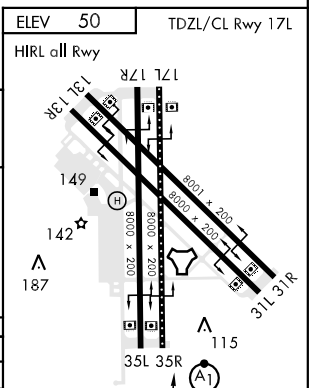
ALSF-1

MISSED APPROACH: Climb to 500, then climbing left turn to 3000 via NQI TACAN R-318 to BALTS and hold.

| ATIS ★ | KINGSVILLE APP CON | KINGSVILLE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 276.2 | 119.9 290.45 | 124.1 377.05 | 239.05 | 328.4 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35R * | 400- ½ 352 (400-½) | | 400- ¾ 352 (400-¾) | |
| CIRCLING | 500-1 450 (500-1) | | 500-1½ 450 (500-1½) | 620-2 570 (600-2) |
| S-PAR 35R ** | 148- ¼ 100 | | (100-¼) | GS 3.00° |



SC-3, 14 JAN 2010 to 11 FEB 2010

# TACAN Y RWY 17R

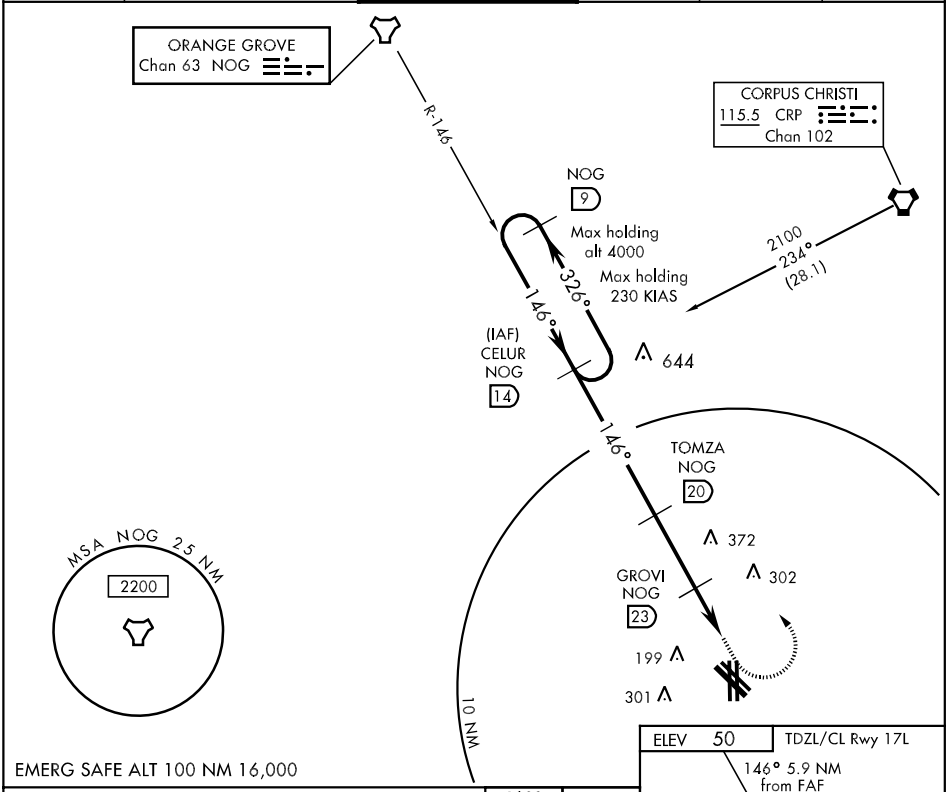
| TACAN | APCH CRS | Rwy ldg | 8000 |
|---|---|---|---|
| Chan 63 NOG | 146° | TDZE | 50 |
| | | Arpt Elev | 50 |

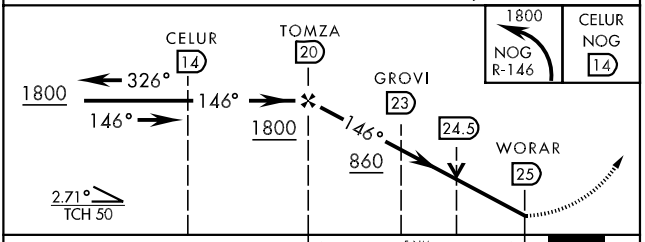
AL-918 [USN]

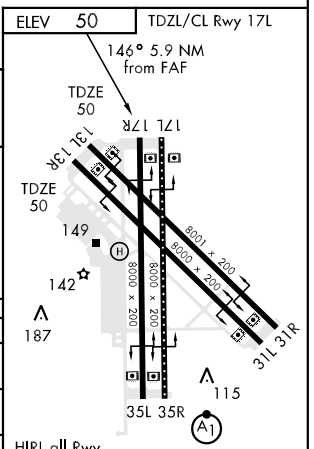
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing left turn to 1800, intercept NOG TACAN R-146 to CELUR and hold.

| ATIS ★ | KINGSVILLE APP CON | KINGSVILLE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 276.2 | 119.9 290.45 | 124.1 377.05 | 239.05 | 328.4 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17R | 560-1¼ 510 | (600-1¼) | 560-1½ 510 (600-1½) | 560-1¾ 510 (600-1¾) |
| CIRCLING | 560-1¼ 510 | (600-1¼) | 560-1½ 510 (600-1½) | 620-2 570 (600-2) |
| S-PAR-17R | 150-½ | 100 | (100-½) | GS 3.00° |

# TACAN Z RWY 17R

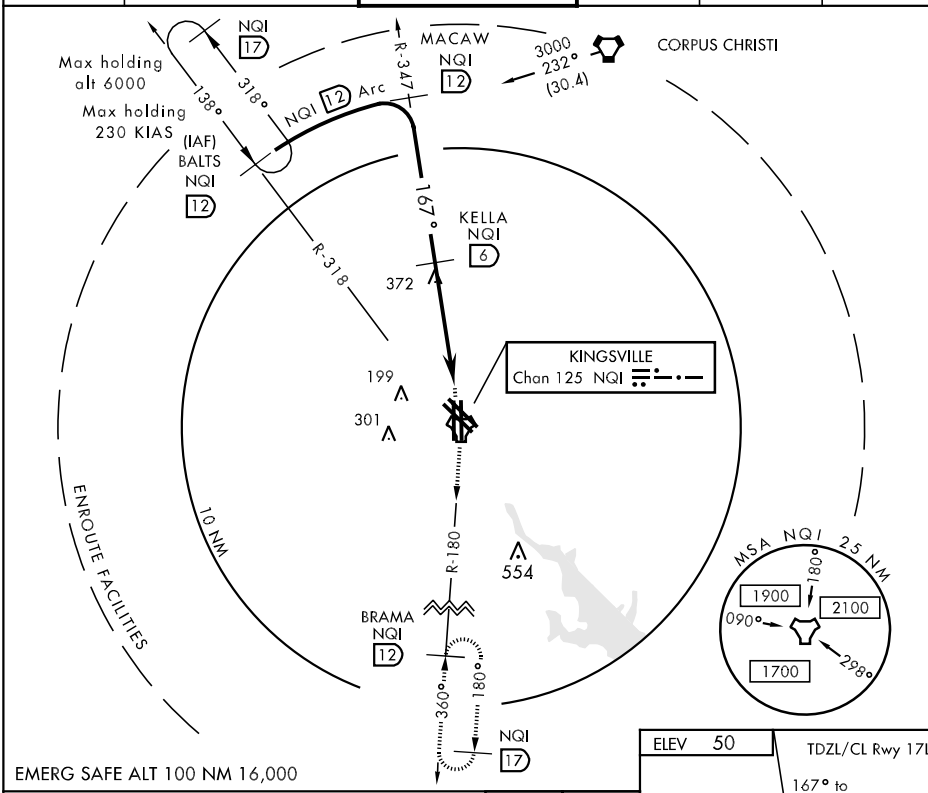
| TACAN | APCH CRS | Rwy ldg | 8000 |
|---|---|---|---|
| Chan 125 | 167° | TDZE | 50 |
| | | Arpt Elev | 50 |

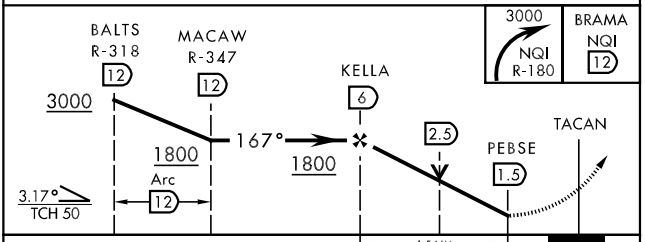
AL-918 [USN]

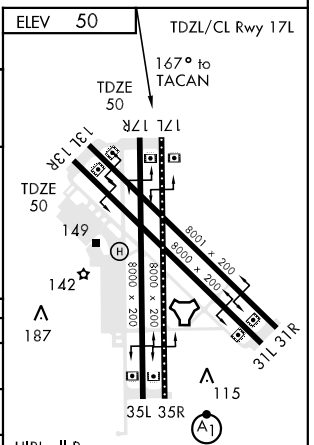
KINGSVILLE NAS (KNQI)

MISSED APPROACH: Climbing right turn to 3000 via NQI R-180 to BRAMA and hold.

| ATIS ★ | KINGSVILLE APP CON | KINGSVILLE TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 276.2 | 119.9 290.45 | 124.1 377.05 | 239.05 | 328.4 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17R | 640-1 590 | (600-1) | 640-1½ 590 (600-1½) | 640-1¾ 590 (600-1¾) |
| CIRCLING | 640-1 590 | (600-1) | 640-1½ 590 (600-1½) | 640-1¾ 590 (600-1¾) |
| S-PAR-17R | 150-½ 100 | | (100- ½) | GS 3.00° |

| NDB HRD | APP CRS | | |
|---|---|---|---|
| 524 | 141° | Rwy Idg | 4303 |
| | | TDZE | 71 |
| | | Apt Elev | 71 |

# NDB RWY 13

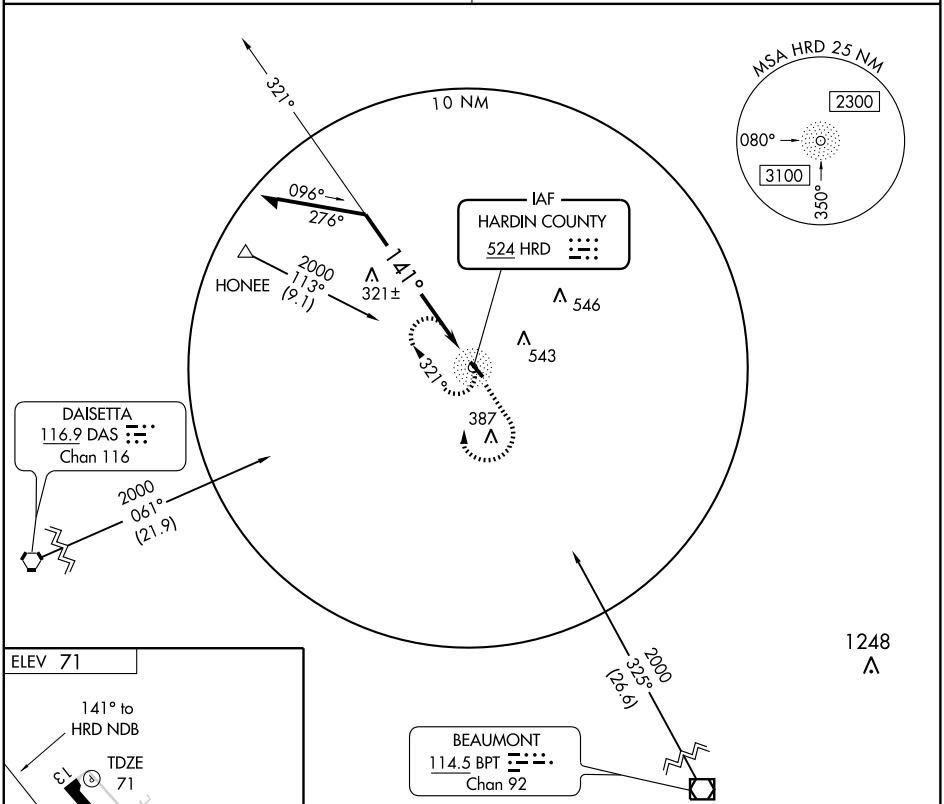
KOUNTZE/SILSBEE/ HAWTHORNE FIELD (45R)

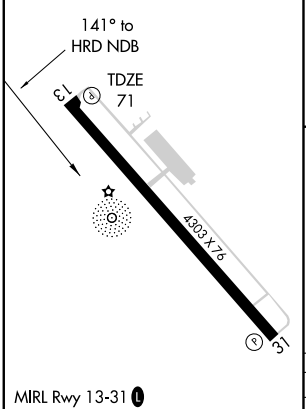
Use Southeast Texas Rgnl altimeter setting; when not received, use Orange altimeter setting. Visibility reduction by helicopters NA.

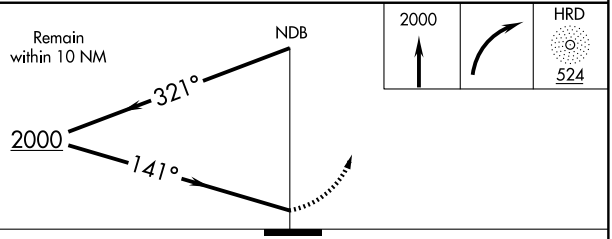
NA

MISSED APPROACH: Climb to 2000 then right turn direct HRD NDB and hold.

| HOUSTON APP CON | UNICOM |
|---|---|
| 121.3 377.1 | 122.8 (CTAF) |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 800-1 729 (800-1) | | 800-2 729 (800-2) | NA |
| CIRCLING | 800-1 729 (800-1) | | 800-2 729 (800-2) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4303 |
|---|---|---|
| 136° | TDZE | 71 |
| | Apt Elev | 71 |

# RNAV (GPS) RWY 13

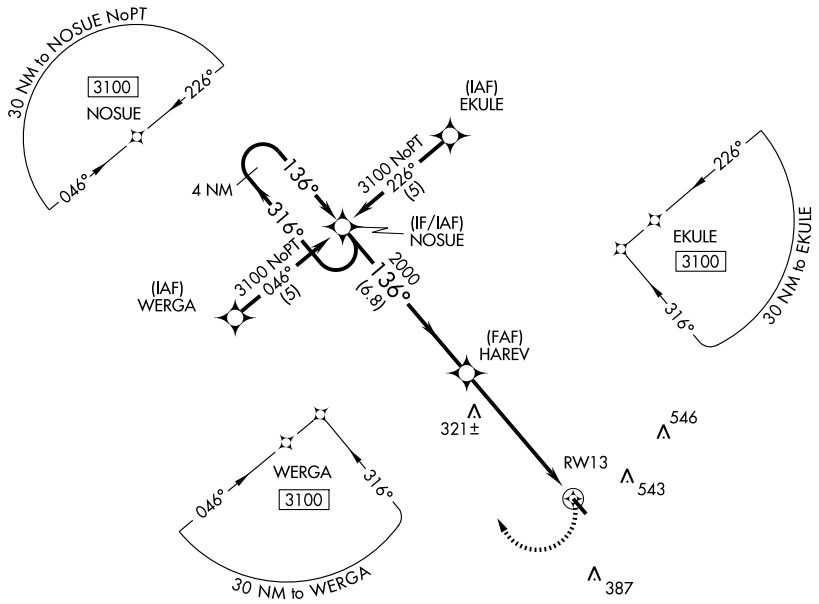
KOUNTZE/SILSBEE/ HAWTHORNE FIELD (45R)

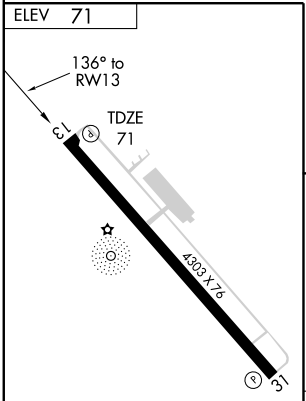
Use Southeast Texas Rgnl altimeter setting; when not received, use Orange altimeter setting. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

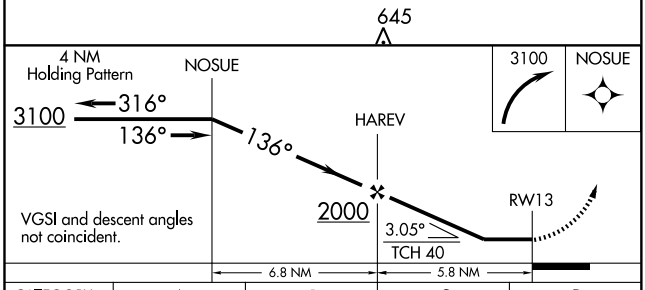
NA

MISSED APPROACH: Climbing right turn to 3100 direct NOSUE and hold.

| HOUSTON APP CON | UNICOM |
|---|---|
| 121.3 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 629 (700-1) | | 700-1¾ 629 (700-1¾) | NA |
| CIRCLING | 700-1 629 (700-1) | | 700-1¾ 629 (700-1¾) | NA |

MIRL Rwy 13-31 L

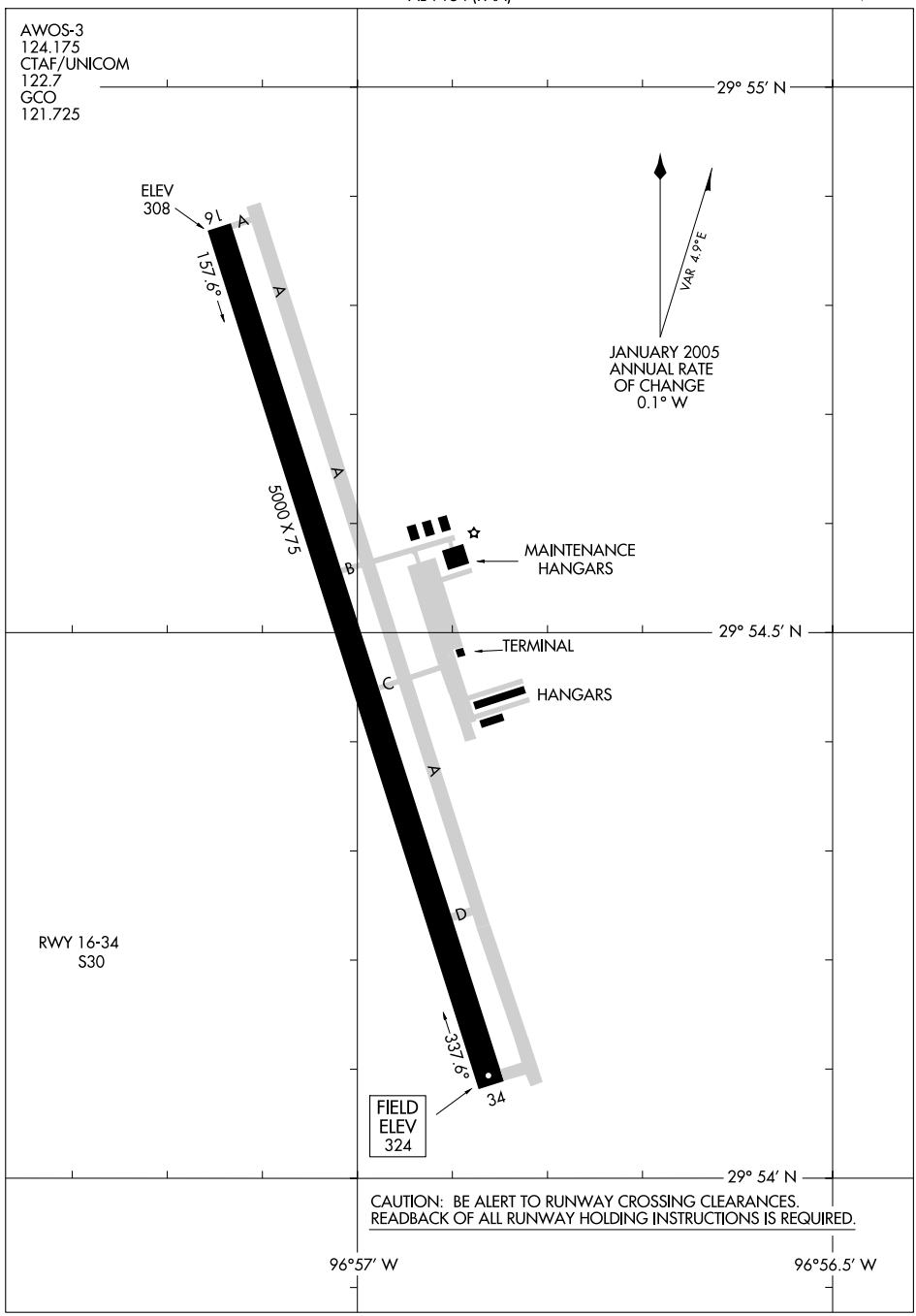
SC-5, 14 JAN 2010 to 11 FEB 2010

09239

# AIRPORT DIAGRAM

LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)
LA GRANGE, TEXAS

AL-9154 (FAA)




SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 156° | TDZE | 318 |
| | Apt Elev | 324 |

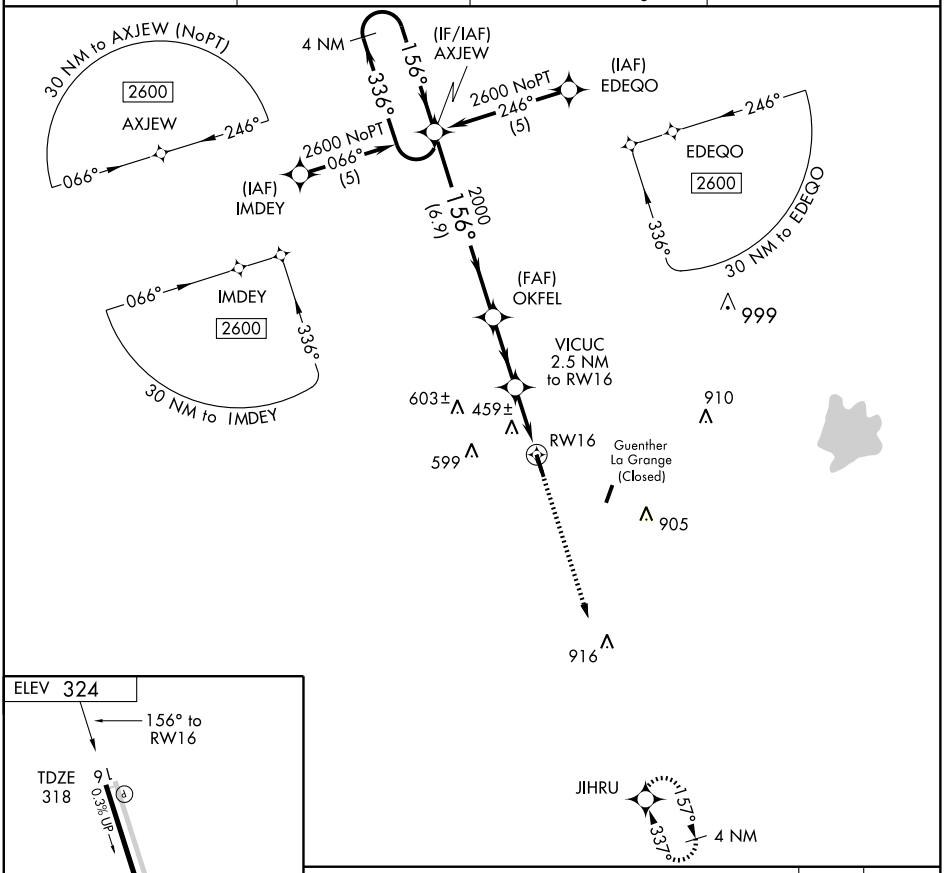
# RNAV (GPS) RWY 16

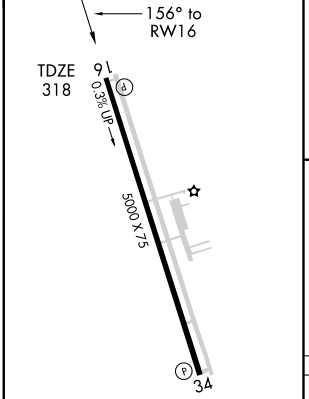
## LA GRANGE/FAYETTE RGNL AIR CENTER (3T5)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Giddings-Lee County altimeter settings and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2600 direct JIHRU and hold.

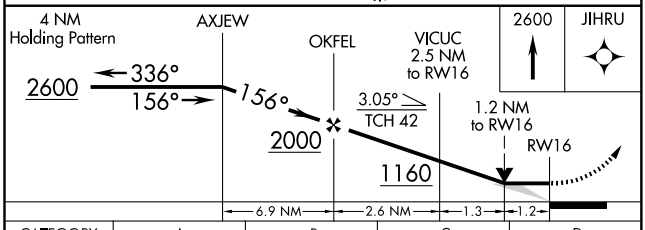
| AWOS-3 | HOUSTON CENTER | UNICOM | GCO |
|---|---|---|---|
| 124.175 | 132.15 279.6 | 122.7 (CTAF) L | 121.725 |




REIL Rwy 16 and 34
MIRL Rwy 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 | 402 (400-1) | 720-1¼ 402 (400-1¼) | NA |
| CIRCLING | 780-1 | 456 (500-1) | 780-1½ 456 (500-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 336° | TDZE | 324 |
| | Apt Elev | 324 |

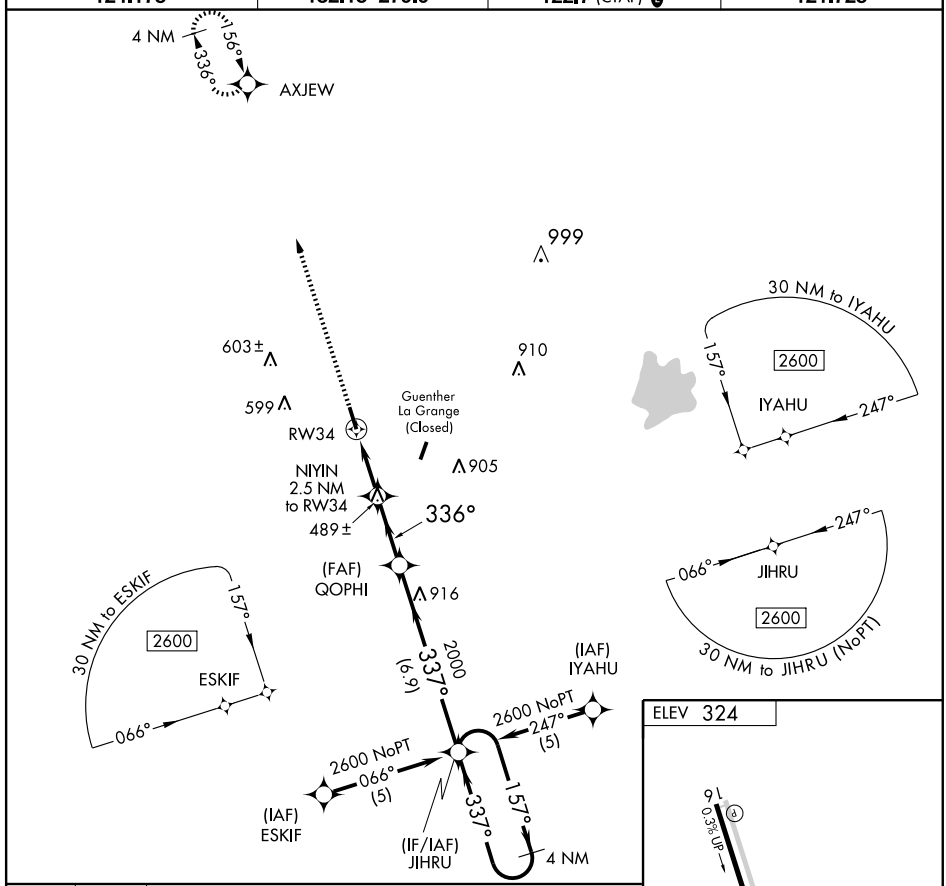
# RNAV (GPS) RWY 34

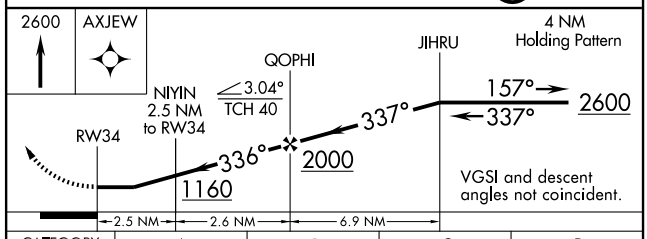
LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Giddings-Lee County altimeter setting and increase all MDA 60 feet.

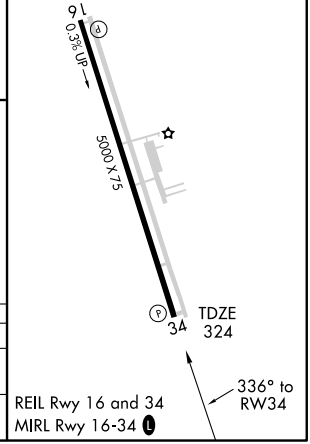
MISSED APPROACH: Climb to 2600 direct AXJEW and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM | GCO |
|---|---|---|---|
| 124.175 | 132.15 279.6 | 122.7 (CTAF) L | 121.725 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 416 (500-1) | | 740-1¼ 416 (500-1¼) | NA |
| CIRCLING | 780-1 456 (500-1) | | 780-1½ 456 (500-1½) | NA |




SC-5, 14 JAN 2010 to 11 FEB 2010

| VORTAC IDU | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 110.2 | 254° | TDZE | N/A |
| Chan 39 | | Apt Elev | 322 |

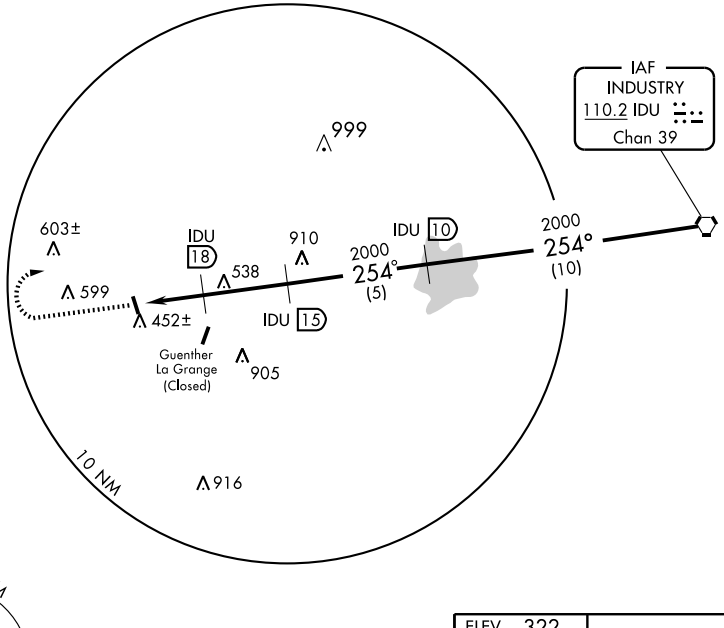
# VOR/DME-A

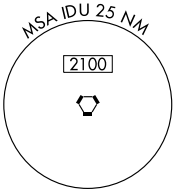
## LA GRANGE/ FAYETTE RGNL AIR CENTER (3T5)

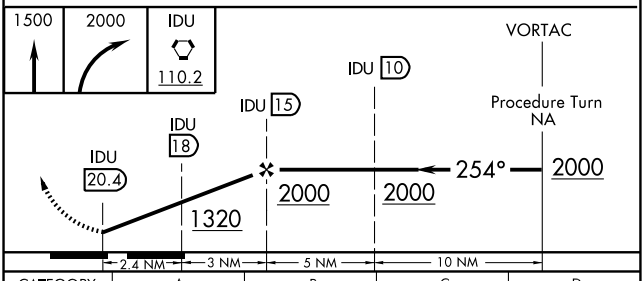
T
NA

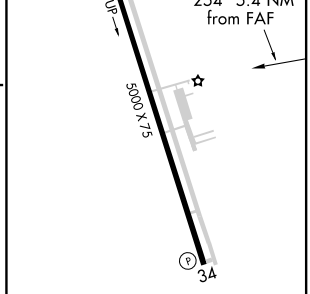
MISSED APPROACH: CLIMB to 1500 then climb right turn to 2000 direct IDU VORTAC.

| AWOS-3 | HOUSTON CENTER | UNICOM | GCO |
|---|---|---|---|
| 124.175 | 132.15 279.6 | 122.7 (CTAF) L | 121.725 |



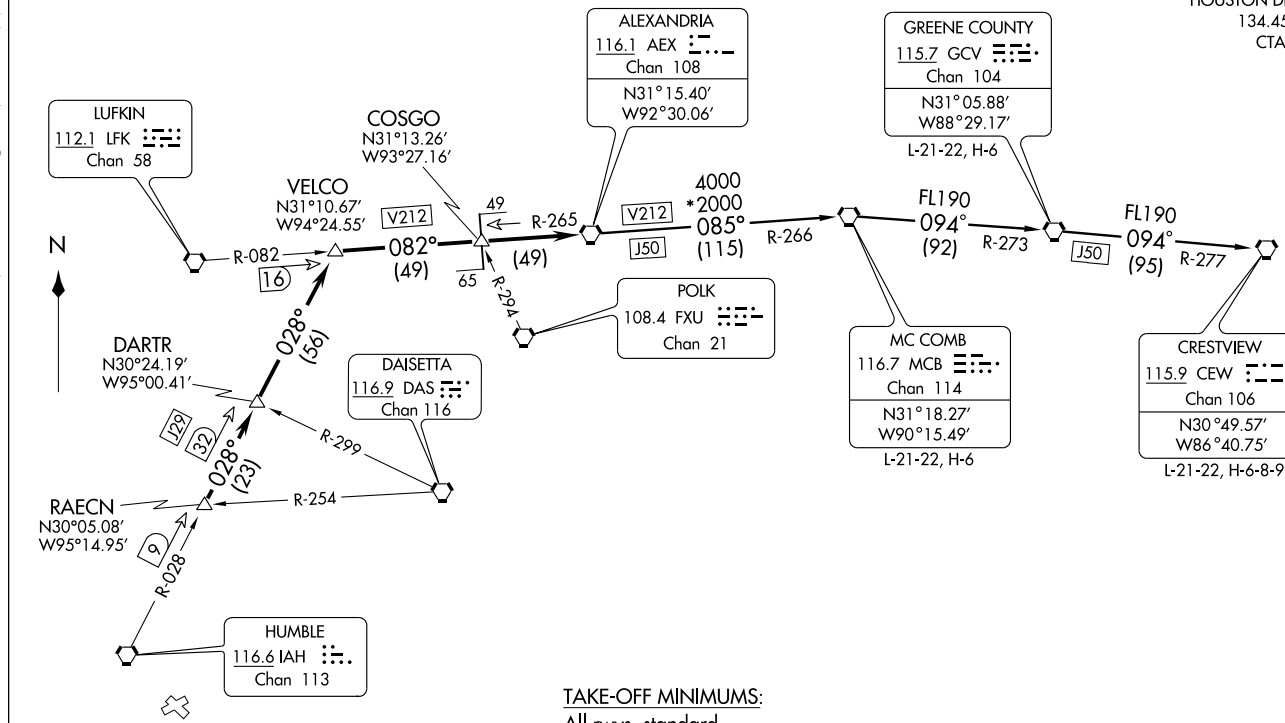




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 780-1<br>458 (500-1) | 780-1¼<br>458 (500-1¼) | 780-1½<br>458 (500-1½) | NA |

REIL Rwy 16 and 34
MIRL Rwy 16-34 L

SC-5, 14 JAN 2010 to 11 FEB 2010

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF 122.7




TAKE-OFF MINIMUMS:
All rwys, standard.

TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

NOTE: Radar Required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000', expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 to VELCO INT, then right turn via LFK R-082 and AEX R-265 to AEX VORTAC.

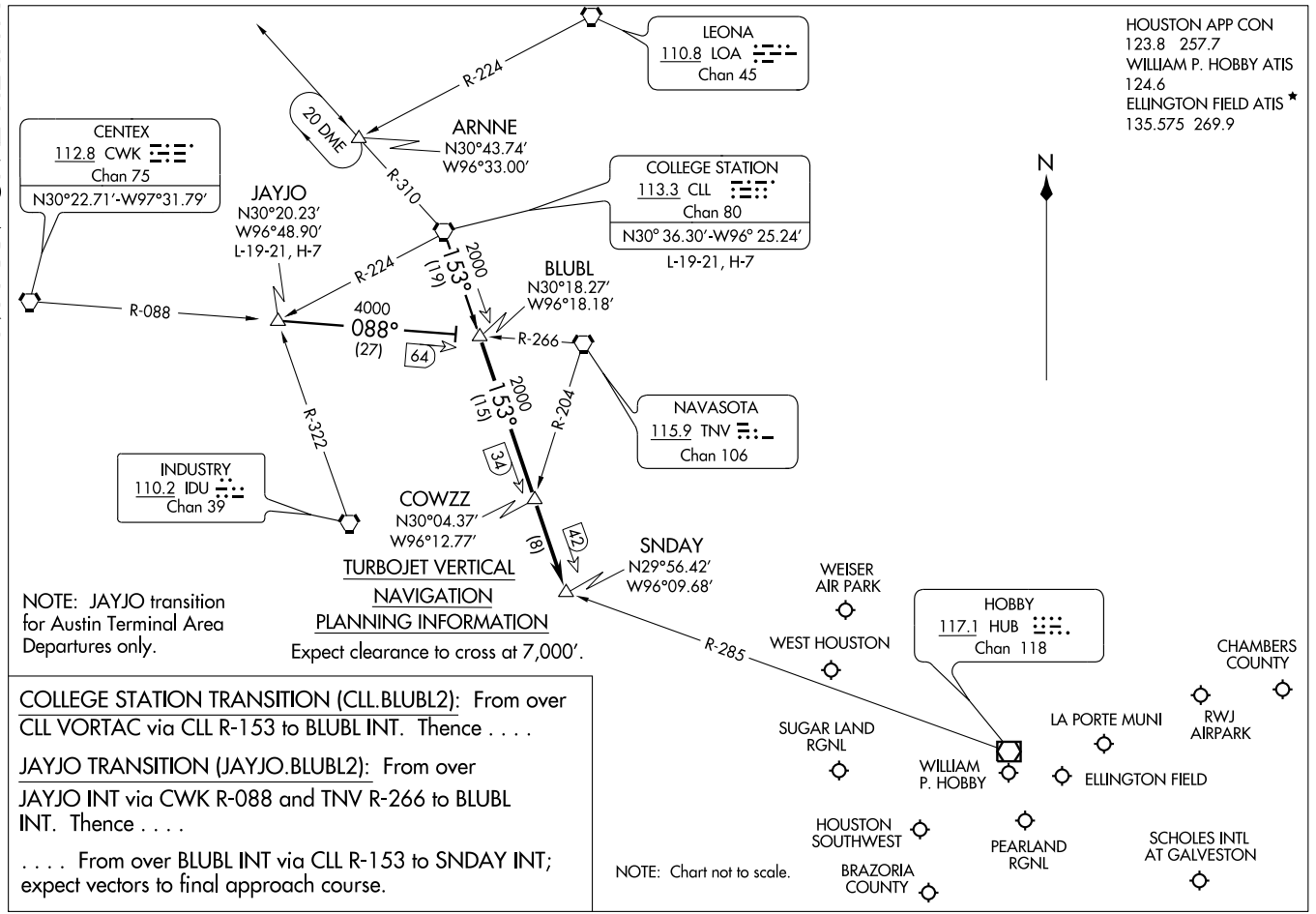
## THE FOLLOWING TRANSITIONS ARE ATC ASSIGNED ONLY DO NOT FILE:

CRESTVIEW TRANSITION (AEX4.CEW): (For aircraft being weather rerouted to join a jet route off CEW VORTAC or overflying CEW VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC, then via GCV R-094 and CEW R-277 to CEW VORTAC.

GREENE COUNTY TRANSITION (AEX4.GCV): (For aircraft being weather rerouted to join a jet route off GCV VORTAC or overflying GCV VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC, then via MCB R-094 and GCV R-273 to GCV VORTAC.

MC COMB TRANSITION (AEX4.MCB): (For aircraft being weather rerouted to join a jet route off MCB VORTAC or overflying MCB VORTAC to join a direct route). From over AEX VORTAC via AEX R-085 and MCB R-266 to MCB VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010




COLLEGE STATION TRANSITION (CLL.BLUBL2): From over CLL VORTAC via CLL R-153 to BLUBL INT. Thence . . . .

JAYJO TRANSITION (JAYJO.BLUBL2): From over JAYJO INT via CWK R-088 and TNV R-266 to BLUBL INT. Thence . . . .

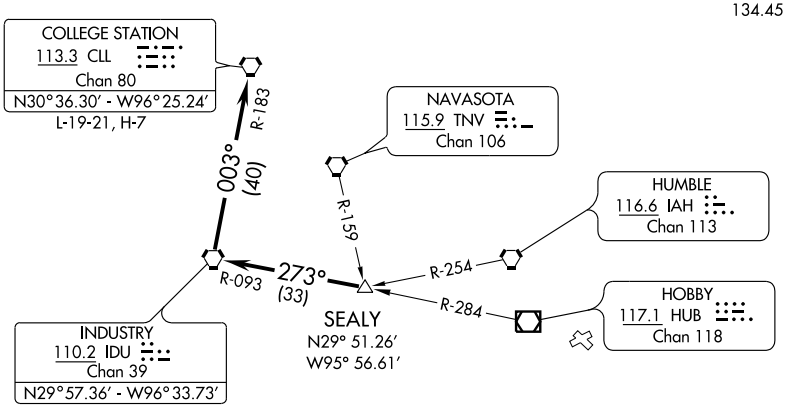
. . . . From over BLUBL INT via CLL R-153 to SNDAY INT; expect vectors to final approach course.

# COLLEGE TWO DEPARTURE

SL-5433 (FAA)

LA PORTE MUNI (T41)
LA PORTE, TEXAS

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7




TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297' left of centerline, 330' AGL/334' MSL.
Rwy 12, Pole 131' from DER, 261' right of centerline, 14' AGL/38' MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479' AGL/499' MSL.

TAKE-OFF MINIMUMS:
Rwys 5,12, 23, 30 standard.

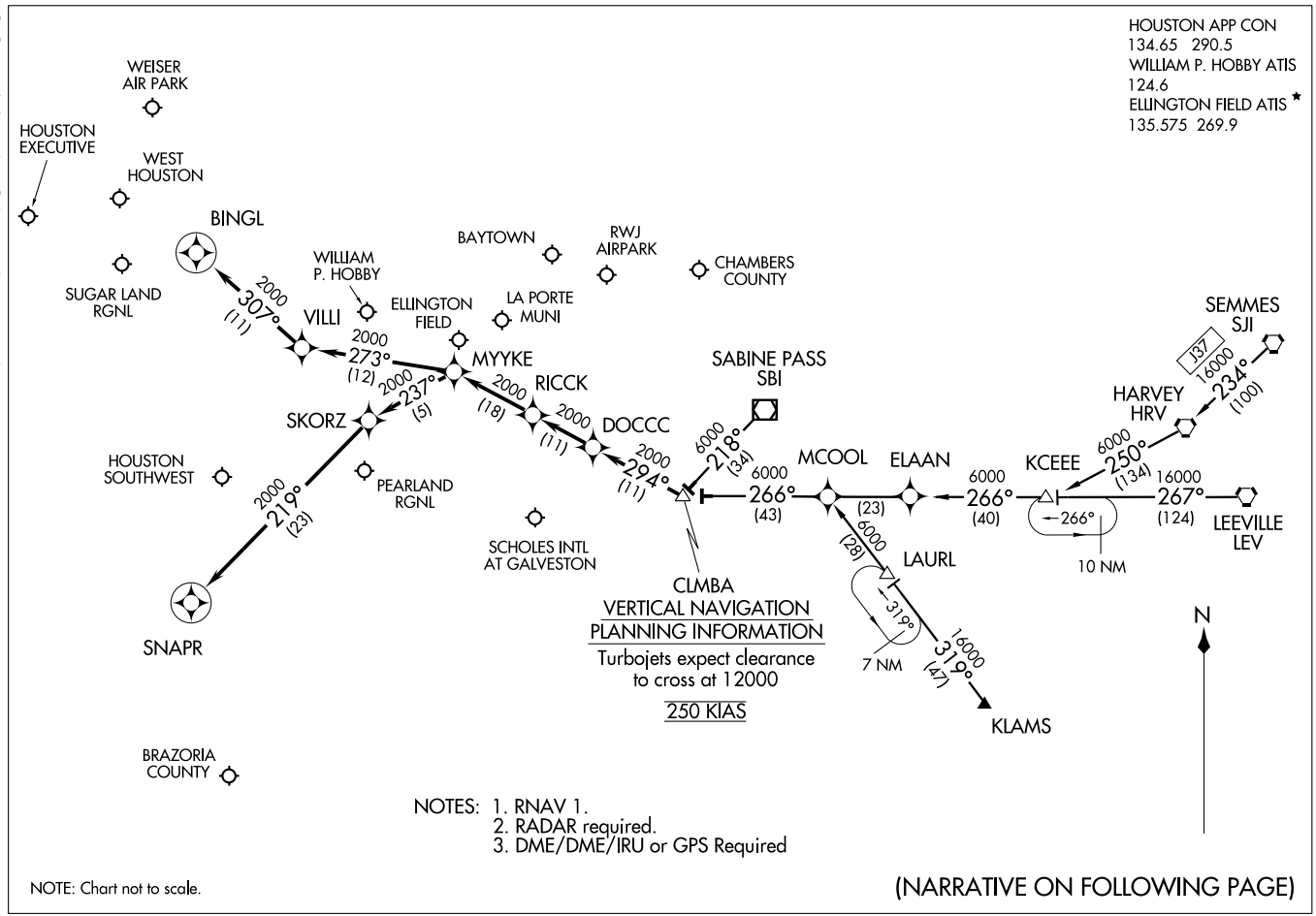
NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IDU R-093 to IDU VORTAC, then right turn via IDU R-003 and CLL R-183 to CLL VORTAC.




# COLUMBIA ONE ARRIVAL (RNAV)

(CLMBA.CLMBA1) 09239

ST-198 (FAA)

HOUSTON, TEXAS

ARRIVAL DESCRIPTION

HARVEY TRANSITION (HRV.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)
KCEEE TRANSITION (KCEEE.CLMBA1): (For non-GPS equipped aircraft LLA, LCH, and DAS must be operational.)
KLAMS TRANSITION (KLAMS.CLMBA1): (For non-GPS equipped aircraft DAS, LCH, MHF, and VUH must be operational.)
LEEVILLE TRANSITION (LEV.CLMBA1): (For non-GPS equipped aircraft LCH, LLA, and DAS must be operational.)
SABINE PASS TRANSITION (SBI.CLMBA1):
SEMMES TRANSITION (SJI.CLMBA1): (For non-GPS equipped aircraft LEV, HRV, RQR, LLA, LCH, and DAS must be operational.)

From CLMBA WP via 294° track to DOCCC, thence as depicted to RICCK . . . .

WILLIAM P. HOBBY/HOUSTON (HOU):

LANDING RUNWAY 4: . . . . From RICCK via 294° track to MYYKE, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

LANDING RUNWAY 12R: . . . . From RICCK via 294° track to MYYKE, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

FOR ALL OTHER RUNWAYS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

FOR ALL OTHER AIRPORTS: From RICCK via 294° track to MYYKE. Expect vectors to final approach course prior to MYYKE.

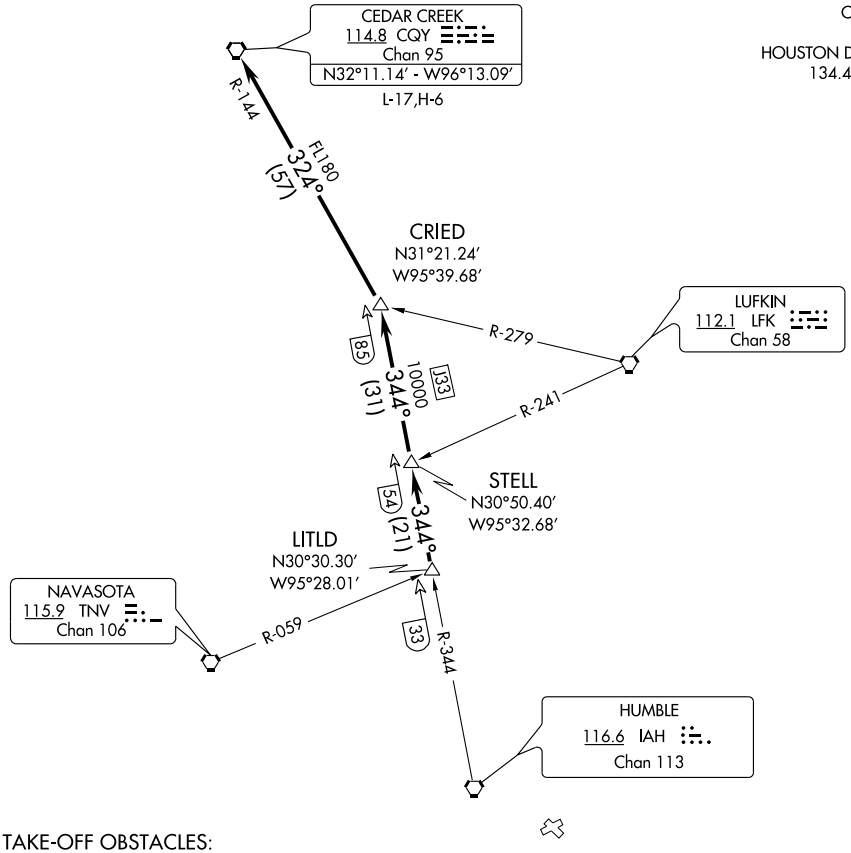
SC-5, 14 JAN 2010 to 11 FEB 2010

# CRIED THREE DEPARTURE

SL-5433 (FAA)



CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7




TAKE-OFF OBSTACLES:

Rwy 5, Stack 2.1 NM from DER, 3297' left of centerline, 330' AGL/334' MSL.

Rwy 12, Pole 131' from DER, 261' right of centerline, 14' AGL/38' MSL. Stack, 2.2 NM from DER, 1.6 NM right of centerline, 479' AGL/499' MSL.

TAKE-OFF MINIMUMS:

All rwys, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LITLD INT, maintain 4000. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-344 to STELL INT, then via IAH R-344 to CRIED INT, then left turn via CQY R-144 to CQY VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





HOUSTON APP CON
120.05 379.1
GEORGE BUSH INTERCONTINENTAL/
HOUSTON ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9

NOTE: For all conventional navigation aircraft landing in the Houston terminal area. For all turboprops/pistons landing IAH. ATC assigned only for all others.

NOTE: For RNAV equipped aircraft landing IAH runways 8L/R and 9 from over DAETN INT direct JOESZ INT, expect vectors to final approach course prior to JOESZ INT, if not received by JOESZ INT fly present heading.

ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6

QUESO
N30°46.86'
W94°06.54'

BROWW
N30°54.22'
W93°52.20'

SAWMILL
113.75 SWB
Chan 84(Y)
N31°58.39' - W92°40.63'
L-22, H-6

LUFKIN
112.1 LFK
Chan 58
N31°09.74'
W94°43.02'
L-19-21, H-6

VIERA
N30°44.51'
W94°02.83'

TQELA
N30°32.39'
W93°46.23'

ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40' -W92°30.06'
L-21-22, H-6

INDUSTRY
110.2 IDU
Chan 39

JOESZ
N30°06.40'
W95°46.72'

INNIS
N30°02.07'
W95°06.83'

REHAB
N29°59.59'
W95°14.25'

COMBS
N30°23.32'
W94°25.84'

DAETN
N30°06.31'
W94°54.07'

YAAOW
N29°53.12'
W95°10.69'

DRXLR
N29°45.59'
W95°13.92'

GEORGE BUSH
INTERCONTINENTAL/
HOUSTON

HUMBLE
116.6 IAH
Chan 113

HOBBY
117.1 HUB
Chan 118

DAISETTA
116.9 DAS
Chan 116
N30°11.38' -W94°38.70'

LAKE CHARLES
113.4 LCH
Chan 81
N30°08.49' -W93°06.33'
L-21-22, H-7

BEAUMONT
114.5 BPT
Chan 92
N29°56.76' -W94°00.97'

VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets: 280K IAS
Expect clearance
to cross at 13,000'

RADAR REQUIRED

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

WEISER AIRPARK
WEST HOUSTON
HOUSTON EXECUTIVE
SUGAR LAND RGNL
LA PORTE MUNI
CHAMBERS COUNTY
WILLIAM P. HOBBY
BAYTOWN
RWJ AIRPARK
PEARLAND RGNL
ELLINGTON FIELD
HOUSTON-SOUTHWEST
BRAZORIA COUNTY
SCHOLES INTL AT GALVESTON

# DAISETTA EIGHT ARRIVAL (DAS.DAS8)





## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DAS8): From over AEX VORTAC via AEX R-246 to VIERA INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

ELM GROVE TRANSITION (EMG.DAS8): From over EMG VORTAC via EMG R-182 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LAKE CHARLES TRANSITION (LCH.DAS8): From over LCH VORTAC via LCH R-275 to COMBS INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

LUFKIN TRANSITION (LFK.DAS8): From over LFK VORTAC via LFK R-157 to COMBS INT, then via DAS R-038 to DAS VORTAC Thence . . . .

SAWMILL TRANSITION (SWB.DAS8): From over SWB VOR/DME via SWB R-222 and DAS R-038 to BROWW INT, then via DAS R-038 to DAS VORTAC. Thence . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

. . . . From over DAS VORTAC via DAS R-244 to DAETN INT.

LANDING RUNWAYS 8L/R and 9:

. . . . From DAETN INT fly heading 265° for vectors to final approach course.

FOR ALL OTHER RUNWAYS: Expect vectors to final approach course at or prior to REHAB INT.

FOR ALL OTHER AIRPORTS:

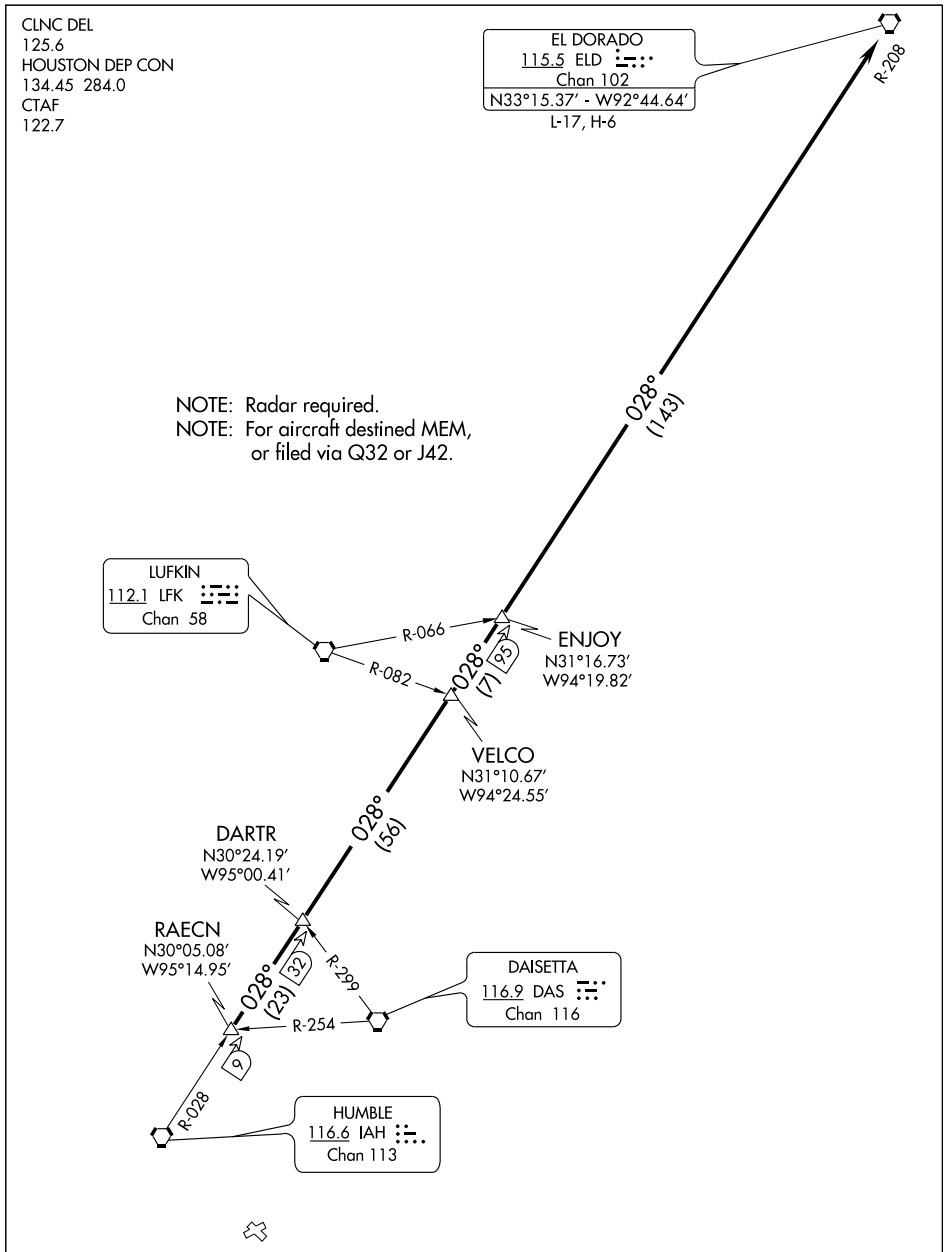
. . . . From over DAS VORTAC via DAS R-244 to INNIS INT, thence via HUB R-015 to HUB VOR/DME, expect vectors to final approach course at or prior to HUB VOR/DME.

SC-5, 14 JAN 2010 to 11 FEB 2010

# EL DORADO ONE DEPARTURE

SL-5433 (FAA)






NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
All rwys, standard.

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to RAECN INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-028 and the ELD R-208 to ELD VORTAC.

## TAKE-OFF OBSTACLES

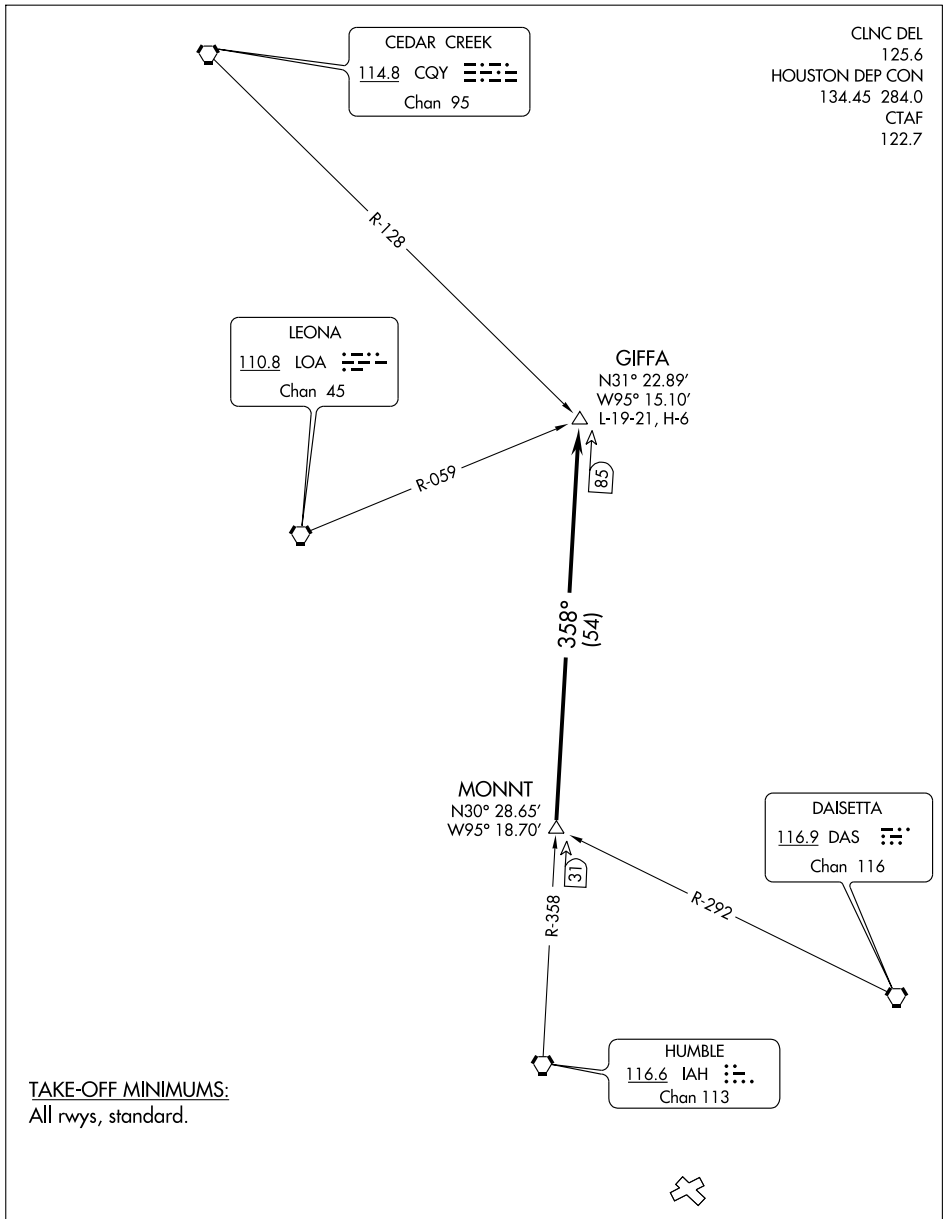
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# GIFFA THREE DEPARTURE

SL-5433 (FAA)

LA PORTE MUNI (T41)
LA PORTE, TEXAS




TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Radar Required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

SC-5, 14 JAN 2010 to 11 FEB 2010

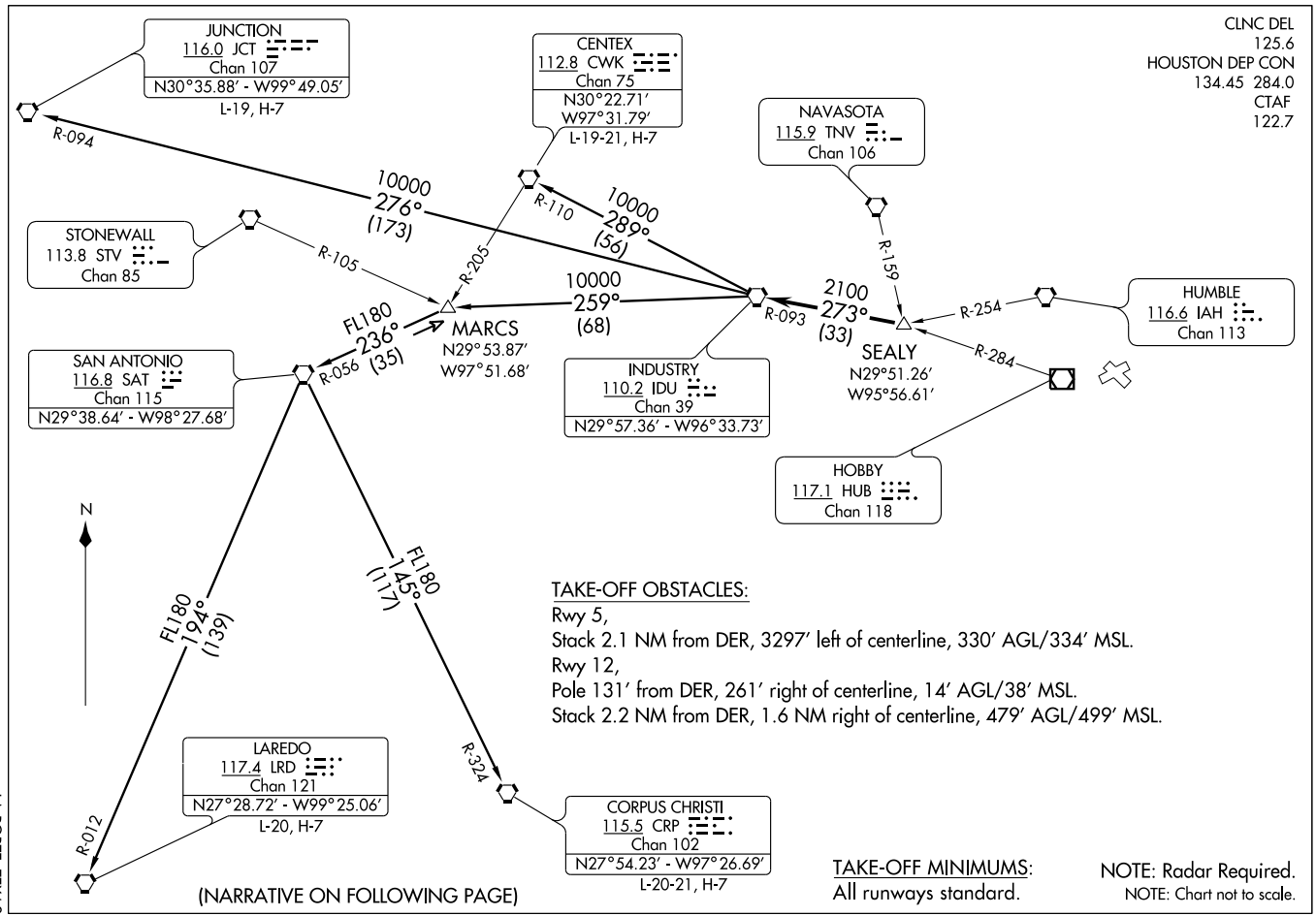
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to MONNT INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-358 to GIFFA INT.

TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010




# INDUSTRY THREE DEPARTURE (IDU3.IDU) 08157

SL-5433 (FAA)

LA PORTE MUNI (T41)
LA PORTE, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to SEALY INT. Maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . VIA IDU R-093 to IDU VORTAC.

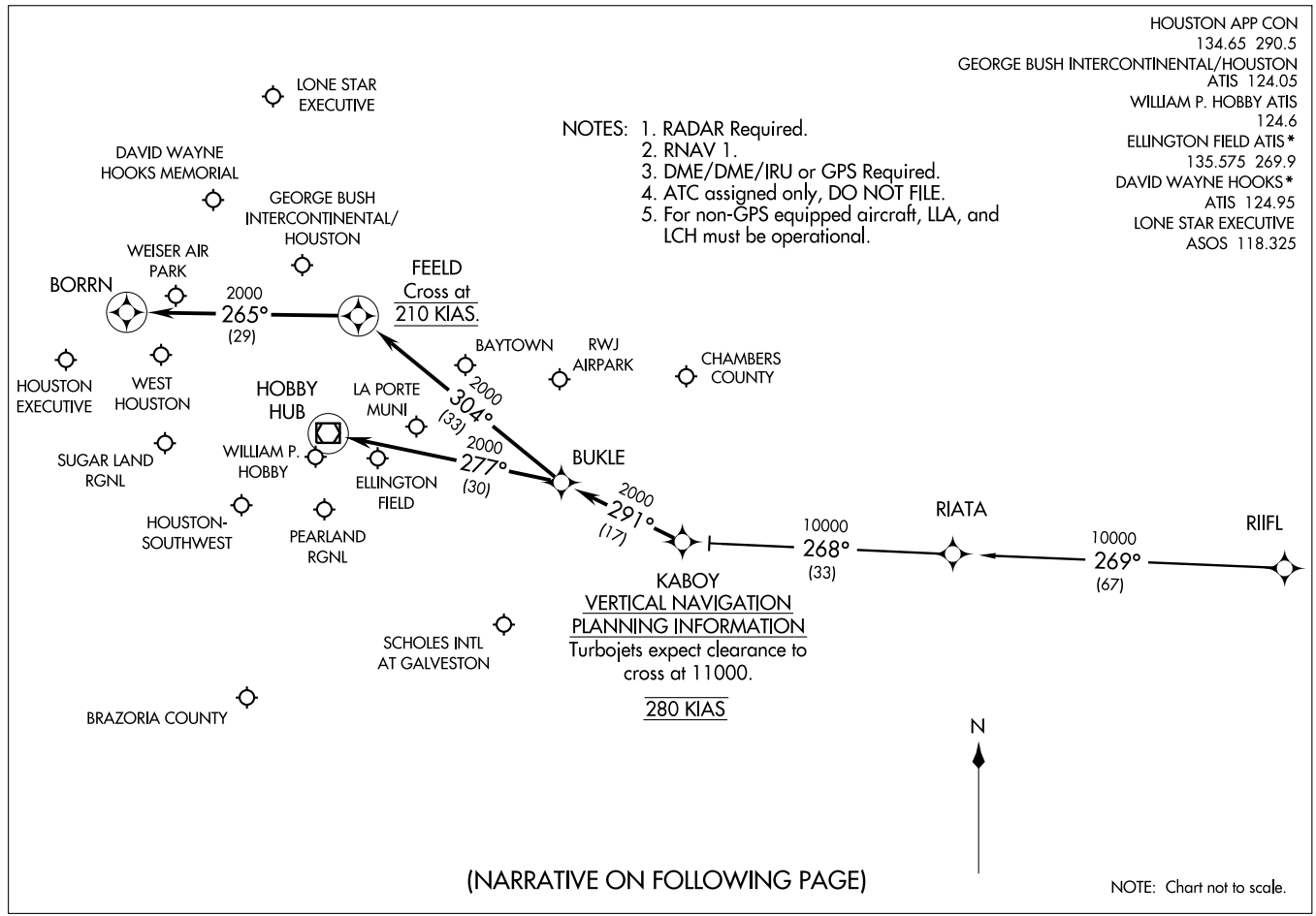
CENTEX TRANSITION (IDU3.CWK): (ATC assigned only. For aircraft inbound to the DFW Metroplex area that are being rerouted due to bad weather.) From over IDU VORTAC via IDU R-289 and CWK R-110 to CWK VORTAC.

CORPUS CHRISTI TRANSITION (IDU3.CRP): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-145 and CRP R-324 to CRP VORTAC.

JUNCTION TRANSITION (IDU3.JCT): (For aircraft overflying JCT VORTAC via J2, J15, or J86.) From over IDU VORTAC via IDU R-276 and JCT R-094 to JCT VORTAC.

LAREDO TRANSITION (IDU3.LRD): (ATC assigned only.) From over IDU VORTAC via IDU R-259 to MARCS INT, then via SAT R-056 to SAT VORTAC, then via SAT R-194 and LRD R-012 to LRD VORTAC.

SC-5, 14 JAN 2010 to 11 FEB 2010


HOUSTON APP CON
134.65 290.5
GEORGE BUSH INTERCONTINENTAL/HOUSTON
ATIS 124.05
WILLIAM P. HOBBY ATIS
124.6
ELLINGTON FIELD ATIS*
135.575 269.9
DAVID WAYNE HOOKS*
ATIS 124.95
LONE STAR EXECUTIVE
ASOS 118.325
(KABOY.KABOY1) 09071
KABOY ONE ARRIVAL (RNAV)
ST-5461(FAA)
HOUSTON, TEXAS
NOTES: 1. RADAR Required.
2. RNAV 1.
3. DME/DME/IRU or GPS Required.
4. ATC assigned only, DO NOT FILE.
5. For non-GPS equipped aircraft, LLA, and LCH must be operational.
LONE STAR EXECUTIVE
DAVID WAYNE HOOKS MEMORIAL
GEORGE BUSH INTERCONTINENTAL/ HOUSTON
WEISER AIR PARK
BORRN
2000
265°
(29)
FEELD
Cross at
210 KIAS.
BAYTOWN
RWJ AIRPARK
CHAMBERS COUNTY
HOUSTON EXECUTIVE
WEST HOUSTON
HOBBY HUB
LA PORTE MUNI
2000
304°
(33)
SUGAR LAND RGNL
WILLIAM P. HOBBY
2000
277°
(30)
ELLINGTON FIELD
BUKLE
2000
291°
(17)
HOUSTON-SOUTHWEST
PEARLAND RGNL
10000
268°
(33)
RIATA
10000
269°
(67)
RIIFL
KABOY
VERTICAL NAVIGATION
PLANNING INFORMATION
Turbojets expect clearance to cross at 11000.
280 KIAS
SCHOLES INTL AT GALVESTON
BRAZORIA COUNTY
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

RIIFL TRANSITION (RIIFL.KABOY1)

From KABOY via 291° track to BUKLE . . . .

GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):

LANDING RUNWAYS 8L/8R, OR 9: . . . . From BUKLE via 304° track to FEELD, thence as depicted to BORRN. Expect vectors to final approach course prior to BORRN, if not received by BORRN, fly present heading.

ALL OTHER RUNWAYS: . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

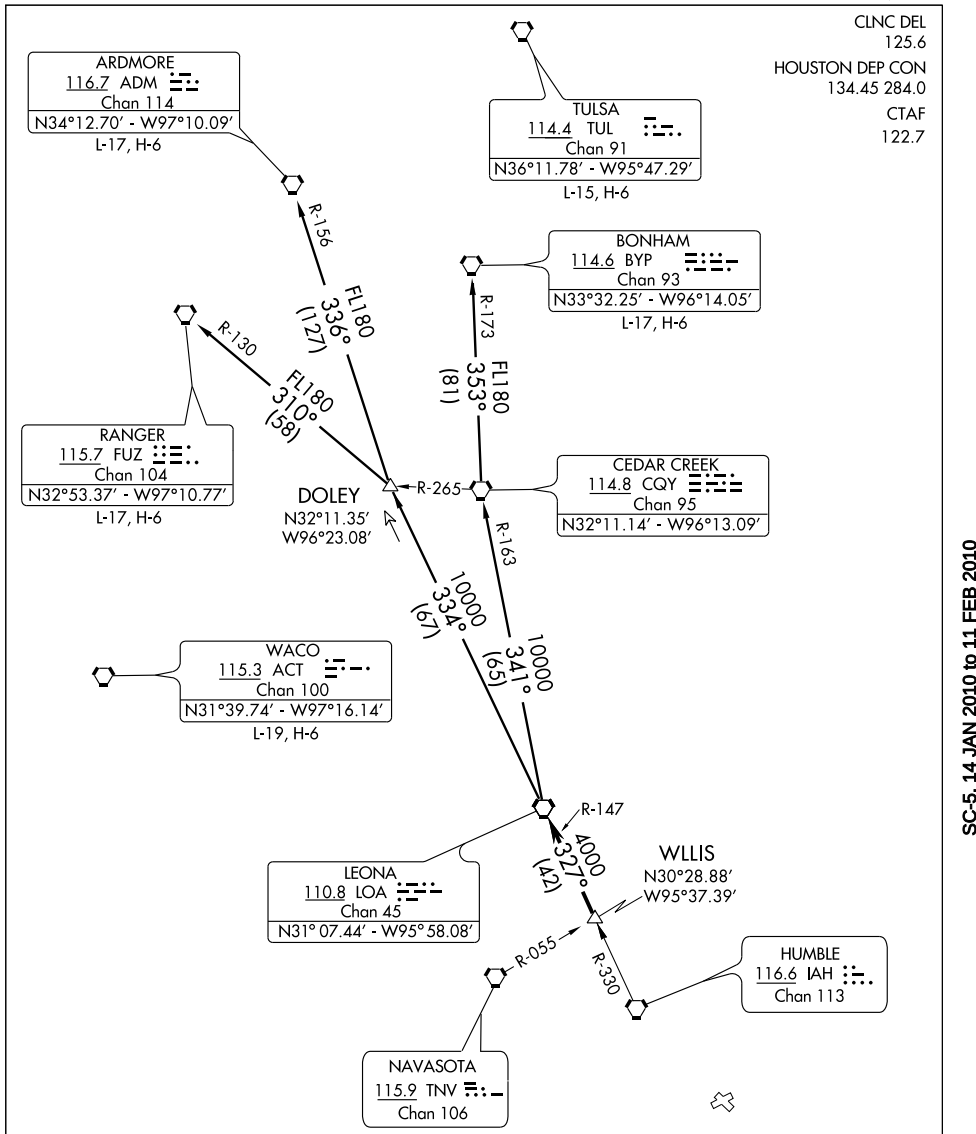
DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO): . . . . From BUKLE via 304° track to FEELD. Expect vectors to final approach course prior to FEELD.

ALL OTHER AIRPORTS: . . . . From BUKLE via 277° track to HUB VOR/DME. Expect vectors to final approach course prior to HUB VOR/DME.

# LEONA SIX DEPARTURE

SL-5433 (FAA)

LA PORTE MUNI (T41)
LA PORTE, TEXAS




TAKE-OFF MINIMUMS:
Rwy 5, 12, 23, 30 standard.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar required.

SC-5, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to WLLIS INT, maintain 4000, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via LOA R-147 to LOA VORTAC.

ARDMORE TRANSITION (LOA6.ADM): (For aircraft overflying North/Northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via ADM R-156 to ADM VORTAC.

BONHAM TRANSITION (LOA6.BYP): (For aircraft overflying/landing TUL VORTAC FL240 and above.) From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-353 and BYP R-173 to BYP VORTAC.

RANGER TRANSITION (LOA6.FUZ): (For aircraft overflying west/northwest of the DFW terminal area FL240 and above.) From over LOA VORTAC via LOA R-334 to DOLEY INT, then via FUZ R-130 to FUZ VORTAC.

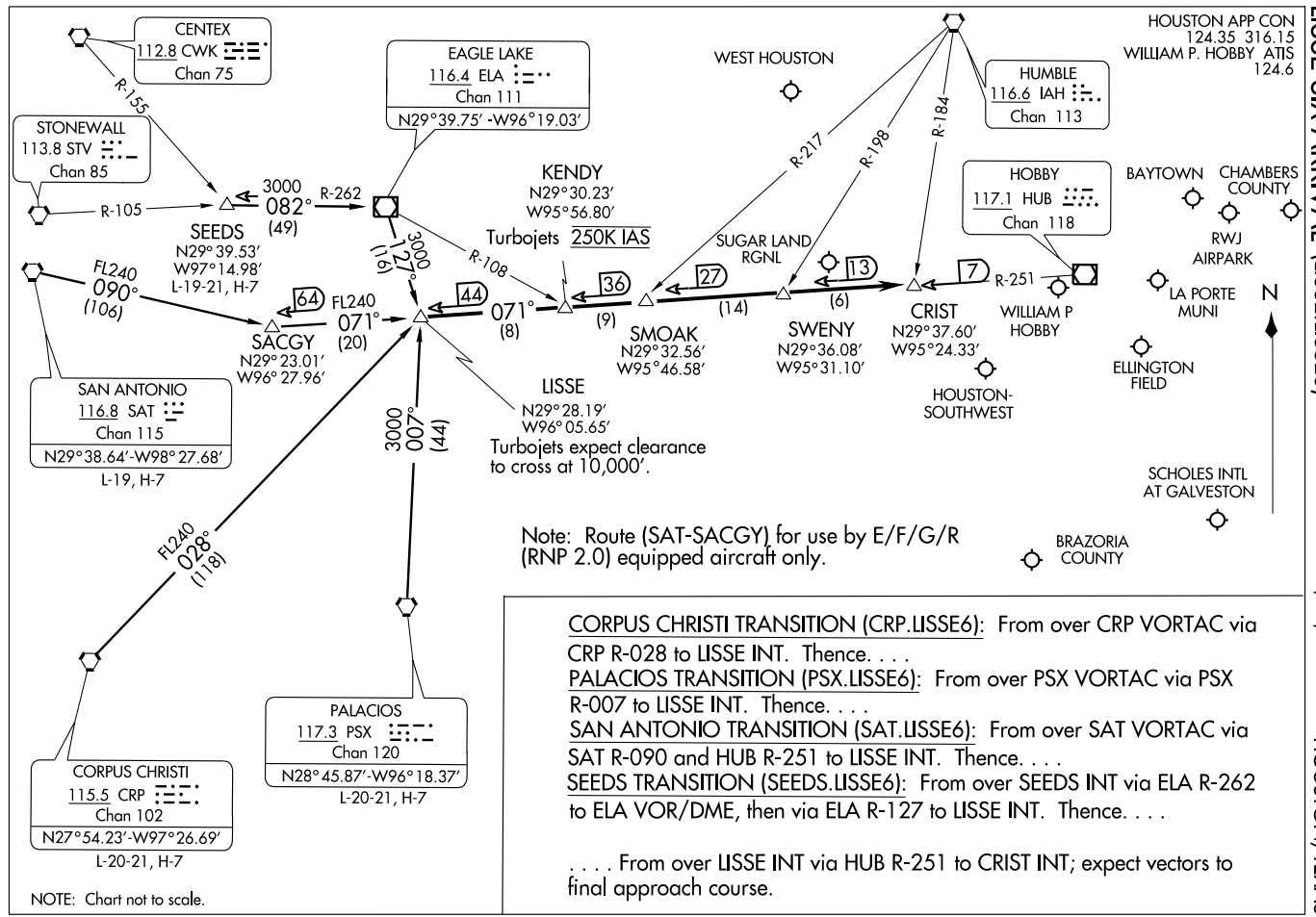
TAKE-OFF OBSTACLES

Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

SC-5, 14 JAN 2010 to 11 FEB 2010

# LISSE SIX ARRIVAL (LISSE.LISSE6)






CORPUS CHRISTI TRANSITION (CRP.LISSE6): From over CRP VORTAC via CRP R-028 to LISSE INT. Thence. . . .

PALACIOS TRANSITION (PSX.LISSE6): From over PSX VORTAC via PSX R-007 to LISSE INT. Thence. . . .

SAN ANTONIO TRANSITION (SAT.LISSE6): From over SAT VORTAC via SAT R-090 and HUB R-251 to LISSE INT. Thence. . . .

SEEDS TRANSITION (SEEDS.LISSE6): From over SEEDS INT via ELA R-262 to ELA VOR/DME, then via ELA R-127 to LISSE INT. Thence. . . .

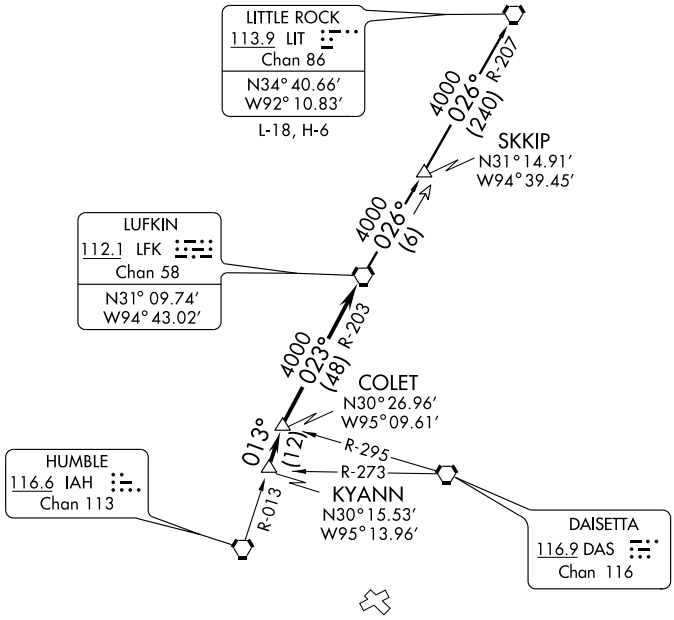
. . . . From over LISSE INT via HUB R-251 to CRIST INT; expect vectors to final approach course.

ST-198 (FAA)

# LUFKIN FIVE DEPARTURE

SL-5433 (FAA)

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7




TAKE-OFF MINIMUMS:
All rwys, standard.

NOTE: Chart not to scale.

NOTE: Radar Required.
NOTE: For aircraft destined LIT, or overflying LIT or PXV.

TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to KYANN INT, maintain 4000′, expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via IAH R-013 to COLET INT, then right turn via LFK R-203 to LFK VORTAC.

LITTLE ROCK TRANSITION (LFK5.LIT): From over LFK VORTAC via LFK R-026 to SKKIP INT, then via LIT R-207 to LIT VORTAC.

| NDB JPA 347 | APP CRS 289° | Rwy Idg 3763 / TDZE 24 / Apt Elev 25 |
|---|---|---|

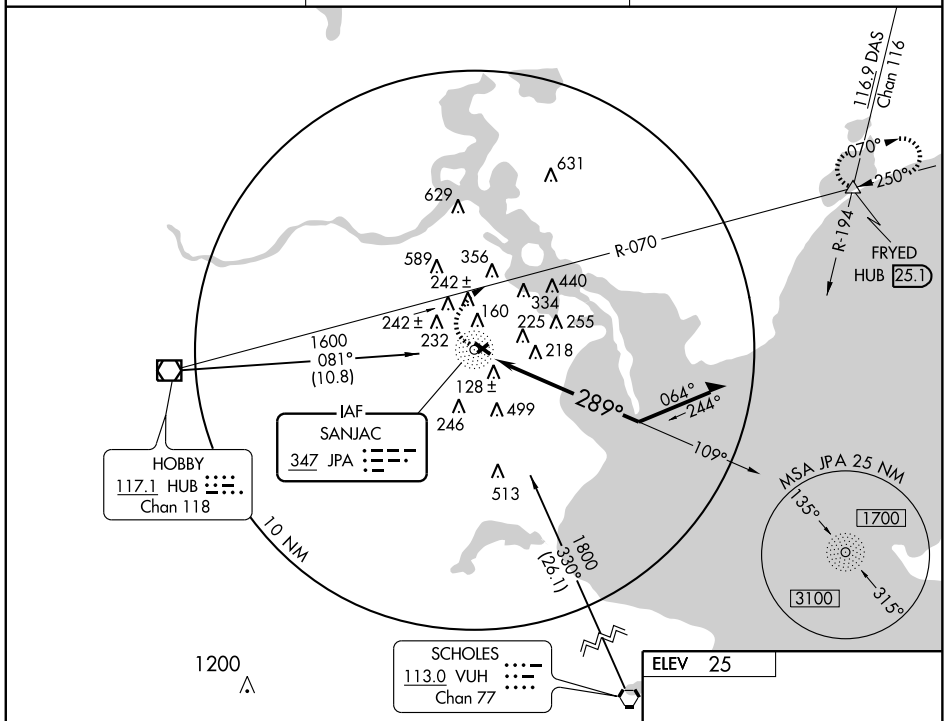
# NDB RWY 30
## LA PORTE MUNI (T41)

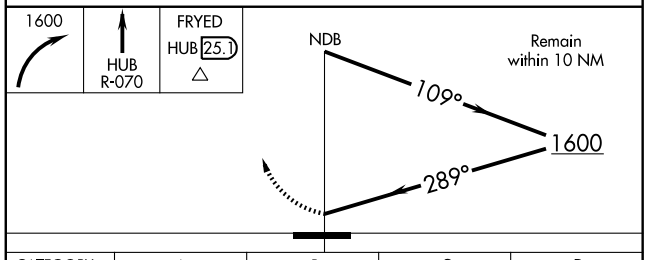
Use Ellington Field altimeter setting.

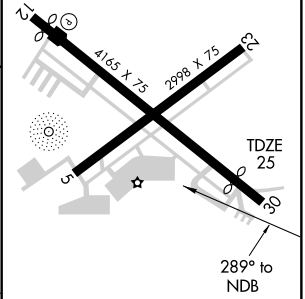
NA

MISSED APPROACH: Climbing right turn to 1600 via HUB R-070 to FRYED Int and hold.

| HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 134.45 284.0 | 125.6 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 740-1 | 715 (800-1) | 740-2 715 (800-2) | NA |
| CIRCLING | 740-1 | 715 (800-1) | 740-2 715 (800-2) | NA |

REIL Rwy 12
MIRL Rwys 5-23 and 12-30

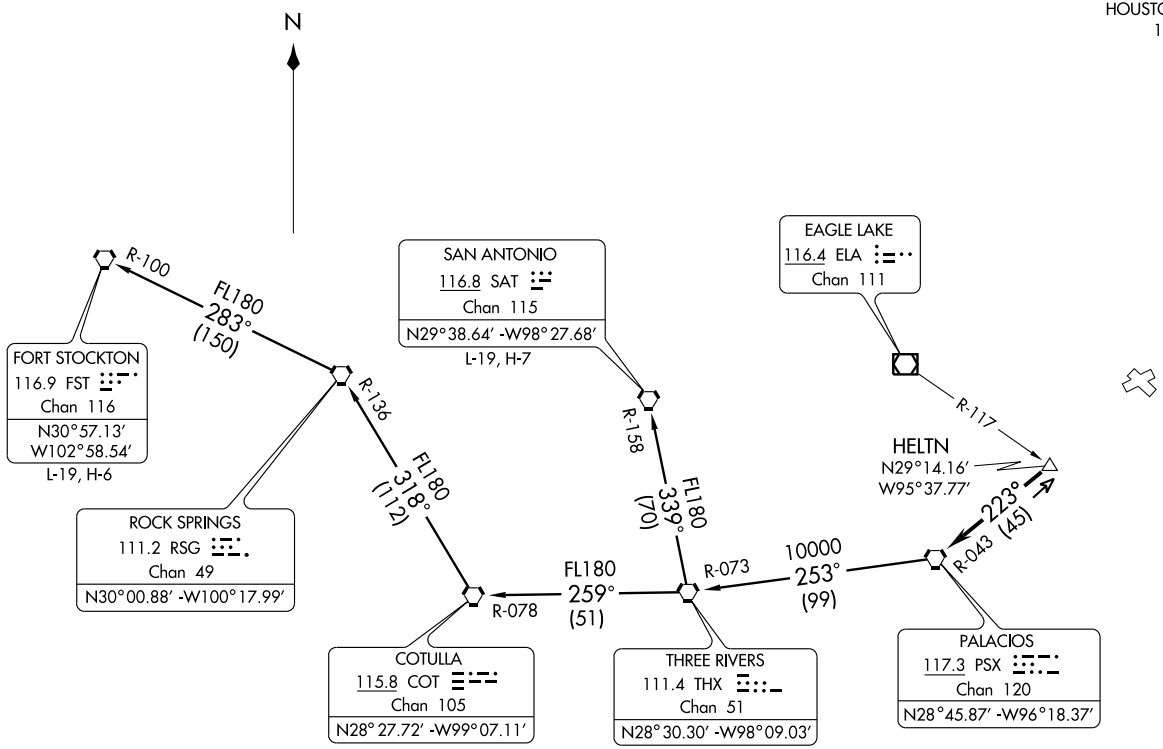
SC-5, 14 JAN 2010 to 11 FEB 2010

# PALACIOS THREE DEPARTURE





CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF 122.7




TAKE-OFF MINIMUMS:
All runways standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Radar Required
NOTE: Chart not to scale

# PALACIOS THREE DEPARTURE

SL-5433 (FAA)

LA PORTE, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to HELTN INT, maintain 4000'. Expect filed altitude 10 minutes after departure. Thence . . . .

. . . . via PSX R-043 to PSX VORTAC.

FORT STOCKTON TRANSITION (PSX3.FST): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-259 and COT R-078 to COT VORTAC, then via COT R-318 and RSG R-136 to RSG VORTAC, then via RSG R-283 and FST R-100 to FST VORTAC.

SAN ANTONIO TRANSITION (PSX3.SAT): From over PSX VORTAC via PSX R-253 and THX R-073 to THX VORTAC, then via THX R-339 and SAT R-158 to SAT VORTAC.

TAKE-OFF OBSTACLES:

Rwy 5, Stack 2.1 NM from DER, 3297' left of centerline, 330' AGL/334' MSL.

Rwy 12, Pole 131' from DER, 261' right of centerline, 14' AGL/38' MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479' AGL/499' MSL.

| APP CRS | Rwy Idg | 3763 |
|---|---|---|
| 301° | TDZE | 25 |
| | Apt Elev | 25 |

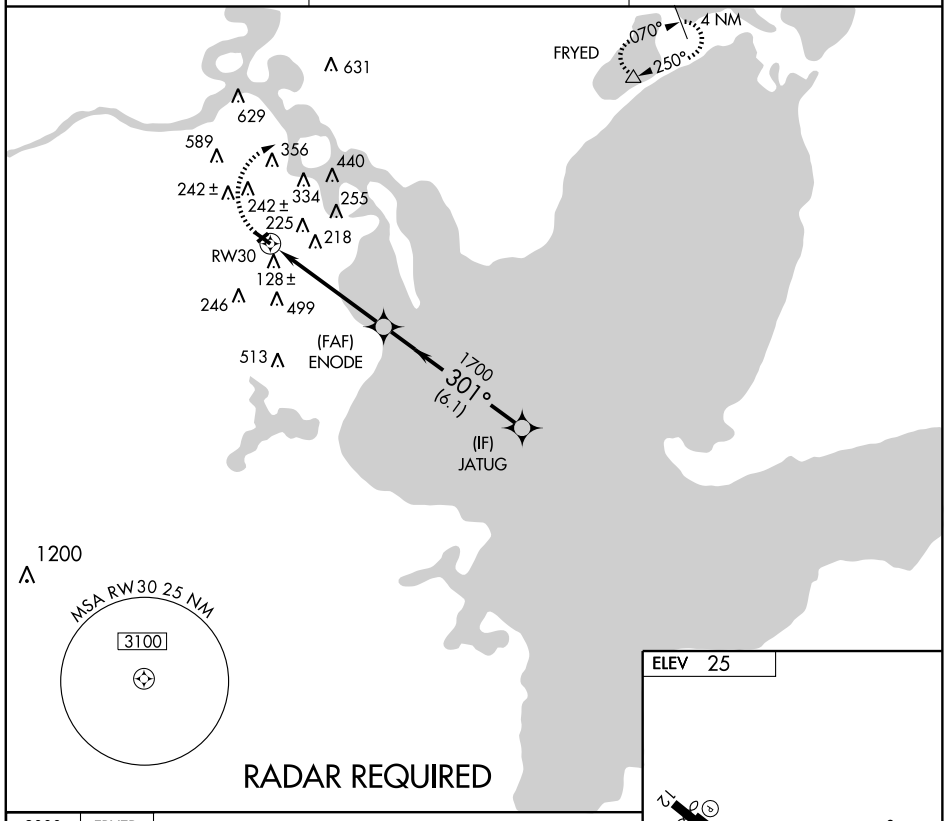
# RNAV (GPS) RWY 30
LA PORTE MUNI (T41)

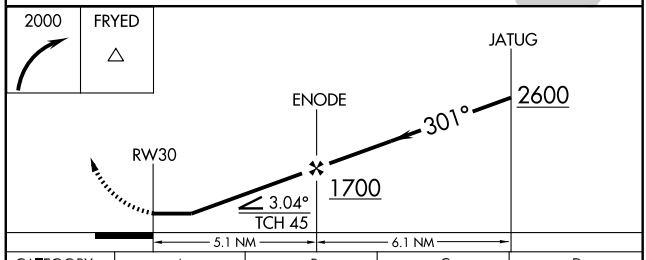
Use Ellington Field altimeter setting.
DME/DME RNP-0.3 NA.

NA

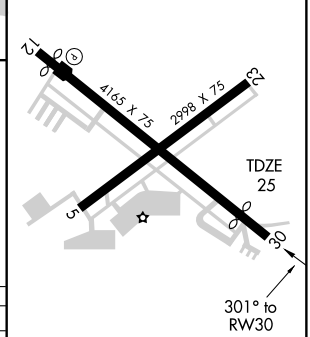
MISSED APPROACH: Climbing right turn to 2000 direct FRYED and hold.

| HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 134.45 284.0 | 125.6 | 122.7 (CTAF) |



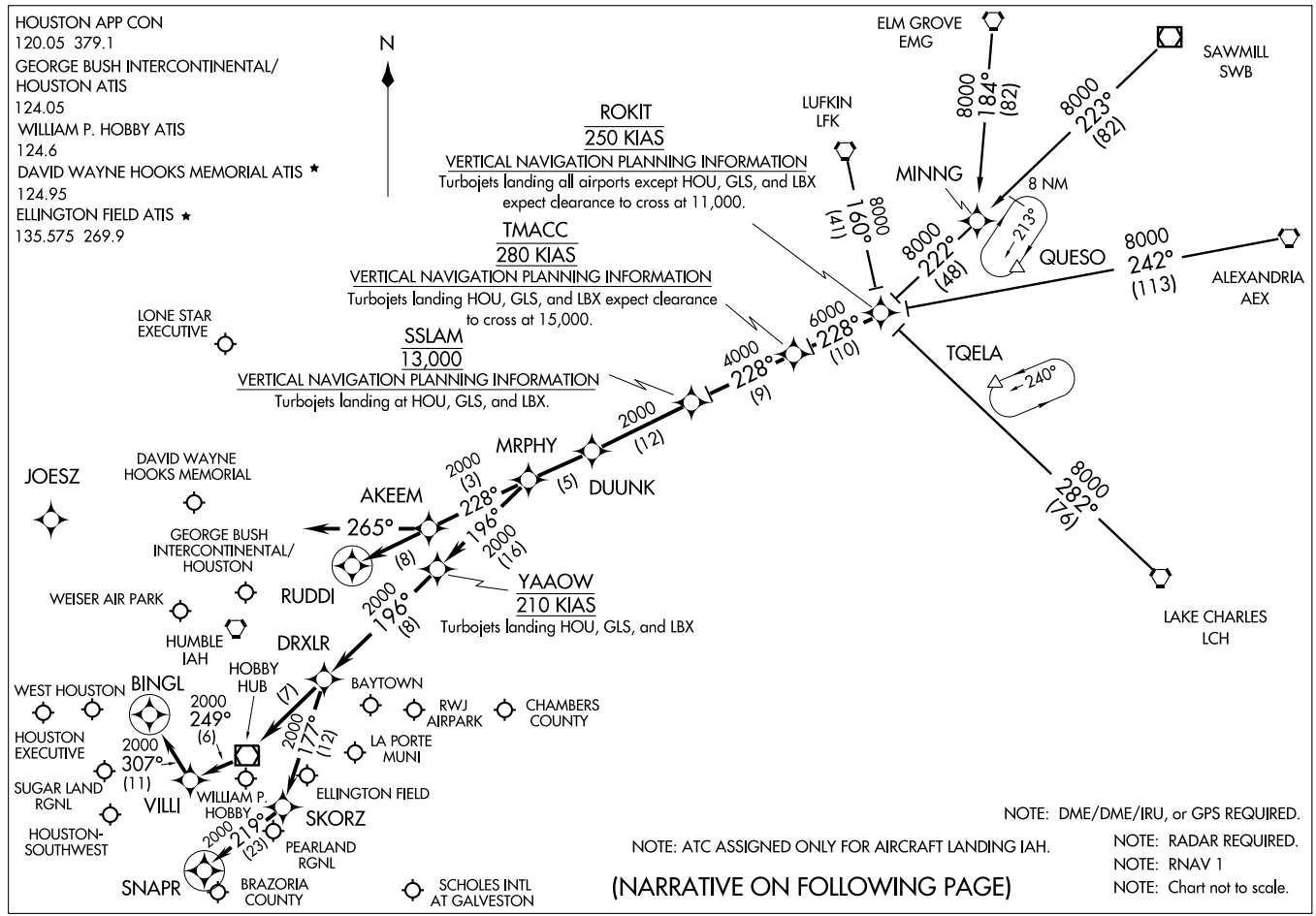




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 495 (500-1) | | 520-1¼ 495 (500-1¼) | NA |
| CIRCLING | 600-1 575 (600-1) | 620-1 595 (600-1) | 620-1½ 595 (600-1½) | NA |




REIL Rwy 12
MIRL Rwys 5-23 and 12-30

SC-5, 14 JAN 2010 to 11 FEB 2010




(ROKIT.ROKIT1) 09127

# ROKIT ONE ARRIVAL (RNAV)

HOUSTON, TEXAS

ST-5461(FAA)

ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.ROKIT1): For non-GPS equiped aircraft: LCH, AEX, LFK, and DAS must be operational.
ELM GROVE TRANSITION (EMG.ROKIT1): For non-GPS equiped aircraft: LFK, EMG, LCH, and DAS must be operational.
LAKE CHARLES TRANSITION (LCH.ROKIT1): For non-GPS equiped aircraft: BPT, LCH, DAS, and IAH must be operational.
LUFKIN TRANSITION (LFK.ROKIT1): For non-GPS equiped aircraft: IAH and DAS must be operational.
SAWMILL TRANSITION (SWB.ROKIT1): For non-GPS equiped aircraft: LFK and DAS must be operational.

From ROKIT via 228° track to TMACC, thence as depicted to MRPHY. Thence . . . .

FOR DAVID WAYNE HOOKS MEMORIAL (DWH) AND LONE STAR EXECUTIVE (CXO):
. . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final approach course prior to RUDDI.

FOR WILLIAM P. HOBBY (HOU):
RUNWAY 4 . . . . From MRPHY via 196° track to YAAOW, thence as depicted to SNAPR. Expect vectors to final approach course prior to SNAPR, if not received by SNAPR fly present heading.

RUNWAY 12R . . . . From MRPHY via 196° track to YAAOW, thence as depicted to BINGL. Expect vectors to final approach course prior to BINGL, if not received by BINGL fly present heading.

ALL OTHER RUNWAYS . . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

FOR GEORGE BUSH INTERCONTINENTAL/HOUSTON (IAH):
RUNWAYS 8 L/R and 9 . . . . From MRPHY via 228° track to AKEEM, then via 265° heading. Expect radar vectors.

ALL OTHER RUNWAYS . . . . From MRPHY via 228° track to AKEEM, thence as depicted to RUDDI. Expect vectors to final appraoch course prior to RUDDI.

FOR OTHER SATELLITE AIRPORTS:
. . . . From MRPHY via 196° track to YAAOW, thence as depicted to DRXLR. Expect vectors to final approach course prior to DRXLR.

SC-5, 14 JAN 2010 to 11 FEB 2010

# SABINE PASS ONE DEPARTURE (RNAV)

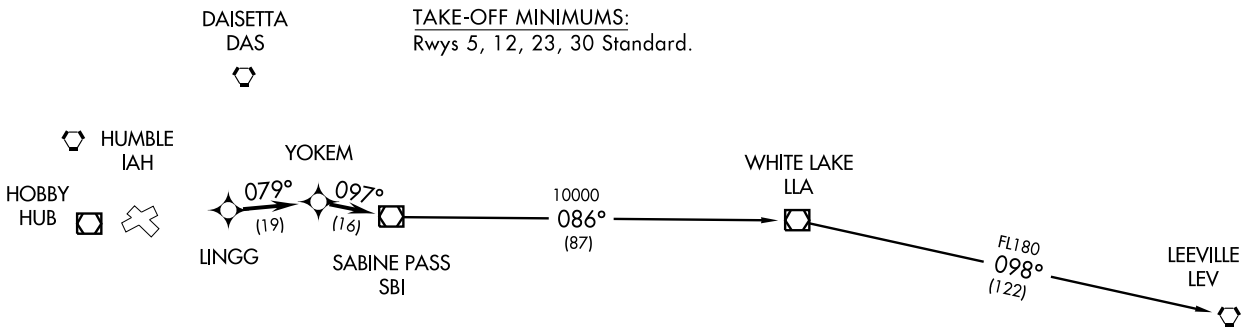
(SBI1.SBI) 09071

SL-5433 (FAA)

Note: RADAR Required.
Note: RNAV 1.
Note: DME/DME/IRU or GPS Required.
Note: For non-GPS equipped aircraft, BPT and LCH must be operational.

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7

TAKE-OFF MINIMUMS:
Rwys 5, 12, 23, 30 Standard.




## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to LINGG, maintain 4000, then via depicted route to SBI VOR/DME, thence. . . .

. . . .via (transition). Expect clearance to filed altitude/flight level 10 minutes after departure.

LEEVILLE TRANSITION: (SBI1.LEV)
WHITE LAKE TRANSITION: (SBI1.LLA)

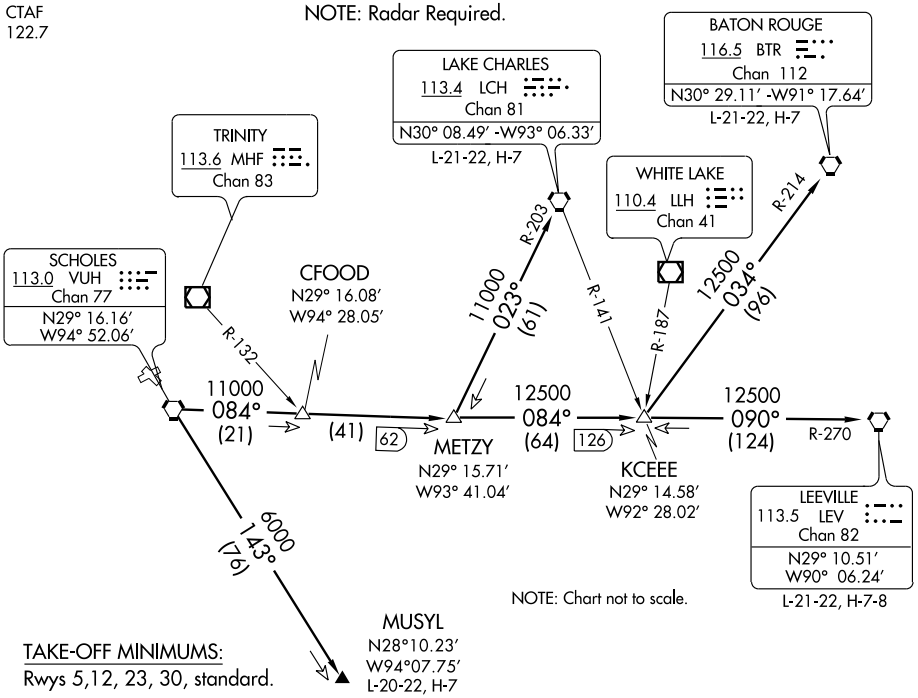
TAKE-OFF OBSTACLES:
Rwy 5,
Stack 2.1 NM from DER, 3297' left of centerline, 330' AGL/334' MSL.
Rwy 12,
Pole 131' from DER, 261' right of centerline, 14' AGL/ 38' MSL.
Stack 2.2 NM from DER, 1.6 NM right of centerline, 479' AGL/499' MSL.

NOTE: Chart not to scale.

LA PORTE MUNI (T41)
LA PORTE, TEXAS

CLNC DEL
125.6
HOUSTON DEP CON
134.45 284.0
CTAF
122.7

NOTE: LCH, BTR, and LEV transitions are ATC assigned only, do not file.
NOTE: For LCH, BTR, LEV transitions, this procedure requires over water flight not to exceed 35 miles from nearest shoreline.
NOTE: Radar Required.




NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 5,12, 23, 30, standard.

TAKE-OFF OBSTACLES:
Rwy 5, Stack 2.1 NM from DER, 3297′ left of centerline, 330′ AGL/334′ MSL.
Rwy 12, Pole 131′ from DER, 261′ right of centerline, 14′ AGL/38′ MSL. Stack 2.2 NM from DER, 1.6 NM right of centerline, 479′ AGL/499′ MSL.

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading for vectors to VUH VORTAC, maintain 4000′, expect filed altitude 10 minutes after departure.

BATON ROUGE TRANSITION (VUH3.BTR): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via BTR R-214 to BTR VORTAC.

LAKE CHARLES TRANSITION (VUH3.LCH): From over VUH VORTAC via VUH R-084 to METZY INT, then via LCH R-203 to LCH VORTAC.

LEEVILLE TRANSITION (VUH3.LEV): From over VUH VORTAC via VUH R-084 to KCEEE INT, then via LEV R-270 to LEV VORTAC.

MUSYL TRANSITION (VUH3.MUSYL): From over VUH VORTAC via VUH R-143 to MUSYL.



SC-5, 14 JAN 2010 to 11 FEB 2010

| VOR/DME HUB | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.1 | 261° | TDZE | N/A |
| Chan 118 | | Apt Elev | 25 |

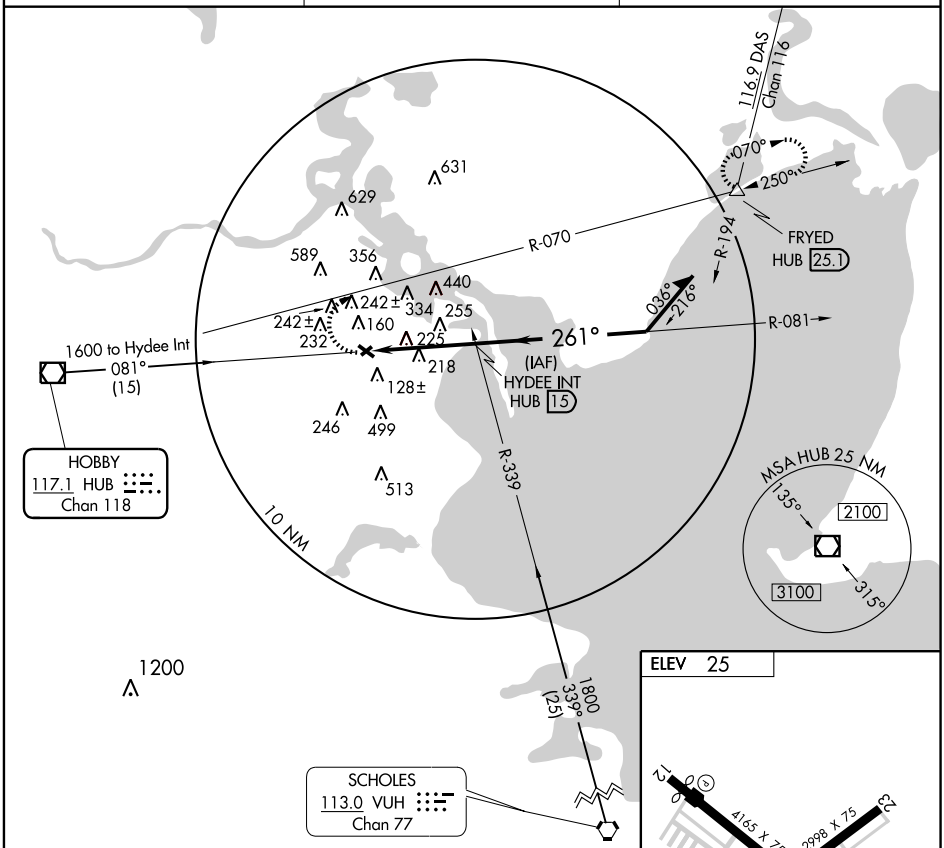
# VOR-A

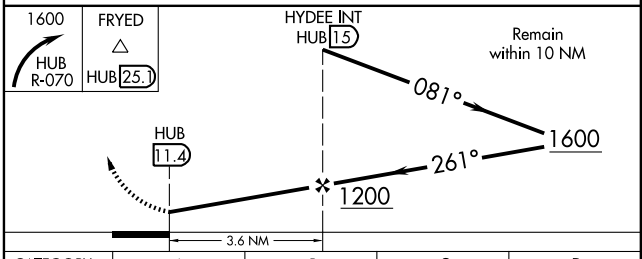
## LA PORTE MUNI (T41)

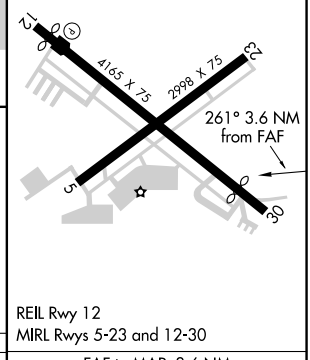
Use Ellington Field altimeter setting.
NA

MISSED APPROACH: Climbing right turn to 1600 via HUB R-070 to FRYED Int and hold.

| HOUSTON APP CON | CLNC DEL | UNICOM |
|---|---|---|
| 134.45 284.0 | 125.6 | 122.7 (CTAF) |




REIL Rwy 12
MIRL Rwys 5-23 and 12-30

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 660-1 | 635 (700-1) | 660-1¾ 635 (700-1¾) | NA |

FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3808 |
|---|---|---|
| 154° | TDZE | 1231 |
| | Apt Elev | 1231 |

# GPS RWY 15

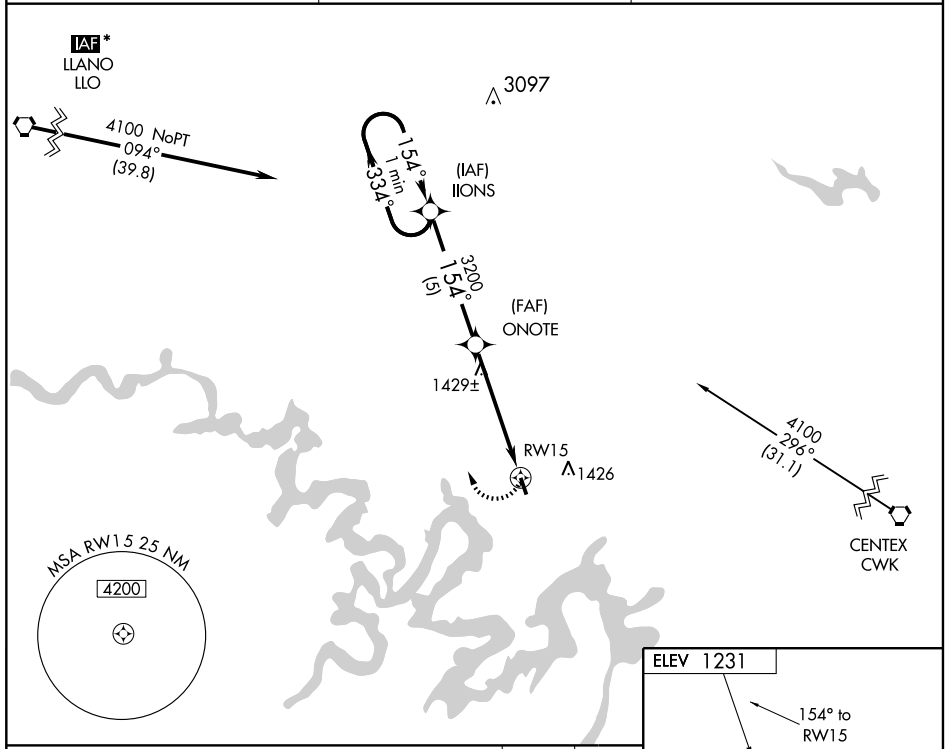
## LAGO VISTA TX-RUSTY ALLEN (RYW)

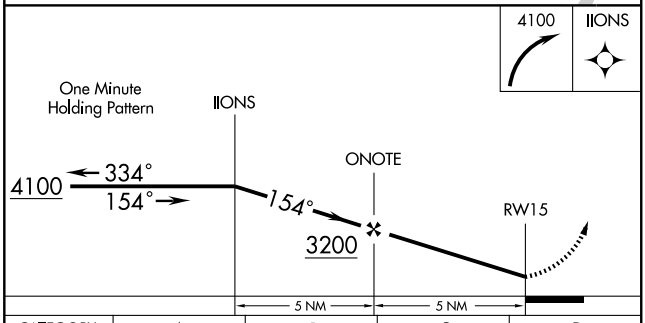
IAF
NA

Use Austin-Bergstrom Intl altimeter setting.
ARM APPROACH MODE 30 NM PRIOR TO IAF.*

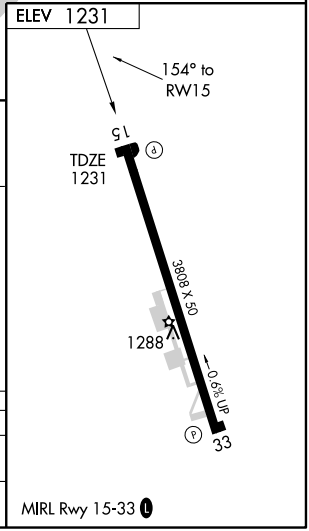
MISSED APPROACH: Climbing right turn to 4100 direct IIONS WP and hold.

| AWOS-3 | AUSTIN APP CON | UNICOM |
|---|---|---|
| 119.375 | 119.0 370.85 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1880-1 649- (700-1) | | 1880-1¾ 649 (700-1¾) | NA |
| CIRCLING | 1880-1 649 (700-1) | | 1940-2 709 (800-2) | NA |




MIRL Rwy 15-33 L

| NDB LSA | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 338 | 155° | TDZE | 2990 |
| | | Apt Elev | 2998 |

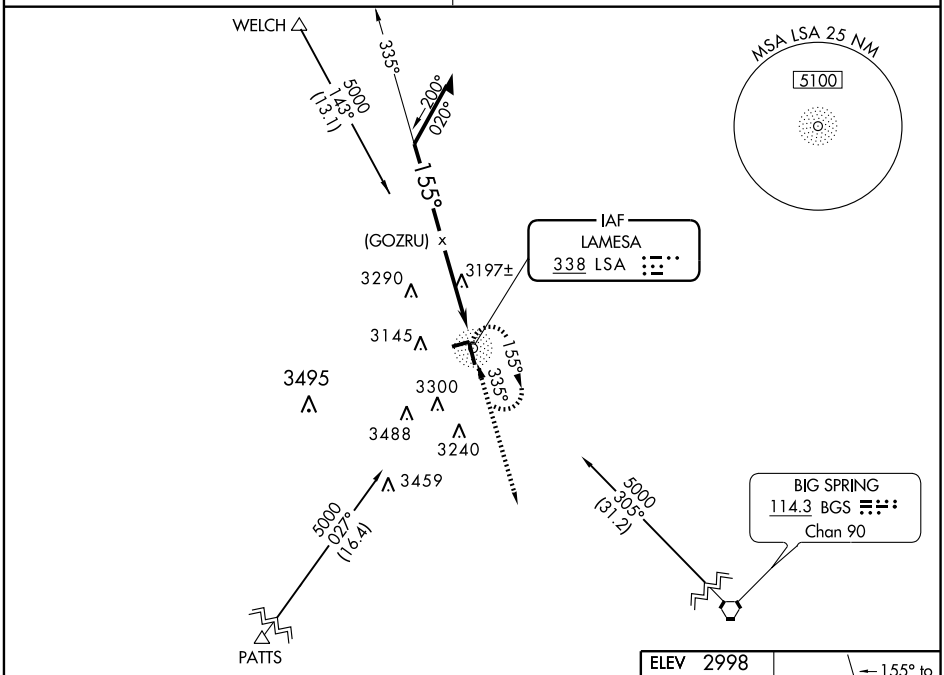
# NDB or GPS RWY 16
LAMESA MUNI (2F5)

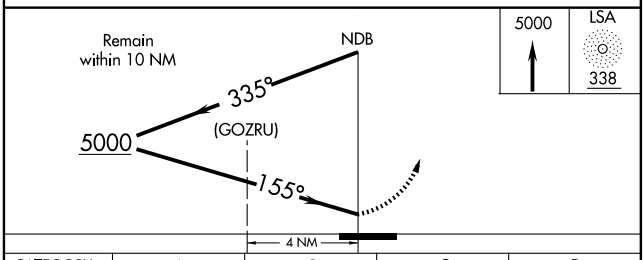
Obtain local altimeter setting on CTAF when not received, use Midland Intl. altimeter setting.
⚠ NA

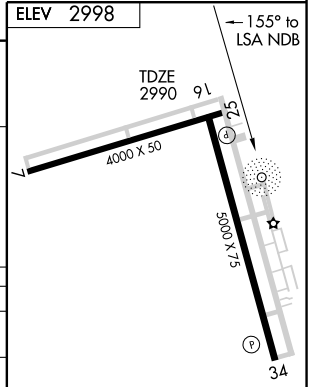
MISSED APPROACH: Climb to 5000 then direct LSA NDB and hold.

FORT WORTH CENTER
**132.6 269.05**

UNICOM
**122.8** (CTAF) L




MIRL Rwys 7-25 and 16-34 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-16 | 3640-1 | 650 (700-1) | 3640-1¾ 650 (700-1¾) | 3640-2 650 (700-2) |
| CIRCLING | 3640-1 | 642 (700-1) | 3640-1¾ 642 (700-1¾) | 3660-2 662 (700-2) |
| MIDLAND INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-16 | 3780-1 790 (800-1) | 3780-1¼ 790 (800-1¼) | 3780-2¼ 790 (800-2¼) | 3780-2½ 790 (800-2½) |
| CIRCLING | 3780-1 782 (800-1) | 3780-1¼ 782 (800-1¼) | 3780-2¼ 782 (800-2¼) | 3800-2½ 802 (800-2½) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB LSA | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 338 | 339° | TDZE | 2995 |
| | | Apt Elev | 2998 |

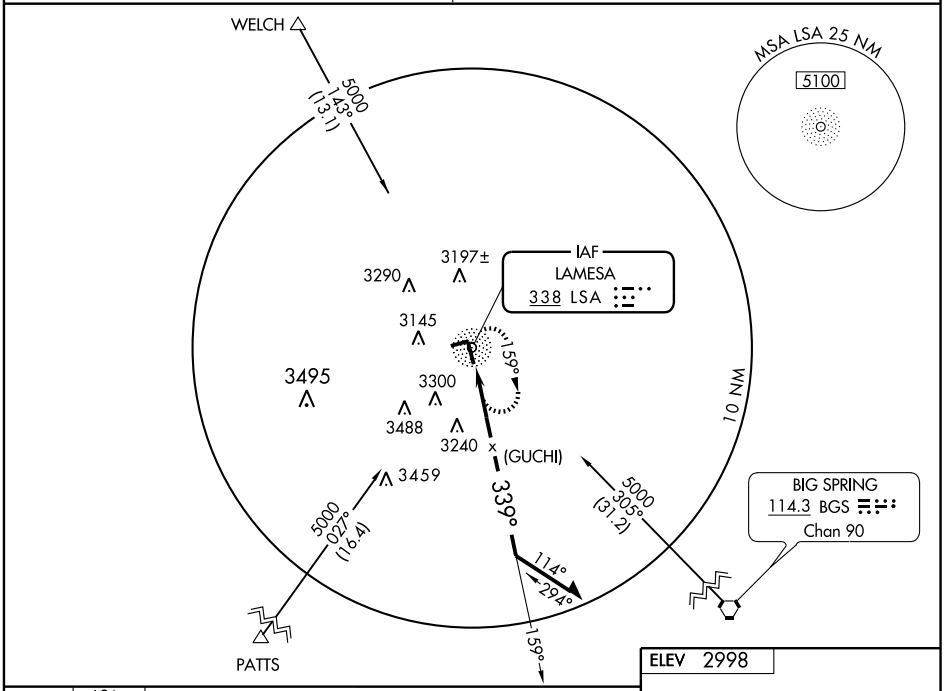
# NDB or GPS RWY 34
LAMESA MUNI (2F5)

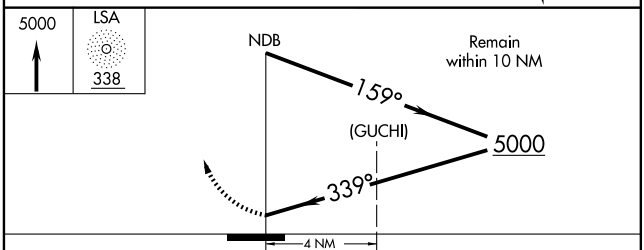
Obtain local altimeter setting on CTAF when not received, use Midland Intl. altimeter setting.
⚠ NA

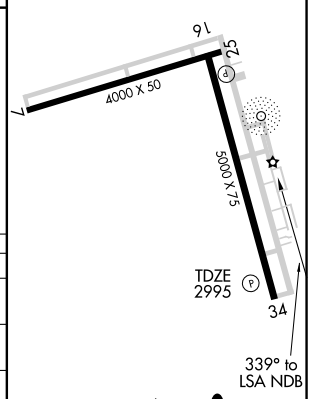
MISSED APPROACH: Climb to 5000 then direct LSA NDB and hold.

FORT WORTH CENTER
**132.6 269.05**

UNICOM
**122.8** (CTAF) L




MIRL Rwys 7-25 and 16-34 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 3600-1 | 605 (700-1) | 3600-1¾ 605 (700-1¾) | 3600-2 605 (700-2) |
| CIRCLING | 3600-1 | 602 (700-1) | 3600-1¾ 602 (700-1¾) | 3660-2 662 (700-2) |
| MIDLAND INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-34 | 3740-1 745 (800-1) | 3740-1¼ 745 (800-1¼) | 3740-2¼ 745 (800-2¼) | 3740-2½ 745 (800-2½) |
| CIRCLING | 3740-1 742 (800-1) | 3740-1¼ 742 (800-1¼) | 3740-2¼ 742 (800-2¼) | 3800-2½ 802 (800-2½) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 34

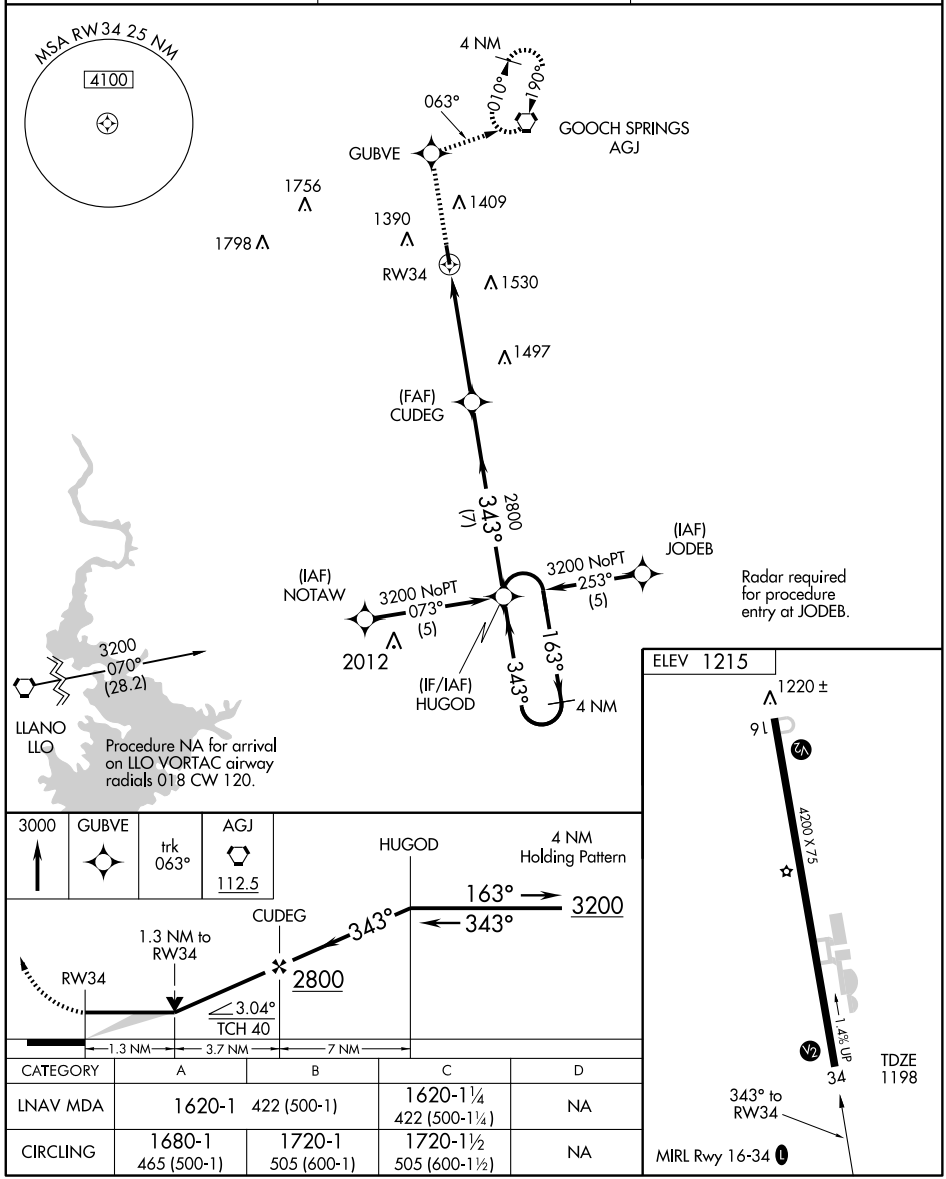
LAMPASAS (LZZ)

| APP CRS | Rwy Idg | 4200 |
|---|---|---|
| 343° | TDZE | 1198 |
| | Apt Elev | 1215 |

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 80 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Robert Gray AAF altimeter setting.

MISSED APPROACH: Climb to 3000 direct GUBVE and via track 063° to AGJ VORTAC and hold.

| AWOS-3 | GRAY APP CON | UNICOM |
|---|---|---|
| 119.075 | 120.075 323.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1620-1 422 (500-1) | | 1620-1¼ 422 (500-1¼) | NA |
| CIRCLING | 1680-1 465 (500-1) | 1720-1 505 (600-1) | 1720-1½ 505 (600-1½) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

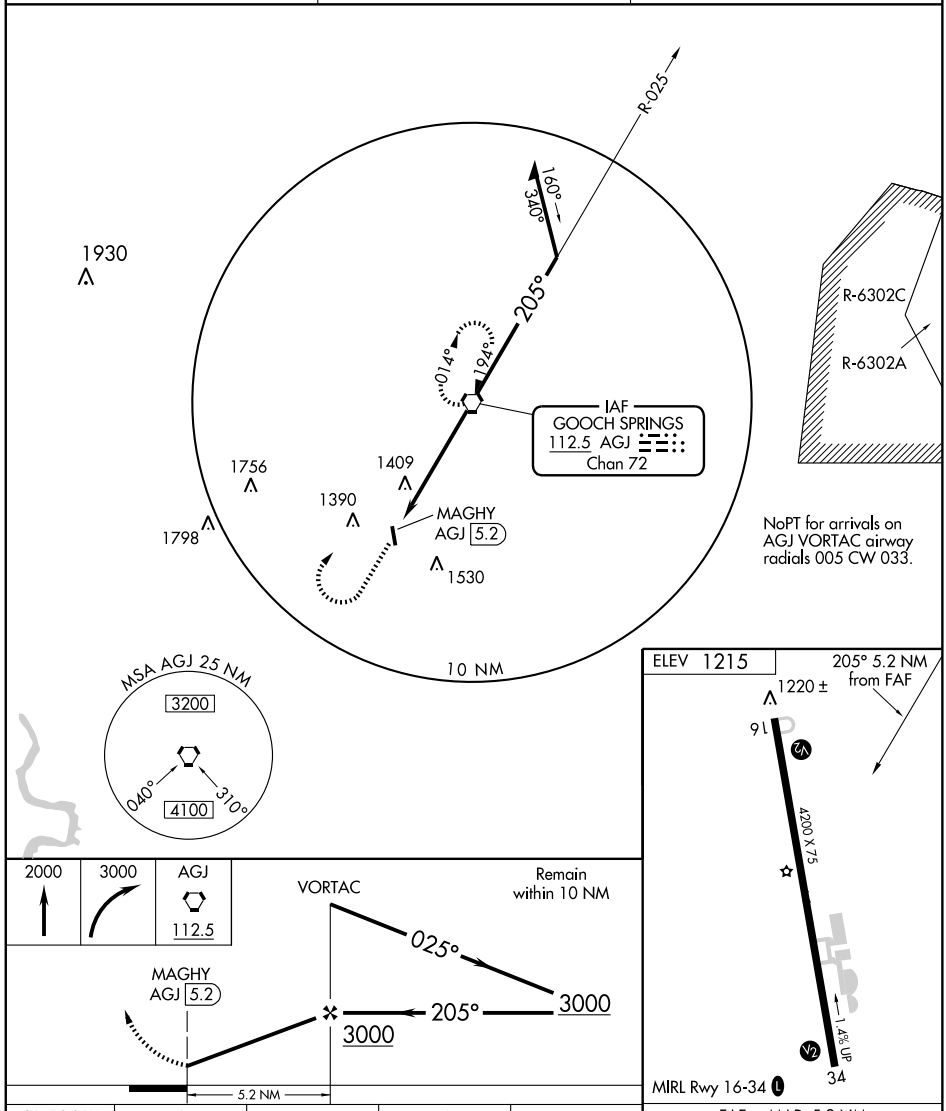
| VORTAC AGJ 112.5 Chan 72 | APP CRS 205° | Rwy Idg N/A TDZE N/A Apt Elev 1215 |
|---|---|---|

# VOR-A
## LAMPASAS (LZZ)

When local altimeter setting not received, use Robert Gray AAF altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGJ VORTAC and hold.

| AWOS-3 | GRAY APP CON | UNICOM |
|---|---|---|
| 119.075 | 120.075 323.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1680-1 465 (500-1) | 1720-1 505 (600-1) | 1720-1½ 505 (600-1½) | NA |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-3, 14 JAN 2010 to 11 FEB 2010

# DALLAS NINE DEPARTURE

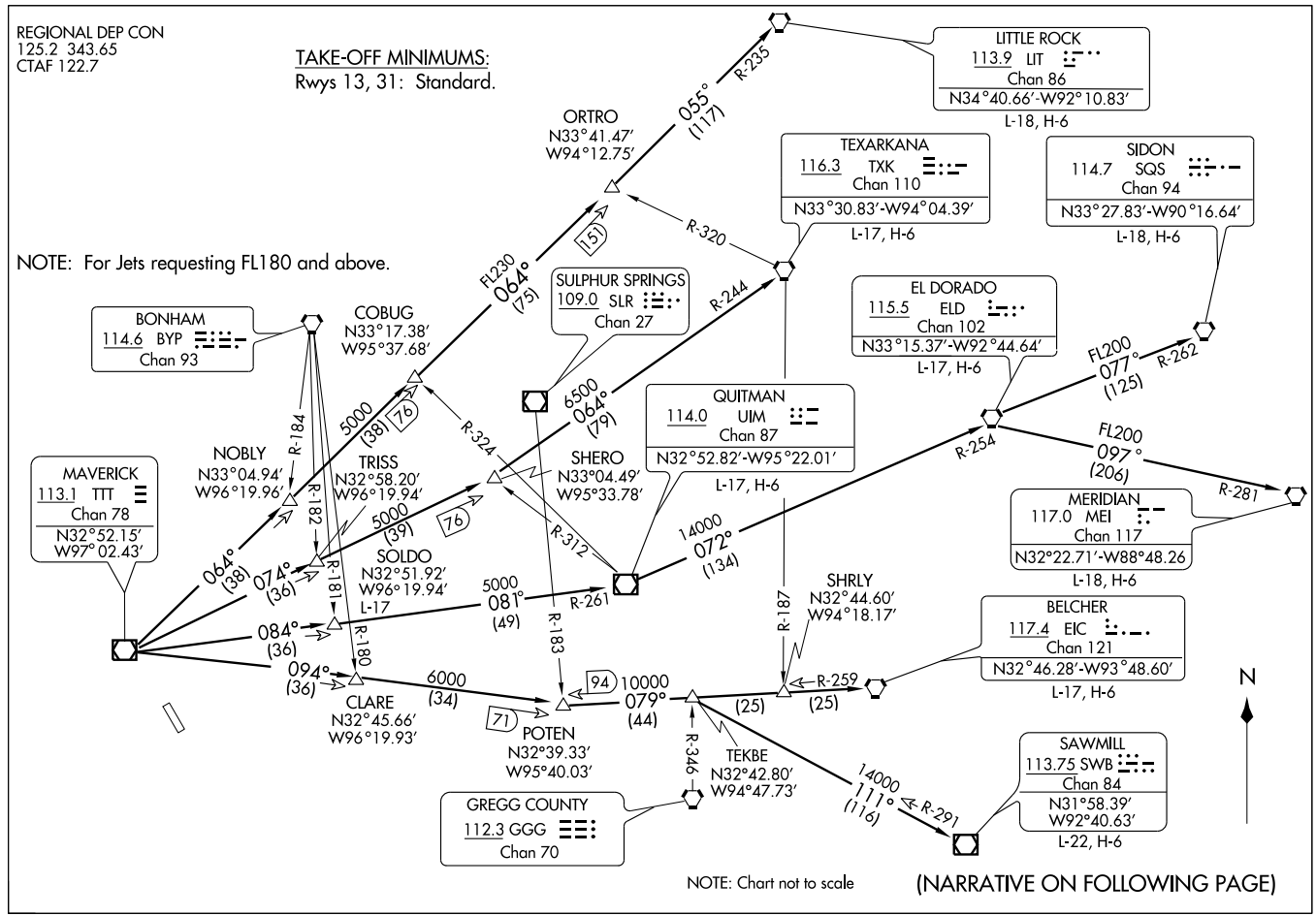




REGIONAL DEP CON
125.2 343.65
CTAF 122.7

TAKE-OFF MINIMUMS:
Rwys 13, 31: Standard.

NOTE: For Jets requesting FL180 and above.




NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

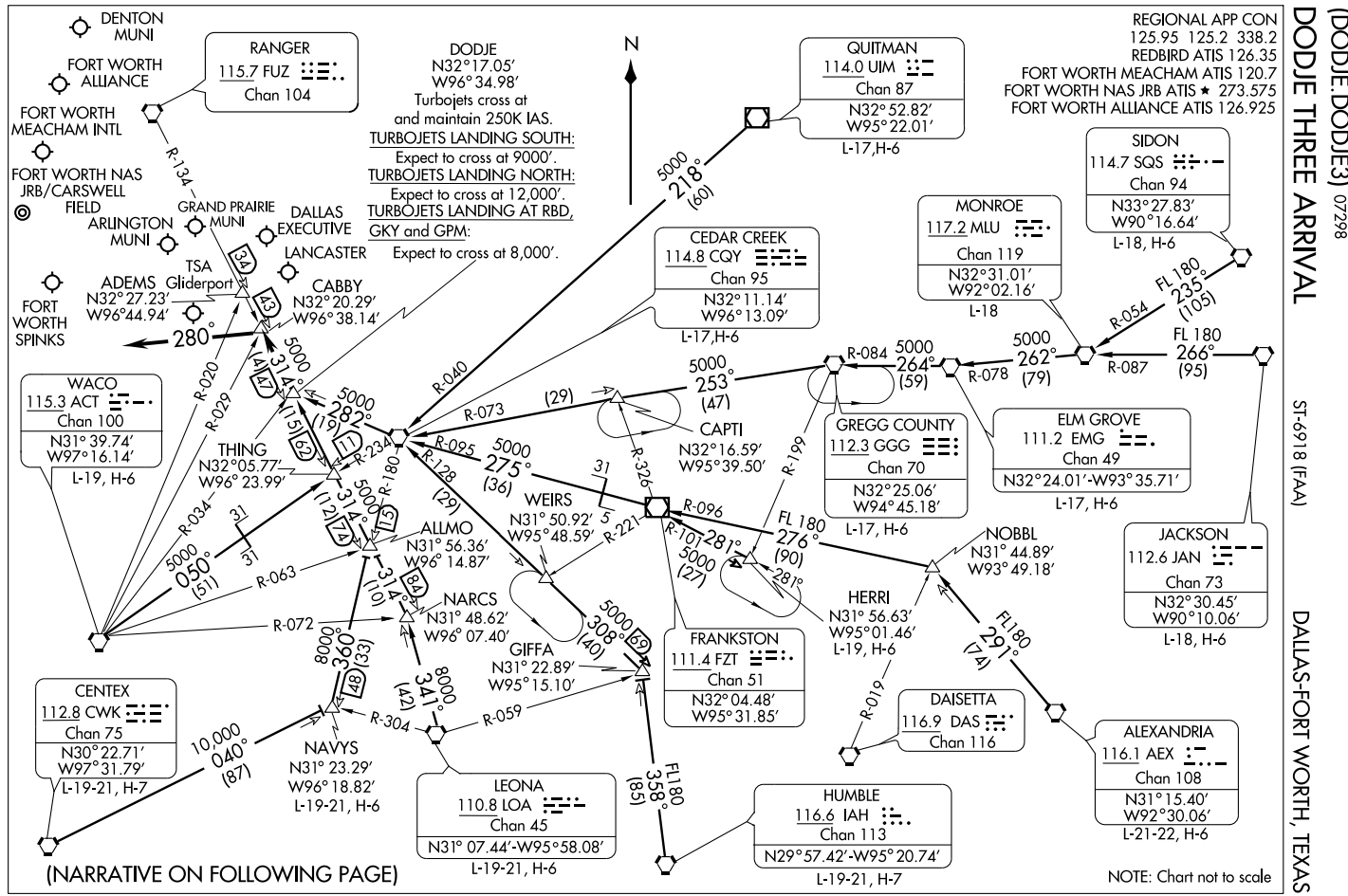
SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


DODGE THREE ARRIVAL
(DODJE.DODJE3) 07298
ST-6918 (FAA)
DALLAS-FORT WORTH, TEXAS
REGIONAL APP CON
125.95 125.2 338.2
REDBIRD ATIS 126.35
FORT WORTH MEACHAM ATIS 120.7
FORT WORTH NAS JRB ATIS ★ 273.575
FORT WORTH ALLIANCE ATIS 126.925
DENTON MUNI
FORT WORTH ALLIANCE
FORT WORTH MEACHAM INTL
FORT WORTH NAS JRB/CARSWELL FIELD
ARLINGTON MUNI
GRAND PRAIRIE MUNI
DALLAS EXECUTIVE
LANCASTER
TSA
ADEMS Gliderport
N32°27.23′
W96°44.94′
CABBY
N32°20.29′
W96°38.14′
FORT WORTH SPINKS
RANGER
115.7 FUZ
Chan 104
R-134
DODJE
N32°17.05′
W96°34.98′
Turbojets cross at and maintain 250K IAS.
TURBOJETS LANDING SOUTH:
Expect to cross at 9000′.
TURBOJETS LANDING NORTH:
Expect to cross at 12,000′.
TURBOJETS LANDING AT RBD, GKY and GPM:
Expect to cross at 8,000′.
N
QUITMAN
114.0 UIM
Chan 87
N32°52.82′
W95°22.01′
L-17,H-6
5000
218°
(60)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14′
W96°13.09′
L-17,H-6
MONROE
117.2 MLU
Chan 119
N32°31.01′
W92°02.16′
L-18
SIDON
114.7 SQS
Chan 94
N33°27.83′
W90°16.64′
L-18, H-6
FL 180
235°
(105)
R-054
R-087
5000
262°
(79)
FL 180
266°
(95)
R-078
R-084
5000
264°
(59)
5000
253°
(47)
CAPTI
N32°16.59′
W95°39.50′
R-073
(29)
R-040
R-095
5000
275°
(36)
R-128
(29)
R-199
R-326
31
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.06′
W94°45.18′
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01′-W93°35.71′
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45′
W90°10.06′
L-18, H-6
NOBBL
N31° 44.89′
W93° 49.18′
FL180
291°
(74)
HERRI
N31° 56.63′
W95°01.46′
L-19, H-6
R-019
DAISETTA
116.9 DAS
Chan 116
ALEXANDRIA
116.1 AEX
Chan 108
N31°15.40′
W92°30.06′
L-21-22, H-6
HUMBLE
116.6 IAH
Chan 113
N29°57.42′-W95° 20.74′
L-19-21, H-7
FL180
358°
(85)
R-059
R-304
8000
341°
(42)
8000
360°
(33)
R-072
R-063
5000
050°
(51)
R-034
31
31
5000
314°
(74)
(12)
13
R-180
R-234
R-029
R-020
5000
282°
(19)
11
5000
314°
(47)
(15)
62
43
34
280°
WACO
115.3 ACT
Chan 100
N31° 39.74′
W97°16.14′
L-19, H-6
THING
N32°05.77′
W96° 23.99′
ALLMO
N31° 56.36′
W96° 14.87′
NARCS
N31° 48.62′
W96° 07.40′
GIFFA
N31° 22.89′
W95°15.10′
WEIRS
N31° 50.92′
W95° 48.59′
R-221
5
31
R-096
FL 180
276°
(90)
R-101
281°
5000
(27)
281°
5000
308°
(40)
69
314°
(10)
84
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48′
W95° 31.85′
CENTEX
112.8 CWK
Chan 75
N30° 22.71′
W97° 31.79′
L-19-21, H-7
10,000
040°
(87)
NAVYS
N31° 23.29′
W96° 18.82′
L-19-21, H-6
148
LEONA
110.8 LOA
Chan 45
N31° 07.44′-W95° 58.08′
L-19-21, H-6
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

# DODJE THREE ARRIVAL (DODJE.DODJE3)



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DODJE3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

CEDAR CREEK TRANSITION (CQY.DODJE3): From over CQY VORTAC via CQY R-282 to DODJE INT. Thence. . . .

CENTEX TRANSITION (CWK.DODJE3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

ELM GROVE TRANSITION (EMG.DODJE3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

GREGG COUNTY TRANSITION (GGG.DODJE3): From over GGG VORTAC via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HERRI TRANSITION (HERRI.DODJE3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-275 and CQY R-095 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

HUMBLE TRANSITION (IAH.DODJE3): From over IAH VORTAC via IAH R-355 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

JACKSON TRANSITION (JAN.DODJE3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

LEONA TRANSITION (LOA.DODJE3): From over LOA VORTAC via LOA R-341 to NARCS INT, then via FUZ R-134 to DODJE INT. Thence. . . .

MONROE TRANSITION (MLU.DODJE3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

NAVYS TRANSITION (NAVYS.DODJE3): From over NAVYS INT via CQY R-180 to ALLMO INT, then via FUZ R-134 to DODJE INT. Thence. . . .

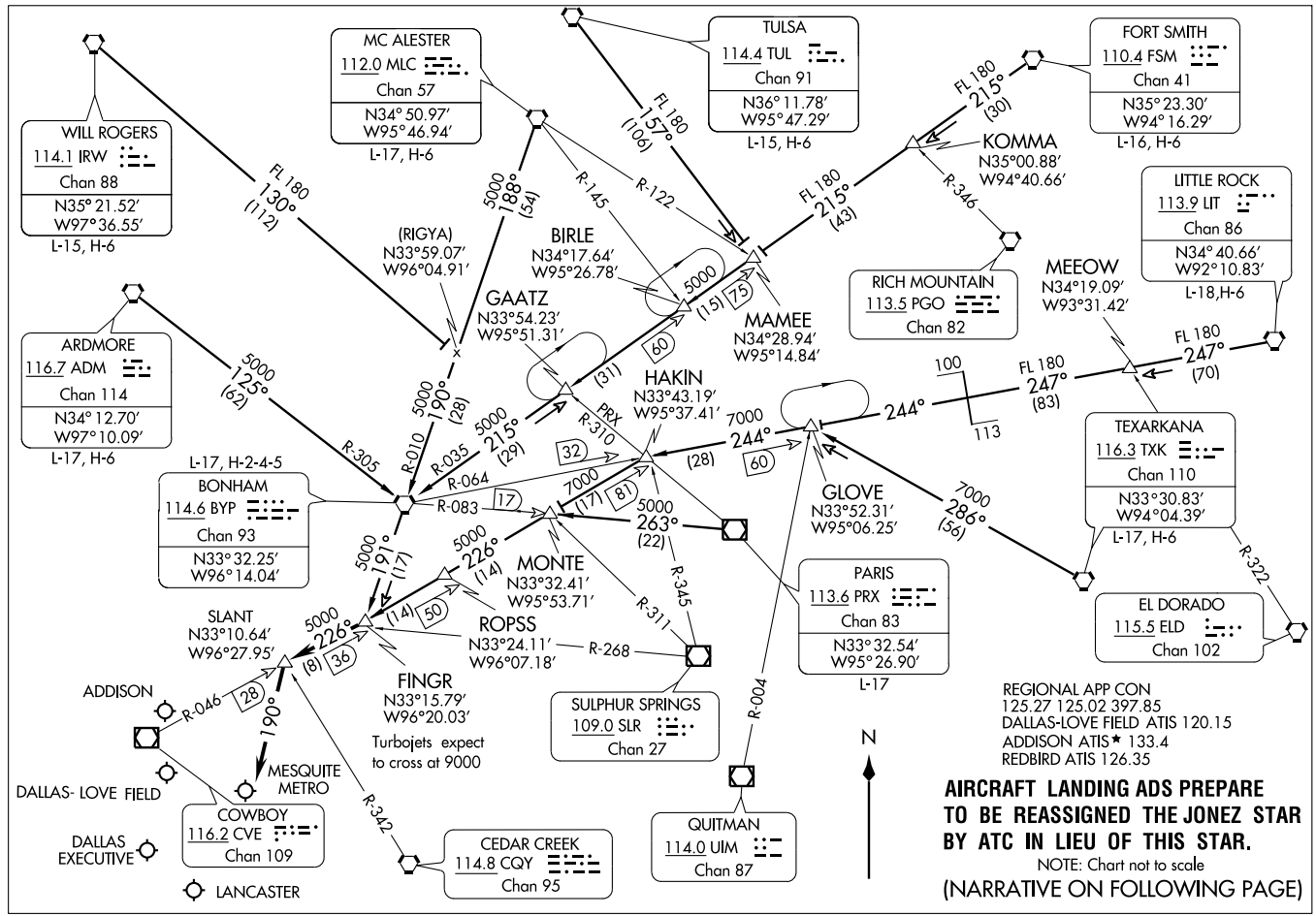
QUITMAN TRANSITION (UIM.DODJE3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

SIDON TRANSITION (SQS.DODJE3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to CQY VORTAC, then via CQY R-282 to DODJE INT. Thence. . . .

WACO TRANSITION (ACT.DODJE3): From over ACT VORTAC via ACT R-050 and CQY R-234 to THING INT, then via FUZ R-134 to DODJE INT. Thence. . . .

. . . .From over DODJE INT via FUZ R-134 to CABBY INT or ADEMS INT (when directed by ATC). Depart CABBY INT heading 280°. Expect radar vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010


FINGR THREE ARRIVAL
(FINGR.FINGR3) 09351
ST-106 (FAA)
DALLAS-FT. WORTH, TEXAS
MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE TO BE REASSIGNED THE JONEZ STAR BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

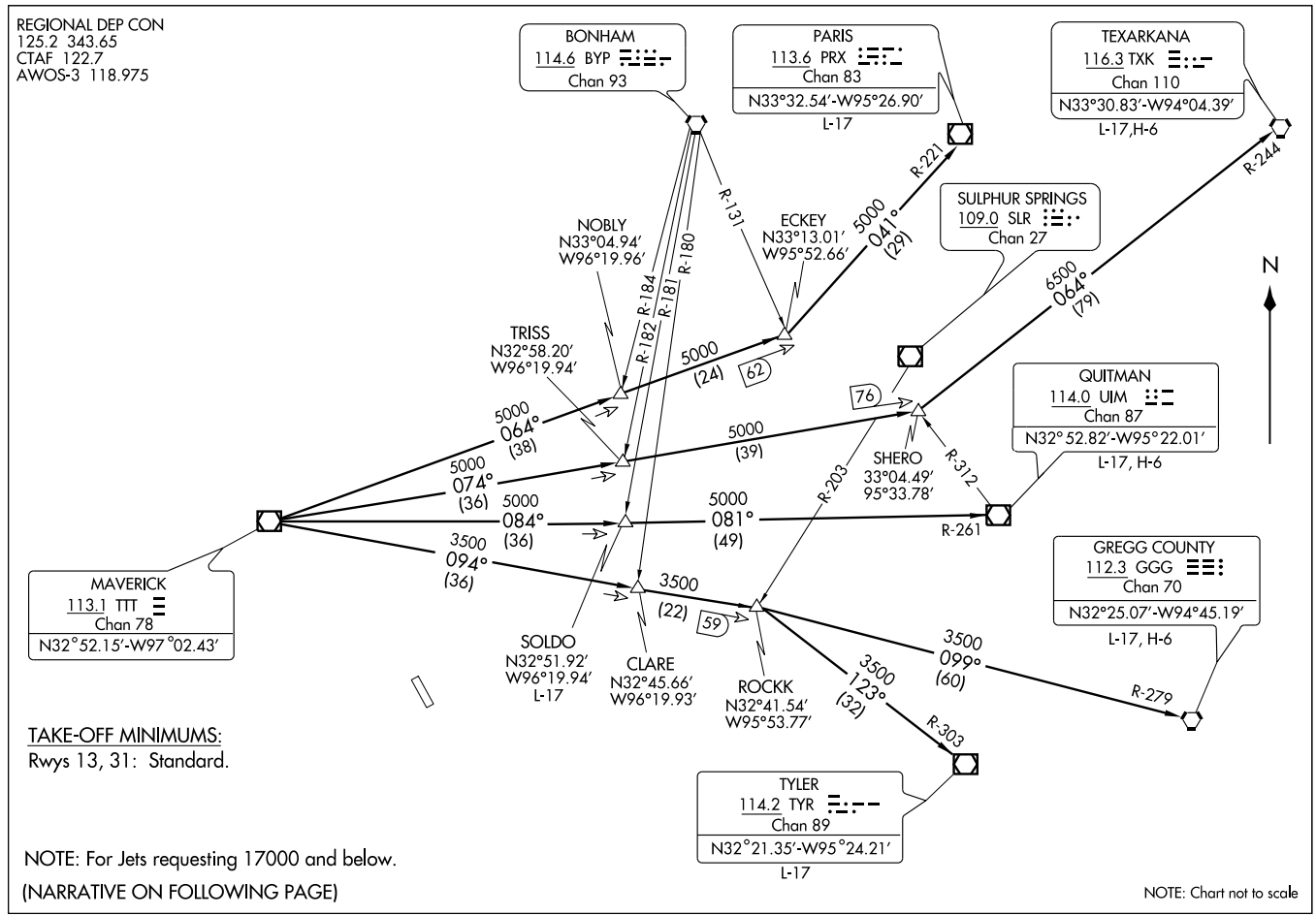
# FINGR THREE ARRIVAL (FINGR.FINGR3)



## ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010




(GARL3.TTT) 09351

# GARLAND THREE DEPARTURE

SL-5936 (FAA)

LANCASTER (LNC)

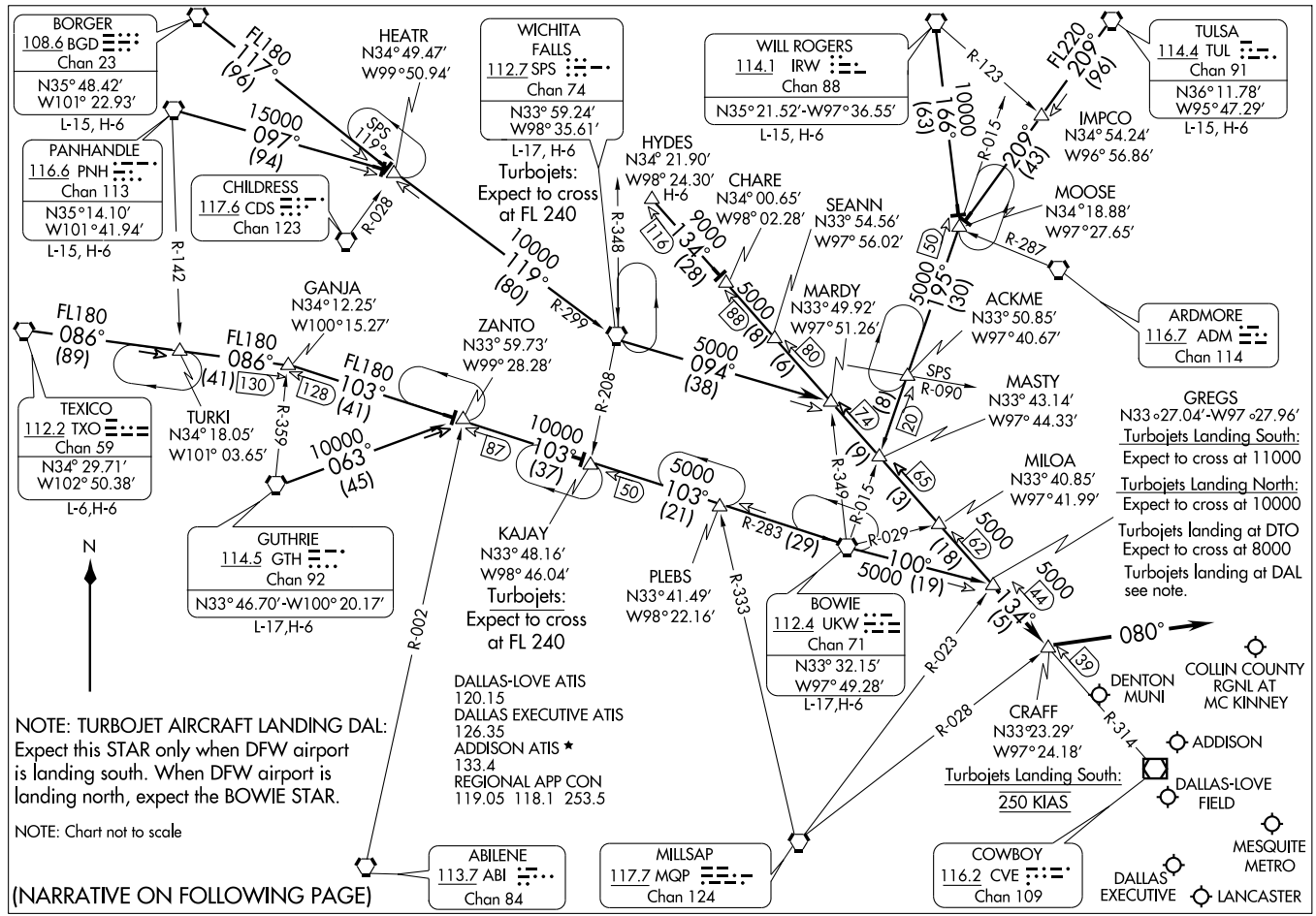
LANCASTER, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

SC-2, 14 JAN 2010 to 11 FEB 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
R-349
R-015
R-029
5000 100° (19)
R-123
FL220 209° (96)
10000 166° (63)
R-015
209° (43)
R-287
5000 195° (30)
9000 134° (28)
116
5000 094° (38)
88
8
6
80
74
8
20
9
3
65
62
5000 134° (5)
44
39
080°
R-023
R-028
R-314
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

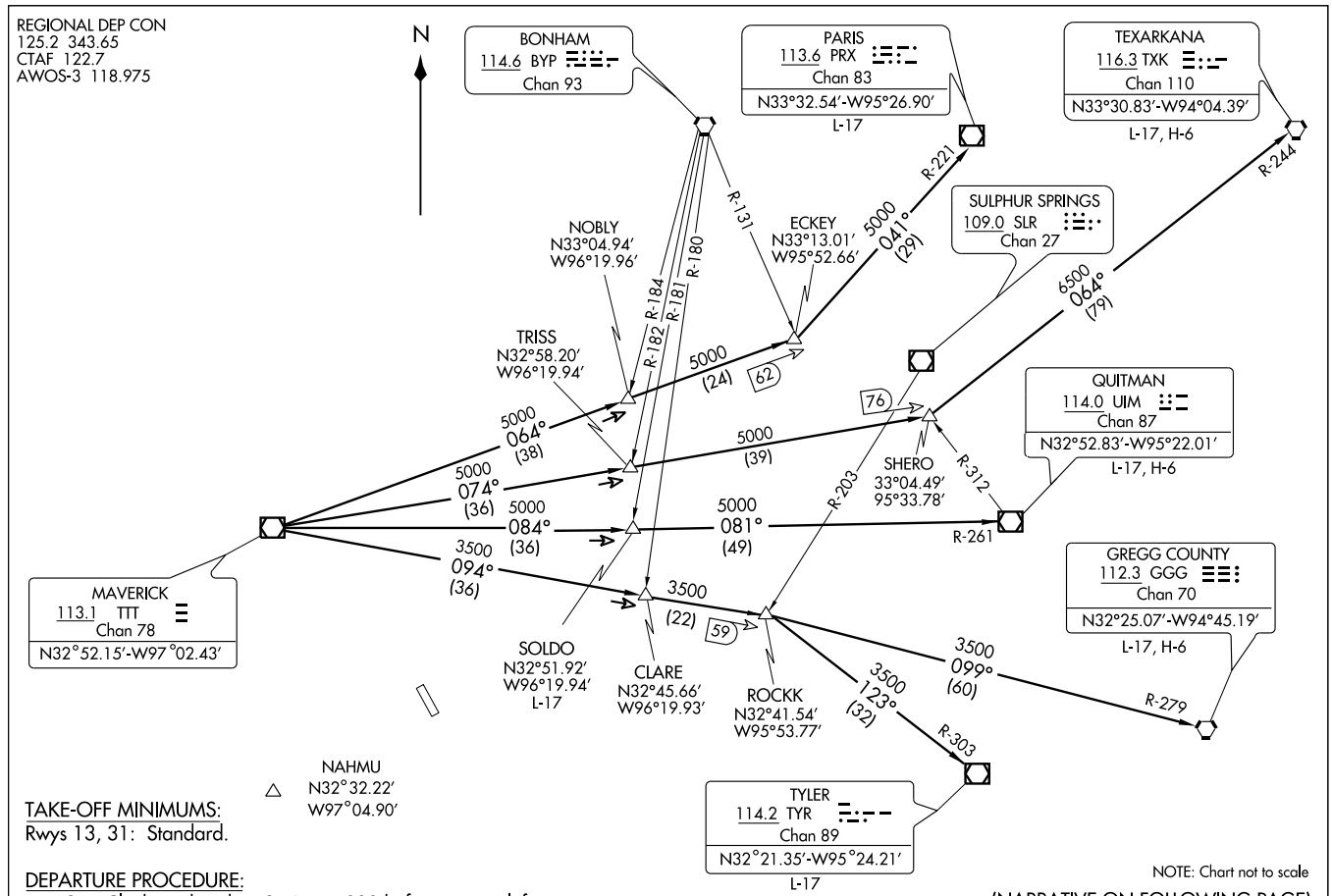
. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

# HUBBARD SIX DEPARTURE








TAKE-OFF MINIMUMS:
Rwys 13, 31: Standard.

DEPARTURE PROCEDURE:
Rwy 31: Climb via heading 314° to 1900 before turning left.

NOTE: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 31:
Multiple trees beginning 1,133' from departure end of runway, 479' left of centerline, up to 40' AGL/541' MSL.
Trees 886' from departure end of runway, 637' right of centerline, 35' AGL/536' MSL.
Multiple poles beginning 5,613' from departure end of runway, 1,171' right of centerline, up to 101' AGL/661' MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

# JOE POOL FOUR DEPARTURE

SL-5936 (FAA)

LANCASTER (LNC)
LANCASTER, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

TAKE-OFF MINIMUMS:
Rwys 13, 31: Standard.

TSA Gliderport

CEDAR CREEK
114.8 CQY
Chan 95

NELYN
N32°17.10'
W97°11.15'

DARTZ
N32°17.07'
W96°48.93'

JASPA
N32°17.10'
W97°03.54'
L-17

ARDIA
N32°17.10'
W96°56.27'
L-17

GLEN ROSE
115.0 JEN
Chan 97

BRDEN
N31°53.06'
W96°39.80'

ELLVR
N31°42.49'
W96°50.27'
L-19, H-6

TORNN
N31°31.22'
W96°30.88'
H-6

TNV
R-334

WACO
115.3 ACT
Chan 100
N31°39.74'-W97°16.14'
L-19, H-6

LEONA
110.8 LOA
Chan 45

WINDU
N31°31.83'
W97°04.95'
L-19, H-6

BILEE
N31°09.75'
W96°23.31'
L-19-21, H-6

HOARY
N30°34.63'
W97°46.52'
L-19-21, H-7

COLLEGE STATION
113.3 CLL
Chan 80
N30°36.30'-W96°25.24'
L-19-21,H-7

NAVASOTA
115.9 TNV
Chan 106

CENTEX
112.8 CWK
Chan 75

SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64'
W98°27.68'
L-19,H-7

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 14 JAN 2010 to 11 FEB 2010

# KINGDOM SEVEN DEPARTURE SL-5936 (FAA)



REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975

TAKE-OFF OBSTACLES:
Note: Rwy 31, Multiple trees beginning 1133′ from DER, 479′ left of centerline, up to 40′ AGL/541′ MSL. Trees 886′ from DER, 637′ right of centerline, 35′ AGL/536′ MSL. Multiple poles beginning 5613′ from DER, 1171′ right of centerline, up to 101′ AGL/661′ MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24′-W98°35.61′
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82′
W98°24.42′

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70′
W100°20.17′
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47′
W97°44.00′

RANGER
115.7 FUZ
Chan 104
N32°53.37′
W97°10.77′

MUZZO
N33°15.10′
W98°14.61′

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

CEOLA
N32°51.98′
W97°44.00′

MAVERICK
113.1 TTT
Chan 78
N32°52.15′-W97°02.43′

RUWLO
N32°47.28′
W99°07.77′

R-330

2500 261° (28)

2800 250° (36)

8000 (71)

99

8000 265° V18

BEKLE
N32°49.27′
W99°49.92′

93 (36)

R-265

4000 261° (13)

R-081

PODDE
N32°43.58′
W97°44.00′
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57′
W97°59.85′
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwy 13, standard.
Rwy 21, 200-1 1/2 or standard with minimum climb of 222′ per NM to 800′.
DEPARTURE PROCEDURES:
Rwy 31 Climb heading 314° to 1900′ before turning left.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000′ and below.

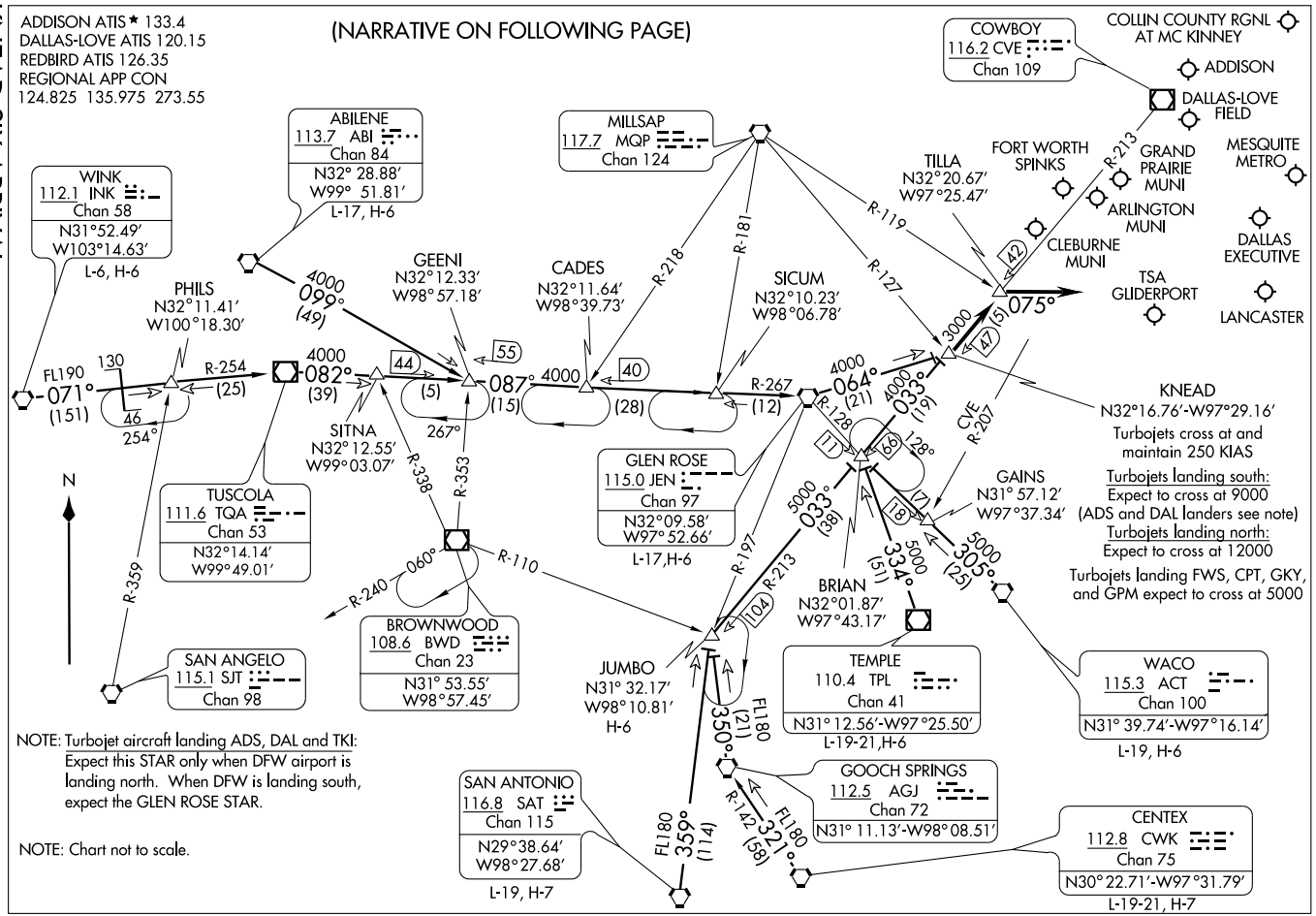
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55
(NARRATIVE ON FOLLOWING PAGE)
COWBOY
116.2 CVE
Chan 109
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
GRAND PRAIRIE MUNI
ARLINGTON MUNI
DALLAS EXECUTIVE
LANCASTER
TSA GLIDERPORT
CLEBURNE MUNI
FORT WORTH SPINKS
TILLA
N32°20.67′
W97°25.47′
ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6
PHILS
N32°11.41′
W100°18.30′
GEENI
N32°12.33′
W98°57.18′
CADES
N32°11.64′
W98°39.73′
SICUM
N32°10.23′
W98°06.78′
FL190
071°
(151)
130
46
254°
R-254
(25)
4000
082°
(39)
4000
099°
(49)
44
(5)
55
087°
4000
(15)
40
(28)
R-267
(12)
4000
064°
(21)
4000
033°
(19)
R-218
R-181
R-119
R-127
R-128
R-207
CVE
42
13000
151
147
075°
KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000 (ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000
GAINS
N31° 57.12′
W97°37.34′
N
R-359
SITNA
N32°12.55′
W99°03.07′
267°
R-338
R-353
TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′
GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6
11
66
128°
17
18
5000
033°
(38)
5000
334°
(51)
5000
305°
(25)
R-197
R-213
104
BRIAN
N32°01.87′
W97°43.17′
R-240
060°
R-110
BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′
SAN ANGELO
115.1 SJT
Chan 98
JUMBO
N31° 32.17′
W98°10.81′
H-6
TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6
FL180
350°
(21)
GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7
FL180
359°
(114)
R-142
321°
(58)
CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7
NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

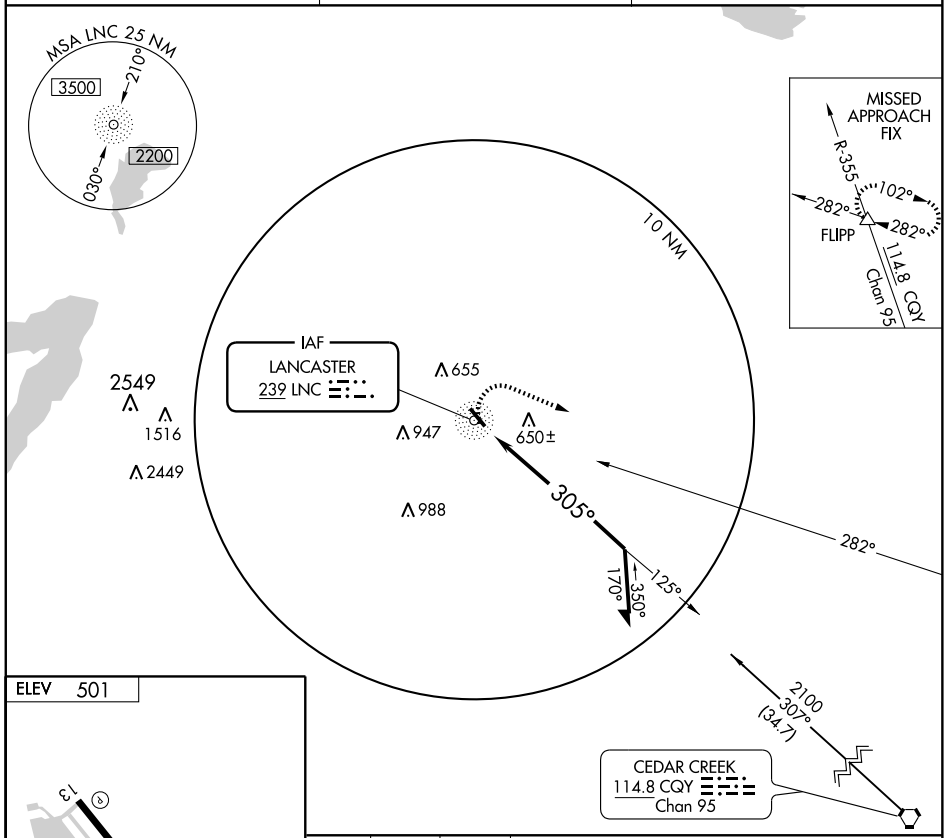
| NDB LNC | APP CRS | Rwy Idg | 4999 |
|---|---|---|---|
| 239 | 305° | TDZE | 492 |
| | | Apt Elev | 501 |

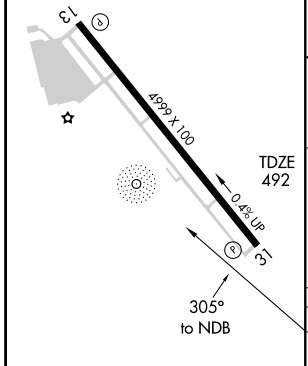
# NDB RWY 31
## LANCASTER (LNC)

If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDA's 60 feet.

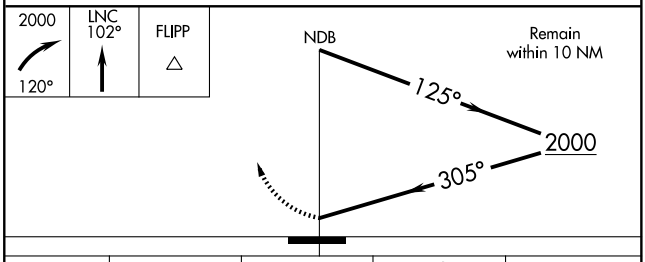
MISSED APPROACH: Climbing right turn to 2000 via heading 120° and 102° bearing from LNC NDB to FLIPP Int and hold.

| AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| 118.975 | 125.2 343.65 | 122.7 (CTAF) |




REIL Rwy 31
MIRL Rwy 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1080-1 | 588 (600-1) | NA | |
| CIRCLING | 1080-1 | 579 (600-1) | NA | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS Chan **97305** **W31A** | APP CRS **314°** | Rwy Idg **4999** TDZE **492** Apt Elev **501** |
|---|---|---|

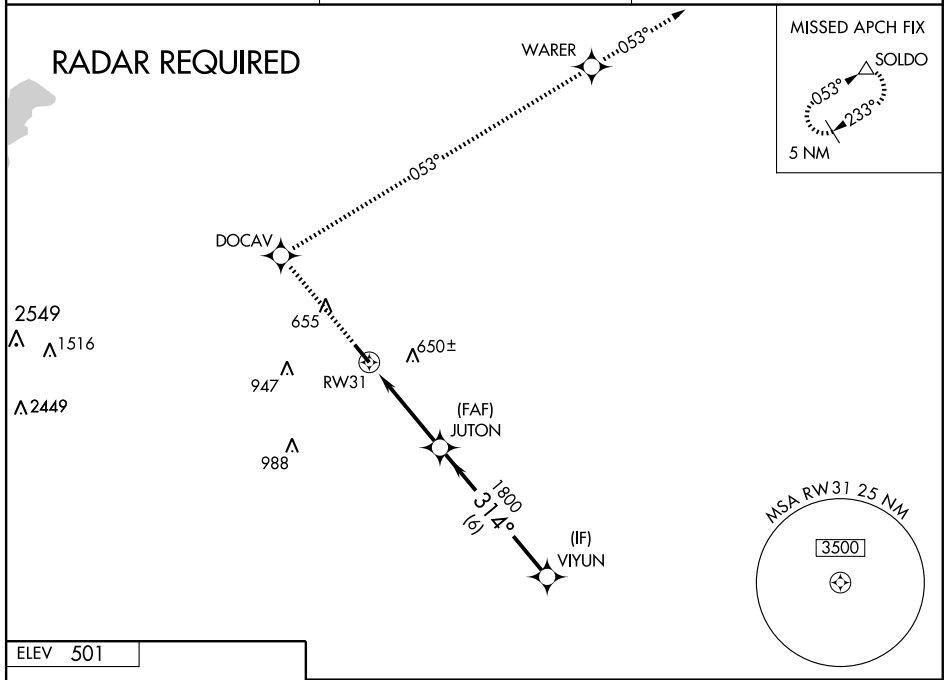
# RNAV (GPS) RWY 31
LANCASTER (LNC)

If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs/MDAs 60 feet. VDP and Baro-VNAV NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below -16°C (4°F). DME/DME RNP-0.3 NA.

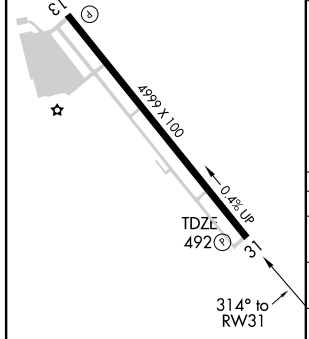
MISSED APPROACH: Climb to 2000 direct DOCAV and turn right via 053° track to WARER, then climb to 3000 via 053° track to SOLDO and hold.

| AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| **118.975** | **125.2 343.65** | **122.7** (CTAF) |

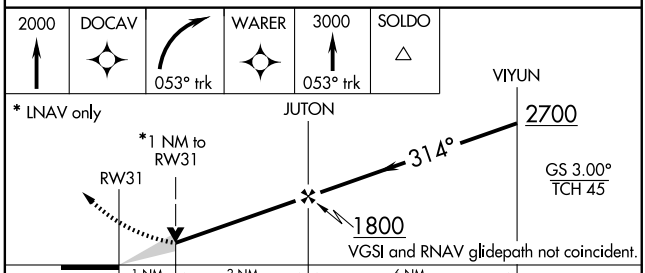
RADAR REQUIRED




ELEV 501




REIL Rwy 31
MIRL Rwy 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 750-1 258 (300-1) | | NA | |
| LNAV/VNAV DA | 820-1¼ 328 (400-1¼) | | NA | |
| LNAV MDA | 840-1 348 (400-1) | | NA | |
| CIRCLING | 980-1¼ 479 (500-1¼) | | NA | |

SC-2, 14 JAN 2010 to 11 FEB 2010

# TEXOMA ONE DEPARTURE

SL-5936 (FAA)

REGIONAL DEP CON
125.2 343.65
CTAF 122.7
AWOS-3 118.975

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

112.3 IBL
Chan 70

115.2 SYO
Chan 99

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

TAKE-OFF MINIMUMS:
Rwys 13, 31: STANDARD.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

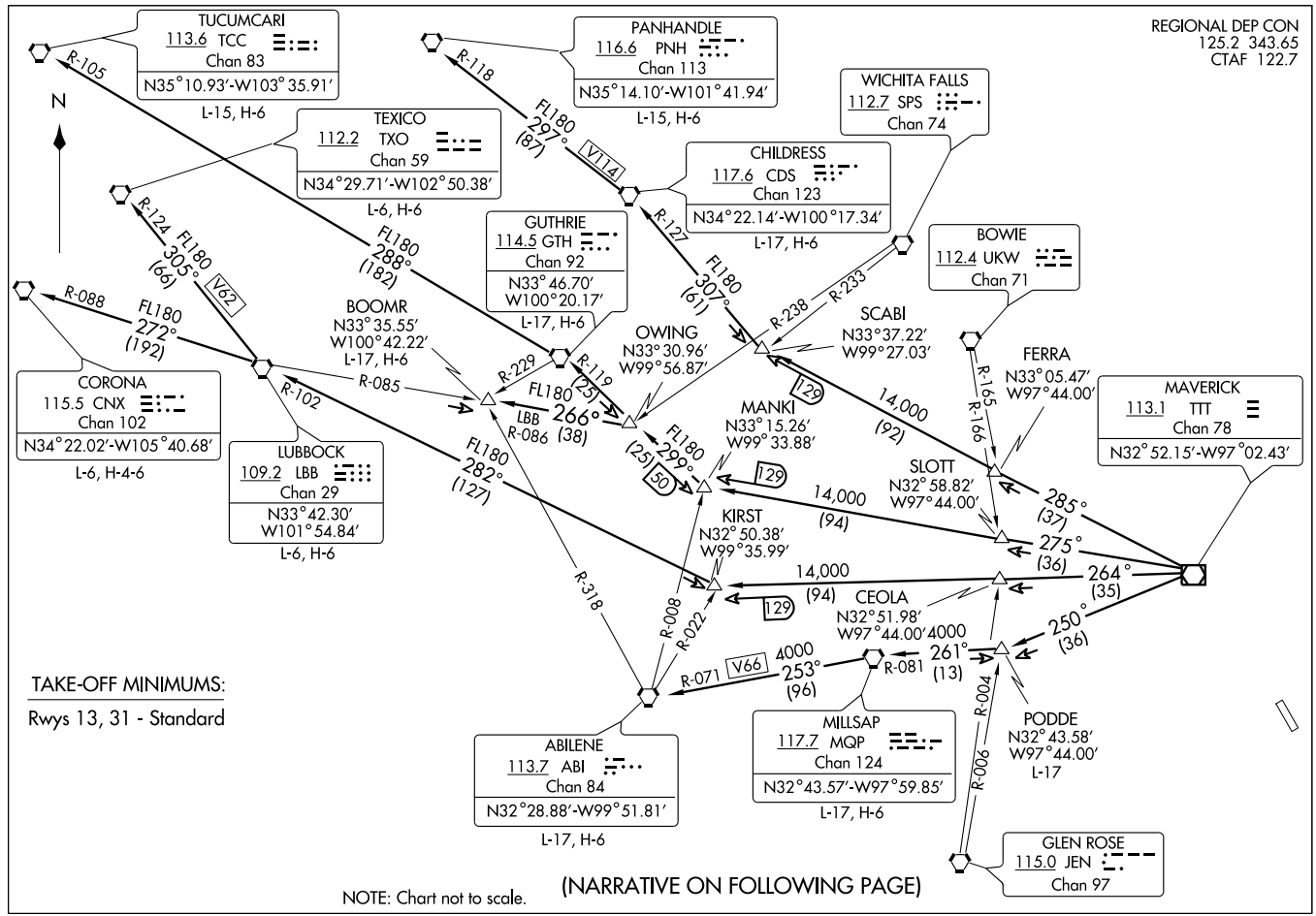
ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

SC-2, 14 JAN 2010 to 11 FEB 2010


TUCUMCARI
113.6 TCC
Chan 83
N35°10.93'-W103°35.91'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35°14.10'-W101°41.94'
L-15, H-6
WICHITA FALLS
112.7 SPS
Chan 74
TEXICO
112.2 TXO
Chan 59
N34°29.71'-W102°50.38'
L-6, H-6
CHILDRESS
117.6 CDS
Chan 123
N34°22.14'-W100°17.34'
L-17, H-6
GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6
BOWIE
112.4 UKW
Chan 71
BOOMR
N33°35.55'
W100°42.22'
L-17, H-6
OWING
N33°30.96'
W99°56.87'
SCABI
N33°37.22'
W99°27.03'
FERRA
N33°05.47'
W97°44.00'
CORONA
115.5 CNX
Chan 102
N34°22.02'-W105°40.68'
L-6, H-4-6
MANKI
N33°15.26'
W99°33.88'
MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'
LUBBOCK
109.2 LBB
Chan 29
N33°42.30'
W101°54.84'
L-6, H-6
SLOTT
N32°58.82'
W97°44.00'
KIRST
N32°50.38'
W99°35.99'
CEOLA
N32°51.98'
W97°44.00'
ABILENE
113.7 ABI
Chan 84
N32°28.88'-W99°51.81'
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
N32°43.57'-W97°59.85'
L-17, H-6
PODDE
N32°43.58'
W97°44.00'
L-17
GLEN ROSE
115.0 JEN
Chan 97
REGIONAL DEP CON
125.2 343.65
CTAF 122.7
TAKE-OFF MINIMUMS:
Rwys 13, 31 - Standard
NOTE: Chart not to scale.
(NARRATIVE ON FOLLOWING PAGE)
WORTH FIVE DEPARTURE
(WORTH5.LNC) 08269
SL-5936 (FAA)
LANCASTER (LNC)
LANCASTER, TEXAS

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010

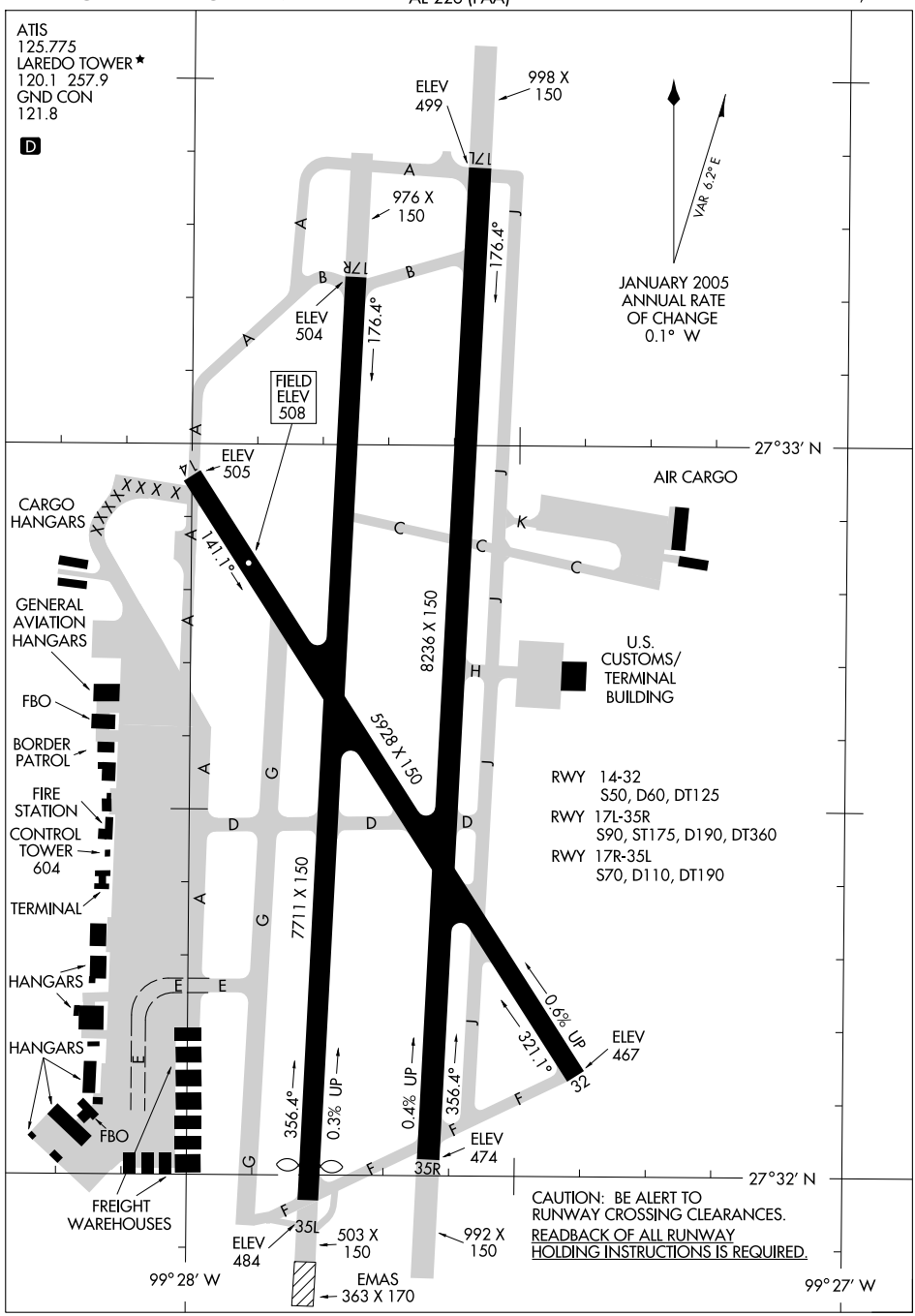
09351

# AIRPORT DIAGRAM

AL-226 (FAA)

## LAREDO INTL (LRD)

LAREDO, TEXAS




SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-LRD | APP CRS | Rwy Idg | 7711 |
|---|---|---|---|
| 111.9 | 175° | TDZE | 504 |
| Chan 56 | | Apt Elev | 508 |

# ILS or LOC/DME RWY 17R

LAREDO INTL (LRD)

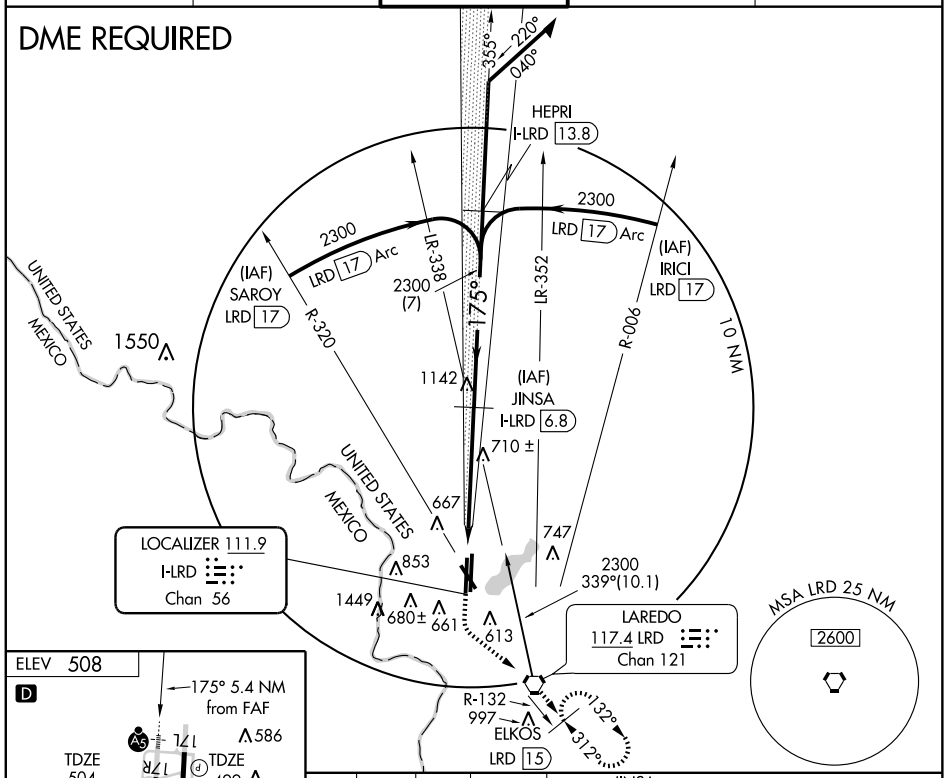
Circling NA west of Rwys 14 and 35L.
For inoperative MALSR, increase S-ILS CAT E visibility to ¾ , and S-LOC CAT E to 1¾ .

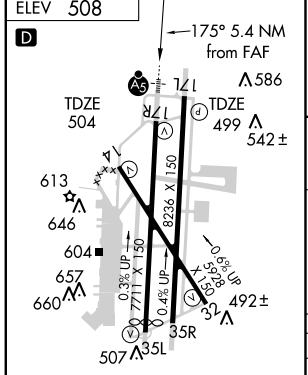
MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct LRD VORTAC and LRD R-132 to ELKOS/LRD 15 DME and hold.

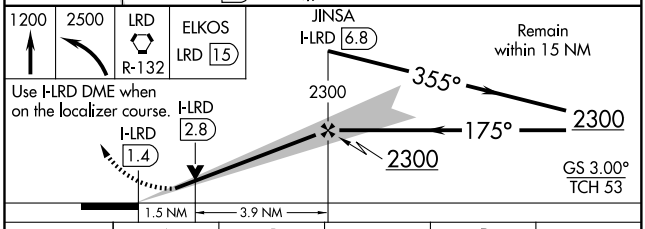
| ATIS | HOUSTON CENTER | LAREDO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.775 | 127.8 307.2 | 120.1 (CTAF) 257.9 | 121.8 | 122.95 |

DME REQUIRED




MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17R | 704-½ 200 (200-½) | | | | |
| S-LOC 17R | 1020-½ 516 (600-½) | | 1020-1 516 (600-1) | 1020-1¼ 516 (600-1¼) | |
| SIDESTEP 17L | 1020-1 521 (600-1) | | 1020-1½ 521 (600-1½) | 1020-2 521 (600-2) | |
| CIRCLING | 1020-1 512 (600-1) | | 1020-1½ 512 (600-1½) | 1060-2 552 (600-2) | 1240-2½ 732 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-LRD | APP CRS | Rwy Idg | 7591 |
|---|---|---|---|
| 111.9 | 355° | TDZE | 497 |
| Chan 56 | | Apt Elev | 508 |

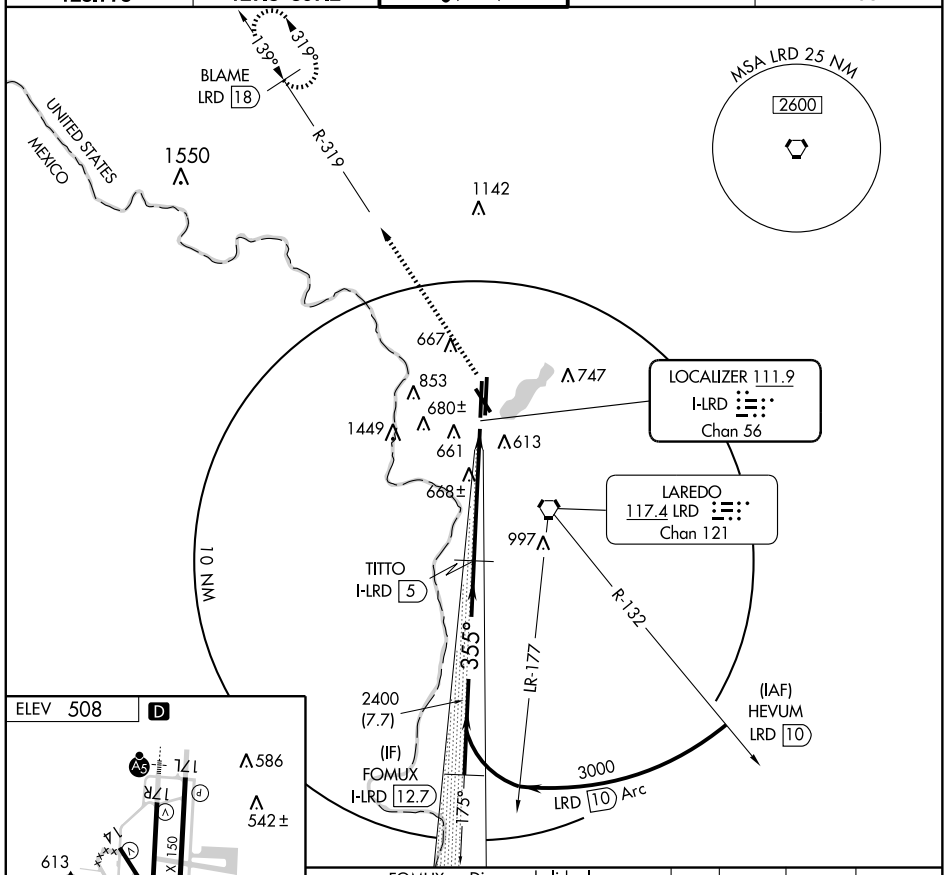
# LOC/DME BC RWY 35L

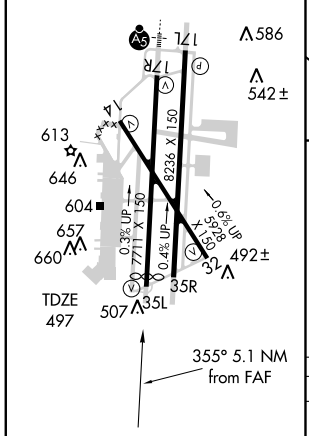
LAREDO INTL (LRD)

Circling NA west of Rwys 14 and 35L.

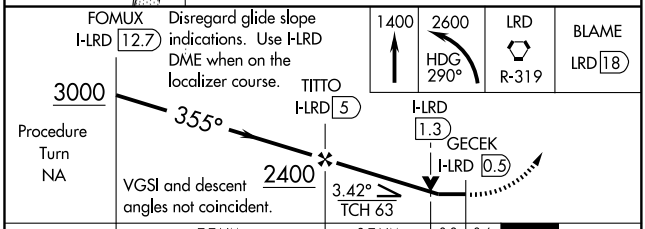
MISSED APPROACH: Climb to 1400, then climbing left turn to 2600 via heading 290° and LRD VORTAC R-319 to BLAME/LRD 18 DME and hold.

| ATIS | HOUSTON CENTER | LAREDO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.775 | 127.8 307.2 | 120.1 (CTAF) 257.9 | 121.8 | 122.95 |




MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-35L | 980-1 | 483 (500-1) | 980-1¼ 483 (500-1¼) | 980-1½ 483 (500-1½) | 980-1¾ 483 (500-1¾) |
| CIRCLING | 980-1 | 472 (500-1) | 980-1½ 472 (500-1½) | 1060-2 552 (600-2) | 1240-2½ 732 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

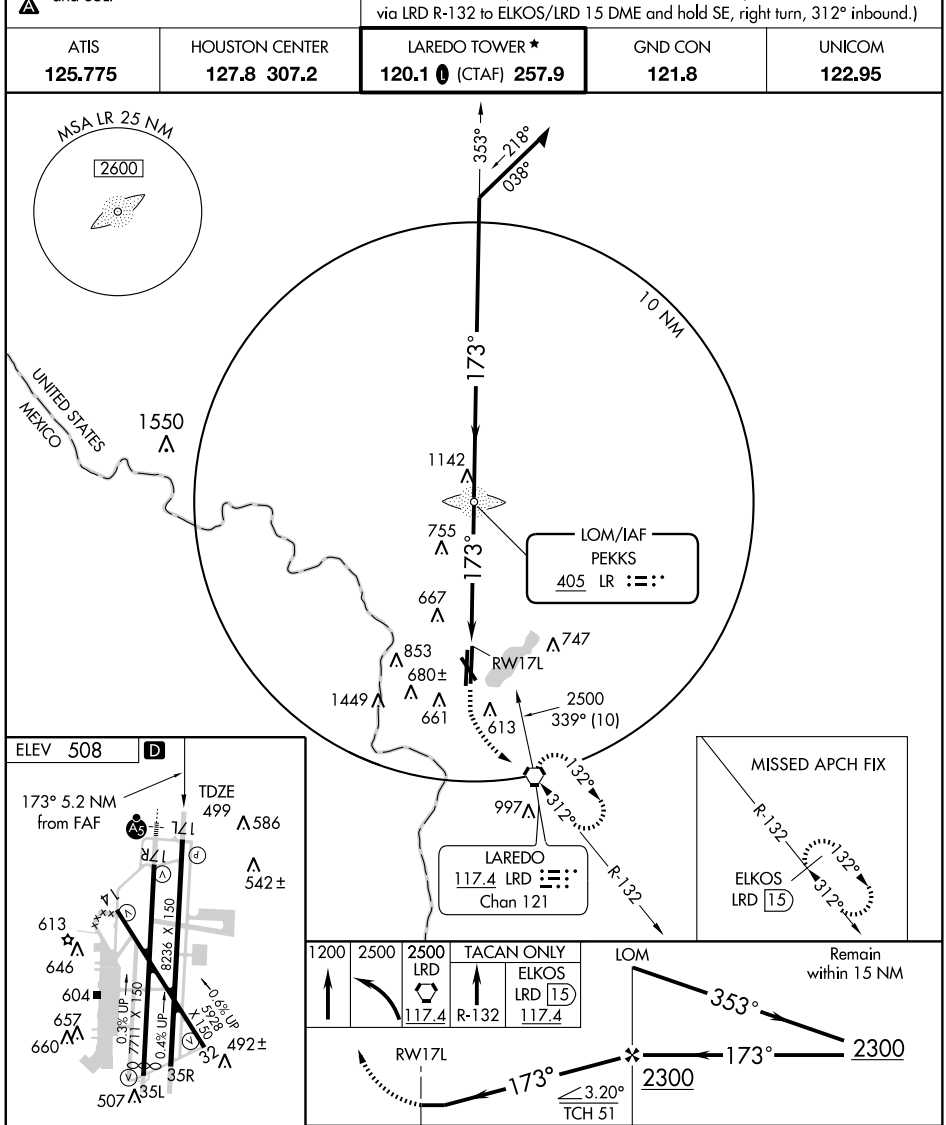
| LOM LR | APP CRS | Rwy Idg | 8236 |
|---|---|---|---|
| 405 | 173° | TDZE | 499 |
| | | Apt Elev | 508 |

# NDB RWY 17L
LAREDO INTL (LRD)

Circling not authorized west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct LRD VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft continue via LRD R-132 to ELKOS/LRD 15 DME and hold SE, right turn, 312° inbound.)

| ATIS | HOUSTON CENTER | LAREDO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.775 | 127.8 307.2 | 120.1 (L) (CTAF) 257.9 | 121.8 | 122.95 |

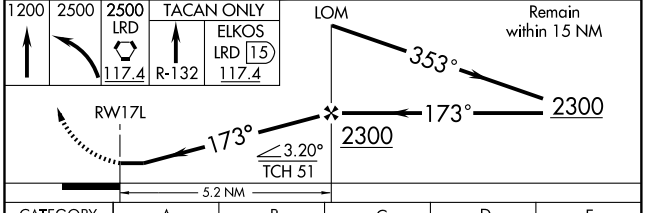






MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-17L | 1060-1 | 561 (600-1) | 1060-1½ 561 (600-1½) | 1060-1¾ 561 (600-1¾) | 1060-2 561 (600-2) |
| CIRCLING | 1060-1 | 552 (600-1) | 1060-1½ 552 (600-1½) | 1060-2 552 (600-2) | 1240-2½ 732 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

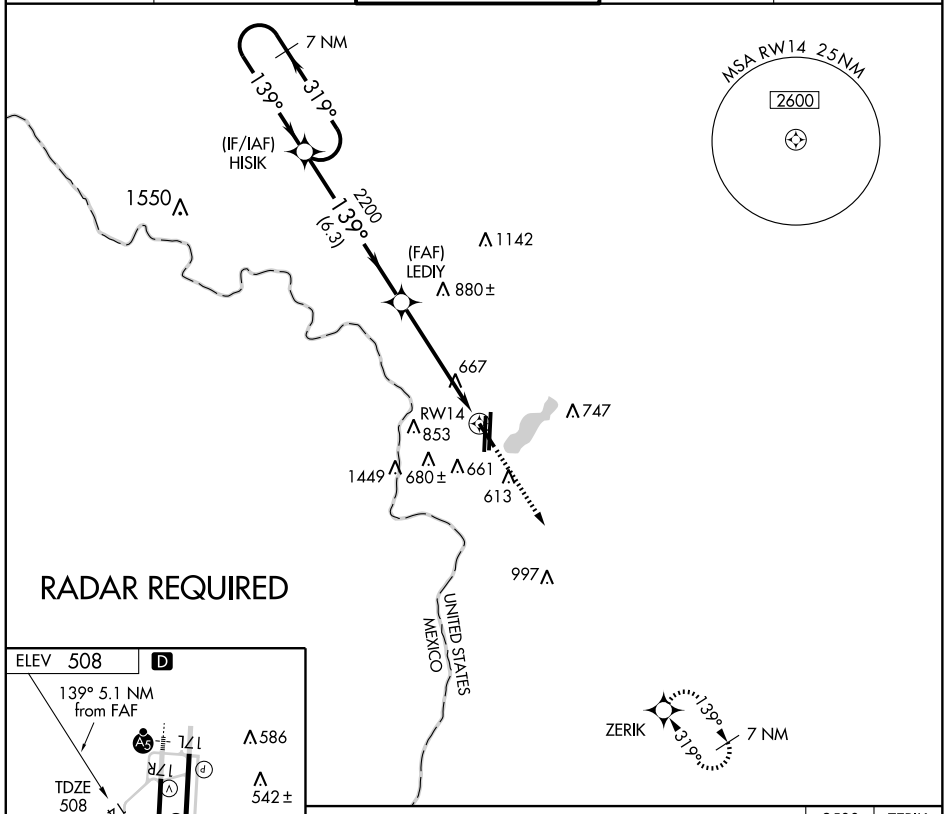
| APP CRS | Rwy Idg | 5928 |
|---|---|---|
| 139° | TDZE | 508 |
| | Apt Elev | 508 |

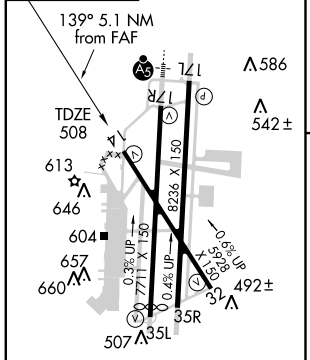
# RNAV (GPS) RWY 14
LAREDO INTL (LRD)

DME/DME RNP-0.3 NA. Circling not authorized west of Rwys 14 and 35L.

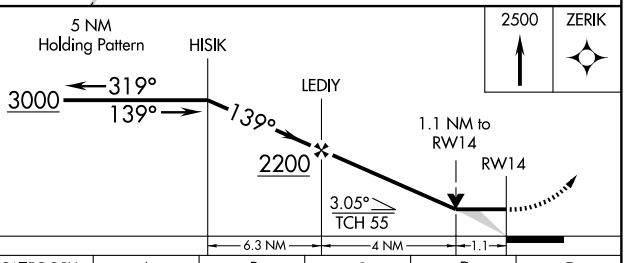
MISSED APPROACH: Climb to 2500 direct ZERIK and hold.

| ATIS | HOUSTON CENTER | LAREDO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.775 | 127.8 307.2 | 120.1 (L) (CTAF) 257.9 | 121.8 | 122.95 |




MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 920-1 412 (500-1) | | 920-1¼ 412 (500-1¼) | | 920-1½ 412 (500-1½) |
| CIRCLING | 960-1 452 (500-1) | 980-1 472 (500-1) | 980-1½ 472 (500-1½) | 1060-2 552 (600-2) | 1240-2½ 732 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 8236 |
|---|---|---|---|
| Ch 77899 | 175° | TDZE | 499 |
| W17B | | Apt Elev | 508 |

# RNAV (GPS) RWY 17L
LAREDO INTL (LRD)

T A W

DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). Circling NA west of runways 14 and 35L.

MISSED APPROACH: Climb to 2500 direct YANGU and via 130° track to ELKOS and hold.

| ATIS | HOUSTON CENTER | LAREDO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.775 | 127.8 307.2 | 120.1 (CTAF) 257.9 | 121.8 | 122.95 |

Procedure NA for arrivals at KAHAN via V17 northbound.

5 NM
355°
175°
(IF/IAF) PUCIK
3000 NoPT
255° (6.5)
(IAF) KAHAN
2300
175° (6.8)
1550
1142
(FAF) HOLOV
710±
667
853
680±
1449
661
RW17L
747
613
YANGU
997
MSA RW17L 25 NM
2600

MISSED APCH FIX
133°
313°
5 NM
ELKOS

ELEV 508
D
175° to RW17L
586
17L
17R
TDZE 499
542±
14
8236 X 150
613
646
604
657
660
492±
35R
507
35L
0.3% UP
7711 X 150
0.4% UP
0.6% UP
5228 X 150

2500 | YANGU | 130° TRK | ELKOS

* LNAV only
*1.3 NM to RW17L
RW17L
HOLOV
175°
2300
PUCIK
5 NM Holding Pattern
355°
175°
3000
GS 3.00°
TCH 51
1.3 NM | 4.1 NM | 6.8 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 749-¾ 250 (300-¾) | | | | |
| LNAV/VNAV DA | 954-1½ 455 (500-1½) | | | | |
| LNAV MDA | 960-1 461 (500-1) | | 960-1¼ 461 (500-1¼) | 960-1½ 461 (500-1½) | 960-1¾ 461 (500-1¾) |
| CIRCLING | 960-1½ 452 (500-1½) | 980-1½ 472 (500-1½) | | 1060-2 552 (600-2) | 1240-2½ 732 (800-2½) |

MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS Ch 82599 W17A | APP CRS 175° | Rwy Idg 7711 TDZE 504 Apt Elev 508 |
|---|---|---|

# RNAV (GPS) RWY 17R

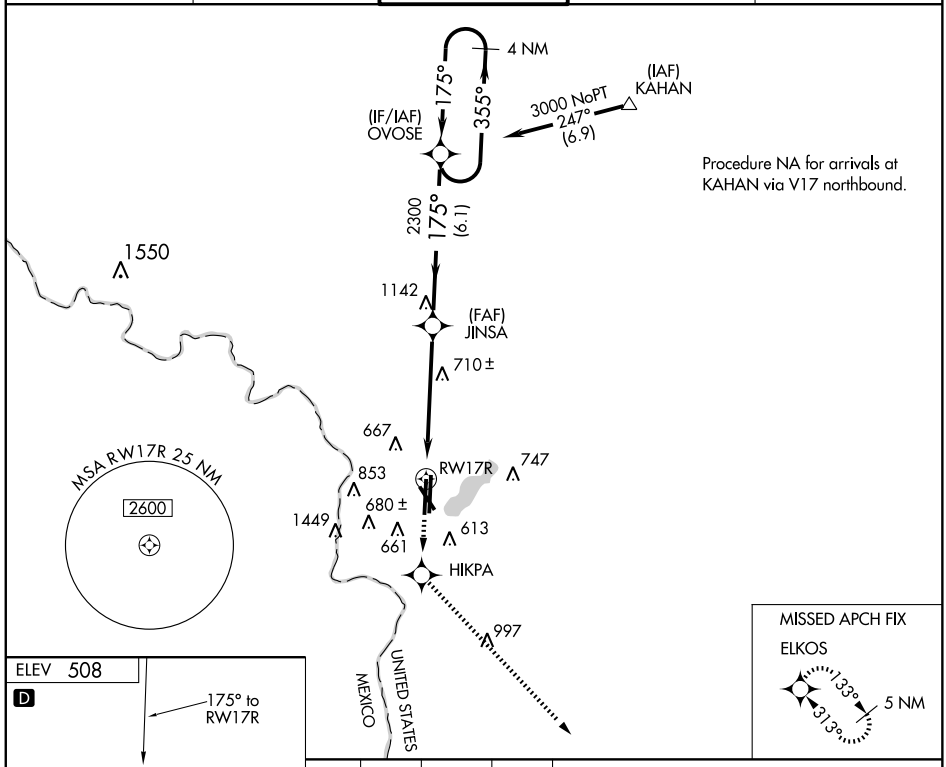
LAREDO INTL (LRD)

T DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F).
A For inoperative MALSR, increase LPV all Cats visibility to ¾, LNAV/VNAV Cat E visibility to 1½ mile, LNAV Cat E visibility to 1½ mile.
W Circling NA west of runways 14 and 35L.

MALSR

MISSED APPROACH: Climb to 2500 direct HIKPA and via 129° track to ELKOS and hold.

| ATIS | HOUSTON CENTER | LAREDO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.775 | 127.8 307.2 | 120.1 (CTAF) 257.9 | 121.8 | 122.95 |




MISSED APCH FIX
ELKOS
133°
313°
5 NM

ELEV 508
D
175° to RW17R
TDZE 504
17L
17R
586
542±
613
646
604
657
660
492±
507
8236 X 150
7711 X 150
5228 X 150
0.3% UP
0.4% UP
0.6% UP
35R
35L

| 2500 | HIKPA | 129° TRK | ELKOS |
|---|---|---|---|

* LNAV only
*1.3 NM to RW17R
JINSA
OVOSE
4 NM Holding Pattern
355°
175°
3000
175°
2300
RW17R
GS 3.00°
TCH 53
1.3 NM
4.1 NM
6.1 NM

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 754-½ 250 (300-½) | | | | |
| LNAV/VNAV DA | 953-1 449 (500-1) | | | | |
| LNAV MDA | 960-½ 456 (500-½) | | 960-¾ 456 (500-¾) | 960-1 456 (500-1) | |
| CIRCLING | 960-1½ 452 (500-1½) | 980-1½ 472 (500-1½) | | 1060-2 552 (600-2) | 1240-2½ 732 (800-2½) |

MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

SC-3, 14 JAN 2010 to 11 FEB 2010

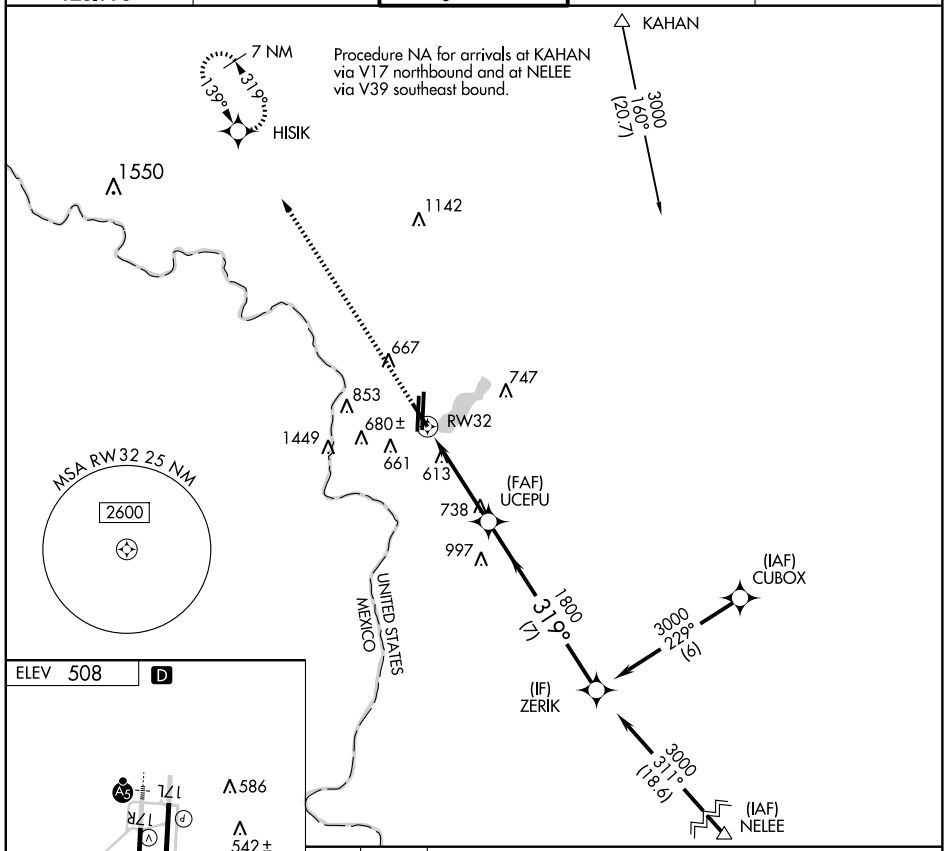
| APP CRS | Rwy Idg | 5928 |
|---|---|---|
| 319° | TDZE | 494 |
| | Apt Elev | 508 |

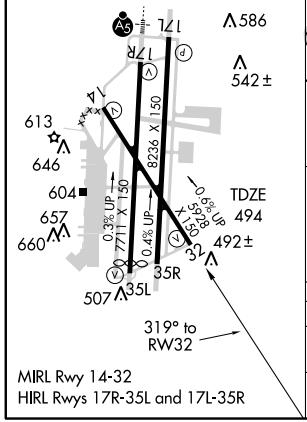
# RNAV (GPS) RWY 32
LAREDO INTL (LRD)

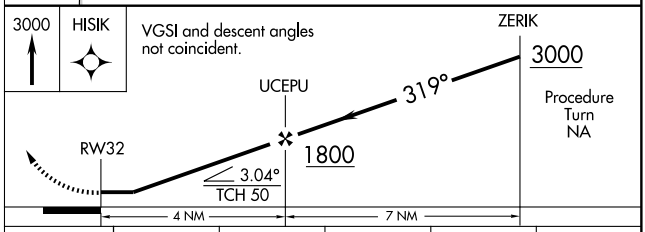
If local altimeter setting not received, use Hebbronville altimeter setting and increase all MDAs 120 feet. Circling NA west of Rwys 14 and 35L. DME/DME RNP-0.3 NA. Visiblity reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct HISIK and hold.

| ATIS | HOUSTON CENTER | LAREDO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.775 | 127.8 307.2 | 120.1 (CTAF) 257.9 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 900-1 406 (400-1) | | 900-1¼ 406 (400-1¼) | | 900-1½ 406 (400-1½) |
| CIRCLING | 960-1 452 (500-1) | 980-1 472 (500-1) | 980-1½ 472 (500-1½) | 1060-2 552 (600-2) | 1240-2½ 732 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

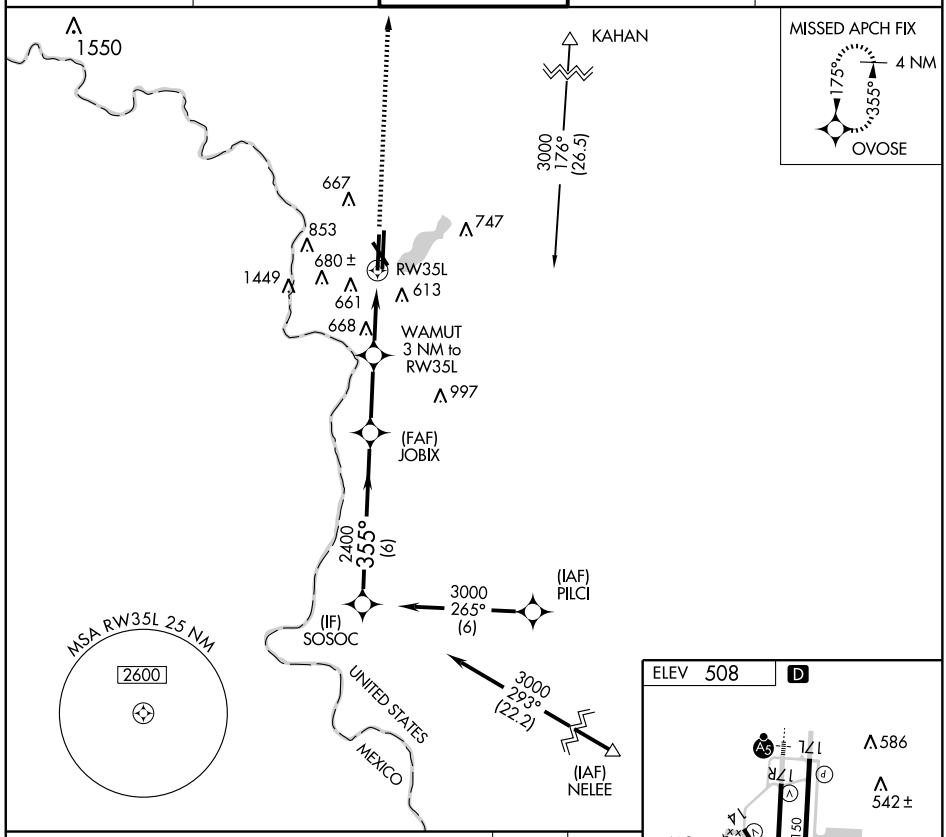
| APP CRS | Rwy Idg | 7591 |
|---|---|---|
| 355° | TDZE | 497 |
| | Apt Elev | 508 |

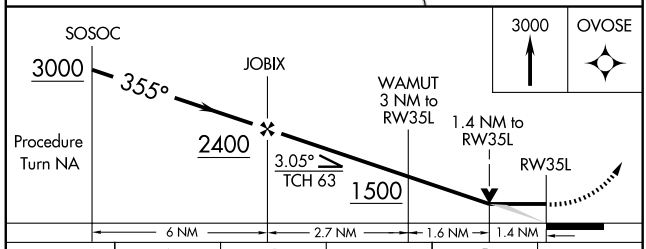
# RNAV (GPS) RWY 35L
LAREDO INTL (LRD)

DME/DME RNP-0.3 NA.
Circling NA west of runways 14 and 35L.

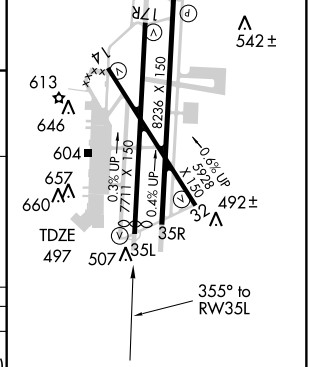
MISSED APPROACH: Climb to 3000 direct OVOSE and hold.

| ATIS | HOUSTON CENTER | LAREDO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.775 | 127.8 307.2 | 120.1 (CTAF) 257.9 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 980-1 | 483 (500-1) | 980-1¼ 483 (500-1¼) | 980-1½ 483 (500-1½) | 980-1¾ 483 (500-1¾) |
| CIRCLING | 980-1 | 472 (500-1) | 980-1½ 472 (500-1½) | 1060-2 552 (600-2) | 1240-2½ 732 (800-2½) |




MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC LRD 117.4 Chan 121 | APP CRS 139° | Rwy Idg 5928 TDZE 508 Apt Elev 508 |
|---|---|---|

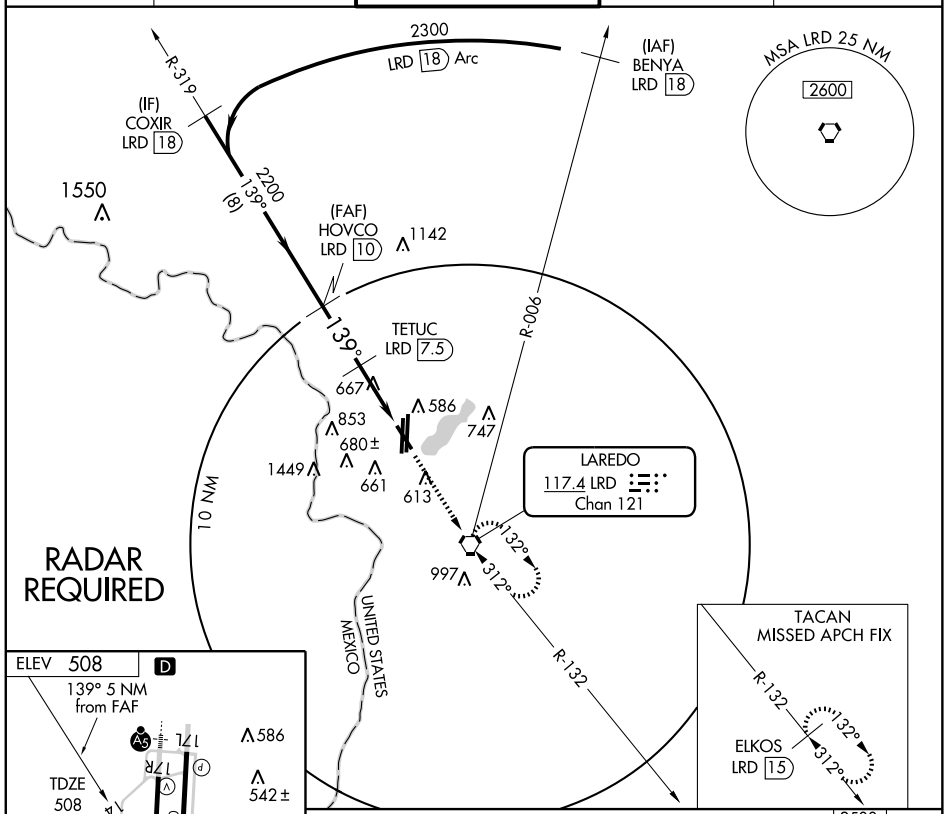
# VOR/DME or TACAN RWY 14

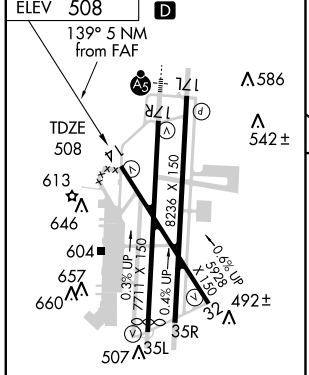
LAREDO INTL (LRD)

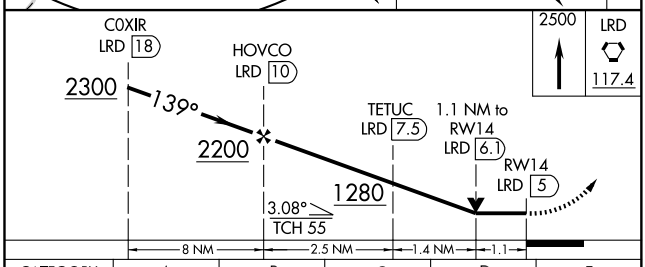
Circling not authorized west of Rwys 14 and 35L.

MISSED APPROACH: Climb to 2500 direct LRD VORTAC and hold, continue climb-in-hold to 2500. (TACAN aircraft continue via LRD R-132 to ELKOS/LRD 15 DME and hold SE, right turn, 312° inbound.)

| ATIS | HOUSTON CENTER | LAREDO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.775 | 127.8 307.2 | 120.1 (CTAF) 257.9 | 121.8 | 122.95 |




MIRL Rwy 14-32
HIRL Rwys 17R-35L and 17L-35R

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14 | 920-1 412 (500-1) | | 920-1¼ 412 (500-1¼) | | 920-1½ 412 (500-1½) |
| CIRCLING | 960-1 452 (500-1) | 980-1 472 (500-1) | 980-1½ 472 (500-1½) | 1060-2 552 (600-2) | 1240-2½ 732 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC LRD 117.4 Chan 121 | APP CRS 320° | Rwy Idg 5928 TDZE 494 Apt Elev 508 |
|---|---|---|

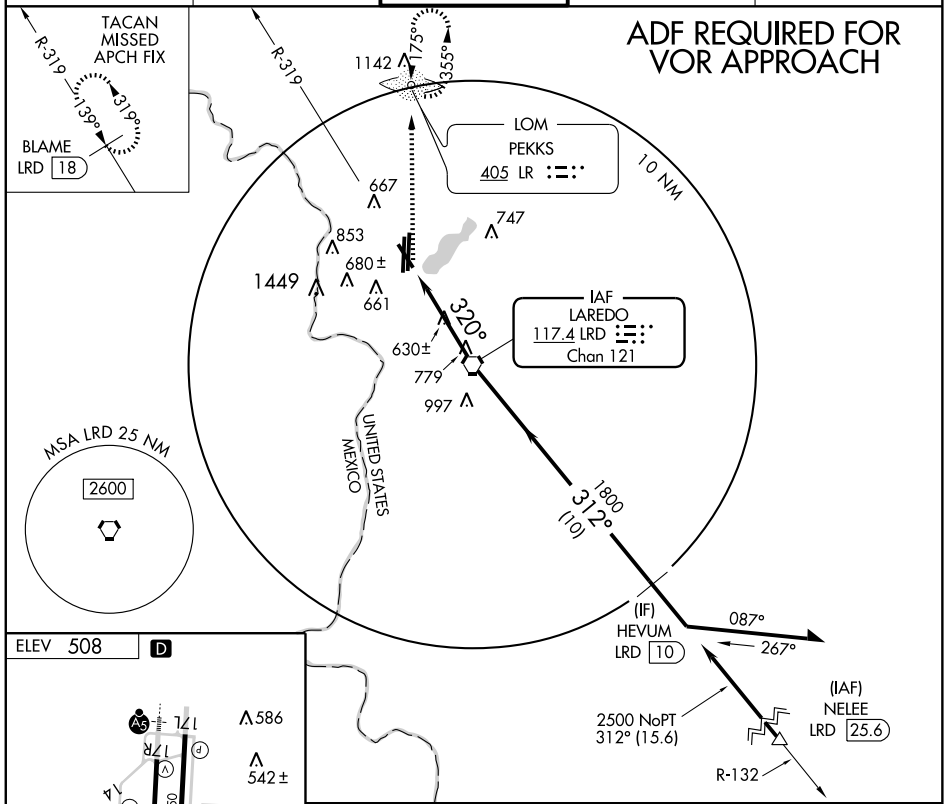
# VOR or TACAN RWY 32

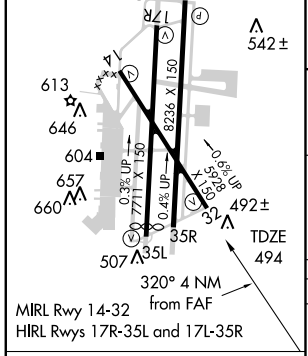
LAREDO INTL (LRD)

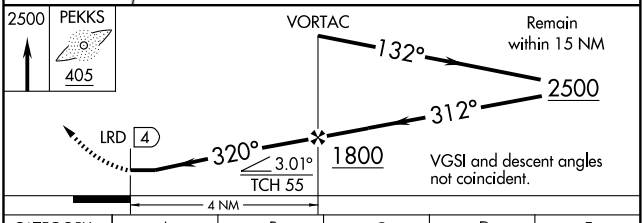
When local altimeter setting not received, use Hebbronville altimeter setting and increase all MDAs 120 feet, Cat C and E visibility ¼ mile, Cat D ½ mile and circling Cat D visibility ¼ mile and Cat E ½ mile. Circling NA west of Rwys 14 and 35L. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct LR NDB and hold. (TACAN aircraft climb to 2600 via LRD VORTAC R-319 to BLAME/18 DME and hold NW, left turn, 139° inbound.)

| ATIS | HOUSTON CENTER | LAREDO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 125.775 | 127.8 307.2 | 120.1 (CTAF) 257.9 | 121.8 | 122.95 |




| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32 | 900-1 406 (400-1) | | 900-1¼ 406 (400-1¼) | | 900-1½ 406 (400-1½) |
| CIRCLING | 960-1 452 (500-1) | 980-1 472 (500-1) | 980-1½ 472 (500-1½) | 1060-2 552 (600-2) | 1240-2½ 732 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6110 |
|---|---|---|
| 173° | TDZE | 3508 |
| | Apt Elev | 3514 |

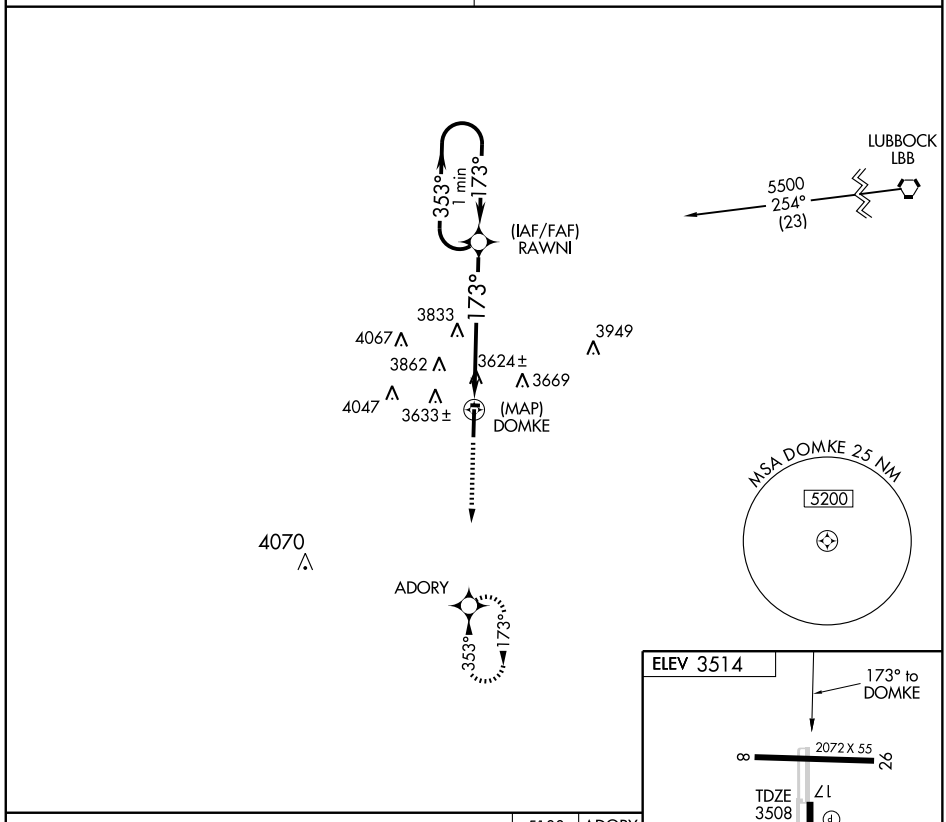
# GPS RWY 17
## LEVELLAND MUNI (LLN)

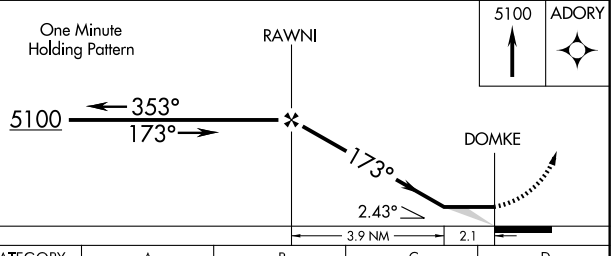
Use Lubbock Preston Smith Intl altimeter setting.

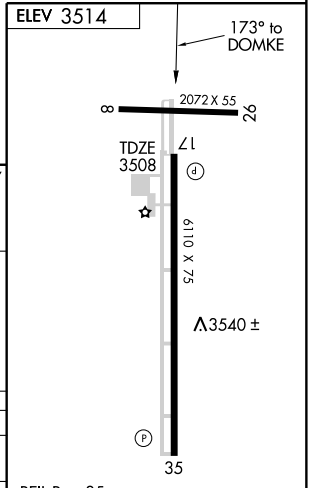
NA

MISSED APPROACH: Climb to 5100 direct ADORY WP and hold.

| LUBBOCK APP CON | UNICOM |
|---|---|
| 119.9 335.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 4240-1 | 732 (800-1) | 4240-2<br>732 (800-2) | 4240-2¼<br>732 (800-2¼) |
| CIRCLING | 4240-1 | 726 (800-1) | 4320-2¼<br>806 (900-2¼) | 4320-2½<br>806 (900-2½) |

REIL Rwy 35
MIRL Rwy 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6110 |
|---|---|---|
| 353° | TDZE | 3514 |
| | Apt Elev | 3514 |

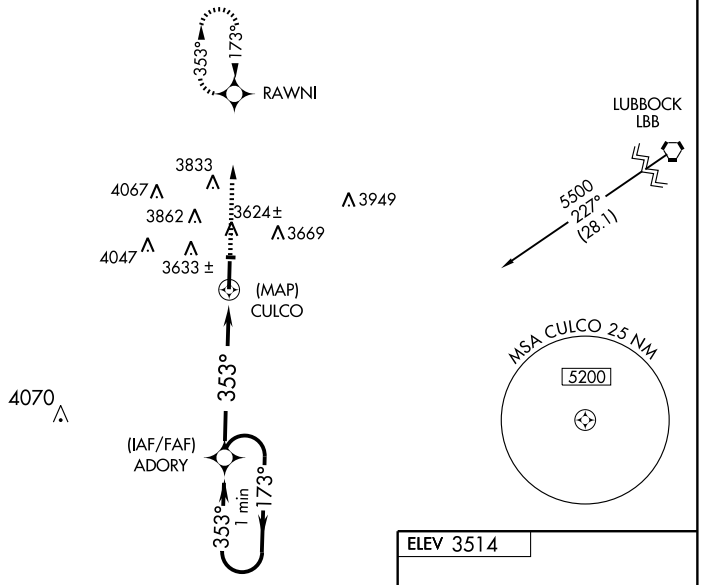
# GPS RWY 35
## LEVELLAND MUNI (LLN)

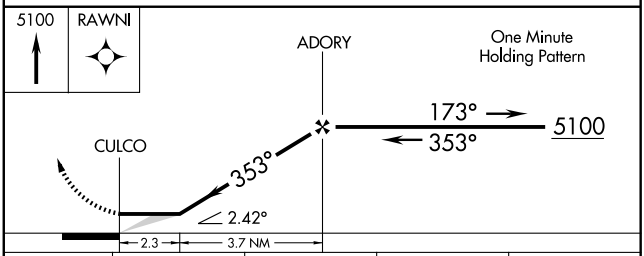
Use Lubbock Preston Smith Intl altimeter setting.

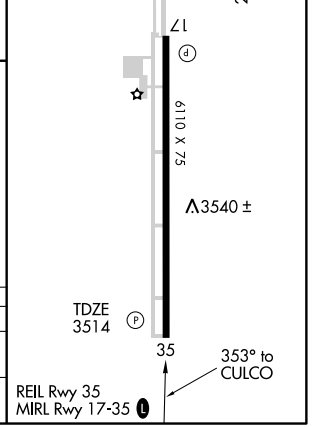
NA

MISSED APPROACH: Climb to 5100 direct RAWNI WP and hold.

| LUBBOCK APP CON | UNICOM |
|---|---|
| 119.9 335.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 3980-1 | 466 (500-1) | 3980-1¼ 466 (500-1¼) | 3980-1½ 466 (500-1½) |
| CIRCLING | 4100-1 | 586 (600-1) | 4320-2¼ 806 (900-2¼) | 4320-2½ 806 (900-2½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB LLN | APP CRS | Rwy Idg | 6110 |
|---|---|---|---|
| 266 | 185° | TDZE | 3508 |
| | | Apt Elev | 3514 |

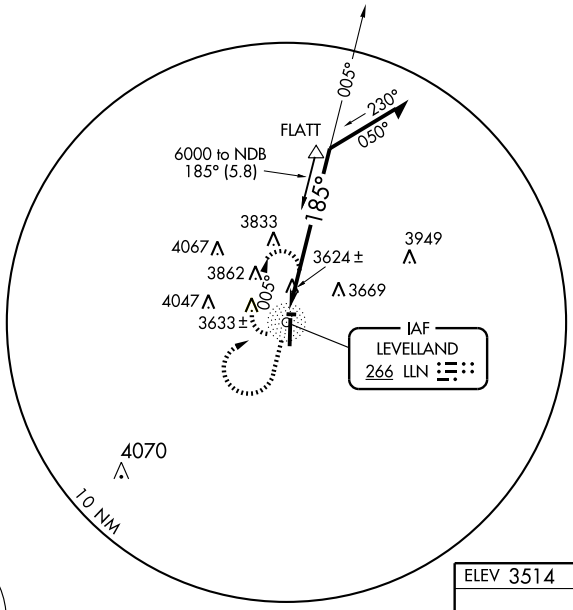
# NDB RWY 17
## LEVELLAND MUNI (LLN)

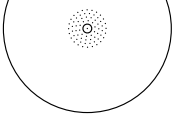
NA

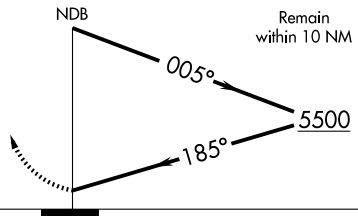
Use Lubbock Preston Smith Intl altimeter setting.

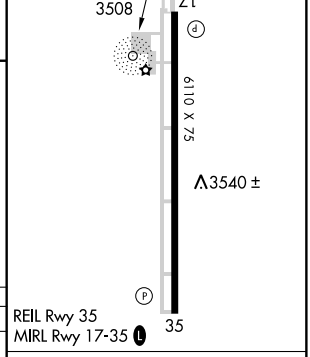
MISSED APPROACH: Climb to 5500 then right turn direct LLN NDB and hold.

| LUBBOCK APP CON | UNICOM |
|---|---|
| 119.9 335.6 | 122.8 (CTAF) L |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 4360-1<br>852 (900-1) | 4360-1¼<br>852 (900-1¼) | 4360-2½<br>852 (900-2½) | 4360-2¾<br>852 (900-2¾) |
| CIRCLING | 4360-1<br>846 (900-1) | 4360-1¼<br>846 (900-1¼) | 4360-2½<br>846 (900-2½) | 4360-2¾<br>846 (900-2¾) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB LLN | APP CRS | Rwy Idg | 6110 |
|---|---|---|---|
| 266 | 345° | TDZE | 3514 |
| | | Apt Elev | 3514 |

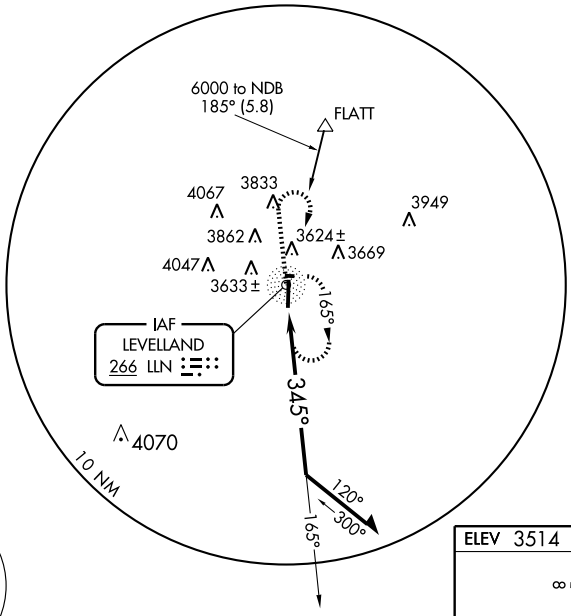
# NDB RWY 35
## LEVELLAND MUNI (LLN)

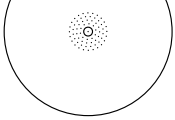
Use Lubbock Preston Smith Intl altimeter setting.

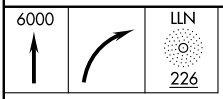
NA

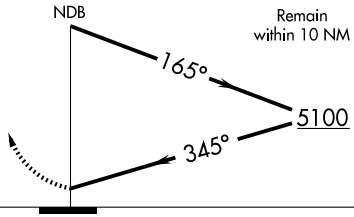
MISSED APPROACH: Climb to 6000, then right turn direct LLN NDB and hold.

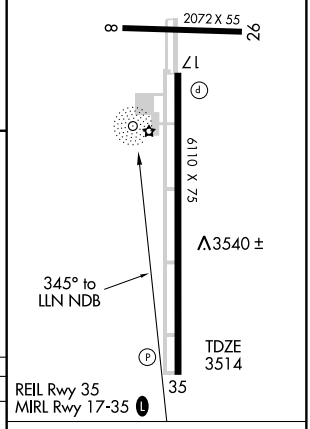
| LUBBOCK APP CON | UNICOM |
|---|---|
| 119.9 335.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 4140-1 | 626 (700-1) | 4140-1½<br>626 (700-1½) | 4140-1¾<br>626 (700-1¾) |
| CIRCLING | 4140-1 | 626 (700-1) | 4320-2¼<br>806 (900-2¼) | 4320-2½<br>806 (900-2½) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy ldg | 3801 |
|---|---|---|
| 162° | TDZE | 70 |
| | Apt Elev | 70 |

# RNAV (GPS) RWY 16

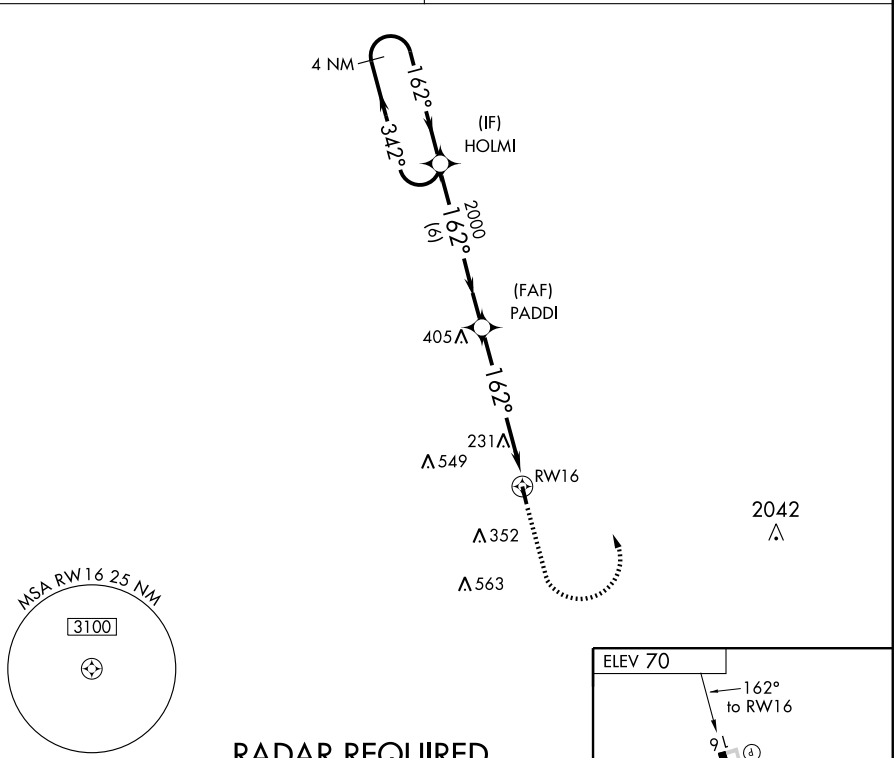
LIBERTY MUNI (T78)

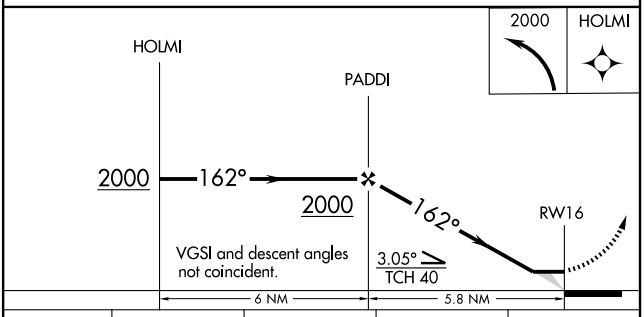
Use George Bush Intercontinental/Houston altimeter setting. DME/DME RNP-0.3 NA.

NA

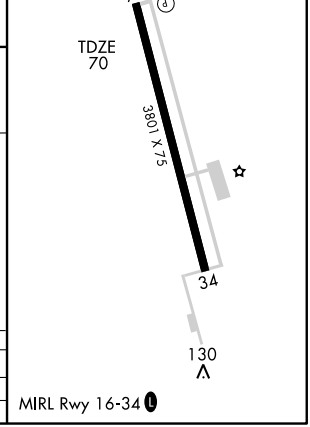
MISSED APPROACH: Climbing left turn to 2000 direct HOLMI and hold.

| HOUSTON APP CON | CTAF |
|---|---|
| 119.7 281.4 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 620-1 | 550 (600-1) | NA | |
| CIRCLING | 620-1 | 550 (600-1) | NA | |




SC-5, 14 JAN 2010 to 11 FEB 2010

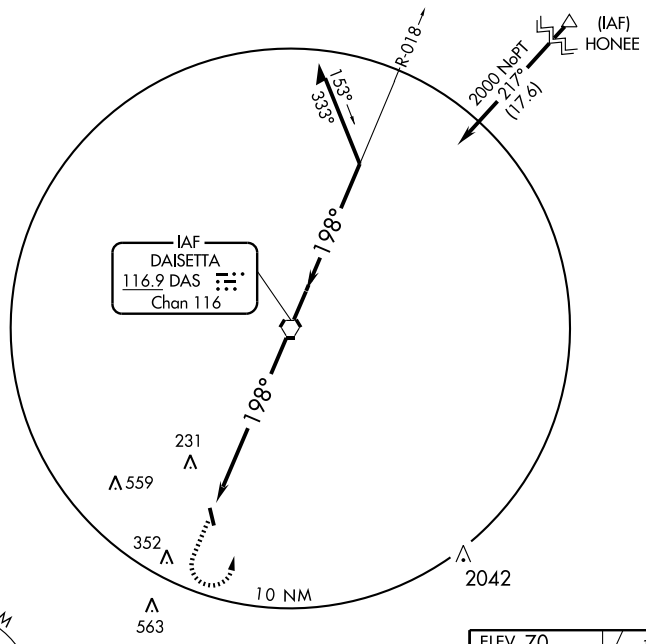
| VORTAC DAS | APP CRS | Rwy Idg | 3801 |
|---|---|---|---|
| 116.9 | 198° | TDZE | N/A |
| Chan 116 | | Apt Elev | 70 |

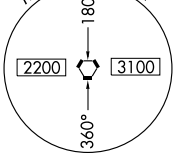
# VOR-A
## LIBERTY MUNI (T78)

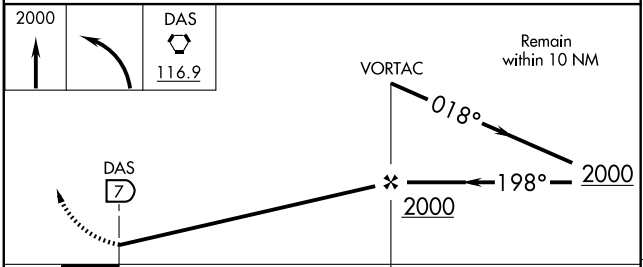
Use Houston (George Bush Intercontinental/ Houston) altimeter setting.

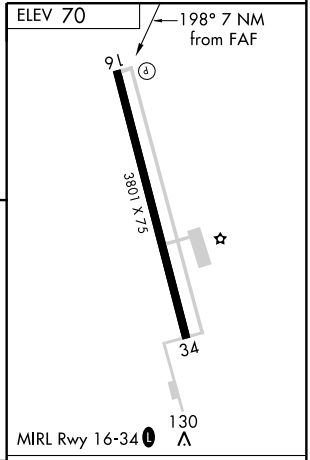
MISSED APPROACH: Climb to 2000, then left turn direct DAS VORTAC.

| HOUSTON APP CON | CTAF |
|---|---|
| 119.7 281.4 | 122.9 L |




FAF to MAP 7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 600-1 | 530 (600-1) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:00 | 4:40 | 3:30 | 2:48 | 2:20 |

SC-5, 14 JAN 2010 to 11 FEB 2010

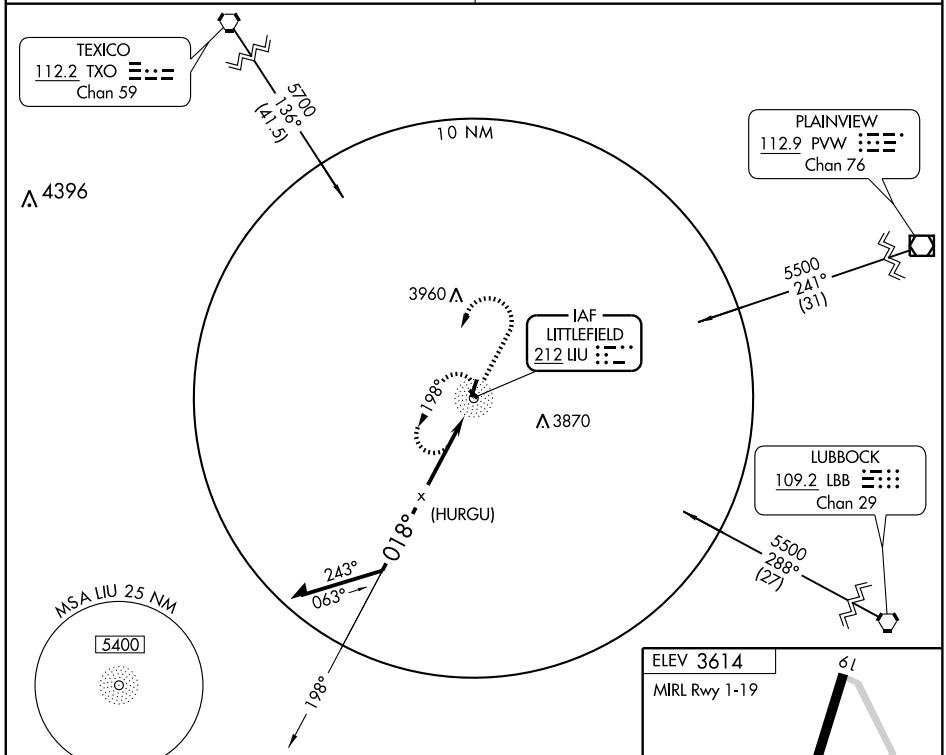
| NDB LIU 212 | APP CRS 018° | Rwy Idg 4021<br>TDZE 3614<br>Apt Elev 3614 |
|---|---|---|

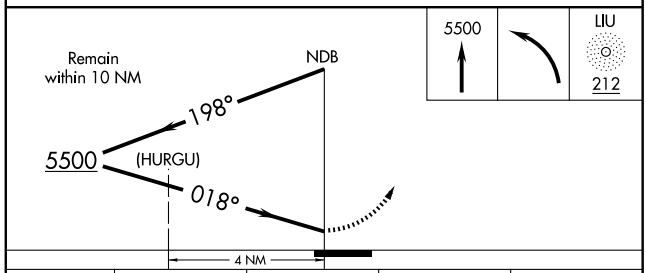
# NDB or GPS RWY 1
## LITTLEFIELD MUNI (LIU)

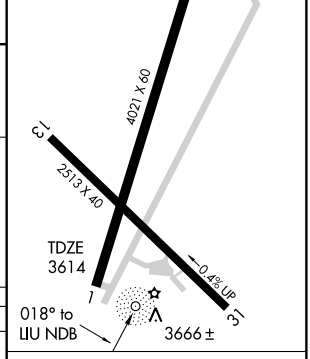
NA Use Lubbock altimeter setting.

MISSED APPROACH: Climb to 5500, then left turn direct LIU NDB and hold.

| LUBBOCK APP CON | UNICOM |
|---|---|
| 119.9 335.6 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 4160-1 | 546 (600-1) | 4160-1½<br>546 (600-1½) | NA |
| CIRCLING | 4160-1 | 546 (600-1) | 4160-1½<br>546 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3700 |
|---|---|---|
| 305° | TDZE | 151 |
| | Apt Elev | 151 |

# RNAV (GPS) RWY 30

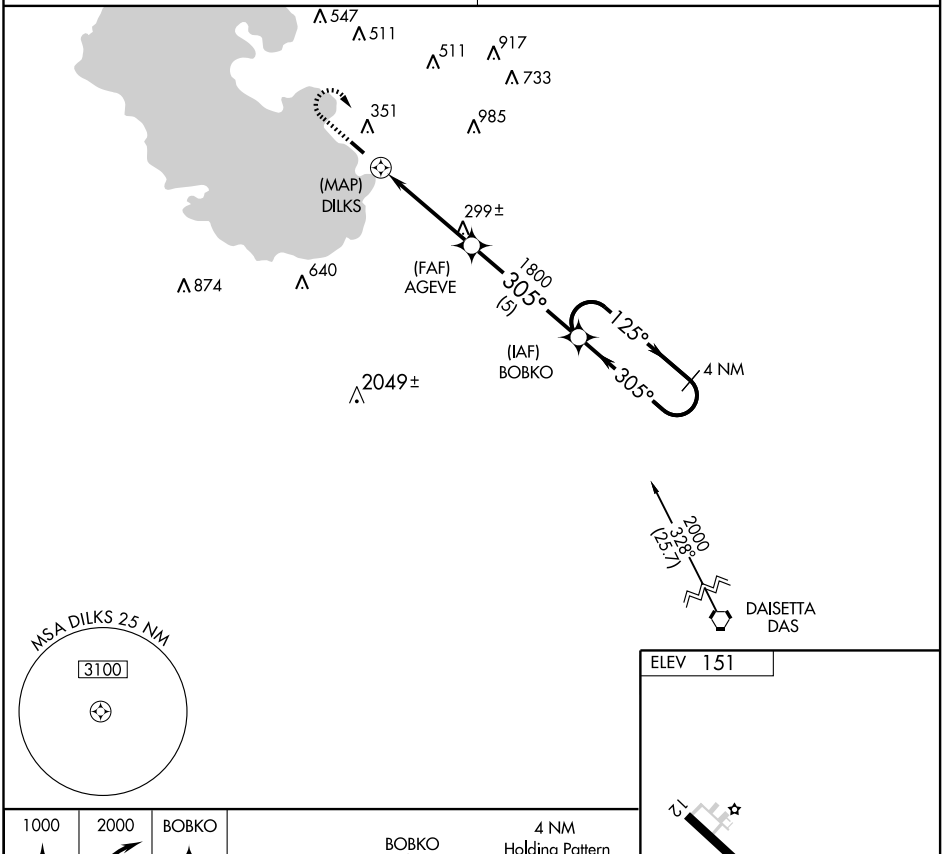
LIVINGSTON MUNI (ØØR)

Use Houston/Lone Star Executive altimeter setting.
DME/DME RNP-0.3 NA

NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct BOBKO WP and hold.

| HOUSTON CENTER | UNICOM |
|---|---|
| 125.17 285.57 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 | 429 (500-1) | 580-1¼<br>429 (500-1¼) | NA |
| CIRCLING | 800-1 | 649 (700-1) | 800-1¾<br>649 (700-1¾) | NA |

MIRL Rwy 12-30

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4202 |
|---|---|---|
| 174° | TDZE | 1102 |
| | Apt Elev | 1102 |

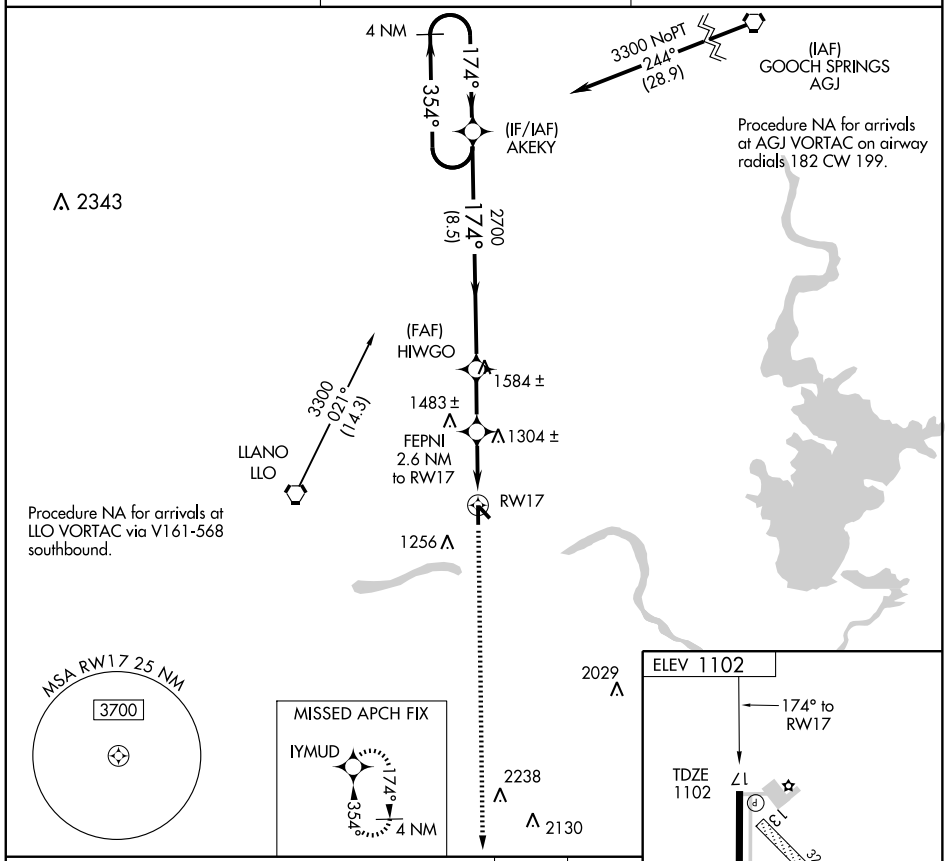
# RNAV (GPS) RWY 17

LLANO MUNI (AQO)

DME/DME RNP-0.3 NA. Circling NA to Rwy 13-31. When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet. VDP NA when using Burnet altimeter setting.

MISSED APPROACH: Climb to 3500 direct IYMUD and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.425 | 132.35 317.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1560-1 458 (500-1) | | NA | |
| CIRCLING | 1660-1 558 (600-1) | | NA | |

MIRL Rwy 17-35 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4202 |
|---|---|---|
| 354° | TDZE | 1102 |
| | Apt Elev | 1102 |

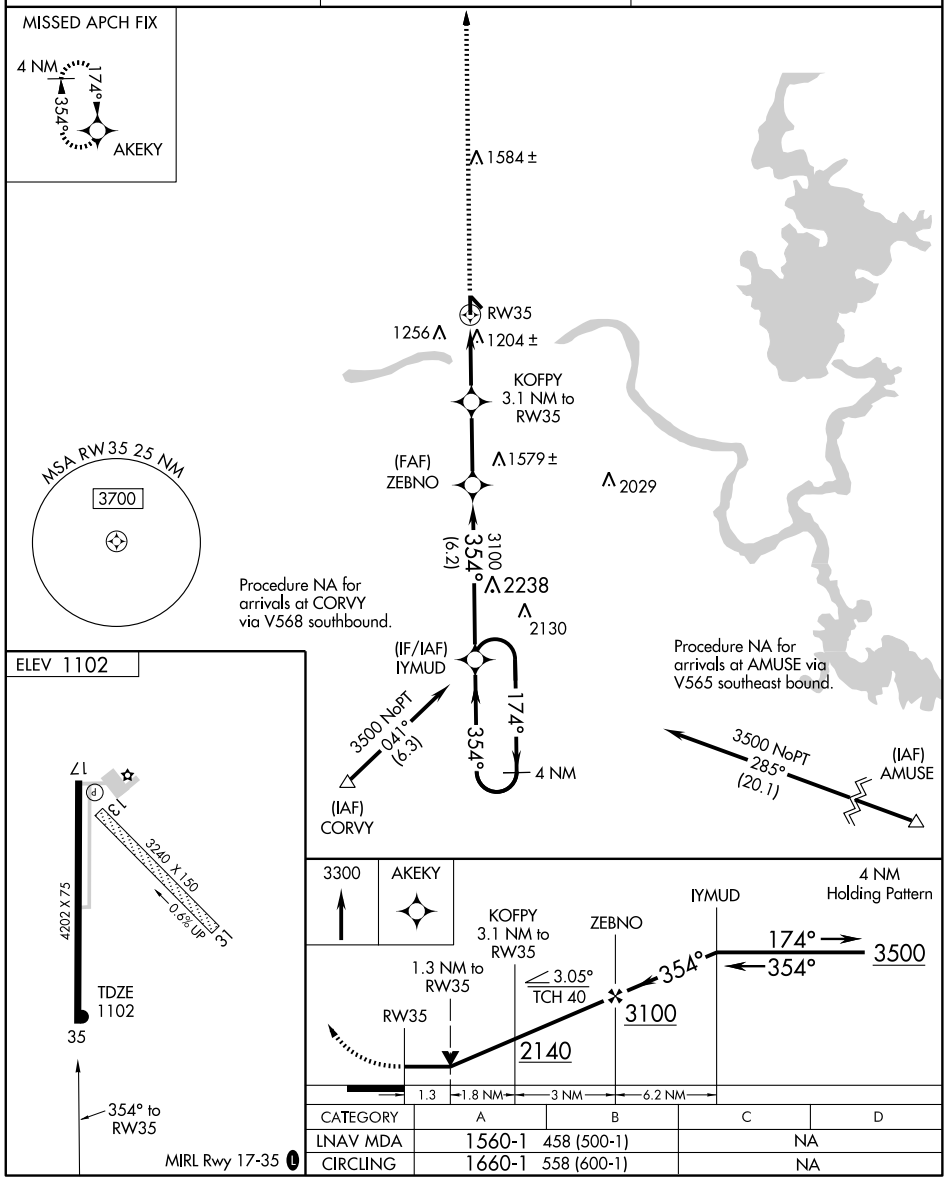
# RNAV (GPS) RWY 35

LLANO MUNI (AQO)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Circling NA to Rwy 13-31. When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet. VDP NA when using Burnet altimeter setting.

MISSED APPROACH: Climb to 3300 direct AKEKY and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.425 | 132.35 317.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1560-1 | 458 (500-1) | NA | |
| CIRCLING | 1660-1 | 558 (600-1) | NA | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC LLO 108.2 Chan 19 | APP CRS 089° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1102 |
|---|---|---|

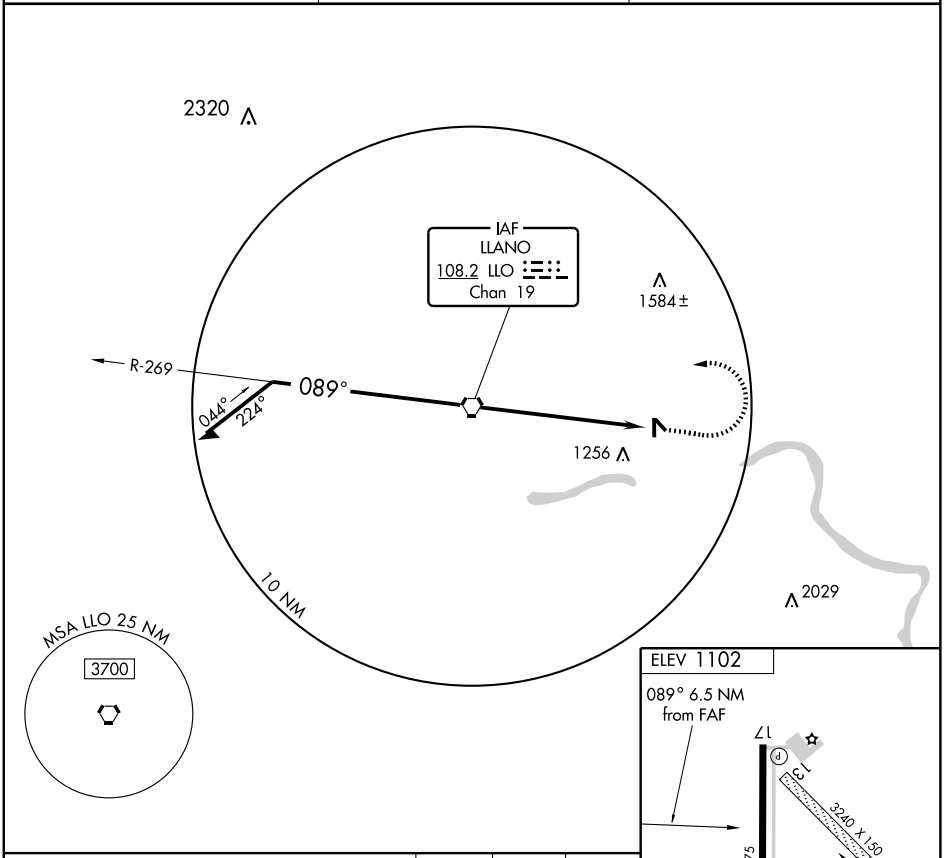
# VOR-A

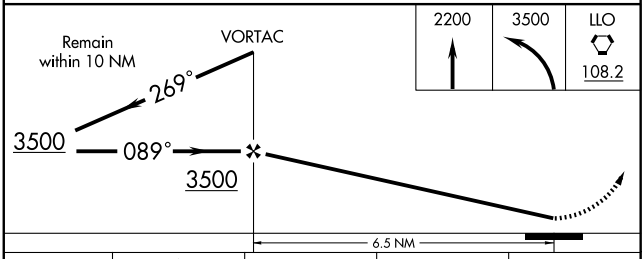
LLANO MUNI (AQO)

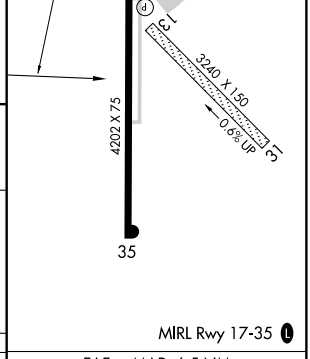
When local altimeter setting not received, use Burnet altimeter setting and increase all MDA 80 feet, and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 2200 then climbing left turn to 3500 direct LLO VORTAC.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 119.425 | 132.35 317.5 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1800-1 698 (700-1) | | NA | |

| FAF to MAP 6.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:30 | 4:20 | 3:15 | 2:36 | 2:10 |

SC-3, 14 JAN 2010 to 11 FEB 2010

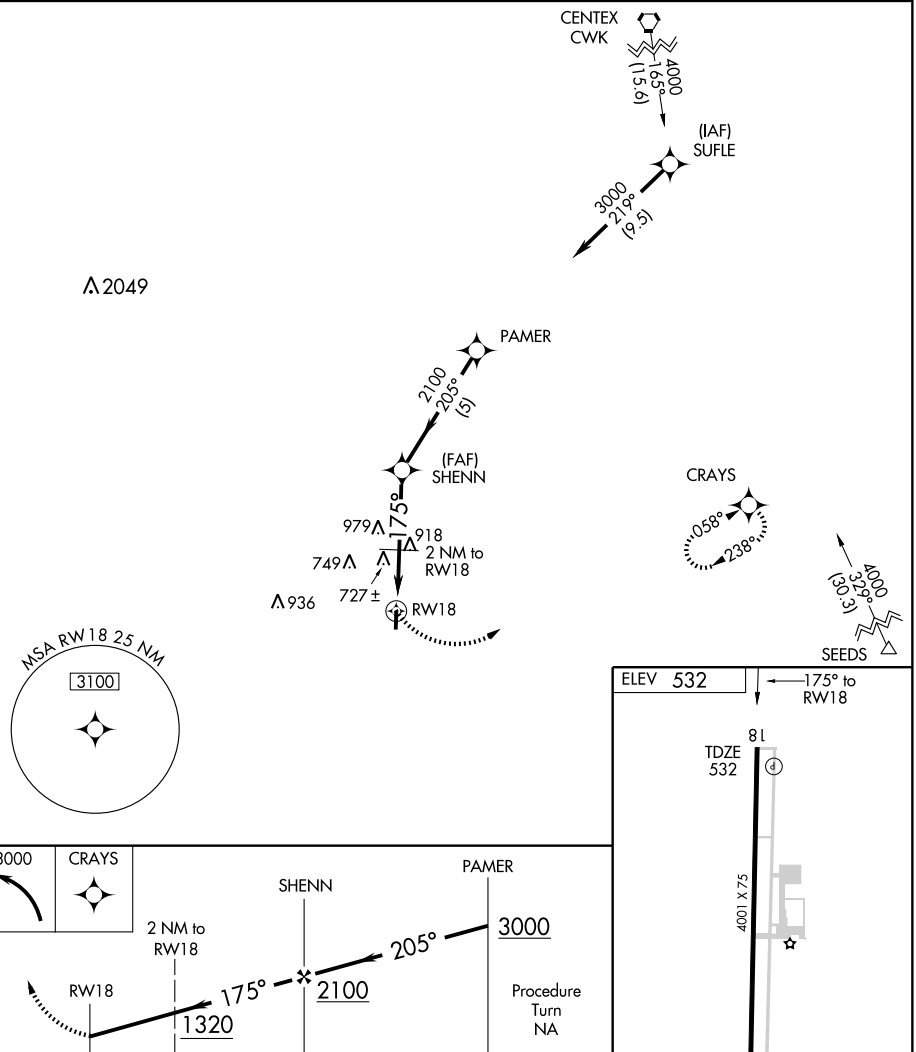
| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 175° | TDZE | 532 |
| | Apt Elev | 532 |

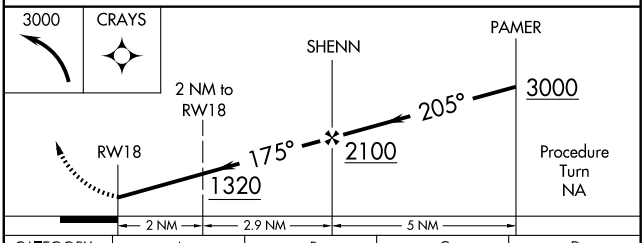
# GPS RWY 18
## LOCKHART MUNI (5ØR)

⚠ NA Use San Marcos Muni (HYI) altimeter setting.

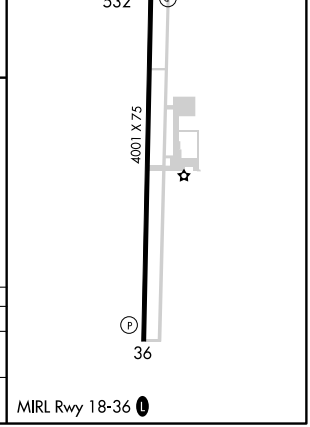
MISSED APPROACH: Climbing left turn to 3000 direct CRAYS and hold.

| AUSTIN APP CON | UNICOM |
|---|---|
| 127.225 317.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1060-1 | 528 (600-1) | 1060-1½ 528 (600-1½) | NA |
| CIRCLING | 1060-1 | 528 (600-1) | 1060-1½ 528 (600-1½) | NA |




SC-3, 14 JAN 2010 to 11 FEB 2010

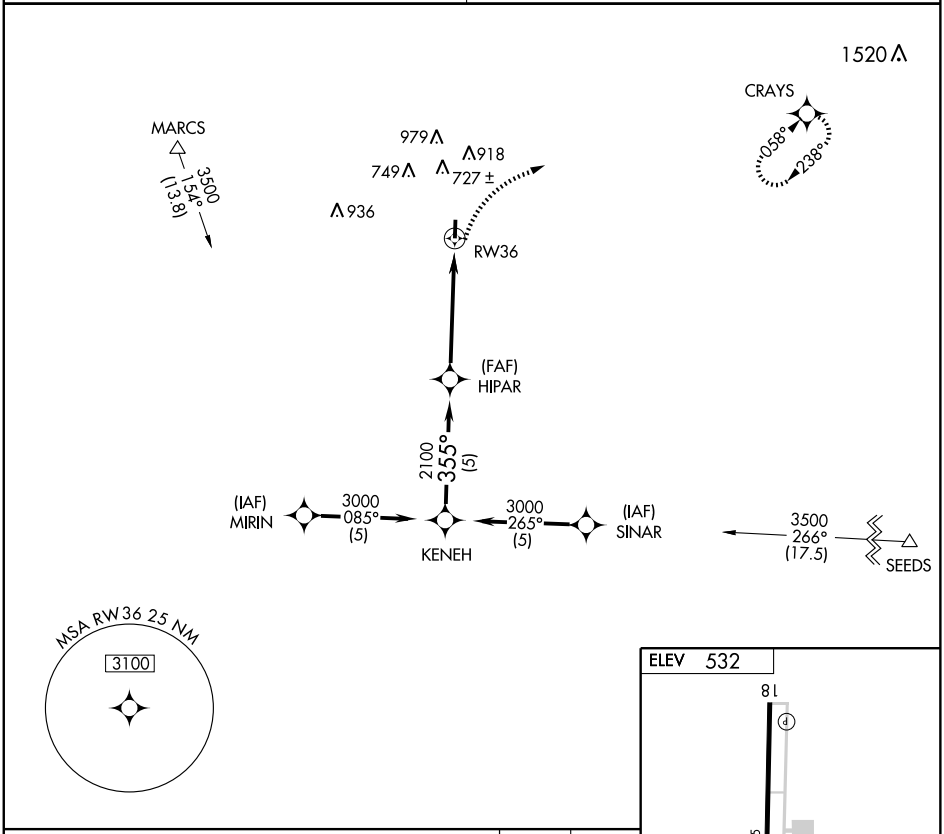
| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 355° | TDZE | 530 |
| | Apt Elev | 532 |

# GPS RWY 36
## LOCKHART MUNI (5ØR)

NA Use San Marcos Muni altimeter setting.

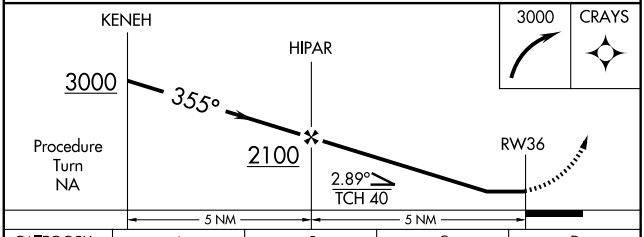
MISSED APPROACH: Climbing right turn to 3000 direct CRAYS WP and hold.

| AUSTIN APP CON | UNICOM |
|---|---|
| 127.225 317.65 | 122.8 (CTAF) |

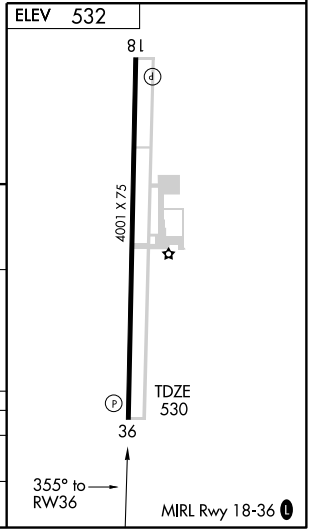









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1020-1 | 490 (500-1) | 1020-1¼ 490 (500-1¼) | NA |
| CIRCLING | 1040-1 | 508 (600-1) | 1060-1½ 528 (600-1½) | NA |




SC-3, 14 JAN 2010 to 11 FEB 2010

09351

# AIRPORT DIAGRAM

AL-807 (FAA)

LONGVIEW/EAST TEXAS RGNL (GGG)
LONGVIEW, TEXAS

ATIS
119.65
EASTEX TOWER ★
119.2 377.05
GND CON
121.6
D

ELEV 354
18
ELEV 357
13
ELEV 353
HANGAR
175.3°
32°23.5′ N
FBO
LAHSO
LAHSO
130.3°
TERMINAL
FIRE STATION
HANGAR
HANGARS
6109 X 150
10000 X 150
VAR 3.5° E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
32°23′ N
FBO
HANGARS
CONTROL TOWER 432
HANGARS
355.3°
36
FIELD ELEV 365
32°22.5′ N
310.3°
31
ELEV 354
RWY 13-31
S95, D155, ST175, DT288
RWY 18-36
S95, D155, ST175, DT280
452
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
32°22′ N
94°43′ W
94°42′ W

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC I-GGG | APP CRS | Rwy Idg | 9200 |
|---|---|---|---|
| 109.5 | 131° | TDZE | 358 |
| | | Apt Elev | 365 |

# ILS or LOC RWY 13

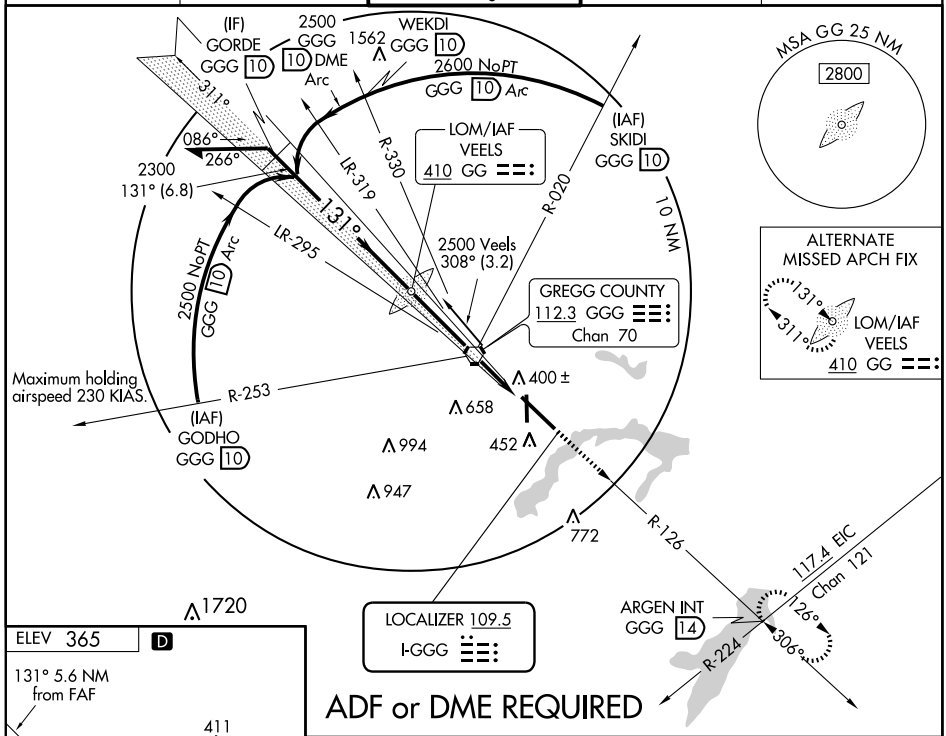
LONGVIEW/ EAST TEXAS RGNL (GGG)

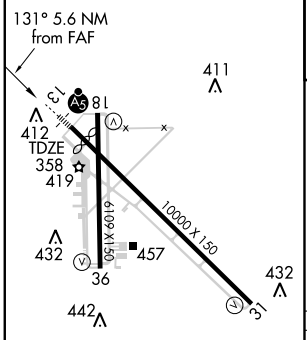
For inoperative MALSR, increase S-ILS-13 Cat E visibility to RVR 4000, S-LOC-13 Cat E visibility to 1¾. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet and visibility S-LOC 13 and circling Cat D, E ¼ mile. For inoperative MALSR when using Gilmer altimeter setting, increase visibility S-ILS 13 all Cats to RVR 5000 and S-LOC 13 Cat E to 2. * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

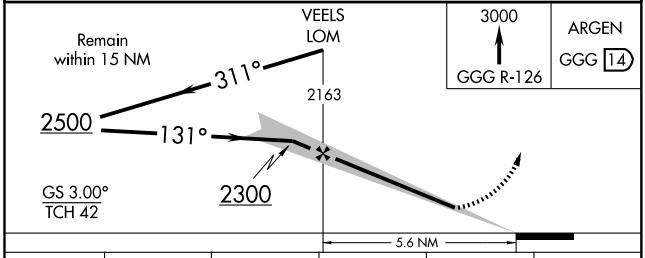
MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

| ATIS | LONGVIEW APP CON * | EASTEX TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 119.65 | 118.25 270.3 | 119.2 (CTAF) 377.05 | 121.6 | 122.95 |




HIRL Rwy 13-31
MIRL Rwy 18-36




| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 13 | *558/24 200 (200-½) | | | | 558/24 200 (200-½) |
| S-LOC 13 | 860/24 502 (500-½) | | 860/50 502 (500-1) | | 860/60 502 (500-1¼) |
| CIRCLING | 860-1 495 (500-1) | | 860-1½ 495 (500-1½) | 920-2 555 (600-2) | 1080-2½ 715 (800-2½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOM GG | APP CRS | Rwy Idg | 9200 |
|---|---|---|---|
| 410 | 131° | TDZE | 358 |
| | | Apt Elev | 365 |

# NDB RWY 13

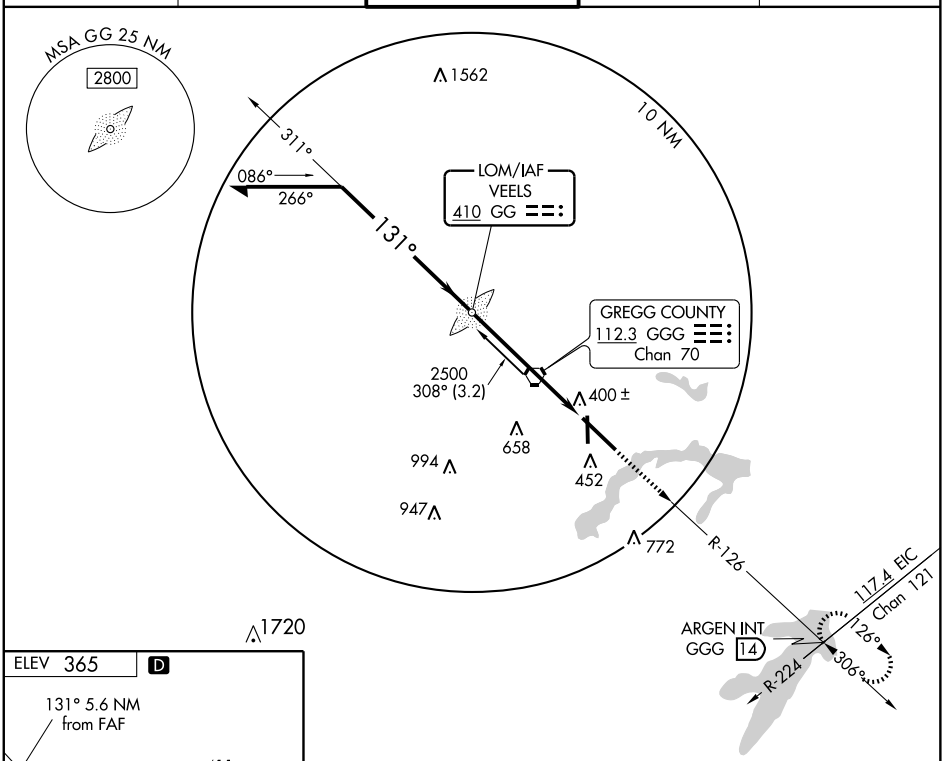
LONGVIEW/ EAST TEXAS RGNL (GGG)

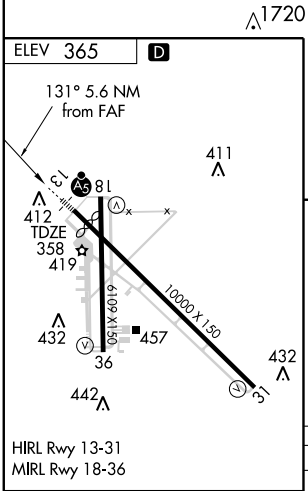
When local altimeter setting not received use Gilmer altimeter setting and increase all MDA 60 feet.

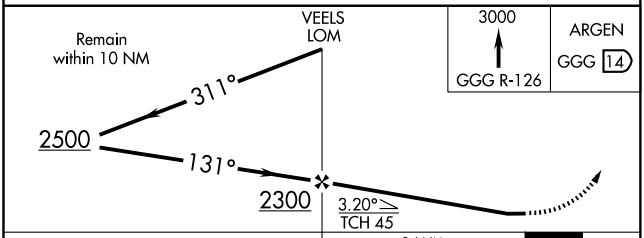
MALSR

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int and hold.

| ATIS | LONGVIEW APP CON★ | EASTEX TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.65 | 118.25 270.3 | 119.2 (CTAF) 377.05 | 121.6 | 122.95 |




| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 960/40 | 602 (600-¾) | 960/60<br>602 (600-1¼) | 960-1¾<br>602 (600-1¾) |
| CIRCLING | 960-1 | 595 (600-1) | 960-1¾<br>595 (600-1¾) | 960-2<br>595 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 9200 |
|---|---|---|---|
| CH 61100 | 131° | TDZE | 358 |
| W13A | | Apt Elev | 365 |

# RNAV (GPS) RWY 13

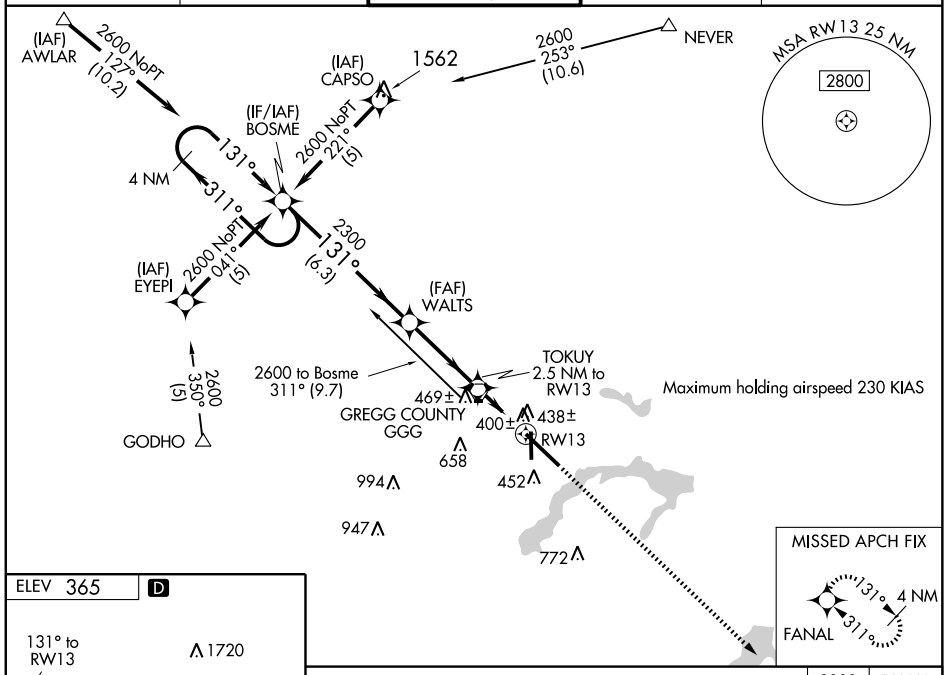
LONGVIEW/ EAST TEXAS RGNL (GGG)

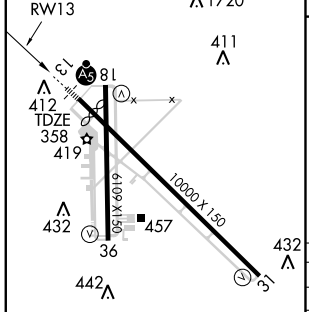
For inoperative MALSR, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to RVR 6000, LNAV Cat D visibility to RVR 6000, and LNAV Cat E visibility to 1½. Baro-VNAV NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Gilmer altimeter setting. When local altimeter setting not received use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet, increase visibility LNAV/VNAV all Cats, LNAV Cat E and circling Cat E ¼ mile. For inoperative MALSR when using Gilmer altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1¾.

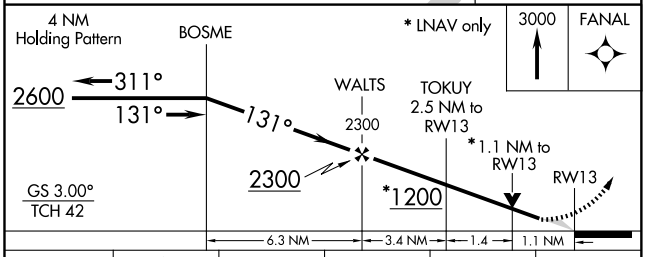
MALSR

MISSED APPROACH: Climb to 3000 direct FANAL and hold.

| ATIS | LONGVIEW APP CON★ | EASTEX TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.65 | 118.25 270.3 | 119.2 (CTAF) 377.05 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 612/24 254 (300-½) | | | | |
| LNAV/VNAV DA | 726/40 368 (400-¾) | | | | |
| LNAV MDA | 760/24 402 (400-½) | | 760/40 402 (400-¾) | 760/50 402 (400-1) | |
| CIRCLING | 860-1 495 (500-1) | | 860-1½ 495 (500-1½) | 920-2 555 (600-2) | 1080-2½ 715 (800-2½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6109 |
|---|---|---|
| 176° | TDZE | 356 |
| | Apt Elev | 365 |

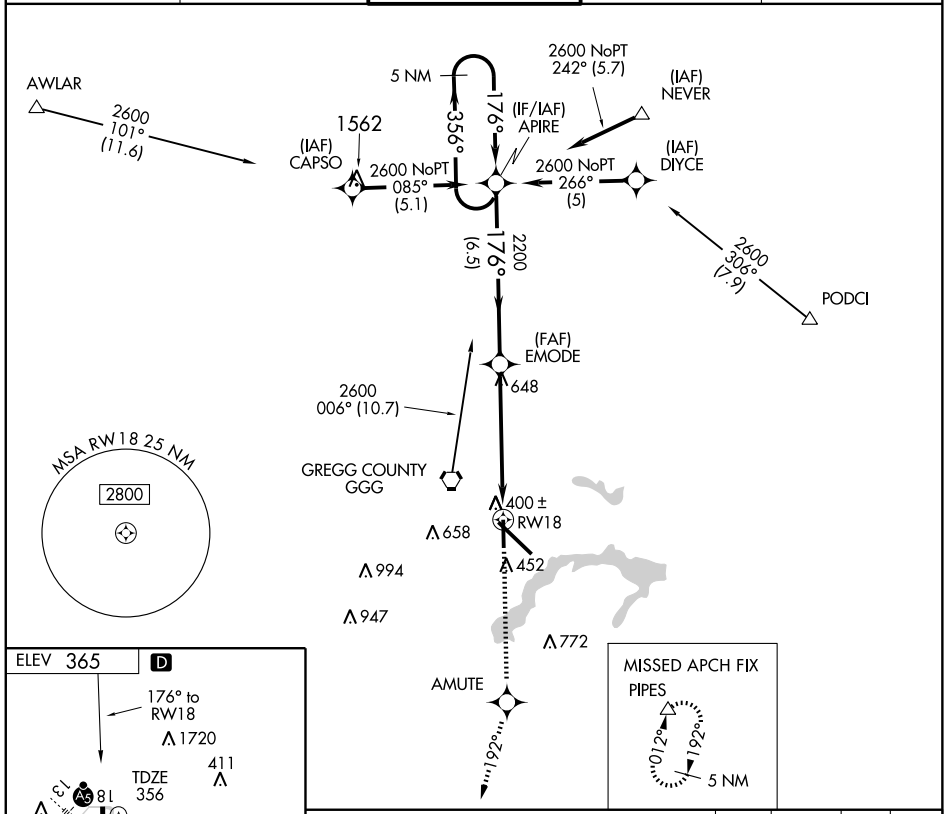
# RNAV (GPS) RWY 18

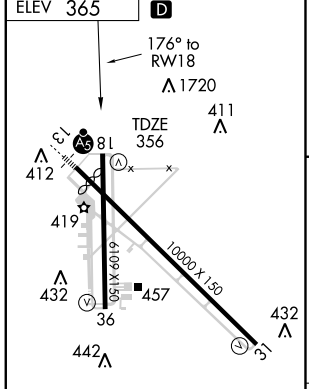
LONGVIEW/ EAST TEXAS RGNL (GGG)

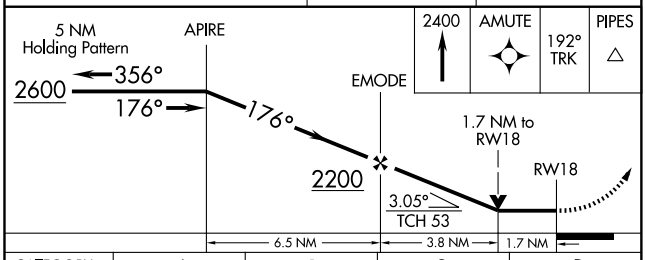
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Gilmer altimeter setting. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2400 direct AMUTE and via 192° track to PIPES and hold.

| ATIS | LONGVIEW APP CON★ | EASTEX TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.65 | 118.25 270.3 | 119.2 (CTAF) Ⓘ 377.05 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 604 (600-1) | | 960-1¾ 604 (600-1¾) | 960-2 604 (600-2) |
| CIRCLING | 960-1 595 (600-1) | | 960-1¾ 595 (600-1¾) | 960-2 595 (600-2) |

HIRL Rwy 13-31
MIRL Rwy 18-36

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 53504 W31A | APP CRS 311° | Rwy Idg 9200 TDZE 354 Apt Elev 365 |
|---|---|---|

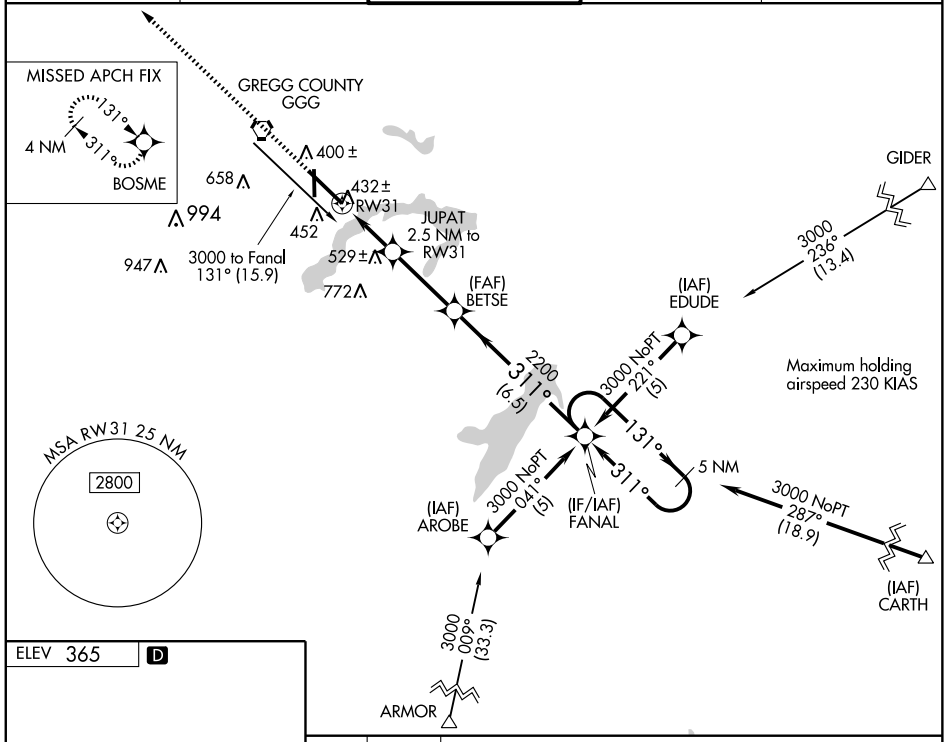
# RNAV (GPS) RWY 31

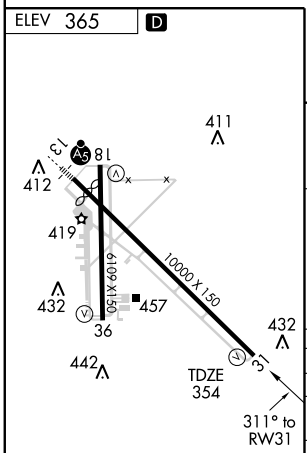
LONGVIEW/ EAST TEXAS RGNL (GGG)

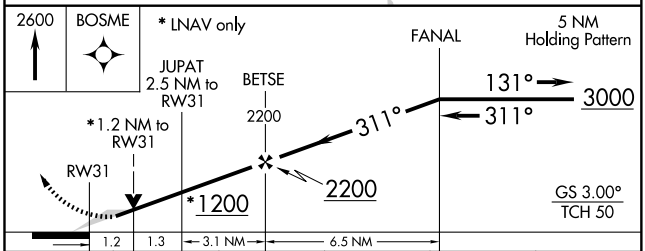
Baro-VNAV NA when using Gilmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. VDP NA when using Gilmer altimeter setting. When local altimeter setting not received, use Gilmer altimeter setting and increase all DA 59 feet, all MDA 60 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 2600 direct BOSME and hold.

| ATIS | LONGVIEW APP CON★ | EASTEX TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.65 | 118.25 270.3 | 119.2 (CTAF) L 377.05 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 604-¾ 250 (300-¾) | | | | |
| LNAV/VNAV DA | 682-1¼ 328 (400-1¼) | | | | |
| LNAV MDA | 800-1 446 (500-1) | | 800-1¼ 446 (500-1¼) | 800-1½ 446 (500-1½) | |
| CIRCLING | 860-1 495 (500-1) | | 860-1½ 495 (500-1½) | 920-2 555 (600-2) | 1080-2½ 715 (800-2½) |

HIRL Rwy 13-31
MIRL Rwy 18-36

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6109 |
|---|---|---|
| 356° | TDZE | 365 |
| | Apt Elev | 365 |

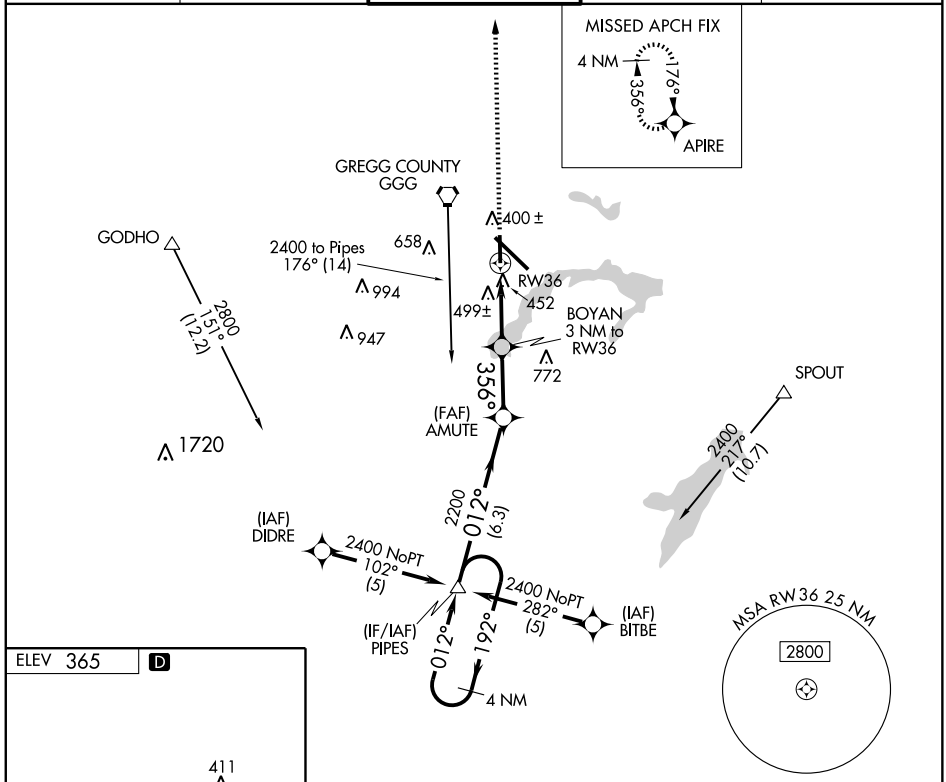
# RNAV (GPS) RWY 36

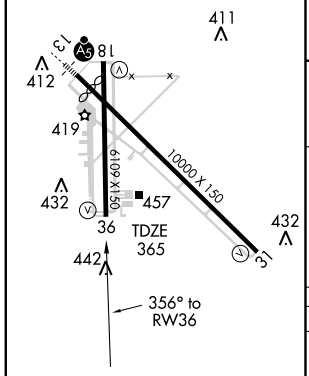
LONGVIEW/ EAST TEXAS RGNL (GGG)

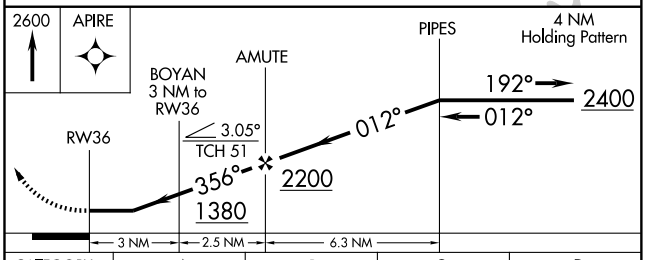
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct APIRE and hold.

| ATIS | LONGVIEW APP CON★ | EASTEX TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.65 | 118.25 270.3 | 119.2 (CTAF) 377.05 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 760-1 395 (400-1) | | | 760-1¼ 395 (400-1¼) |
| CIRCLING | 860-1 495 (500-1) | | 860-1½ 495 (500-1½) | 920-2 555 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC GGG 112.3 Chan 70 | APP CRS 125° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 365 |
|---|---|---|

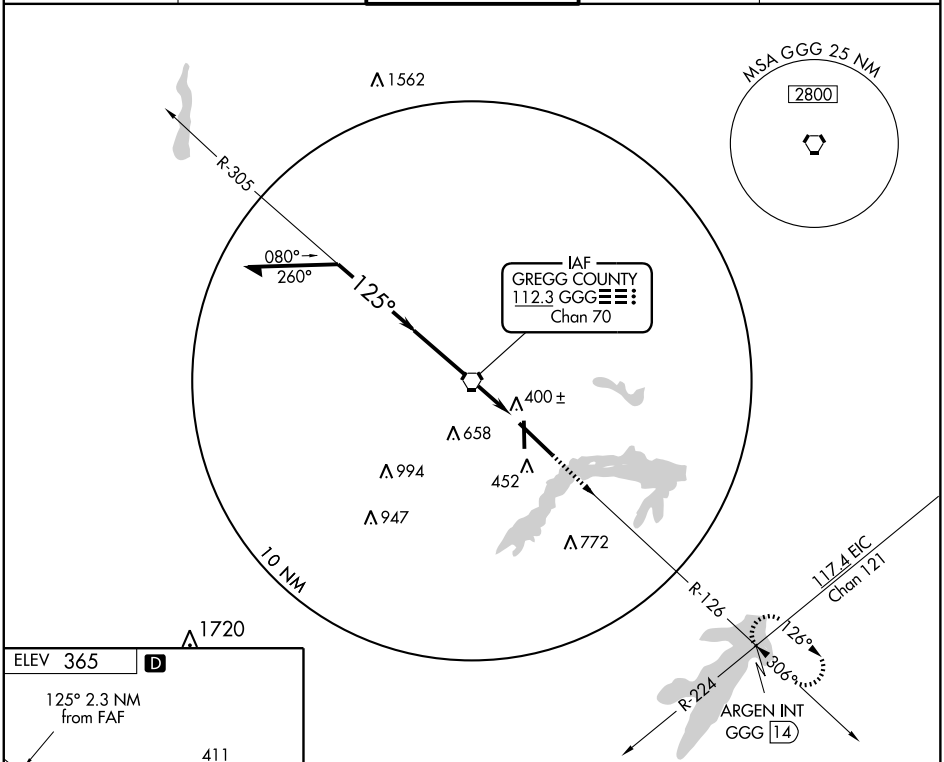
# VOR-A

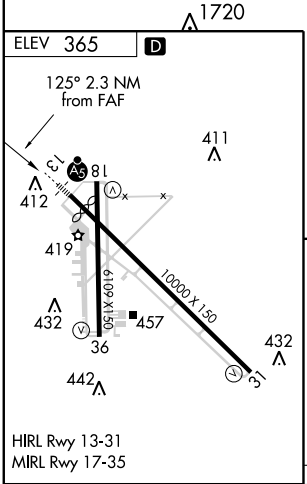
LONGVIEW/EAST TEXAS RGNL (GGG)

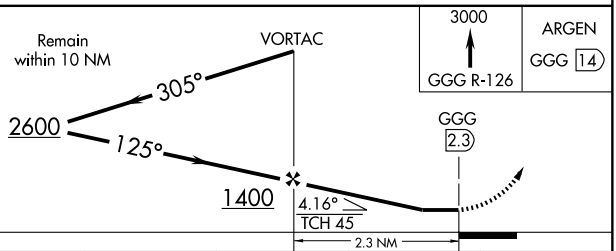
When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 3000 via GGG VORTAC R-126 to ARGEN Int/GGG 14 DME and hold.

| ATIS | LONGVIEW APP CON ★ | EASTEX TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.65 | 118.25 270.3 | 119.2 (CTAF) 377.05 | 121.6 | 122.95 |




| FAF to MAP 2.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:18 | 1:32 | 1:09 | 0:55 | 0:46 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 860-1 495 (500-1) | | 860-1½ 495 (500-1½) | 920-2 555 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC GGG | APP CRS | Rwy Idg | 9200 |
|---|---|---|---|
| 112.3 | 125° | TDZE | 358 |
| Chan 70 | | Apt Elev | 365 |

# VOR/DME or TACAN RWY 13

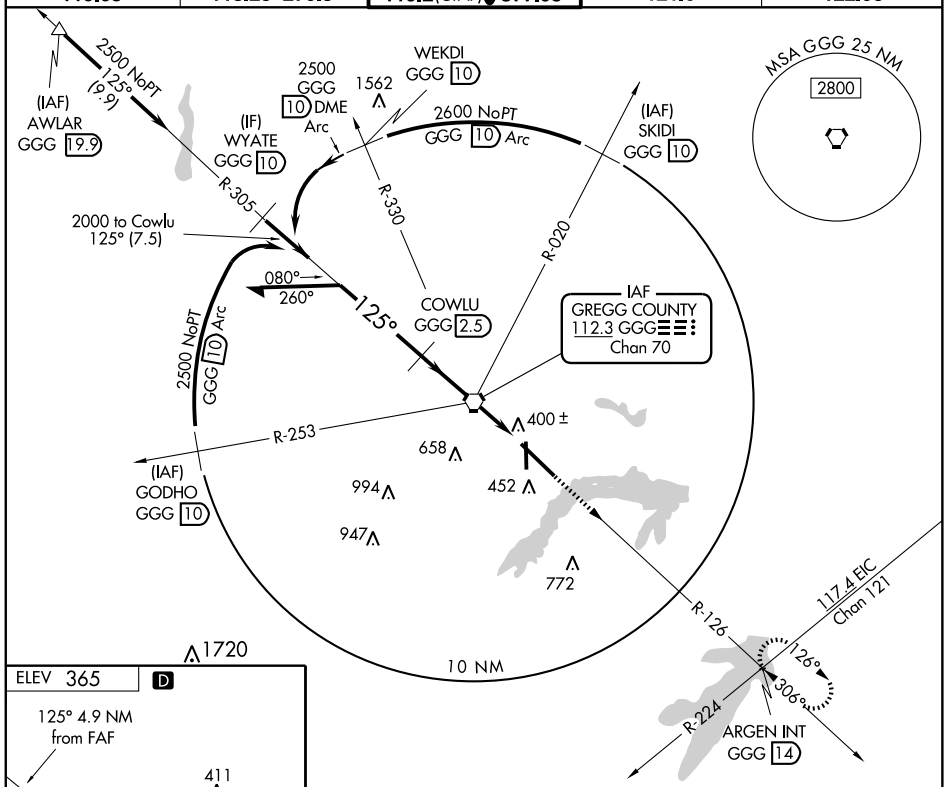
LONGVIEW/ EAST TEXAS RGNL (GGG)

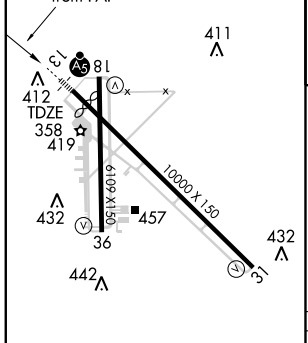
T For inoperative MALSR, increase S-13 Cat E visibility to 1¾. When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and visibility Cat D and E ¼ mile. VDP NA when using Gilmer altimeter setting. For inoperative MALSR when using Gilmer altimeter setting increase S-13 Cat E visibility to 2 miles.

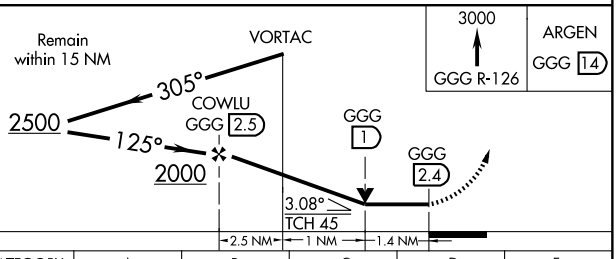
MALSR

MISSED APPROACH: Climb to 3000 via GGG R-126 to ARGEN Int/GGG 14 DME and hold.

| ATIS | LONGVIEW APP CON★ | EASTEX TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.65 | 118.25 270.3 | 119.2 (CTAF) Ⓛ 377.05 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-13 | 860/24 502 (500-½) | | 860/50 502 (500-1) | | 860-60 502 (500-1¼) |
| CIRCLING | 860-1 495 (500-1) | | 860-1½ 495 (500-1½) | 920-2 555 (600-2) | 1080-2½ 715 (800-2½) |

HIRL Rwy 13-31
MIRL Rwy 18-36

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC GGG | APP CRS | Rwy Idg | 9200 |
|---|---|---|---|
| 112.3 | 306° | TDZE | 354 |
| Chan 70 | | Apt Elev | 365 |

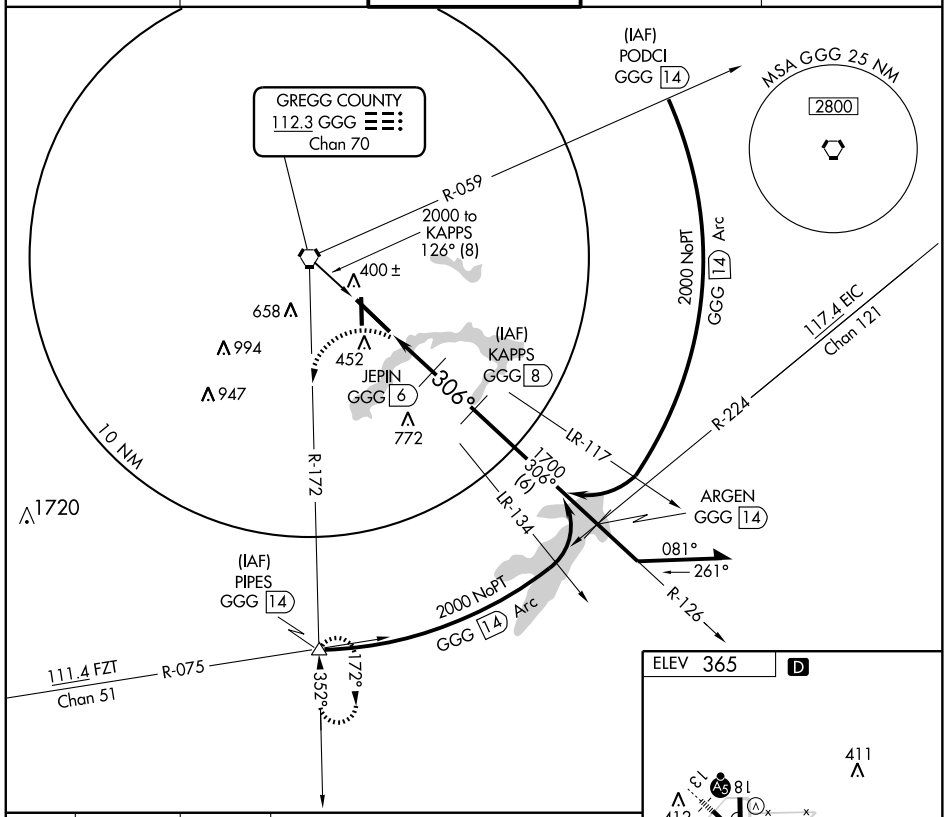
# VOR/DME or TACAN RWY 31

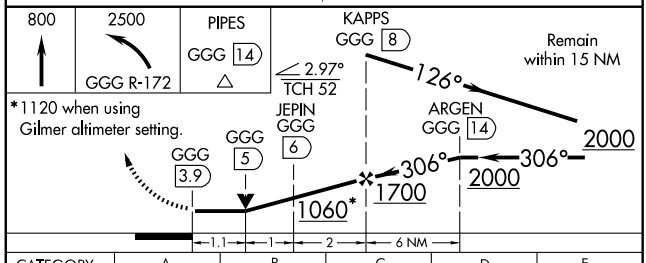
LONGVIEW/ EAST TEXAS RGNL (GGG)

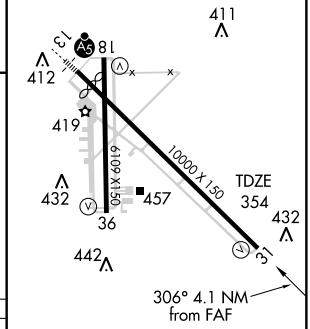
When local altimeter setting not received, use Gilmer altimeter setting and increase all MDA 60 feet and increase S-31 Cats C/D/E and Circling Cat E visibility ¼ mile. VDP NA when using Gilmer altimeter setting.

MISSED APPROACH: Climb to 800, then climbing left turn to 2500 via GGG R-172 to PIPES Int and hold.

| ATIS | LONGVIEW APP CON★ | EASTEX TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.65 | 118.25 270.3 | 119.2 (CTAF) Ⓛ 377.05 | 121.6 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-31 | 740-1 386 (400-1) | | | 740-1¼ 386 (400-1¼) | |
| CIRCLING | 860-1 495 (500-1) | | 820-1½ 455 (500-1½) | 920-2 555 (600-2) | 1080-2½ 715 (800-2½) |

HIRL Rwy 13-31
MIRL Rwy 17-35

SC-2, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-241 (FAA)

LUBBOCK PRESTON SMITH INTL (LBB)
LUBBOCK, TEXAS

ATIS
125.3
LUBBOCK TOWER
120.5 239.3
GND CON
121.9 348.6
CLNC DEL
125.8 281.55

D

FIELD ELEV 3282

17R

0.4% DOWN

172.1°

11500 X 150

35L

352.1°

0.4% UP

NOTE: Ramps are uncontrolled. Do not call for push/power back. Advise GND CON when ready to taxi.

VAR 7.6° E

JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W

AIR CARGO

CONTROL TOWER

ELEV 3257

ELEV 3255

082.1°

8001 X 150

262.1°

26

FBO

MILITARY AND GENERAL AVIATION PARKING

FSDO

ELEV 3255

17L

172.0°

2891 X 75

352.0°

35R

FBO

FIRE STATION

U.S. CUSTOMS

TERMINAL

GENERAL AVIATION PARKING

3414

ELEV 3262

ELEV 3243

33° 41′ N

33° 40′ N

33° 39′ N

101° 50′ W

101° 49′ W

101° 48′ W

RWY 8-26
S100, D170, ST175, DT350
RWY 17L-35R
S12.5
RWY 17R-35L
S100, D170, ST175, DT350

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-2, 14 JAN 2010 to 11 FEB 2010

# HI-ILS RWY 17R

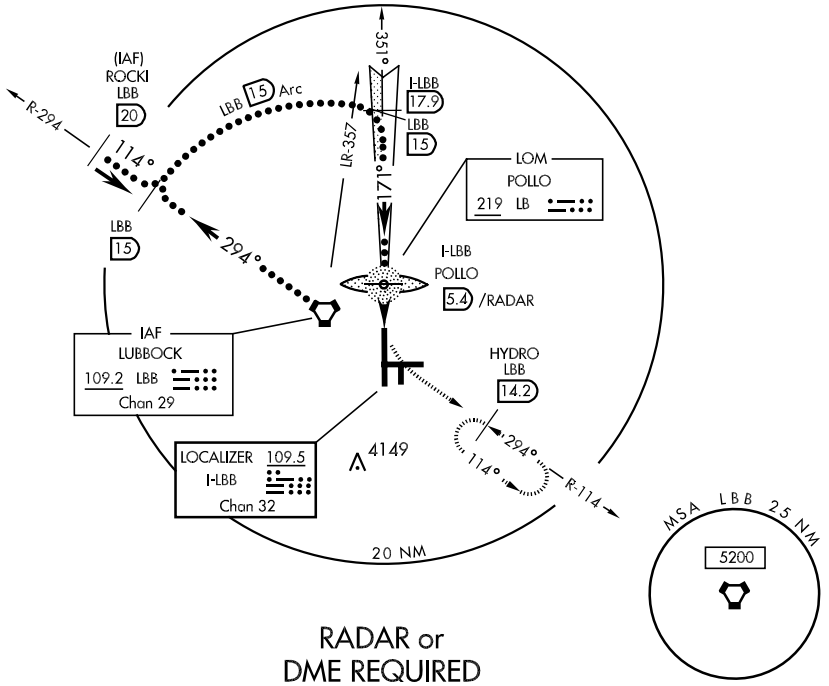
| LOC I-LBB 109.5 Chan 32 | APCH CRS 171° | Rwy ldg 11,500 TDZE 3282 Arpt Elev 3282 | JAL-241 [USAF] | LUBBOCK PRESTON SMITH INTL (KLBB) |
|---|---|---|---|---|

* When ALS inop, increase vis ½ mile.

MALSR

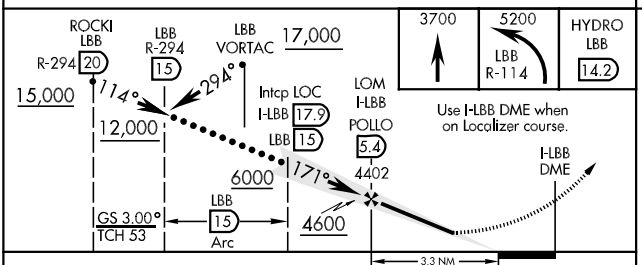
MISSED APPROACH: Climb to 3700, then climbing left turn to 5200 via LBB VORTAC R-114 to HYDRO INT/LBB 14.2 DME and hold.

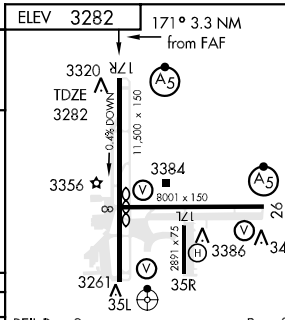
| ATIS | LUBBOCK APP CON | LUBBOCK TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 125.3 | 119.2 351.8 | 120.5 239.3 | 121.9 348.6 | 125.8 281.55 | |




RADAR or
DME REQUIRED

EMERG SAFE ALT 100 NM 7300




REIL Rwy 8
HIRL Rwy 8-26 and 17R-35L

Rwy 8
ldg 7801'

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 17R | 3482/24 200 (200-½) | | |
| S-LOC 17R * | 3620/24 338 (400-½) | 3620/40 338 (400-¾) | |
| CIRCLING | 3740-1½ 458 (500-1½) | 3840-2 558 (600-2) | 3980-2½ 698 (700-2½) |

FAF to MAP 3.3 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 1:39 | 1:25 | 1:14 | 1:06 | 0:59 |

# HI-LOC/DME BC RWY 35L

| LOC I-LBB 109.5 Chan 32 | APCH CRS 351° | Rwy ldg 11,500 TDZE 3253 Arpt Elev 3282 |
|---|---|---|

JAL-241 [USAF] LUBBOCK PRESTON SMITH INTL (KLBB)

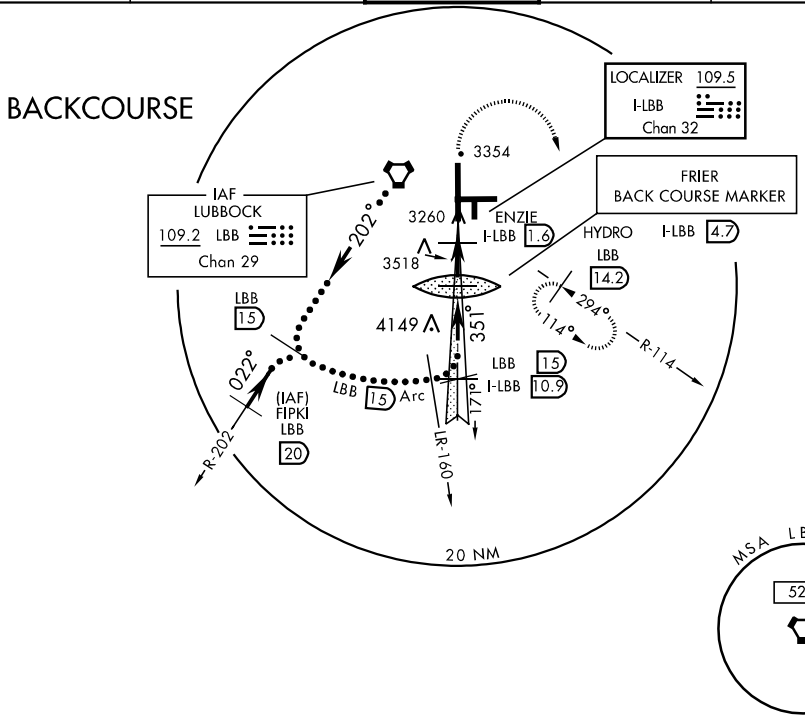
* When ODALS inop, increase CAT C vis to 1 mile.

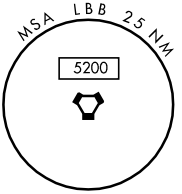
Use I-LBB DME when on Localizer course

ODALS

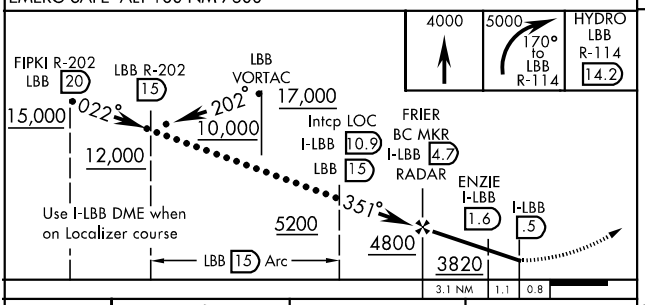
MISSED APPROACH: Climb to 4000, then climbing right turn to 5000 via Hdg 170° and LBB R-114 to HYDRO INT (LBB 14.2 DME) and hold.

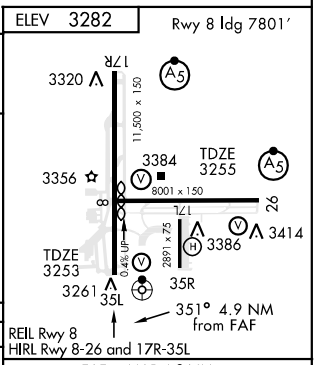
| ATIS | LUBBOCK APP CON | LUBBOCK TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 125.3 | 119.2 351.8 | 120.5 239.3 | 121.9 348.6 | 125.8 281.55 | |




EMERG SAFE ALT 100 NM 7300




FAF to MAP 4.2 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:06 | 1:48 | 1:35 | 1:24 | 1:16 |

| CATEGORY | C | D | E |
|---|---|---|---|
| S-35L * | 3560-¾ 307 (300-¾) | 3560-1 307 (300-1) | |
| CIRCLING | 3740-1½ 459 (500-1½) | 3840-2 559 (600-2) | 3980-2½ 699 (700-2½) |



SC-2, 14 JAN 2010 to 11 FEB 2010

# HI-VOR/DME or TACAN RWY 26

| VORTAC LBB 109.2 Chan 29 | APCH CRS 282° | Rwy Idg 8001 TDZE 3255 Arpt Elev 3282 |
|---|---|---|

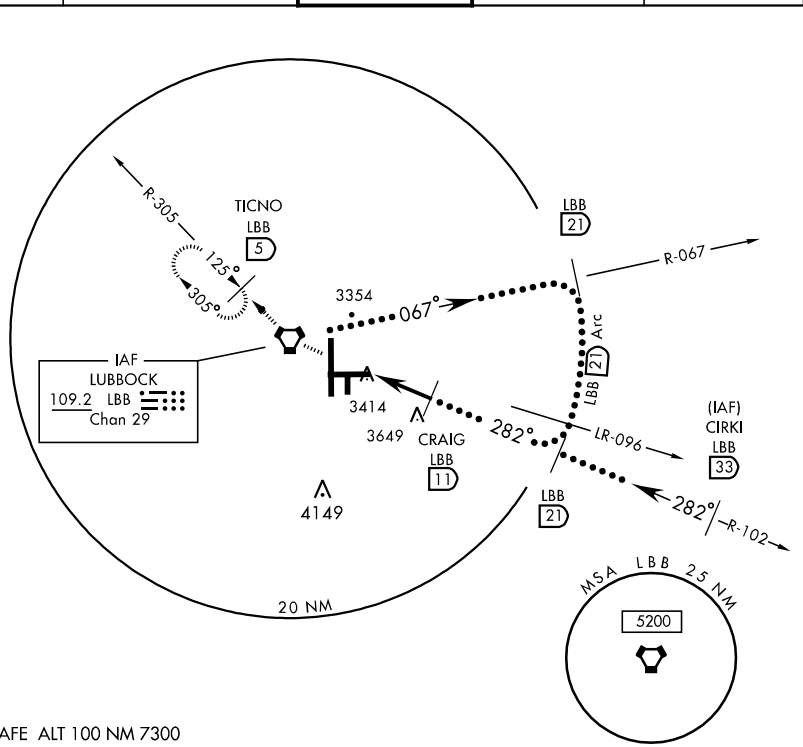
JAL-241 [USAF] LUBBOCK PRESTON SMITH INTL (KLBB)

* Inoperative Table does not apply.

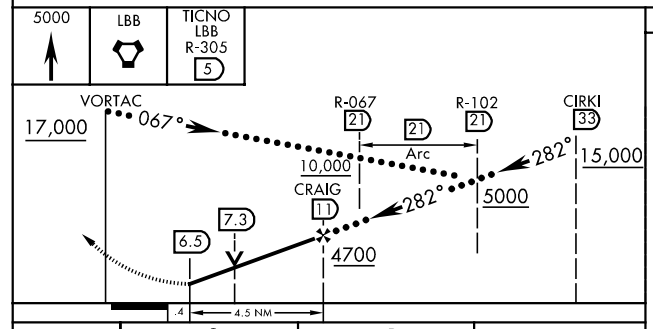
MALSR (A5)

MISSED APPROACH: Climb to 5000 direct LBB VORTAC and via LBB R-305 to TICNO (LBB 5 DME) and hold.

| ATIS | LUBBOCK APP CON | LUBBOCK TOWER | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 125.3 | 119.2 351.8 | 120.5 239.3 | 121.9 348.6 | 125.8 281.55 | |

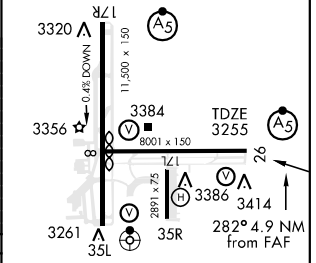



EMERG SAFE ALT 100 NM 7300




| CATEGORY | C | D | E |
|---|---|---|---|
| S-26 * | 3680-1¼ 425 (400-1¼) | | 3680-1½ 425 (400-1½) |
| CIRCLING | 3740-1½ 459 (500-1½) | 3840-2 559 (600-2) | 3980-2½ 699 (700-2½) |

ELEV 3282 Rwy 8 Idg 7801'




REIL Rwy 8
HIRL Rwy 8-26 and 17R-35L

| LOC I-LBB | APP CRS | Rwy Idg | 11500 |
|---|---|---|---|
| 109.5 | 171° | TDZE | 3282 |
| Chan 32 | | Apt Elev | 3282 |

# ILS or LOC RWY 17R

## LUBBOCK PRESTON SMITH INTL (LBB)

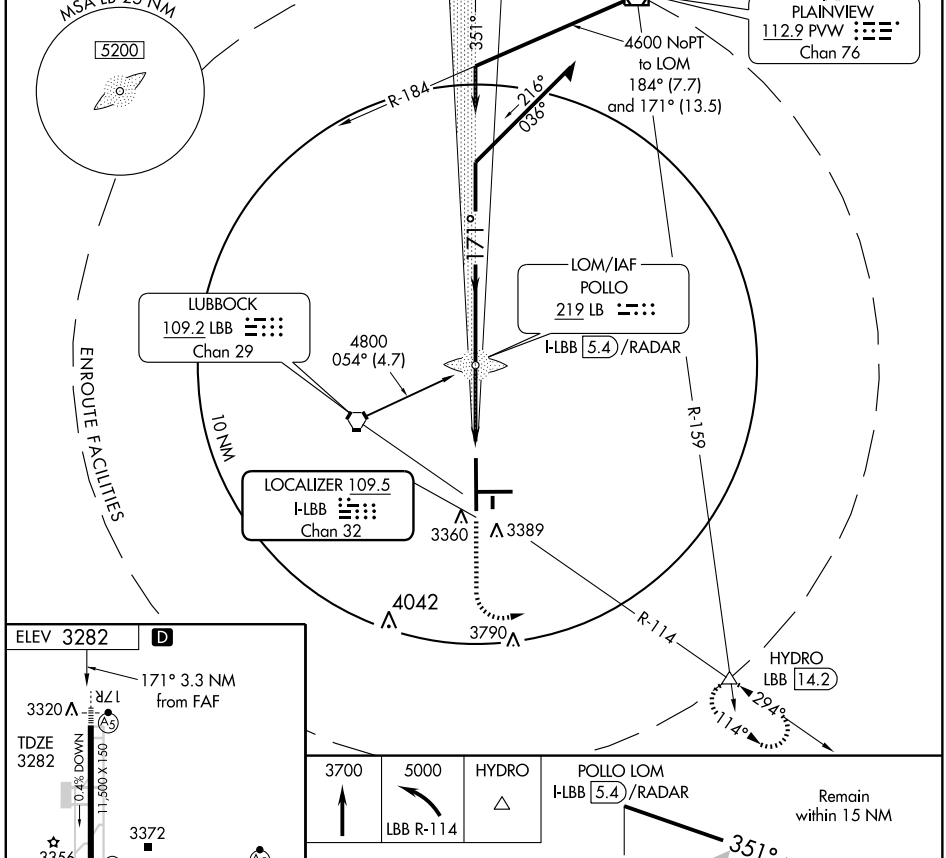
ASR

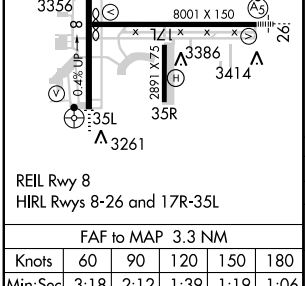
S-LOC 17R visibilty increased to RVR 5000 Cat. D and RVR 6000 Cat. E. for inoperative MALSR.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3700, then climbing left turn to 5000 via LBB R-114 to HYDRO Int and hold.

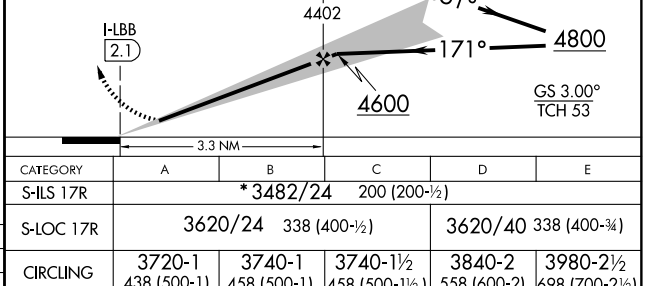
| ATIS | LUBBOCK APP CON | LUBBOCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.3 | 119.2 351.8 | 120.5 239.3 | 121.9 348.6 | 125.8 281.55 |




REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

| FAF to MAP 3.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17R | * 3482/24 200 (200-½) | | | | |
| S-LOC 17R | 3620/24 338 (400-½) | | | 3620/40 338 (400-¾) | |
| CIRCLING | 3720-1 438 (500-1) | 3740-1 458 (500-1) | 3740-1½ 458 (500-1½) | 3840-2 558 (600-2) | 3980-2½ 698 (700-2½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC I-LDT | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| 111.9 | 261° | TDZE | 3256 |
| | | Apt Elev | 3282 |

# ILS or LOC RWY 26

LUBBOCK PRESTON SMITH INTL (LBB)

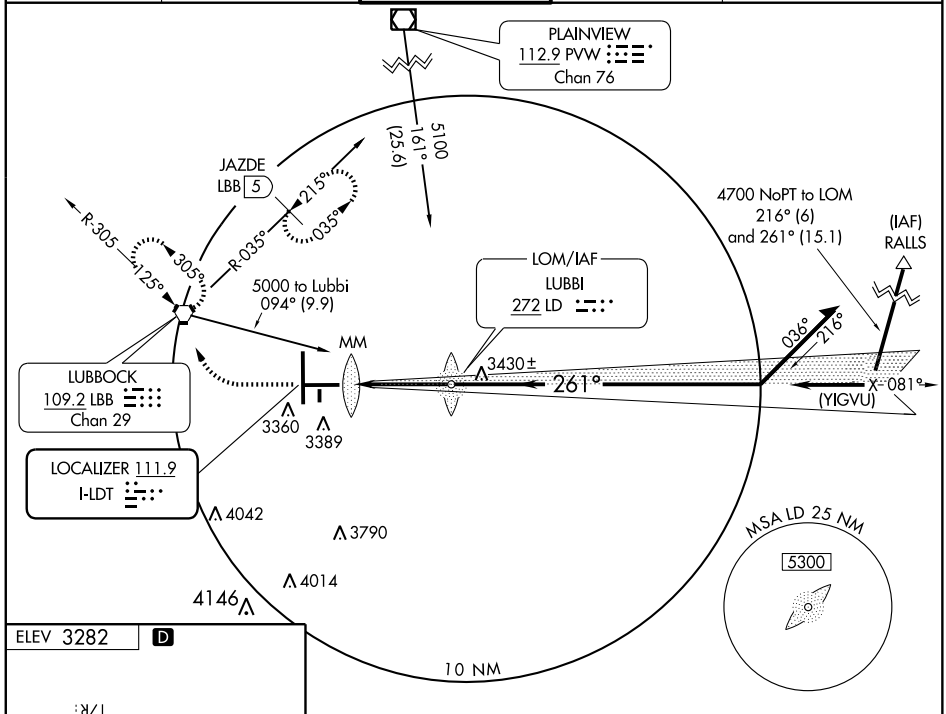
ASR

For inoperative MALSR increase S-LOC Cat D and E visibility to RVR 5000, S-ILS Cat E to RVR 4000.
* Vis Cat A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.

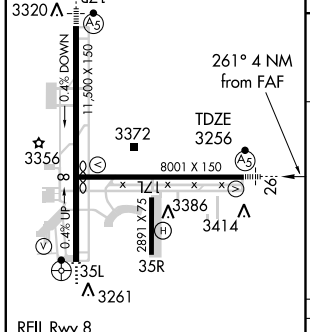
MALSR

MISSED APPROACH: Climb to 3800, then climbing right turn to 4800 direct LBB VORTAC and hold. (TACAN aircraft climb to 3800, then climbing right turn to 5100 via heading 300° and LBB R-035 to JAZDE Int / 5 DME and hold NE, left turn, 215° inbound).

| ATIS | LUBBOCK APP CON | LUBBOCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.3 | 119.2 351.8 | 120.5 239.3 | 121.9 348.6 | 125.8 281.55 |




ELEV 3282 D

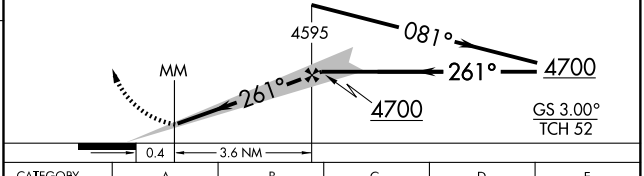



REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

| FAF to MAP | 4 NM | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

| 3800 | 4800 | LBB |
|---|---|---|
| | | 109.2 |

VGSI and ILS glidepath not coincident.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 26 | * 3456/24 200 (200-½) | | | | |
| S-LOC 26 | 3560/24 304 (300-½) | | | 3560/40 304 (300-¾) | |
| CIRCLING | 3720-1 438 (500-1) | 3740-1 458 (500-1) | 3740-1½ 458 (500-1½) | 3840-2 558 (600-2) | 3980-2½ 698 (700-2½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC I-LBB | APP CRS | Rwy Idg | 11500 |
|---|---|---|---|
| 109.5 | 351° | TDZE | 3254 |
| Chan 32 | | Apt Elev | 3282 |

# LOC BC RWY 35L

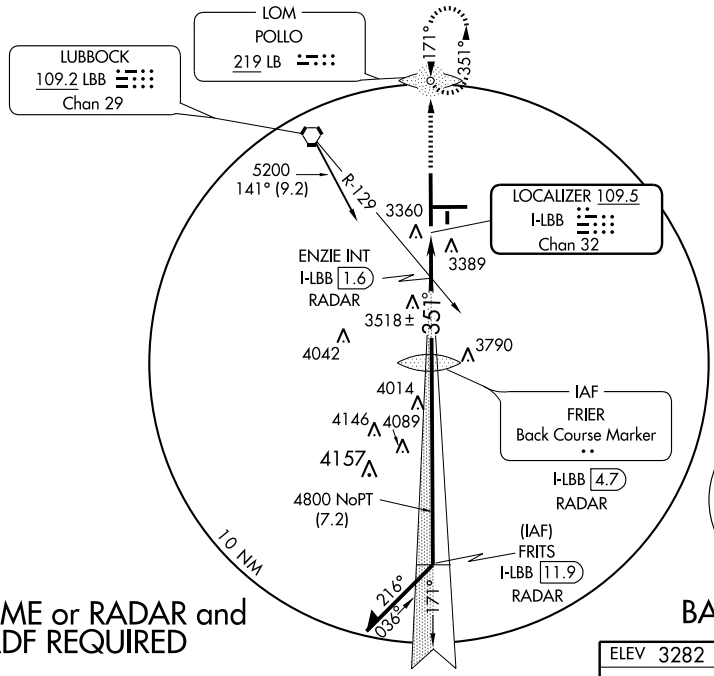
## LUBBOCK PRESTON SMITH INTL (LBB)

ASR

ODALS

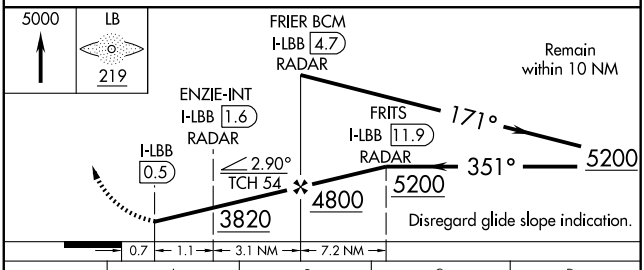
MISSED APPROACH: Climb to 5000 direct POLLO LOM and hold.

| ATIS | LUBBOCK APP CON | LUBBOCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.3 | 119.2 351.8 | 120.5 239.3 | 121.9 348.6 | 125.8 281.55 |



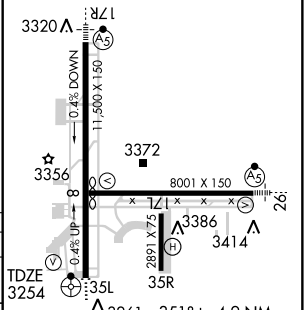

DME or RADAR and ADF REQUIRED

BACK COURSE




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 35L | 3820-¾ 566 (600-¾) | | 3820-1½ 566 (600-1½) | 3820-1¾ 566 (600-1¾) |
| CIRCLING | 3820-1 538 (600-1) | | 3820-1½ 538 (600-1½) | 3840-2 558 (600-2) |
| ENZIE FIX MINIMUMS | | | | |
| S-LOC 35L | 3560-¾ 306 (300-¾) | | | 3560-1 306 (300-1) |
| CIRCLING | 3720-1 438 (500-1) | 3740-1 458 (500-1) | 3740-1½ 458 (500-1½) | 3840-2 558 (600-2) |

ELEV 3282 D




FAF to MAP 4.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 97327 W08A | APP CRS 081° | Rwy Idg 7801 TDZE 3256 Apt Elev 3282 |
|---|---|---|

# RNAV (GPS) RWY 8

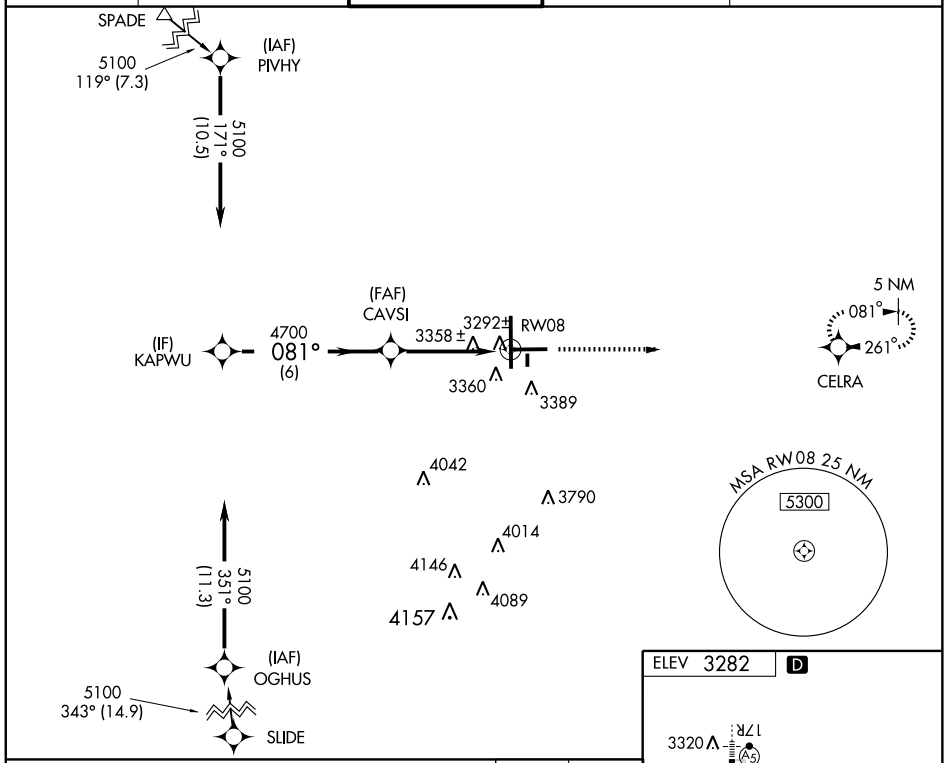
LUBBOCK PRESTON SMITH INTL (LBB)

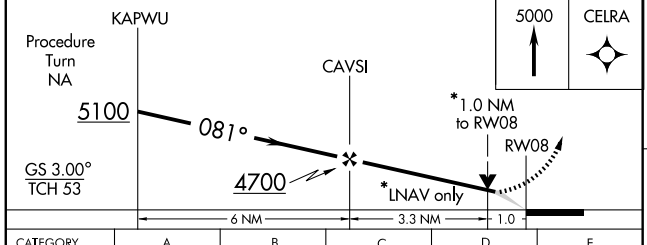
ASR

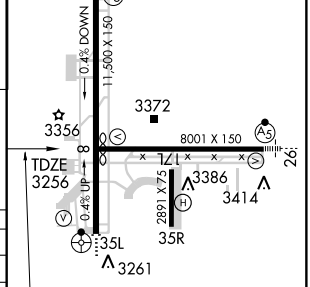
DME/DME RNP-0.3 NA.
BARO-VNAV NA below -21°C (-5°F).

MISSED APPROACH: Climb to 5000 direct CELRA and hold.

| ATIS | LUBBOCK APP CON | LUBBOCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.3 | 119.2 351.8 | 120.5 239.3 | 121.9 348.6 | 125.8 281.55 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 3507-¾ 250 (300-¾) | | | | |
| LNAV/VNAV DA | 3633-1¼ 376 (400-1¼) | | | | |
| LNAV MDA | 3620-1 363 (400-1) | | | 3620-1¼ 363 (400-1¼) | |
| CIRCLING | 3720-1¼ 438 (500-1¼) | 3740-1¼ 458 (500-1¼) | 3740-1½ 458 (500-1½) | 3840-2 558 (600-2) | 3980-2½ 698 (700-2½) |

REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 11500 |
|---|---|---|---|
| CH 40028 | 171° | TDZE | 3282 |
| W17A | | Apt Elev | 3282 |

# RNAV (GPS) RWY 17R

## LUBBOCK PRESTON SMITH INTL (LBB)

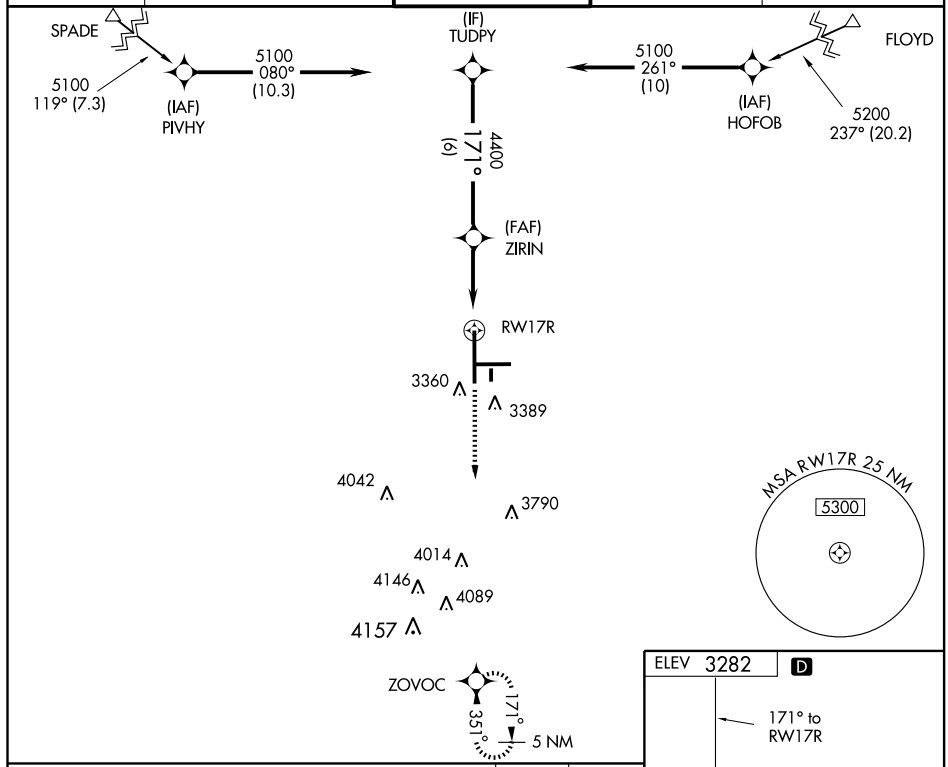
ASR

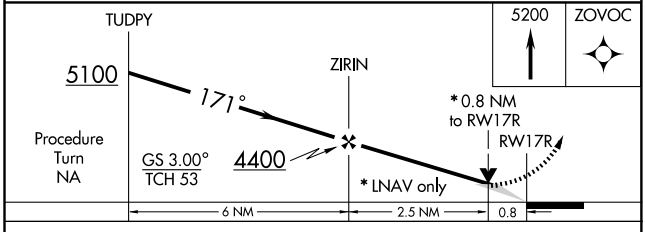
BARO-VNAV NA below -21°C (-6°F). DME/DME RNP-0.3 NA.
For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cats A,B to RVR 5000.
Inoperative table does not apply to LNAV Cats D,E.

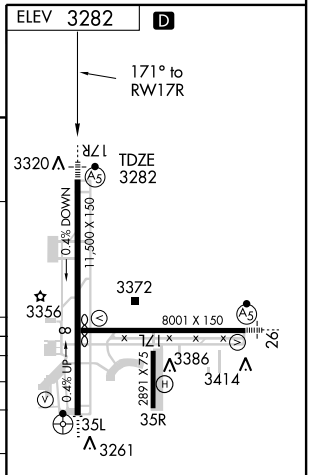
MALSR

MISSED APPROACH: Climb to 5200 direct ZOVOC and hold.

| ATIS | LUBBOCK APP CON | LUBBOCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.3 | 119.2 351.8 | 120.5 239.3 | 121.9 348.6 | 125.8 281.55 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 3532/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 3570/24 288 (300-½) | | | 3570/40 288 (300-¾) | |
| LNAV MDA | 3580/24 298 (300-½) | | | 3580/50 298 (300-1) | |
| CIRCLING | 3720-1 438 (500-1) | 3740-1 458 (500-1) | 3740-1½ 458 (500-1½) | 3840-2 558 (600-2) | 3980-2½ 698 (700-2½) |

REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 45528 W26A | APP CRS 261° | Rwy Idg 8001<br>TDZE 3256<br>Apt Elev 3282 |
|---|---|---|

# RNAV (GPS) RWY 26

LUBBOCK PRESTON SMITH INTL (LBB)

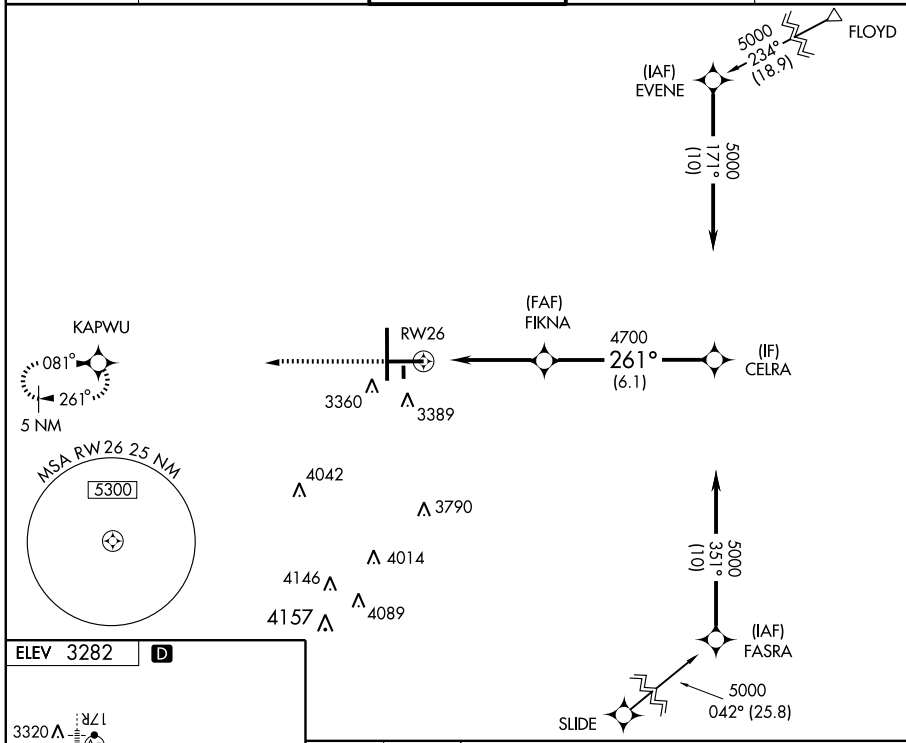
ASR

BARO-VNAV NA below -21°C (-5°F). DME/DME RNP-0.3 NA. For inoperative MALSR increase LPV visibility to RVR 4000 all Cats, LNAV/VNAV Cat E to RVR 6000 and LNAV Cat D visibility to RVR 6000 and Cat E to 1½.

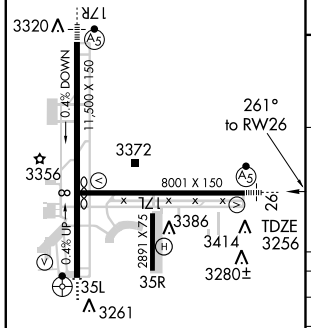
MALSR

MISSED APPROACH: Climb to 5100 direct KAPWU and hold.

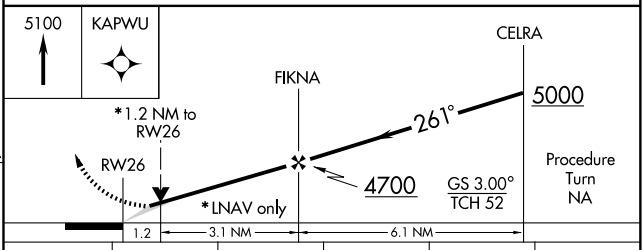
| ATIS | LUBBOCK APP CON | LUBBOCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.3 | 119.2 351.8 | 120.5 239.3 | 121.9 348.6 | 125.8 281.55 |




ELEV 3282 D




REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 3506/24 250 (300-½) | | | | |
| LNAV/VNAV DA | 3609/40 353 (400-¾) | | | | |
| LNAV MDA | 3680/24 424 (500-½) | | 3680/40 424 (500-¾) | 3680/50 424 (500-1) | |
| CIRCLING | 3720-1¼ 438 (500-1¼) | 3740-1¼ 458 (500-1¼) | 3740-1½ 458 (500-1½) | 3840-2 558 (600-2) | 3980-2½ 698 (700-2½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 50128 W35A | APP CRS 351° | Rwy Idg 11500<br>TDZE 3254<br>Apt Elev 3282 |
|---|---|---|

# RNAV (GPS) RWY 35L

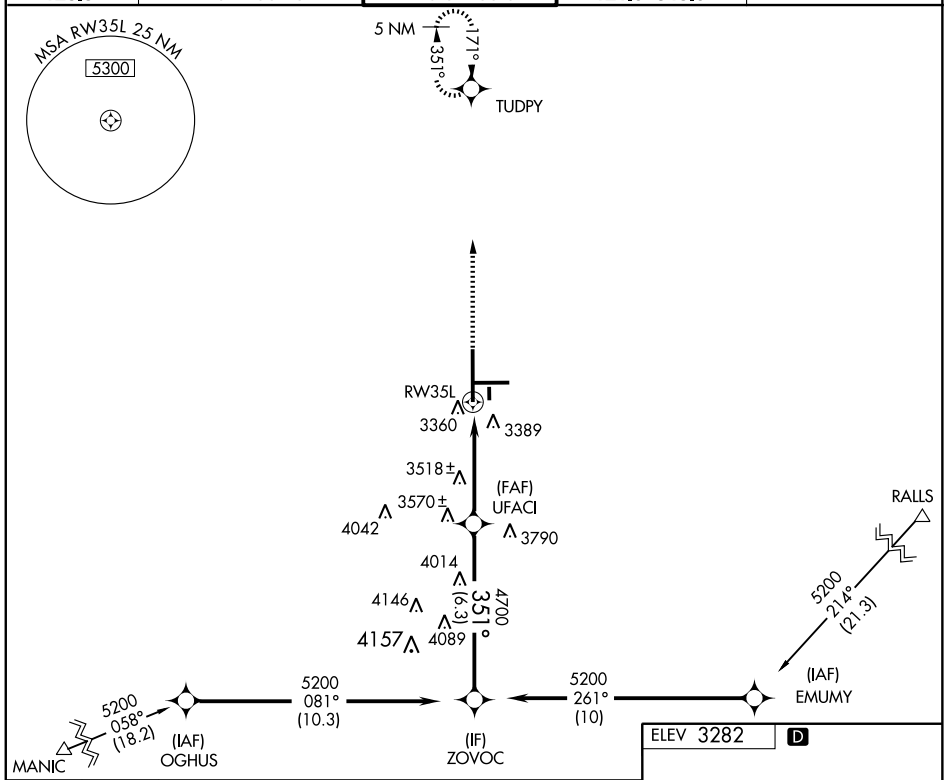
LUBBOCK PRESTON SMITH INTL (LBB)

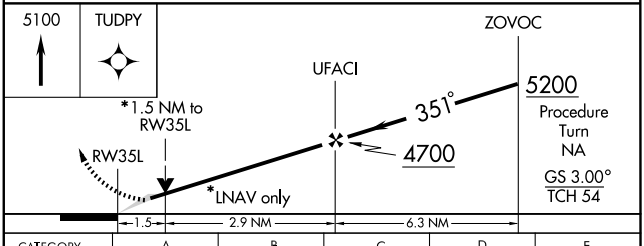
ASR — BARO-VNAV NA below -21°C (-5°F). DME/DME RNP-0.3 NA. Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cat C.

ODALS

MISSED APPROACH: Climb to 5100 direct TUDPY and hold.

| ATIS | LUBBOCK APP CON | LUBBOCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.3 | 119.2 351.8 | 120.5 239.3 | 121.9 348.6 | 125.8 281.55 |







| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 3504-¾ 250 (300-¾) | | | | |
| LNAV/VNAV DA | 3672-1½ 418 (500-1½) | | | | |
| LNAV MDA | 3780-¾ 526 (600-¾) | | 3780-1½ 526 (600-1½) | 3780-1¾ 526 (600-1¾) | |
| CIRCLING | 3780-1½ 498 (500-1½) | | | 3840-2 558 (600-2) | 3980-2½ 698 (700-2½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR LBB | APP CRS | Rwy Idg | NA |
|---|---|---|---|
| 109.2 | 112° | TDZE | NA |
| Chan 29 | | Apt Elev | 3282 |

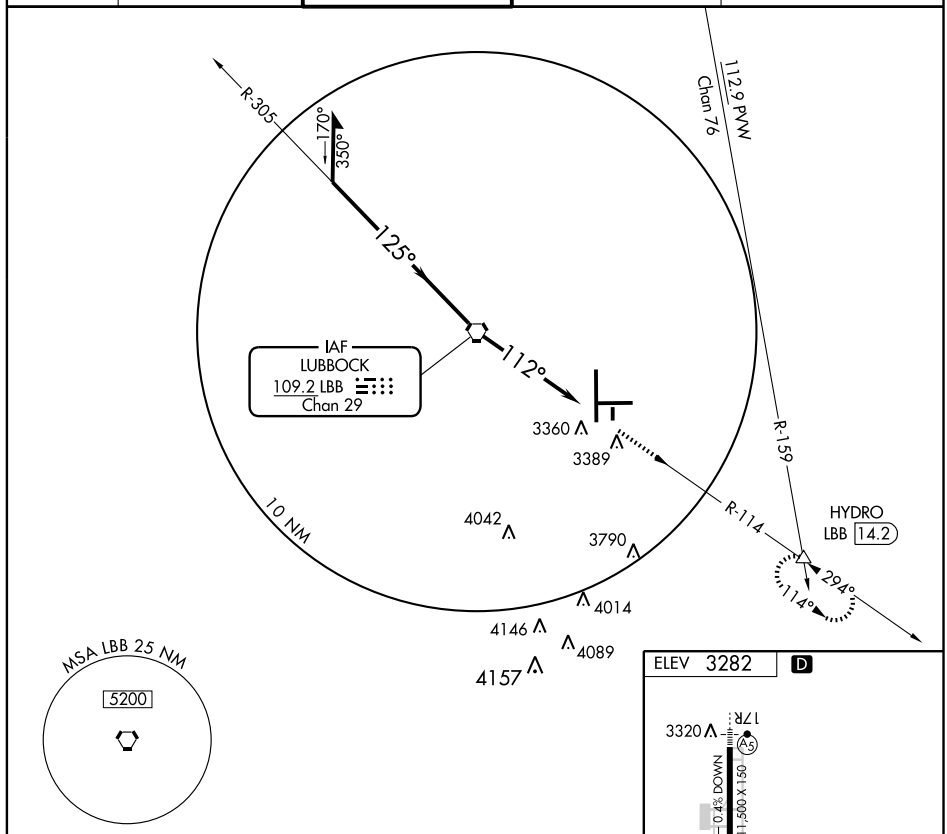
# VOR-A

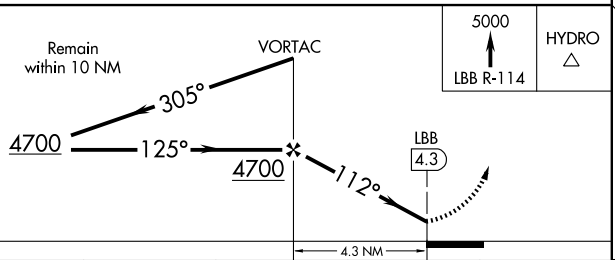
## LUBBOCK PRESTON SMITH INTL (LBB)

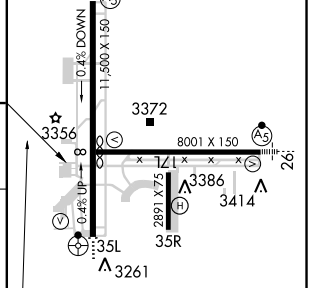
ASR

MISSED APPROACH: Climb to 5000 via LBB R-114 to HYDRO Int and hold.

| ATIS | LUBBOCK APP CON | LUBBOCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.3 | 119.2 351.8 | 120.5 239.3 | 121.9 348.6 | 125.8 281.55 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3720-1<br>438 (500-1) | 3740-1<br>458 (500-1) | 3740-1½<br>458 (500-1½) | 3840-2<br>558 (600-2) |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR LBB 109.2 Chan 29 | APP CRS 282° | Rwy Idg 8001<br>TDZE 3256<br>Apt Elev 3282 |
|---|---|---|

# VOR/DME or TACAN RWY 26

LUBBOCK PRESTON SMITH INTL (LBB)

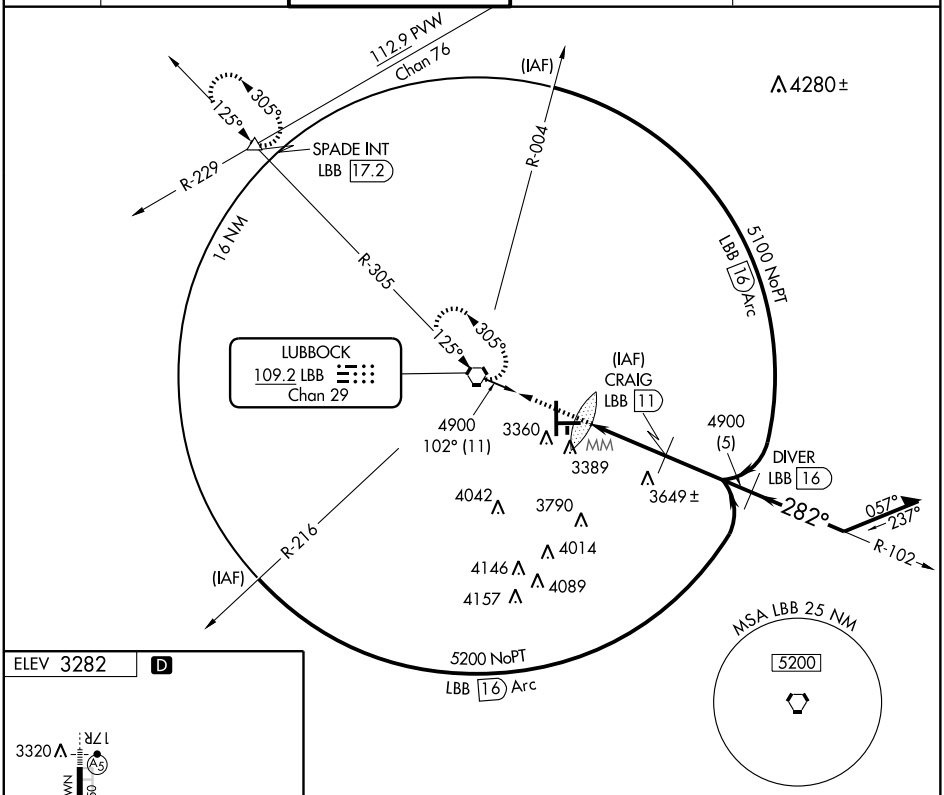
ASR

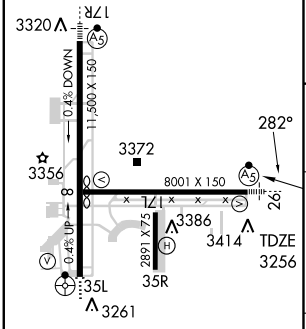
Inoperative table does not apply.

MALSR

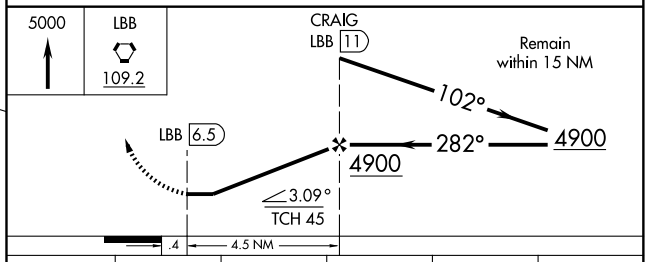
MISSED APPROACH: Climb to 5000 direct LBB VORTAC and hold. (TACAN equipped aircraft continue via R-305 to SPADE and hold. Hold NW, left turns 125° inbound.)

| ATIS | LUBBOCK APP CON | LUBBOCK TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 125.3 | 119.2 351.8 | 120.5 239.3 | 121.9 348.6 | 125.8 281.55 |




REIL Rwy 8
HIRL Rwys 8-26 and 17R-35L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-26 | 3680-1 424 (400-1) | | 3680-1¼ 424 (400-1¼) | | 3680-1½ 424 (400-1½) |
| CIRCLING | 3720-1 438 (500-1) | 3740-1 458 (500-1) | 3740-1½ 458 (500-1½) | 3840-2 558 (600-2) | 3980-2½ 698 (700-2½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC I-LFK | APP CRS | Rwy Idg | 5398 |
|---|---|---|---|
| 111.3 | 070° | TDZE | 286 |
| | | Apt Elev | 296 |

# ILS or LOC RWY 7

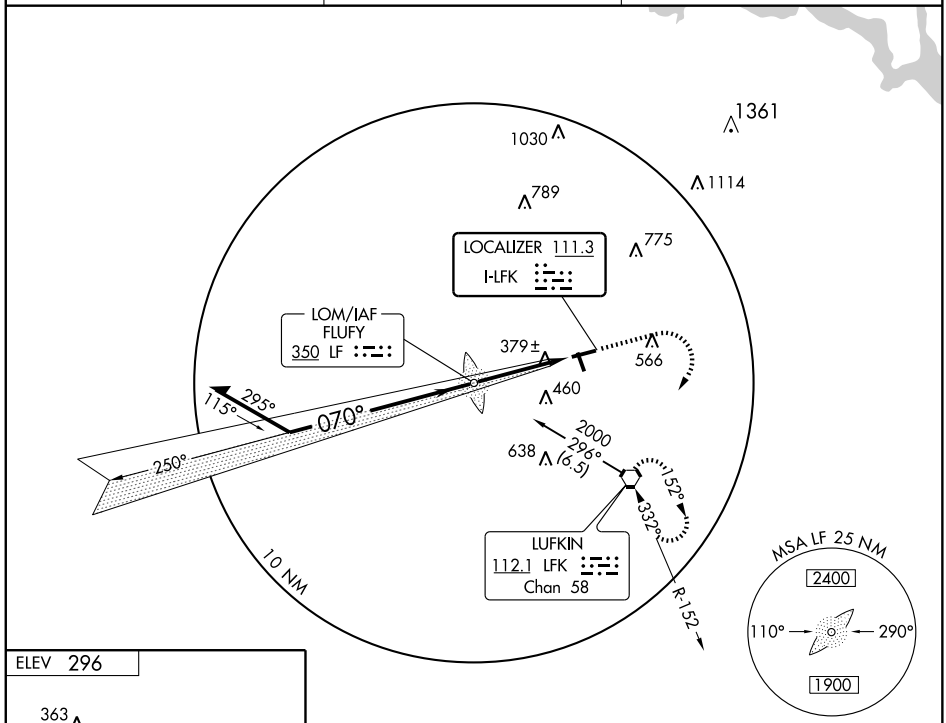
LUFKIN/ANGELINA COUNTY (LFK)

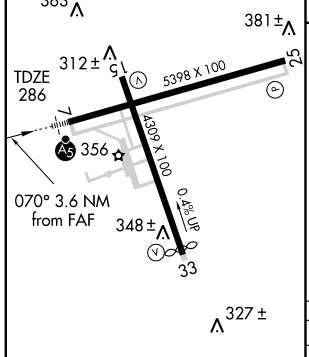
NA Circling NA for Cat D to Rwys 15 and 33.

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct LFK VORTAC and hold.

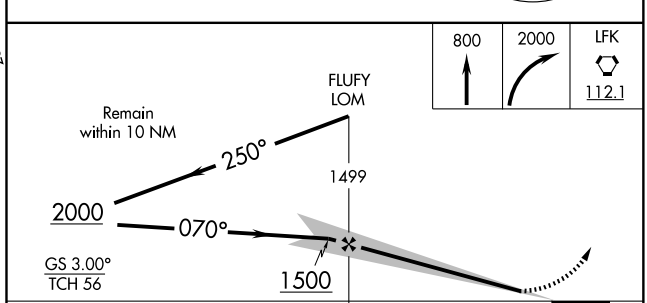
| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 120.625 | 125.17 285.57 | 123.0 (CTAF) L |




MIRL Rwys 7-25 and 15-33 L

| FAF to MAP 3.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7 | 486-½ 200 (200-½) | | | |
| S-LOC 7 | 640-½ 354 (400-½) | | | 640- ¾ 354 (400-¾) |
| CIRCLING | 740-1 444 (500-1) | 760-1 464 (500-1) | 760-1½ 464 (500-1½) | 880-2 584 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 5398 |
|---|---|---|---|
| CH 50105 | 070° | TDZE | 286 |
| W07A | | Apt Elev | 296 |

# RNAV (GPS) RWY 7

LUFKIN/ANGELINA COUNTY (LFK)

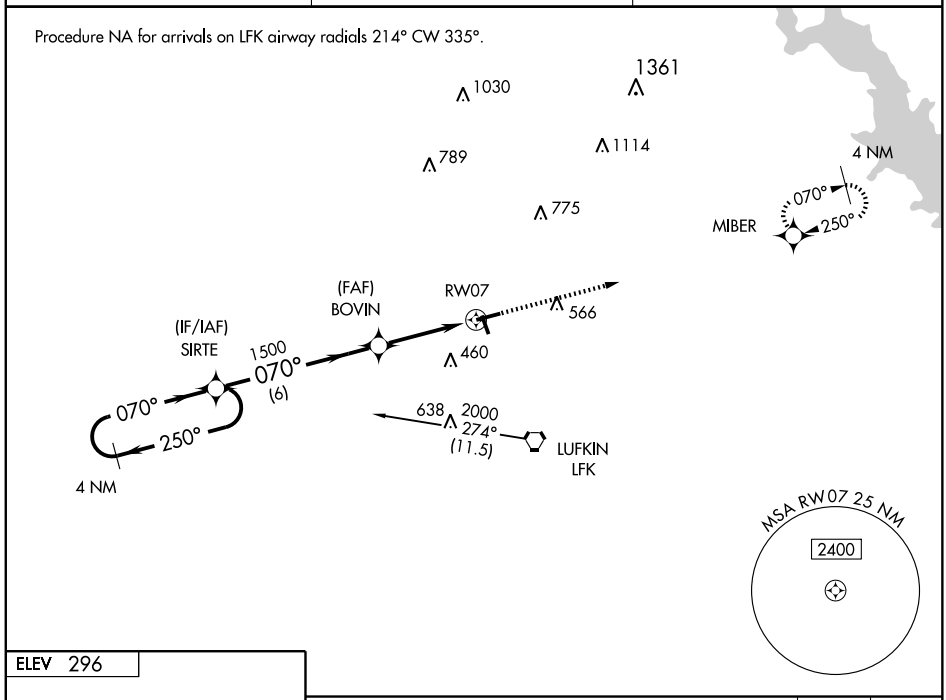
Baro-VNAV NA below -17°C (2°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV all Cats visibility to ¾, and LNAV Cat D visibility to 1¼ . Circling NA for Cat D to Rwys 15-33.

MALSR

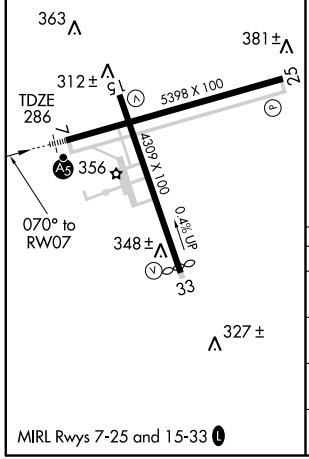
MISSED APPROACH: Climb to 2000 direct MIBER and hold.

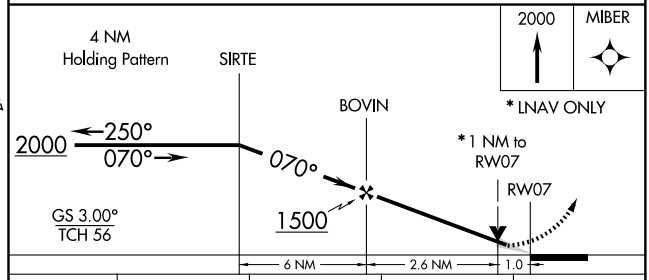
| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 120.625 | 125.17 285.57 | 123.0 (CTAF) L |

Procedure NA for arrivals on LFK airway radials 214° CW 335°.




ELEV 296




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 540-½ 254 (300-½) | | | |
| LNAV/VNAV DA | 620-¾ 334 (400-¾) | | | |
| LNAV MDA | 660-½ 374 (400-½) | | | 660-1 374 (400-1) |
| CIRCLING | 740-1¼ 444 (500-1¼) | 760-1¼ 464 (500-1¼) | 760-1½ 464 (500-1½) | 880-2 584 (600-2) |

MIRL Rwys 7-25 and 15-33 L

SC-5, 14 JAN 2010 to 11 FEB 2010

LUFKIN, TEXAS

AL-870 (FAA)

| APP CRS | Rwy Idg | 4309 |
|---|---|---|
| 155° | TDZE | 289 |
| | Apt Elev | 296 |

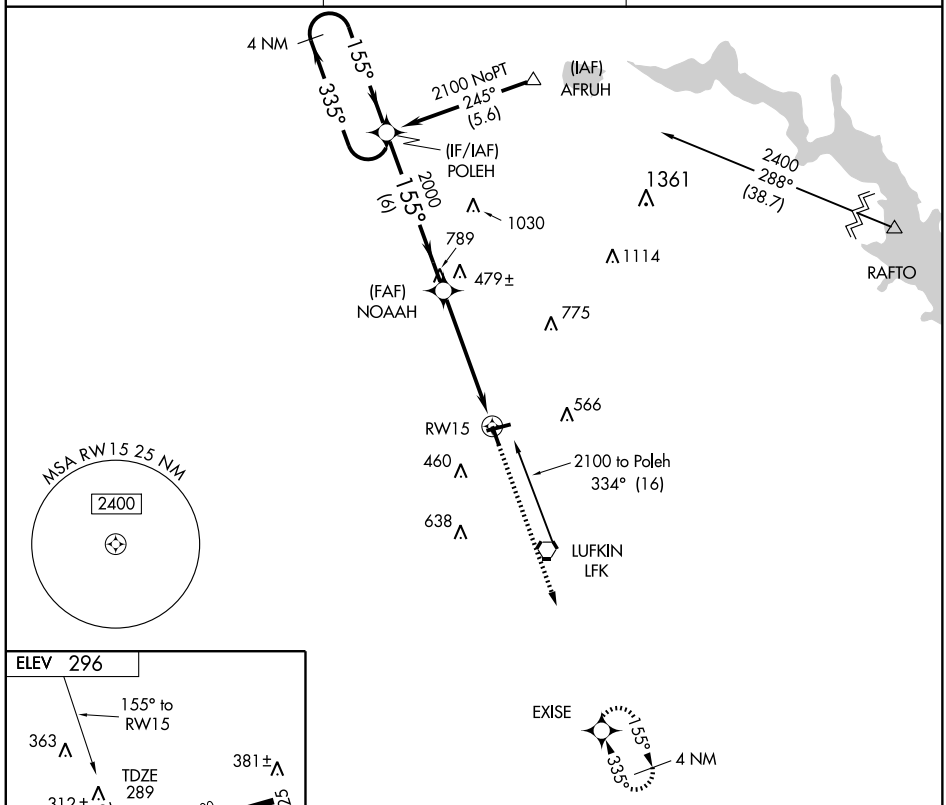
# RNAV (GPS) RWY 15

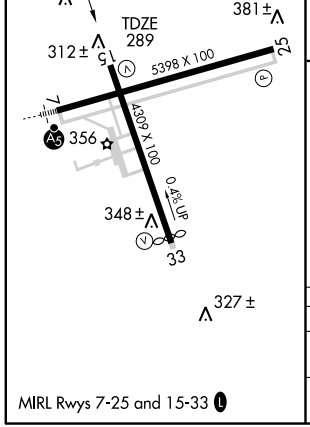
LUFKIN/ANGELINA COUNTY (LFK)

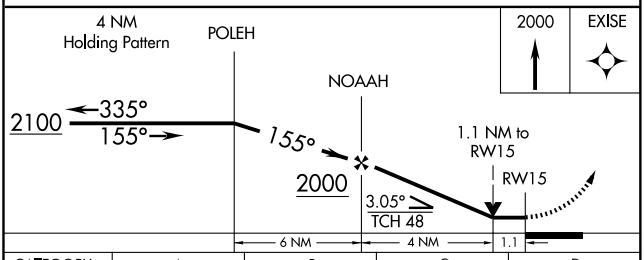
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct EXISE and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 120.625 | 125.17 285.57 | 123.0 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 700-1 411 (500-1) | | 700-1¼ 411 (500-1¼) | NA |
| CIRCLING | 740-1 444 (500-1) | 760-1 464 (500-1) | 760-1½ 464 (500-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5398 |
|---|---|---|
| 250° | TDZE | 296 |
| | Apt Elev | 296 |

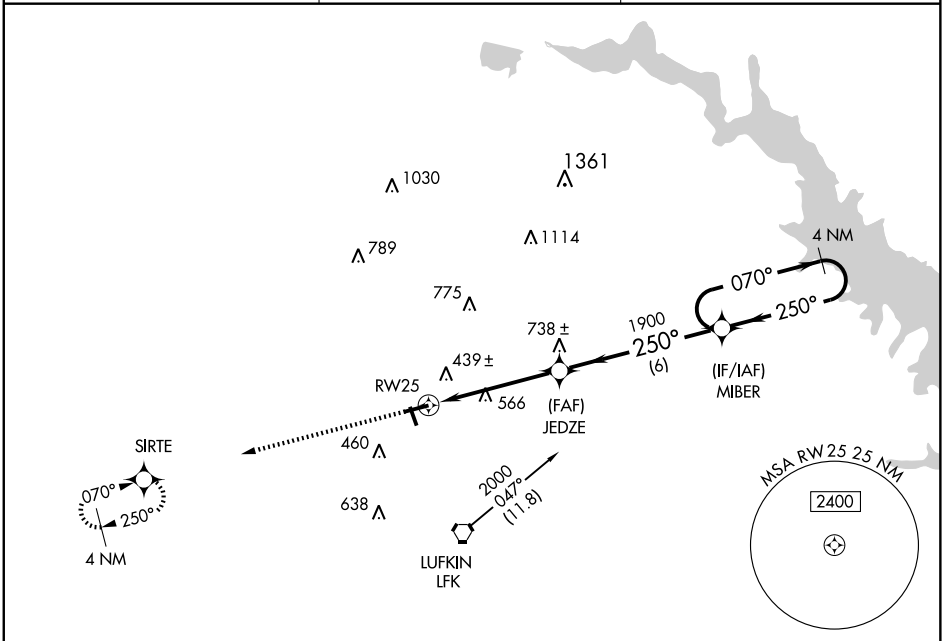
# RNAV (GPS) RWY 25

LUFKIN/ANGELINA COUNTY (LFK)

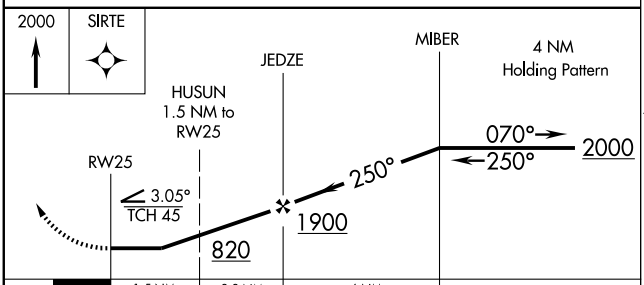
DME/DME RNP- 0.3 NA.
Circling NA for Cat D to Rwys 15-33.

MISSED APPROACH: Climb to 2000 direct SIRTE and hold.

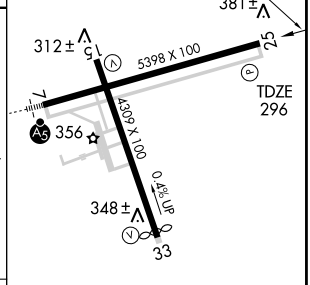
| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 120.625 | 125.17 285.57 | 123.0 (CTAF) L |




Procedure NA for arrival on LFK VORTAC airway radials 346 CW 107.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 364 (400-1) | | | 660-1¼ 364 (400-1¼) |
| CIRCLING | 740-1 444 (500-1) | 760-1 464 (500-1) | 760-1½ 464 (500-1½) | 880-2 584 (600-2) |




MIRL Rwys 7-25 and 15-33 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4204 |
|---|---|---|
| 335° | TDZE | 286 |
| | Apt Elev | 296 |

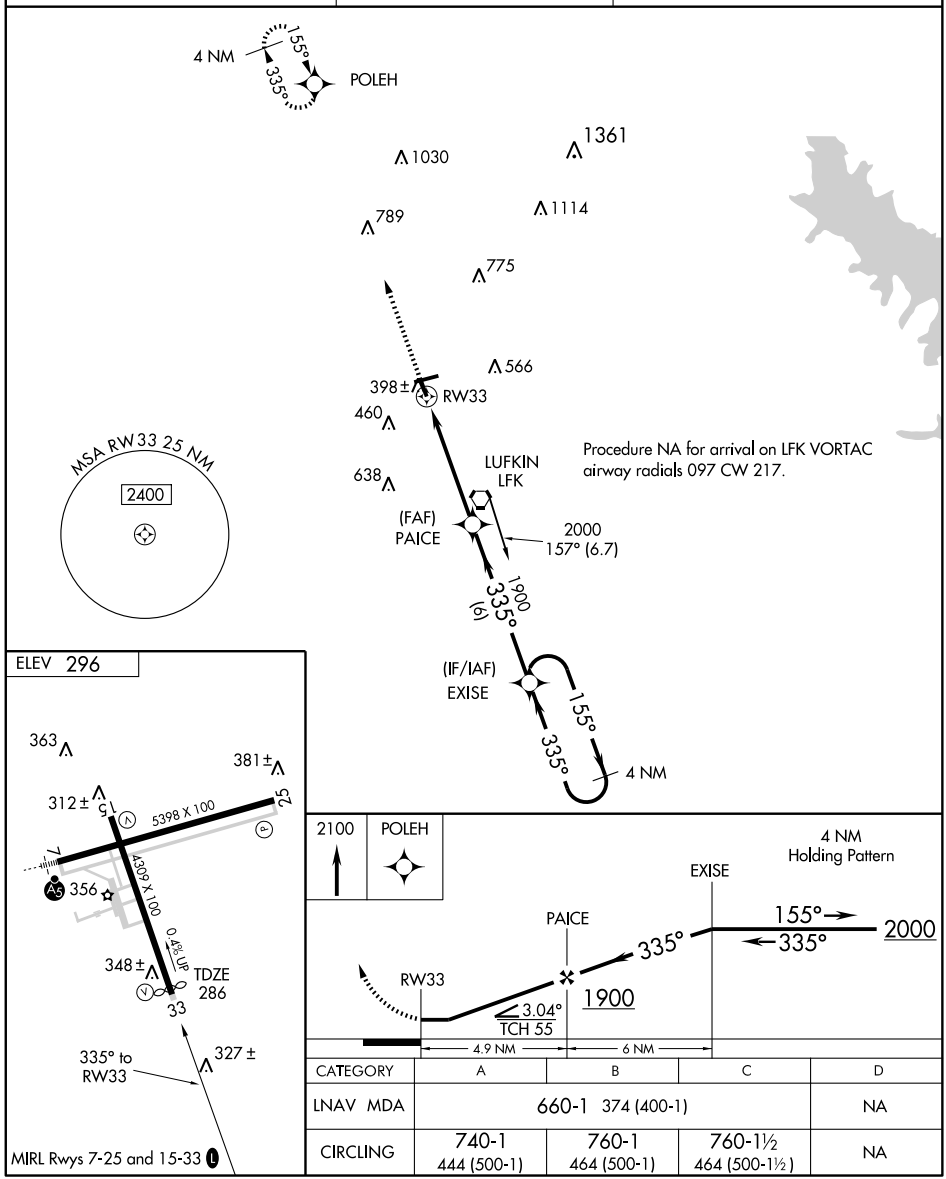
# RNAV (GPS) RWY 33

LUFKIN/ ANGELINA COUNTY (LFK)

DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2100 direct POLEH and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 120.625 | 125.17 285.57 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 374 (400-1) | | | NA |
| CIRCLING | 740-1 444 (500-1) | 760-1 464 (500-1) | 760-1½ 464 (500-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| VORTAC LFK | APP CRS | Rwy Idg | 4309 |
|---|---|---|---|
| 112.1 | 152° | TDZE | 289 |
| Chan 58 | | Apt Elev | 296 |

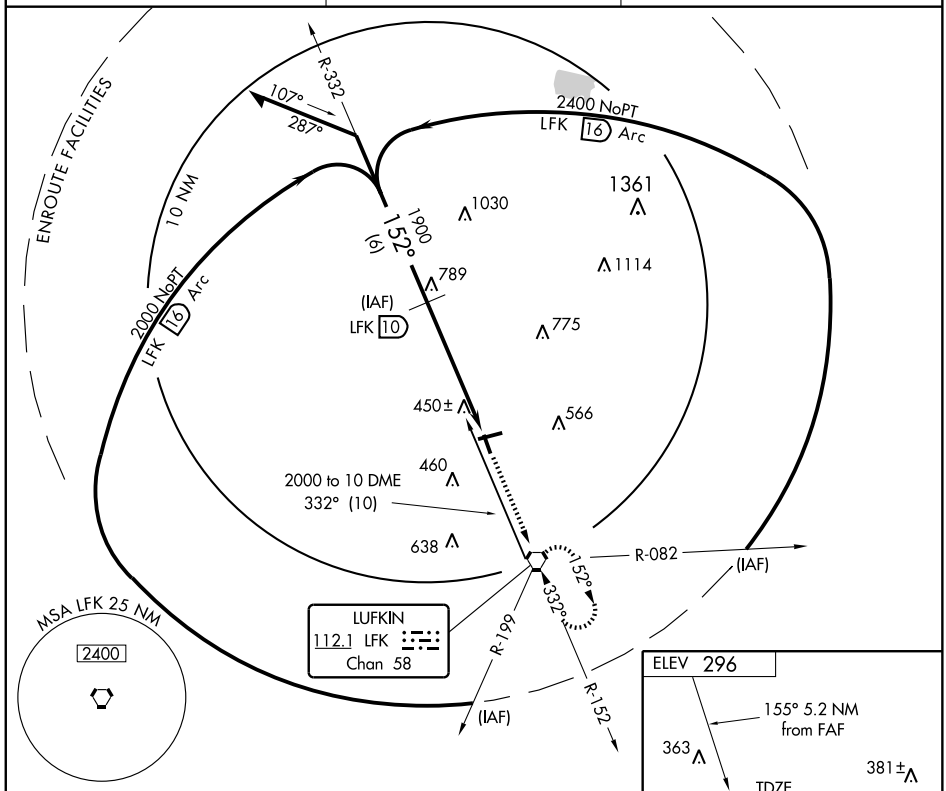
# VOR/DME RWY 15

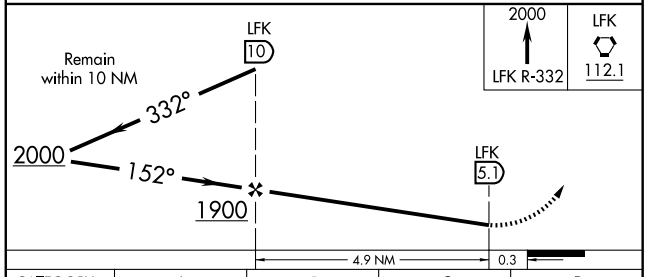
LUFKIN/ANGELINA COUNTY (LFK)

Straight-in minimums NA at night.

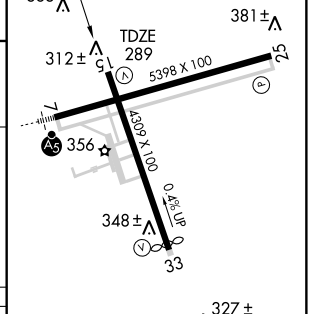
MISSED APPROACH: Climb to 2000 via LFK R-332 to LFK VORTAC and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 120.625 | 125.17 285.57 | 123.0 (CTAF) L |




| 2000 | LFK |
|---|---|
| LFK R-332 | 112.1 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 700-1 411 (500-1) | | 700-1¼ 411 (500-1¼) | NA |
| CIRCLING | 760-1 464 (500-1) | | 760-1½ 464 (500-1½) | NA |

MIRL Rwys 7-25 and 15-33 L

SC-5, 14 JAN 2010 to 11 FEB 2010

| VORTAC LFK 112.1 Chan 58 | APP CRS 332° | Rwy Idg 4204 TDZE 286 Apt Elev 296 |
|---|---|---|

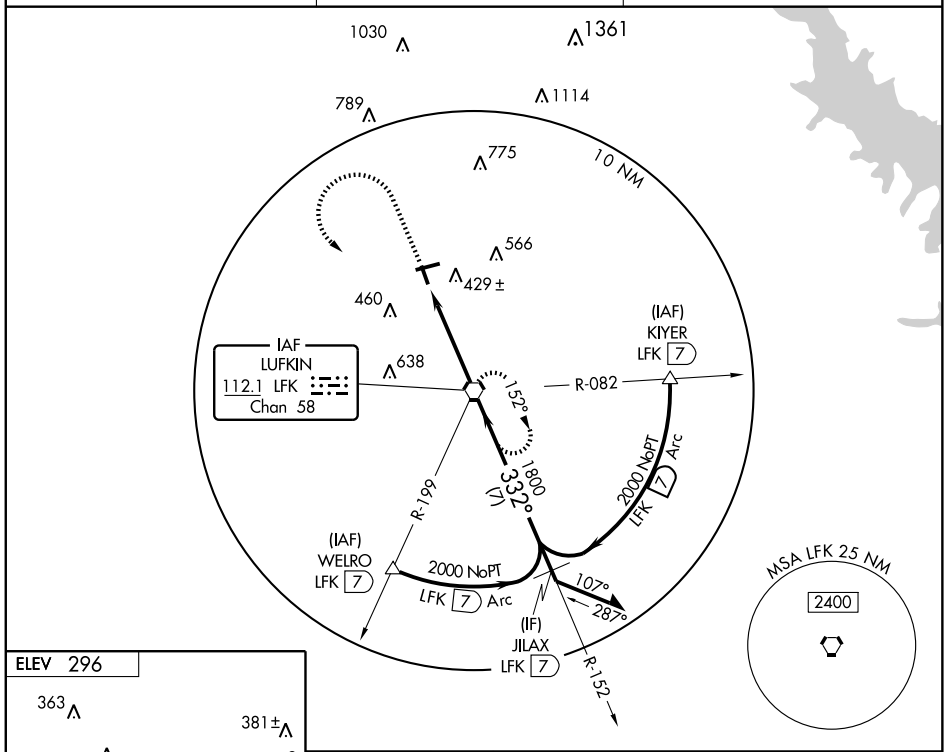
# VOR RWY 33

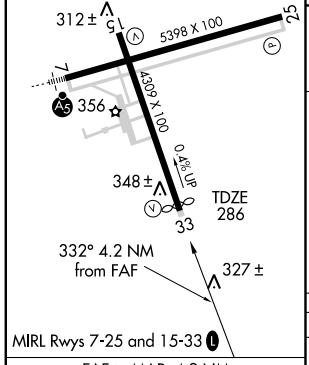
LUFKIN/ANGELINA COUNTY (LFK)

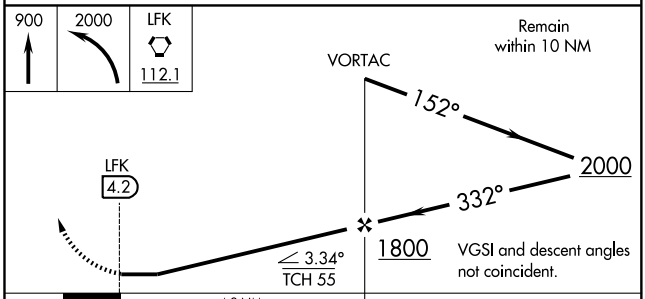
If local altimeter setting not received, use A L Mangham Jr. Rgnl altimeter setting and increase all MDAs 60 feet.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct LFK VORTAC and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 120.625 | 125.17 285.57 | 123.0 (CTAF) L |




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 680-1 394 (400-1) | | | 680-1¼ 394 (400-1¼) |
| CIRCLING | 760-1 464 (500-1) | | 760-1½ 464 (500-1½) | 880-2 584 (600-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010

MADISONVILLE, TEXAS AL-6843 (FAA)

| APP CRS | Rwy Idg | 3202 |
|---|---|---|
| 183° | TDZE | 287 |
| | Apt Elev | 287 |

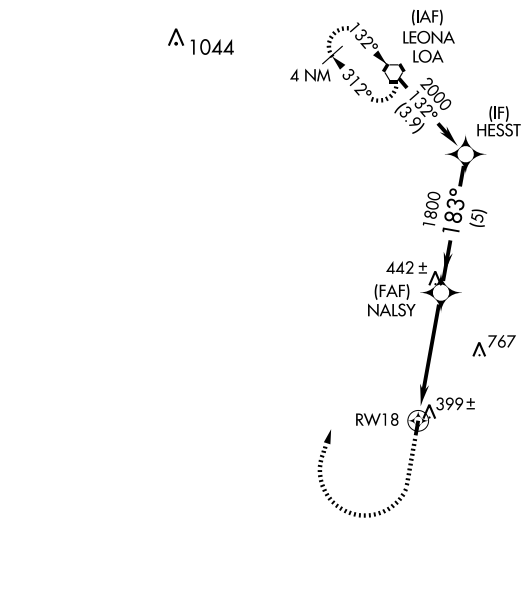
# RNAV (GPS) RWY 18

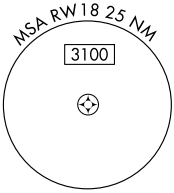
## MADISONVILLE MUNI (51R)

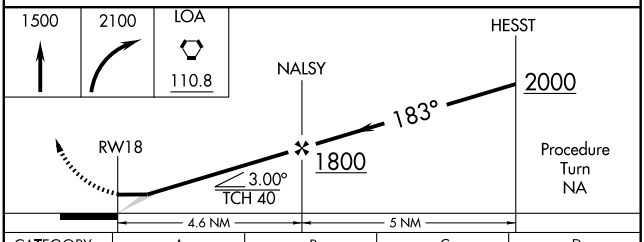
NA Use Huntsville Muni altimeter setting.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500, then climbing right turn to 2100 direct LOA VORTAC and hold.

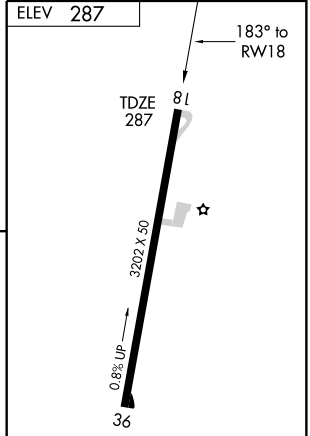
| HUNTSVILLE ASOS | HOUSTON CENTER | CTAF |
|---|---|---|
| 119.425 | 134.8 269.6 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 720-1 433 (500-1) | | NA | |
| CIRCLING | 780-1 493 (500-1) | | NA | |




MIRL Rwy 18-36

SC-5, 14 JAN 2010 to 11 FEB 2010

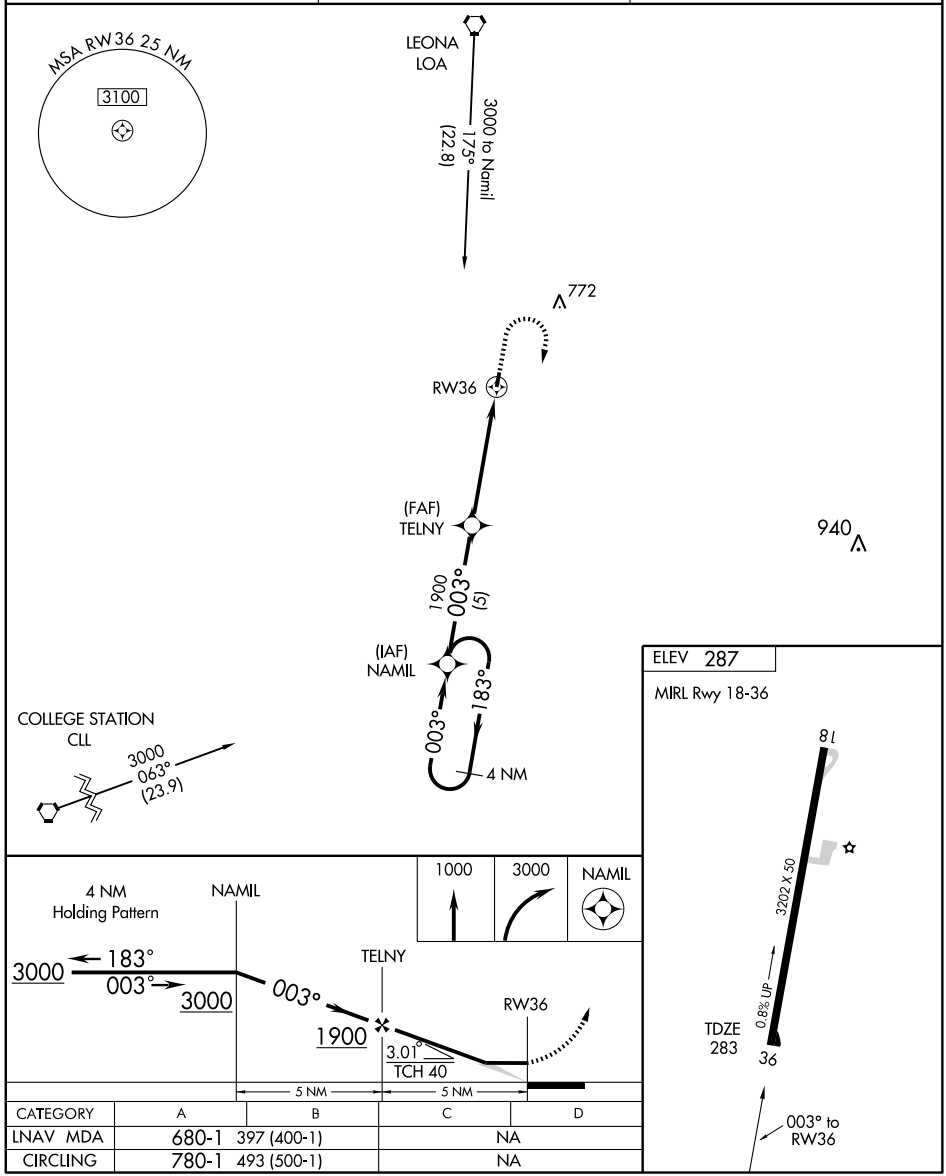
| APP CRS | Rwy Idg | 3202 |
|---|---|---|
| 003° | TDZE | 283 |
| | Apt Elev | 287 |

# RNAV (GPS) RWY 36
## MADISONVILLE MUNI (51R)

NA — Use Huntsville Muni altimeter setting. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct NAMIL WP and hold.

| HUNTSVILLE ASOS | HOUSTON CENTER | CTAF |
|---|---|---|
| 119.425 | 134.8 269.6 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 680-1 | 397 (400-1) | NA | |
| CIRCLING | 780-1 | 493 (500-1) | NA | |

SC-5, 14 JAN 2010 to 11 FEB 2010

MADISONVILLE, TEXAS AL-6843 (FAA)

| VORTAC LOA | APP CRS | Rwy Idg | 3202 |
|---|---|---|---|
| 110.8 | 168° | TDZE | 287 |
| Chan 45 | | Apt Elev | 287 |

# VOR/DME RWY 18

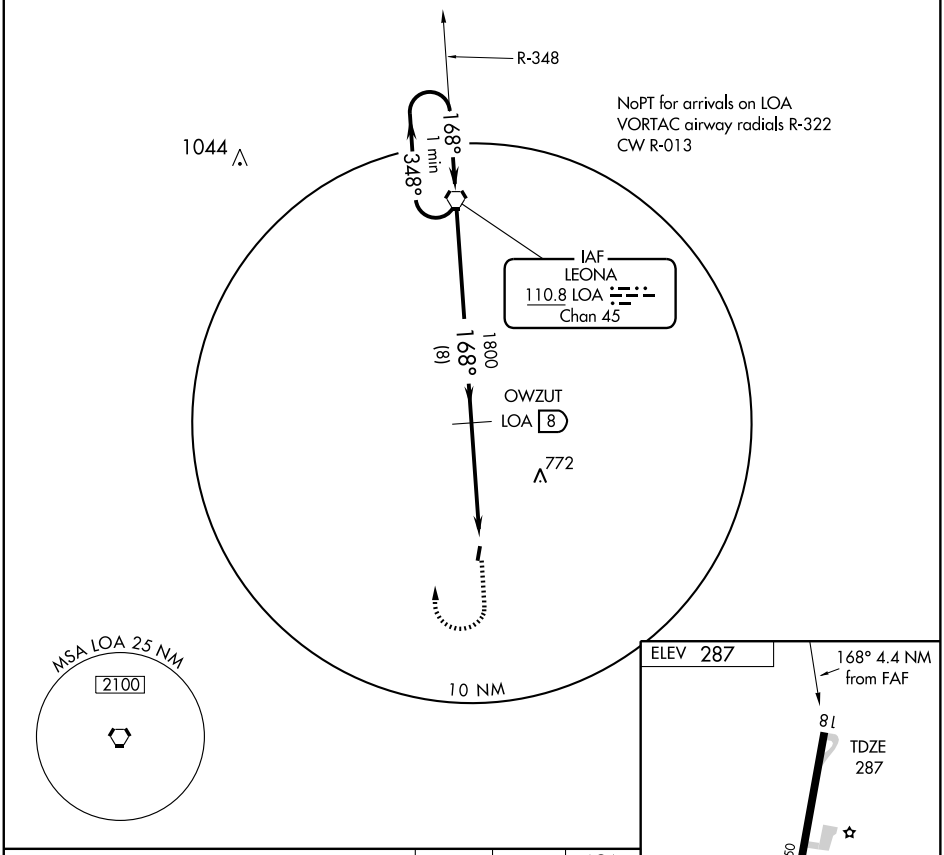
## MADISONVILLE MUNI (51R)

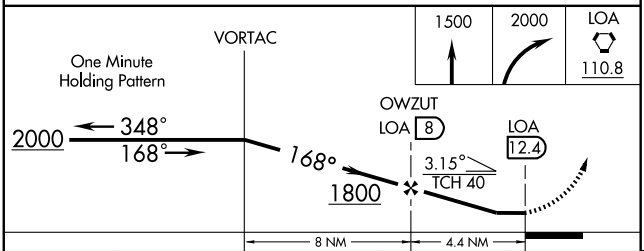
Use Huntsville Muni altimeter setting.

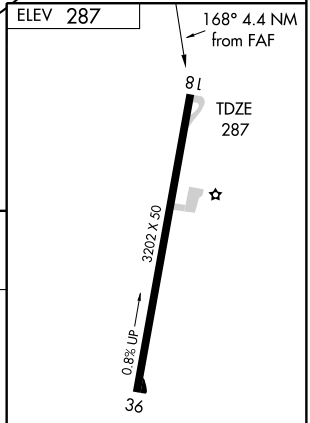
NA

MISSED APPROACH: Climb to 1500, then climbing right turn to 2000 direct LOA VORTAC and hold.

| HUNTSVILLE ASOS | HOUSTON CENTER | CTAF |
|---|---|---|
| 119.425 | 134.8 269.6 | 122.9 |




MIRL Rwy 18-36

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 760-1 | 473 (500-1) | NA | |
| CIRCLING | 780-1 | 493 (500-1) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-5, 14 JAN 2010 to 11 FEB 2010

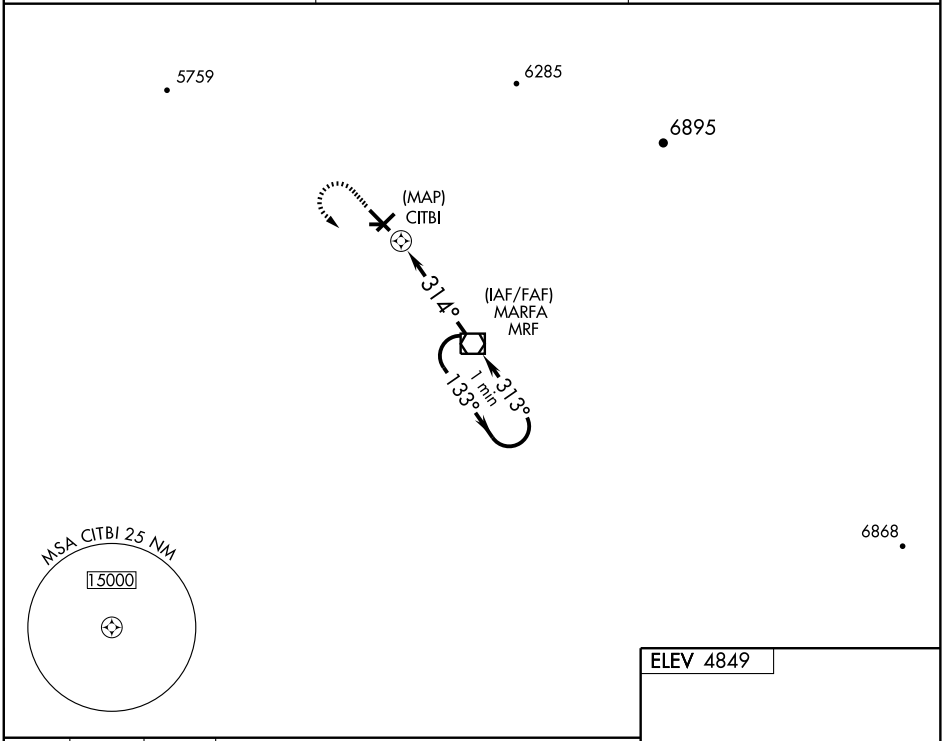
| APP CRS | Rwy Idg | 6214 |
|---|---|---|
| 314° | TDZE | 4840 |
| | Apt Elev | 4849 |

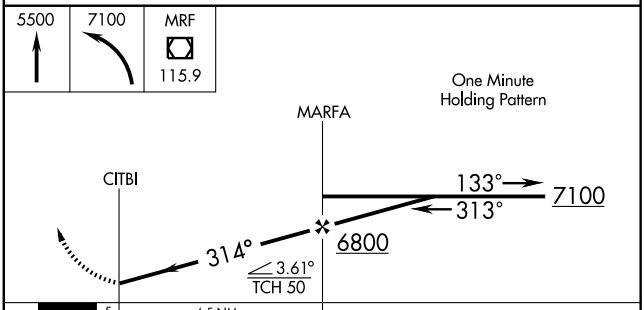
# GPS RWY 30
## MARFA MUNI (MRF)

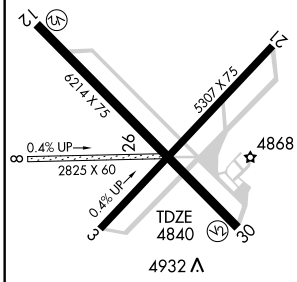
▼ If local altimeter setting not received, procedure not authorized.
▲ NA

MISSED APPROACH: Climb to 5500 then climbing left turn to 7100 direct MRF VOR/DME and hold.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 134.025 | 135.875 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 5200-1 360 (400-1) | | | 5200-1¼ 360 (400-1¼) |
| CIRCLING | 5260-1 411 (500-1) | 5300-1 451 (500-1) | 5300-1½ 451 (500-1½) | 5400-2 551 (600-2) |

MIRL Rwy 12-30 L

SC-3, 14 JAN 2010 to 11 FEB 2010

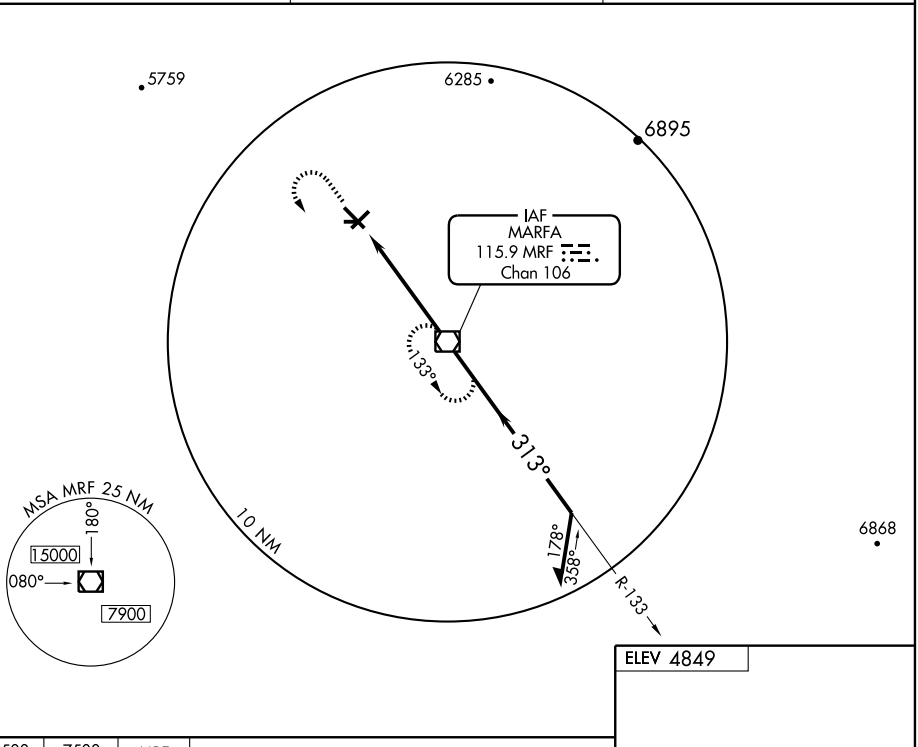
| VOR/DME MRF | APP CRS | Rwy Idg | 6214 |
|---|---|---|---|
| 115.9 | 313° | TDZE | 4840 |
| Chan 106 | | Apt Elev | 4849 |

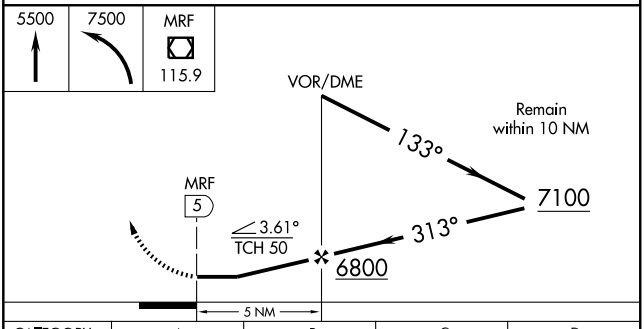
# VOR RWY 30
## MARFA MUNI (MRF)

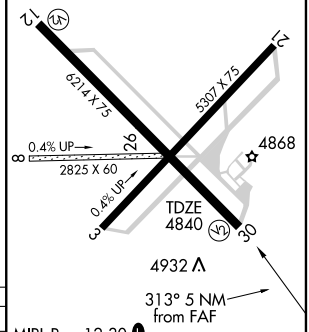
▼ If local altimeter setting not received, procedure not authorized.
▲ NA

MISSED APPROACH: Climb to 5500 then climbing left turn to 7500 direct MRF VOR/DME and hold.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 134.025 | 135.875 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 5200-1 360 (400-1) | | | 5200-1¼ 360 (400-1¼) |
| CIRCLING | 5260-1 411 (500-1) | 5300-1 451 (500-1) | 5300-1½ 451 (500-1½) | 5400-2 551 (600-2) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VOR ACT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.3 | 123° | TDZE | N/A |
| Chan 100 | | Apt Elev | 411 |

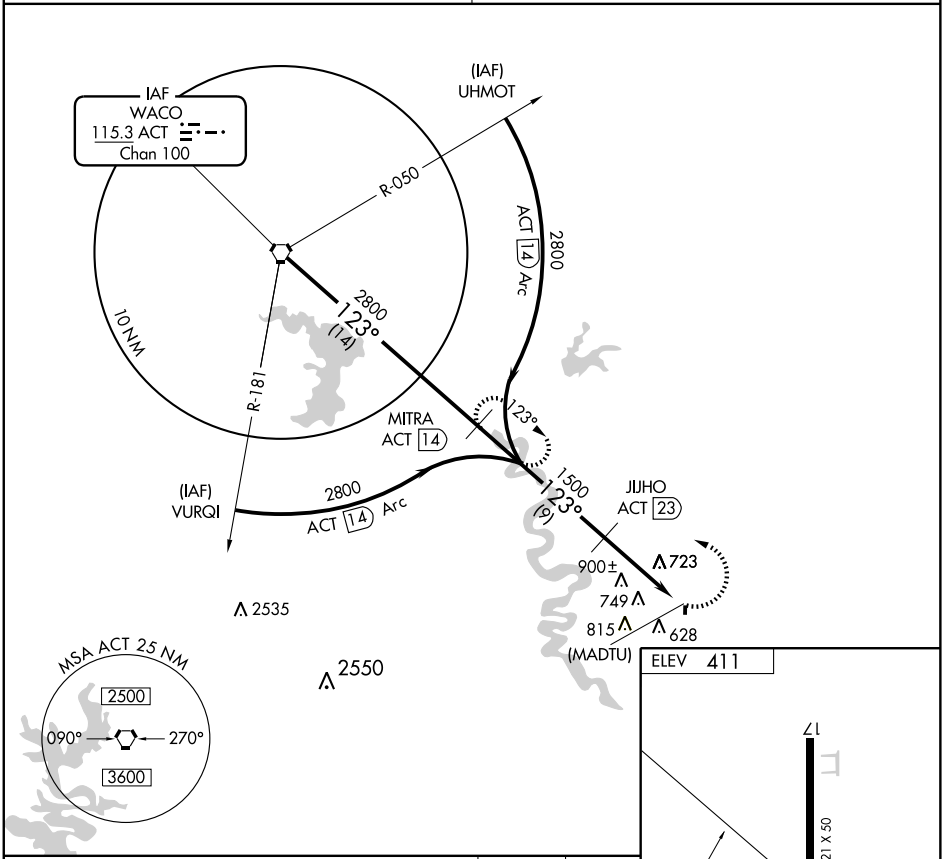
# VOR/DME or GPS-A

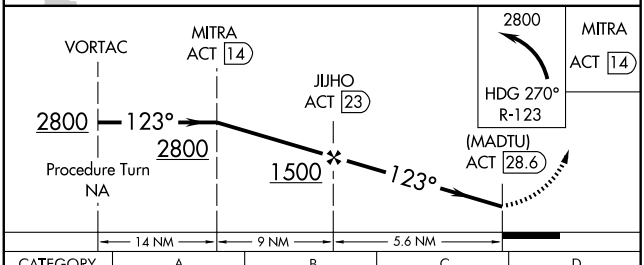
MARLIN (T15)

⚠ NA Use Waco Rgnl altimeter setting.

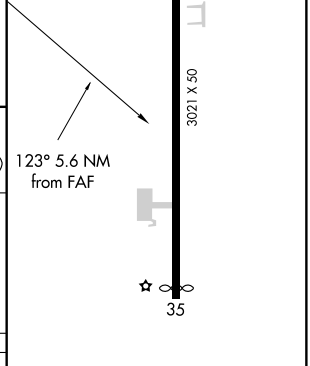
MISSED APPROACH: Climbing left turn to 2800 via heading 270° and R-123 to MITRA/14 DME and hold.

| WACO APP CON ★ | CTAF |
|---|---|
| 135.2 352.0 | 120.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1280-1<br>869 (900-1) | 1280-1¼<br>869 (900-1¼) | NA | |




LIRL Rwy 17-35

| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 330° | TDZE | 346 |
| | Apt Elev | 356 |

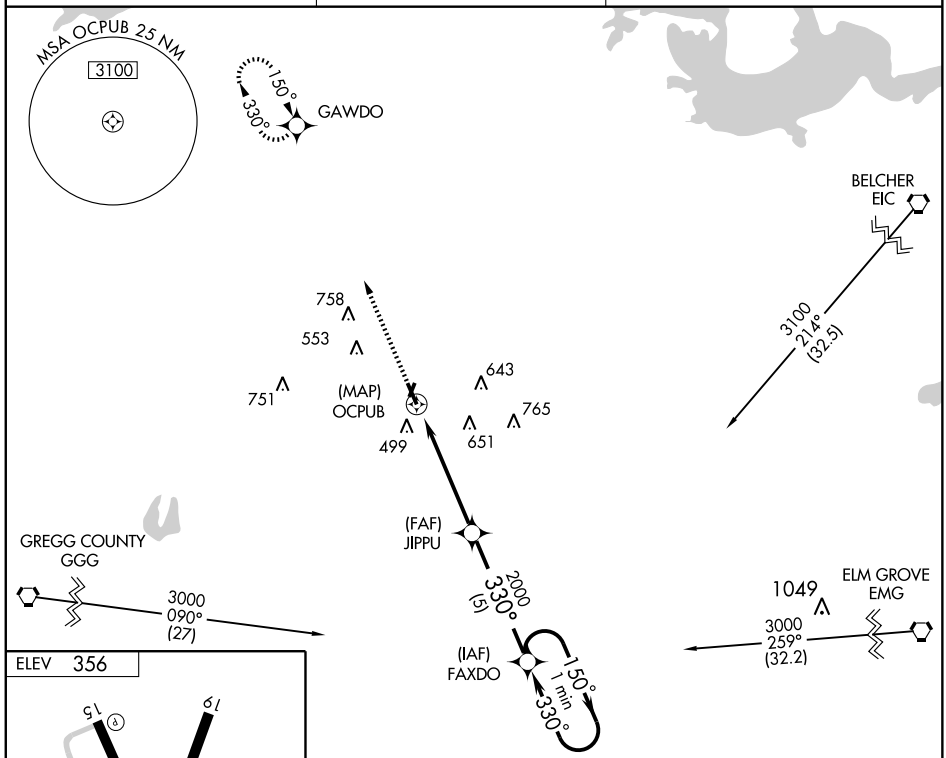
# GPS RWY 33

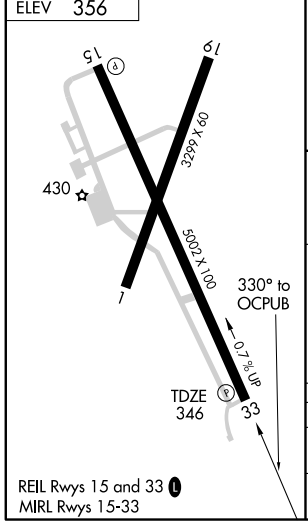
MARSHALL/ HARRISON COUNTY (ASL)

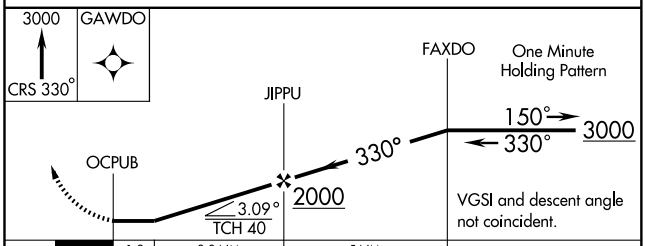
NA

MISSED APPROACH: Climb to 3000 via 330° course to GAWDO and hold.

| AWOS-3 | SHREVEPORT APP CON ★ | UNICOM |
|---|---|---|
| 118.675 | 119.9 335.55 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 780-1 434 (500-1) | | 780-1¼ 434 (500-1¼) | NA |
| CIRCLING | 900-1 544 (600-1) | | 900-1½ 544 (600-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC GGG | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.3 | 068° | TDZE | N/A |
| Chan 70 | | Apt Elev | 356 |

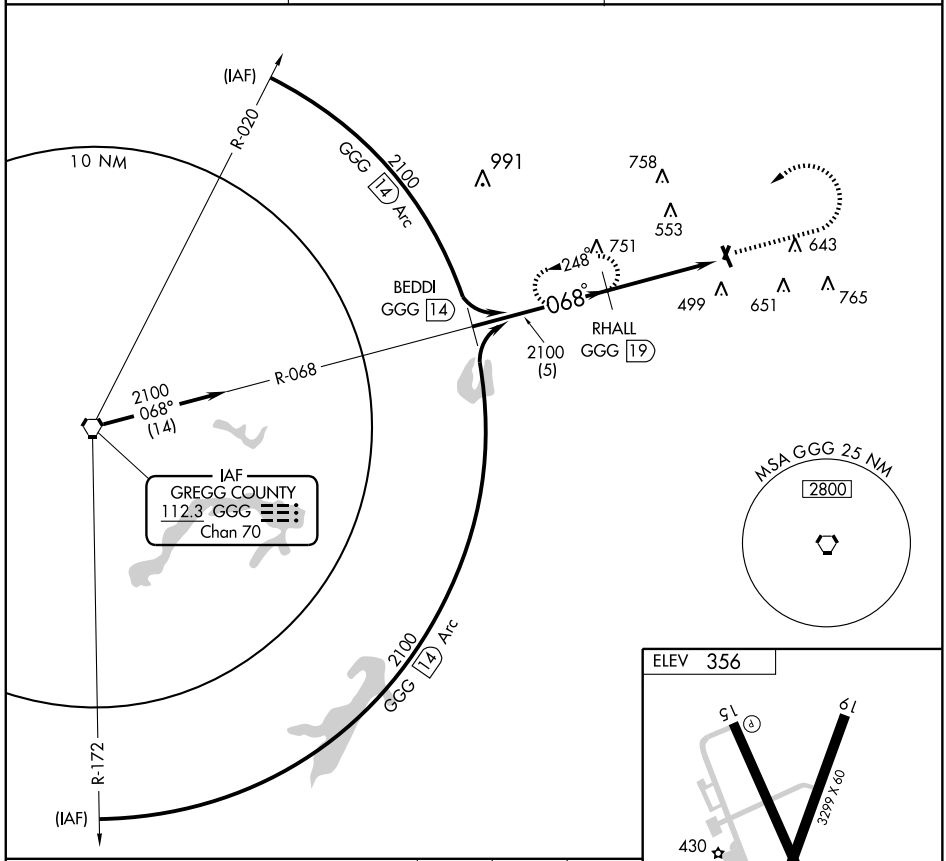
# VOR/DME-A

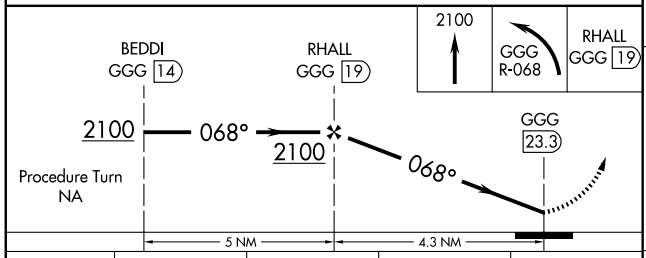
MARSHALL/ HARRISON COUNTY (ASL)

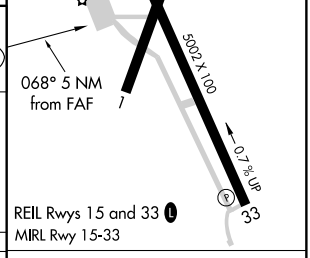
NA

MISSED APPROACH: Climb to 2100 then left turn via GGG R-068 to RHALL/GGG 19 DME and hold.

| AWOS-3 | SHREVEPORT APP CON ★ | UNICOM |
|---|---|---|
| 118.675 | 119.9 335.55 | 122.8 (CTAF) L |







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1300-1¼ 944 (1000-1¼) | | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

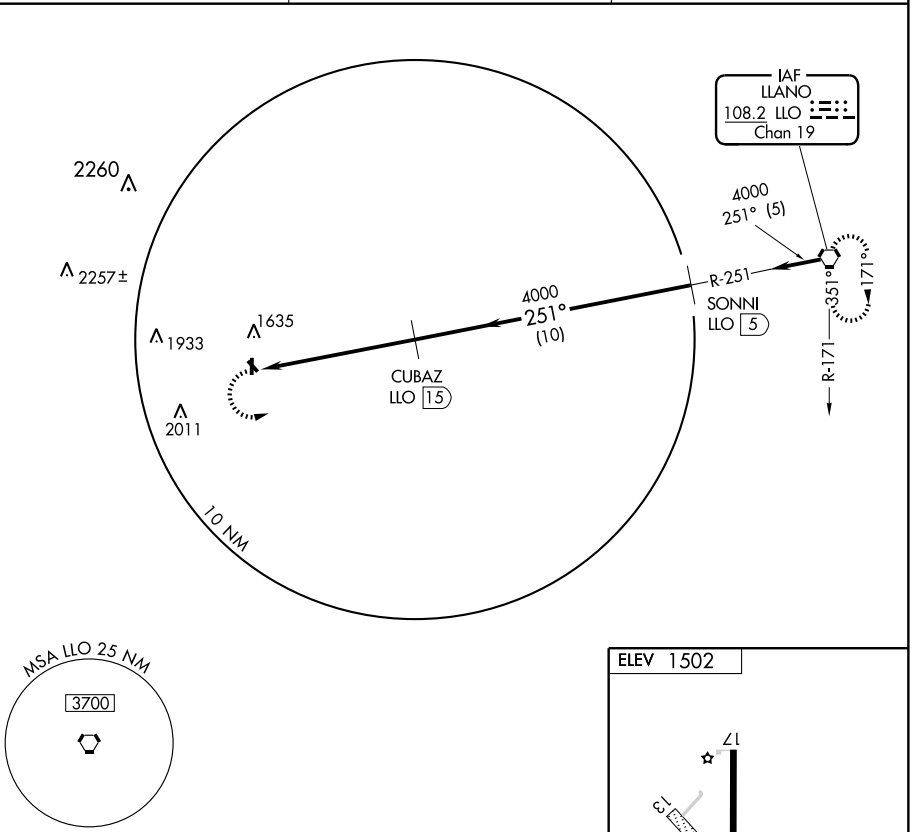
| VORTAC LLO 108.2 Chan 19 | APP CRS 251° | Rwy Idg N/A TDZE N/A Apt Elev 1502 |
|---|---|---|

# VOR/DME or GPS-A
## MASON COUNTY (T92)

Use Curtis Field altimeter setting.
NA

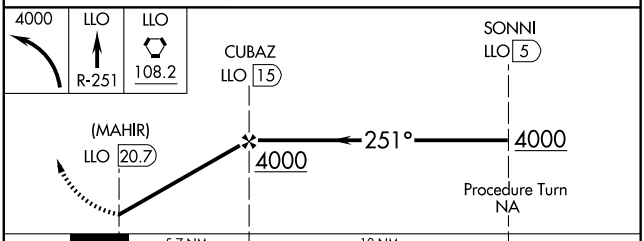
MISSED APPROACH: Climbing left turn to 4000. Return to LLO VORTAC via R-251 and hold.

| HOUSTON CENTER | CTAF | |
|---|---|---|
| 132.35 317.5 | 122.9 | 123.3 L |

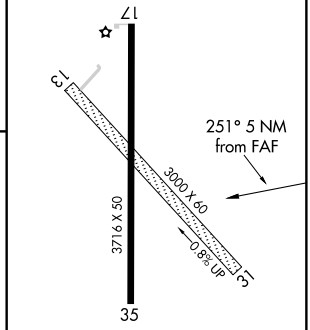









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 2100-1 598 (600-1) | 2100-1¼ 598 (600-1¼) | 2100-1½ 598 (600-1½) | NA |



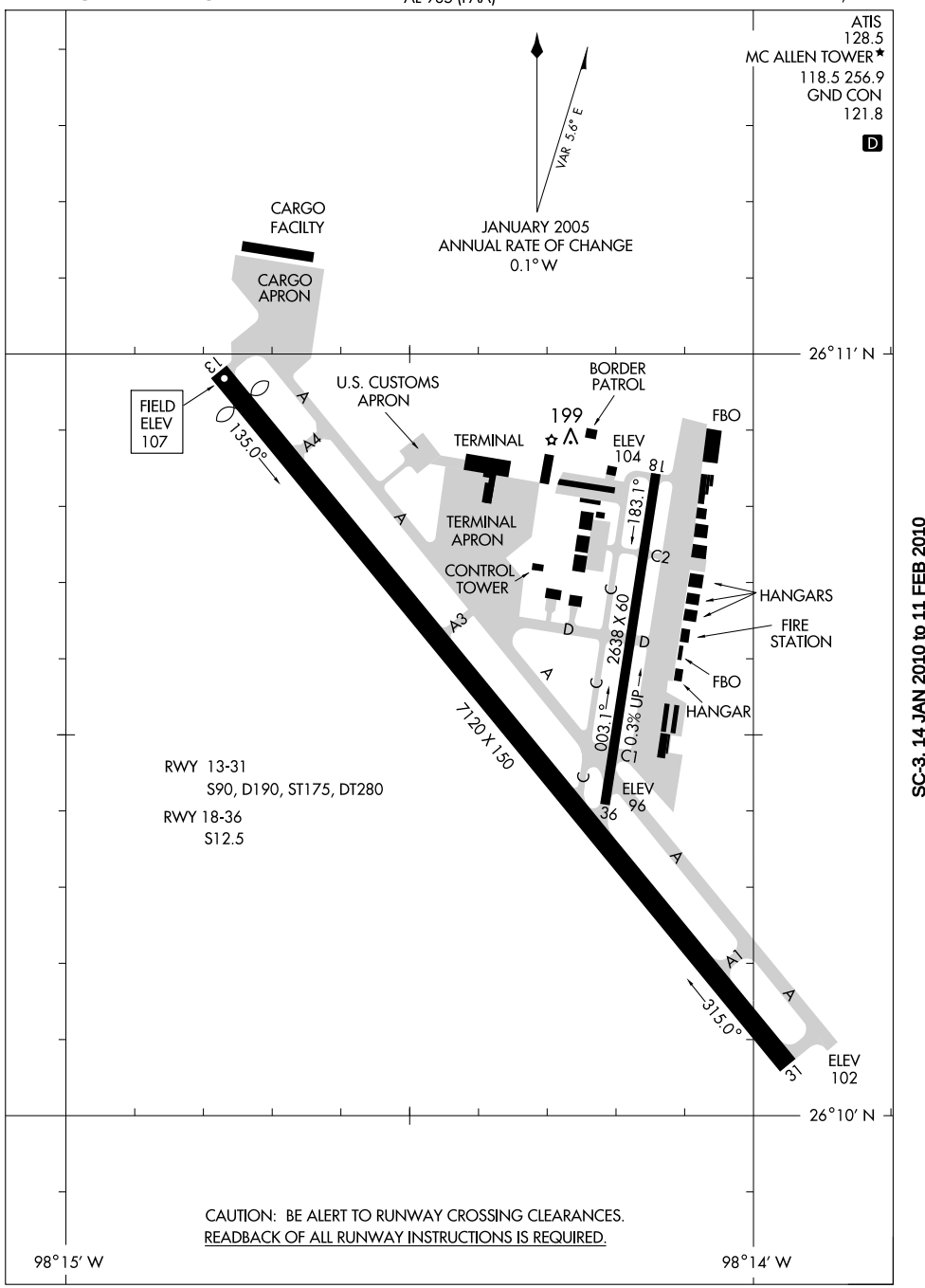

LIRL Rwy 17-35 L

SC-3, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-985 (FAA)

MC ALLEN MILLER INTL (MFE)
MC ALLEN, TEXAS



| LOC I-MFE | APP CRS | Rwy Idg | 6983 |
|---|---|---|---|
| 111.7 | 134° | TDZE | 107 |
| Chan 54 | | Apt Elev | 107 |

# ILS or LOC RWY 13

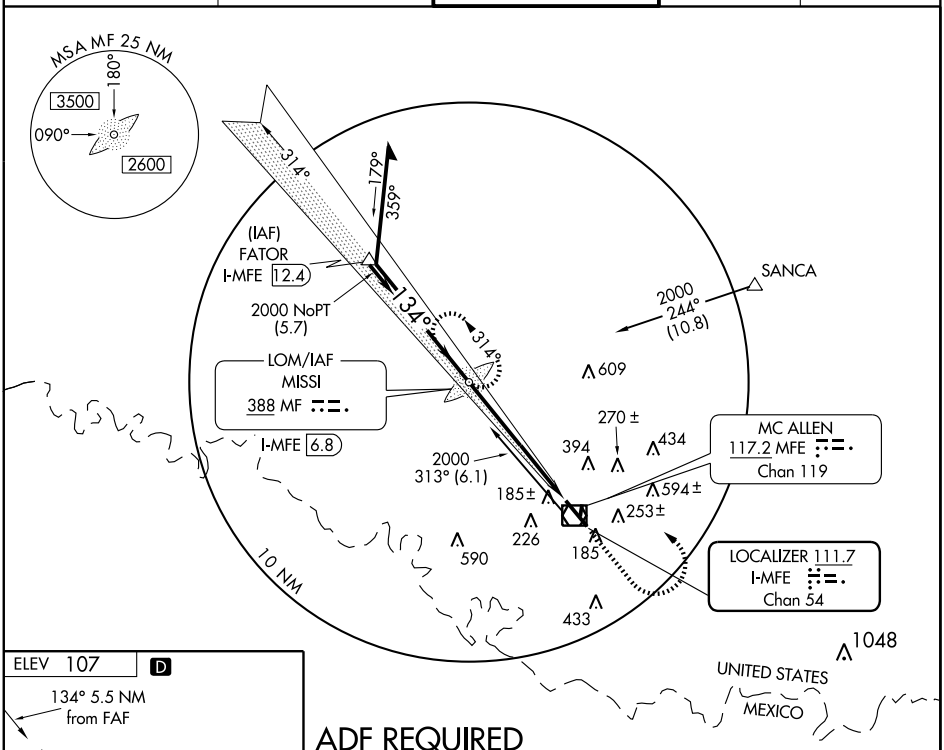
## MC ALLEN MILLER INTL (MFE)

Circling not authorized Northeast of Rwy 13-31. ADF required.

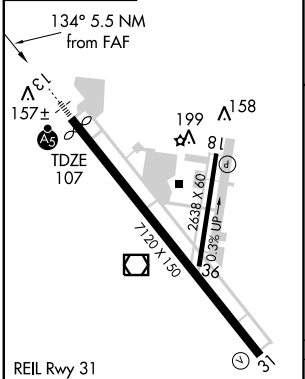
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct to MISSI LOM and hold.

| ATIS | VALLEY APP CON | MC ALLEN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.5 | 121.0 377.2 | 118.5 (CTAF) L 256.9 | 121.8 | 122.95 |



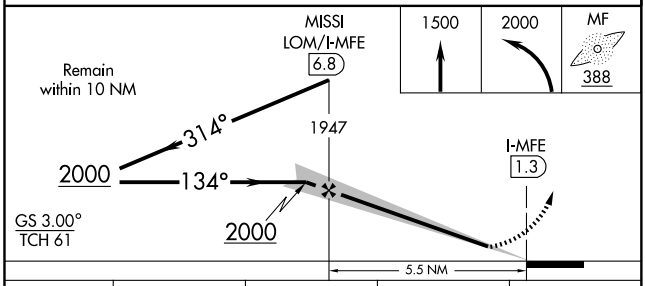

ELEV 107 D




REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

## ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 307-½ 200 (200-½) | | | |
| S-LOC 13 | 540-½ 433 (500-½) | | 540-¾ 433 (500-¾) | 540-1 433 (500-1) |
| CIRCLING | 580-1 473 (500-1) | | 580-1½ 473 (500-1½) | 660-2 553 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

MC ALLEN, TEXAS

AL-985 (FAA)

| LOC/DME I-LLM | APP CRS | Rwy Idg | 7120 |
|---|---|---|---|
| 111.7 | 315° | TDZE | 102 |
| Ch 54 | | Apt Elev | 107 |

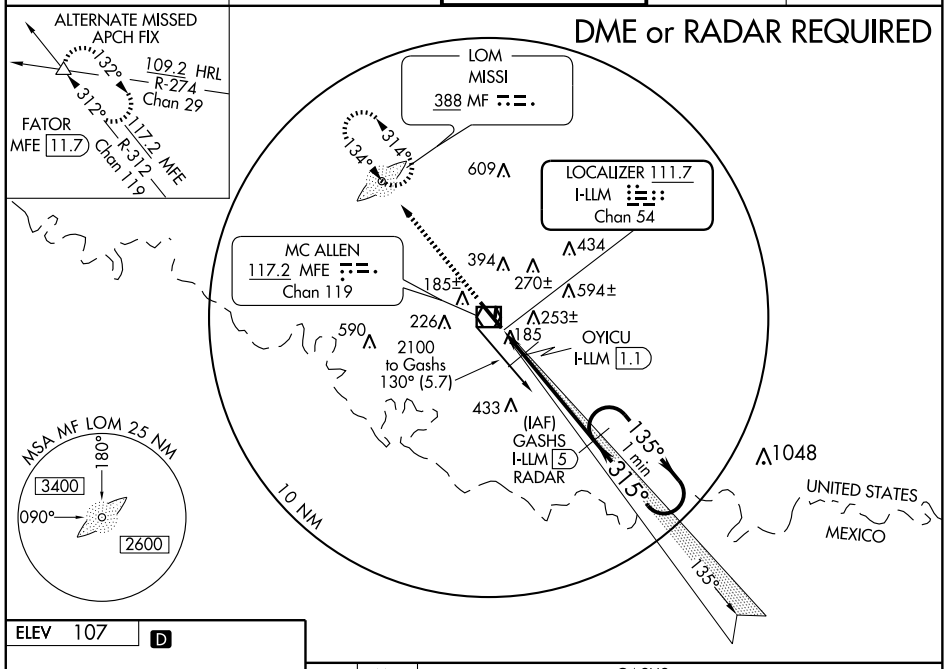
# ILS or LOC RWY 31

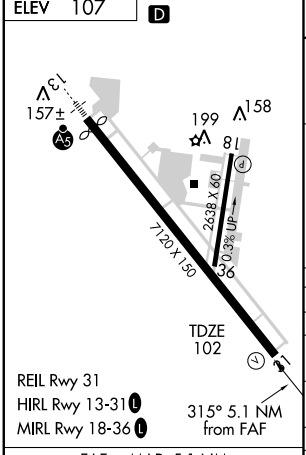
## MC ALLEN MILLER INTL (MFE)

Circling NA northest of Rwys 13 and 31. Visibility reduction by helicopters NA. ADF and DME or Radar required. OYICU DME minimums NA when using Valley Intl altimeter. When local altimeter setting not received, use Valley Intl altimeter setting and increase all DA 83 feet and all MDA 100 feet, S-ILS 31 all Cats visibility ¼ mile, S-LOC 31 Cat C visibility ¼ and Cat D ½ mile.

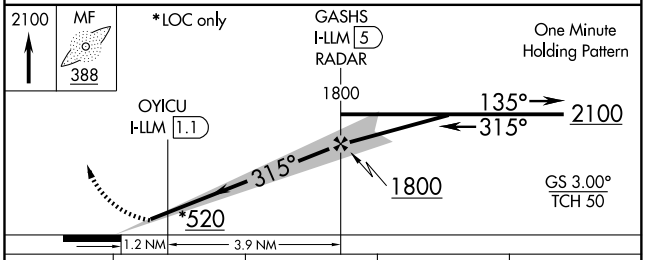
MISSED APPROACH: Climb to 2100 direct MF LOM and hold

| ATIS | VALLEY APP CON | MC ALLEN TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 128.5 | 121.0 377.2 | 118.5 (CTAF) L 256.9 | 121.8 | 122.95 |




| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31 | 302-¾ 200 (200-¾) | | | |
| S-LOC 31 | 520-1 418 (500-1) | | 520-1¼ 418 (500-1¼) | |
| CIRCLING | 580-1 473 (500-1) | | 580-1½ 473 (500-1½) | 660-2 553 (600-2) |
| OYICU DME MINIMUMS | | | | |
| S-LOC 31 | 440-1 338 (400-1) | | | |
| CIRCLING | 580-1 473 (500-1) | | 580-1½ 473 (500-1½) | 660-2 553 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | | |
|---|---|---|---|
| CH 78400 W13A | 134° | Rwy Idg | 6983 |
| | | TDZE | 107 |
| | | Apt Elev | 107 |

# RNAV (GPS) RWY 13

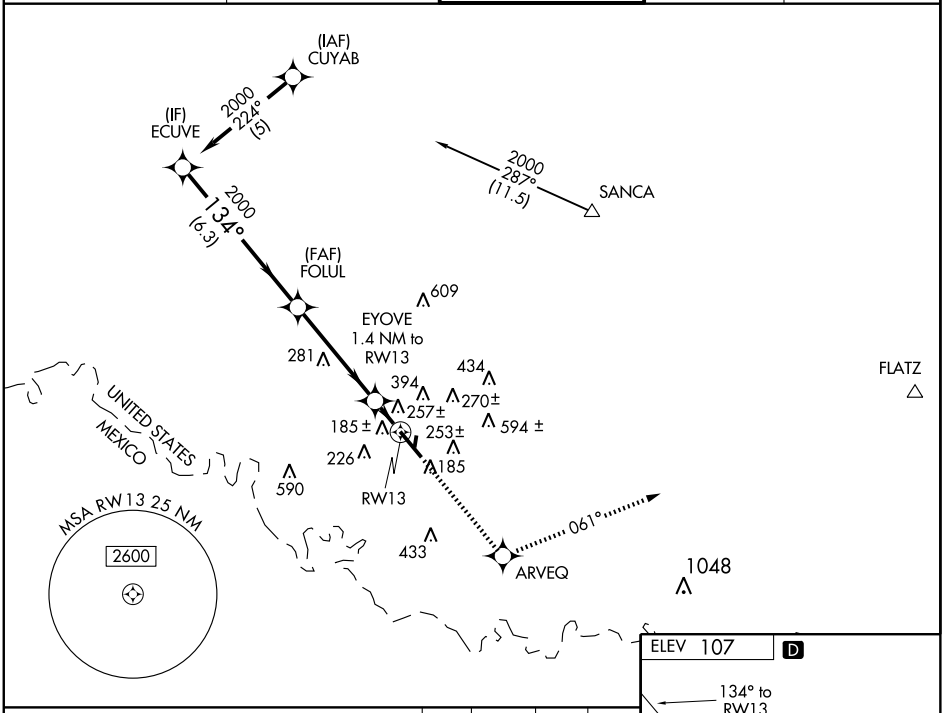
## MC ALLEN MILLER INTL (MFE)

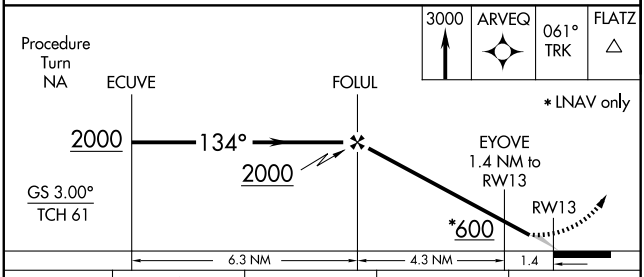
DME/DME RNP-0.3 NA. Circling not authorized northeast of Rwy 13-31. For inoperative MALSR, increase LPV all Cats visibility to ¾ and LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).

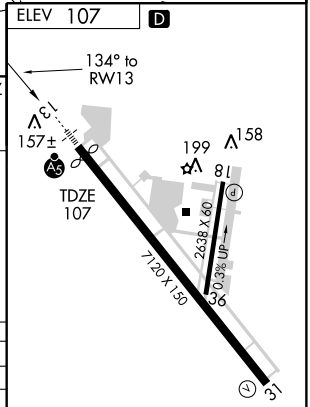
MALSR

MISSED APPROACH: Climb to 3000 direct ARVEQ and via 061° track to FLATZ.

| ATIS | VALLEY APP CON | MC ALLEN TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.5 | 121.0 377.2 | 118.5 (CTAF) L 256.9 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 372-½ 265 (300-½) | | | |
| LNAV/VNAV DA | 610-1¼ 503 (600-1¼) | | | |
| LNAV MDA | 520-½ 413 (500-½) | | 520-¾ 413 (500-¾) | 520-1 413 (500-1) |
| CIRCLING | 580-1¾ 473 (500-1¾) | | | 660-2 553 (600-2) |

REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L

MC ALLEN, TEXAS

AL-985 (FAA)

| WAAS CH 78001 W31A | APP CRS 314° | Rwy Idg 7120<br>TDZE 102<br>Apt Elev 107 |
|---|---|---|

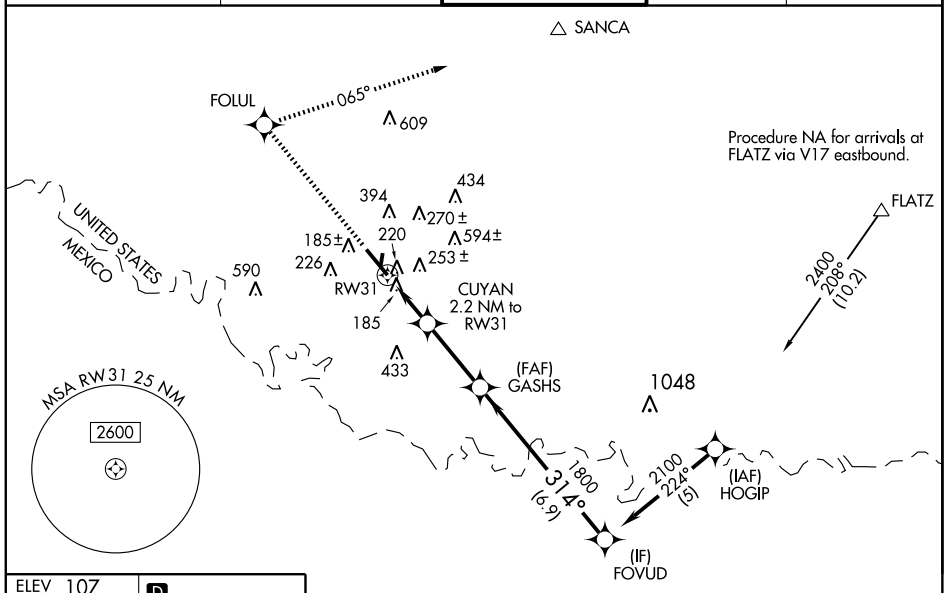
# RNAV (GPS) RWY 31

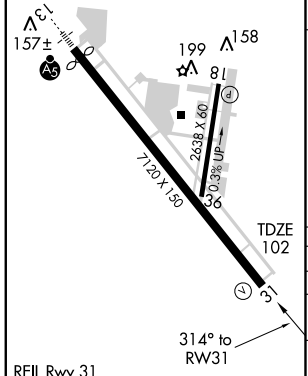
## MC ALLEN MILLER INTL (MFE)

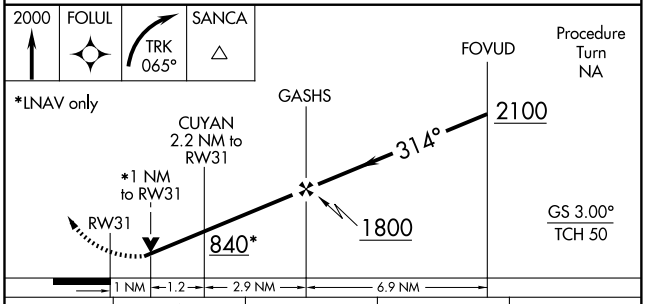
DME/DME RNP-0.3 NA. Circling NA northeast of Rwy 13-31. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Baro-VNAV NA when using Valley Intl altimeter setting. When local altimeter setting not received, use Valley Intl altimeter setting and increase all DA 83 feet and all MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile. VDP NA when using Valley Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct FOLUL and right turn via 065° track to SANCA.

| ATIS | VALLEY APP CON | MC ALLEN TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 128.5 | 121.0 377.2 | 118.5 (CTAF) L 256.9 | 121.8 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 424-1 322 (400-1) | | | |
| LNAV/VNAV DA | 562-1½ 460 (500-1½) | | | |
| LNAV MDA | 480-1 378 (400-1) | | | 480-1¼ 378 (400-1¼) |
| CIRCLING | 580-1 473 (500-1) | | 580-1½ 473 (500-1½) | 660-2 553 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VOR/DME MFE | APP CRS | Rwy Idg | 6983 |
|---|---|---|---|
| 117.2 | 134° | TDZE | 107 |
| Chan 119 | | Apt Elev | 107 |

# VOR RWY 13

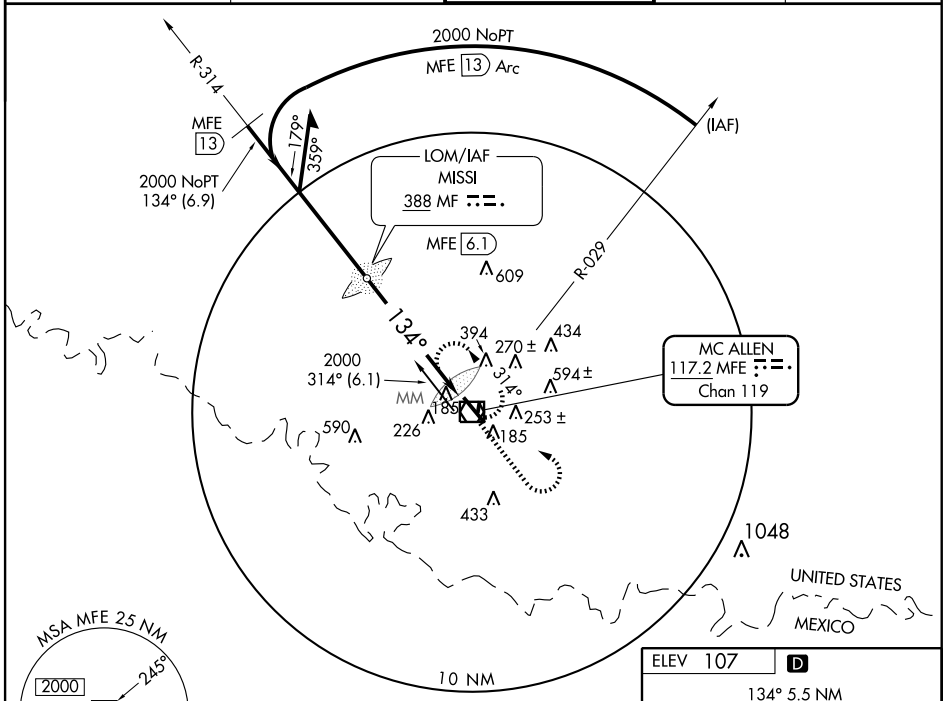
## MC ALLEN MILLER INTL (MFE)

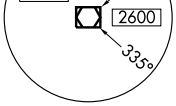
Circling not authorized Northeast of Rwy 13-31.

MALSR

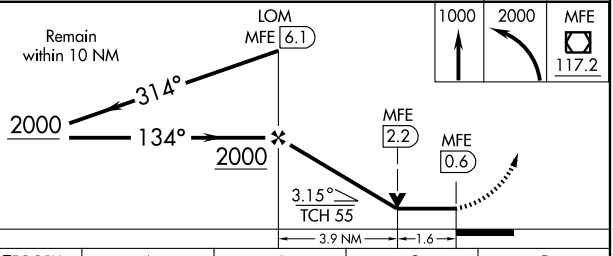
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MFE VOR/DME and hold.

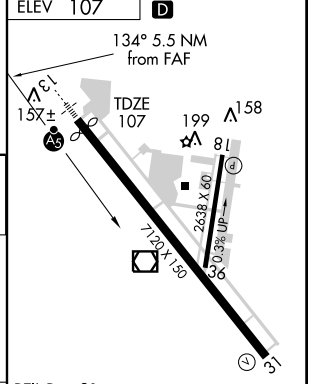
| ATIS | VALLEY APP CON | MC ALLEN TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 128.5 | 121.0 377.2 | 118.5 (CTAF) L 256.9 | 121.8 | 122.95 |




ADF or DME REQUIRED




REIL Rwy 31
HIRL Rwy 13-31 L
MIRL Rwy 18-36 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 600-½ 493 (500-½) | | 600-¾ 493 (500-¾) | 600-1 493 (500-1) |
| CIRCLING | 600-1 493 (500-1) | | 600-1½ 493 (500-1½) | 660-2 553 (600-2) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SC-3, 14 JAN 2010 to 11 FEB 2010

MC ALLEN, TEXAS

AL-985 (FAA)

| VOR/DME MFE | APP CRS | Rwy Idg | 7120 |
|---|---|---|---|
| 117.2 | 305° | TDZE | 102 |
| Chan 119 | | Apt Elev | 107 |

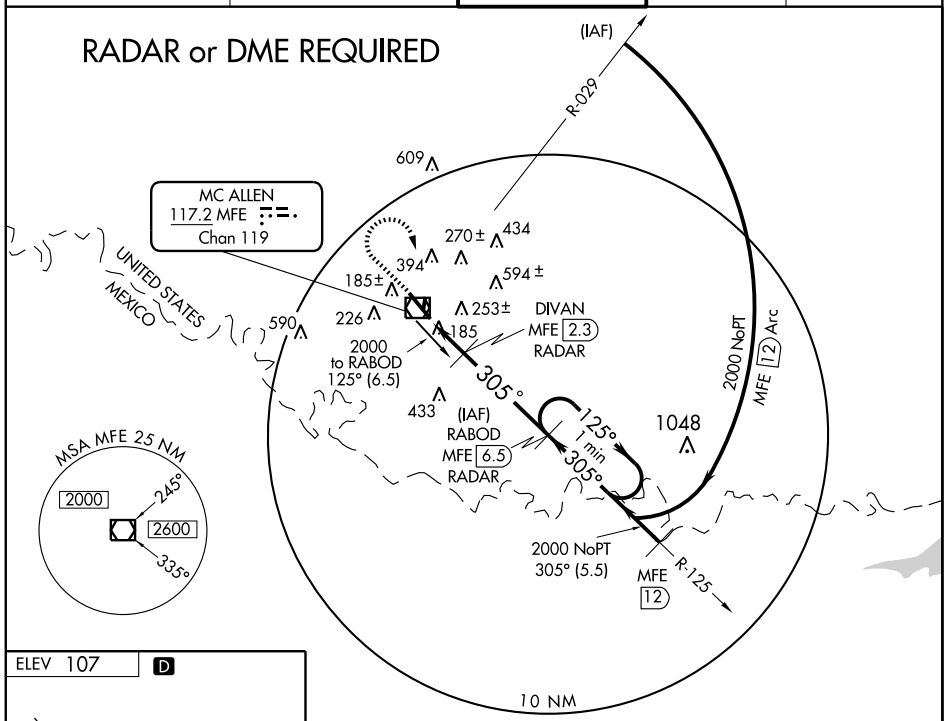
# VOR RWY 31

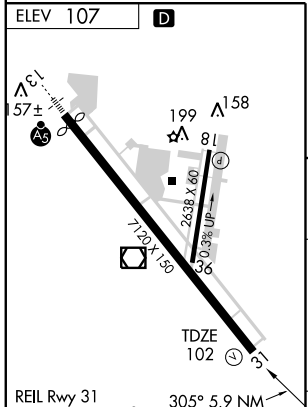
## MC ALLEN MILLER INTL (MFE)

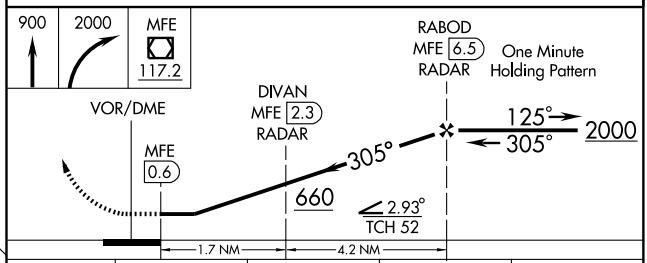
T Circling not authorized Northeast of Rwy 13-31.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct MFE VOR/DME.

| ATIS | VALLEY APP CON | MC ALLEN TOWER* | GND CON | UNICOM |
|---|---|---|---|---|
| 128.5 | 121.0 377.2 | 118.5 (CTAF) L 256.9 | 121.8 | 122.95 |



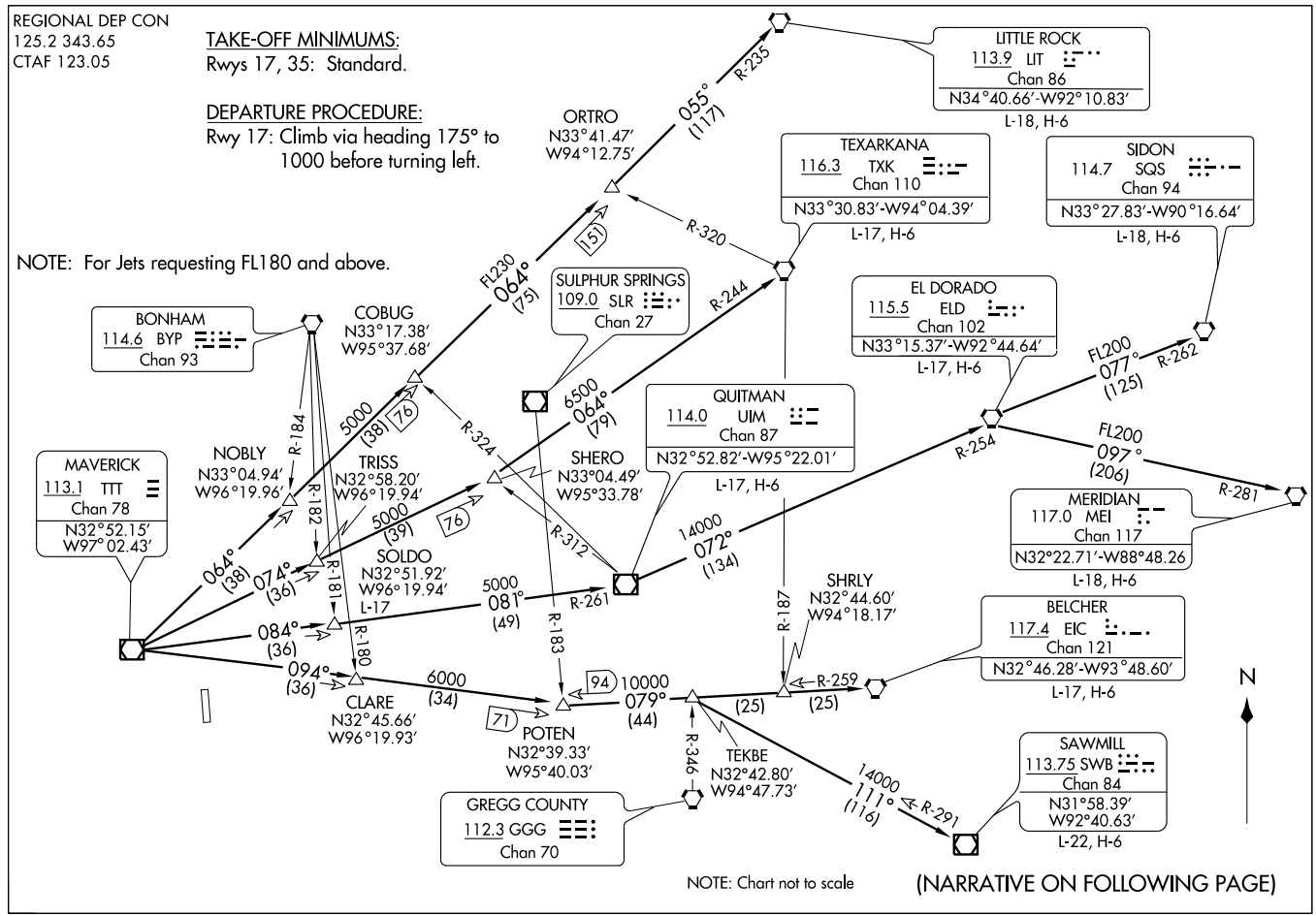




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 480-1 378 (400-1) | | | 480-1¼ 378 (400-1¼) |
| CIRCLING | 580-1 473 (500-1) | | 580-1½ 473 (500-1½) | 660-2 553 (600-2) |

FAF to MAP 5.9 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

SC-3, 14 JAN 2010 to 11 FEB 2010




(DAL9.TTT) 09351

# DALLAS NINE DEPARTURE

SL-6444 (FAA)

MESQUITE METRO (HQZ)

MESQUITE, TEXAS

## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

JETS

Jets requesting 17,000 and below expect GARLAND Departure.

BELCHER TRANSITION (DALL9.EIC): (For aircraft inbound to the JAN, MLU and SHV terminal areas only.) From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to EIC VORTAC.

EL DORADO TRANSITION (DALL9.ELD): (For aircraft inbound to the Memphis Terminal area. Aircraft should file and/or expect appropriate STAR.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC.

LITTLE ROCK TRANSITION (DALL9.LIT): From over TTT VOR/DME via TTT R-064 to ORTRO INT, then via LIT R-235 to LIT VORTAC.

MERIDIAN TRANSITION (DALL9.MEI): (For aircraft inbound to the Atlanta Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-097 and MEI R-281 to MEI VORTAC.

QUITMAN TRANSITION (DALL9.UIM): (For aircraft inbound to Shreveport Terminal area.) From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.

SAWMILL TRANSITION (DALL9.SWB): From over TTT VOR/DME via TTT R-094 to POTEN INT, then via EIC R-259 to TEKBE INT, then via SWB R-291 to SWB VOR/DME.

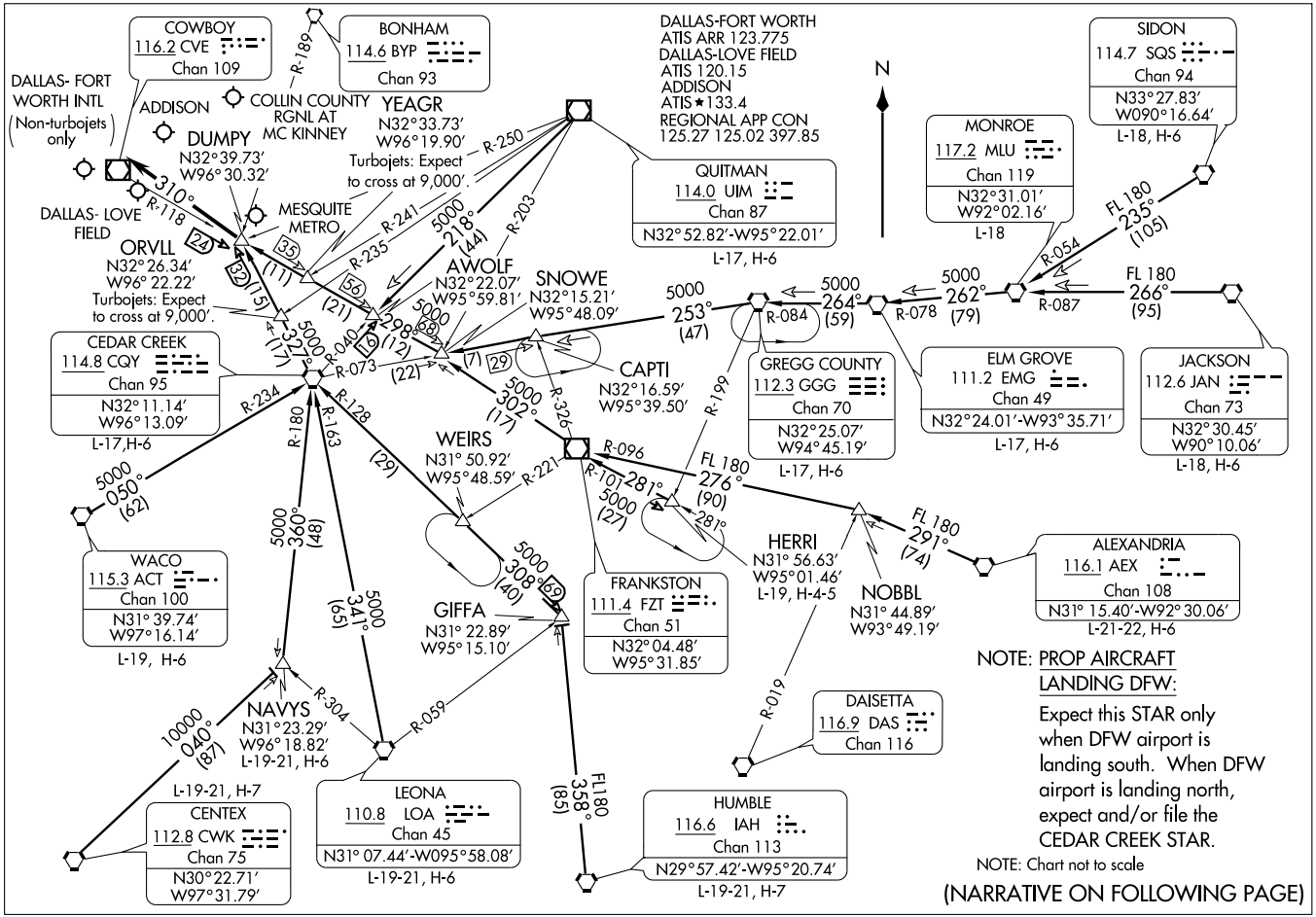
SIDON TRANSITION (DALL9.SQS): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME, then via UIM R-072 and ELD R-254 to ELD VORTAC, then via ELD R-077 and SQS R-262 to SQS VORTAC.

SOLDO TRANSITION (DALL9.SOLDO): From over TTT VOR/DME via TTT R-084 to SOLDO INT.

TEXARKANA TRANSITION (DALL9.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.

TAKE-OFF OBSTACLES:
Rwy 17: Tower 2.0 NM from DER, 1.8 left of centerline, 456' AGL/944' MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010


COWBOY
116.2 CVE
Chan 109
BONHAM
114.6 BYP
Chan 93
R-189
DALLAS-FORT WORTH
ATIS ARR 123.775
DALLAS-LOVE FIELD
ATIS 120.15
ADDISON
ATIS ★133.4
REGIONAL APP CON
125.27 125.02 397.85
N
SIDON
114.7 SQS
Chan 94
N33°27.83'
W090°16.64'
L-18, H-6
DALLAS- FORT WORTH INTL
(Non-turbojets only)
ADDISON
COLLIN COUNTY RGNL AT MC KINNEY
YEAGR
N32°33.73'
W96°19.90'
DUMPY
N32°39.73'
W96°30.32'
Turbojets: Expect to cross at 9,000'.
R-250
QUITMAN
114.0 UIM
Chan 87
N32°52.82'-W95°22.01'
L-17, H-6
MONROE
117.2 MLU
Chan 119
N32°31.01'
W92°02.16'
L-18
FL 180
235°
(105)
R-054
310°
R-118
DALLAS- LOVE FIELD
MESQUITE METRO
ORVLL
N32°26.34'
W96°22.22'
Turbojets: Expect to cross at 9,000'.
5000
218°
(44)
R-203
R-241
R-235
AWOLF
N32°22.07'
W95°59.81'
SNOWE
N32°15.21'
W95°48.09'
5000
253°
(47)
R-084
5000
264°
(59)
R-078
5000
262°
(79)
R-087
FL 180
266°
(95)
5000
322°
(17)
R-040
5000
298°
(12)
R-073
(22)
CEDAR CREEK
114.8 CQY
Chan 95
N32°11.14'
W96°13.09'
L-17,H-6
CAPTI
N32°16.59'
W95°39.50'
GREGG COUNTY
112.3 GGG
Chan 70
N32°25.07'
W94°45.19'
L-17, H-6
ELM GROVE
111.2 EMG
Chan 49
N32°24.01'-W93°35.71'
L-17, H-6
JACKSON
112.6 JAN
Chan 73
N32°30.45'
W90°10.06'
L-18, H-6
R-234
R-180
R-163
R-128
R-326
R-199
5000
302°
(17)
WEIRS
N31° 50.92'
W95°48.59'
R-221
R-096
FL 180
276°
(90)
5000
050°
(62)
5000
360°
(48)
5000
341°
(65)
5000
308°
(40)
281°
5000
(27)
281°
HERRI
N31° 56.63'
W95°01.46'
L-19, H-4-5
NOBBL
N31° 44.89'
W93° 49.19'
FL 180
291°
(74)
ALEXANDRIA
116.1 AEX
Chan 108
N31° 15.40'-W92° 30.06'
L-21-22, H-6
WACO
115.3 ACT
Chan 100
N31° 39.74'
W97° 16.14'
L-19, H-6
FRANKSTON
111.4 FZT
Chan 51
N32° 04.48'
W95° 31.85'
GIFFA
N31° 22.89'
W95° 15.10'
NOTE: PROP AIRCRAFT LANDING DFW:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect and/or file the CEDAR CREEK STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
10000
040°
(87)
NAVYS
N31°23.29'
W96°18.82'
L-19-21, H-6
R-304
R-059
R-019
DAISETTA
116.9 DAS
Chan 116
L-19-21, H-7
CENTEX
112.8 CWK
Chan 75
N30°22.71'
W97°31.79'
LEONA
110.8 LOA
Chan 45
N31° 07.44'-W095°58.08'
L-19-21, H-6
FL180
358°
(85)
HUMBLE
116.6 IAH
Chan 113
N29°57.42'-W95°20.74'
L-19-21, H-7

# DUMPY THREE ARRIVAL



## ARRIVAL DESCRIPTION

ALEXANDRIA TRANSITION (AEX.DUMPY3): From over AEX VORTAC via AEX R-291 to NOBBL INT, then via FZT R-096 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

CEDAR CREEK TRANSITION (CQY.DUMPY3): From over CQY VORTAC via CQY R-327 to DUMPY INT. Thence....

CENTEX TRANSITION (CWK.DUMPY3): From over CWK VORTAC via CWK R-040 to NAVYS INT, then via CQY R-180 to CQY VORTAC , then via CQY R-327 to DUMPY INT. Thence . . . .

ELM GROVE TRANSITION (EMG.DUMPY3): From over EMG VORTAC via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

GREGG COUNTY TRANSITION (GGG.DUMPY3): From over GGG VORTAC via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HERRI TRANSITION (HERRI.DUMPY3): (Assigned by ATC) From over HERRI INT via FZT R-101 to FZT VOR/DME, then via FZT R-302 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

HUMBLE TRANSITION (IAH.DUMPY3): From over IAH VORTAC via IAH R-358 to GIFFA INT, then via CQY R-128 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

JACKSON TRANSITION (JAN.DUMPY3): From over JAN VORTAC via JAN R-266 and MLU R-087 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

LEONA TRANSITION (LOA.DUMPY3): From over LOA VORTAC via LOA R-341 and CQY R-163 to CQY VORTAC, then via CQY R-327 to DUMPY INT.

MONROE TRANSITION (MLU.DUMPY3): From over MLU VORTAC via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

NAVYS TRANSITION (NAVYS.DUMPY3): From over NAVYS INT via CQY R-180 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

QUITMAN TRANSITION (UIM.DUMPY3): From over UIM VOR/DME via UIM R-218 and CQY R-040 to AWOLF INT, then via CVE R-118 to DUMPY INT. Thence . . . .

SIDON TRANSITION (SQS.DUMPY3): From over SQS VORTAC via SQS R-235 and MLU R-054 to MLU VORTAC, then via MLU R-262 and EMG R-078 to EMG VORTAC, then via EMG R-264 and GGG R-084 to GGG VORTAC, then via GGG R-253 and CQY R-073 to SNOWE INT, then via CVE R-118 to DUMPY INT. Thence . . . .

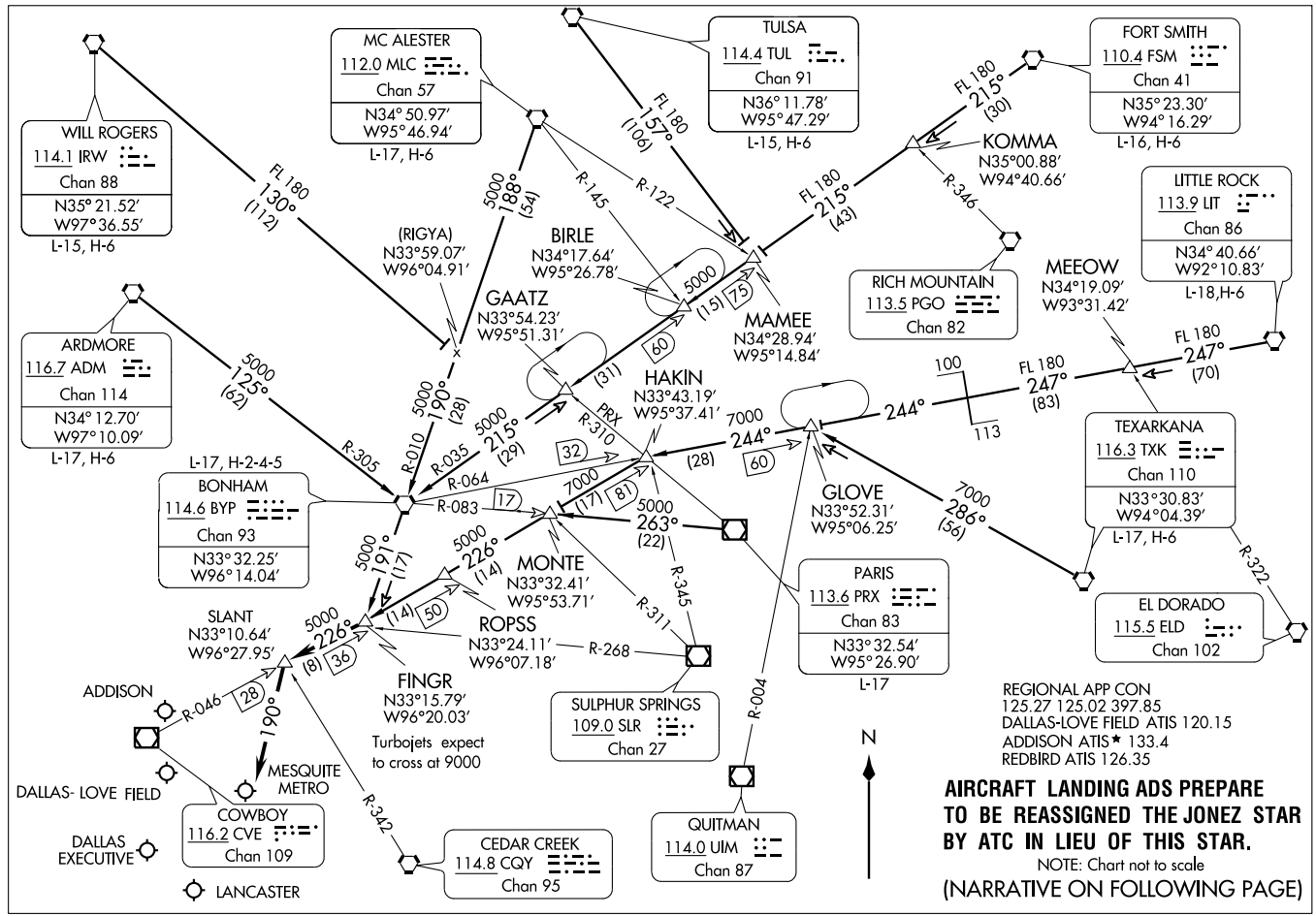
WACO TRANSITION (ACT.DUMPY3): From over ACT VORTAC via ACT R-050 and CQY R-234 to CQY VORTAC, then via CQY R-327 to DUMPY INT. Thence . . . .

. . . . From over DUMPY INT.

LANDING SOUTH: Depart DUMPY INT heading 310° for vectors to final approach course.

LANDING NORTH: Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010


FINGR THREE ARRIVAL
(FINGR.FINGR3) 09351
ST-106 (FAA)
DALLAS-FT. WORTH, TEXAS
MC ALESTER
112.0 MLC
Chan 57
N34° 50.97′
W95° 46.94′
L-17, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78′
W95° 47.29′
L-15, H-6
FORT SMITH
110.4 FSM
Chan 41
N35° 23.30′
W94° 16.29′
L-16, H-6
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52′
W97° 36.55′
L-15, H-6
KOMMA
N35°00.88′
W94°40.66′
LITTLE ROCK
113.9 LIT
Chan 86
N34° 40.66′
W92° 10.83′
L-18,H-6
(RIGYA)
N33°59.07′
W96°04.91′
BIRLE
N34°17.64′
W95°26.78′
GAATZ
N33°54.23′
W95°51.31′
MAMEE
N34°28.94′
W95°14.84′
RICH MOUNTAIN
113.5 PGO
Chan 82
MEEOW
N34°19.09′
W93°31.42′
ARDMORE
116.7 ADM
Chan 114
N34° 12.70′
W97° 10.09′
L-17, H-6
HAKIN
N33°43.19′
W95°37.41′
L-17, H-2-4-5
BONHAM
114.6 BYP
Chan 93
N33° 32.25′
W96° 14.04′
GLOVE
N33°52.31′
W95°06.25′
TEXARKANA
116.3 TXK
Chan 110
N33°30.83′
W94°04.39′
L-17, H-6
MONTE
N33°32.41′
W95°53.71′
PARIS
113.6 PRX
Chan 83
N33° 32.54′
W95° 26.90′
L-17
EL DORADO
115.5 ELD
Chan 102
SLANT
N33°10.64′
W96°27.95′
ROPSS
N33°24.11′
W96°07.18′
FINGR
N33°15.79′
W96°20.03′
Turbojets expect
to cross at 9000
SULPHUR SPRINGS
109.0 SLR
Chan 27
ADDISON
MESQUITE METRO
DALLAS- LOVE FIELD
COWBOY
116.2 CVE
Chan 109
DALLAS EXECUTIVE
LANCASTER
CEDAR CREEK
114.8 CQY
Chan 95
QUITMAN
114.0 UIM
Chan 87
N
REGIONAL APP CON
125.27 125.02 397.85
DALLAS-LOVE FIELD ATIS 120.15
ADDISON ATIS★ 133.4
REDBIRD ATIS 126.35
AIRCRAFT LANDING ADS PREPARE TO BE REASSIGNED THE JONEZ STAR BY ATC IN LIEU OF THIS STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)

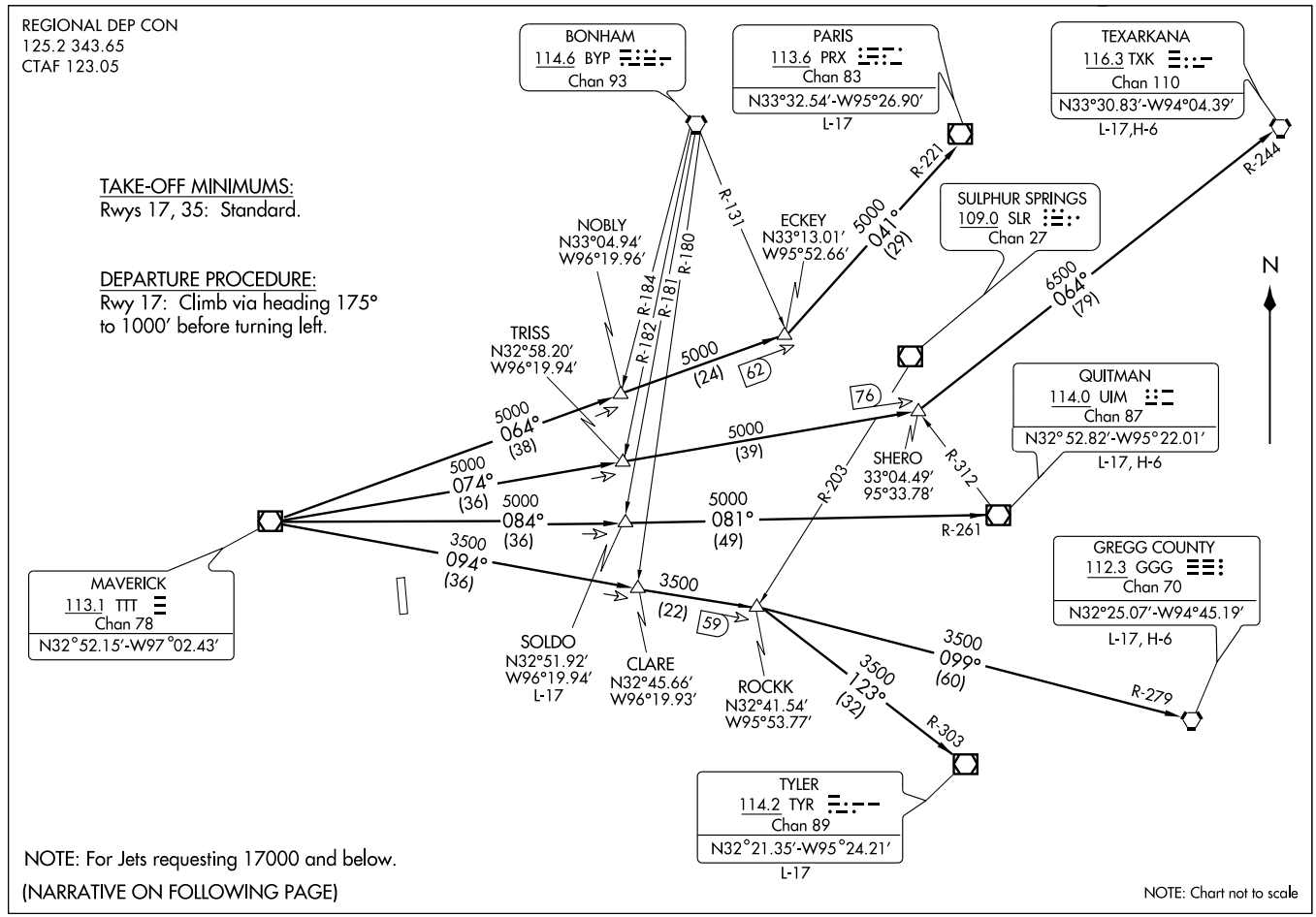
# FINGR THREE ARRIVAL (FINGR.FINGR3)



## ARRIVAL DESCRIPTION

ARDMORE TRANSITION (ADM.FINGR3): From over ADM VORTAC via ADM R-125 and BYP R-305 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
BONHAM TRANSITION (BYP.FINGR3): From over BYP VORTAC via BYP R-191 to to FINGR INT. Thence . . . .
FORT SMITH TRANSITION (FSM.FINGR3): From over FSM VORTAC via FSM R-215 to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
LITTLE ROCK TRANSITION (LIT.FINGR3): From over LIT VORTAC via LIT R-247 and BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
MC ALESTER TRANSITION (MLC.FINGR3): From over MLC VORTAC via MLC R-188 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
PARIS TRANSITION (PRX.FINGR3): From over PRX VOR/DME via PRX R-263 to MONTE INT, then via CVE R-046 to FINGR INT. Thence . . . .
TEXARKANA TRANSITION (TXK.FINGR3): From over TXK VORTAC via TXK R-286 to GLOVE INT, then via BYP R-064 to HAKIN INT, then via CVE R-046 to FINGR INT. Thence . . . .
TULSA TRANSITION (TUL.FINGR3): From over TUL VORTAC via TUL R-157 to to MAMEE INT, then via BYP R-035 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . .
WILL ROGERS TRANSITION (IRW.FINGR3): From over IRW VORTAC via IRW R-130 and BYP R-010 to BYP VORTAC, then via BYP R-191 to FINGR INT. Thence . . . . . . . . From over FINGR INT via CVE R-046 to SLANT INT.
AIRCRAFT LANDING NORTH: Depart SLANT INT heading 190° for vectors to final approach course.
AIRCRAFT LANDING SOUTH: Expect vectors to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010




(GARL3.TTT) 09351

# GARLAND THREE DEPARTURE

SL-6444 (FAA)

MESQUITE METRO (HQZ)

MESQUITE, TEXAS

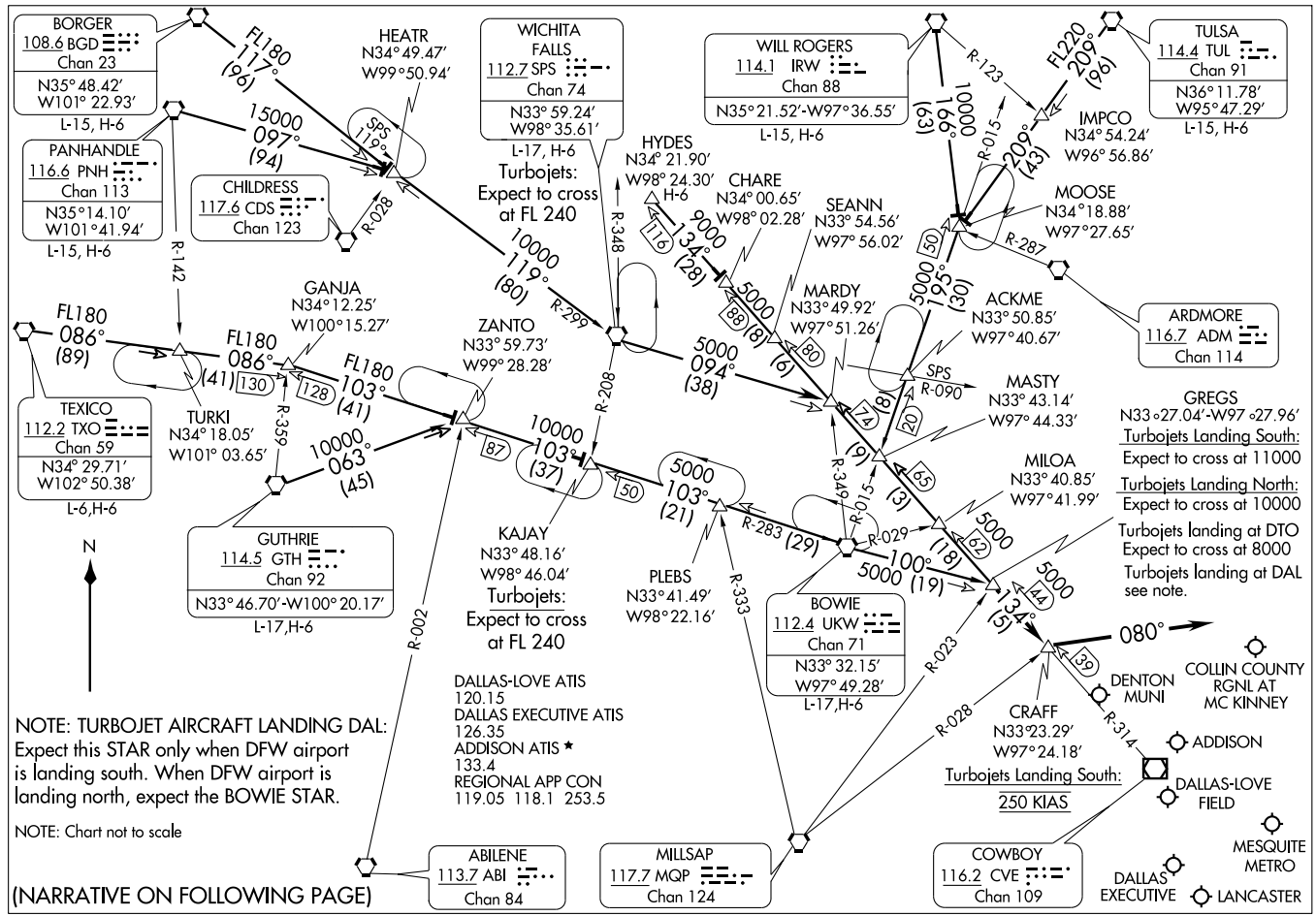
DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading to appropriate route.

LONGVIEW TRANSITION (GARL3.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (GARL3.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (GARL3.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (GARL3.SOLDO): (ATC assigned) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (GARL3.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (GARL3.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLE:
Rwy 17: Tower 2 NM from DER, 1.8 NM left of centerline, 456' AGL/944' MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010


BORGER
108.6 BGD
Chan 23
N35° 48.42'
W101° 22.93'
L-15, H-6
PANHANDLE
116.6 PNH
Chan 113
N35° 14.10'
W101° 41.94'
L-15, H-6
CHILDRESS
117.6 CDS
Chan 123
HEATR
N34° 49.47'
W99° 50.94'
WICHITA FALLS
112.7 SPS
Chan 74
N33° 59.24'
W98° 35.61'
L-17, H-6
Turbojets: Expect to cross at FL 240
WILL ROGERS
114.1 IRW
Chan 88
N35° 21.52'-W97° 36.55'
L-15, H-6
TULSA
114.4 TUL
Chan 91
N36° 11.78'
W95° 47.29'
L-15, H-6
IMPCO
N34° 54.24'
W96° 56.86'
MOOSE
N34° 18.88'
W97° 27.65'
ARDMORE
116.7 ADM
Chan 114
HYDES
N34° 21.90'
W98° 24.30'
H-6
CHARE
N34° 00.65'
W98° 02.28'
SEANN
N33° 54.56'
W97° 56.02'
MARDY
N33° 49.92'
W97° 51.26'
ACKME
N33° 50.85'
W97° 40.67'
MASTY
N33° 43.14'
W97° 44.33'
GREGS
N33°27.04'-W97°27.96'
Turbojets Landing South:
Expect to cross at 11000
Turbojets Landing North:
Expect to cross at 10000
Turbojets landing at DTO
Expect to cross at 8000
Turbojets landing at DAL
see note.
MILOA
N33° 40.85'
W97° 41.99'
GANJA
N34° 12.25'
W100° 15.27'
ZANTO
N33° 59.73'
W99° 28.28'
TEXICO
112.2 TXO
Chan 59
N34° 29.71'
W102° 50.38'
L-6,H-6
TURKI
N34° 18.05'
W101° 03.65'
GUTHRIE
114.5 GTH
Chan 92
N33° 46.70'-W100° 20.17'
L-17,H-6
KAJAY
N33° 48.16'
W98° 46.04'
Turbojets: Expect to cross at FL 240
PLEBS
N33° 41.49'
W98° 22.16'
BOWIE
112.4 UKW
Chan 71
N33° 32.15'
W97° 49.28'
L-17,H-6
CRAFF
N33° 23.29'
W97° 24.18'
Turbojets Landing South:
250 KIAS
DENTON MUNI
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
DALLAS EXECUTIVE
LANCASTER
ABILENE
113.7 ABI
Chan 84
MILLSAP
117.7 MQP
Chan 124
COWBOY
116.2 CVE
Chan 109
DALLAS-LOVE ATIS
120.15
DALLAS EXECUTIVE ATIS
126.35
ADDISON ATIS ★
133.4
REGIONAL APP CON
119.05 118.1 253.5
NOTE: TURBOJET AIRCRAFT LANDING DAL:
Expect this STAR only when DFW airport is landing south. When DFW airport is landing north, expect the BOWIE STAR.
NOTE: Chart not to scale
(NARRATIVE ON FOLLOWING PAGE)
N
FL180 117° (96)
15000 097° (94)
SPS 119°
R-028
R-142
FL180 086° (89)
FL180 086° (41)
130
128
FL180 103° (41)
R-359
10000° 063° (45)
10000 119° (80)
R-299
R-348
R-208
10000 103° (37)
87
50
5000 103° (21)
R-283 (29)
R-002
R-333
R-349
R-015
R-029
5000 100° (19)
R-123
FL220 209° (96)
10000 166° (63)
R-015
209° (43)
R-287
5000 195° (30)
9000 134° (28)
116
5000 094° (38)
88
8
6
80
74
8
20
9
3
65
62
5000 134° (5)
44
39
080°
R-023
R-028
R-314
SPS R-090

ARRIVAL DESCRIPTION

BORGER TRANSITION (BGD.GREGS6): From over BGD VORTAC via BGD R-117 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence . . . .

BOWIE TRANSITION (UKW.GREGS6): From over UKW VORTAC via UKW R-100 to GREGS INT. Thence . . . .

GUTHRIE TRANSITION (GTH.GREGS6): From over GTH VORTAC via GTH R-063 to ZANTO INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

HYDES TRANSITION (HYDES.GREGS6): From over HYDES INT via CVE R-314 to GREGS INT. Thence . . . .

PANHANDLE TRANSITION (PNH.GREGS6): From over PNH VORTAC via PNH R-097 to HEATR INT, then via SPS R-299 to SPS VORTAC, then via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

TEXICO TRANSITION (TXO.GREGS6): From over TXO VORTAC via TXO R-086 to GANJA INT, then via UKW R-283 to UKW VORTAC, then via UKW R-100 to GREGS INT. Thence . . . .

TULSA TRANSITION (TUL.GREGS6): From over TUL VORTAC via TUL R-209 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

WICHITA FALLS TRANSITION (SPS.GREGS6): From over SPS VORTAC via SPS R-094 to MARDY INT, then via CVE R-314 to GREGS INT. Thence. . . .

WILL ROGERS TRANSITION (IRW.GREGS6): From over IRW VORTAC via IRW R-166 to MOOSE INT, then via UKW R-015 to MASTY INT, then via CVE R-314 to GREGS INT. Thence . . . .

. . . . From over GREGS INT via CVE R-314 to CRAFF INT thence heading 080° for vector to final approach course.

SC-2, 14 JAN 2010 to 11 FEB 2010

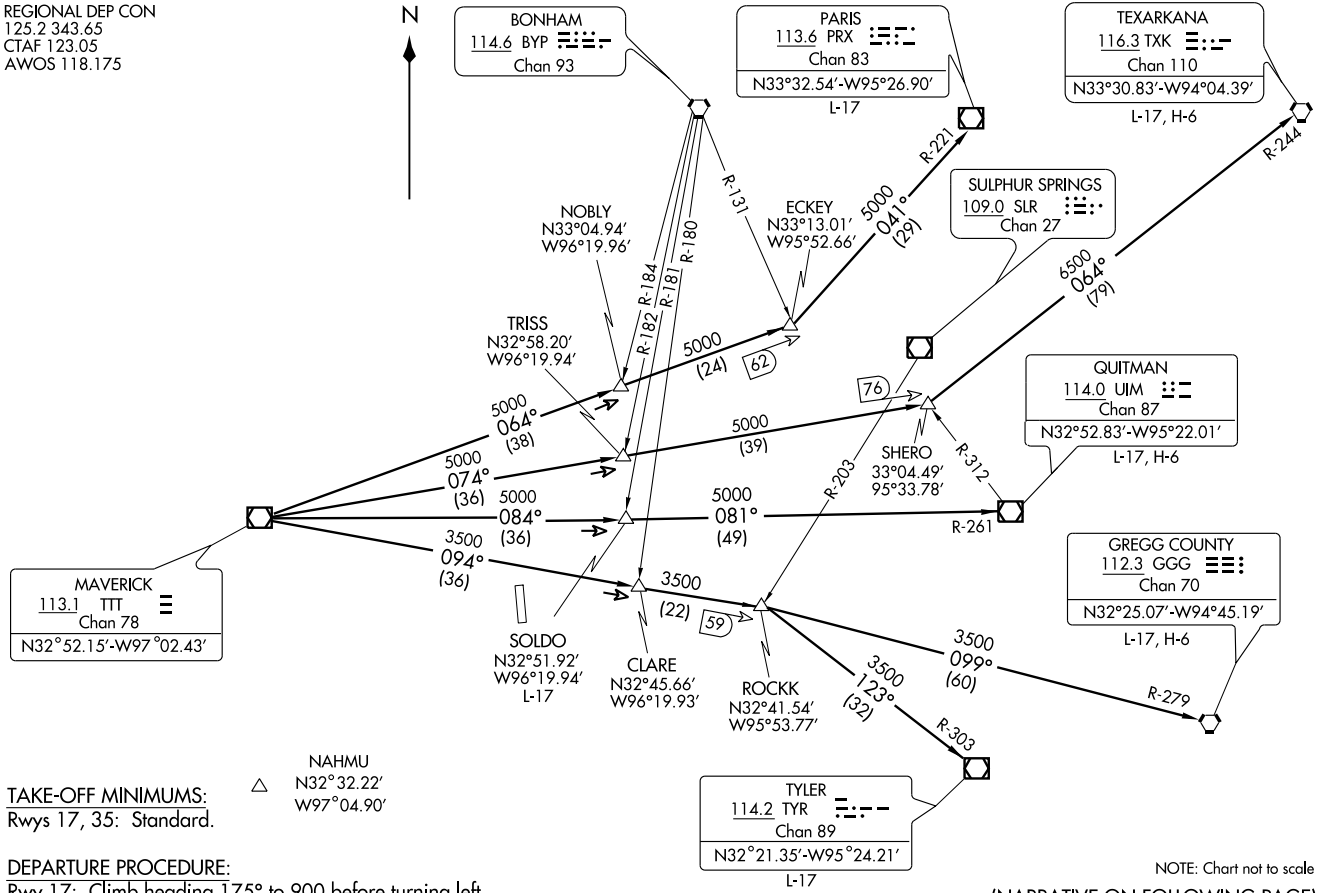
# HUBBARD SIX DEPARTURE

(HUBB6.111) 07298

SL-6444 (FAA)

MESQUITE METRO (HQZ)

MESQUITE, TEXAS



# HUBBARD SIX DEPARTURE



## DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude to appropriate route.

LONGVIEW TRANSITION (HUBB6.GGG): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via GGG R-279 to GGG VORTAC.
PARIS TRANSITION (HUBB6.PRX): From over TTT VOR/DME via TTT R-064 to ECKEY INT, then via PRX R-221 to PRX VOR/DME.
QUITMAN TRANSITION (HUBB6.UIM): From over TTT VOR/DME via TTT R-084 to SOLDO INT, then via UIM R-261 to UIM VOR/DME.
SOLDO TRANSITION (HUBB6.SOLDO): (ATC assigned.) From over TTT VOR/DME via TTT R-084 to SOLDO INT.
TEXARKANA TRANSITION (HUBB6.TXK): From over TTT VOR/DME via TTT R-074 to SHERO INT, then via TXK R-244 to TXK VORTAC.
TYLER TRANSITION (HUBB6.TYR): From over TTT VOR/DME via TTT R-094 to ROCKK INT, then via TYR R-303 to TYR VOR/DME.

TAKE-OFF OBSTACLES:
Rwy 17:
Multiple trees, sign and fences beginning 10′ from departure end of runway, 362′ left of centerline, up to 35′ AGL/478′ MSL.
Rwy 35:
Hangar 53′ from departure end of runway, 497′ left of centerline, 23′ AGL/470′ MSL.
Multiple trees and poles beginning 999′ from departure end of runway, 708′ left of centerline, up to 44′ AGL/483′ MSL.
Bush 45′ from departure end of runway, 466′ right of centerline, 10′ AGl/457′ MSL.
Pole 814′ from departure end of runway, 288′ right of centerline, 27′ AGL/467/ MSL.
Construction equipment 892′ from departure end of runway, 628′ right of centerline, 59′ AGL/489′ MSL.

SC-2, 14 JAN 2010 to 11 FEB 2010

MESQUITE, TEXAS

AL-6444 (FAA)

| LOC I-HQZ | APP CRS | Rwy Idg | 5999 |
|---|---|---|---|
| 109.75 | 175° | TDZE | 447 |
| Chan 34 (Y) | | Apt Elev | 447 |

# ILS or LOC RWY 17

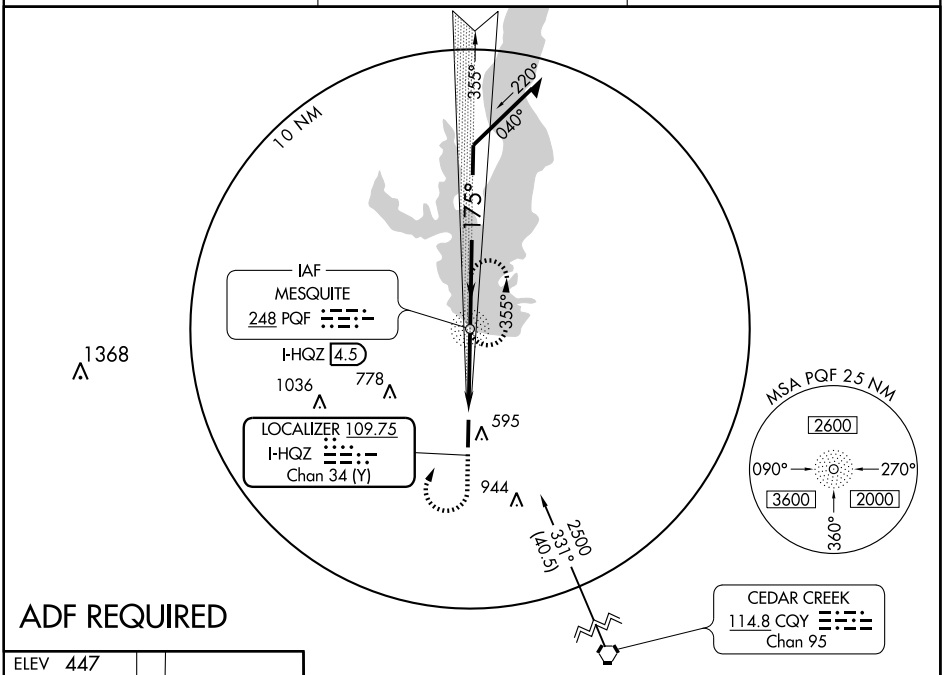
## MESQUITE METRO (HQZ)

T
NA

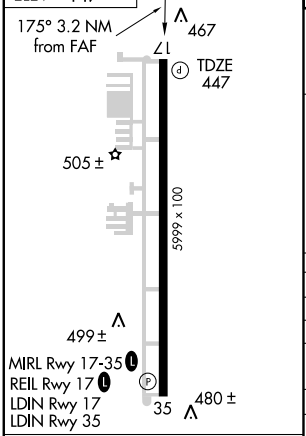
Obtain local altimeter setting on CTAF; when not received, use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb straight ahead to 2000, then turn right direct PQF NDB and hold.

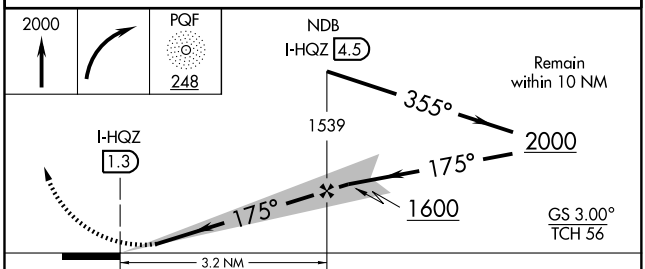
| AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| 118.175 | 125.2 343.65 | 123.05 (CTAF) L |




## ADF REQUIRED




| FAF to MAP 3.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17 | 697-¾ 250 (300-¾) | | | NA |
| S-LOC 17 | 740-1 293 (300-1) | | | NA |
| CIRCLING | 960-1 513 (600-1) | | 960-1½ 513 (600-1½) | NA |
| DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 17 | 743-1 296 (300-1) | | | NA |
| S-LOC 17 | 800-1 353 (400-1) | | | NA |
| CIRCLING | 1000-1 553 (600-1) | | 1000-1½ 553 (600-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

(JPOOL4.TTT) 09351

# JOE POOL FOUR DEPARTURE

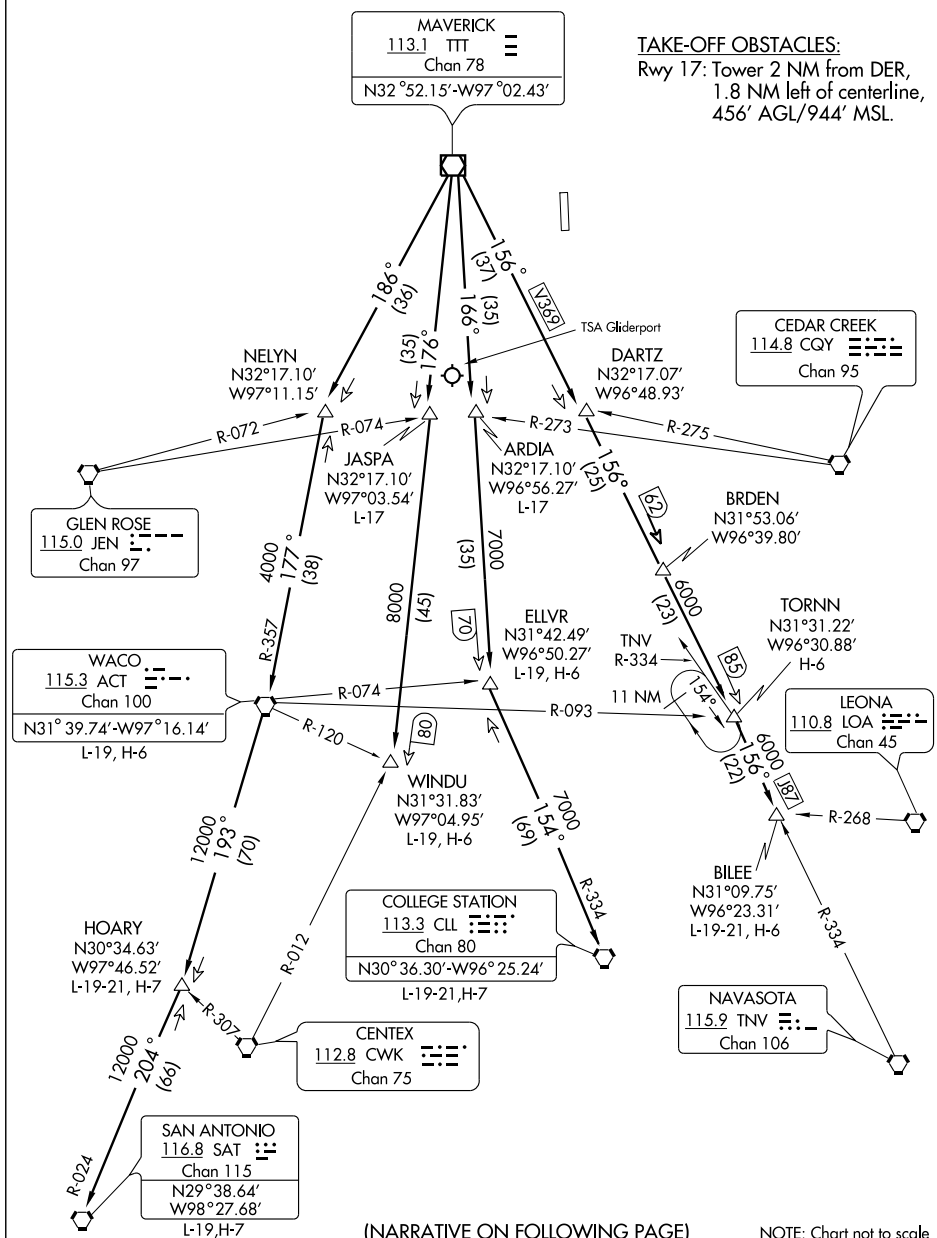
SL-6444 (FAA)

MESQUITE METRO (HQZ)
MESQUITE, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 123.05
AWOS-3 118.175

TAKE-OFF MINIMUMS:
Rwys 17, 35: Standard.

TAKE-OFF OBSTACLES:
Rwy 17: Tower 2 NM from DER, 1.8 NM left of centerline, 456′ AGL/944′ MSL.




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace, fly assigned heading and altitude, expect vector to appropriate route.

ARDIA TRANSITION (JPOOL4.ARDIA): (ATC assigned.) From over TTT VOR/DME via TTT R-166 to ARDIA INT.

BILEE TRANSITION (JPOOL4.BILEE): (For aircraft overflying the BILEE intersection, thence via the appropriate STAR to George Bush Intercontinental or East Houston terminal area airports, or via J-87 to overfly the TNV VORTAC.) From over TTT VOR/DME via TTT R-156 to BILEE INT.

BRDEN TRANSITION (JPOOL4.BRDEN): From over TTT VOR/DME via TTT R-156 to BRDEN INT.

COLLEGE STATION TRANSITION (JPOOL4.CLL): (For piston aircraft inbound to Houston Hobby and all aircraft inbound to West Houston terminal area airports.) From over TTT VOR/DME via TTT R-166 to ELLVR INT, then via CLL R-334 to CLL VORTAC.

ELLVR TRANSITION (JPOOL4.ELLVR): (For turboprop and turbojet aircraft inbound to Houston Hobby and turbojet aircraft inbound to EFD, GLS, and LBX.) From over TTT VOR/DME via TTT R-166 to ELLVR INT.

HOARY TRANSITION (JPOOL4.HOARY): (For E/F suffixed aircraft.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT.

JASPA TRANSITION (JPOOL4.JASPA): (ATC assigned.) From over TTT VOR/DME via TTT R-176 to JASPA INT.

SAN ANTONIO TRANSITION (JPOOL4.SAT): (For aircraft overflying Centex and San Antonio.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC, then via ACT R-193 to HOARY INT, then via SAT R-024 to SAT VORTAC.

TORNN TRANSITION (JPOOL4.TORNN): (For aircraft landing at Lafayette, Lake Charles or Beaumont/Port Arthur airports.) From over TTT VOR/DME via TTT R-156 to TORNN INT.

WACO TRANSITION (JPOOL4.ACT): (For aircraft inbound to Waco or Gray terminal area airports.) From over TTT VOR/DME via TTT R-186 to NELYN INT, then via ACT R-357 to ACT VORTAC.

WINDU TRANSITION (JPOOL4.WINDU): (For aircraft inbound to Austin or San Antonio terminal airports, aircraft should file and/or expect the BLEWE or MARCS arrival at WINDU.) From over TTT VOR/DME via TTT R-176 to WINDU INT.

SC-2, 14 JAN 2010 to 11 FEB 2010

# KINGDOM SEVEN DEPARTURE SL-6444 (FAA)



REGIONAL DEP CON
125.2 343.65
CTAF 123.05

TAKE-OFF OBSTACLE:
Note: Rwy 17, Multiple trees, sign and fences beginning 10' from DER, 362' left of centerline, up to 35' AGL/478' MSL.
Note: Rwy 35, Hanger 53' from DER, 497' left of centerline, 23' AGL/470' MSL. Multiple trees and poles beginning 999' from DER, 708' left of centerline, up to 44' AGL/483' MSL. Bush 45' from DER, 466' right of centerline, 10' AGL/457' MSL. Pole 814' from DER, 288' right of centerline, 27' AGL/467' MSL. Construction equipment 892' from DER, 628' right of centerline, 59' AGL/489' MSL.

N

WICHITA FALLS
112.7 SPS
Chan 74
N33°59.24'-W98°35.61'
L-17, H-6

R-148 (25) V568

KARYN
N33°35.82'
W98°24.42'

R-271

BOWIE
112.4 UKW
Chan 71

R-146

GUTHRIE
114.5 GTH
Chan 92
N33°46.70'
W100°20.17'
L-17, H-6

6000 326° (63) V18

4000 328° (22)

R-225

R-165

FERRA
N33° 05.47'
W97°44.00'

RANGER
115.7 FUZ
Chan 104
N32°53.37'
W97°10.77'

MUZZO
N33°15.10'
W98°14.61'

65 34

4000 (27)

2300 285° (37)

2100 274° (7)

CEOLA
N32°51.98'
W97°44.00'

MAVERICK
113.1 TTT
Chan 78
N32°52.15'-W97°02.43'

RUWLO
N32°47.28'
W99°07.77'

R-330

2500 261° (28)

2800 250° (36)

8000 (71)

99

8000 265° V18

BEKLE
N32°49.27'
W99°49.92'

93 (36)

R-265

4000 261° (13)

R-081

PODDE
N32°43.58'
W97°44.00'
L-17

R-006

R-004

R-343

BROWNWOOD
108.6 BWD
Chan 23

MILLSAP
117.7 MQP
Chan 124
N32°43.57'
W97°59.85'
L-17, H-6

GLEN ROSE
115.0 JEN
Chan 97

TAKE-OFF MINIMUMS:
Rwys 17, 35: standard.
DEPARTURE PROCEDURE:
Rwy 17: Climb heading 175° to 900' before turning left.

NOTE: Chart not to scale

NOTE: For all aircraft requesting 17,000' and below.

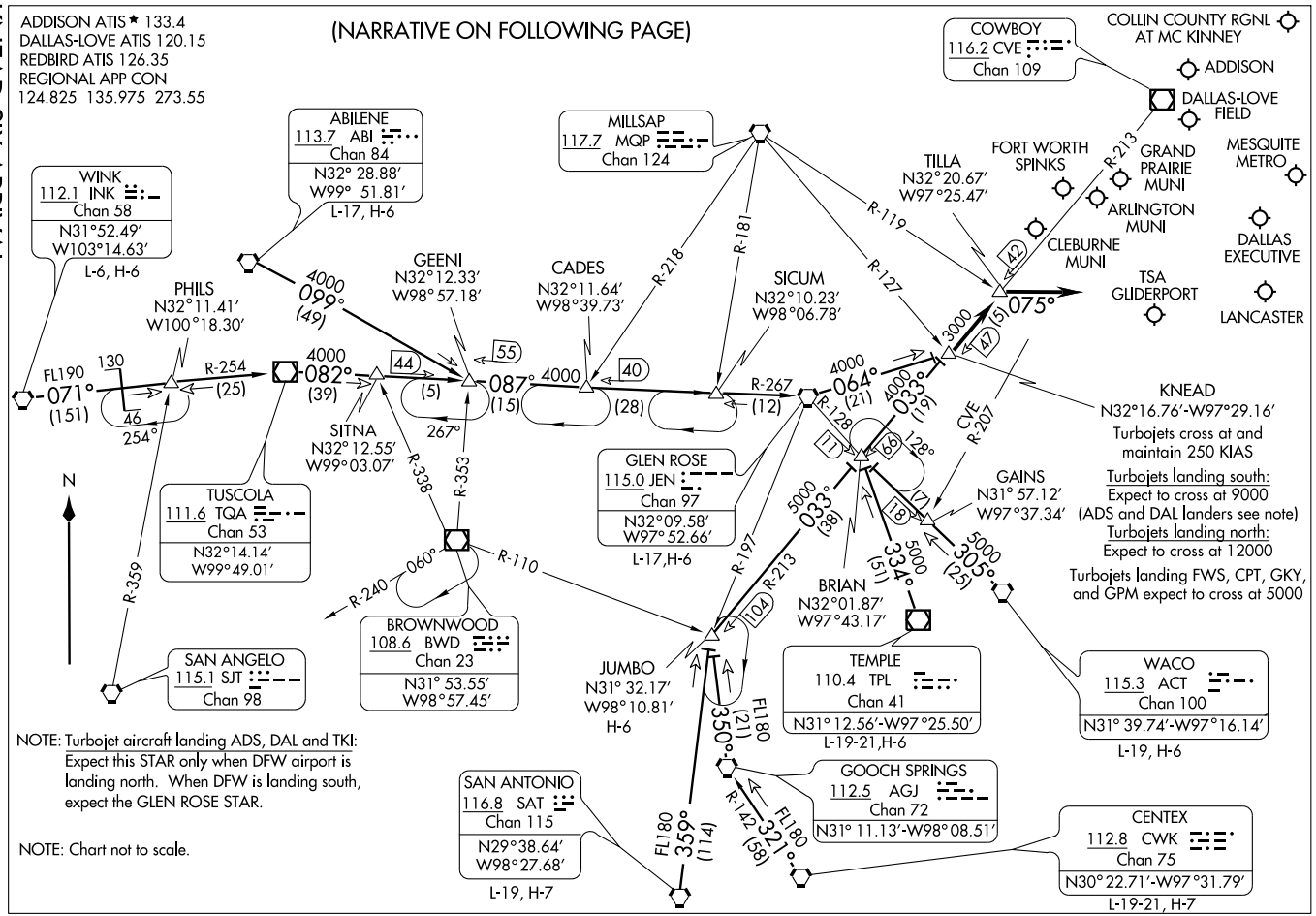
(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

GUTHRIE TRANSITION (KING7.GTH): (For all aircraft landing within Lubbock terminal area or proceeding westbound via V-18 to GTH VORTAC). From over TTT VOR/DME via TTT R-274 to FUZ VORTAC, then via FUZ R-261 to RUWLO INT, then via MQP R-265 to BEKLE INT, then via GTH R-146 to GTH VORTAC.
MILLSAP TRANSITION (KING7.MQP): (For all aircraft overflying the MQP VORTAC westbound via V-18 or direct). From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.
PODDE TRANSITION (KING7.PODDE): (ATC assigned.) From over TTT VOR/DME via TTT R-250 to PODDE INT.
WICHITA FALLS TRANSITION (KING7.SPS): (For all aircraft landing within the Wichita Falls terminal area or overflying the SPS VORTAC). From over TTT VOR/DME via TTT R-285 to MUZZO INT, then via SPS R-148 to SPS VORTAC.

SC-2, 14 JAN 2010 to 11 FEB 2010


ADDISON ATIS ★ 133.4
DALLAS-LOVE ATIS 120.15
REDBIRD ATIS 126.35
REGIONAL APP CON
124.825 135.975 273.55
(NARRATIVE ON FOLLOWING PAGE)
COWBOY
116.2 CVE
Chan 109
COLLIN COUNTY RGNL AT MC KINNEY
ADDISON
DALLAS-LOVE FIELD
MESQUITE METRO
GRAND PRAIRIE MUNI
ARLINGTON MUNI
DALLAS EXECUTIVE
LANCASTER
TSA GLIDERPORT
CLEBURNE MUNI
FORT WORTH SPINKS
TILLA
N32°20.67′
W97°25.47′
ABILENE
113.7 ABI
Chan 84
N32° 28.88′
W99° 51.81′
L-17, H-6
MILLSAP
117.7 MQP
Chan 124
WINK
112.1 INK
Chan 58
N31°52.49′
W103°14.63′
L-6, H-6
PHILS
N32°11.41′
W100°18.30′
GEENI
N32°12.33′
W98°57.18′
CADES
N32°11.64′
W98°39.73′
SICUM
N32°10.23′
W98°06.78′
FL190
071°
(151)
130
46
254°
R-254
(25)
4000
082°
(39)
4000
099°
(49)
44
(5)
55
087°
4000
(15)
40
(28)
R-267
(12)
4000
064°
(21)
4000
033°
(19)
R-218
R-181
R-119
R-127
R-128
R-207
CVE
42
13000
151
147
075°
KNEAD
N32°16.76′-W97°29.16′
Turbojets cross at and maintain 250 KIAS
Turbojets landing south:
Expect to cross at 9000 (ADS and DAL landers see note)
Turbojets landing north:
Expect to cross at 12000
Turbojets landing FWS, CPT, GKY, and GPM expect to cross at 5000
GAINS
N31° 57.12′
W97°37.34′
N
R-359
SITNA
N32°12.55′
W99°03.07′
267°
R-338
R-353
TUSCOLA
111.6 TQA
Chan 53
N32°14.14′
W99°49.01′
GLEN ROSE
115.0 JEN
Chan 97
N32°09.58′
W97°52.66′
L-17,H-6
11
66
128°
17
18
5000
033°
(38)
5000
334°
(51)
5000
305°
(25)
R-197
R-213
104
BRIAN
N32°01.87′
W97°43.17′
R-240
060°
R-110
BROWNWOOD
108.6 BWD
Chan 23
N31° 53.55′
W98°57.45′
SAN ANGELO
115.1 SJT
Chan 98
JUMBO
N31° 32.17′
W98°10.81′
H-6
TEMPLE
110.4 TPL
Chan 41
N31° 12.56′-W97°25.50′
L-19-21,H-6
WACO
115.3 ACT
Chan 100
N31° 39.74′-W97°16.14′
L-19, H-6
FL180
350°
(21)
GOOCH SPRINGS
112.5 AGJ
Chan 72
N31° 11.13′-W98° 08.51′
SAN ANTONIO
116.8 SAT
Chan 115
N29°38.64′
W98°27.68′
L-19, H-7
FL180
359°
(114)
R-142
321°
(58)
CENTEX
112.8 CWK
Chan 75
N30° 22.71′-W97°31.79′
L-19-21, H-7
NOTE: Turbojet aircraft landing ADS, DAL and TKI: Expect this STAR only when DFW airport is landing north. When DFW is landing south, expect the GLEN ROSE STAR.
NOTE: Chart not to scale.

ARRIVAL DESCRIPTION

ABILENE TRANSITION (ABI.KNEAD6): From over ABI VORTAC via ABI R-099 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

CENTEX TRANSITION (CWK.KNEAD6): From over CWK VORTAC via CWK R-321 and AGJ R-142 to AGJ VORTAC, then via AGJ R-350 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

GLEN ROSE TRANSITION (JEN.KNEAD6): From over JEN VORTAC via JEN R-064 to KNEAD INT. Thence . . . .

JUMBO TRANSITION (JUMBO.KNEAD6): From over JUMBO INT via CVE R-213 to KNEAD INT. Thence . . . .

SAN ANTONIO TRANSITION (SAT.KNEAD6): From over SAT VORTAC via SAT R-359 to JUMBO INT, then via CVE R-213 to KNEAD INT. Thence . . . .

TEMPLE TRANSITION (TPL.KNEAD6): From over TPL VOR/DME via TPL R-334 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WACO TRANSITION (ACT.KNEAD6): From over ACT VORTAC via ACT R-305 to BRIAN INT, then via CVE R-213 to KNEAD INT. Thence . . . .

WINK TRANSITION (INK.KNEAD6): From over INK VORTAC via INK R-071 and TQA R-254 to TQA VOR/DME, then via TQA R-082 to GEENI INT, then via JEN R-267 to JEN VORTAC, then via JEN R-064 to KNEAD INT. Thence . . . .

. . . . From over KNEAD INT via CVE R-213 to TILLA INT, thence via heading 075° for vectors to final approach course.

| LOC I-HQZ 109.75 Chan 34 (Y) | APP CRS 355° | Rwy Idg 5999 TDZE 443 Apt Elev 447 |
|---|---|---|

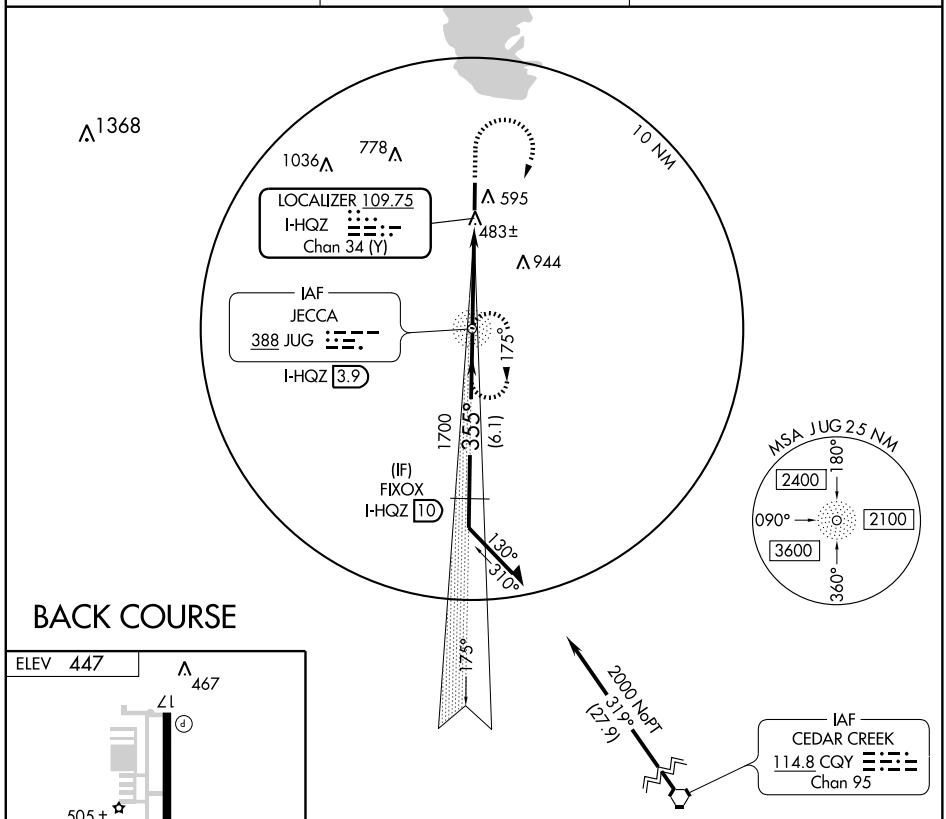
# LOC BC RWY 35

MESQUITE METRO (HQZ)

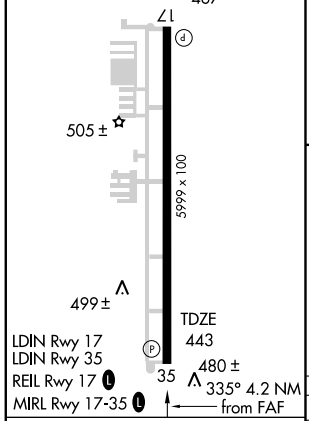
ADF required. When local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDA 60 feet. Increase S-35 Cat C visibility ¼ mile.

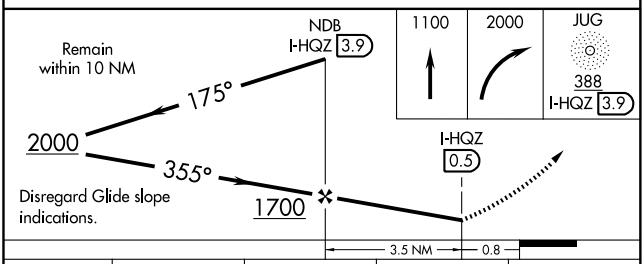
MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct JUG NDB/I-HQZ 3.9 DME and hold.

| AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| 118.175 | 125.2 343.65 | 123.05 (CTAF) L |




## BACK COURSE




| FAF to MAP 3.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:30 | 2:20 | 1:45 | 1:24 | 1:10 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 800-1 357 (400-1) | | | NA |
| CIRCLING | 960-1 513 (600-1) | | 960-1½ 513 (600-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

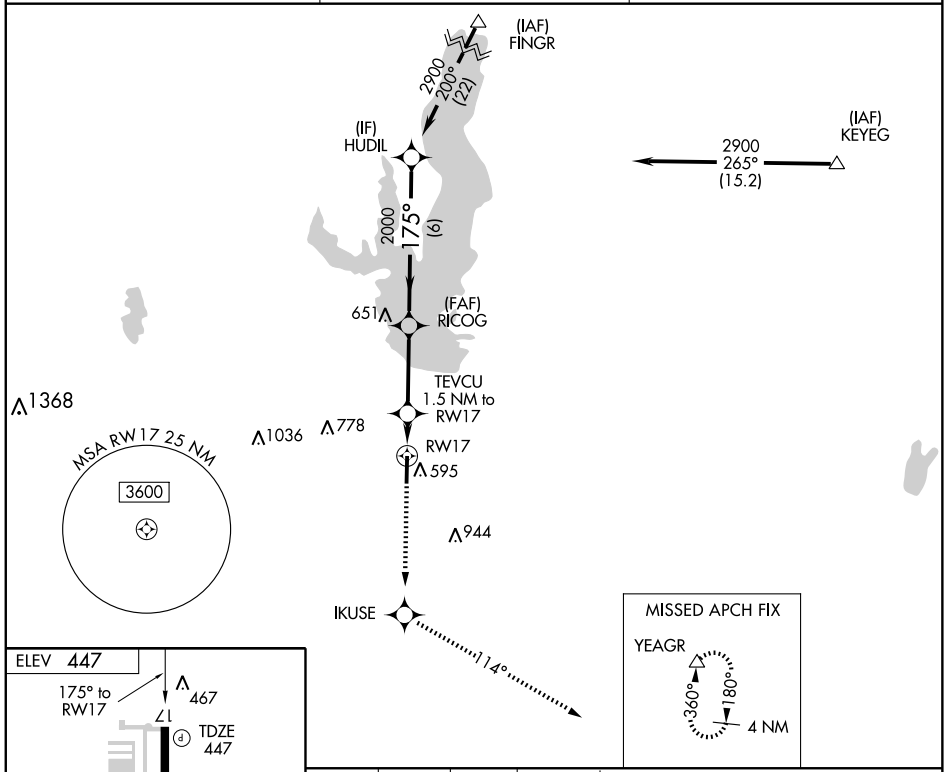
| WAAS | APP CRS | Rwy Idg | 5999 |
|---|---|---|---|
| Ch 58301 | 175° | TDZE | 447 |
| W17A | | Apt Elev | 447 |

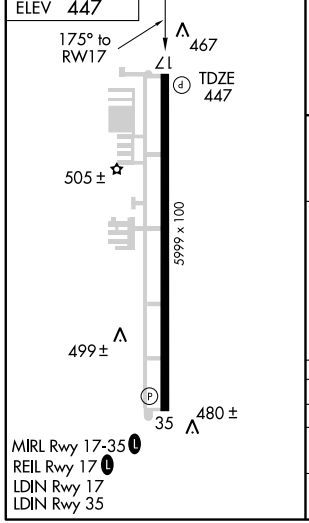
# RNAV (GPS) RWY 17
## MESQUITE METRO (HQZ)

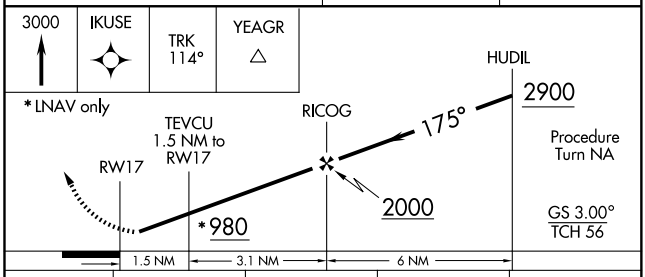
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA/MDA 60 feet. Increase LPV visibility ¼ mile, all Cats.

MISSED APPROACH: Climb to 3000 direct IKUSE and via 114° track to YEAGR and hold.

| AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| 118.175 | 125.2 343.65 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 697-¾ 250 (300-¾) | | | NA |
| LNAV MDA | 860-1 413 (500-1) | | 860-1¼ 413 (500-1¼) | NA |
| CIRCLING | 960-1 513 (600-1) | | 960-1½ 513 (600-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS Ch **78401** **W35A** | APP CRS **355°** | Rwy Idg **5999** TDZE **443** Apt Elev **447** |
|---|---|---|

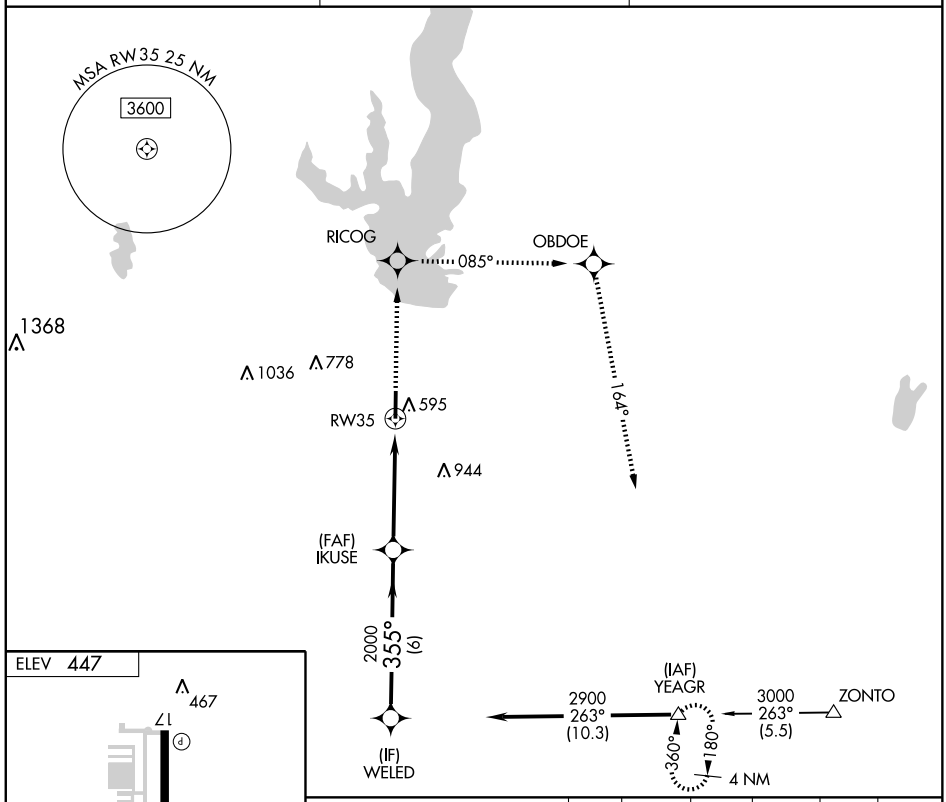
# RNAV (GPS) RWY 35

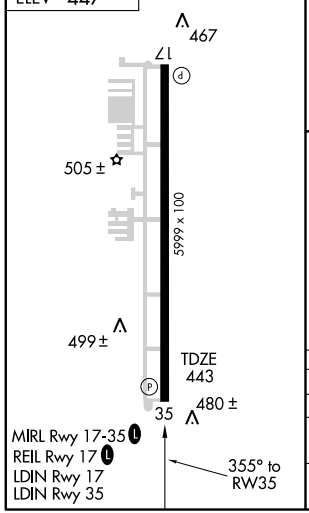
MESQUITE METRO (HQZ)

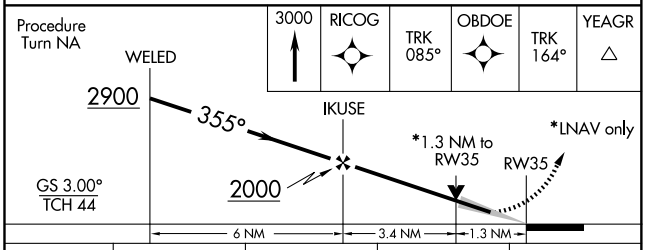
DME/DME RNP-0.3 NA. VDP NA when using Dallas Love Field altimeter setting. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA/MDA 60 feet. Increase LPV visibility ¼ mile all Cats, increase LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct RICOG and via 085° track to OBDOE and via 164° track to YEAGR and hold.

| AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| **118.175** | **125.2 343.65** | **123.05** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 693-¾ 250 (300-¾) | | | NA |
| LNAV MDA | 900-1 457 (500-1) | | 900-1¼ 457 (500-1¼) | NA |
| CIRCLING | 960-1 513 (600-1) | | 960-1½ 513 (600-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

# TEXOMA ONE DEPARTURE

SL-6444 (FAA)

MESQUITE, TEXAS

REGIONAL DEP CON
125.2 343.65
CTAF 123.05
AWOS-3 118.175

TULSA
114.4 TUL
Chan 91
N36°11.78′
W95°47.29′
L-15, H-6

OKMULGEE
114.9 OKM
Chan 96
N35°41.59′
W95°51.96′
L-15, H-6

MC ALESTER
112.0 MLC
Chan 57
N34°50.97′
W95°46.94′
L-17, H-6

WILL ROGERS
114.1 IRW
Chan 88
N35°21.52′
W97°36.55′
L-15, H-6

ROLLS
N35°43.36′
W99°28.24′
L-15, H-6

TAKE-OFF OBSTACLE:
Rwy 17: Tower 2 NM from DER, 1.8 NM left of centerline, 456′ AGL/944′ MSL.

112.3 IBL R-126 Chan 70
115.2 SYO R-010 Chan 99
J52
R-277
R-212
R-145
R-201
R-196
R-206
13000 021° (124)
11000 016° (90)
11000 026° (57)
15000 303° (85)
11000 325° (66)
15000 303° (60)

ZEMMA
N34°23.03′
W96°59.40′
L-17, H-6

MRMAC
N34°50.48′
W98°06.57′

EAKER
N34°19.05′
W96°37.19′
L-17,H-6

ADM R-071
URH R-307
ADM R-097
90
90

TIKYS
N34°04.00′
W96°25.56′

ARDMORE
116.7 ADM
Chan 114
N34°12.70′-W97°10.09
L-17, H-6

R-179
4000 359° (46)
9000 360° (56)
9000 012° (55)
8000 022° (42)
80

TEXOMA
114.3 URH
Chan 90

BLECO
N33°27.05′
W97°06.54′
L-17

GRABE
N33°27.09′
W96°57.69′
L-17

R-094
R-092
R-256
R-254

BOWIE
112.4 UKW
Chan 71

LOWGN
N33°27.05′
W97°14.99′

AKUNA
N33°27.04′
W96°49.39′

BONHAM
114.6 BYP
Chan 93

348° (34)
360° (34)
012° (35)
022° (38)

TAKE-OFF MINIMUMS:
Rwys 17, 35: STANDARD.
DEPARTURE PROCEDURE:
Rwy 17: Climb via heading 175° to 1000 before turning left.

RANGER
115.7 FUZ
Chan 104
N32°53.37′-W97°10.77′

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

SC-2, 14 JAN 2010 to 11 FEB 2010

DEPARTURE ROUTE DESCRIPTION

When entering controlled airspace fly assigned heading and altitude to appropriate route.

ARDMORE TRANSITION (TEX1.ADM): From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC.

BLECO TRANSITION (TEX1.BLECO): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to BLECO INT.

EAKER TRANSITION (TEX1.EAKER): (For aircraft inbound to the Tulsa terminal area.) From over FUZ VORTAC via FUZ R-012 to EAKER INT.

GRABE TRANSITION (TEX1.GRABE): (ATC assigned.) From over FUZ VORTAC via FUZ R-012 to GRABE INT.

MCALESTER TRANSITION (TEX1.MLC): (For all aircraft overflying the MLC VORTAC or intercepting J105.) From over FUZ VORTAC via FUZ R-022 to TIKYS INT, then via MLC R-206 to MLC VORTAC.

OKMULGEE TRANSITION (TEX1.OKM): (For all aircraft overflying OKM VOR/DME proceeding via J181 to BDF to destinations in the Chicago terminal area and north.) From over FUZ VORTAC via FUZ R-012 to EAKER INT, then via OKM R-196 to OKM VOR/DME.

ROLLS TRANSITION (TEX1.ROLLS): (For all aircraft proceeding northwestbound via J52.) From over FUZ VORTAC via FUZ R-348 to LOWGN INT, then via ADM R-179 to ADM VORTAC, then via ADM R-303 to ROLLS INT.

TULSA TRANSITION (TEX1.TUL): (For all aircraft overflying TUL VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via TUL R-201 to TUL VORTAC.

WILL ROGERS TRANSITION (TEX1.IRW): (For all aircraft inbound to the Oklahoma City area or overflying IRW VORTAC.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT, then via IRW R-145 to IRW VORTAC.

ZEMMA TRANSITION (TEX1.ZEMMA): (ATC assigned.) From over FUZ VORTAC via FUZ R-360 to ZEMMA INT.

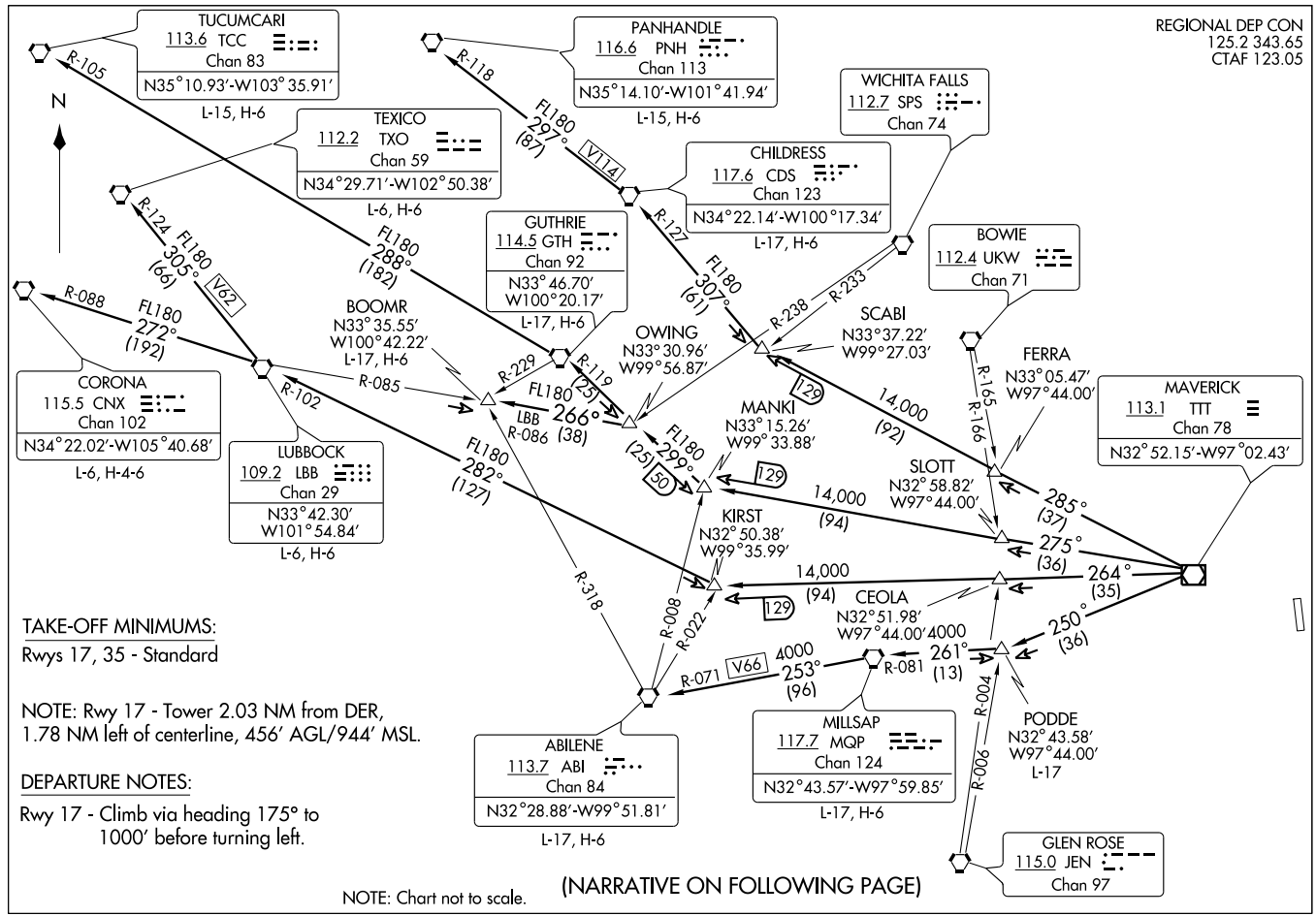
SC-2, 14 JAN 2010 to 11 FEB 2010

# WORTH FIVE DEPARTURE





REGIONAL DEP CON
125.2 343.65
CTAF 123.05




TAKE-OFF MINIMUMS:

Rwys 17, 35 - Standard

NOTE: Rwy 17 - Tower 2.03 NM from DER, 1.78 NM left of centerline, 456' AGL/944' MSL.

DEPARTURE NOTES:

Rwy 17 - Climb via heading 175° to 1000' before turning left.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

▼ When entering controlled airspace, fly assigned heading and altitude to appropriate route.

ABILENE TRANSITION (WORTH5.ABI): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC, then via MQP R-253 and ABI R-071 to ABI VORTAC.

BOOMR TRANSITION (WORTH5.BOOMR): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to OWING INT, then via LBB R-086 to BOOMR INT.

CHILDRESS TRANSITION (WORTH5.CDS): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC.

CORONA TRANSITION (WORTH5.CNX): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-272 and CNX R-088 to CNX VORTAC.

GUTHRIE TRANSITION (WORTH5.GTH): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC.

LUBBOCK TRANSITION (WORTH5.LBB): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC.

MILLSAP TRANSITION (WORTH5.MQP): From over TTT VOR/DME via TTT R-250 to PODDE INT, then via MQP R-081 to MQP VORTAC.

PANHANDLE TRANSITION (WORTH5.PNH): From over TTT VOR/DME via TTT R-285 to SCABI INT, then via CDS R-127 to CDS VORTAC, then via CDS R-297 and PNH R-118 to PNH VORTAC.

PODDE TRANSITION (WORTH5.PODDE): (ATC Assigned) From over TTT VOR/DME via TTT R-250 to PODDE INT.

TEXICO TRANSITION (WORTH5.TXO): From over TTT VOR/DME via TTT R-264 to KIRST INT, then via LBB R-102 to LBB VORTAC, then via LBB R-305 and TXO R-124 to TXO VORTAC.

TUCUMCARI TRANSITION (WORTH5.TCC): From over TTT VOR/DME via TTT R-275 to MANKI INT, then via GTH R-119 to GTH VORTAC, then via GTH R-288 and TCC R-105 to TCC VORTAC.

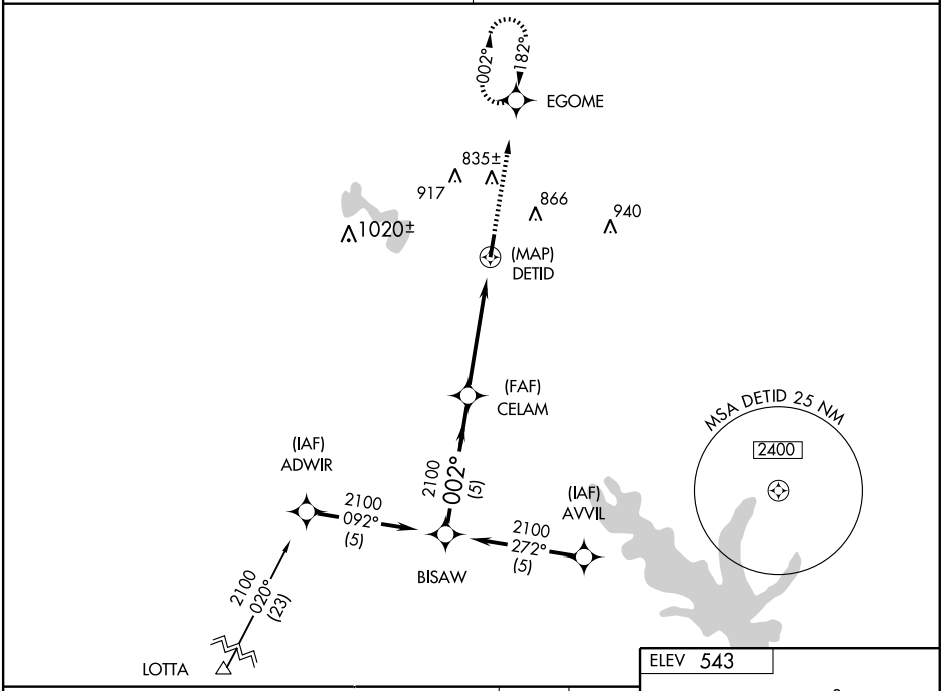
SC-2, 14 JAN 2010 to 11 FEB 2010

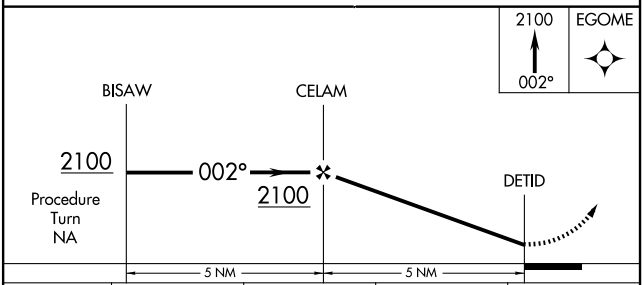
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 002° | TDZE | 540 |
| | Apt Elev | 543 |

# GPS RWY 36

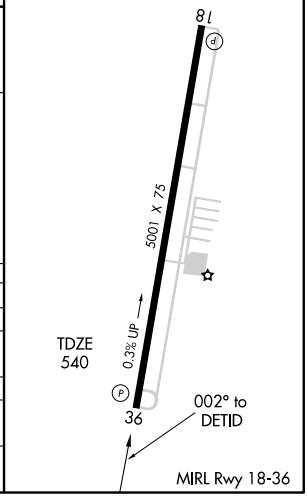
MEXIA-LIMESTONE COUNTY (LXY)

| NA | Obtain local altimeter setting on CTAF; when not received, use Waco altimeter setting. | MISSED APPROACH: Climb to 2100 via 002° course to EGOME WP and hold. |
|---|---|---|
| WACO APP CON 135.2 352.0 | | UNICOM 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 900-1 360 (400-1) | | | NA |
| CIRCLING | 940-1<br>397 (400-1) | 1000-1<br>457 (500-1) | 1180-1¾<br>637 (700-1¾) | NA |
| WACO ALTIMETER SETTING MINIMUMS | | | | |
| S-36 | 980-1 440 (500-1) | | 980-1¼<br>440 (500-1¼) | NA |
| CIRCLING | 1040-1 497 (500-1) | | 1260-2<br>717 (800-2) | NA |

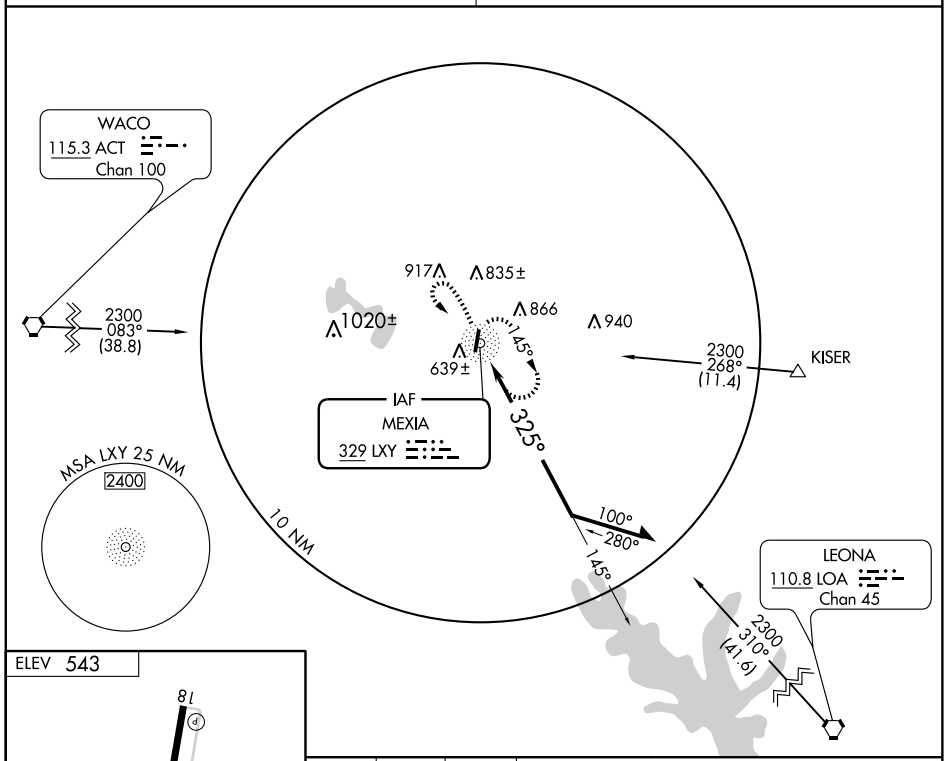


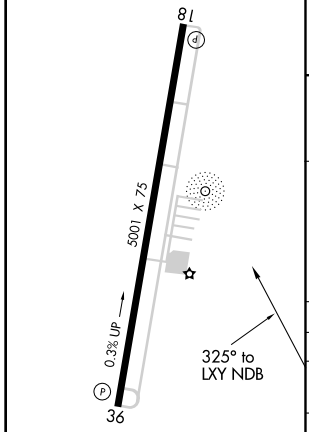

SC-5, 14 JAN 2010 to 11 FEB 2010

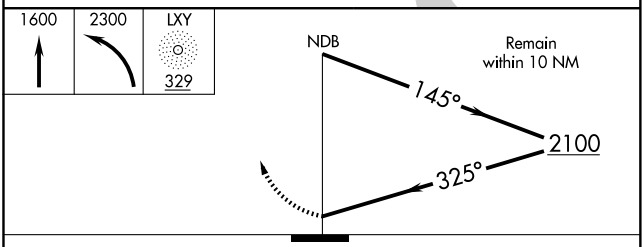
| NDB LXY | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 329 | 325° | TDZE | N/A |
| | | Apt Elev | 543 |

# NDB-A
## MEXIA-LIMESTONE COUNTY (LXY)

| | |
|---|---|
| NA Obtain local altimeter setting on CTAF; when not received, use Waco altimeter setting. | MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct LXY NDB and hold. |
| WACO APP CON **135.2 352.0** | UNICOM **122.8** (CTAF) |



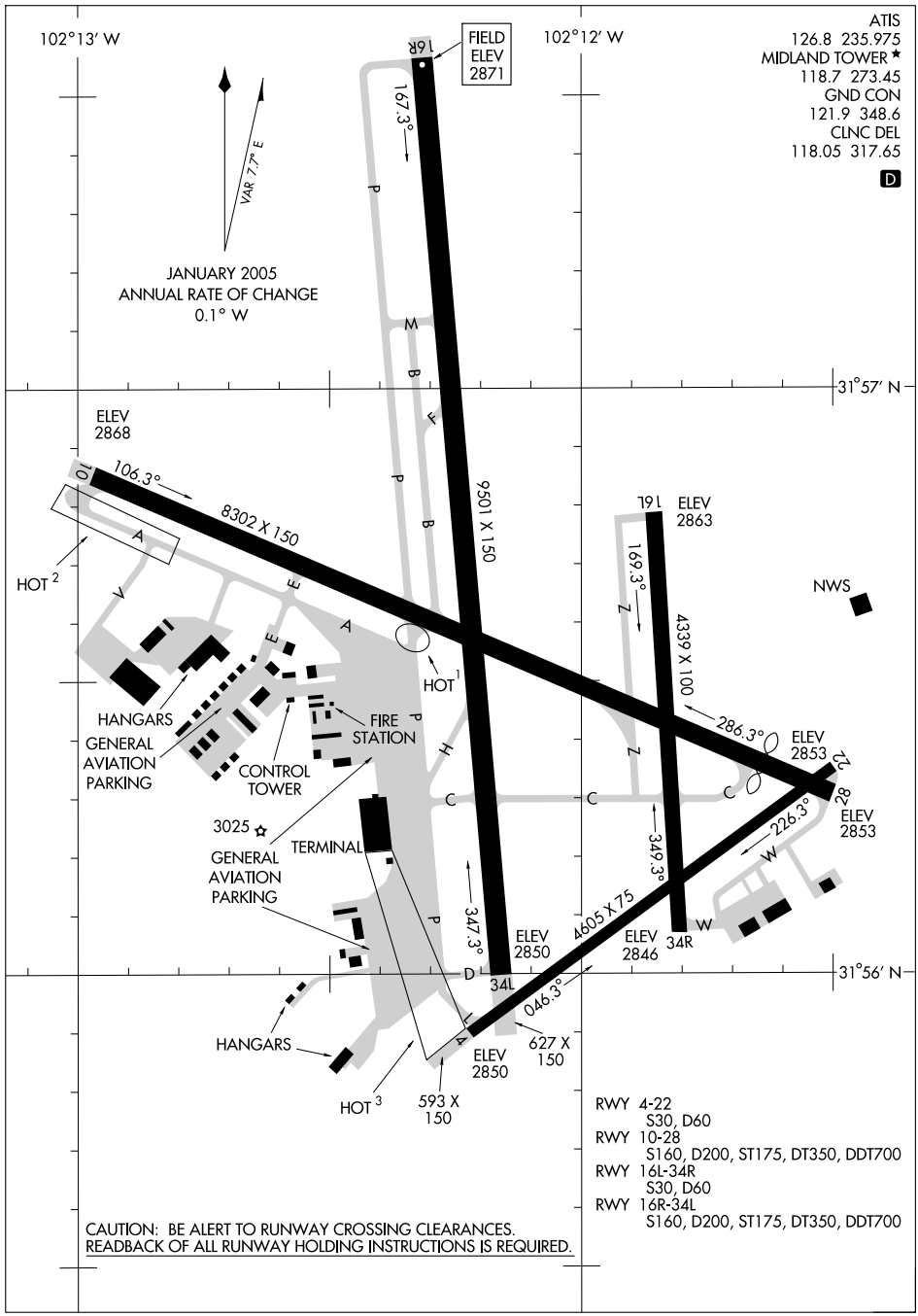

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1000-1 | 457 (500-1) | 1180-1¾<br>637 (700-1¾) | NA |
| WACO ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1080-1 | 537 (600-1) | 1260-2<br>717 (800-2) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-258 (FAA)

MIDLAND INTL (MAF)
MIDLAND, TEXAS




RWY 4-22
S30, D60
RWY 10-28
S160, D200, ST175, DT350, DDT700
RWY 16L-34R
S30, D60
RWY 16R-34L
S160, D200, ST175, DT350, DDT700

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 14 JAN 2010 to 11 FEB 2010

# HI-VOR/DME or TACAN RWY 16R

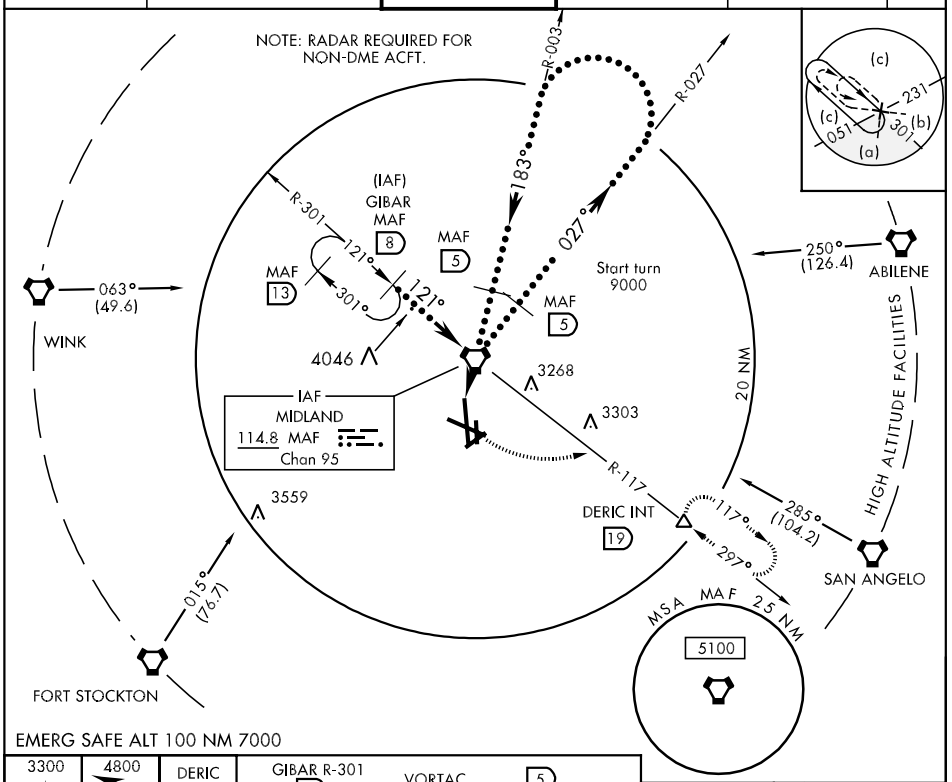
| VORTAC MAF | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 114.8 Chan 95 | 183° | 9501 / 2871 / 2871 |

JAL-258 [USAF]

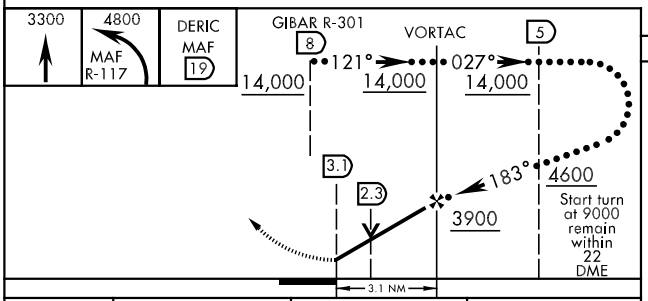
MIDLAND INTL (KMAF)

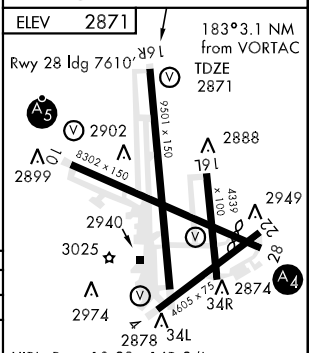
MISSED APPROACH: Climb to 3300 then climbing left turn to 4800 via R-117 to DERIC INT/MAF 19 DME and hold.

| ATIS ★ | MIDLAND APP CON | MIDLAND TOWER ★ | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 126.8 235.975 | 124.6 290.4 | 118.7 273.45 | 121.9 348.6 | 118.05 317.65 | |




EMERG SAFE ALT 100 NM 7000




| CATEGORY | C | D | E |
|---|---|---|---|
| S-16R | 3260-1 389 (400-1) | 3260-1¼ 389 (400-1¼) | |
| CIRCLING | 3340-1½ 469 (500-1½) | 3440-2 569 (600-2) | 3600-2½ 729 (800-2½) |
| S-ASR 16R | 3280-1¼ 409 (500-1¼) | | 3280-1½ 409 (500-1½) |

| VORTAC MAF | APCH CRS | Rwy ldg | 9501 |
|---|---|---|---|
| 114.8 | 357° | TDZE | 2857 |
| Chan 95 | | Arpt Elev | 2871 |

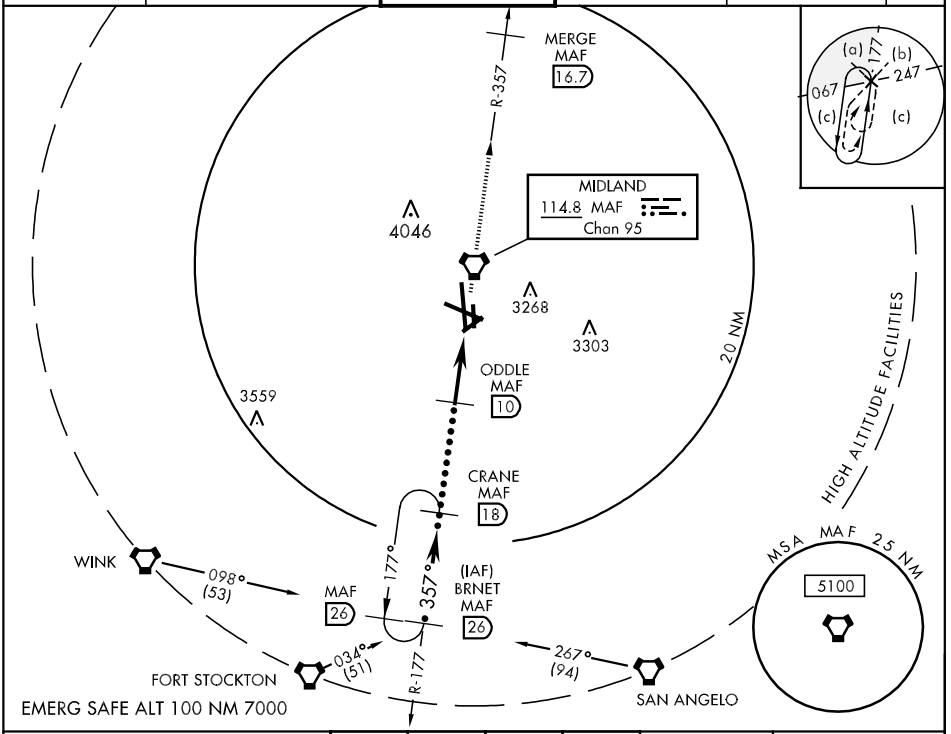
# HI-VOR/DME or TACAN RWY 34L

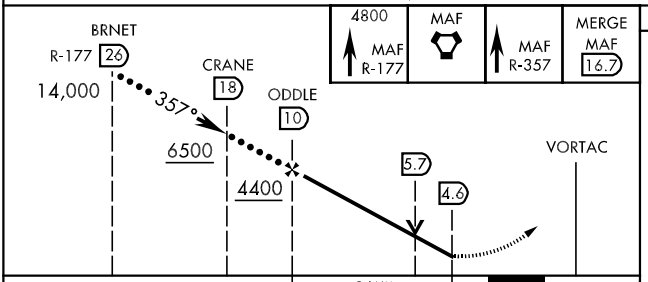
JAL-258 [USAF]

MIDLAND INTL (KMAF)

MISSED APPROACH: Climb to 4800 via R-177 to MAF VORTAC then via MAF R-357 to MERGE/MAF 16.7 DME.

| ATIS ★ | MIDLAND APP CON | MIDLAND TOWER ★ | GND CON | CLNC DEL | ASR |
|---|---|---|---|---|---|
| 126.8 235.975 | 124.6 290.4 | 118.7 273.45 | 121.9 348.6 | 118.05 317.65 | |



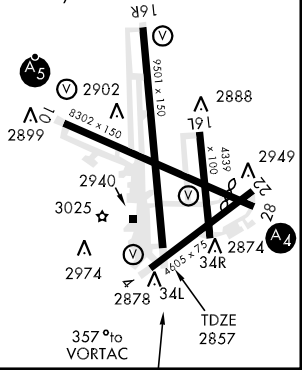

ELEV 2871

Rwy 28 ldg 7610'

HIRL Rwy 10-28, 16R-34L

MIRL Rwy 4-22, 16L-34R

REIL Rwy 34L




| CATEGORY | C | D | E |
|---|---|---|---|
| S-34L | 3260-1¼ 403 (400-1¼) | | 3260-1½ 403 (400-1½) |
| CIRCLING | 3340-1½ 469 (500-1½) | 3440-2 569 (600-2) | 3600-2½ 729 (800-2½) |
| S-ASR 34L | 3260-1¼ 403 (400-1¼) | | 3260-1½ 403 (400-1½) |



31° 56'N-102° 12'W



Amdt 1 09295



SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-MAF | APP CRS | Rwy Idg | 8302 |
|---|---|---|---|
| 110.3 | 105° | TDZE | 2868 |
| Chan 40 | | Apt Elev | 2871 |

# ILS or LOC RWY 10

MIDLAND INTL (MAF)

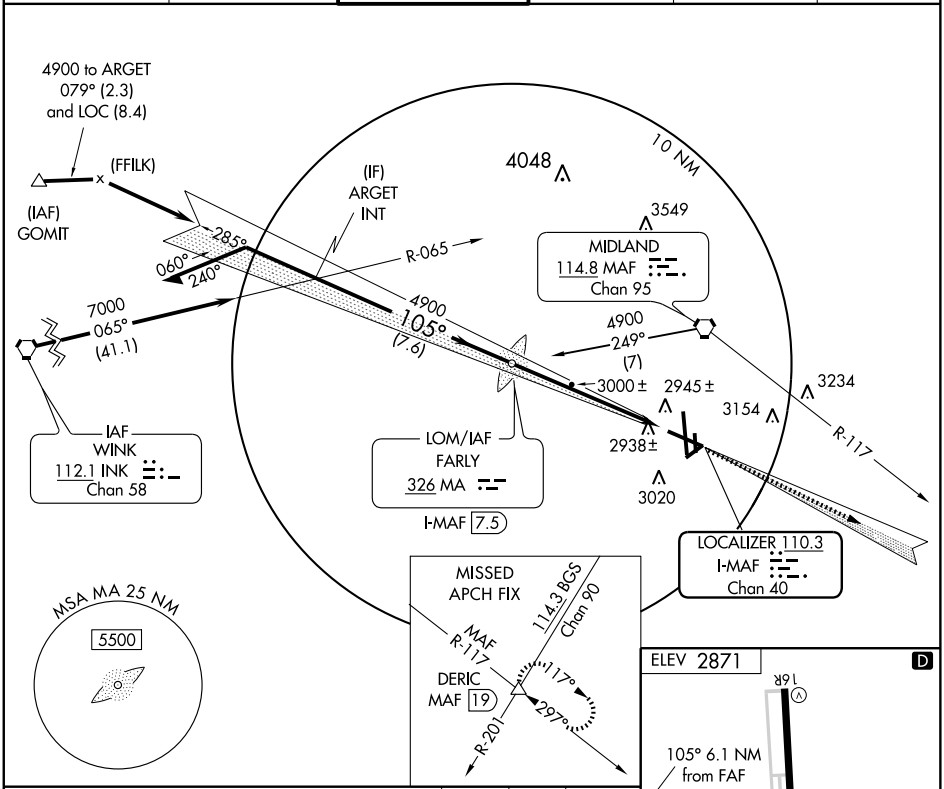
ASR

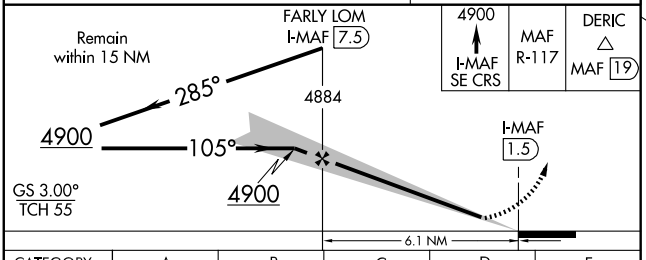
*RVR 1800 authorized with the use of FD or AP or HUD to DA.

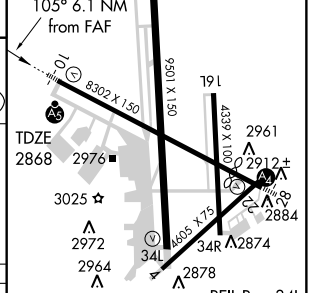
MALSR

MISSED APPROACH: Climb to 4900 via I-MAF SE course and MAF VORTAC R-117 to DERIC Int/19 DME and hold.

| ATIS | MIDLAND APP CON* | MIDLAND TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 235.975 | 124.6 290.4 | 118.7 (CTAF) L 273.45 | 121.9 348.6 | 118.05 317.65 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 10 | *3068/24 200 (200-½) | | | | |
| S-LOC 10 | 3260/24 392 (400-½) | | | 3260/40 392 (400-¾) | |
| CIRCLING | 3340-1 469 (500-1) | | 3340-1½ 469 (500-1½) | 3440-2 569 (600-2) | 3600-2½ 729 (800-2½) |

FAF to MAP 6.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:06 | 4:04 | 3:03 | 2:26 | 2:02 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-MAF | APP CRS | Rwy Idg | 7610 |
|---|---|---|---|
| 110.3 | 285° | TDZE | 2857 |
| Chan 40 | | Apt Elev | 2871 |

# LOC BC RWY 28

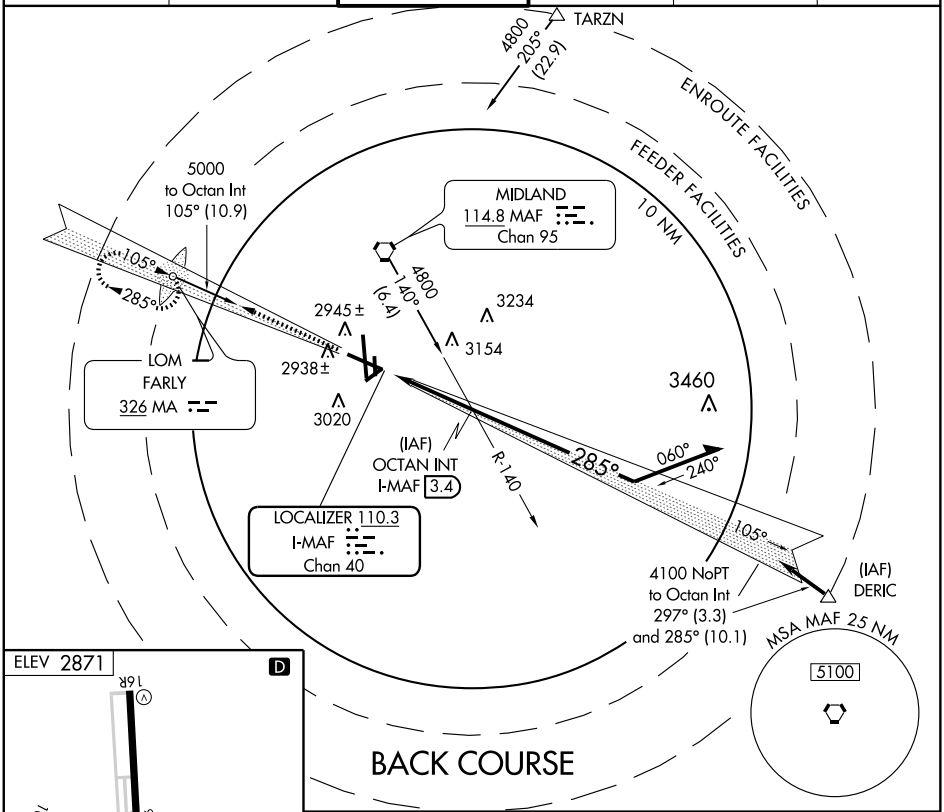
MIDLAND INTL (MAF)

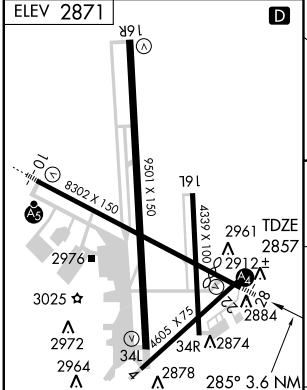
T A ASR — Disregard glide path indications.

MALS

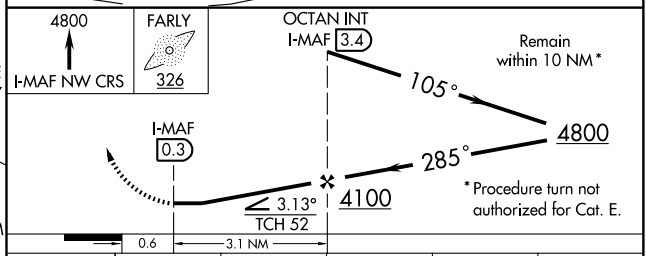
MISSED APPROACH: Climb to 4800 via I-MAF NW course to FARLY LOM and hold.

| ATIS | MIDLAND APP CON★ | MIDLAND TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 235.975 | 124.6 290.4 | 118.7 (CTAF) L 273.45 | 121.9 348.6 | 118.05 317.65 | 122.95 |




| FAF to MAP 3.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-28 | 3180-¾ 323 (400-¾) | | | 3180-1 323 (400-1) | |
| CIRCLING | 3340-1 469 (500-1) | | 3340-1½ 469 (500-1½) | 3440-2 569 (600-2) | 3600-2½ 729 (800-2½) |

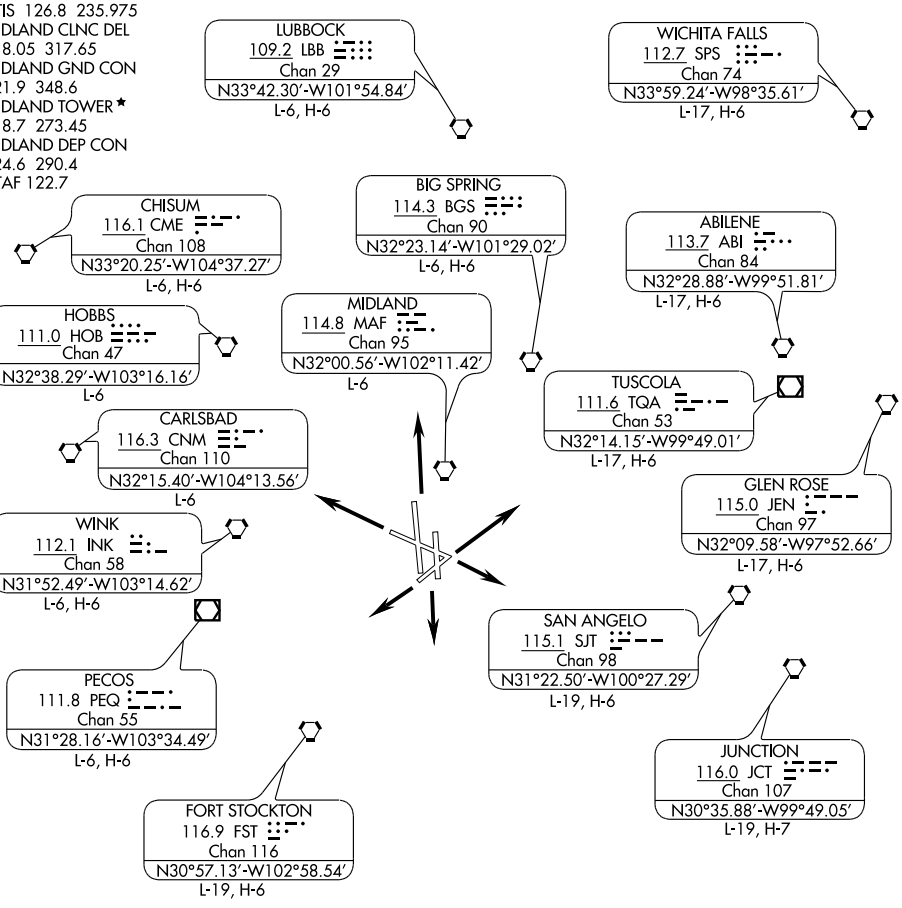
SC-3, 14 JAN 2010 to 11 FEB 2010

# MIDLAND FOUR DEPARTURE

SL-258 (FAA)



ATIS 126.8 235.975
MIDLAND CLNC DEL
118.05 317.65
MIDLAND GND CON
121.9 348.6
MIDLAND TOWER ★
118.7 273.45
MIDLAND DEP CON
124.6 290.4
CTAF 122.7




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

ALL RUNWAYS: Fly runway heading. Expect radar vectors to filed route/fix. Maintain 13,000′ (or filed lower altitude) and expect clearance to filed flight level/altitude 10 minutes after departure.

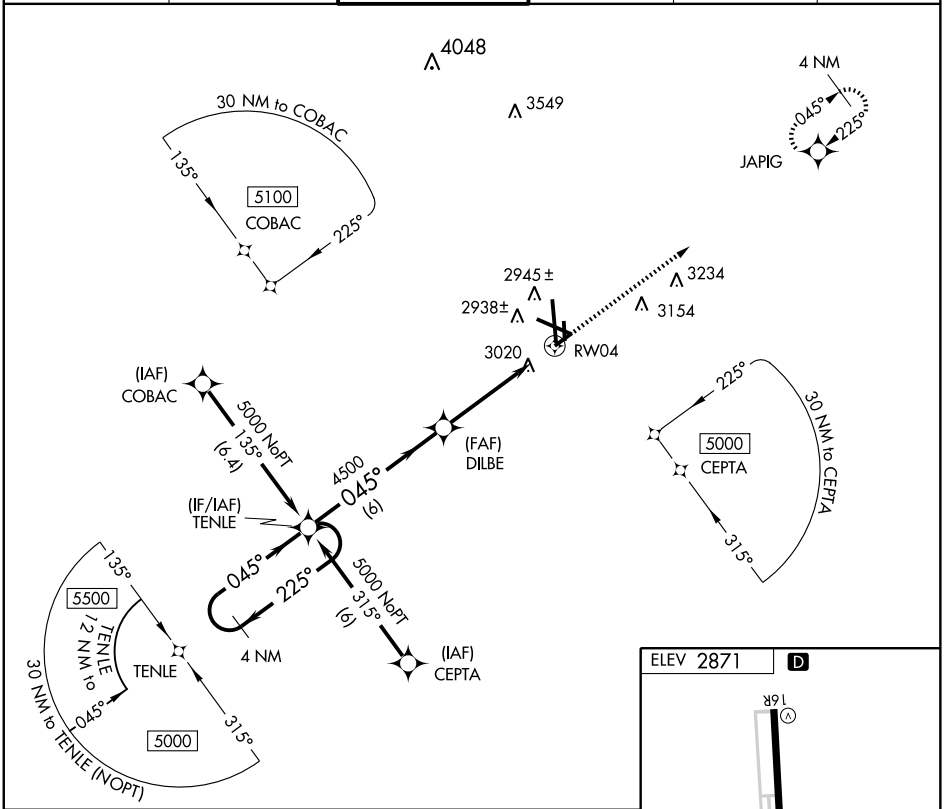
| APP CRS | Rwy Idg | 4605 |
|---|---|---|
| 045° | TDZE | 2850 |
| | Apt Elev | 2871 |

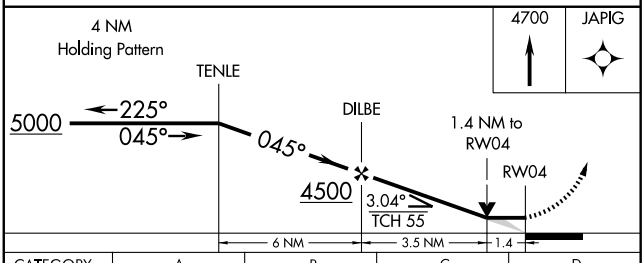
# RNAV (GPS) RWY 4
## MIDLAND INTL (MAF)

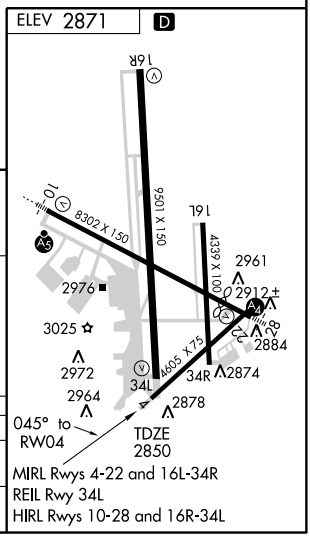
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling NA at night to Rwy 16L.
ASR Straight-in minima NA at night.

MISSED APPROACH: Climb to 4700 direct JAPIG and hold.

| ATIS | MIDLAND APP CON★ | MIDLAND TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 235.975 | 124.6 290.4 | 118.7 (CTAF) L 273.45 | 121.9 348.6 | 118.05 317.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3360-1 510 (500-1) | | 3360-1½ 510 (500-1½) | |
| CIRCLING | 3360-1 489 (500-1) | | 3360-1½ 489 (500-1½) | 3440-2 569 (600-2) |

MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 8302 |
|---|---|---|---|
| CH 69310 | 105° | TDZE | 2868 |
| W10A | | Apt Elev | 2871 |

# RNAV (GPS) RWY 10
## MIDLAND INTL (MAF)

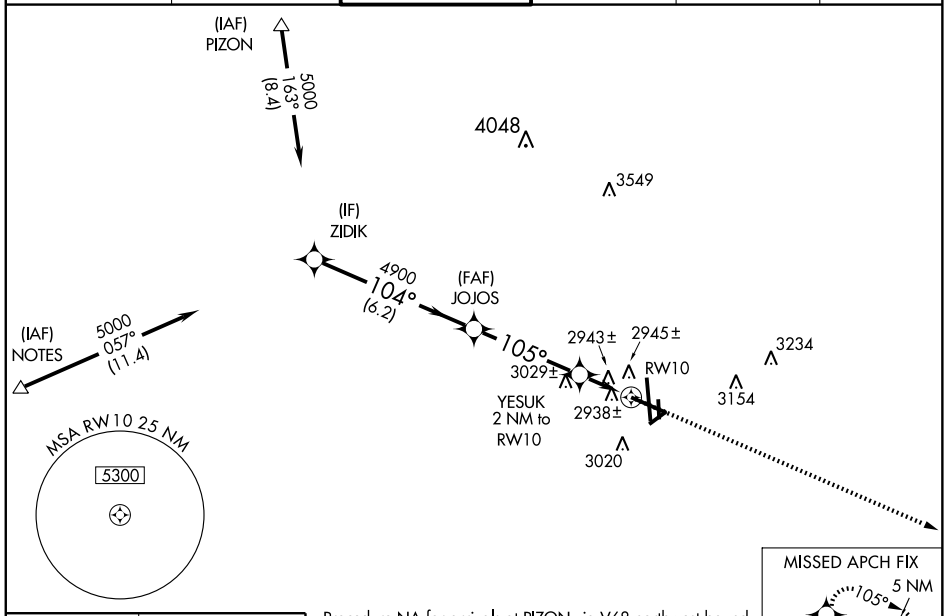
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°) or above 43°C (109°F). DME/DME RNP-0.3 NA. Baro VNAV and VDP NA when using Odessa altimeter setting. For inoperative MALSR increase LNAV Cat D visibility to RVR 6000. When using Odessa altimeter setting, increase LPV visibility to RVR 5000 all Cats. When Midland Intl altimeter setting not received, use Odessa altimeter setting and increase all DA 41 feet and all MDA 60 feet. Increase LNAV Cat C visibility to RVR 4000.

MALSR

MISSED APPROACH: Climb to 4500 direct GORBE and hold.

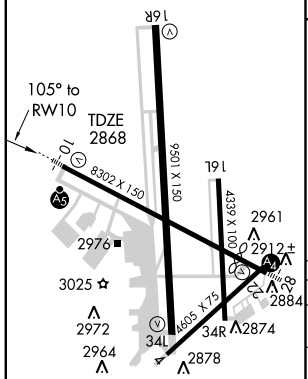
| ATIS | MIDLAND APP CON ★ | MIDLAND TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 235.975 | 124.6 290.4 | 118.7 (CTAF) L 273.45 | 121.9 348.6 | 118.05 317.65 | 122.95 |



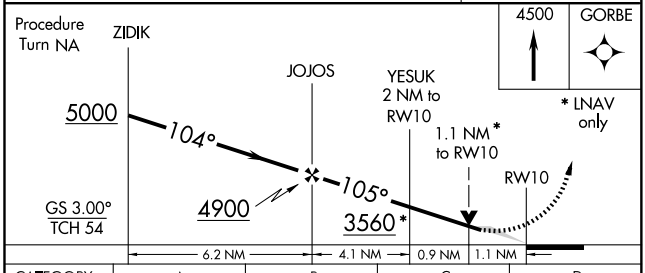

MISSED APCH FIX
5 NM
105°
285°
GORBE

Procedure NA for arrivals at PIZON via V68 northwest bound and for arrivals at NOTES via V94-546 westbound.

ELEV 2871 D




REIL Rwy 34L
MIRL Rwys 4-22 and 16L-34R
HIRL Rwys 10-28 and 16R-34L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3118/24 250 (300-½) | | | |
| LNAV/VNAV DA | 3269/50 401 (400-1 ) | | | |
| LNAV MDA | 3260/24 392 (400-½) | | | 3260/50 392 (400-1) |
| CIRCLING | 3340-1 469 (500-1) | | 3340-1½ 469 (500-1½) | 3440-2 569 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

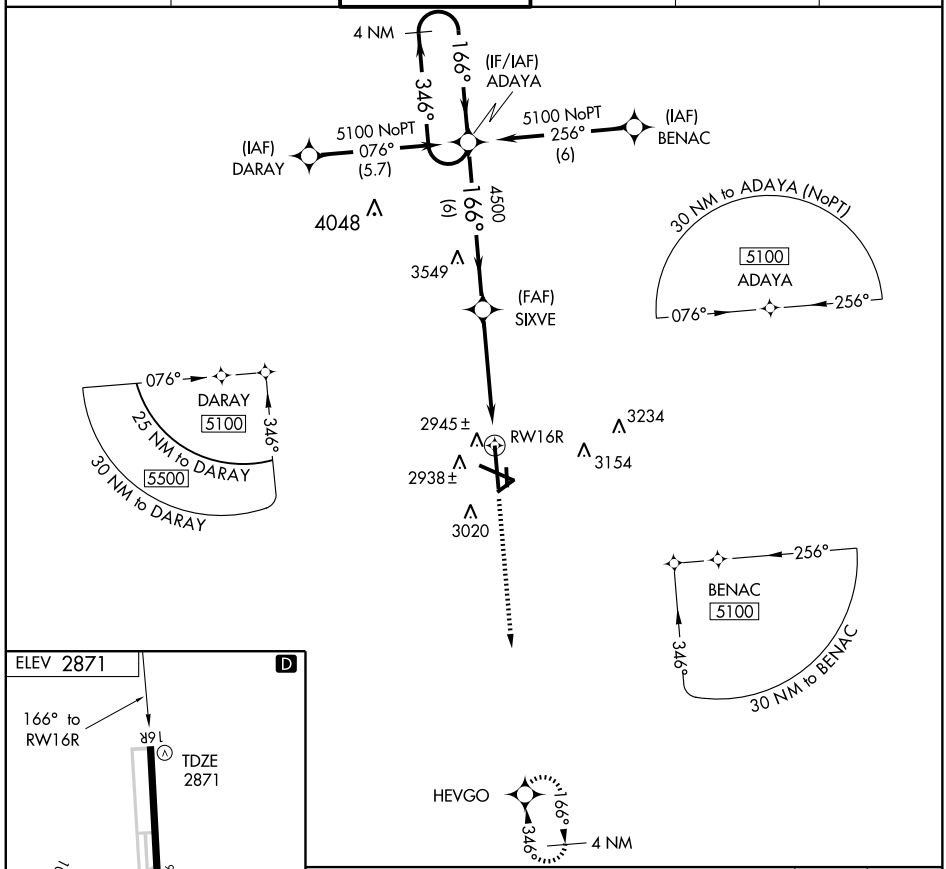
| APP CRS | Rwy Idg | 9501 |
|---|---|---|
| 166° | TDZE | 2871 |
| | Apt Elev | 2871 |

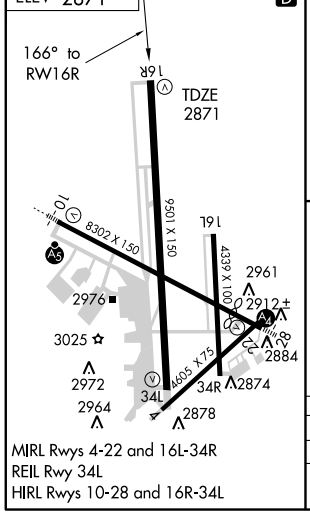
# RNAV (GPS) RWY 16R
## MIDLAND INTL (MAF)

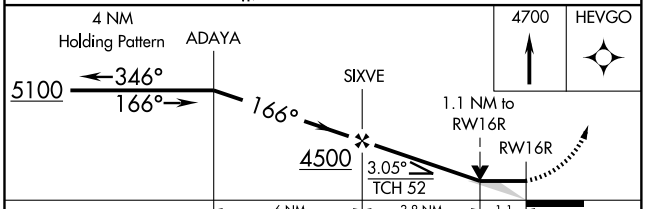
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 16L.

MISSED APPROACH: Climb to 4700 direct HEVGO and hold.

| ATIS | MIDLAND APP CON★ | MIDLAND TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 235.975 | 124.6 290.4 | 118.7 (CTAF) L 273.45 | 121.9 348.6 | 118.05 317.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3280-1 | 409 (500-1) | 3280-1¼ | 409 (500-1¼) |
| CIRCLING | 3340-1 | 469 (500-1) | 3340-1½ 469 (500-1½) | 3440-2 569 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

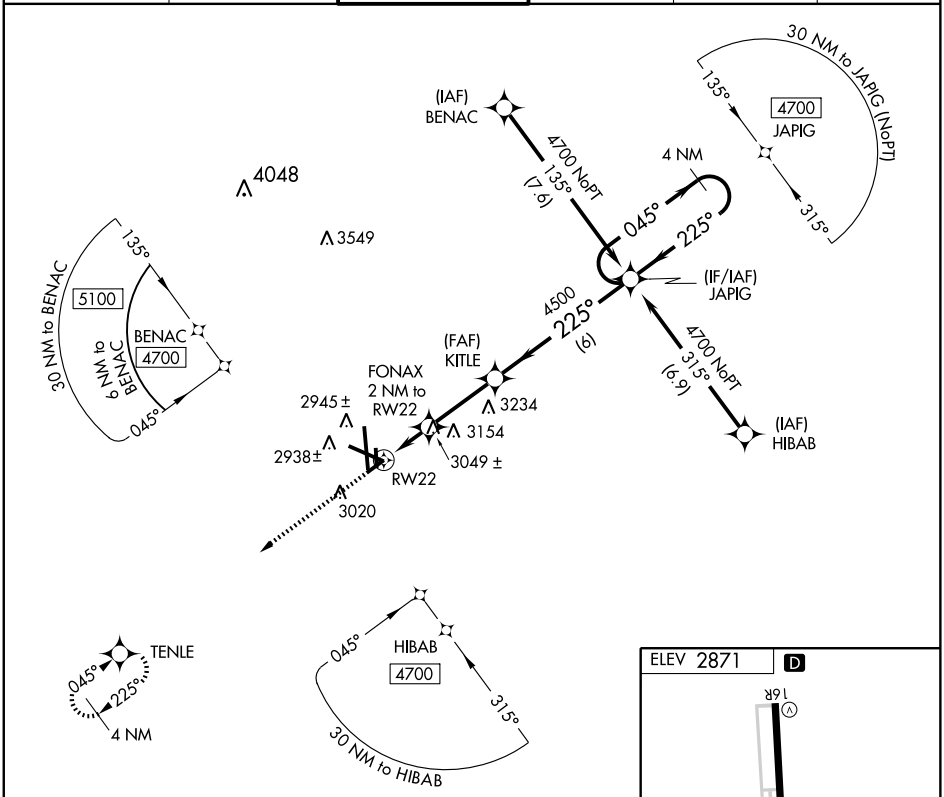
| APP CRS | Rwy Idg | 4605 |
|---|---|---|
| 225° | TDZE | 2853 |
| | Apt Elev | 2871 |

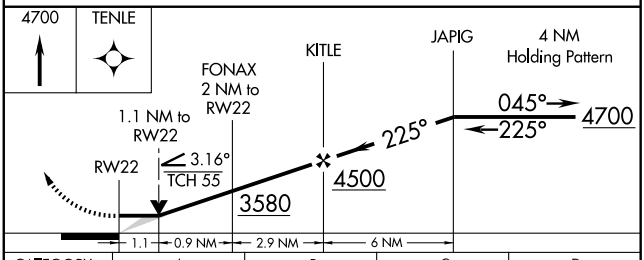
# RNAV (GPS) RWY 22
## MIDLAND INTL (MAF)

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.
NA Circling NA at night to Rwy 16L.
ASR Straight-in minima NA at night.

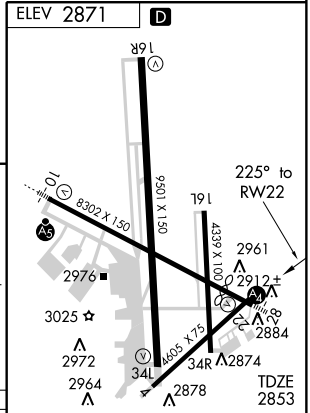
MISSED APPROACH: Climb to 4700 direct TENLE and hold.

| ATIS | MIDLAND APP CON★ | MIDLAND TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 235.975 | 124.6 290.4 | 118.7 (CTAF) L 273.45 | 121.9 348.6 | 118.05 317.65 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3280-1 427 (500-1) | | 3280-1¼ 427 (500-1¼) | 3280-1½ 427 (500-1½) |
| CIRCLING | 3340-1 469 (500-1) | | 3340-1½ 469 (500-1½) | 3440-2 569 (600-2) |




MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 7610 |
|---|---|---|---|
| CH 81816 | 285° | TDZE | 2857 |
| W28A | | Apt Elev | 2871 |

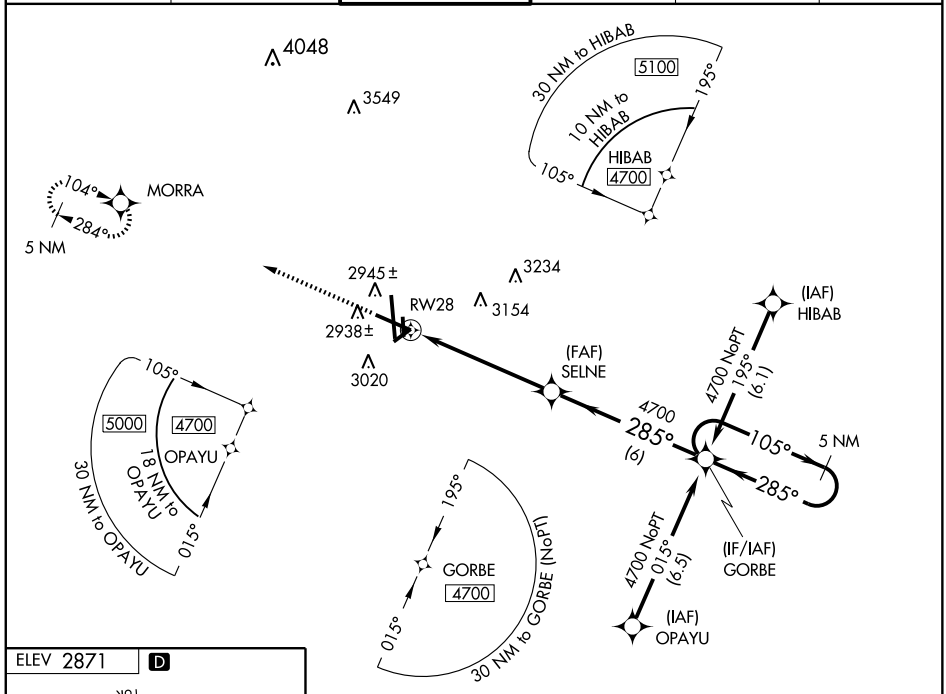
# RNAV (GPS) RWY 28
## MIDLAND INTL (MAF)

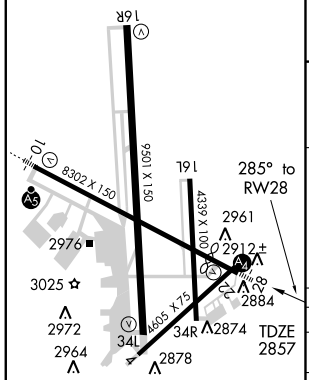
ASR: Inoperative table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cat C and D. DME/DME RNP-0.3 NA. Baro-VNAV NA below -20°C (-4°F). Circling NA at night to Rwy 16L.

MALS

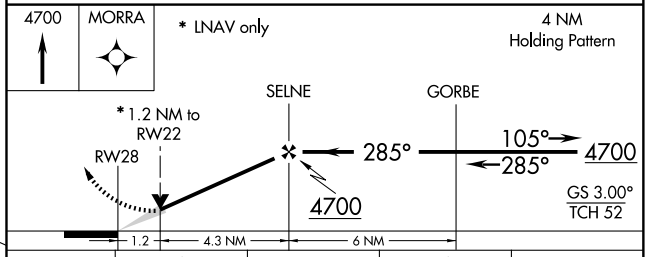
MISSED APPROACH: Climb to 4700 direct MORRA and hold.

| ATIS | MIDLAND APP CON★ | MIDLAND TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 235.975 | 124.6 290.4 | 118.7 (CTAF) L 273.45 | 121.9 348.6 | 118.05 317.65 | 122.95 |




MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3110-¾ 253 (300-¾) | | | |
| LNAV/VNAV DA | 3280-1½ 423 (500-1½) | | | |
| LNAV MDA | 3280-¾ 423 (500-¾) | | 3280-1¼ 423 (500-1¼) | |
| CIRCLING | 3340-1½ 469 (500-1½) | | | 3440-2 569 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 9501 |
|---|---|---|
| 346° | TDZE | 2857 |
| | Apt Elev | 2871 |

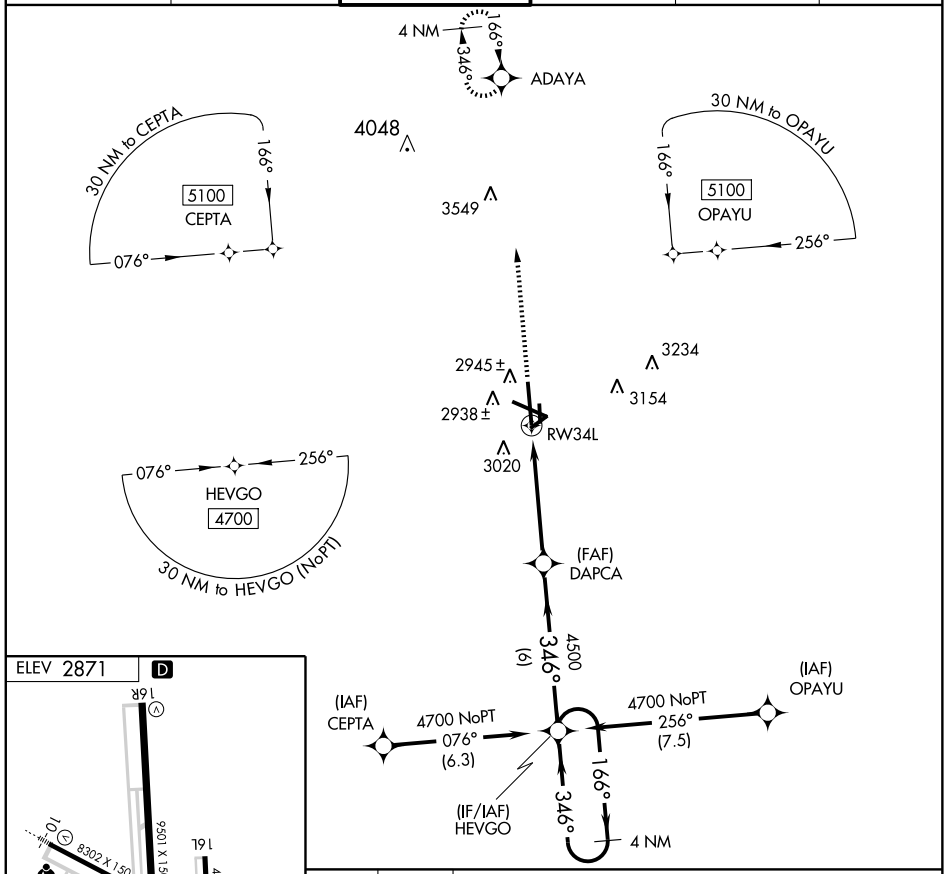
# RNAV (GPS) RWY 34L
MIDLAND INTL (MAF)

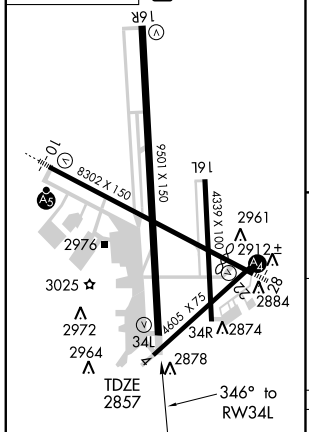
T
NA
ASR

GPS or RNP-0.3 required. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 16L.

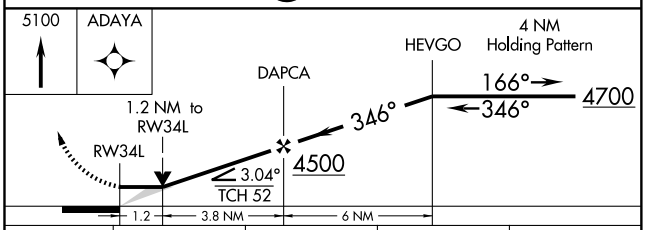
MISSED APPROACH: Climb to 5100 direct ADAYA and hold.

| ATIS | MIDLAND APP CON★ | MIDLAND TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 235.975 | 124.6 290.4 | 118.7 (CTAF) L 273.45 | 121.9 348.6 | 118.05 317.65 | 122.95 |




MIRL Rwys 4-22 and 16L-34R
REIL Rwy 34L
HIRL Rwys 10-28 and 16R-34L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3280-1 | 423 (500-1) | 3280-1¼ | 423 (500-1¼) |
| CIRCLING | 3340-1 | 469 (500-1) | 3340-1½ 469 (500-1½) | 3440-2 569 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC MAF | APP CRS | Rwy Idg | 9501 |
|---|---|---|---|
| 114.8 | 357° | TDZE | 2857 |
| Chan 95 | | Apt Elev | 2871 |

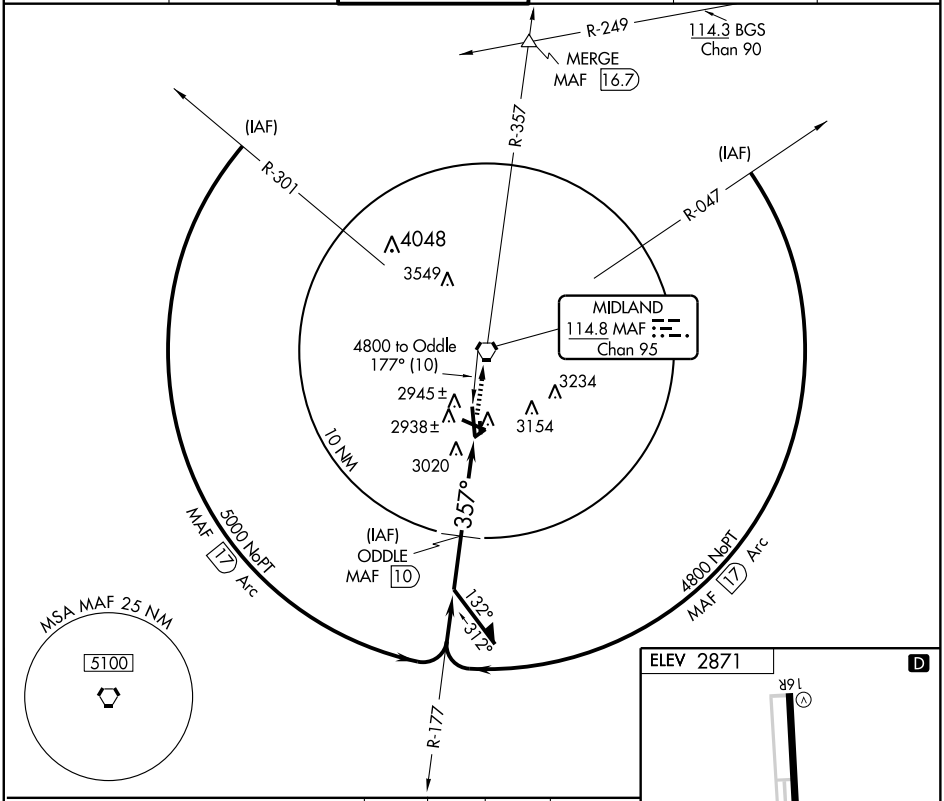
# VOR/DME or TACAN RWY 34L

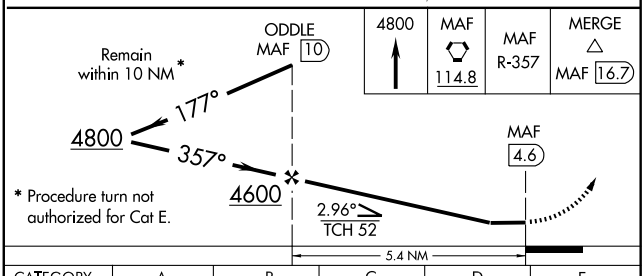
MIDLAND INTL (MAF)

ASR

MISSED APPROACH: Climb to 4800 direct to MAF VORTAC then via MAF R-357 to MERGE Int/MAF 16.7 DME.

| ATIS | MIDLAND APP CON* | MIDLAND TOWER * | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 235.975 | 124.6 290.4 | 118.7 (CTAF) L 273.45 | 121.9 348.6 | 118.05 317.65 | 122.95 |



| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-34L | 3260-1 403 (400-1) | | 3260-1¼ 403 (400-1¼) | | 3260-1½ 403 (400-1½) |
| CIRCLING | 3340-1 469 (500-1) | | 3340-1½ 469 (500-1½) | 3440-2 569 (600-2) | 3600-2½ 729 (800-2½) |

REIL Rwy 34L
MIRL Rwys 4-22 and 16L-34R
HIRL Rwys 10-28 and 16R-34L

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC MAF | APP CRS | Rwy Idg | 9501 |
|---|---|---|---|
| 114.8 | 183° | TDZE | 2871 |
| Chan 95 | | Apt Elev | 2871 |

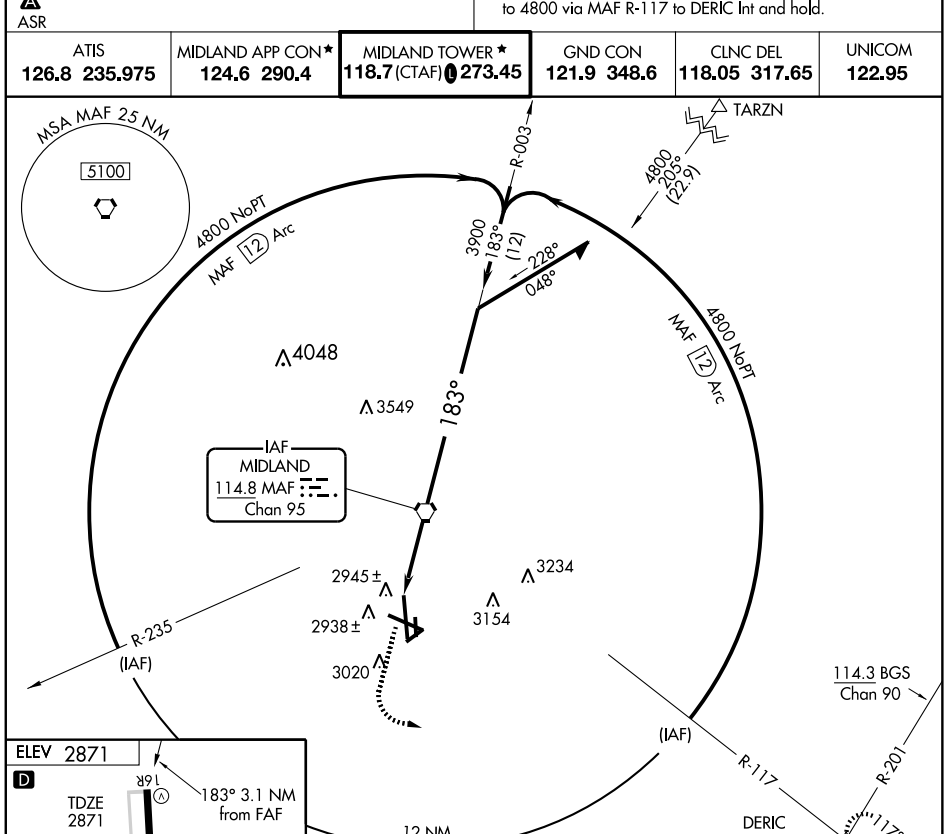
# VOR or TACAN RWY 16R

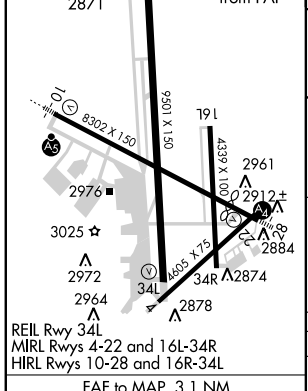
MIDLAND INTL (MAF)

ASR

MISSED APPROACH: Climb to 3300 then climbing left turn to 4800 via MAF R-117 to DERIC Int and hold.

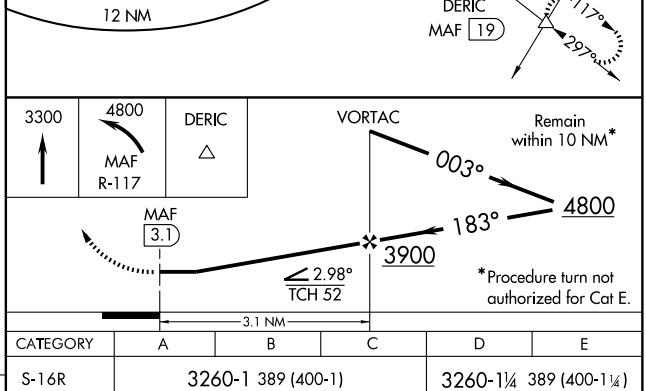
| ATIS | MIDLAND APP CON* | MIDLAND TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 126.8 235.975 | 124.6 290.4 | 118.7 (CTAF) L 273.45 | 121.9 348.6 | 118.05 317.65 | 122.95 |




REIL Rwy 34L
MIRL Rwys 4-22 and 16L-34R
HIRL Rwys 10-28 and 16R-34L

| FAF to MAP 3.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-16R | 3260-1 389 (400-1) | | | 3260-1¼ 389 (400-1¼) | |
| CIRCLING | 3340-1 469 (500-1) | | 3340-1½ 469 (500-1½) | 3440-2 569 (600-2) | 3600-2½ 729 (800-2½) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC MAF | APP CRS | Rwy Idg | 5022 |
|---|---|---|---|
| 114.8 | 239° | TDZE | 2800 |
| Chan 95 | | Apt Elev | 2803 |

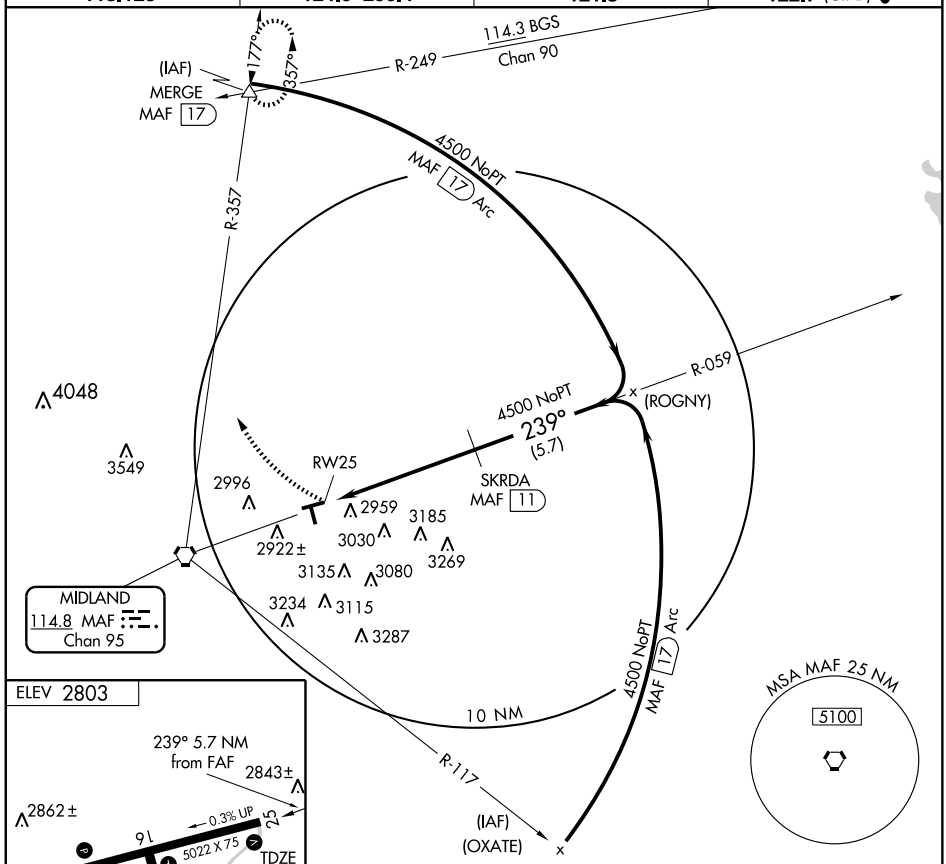
# VOR/DME or GPS RWY 25

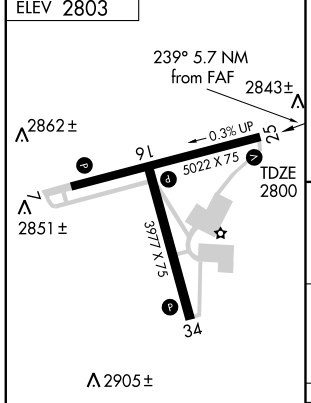
MIDLAND AIRPARK (MDD)

T NA — Use Midland Intl altimeter setting.

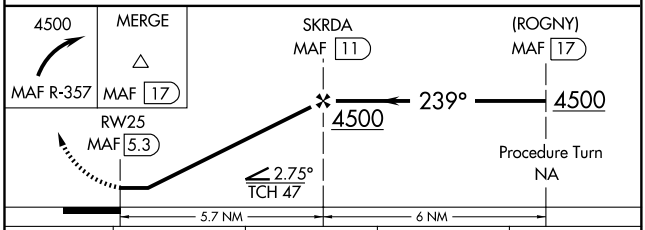
MISSED APPROACH: Climbing right turn to 4500 via MAF R-357 to MERGE Int/17 DME and hold.

| AWOS-3 | MIDLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.125 | 124.6 290.4 | 121.8 | 122.7 (CTAF) L |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 3400-1 | 600 (600-1) | 3400-1½ 600 (600-1½) | 3400-1¾ 600 (600-1¾) |
| CIRCLING | 3400-1 | 597 (600-1) | 3400-1½ 597 (600-1½) | 3700-3 897 (900-3) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC MAF | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.8 | 061° | TDZE | N/A |
| Chan 95 | | Apt Elev | 2802 |

# VOR or GPS-A

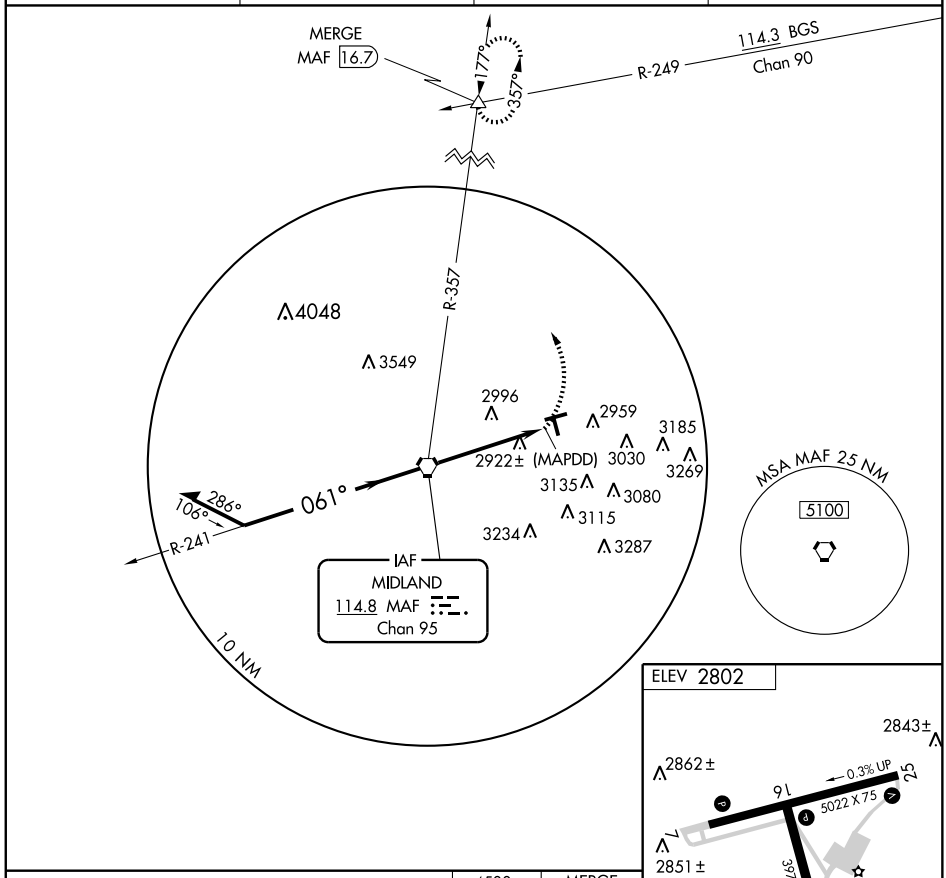
## MIDLAND AIRPARK (MDD)

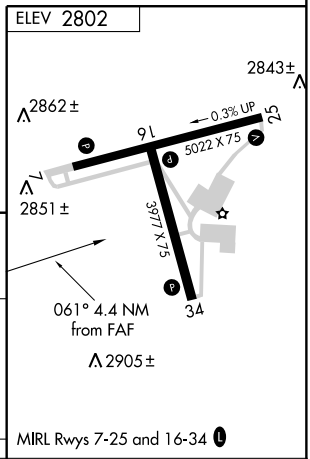
T
NA

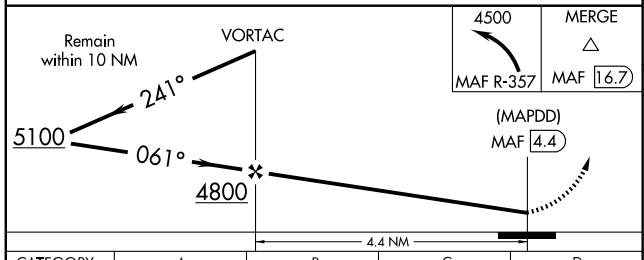
Use Midland Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4500 via MAF R-357 to MERGE Int and hold.

| AWOS-3 | MIDLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.125 | 124.6 290.4 | 121.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3380-1 | 578 (600-1) | 3380-1½ 578 (600-1½) | 3700-3 898 (900-3) |

| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 4999 |
|---|---|---|---|
| CH 62814 | 358° | TDZE | 703 |
| W36A | | Apt Elev | 726 |

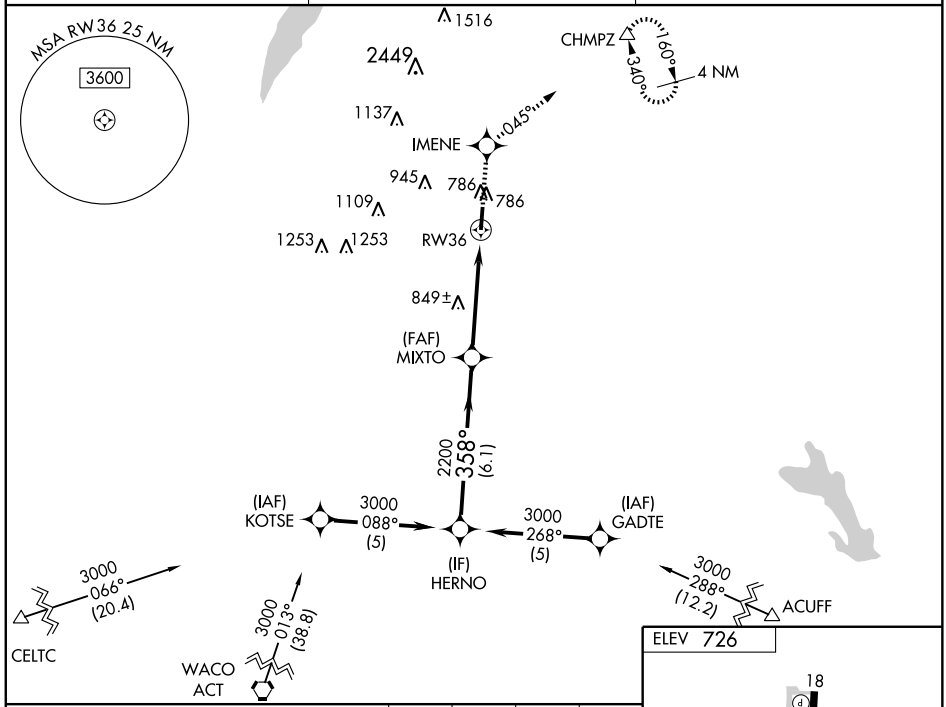
# RNAV (GPS) RWY 36

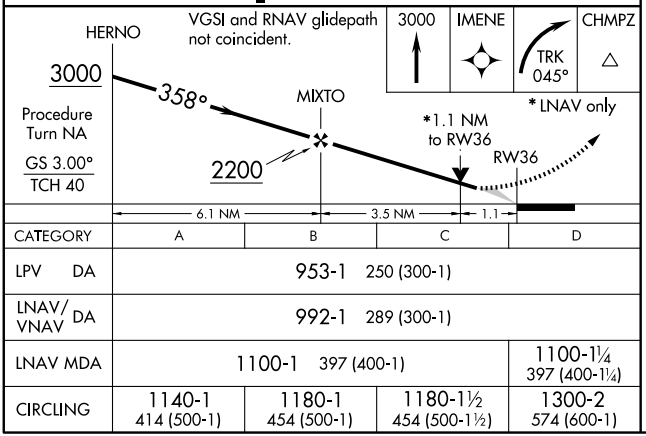
MIDLOTHIAN/WAXAHACHIE/MID-WAY RGNL (JWY)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Dallas Love Field altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cats C and D visibility ¼ mile, Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Dallas Love Field altimeter setting.

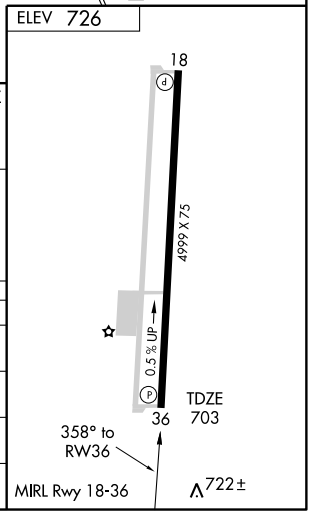
MISSED APPROACH: Climb to 3000 direct IMENE and right turn via track 045° to CHMPZ and hold, continue climb-in-hold to 3000.

| AWOS-3 | REGIONAL APP CON | UNICOM |
|---|---|---|
| 119.575 | 125.2 343.65 | 122.975 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 953-1 250 (300-1) | | | |
| LNAV/VNAV DA | 992-1 289 (300-1) | | | |
| LNAV MDA | 1100-1 397 (400-1) | | | 1100-1¼ 397 (400-1¼) |
| CIRCLING | 1140-1 414 (500-1) | 1180-1 454 (500-1) | 1180-1½ 454 (500-1½) | 1300-2 574 (600-1) |



| VOR/DME UIM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.0 | 203° | TDZE | N/A |
| Chan 87 | | Apt Elev | 429 |

# VOR/DME-A

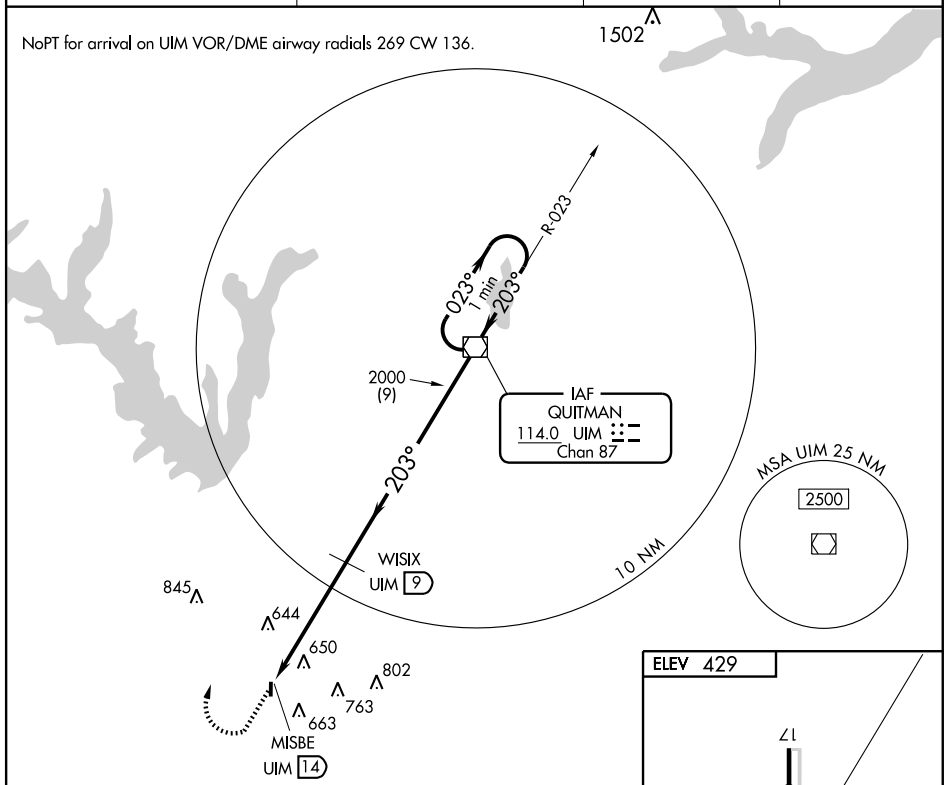
## MINEOLA WISENER FIELD (3F9)

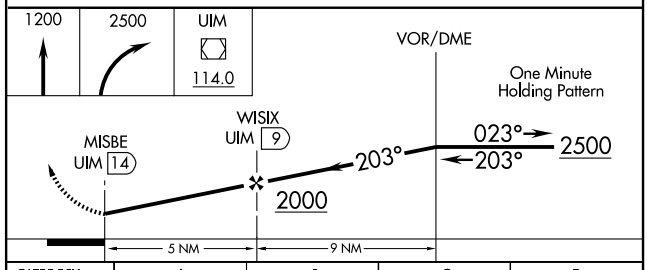
⚠ NA Use Tyler Pounds Rgnl altimeter setting; if not received, use East Texas Rgnl altimeter setting and increase all MDAs 40 feet.

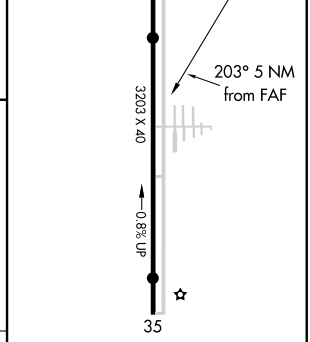
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct UIM VOR/DME and hold.

| TYLER POUNDS RGNL ATIS ★ | EAST TEXAS RGNL ATIS ★ | LONGVIEW APP CON ★ | UNICOM |
|---|---|---|---|
| 126.25 | 119.65 | 128.75 379.15 | 122.8 (CTAF) L |

NoPT for arrival on UIM VOR/DME airway radials 269 CW 136.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1040-1 | 611 (700-1) | 1040-1¾ 611 (700-1¾) | NA |

LIRL Rwy 17-35 L

MINEOLA/QUITMAN, TEXAS

AL-6800 (FAA)

| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 176° | TDZE | 421 |
| | Apt Elev | 433 |

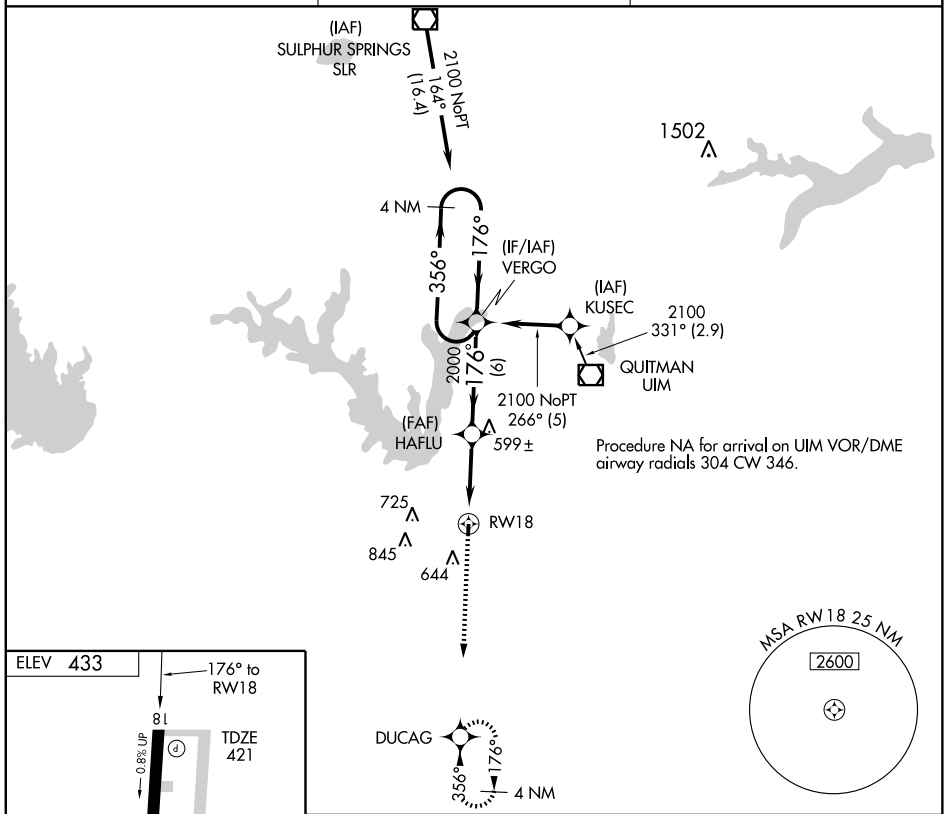
# RNAV (GPS) RWY 18

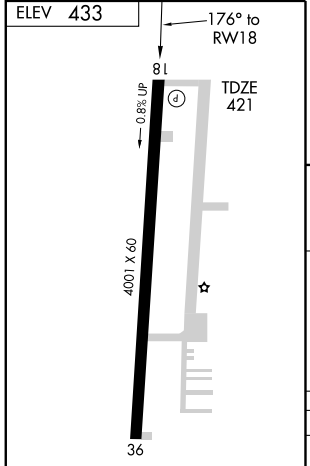
MINEOLA/ WOOD COUNTY (JDD)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct DUCAG and hold.

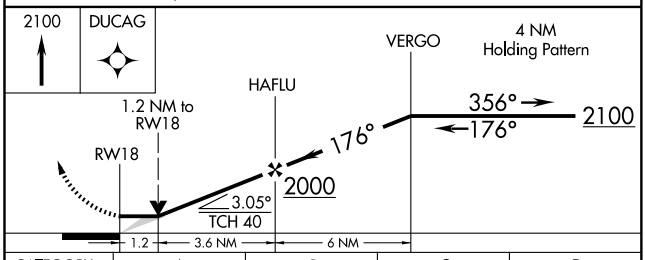
| AWOS-3 | LONGVIEW APP CON ★ | UNICOM |
|---|---|---|
| 118.9 | 128.75 379.15 | 122.8 (CTAF) L |




MIRL Rwy 18-36 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 399 (400-1) | | | NA |
| CIRCLING | 920-1 487 (500-1) | 940-1 507 (600-1) | 1000-1½ 567 (600-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4001 |
|---|---|---|
| 356° | TDZE | 433 |
| | Apt Elev | 433 |

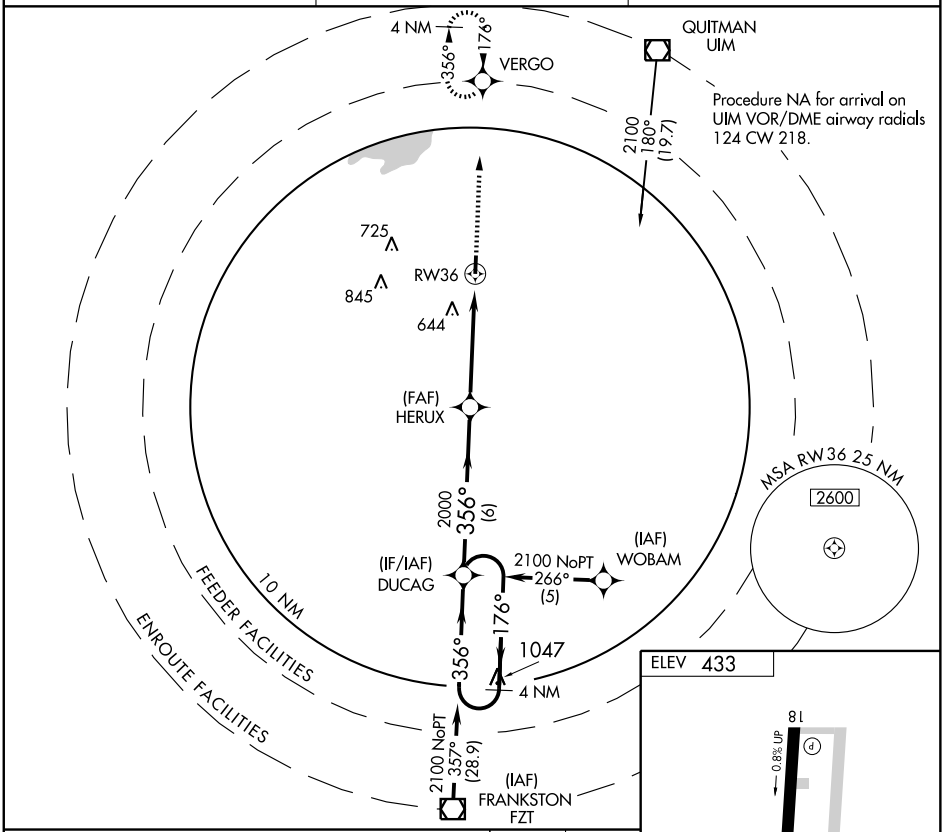
# RNAV (GPS) RWY 36

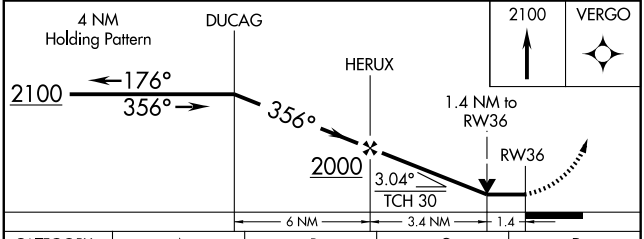
MINEOLA/ WOOD COUNTY (JDD)

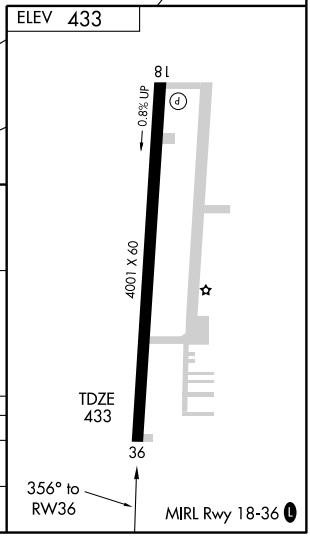
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct VERGO and hold.

| AWOS-3 | LONGVIEW APP CON ★ | UNICOM |
|---|---|---|
| 118.9 | 128.75 379.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 487 (500-1) | | 920-1¼ 487 (500-1¼) | NA |
| CIRCLING | 920-1 487 (500-1) | 940-1 507 (600-1) | 1000-1½ 567 (600-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR/DME UIM 114.0 Chan 87 | APP CRS 210° | Rwy Idg N/A TDZE N/A Apt Elev 433 |
|---|---|---|

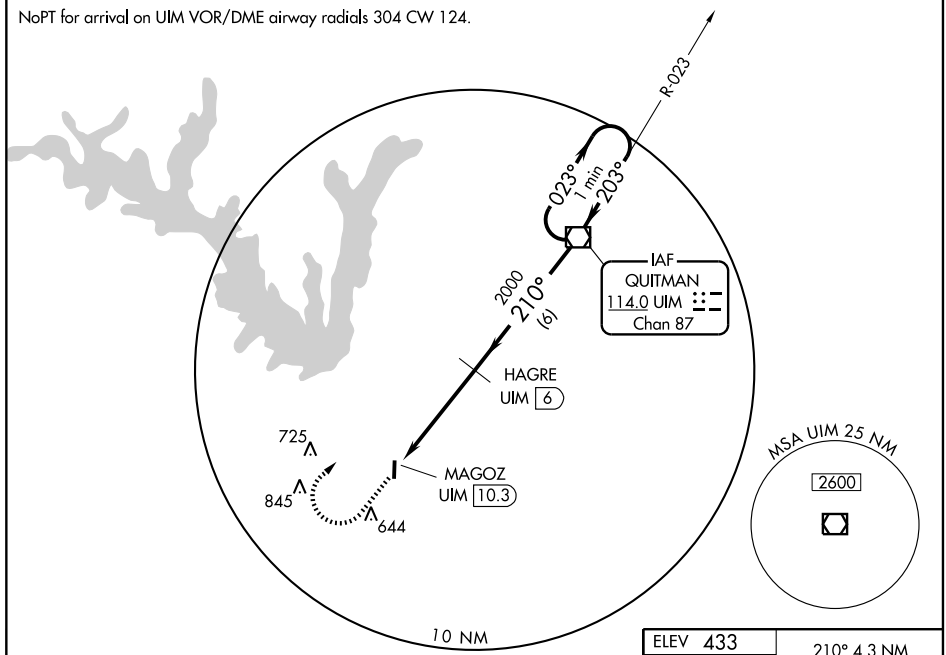
# VOR/DME-B

MINEOLA/ WOOD COUNTY (JDD)

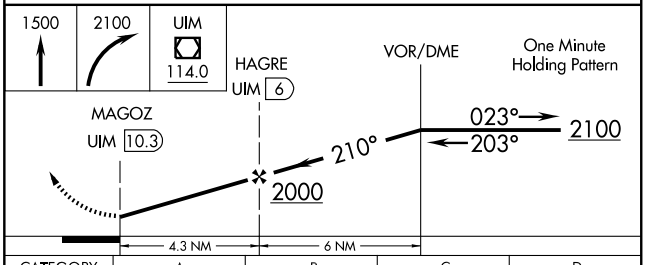
MISSED APPROACH: Climb to 1500 then climbing right turn to 2100 direct UIM VOR/DME and hold.

| AWOS-3 | LONGVIEW APP CON ★ | UNICOM |
|---|---|---|
| 118.9 | 128.75 379.15 | 122.8 (CTAF) L |

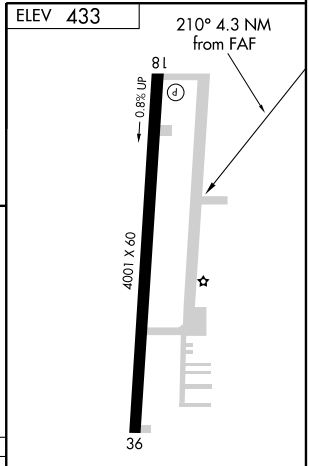
NoPT for arrival on UIM VOR/DME airway radials 304 CW 124.




1078




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 980-1 547 (600-1) | | 1000-1½ 567 (600-1½) | NA |




MIRL Rwy 18-36 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 312° | Rwy Idg | 5596 |
| | TDZE | 974 |
| | Apt Elev | 974 |

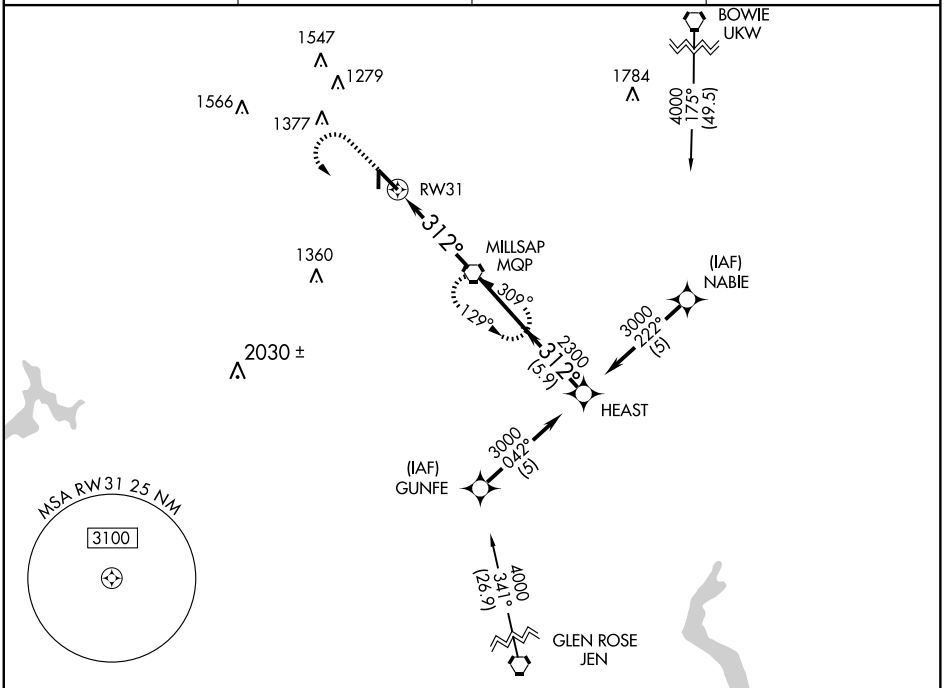
# GPS RWY 31

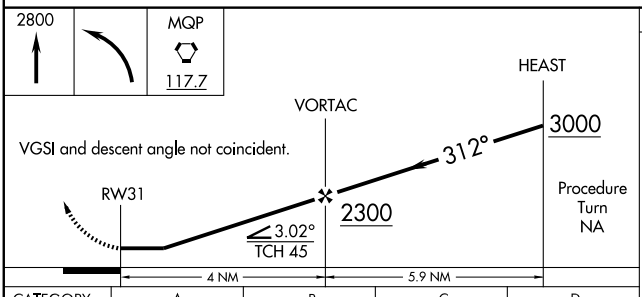
## MINERAL WELLS (MWL)

Obtain local altimeter setting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

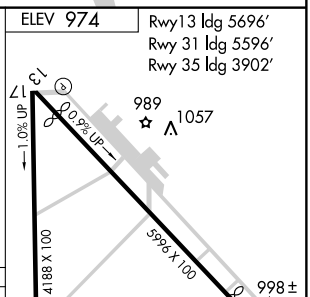
MISSED APPROACH: Climb to 2800, then left turn direct MQP VORTAC and hold.

| ASOS | FORT WORTH CENTER | GCO | UNICOM |
|---|---|---|---|
| 135.075 | 127.0 360.6 | 121.725 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1300-1 326 (400-1) | | | |
| CIRCLING | 1420-1 446 (500-1) | 1440-1 466 (500-1) | 1440-1½ 466 (500-1½) | 1540-2 566 (600-2) |
| FORT WORTH MEACHAM INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-31 | 1420-1 446 (500-1) | | 1420-1¼ 446 (500-1¼) | 1420-1½ 446 (500-1½) |
| CIRCLING | 1540-1 566 (600-1) | | 1540-1½ 566 (600-1½) | 1580-2 606 (700-2) |



| LOC/DME I-VMH | APP CRS | Rwy Idg | 5596 |
|---|---|---|---|
| 109.55 | 310° | TDZE | 974 |
| Chan 32 (Y) | | Apt Elev | 974 |

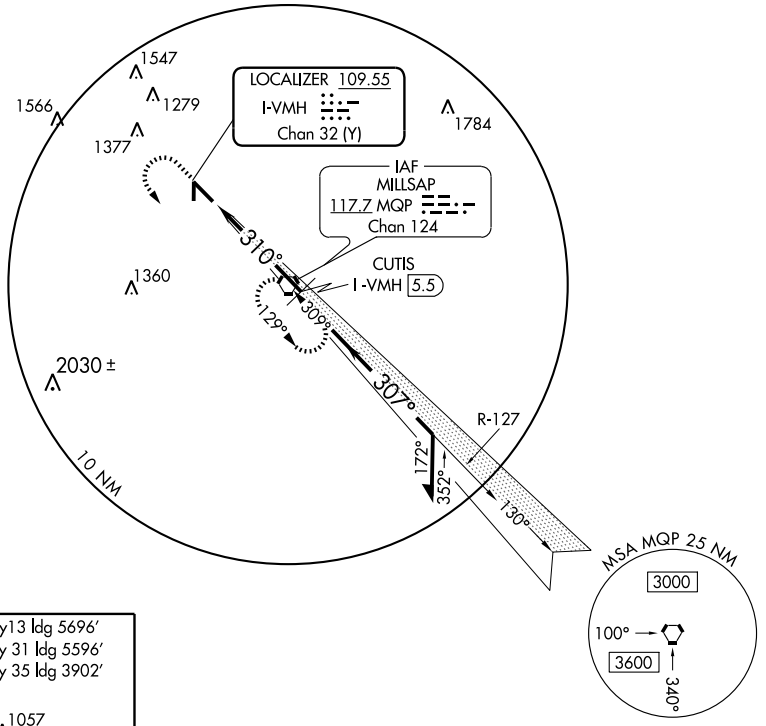
# ILS or LOC/DME RWY 31

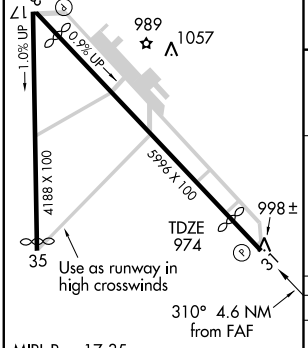
MINERAL WELLS (MWL)

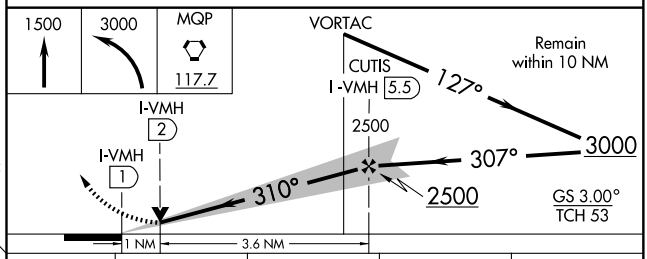
NA

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct MQP VORTAC and hold.

| ASOS | FORT WORTH CENTER | GCO | UNICOM |
|---|---|---|---|
| 135.075 | 127.0 360.6 | 121.725 | 122.725 (CTAF) L |




MIRL Rwy 17-35
MIRL Rwy 13-31 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 31 | 1174-¾ 200 (200-¾) | | | |
| S-LOC 31 | 1340-1 366 (400-1) | | | 1340-1¼ 366 (400-1¼) |
| CIRCLING | 1420-1 446 (500-1) | 1440-1 466 (500-1) | 1440-1½ 466 (500-1½) | 1540-2 566 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC MQP 117.7 Chan 124 | APP CRS 309° | Rwy Idg 5596 TDZE 974 Apt Elev 974 |
|---|---|---|

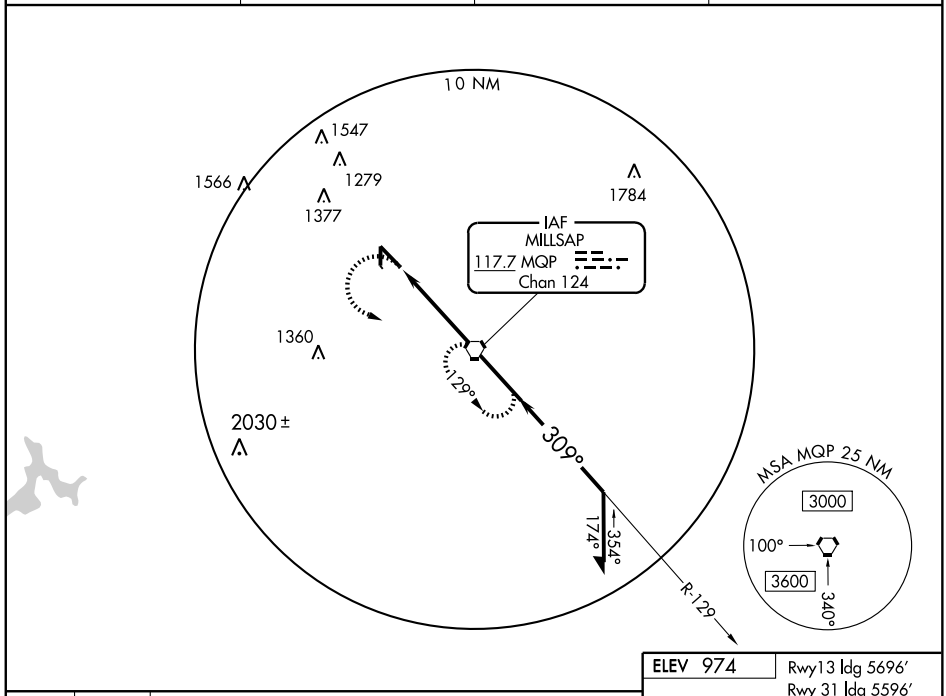
# VOR RWY 31
MINERAL WELLS (MWL)

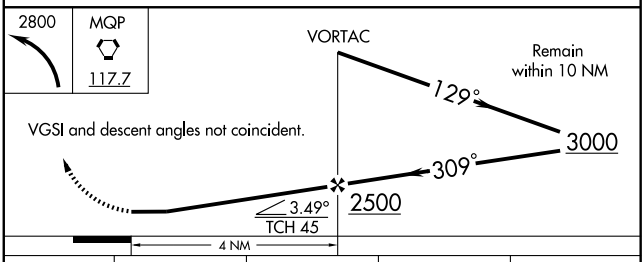
Obtain local altimeter settting on CTAF; when not received, use Fort Worth Meacham altimeter setting.

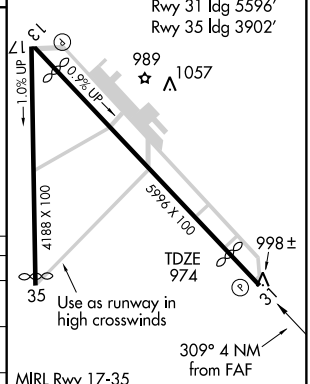
NA

MISSED APPROACH: Climbing left turn to 2800 direct MQP VORTAC and hold.

| ASOS | FORT WORTH CENTER | GCO | UNICOM |
|---|---|---|---|
| 135.075 | 127.0 360.6 | 121.725 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1340-1 366 (400-1) | | | 1340-1¼ 366 (400-1¼) |
| CIRCLING | 1420-1 446 (500-1) | 1440-1 466 (500-1) | 1440-1½ 466 (500-1½) | 1540-2 566 (600-2) |
| FORT WORTH MEACHAM INTL ALTIMETER SETTING MINIMUMS | | | | |
| S-31 | 1460-1 486 (500-1) | | 1460-1¼ 486 (500-1¼) | 1460-1½ 486 (500-1½) |
| CIRCLING | 1540-1 566 (600-1) | | 1540-1½ 566 (600-1½) | 1580-2 606 (700-2) |

| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4268 |
|---|---|---|
| 118° | TDZE | 2609 |
| | Apt Elev | 2615 |

# GPS RWY 12

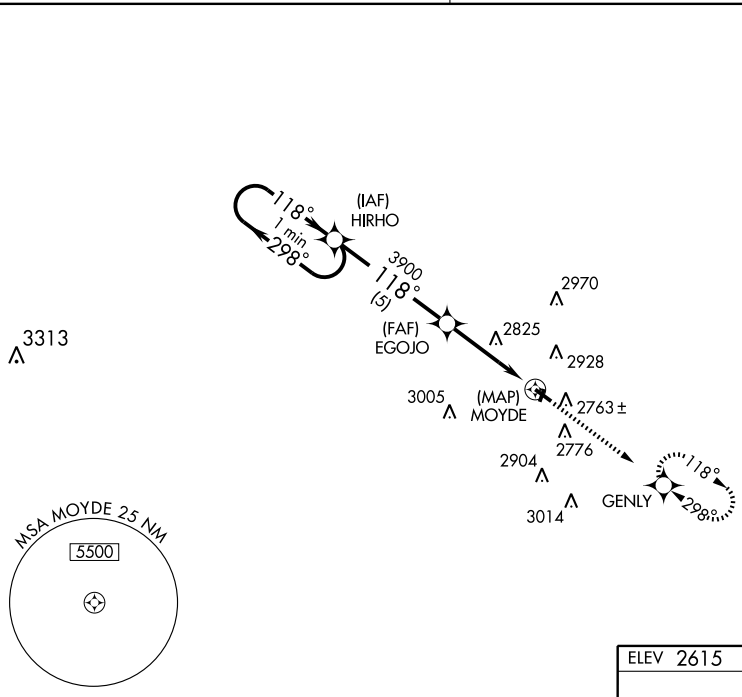
MONAHANS/ROY HURD MEMORIAL (E∅1)

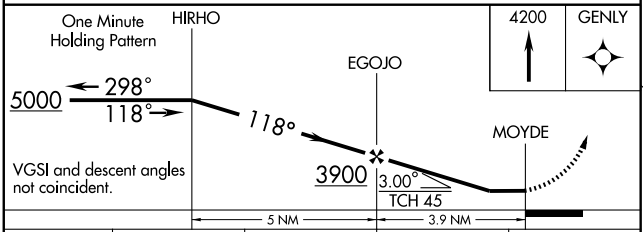
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

NA

MISSED APPROACH: Climb to 4200 direct GENLY WP and hold.

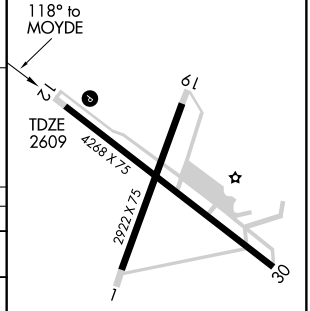
| FORT WORTH CENTER | UNICOM |
|---|---|
| 133.1 298.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 3140-1 531 (600-1) | | 3140-1½ 531 (600-1½) | NA |
| CIRCLING | 3300-1 685 (700-1) | | 3300-2 685 (700-2) | NA |
| | WINK ALTIMETER SETTING MINIMUMS | | | |
| S-12 | 3200-1 591 (600-1) | | 3200-1½ 591 (600-1½) | NA |
| CIRCLING | 3360-1 745 (800-1) | 3360-1¼ 745 (800-1¼) | 3360-2¼ 745 (800-2¼) | NA |

ELEV 2615




MIRL Rwys 1-19 and 12-30 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4268 |
|---|---|---|
| 298° | TDZE | 2613 |
| | Apt Elev | 2615 |

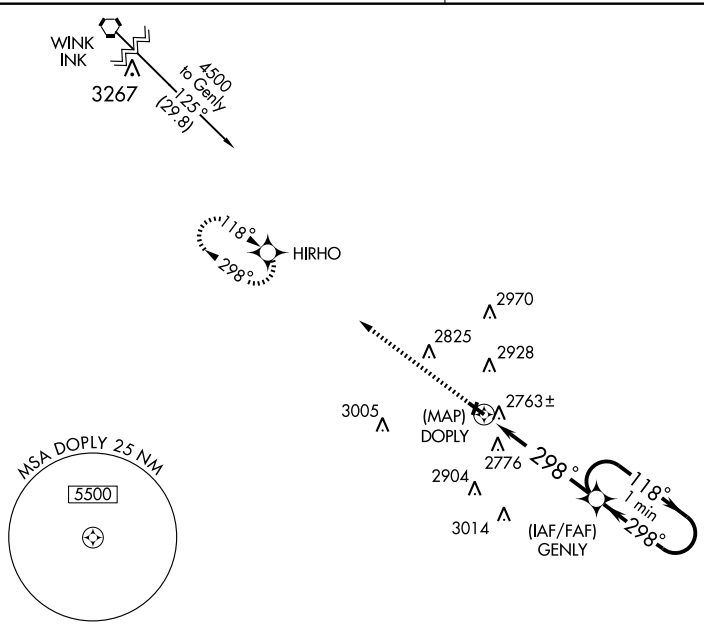
# GPS RWY 30

MONAHANS/ROY HURD MEMORIAL (EØ1)

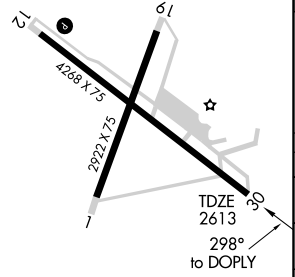
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

MISSED APPROACH: Climb to 5000 direct HIRHO WP and hold.

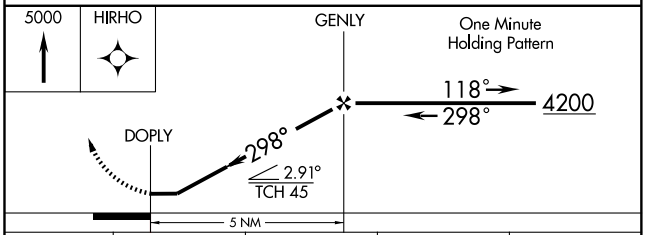
| FORT WORTH CENTER | UNICOM |
|---|---|
| 133.1 298.95 | 122.8 (CTAF) L |




ELEV 2615




MIRL Rwys 1-19 and 12-30 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-30 | 3080-1 467 (500-1) | | 3080-1¼ 467 (500-1¼) | NA |
| CIRCLING | 3300-1 685 (700-1) | | 3300-2 685 (700-2) | NA |
| | WINK ALTIMETER SETTING MINIMUMS | | | |
| S-30 | 3140-1 527 (600-1) | | 3140-1½ 527 (600-1½) | NA |
| CIRCLING | 3360-1 745 (800-1) | 3360-1¼ 745 (800-1¼) | 3360-2¼ 745 (800-2¼) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC INK | APP CRS | Rwy Idg | 4268 |
|---|---|---|---|
| 112.1 | 125° | TDZE | 2609 |
| Chan 58 | | Apt Elev | 2615 |

# VOR/DME RWY 12

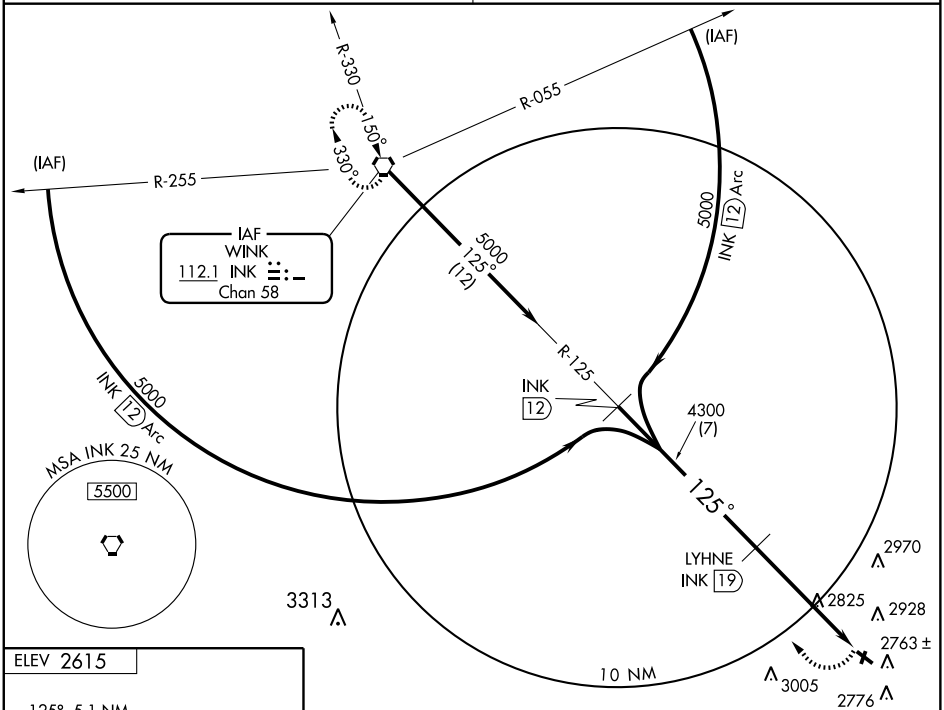
MONAHANS/ROY HURD MEMORIAL (EØ1)

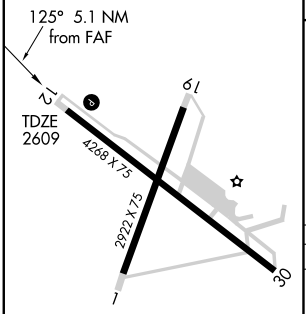
Obtain local altimeter setting on CTAF; if not received, use Wink altimeter setting, when neither available procedure not authorized.

NA

MISSED APPROACH: Climbing right turn to 5000 direct INK VORTAC and hold.

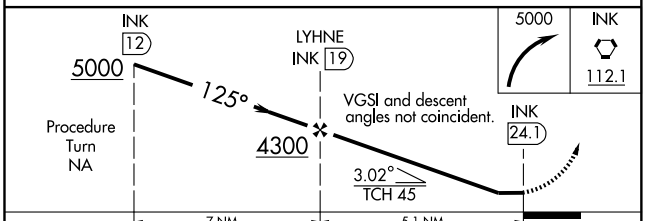
| FORT WORTH CENTER | UNICOM |
|---|---|
| 133.1 298.95 | 122.8 (CTAF) L |




MIRL Rwys 1-19 and 12-30 L

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-12 | 3340-1<br>731 (800-1) | 3340-1¼<br>731 (800-1¼) | 3340-2<br>731 (800-2) | NA |
| CIRCLING | 3340-1<br>725 (800-1) | 3340-1¼<br>725 (800-1¼) | 3340-2<br>725 (800-2) | NA |
| WINK ALTIMETER SETTING MINIMUMS | | | | |
| S-12 | 3400-1<br>791 (800-1) | 3400-1¼<br>791 (800-1¼) | 3400-2¼<br>791 (800-2¼) | NA |
| CIRCLING | 3400-1<br>785 (800-1) | 3400-1¼<br>785 (800-1¼) | 3400-2¼<br>785 (800-2¼) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

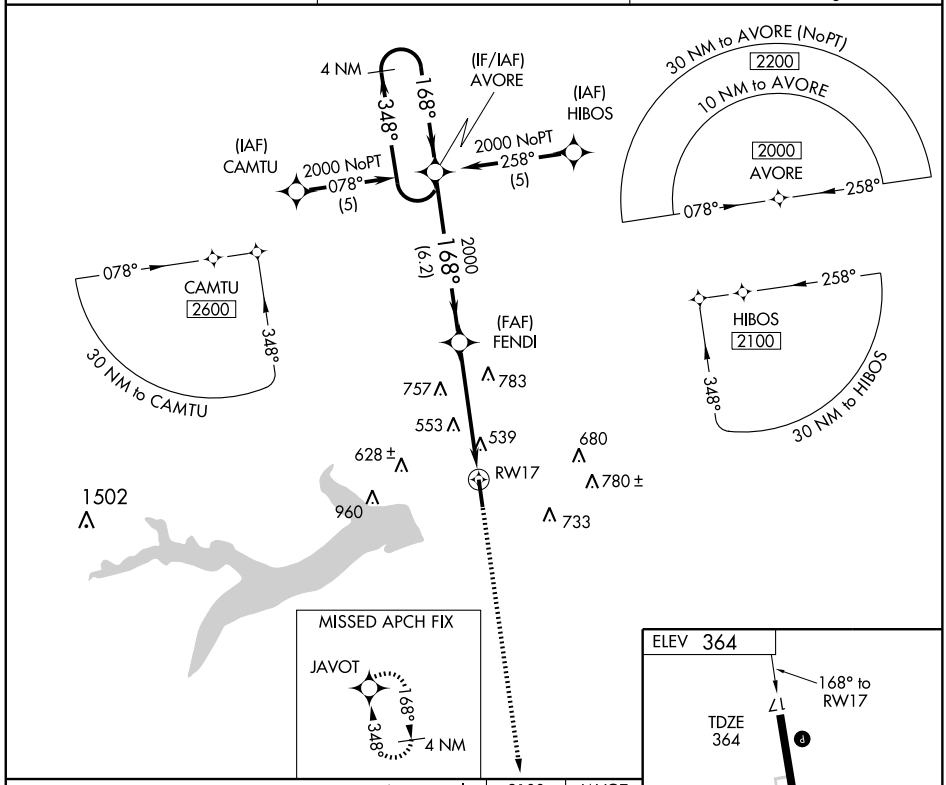
| APP CRS | Rwy Idg | 6003 |
|---|---|---|
| 168° | TDZE | 364 |
| | Apt Elev | 364 |

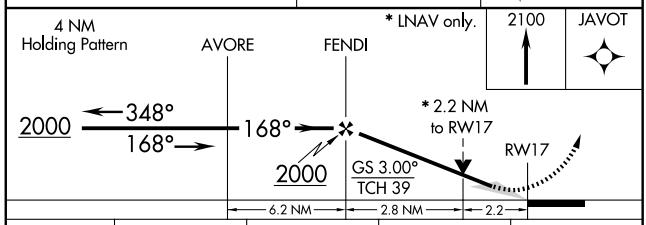
# RNAV (GPS) RWY 17
## MOUNT PLEASANT RGNL (OSA)

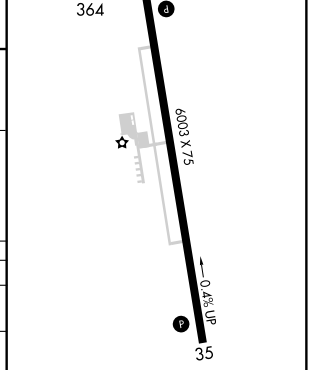
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ¼ mile all Cats, LNAV visibilities ½ mile all Cats, and circling visibilities ½ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2100 direct JAVOT and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 119.775 | 132.85 360.75 | 122.7 (CTAF) L |




REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/ VNAV DA | 890-2 526 (600-2) | | | |
| LNAV MDA | 1100-1 736 (800-1) | | 1100-2 736 (800-2) | 1100-2¼ 736 (800-2¼) |
| CIRCLING | 1100-1 736 (800-1) | | 1100-2 736 (800-2) | 1100-2¼ 736 (800-2¼) |

SC-2, 14 JAN 2010 to 11 FEB 2010

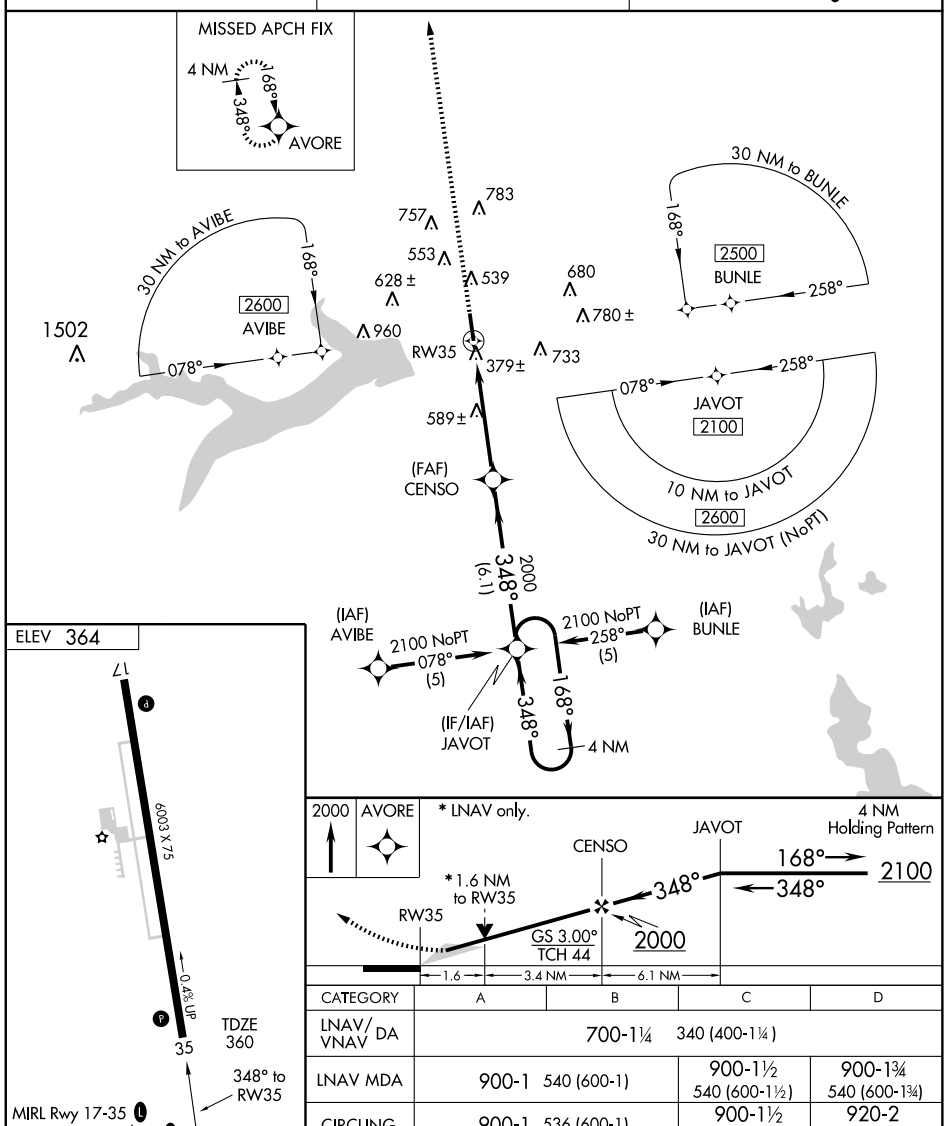
| APP CRS | Rwy Idg | 6003 |
|---|---|---|
| 348° | TDZE | 360 |
| | Apt Elev | 364 |

# RNAV (GPS) RWY 35
## MOUNT PLEASANT RGNL (OSA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paris altimeter setting and increase all DA/MDA 120 feet, increase LNAV/VNAV visibilities ½ mile all Cats, LNAV visibilities ¼ mile all Cats and circling visibilities ¼ mile all Cats. VDP and Baro-VNAV NA when using Paris altimeter setting.

MISSED APPROACH: Climb to 2000 direct AVORE and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 119.775 | 132.85 360.75 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/ VNAV DA | 700-1¼ | 340 (400-1¼) | | |
| LNAV MDA | 900-1 540 (600-1) | | 900-1½ 540 (600-1½) | 900-1¾ 540 (600-1¾) |
| CIRCLING | 900-1 536 (600-1) | | 900-1½ 536 (600-1½) | 920-2 556 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR/DME UIM | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.0 | 050° | TDZE | N/A |
| Chan 87 | | Apt Elev | 364 |

# VOR/DME-A

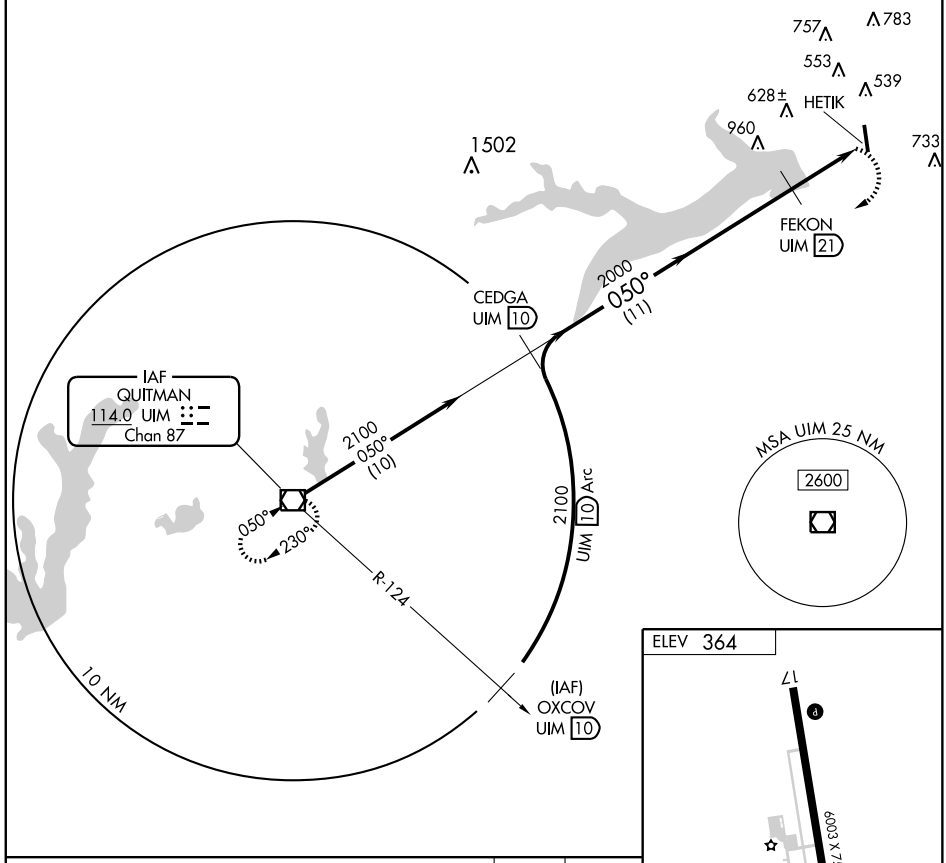
## MOUNT PLEASANT RGNL (OSA)

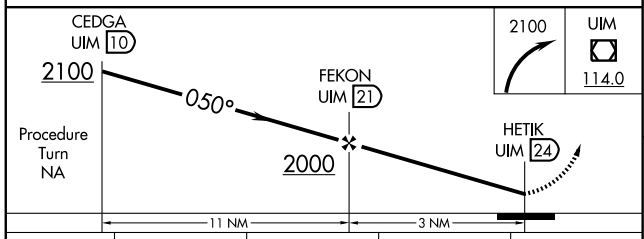
NA

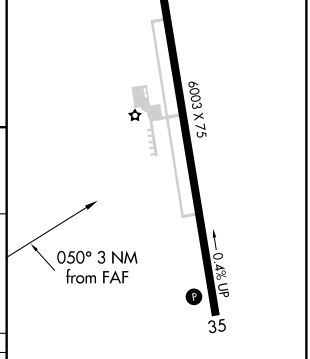
When local altimeter setting not received, use Paris altimeter setting and increase MDA 120 feet, increase Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2100 direct UIM VOR/DME and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 119.775 | 132.85 360.75 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 900-1<br>536 (600-1) | 900-1 ¼<br>536 (600-1 ¼) | 900-1½<br>536 (600-1½) | 920-2<br>556 (600-2) |

REIL Rwys 17 and 35 L
MIRL Rwy 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

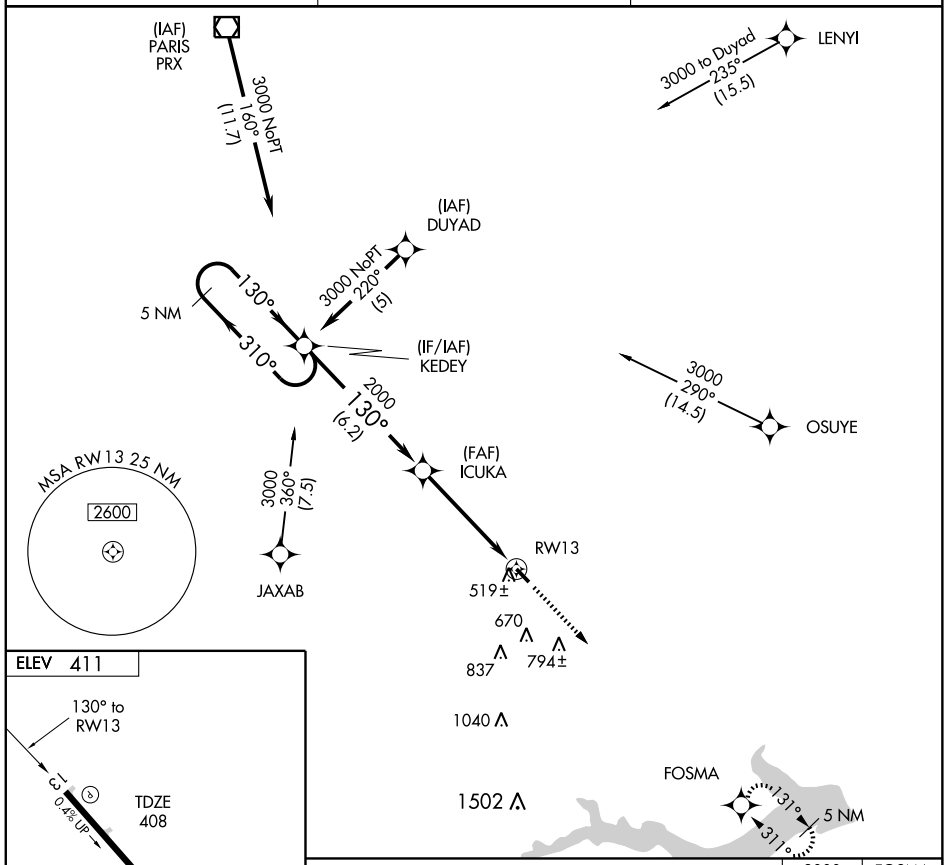
| APP CRS | Rwy Idg | 3900 |
|---|---|---|
| 130° | TDZE | 408 |
| | Apt Elev | 411 |

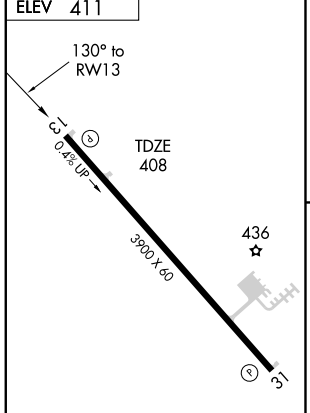
# RNAV (GPS) RWY 13

MOUNT VERNON/ FRANKLIN COUNTY (F53)

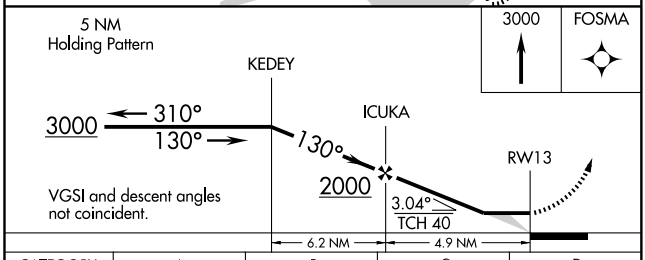
| | |
|---|---|
| ⚠ NA — DME/DME RNP-0.3 NA. Use Mount Pleasant Rgnl altimeter setting; if not received, procedure NA. Procedure NA at night. | MISSED APPROACH: Climb to 3000 direct FOSMA and hold. |

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| MOUNT PLEASANT RGNL | 132.85 360.75 | 123.0 (CTAF) |
| 119.775 | | |




MIRL Rwy 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 412 (500-1) | | NA | |
| CIRCLING | 940-1 529 (600-1) | | NA | |

SC-2, 14 JAN 2010 to 11 FEB 2010

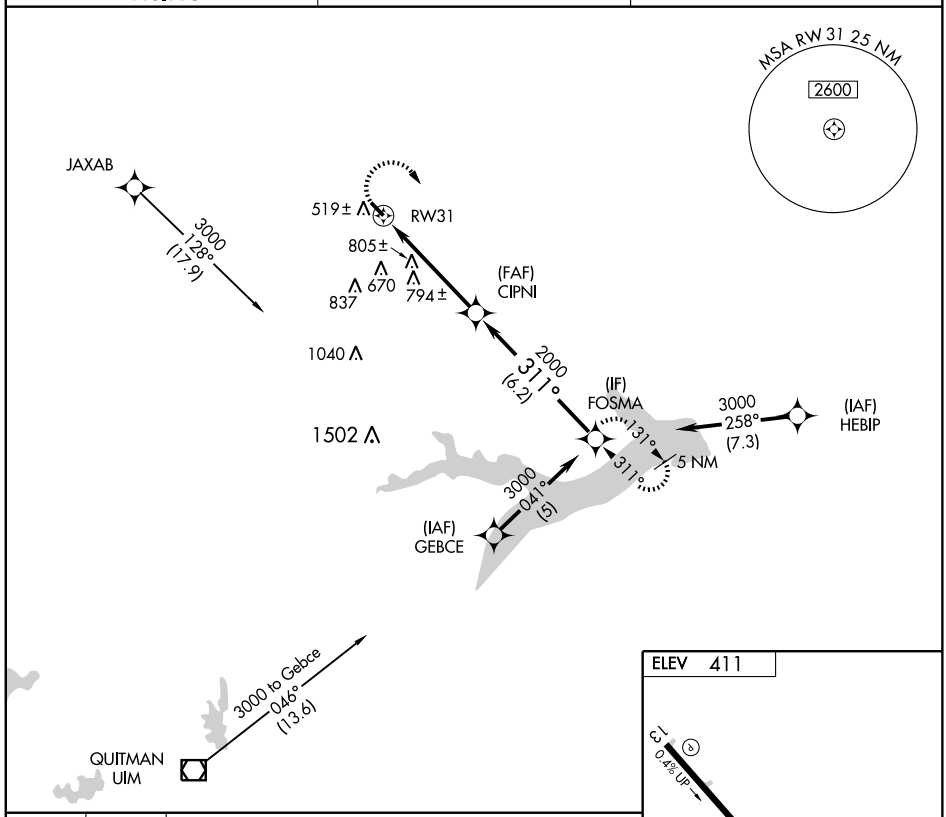
| APP CRS | Rwy Idg | 3900 |
|---|---|---|
| 311° | TDZE | 411 |
| | Apt Elev | 411 |

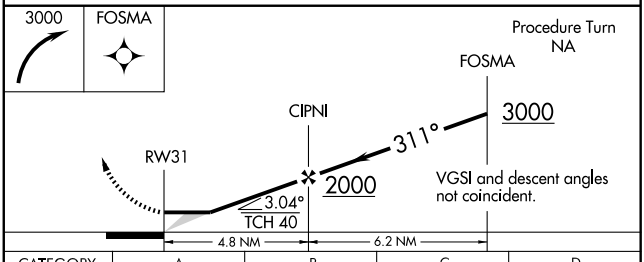
# RNAV (GPS) RWY 31

MOUNT VERNON/ FRANKLIN COUNTY (F53)

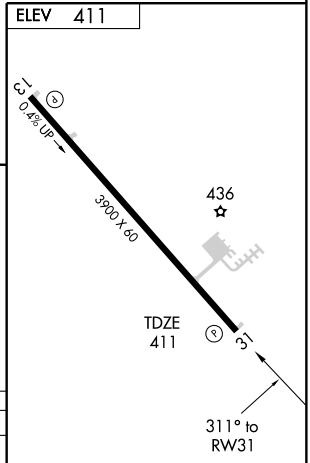
| | | |
|---|---|---|
| ⚠ NA | DME/DME RNP-0.3 NA. Use Mount Pleasant Rgnl altimeter setting; if not received, procedure NA. Procedure NA at night. | MISSED APPROACH: Climbing right turn to 3000 direct FOSMA and hold. |

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| MOUNT PLEASANT RGNL | 132.85 360.75 | 123.0 (CTAF) |
| 119.775 | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1<br>749 (800-1) | 1160-1¼<br>749 (800-1¼) | NA | |
| CIRCLING | 1160-1<br>749 (800-1) | 1160-1¼<br>749 (800-1¼) | NA | |




SC-2, 14 JAN 2010 to 11 FEB 2010

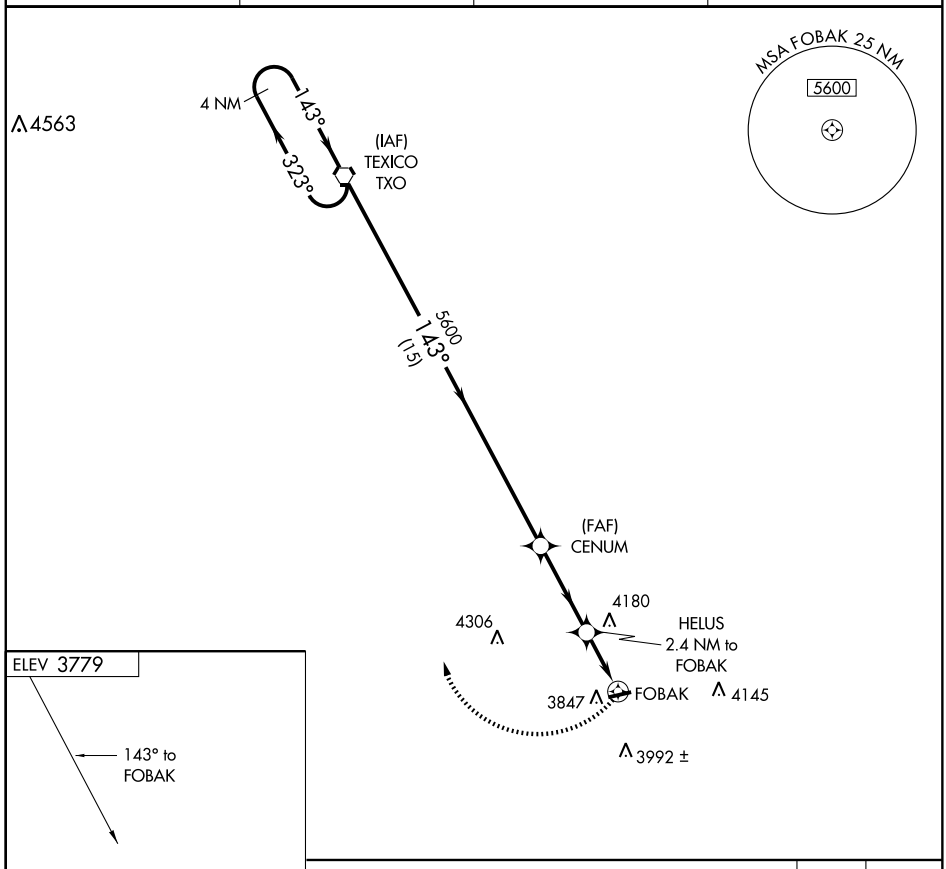
| APP CRS | Rwy Idg | N/A |
|---|---|---|
| 143° | TDZE | N/A |
| | Apt Elev | 3779 |

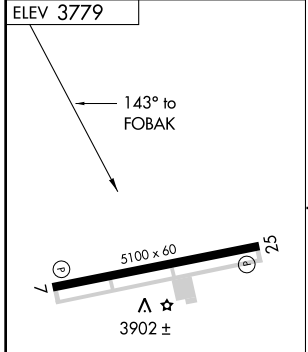
# RNAV (GPS)-B

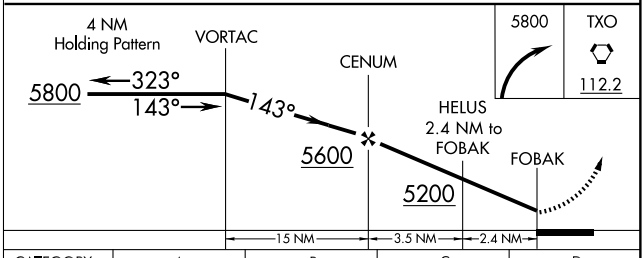
MULESHOE MUNI (2T1)

| NA | Use Clovis Municipal altimeter setting; if not received, procedure not authorized. | MISSED APPROACH: Climbing right turn to 5800 direct TXO VORTAC and hold. |
|---|---|---|

| CLOVIS MUNI AWOS-3 | FORT WORTH CENTER | CTAF | |
|---|---|---|---|
| 135.375 | 126.45 316.1 | 122.9 | 122.8 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4360-1<br>581 (600-1) | 4380-1<br>601 (700-1) | 4380-1¾<br>601 (700-1¾) | NA |

MIRL Rwy 7-25 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC TXO | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.2 | 141° | TDZE | N/A |
| Chan 59 | | Apt Elev | 3779 |

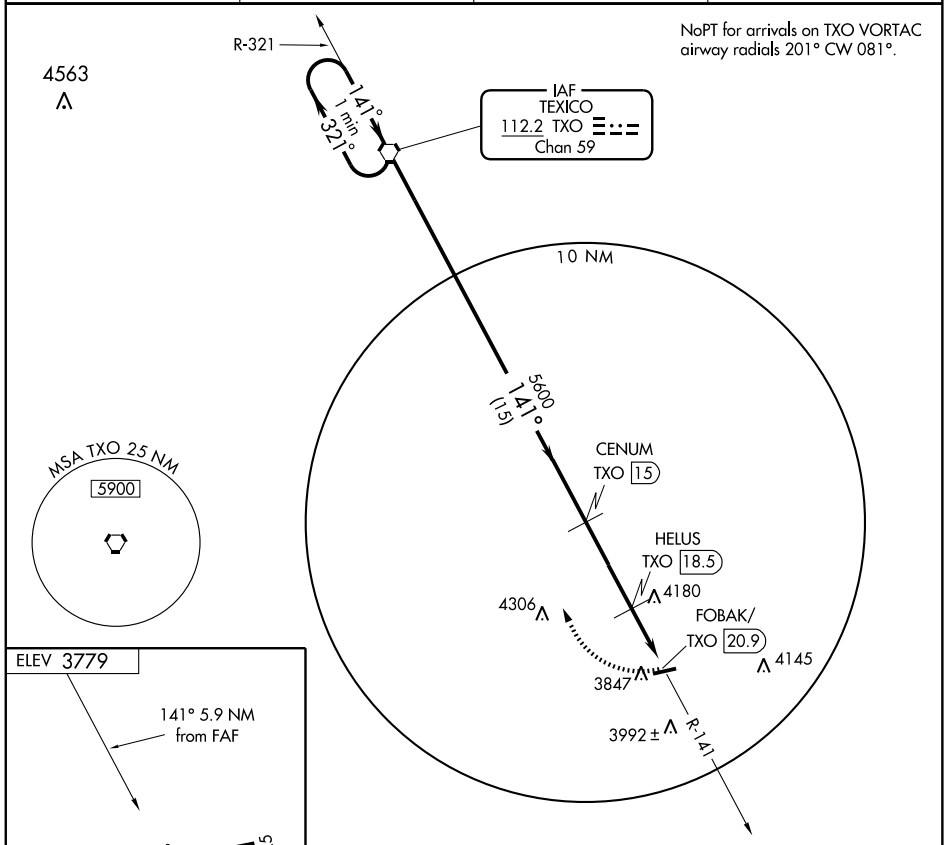
# VOR/DME-A
## MULESHOE MUNI (2T1)

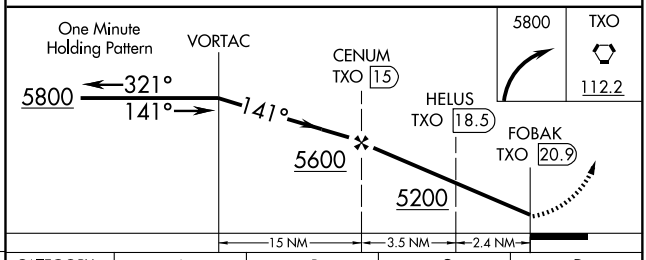
⚠ NA Use Clovis Muni altimeter setting; if not received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 5800 direct TXO VORTAC and hold.

| CLOVIS MUNI AWOS-3 | FORT WORTH CENTER | CTAF | 122.8 L |
|---|---|---|---|
| 135.375 | 126.45 316.1 | 122.9 | |

NoPT for arrivals on TXO VORTAC airway radials 201° CW 081°.




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4360-1<br>581 (600-1) | 4380-1<br>601 (700-1) | 4380-1¾<br>601 (700-1¾) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

NACOGDOCHES, TEXAS AL-5647 (FAA)

# GPS RWY 36

NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

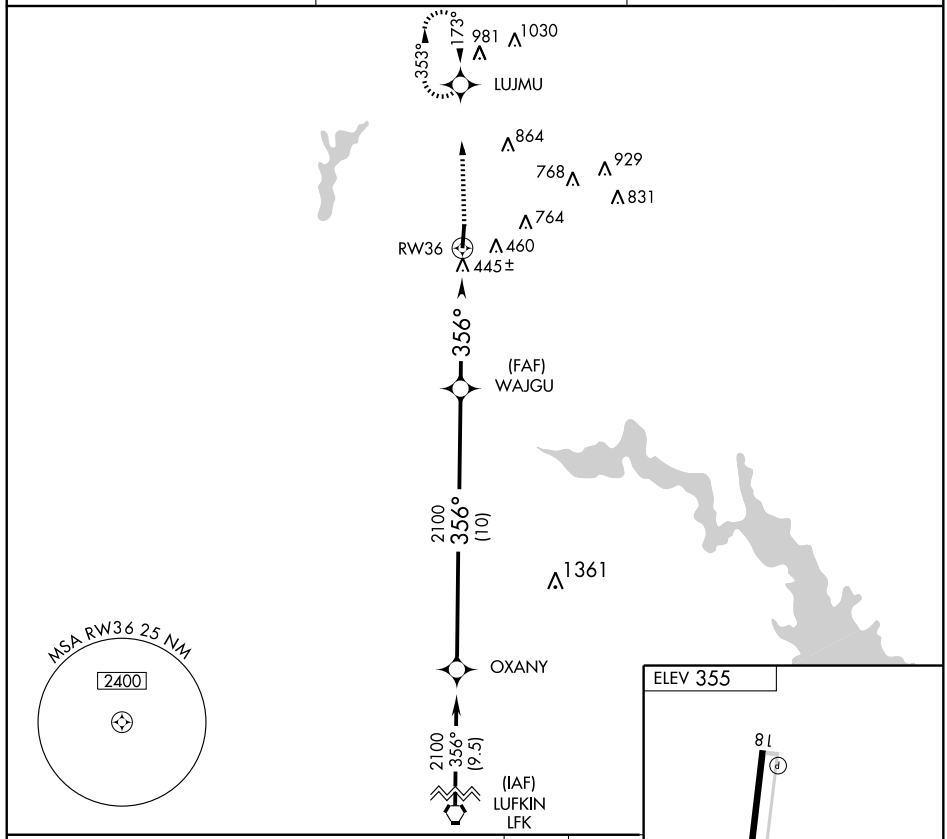
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 356° | TDZE | 343 |
| | Apt Elev | 355 |

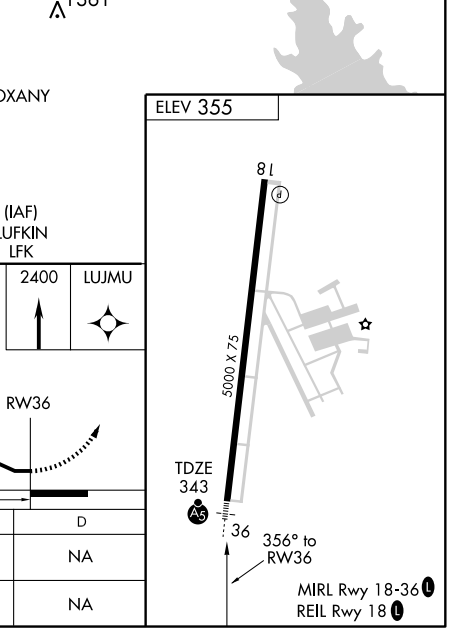
NA

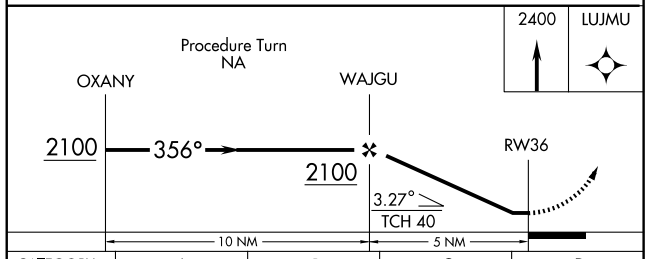
MALSR

MISSED APPROACH: Climb to 2400 direct LUJMU and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 135.625 | 125.17 285.57 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 700-1 357 (400-1) | | | NA |
| CIRCLING | 860-1 505 (600-1) | | 860-1½ 505 (600-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-OCH | APP CRS | Rwy Idg | 5000 |
|---|---|---|---|
| 111.5 | 359° | TDZE | 343 |
| Chan 52 | | Apt Elev | 355 |

# ILS or LOC RWY 36

NACOGDOCHES/A. L. MANGHAM JR. RGNL (OCH)

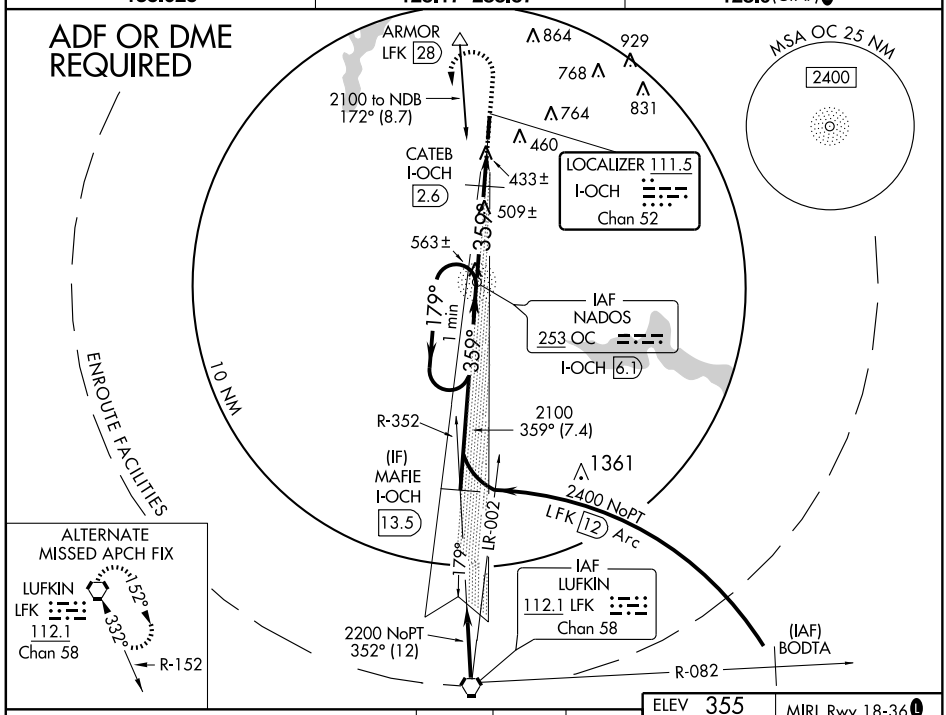
V A NA — If local altimeter setting not received, use Angelina County altimeter setting and increase all DAs/MDAs 60 feet. VDP NA when using Angelina County altimeter setting. ADF required.

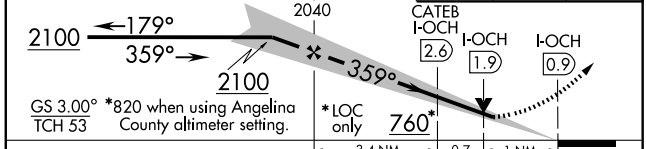
MALSR

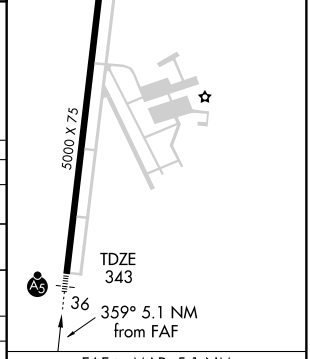
MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 direct NADOS NDB/I-OCH 6.1 DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 135.625 | 125.17 285.57 | 123.0 (CTAF) L |

ADF OR DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36 | 543-½ 200 (200-½) | | | NA |
| S-LOC 36 | 760-½ 417 (500-½) | | 760-¾ 417 (500-¾) | NA |
| CIRCLING | 860-1 505 (600-1) | | 860-1½ 505 (600-1½) | NA |
| DME MINIMUMS | | | | |
| S-LOC 36 | 700-½ 357 (400-½) | | | NA |
| CIRCLING | 860-1 505 (600-1) | | 860-1½ 505 (600-1½) | NA |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

SC-5, 14 JAN 2010 to 11 FEB 2010

| NDB GXD 391 | APP CRS 178° | Rwy Idg 5000<br>TDZE 343<br>Apt Elev 355 |
|---|---|---|

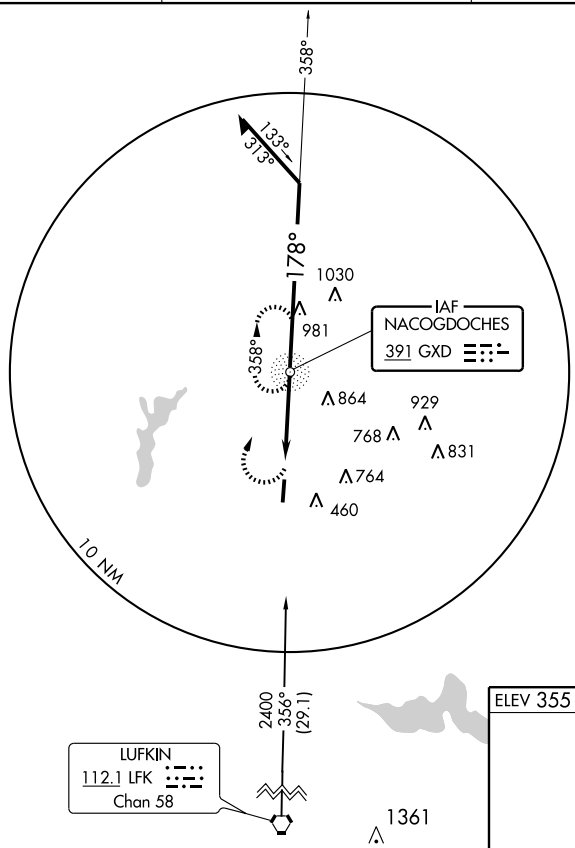
# NDB RWY 18

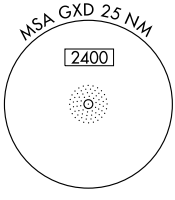
NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

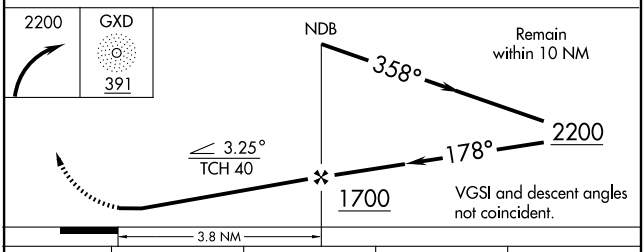
NA

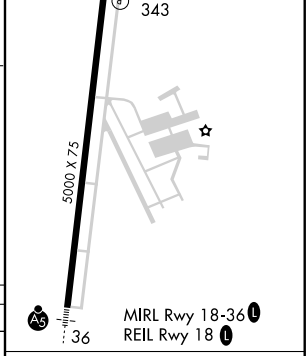
MISSED APPROACH: Climbing right turn to 2200 direct GXD NDB and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 135.625 | 125.17 285.57 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 880-1 | 537 (600-1) | 880-1½<br>537 (600-1½) | NA |
| CIRCLING | 880-1 | 525 (600-1) | 880-1½<br>525 (600-1½) | NA |

FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

SC-5, 14 JAN 2010 to 11 FEB 2010

NACOGDOCHES, TEXAS

AL-5647 (FAA)

# RNAV (GPS) RWY 18

NACOGDOCHES/ A. L. MANGHAM JR. RGNL (OCH)

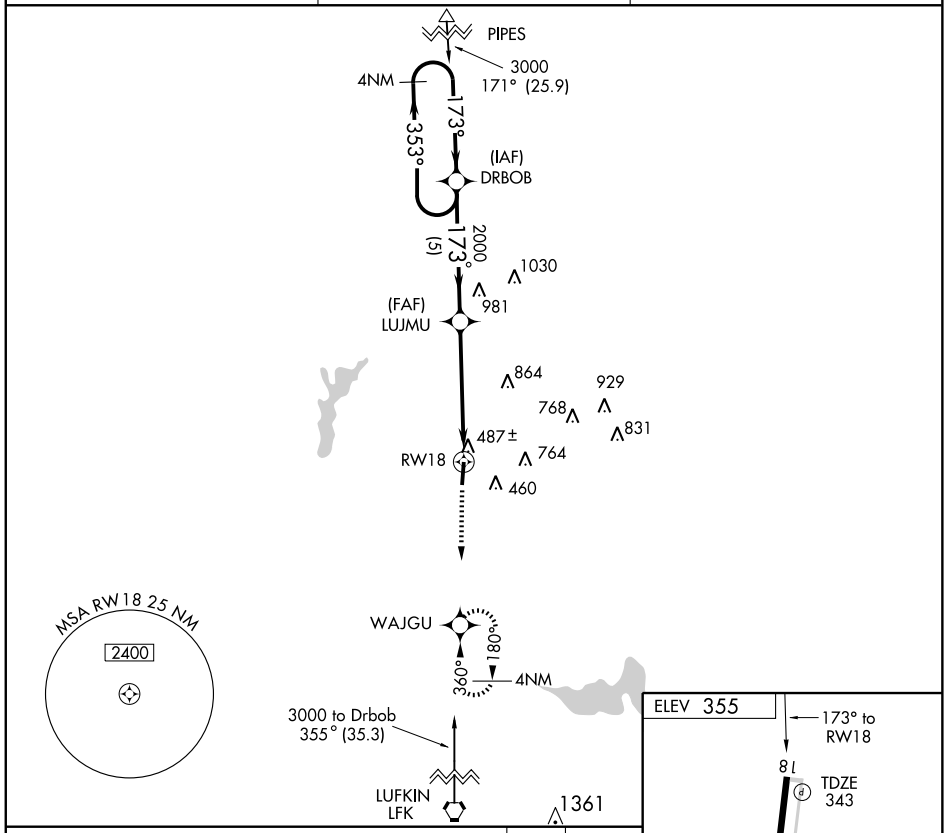
| APP CRS | Rwy Idg | 5000 |
|---|---|---|
| 173° | TDZE | 343 |
| | Apt Elev | 355 |

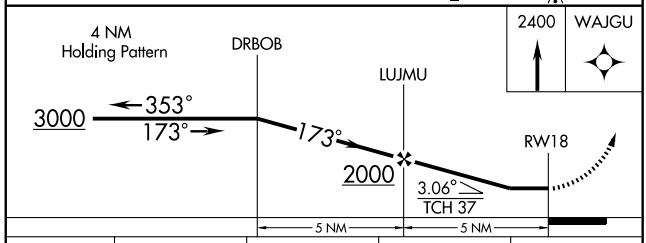
NA

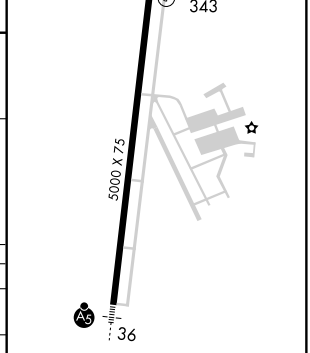
GPS or RNP- 0.3 required. DME/DME RNP- 0.3 NA.

MISSED APPROACH: Climb to 2400 direct WAJGU and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 135.625 | 125.17 285.57 | 123.0 (CTAF) L |




MIRL Rwy 18-36 L

REIL Rwy 18 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/ VNAV MDA | NA | | | |
| LNAV MDA | 740-1 397 (400-1) | | | NA |
| CIRCLING | 860-1 505 (600-1) | | 860-1½ 505 (600-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

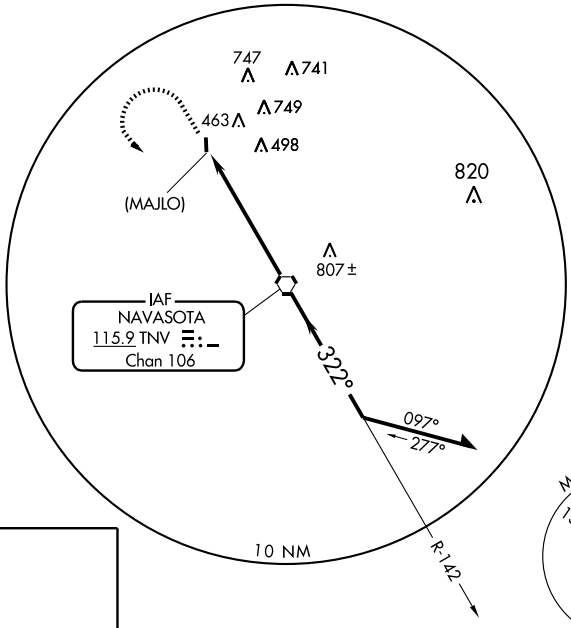
| VOR TNV 115.9 Chan 106 | APP CRS 322° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 227 |
|---|---|---|

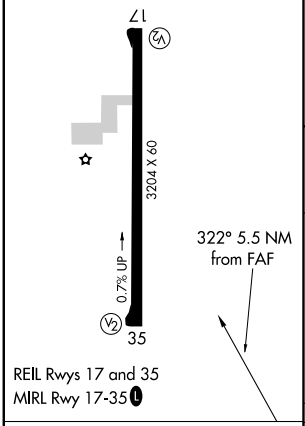
# VOR or GPS-A
## NAVASOTA MUNI (6ØR)

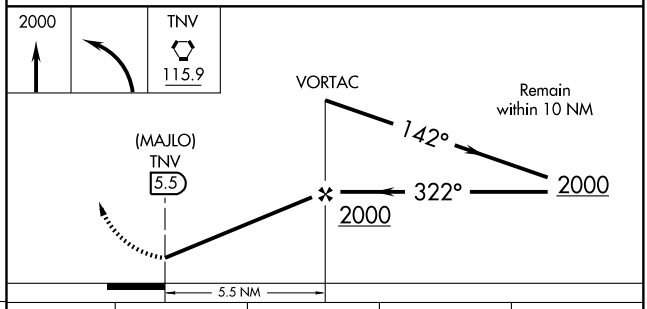
Use College Station, TX altimeter setting.
NA

MISSED APPROACH: Climb to 2000, then left turn direct TNV VORTAC.

| HOUSTON CENTER 120.4 371.9 | CTAF 122.9 | 123.3 L |
|---|---|---|




| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

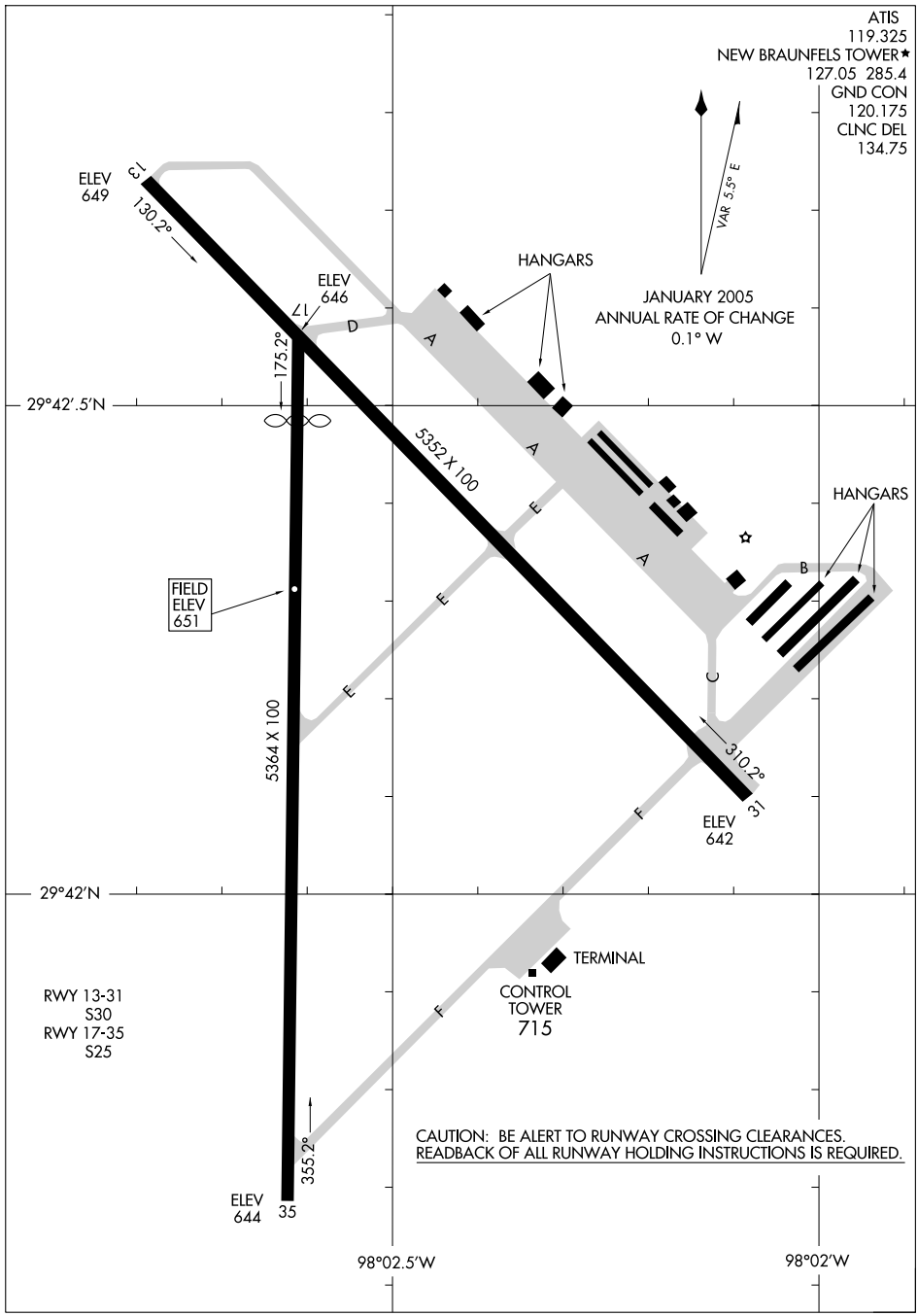
| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 820-1 593 (600-1) | | 820-1½ 593 (600-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-6080 (FAA)

NEW BRAUNFELS MUNI (BAZ)
NEW BRAUNFELS, TEXAS




SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5352 |
|---|---|---|
| 128° | TDZE | 649 |
| | Apt Elev | 651 |

# RNAV (GPS) RWY 13

## NEW BRAUNFELS MUNI (BAZ)

▼ When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D¼ mile.
▲ VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct NUMMO and hold.

| ATIS | SAN ANTONIO APP CON | NEW BRAUNFELS TOWER * | GND CON | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|---|---|
| 119.325 | 124.45 335.625 | 127.05 285.4 | 120.175 | 134.75 | 122.7 | 127.05 L |

Procedure NA for arrivals at MARCS via V222-556 eastbound.

MARCS

3100 253° (18)

MSA RW13 25 NM

3100

4 NM

128°

308°

(IF/IAF) MARNE

1728

EKIVY

2800

128° (3.7)

(FAF) WUGHE

1633

2500

128° (2.4)

1159 ±

953

895

964

1412

1130

1225

RW13

800 ±

3100 NoPT 039° (18.4)

(IAF) SAN ANTONIO SAT

Procedure NA for arrivals at SAT VORTAC via airway radials 002 CW 081.

4 NM

NUMMO

128°

308°

RANDOLPH AFB AUX

A-638

ELEV 651

820 ±

760 ±

128° to RW13

13

17

TDZE 649

5352 X 100

5364 X 100

759

31

715

35

REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

4 NM Holding Pattern

MARNE

3100

308°

128°

EKIVY

128°

WUGHE

2800

2500

3.05°

TCH 44

1.7 NM to RW13

RW13

3500

NUMMO

3.7 NM | 2.4 NM | 3.9 NM | 1.7 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1 571 (600-1) | | 1220-1½ 571 (600-1½) | 1220-1¾ 571 (600-1¾) |
| CIRCLING | 1220-1 569 (600-1) | | 1280-1¾ 629 (700-1¾) | 1280-2 629 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4842 |
|---|---|---|
| 173° | TDZE | 651 |
| | Apt Elev | 651 |

# RNAV (GPS) RWY 17

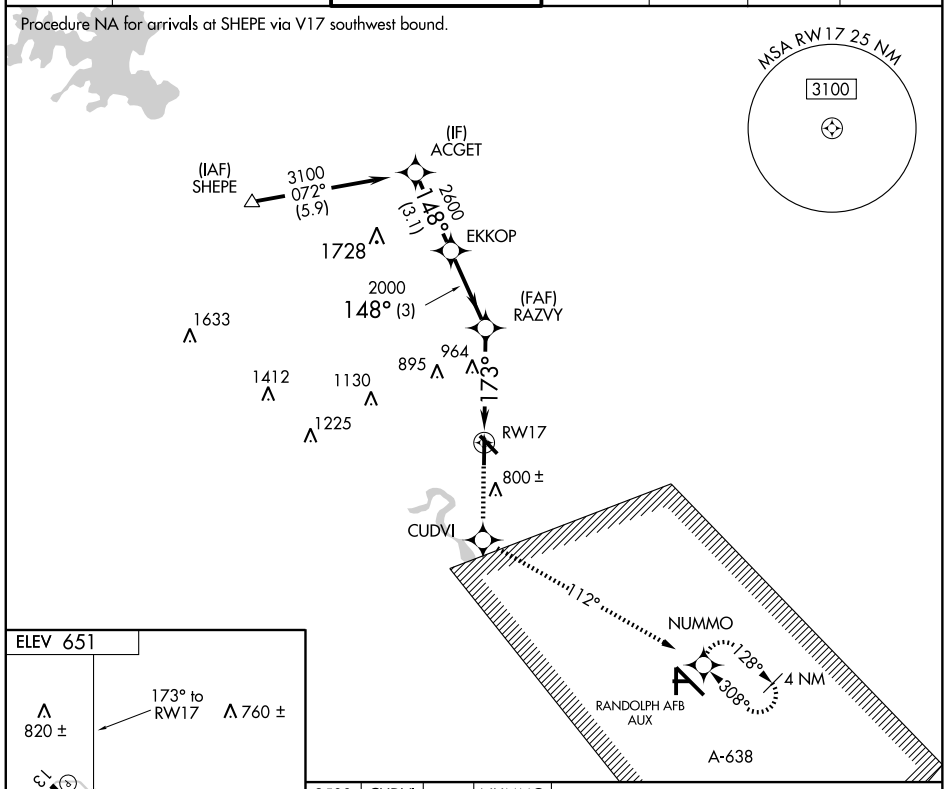
## NEW BRAUNFELS MUNI (BAZ)

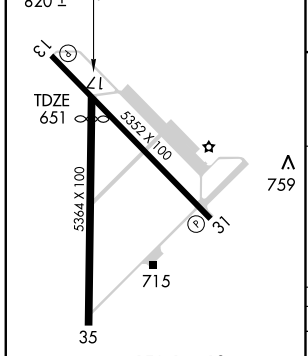
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D ¼ mile. VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3500 direct CUDVI and via 112° track to NUMMO and hold, continue climb-in-hold to 3500.

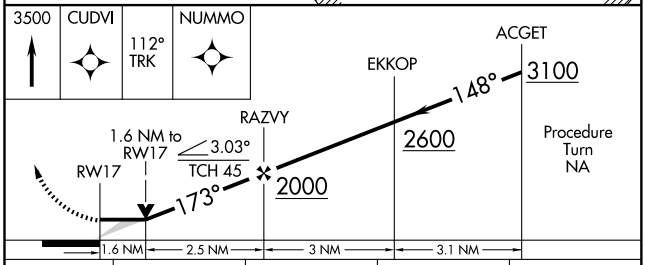
| ATIS | SAN ANTONIO APP CON | NEW BRAUNFELS TOWER * | GND CON | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|---|---|
| 119.325 | 124.45 335.625 | 127.05 285.4 | 120.175 | 134.75 | 122.7 | 127.05 L |

Procedure NA for arrivals at SHEPE via V17 southwest bound.




REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1220-1 | 569 (600-1) | 1220-1½ 569 (600-1½) | 1220-1¾ 569 (600-1¾) |
| CIRCLING | 1220-1 | 569 (600-1) | 1280-1¾ 629 (700-1¾) | 1280-2 629 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5352 |
|---|---|---|
| 308° | TDZE | 646 |
| | Apt Elev | 651 |

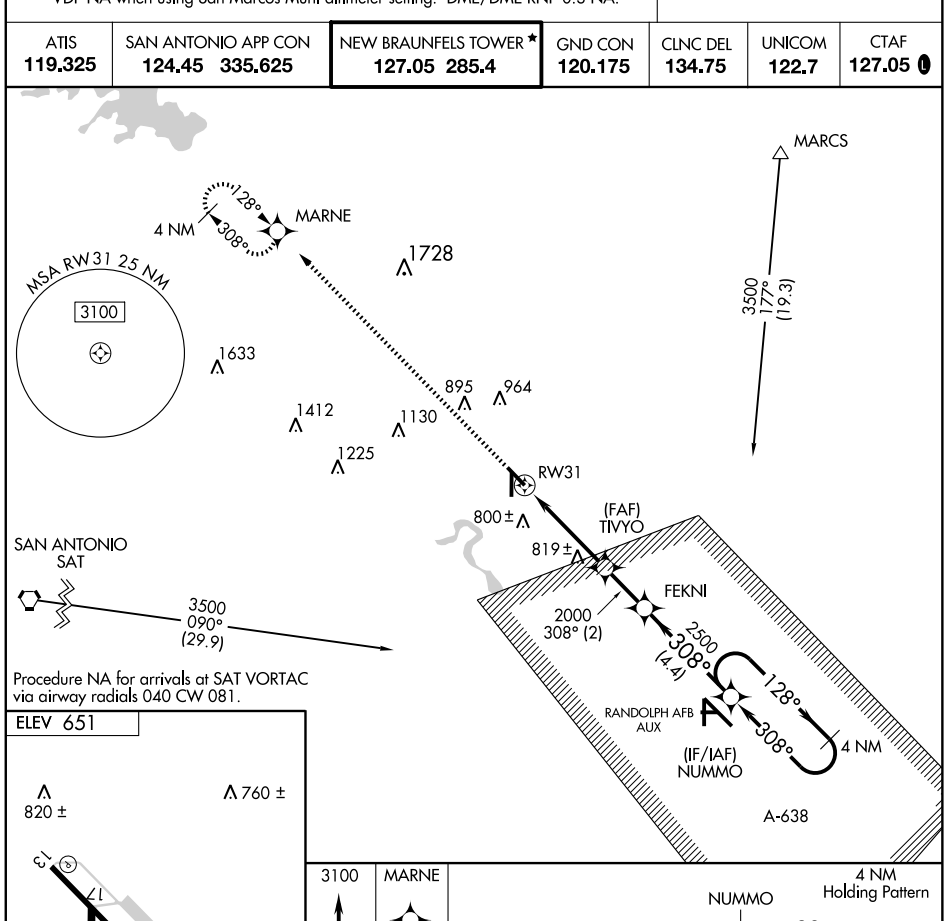
# RNAV (GPS) RWY 31

## NEW BRAUNFELS MUNI (BAZ)

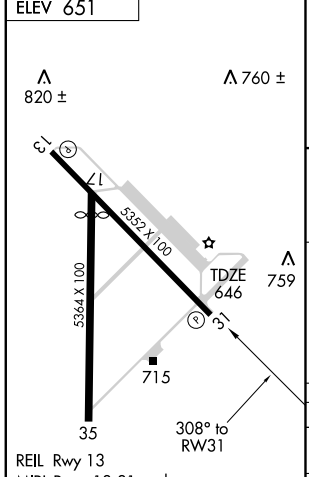
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all MDAs 60 feet, increase LNAV and circling visibility Cats C and D¼ mile. VDP NA when using San Marcos Muni altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct MARNE and hold.

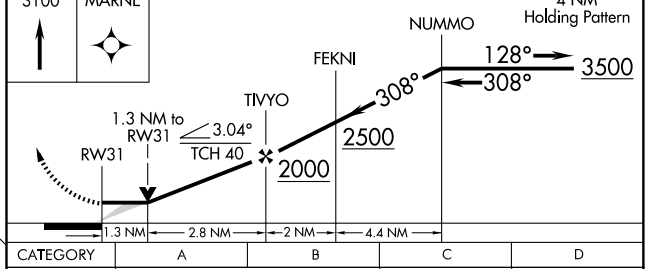
| ATIS | SAN ANTONIO APP CON | NEW BRAUNFELS TOWER ★ | GND CON | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|---|---|
| 119.325 | 124.45 335.625 | 127.05 285.4 | 120.175 | 134.75 | 122.7 | 127.05 L |




Procedure NA for arrivals at SAT VORTAC via airway radials 040 CW 081.




REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1100-1 454 (500-1) | | 1100-1¼ 454 (500-1¼) | 1100-1½ 454 (500-1½) |
| CIRCLING | 1100-1 449 (500-1) | 1120-1 469 (500-1) | 1280-1¾ 629 (700-1¾) | 1280-2 629 (700-2) |

| WAAS | APP CRS | Rwy Idg | 5364 |
|---|---|---|---|
| CH 93900 | 353° | TDZE | 650 |
| W35A | | Apt Elev | 651 |

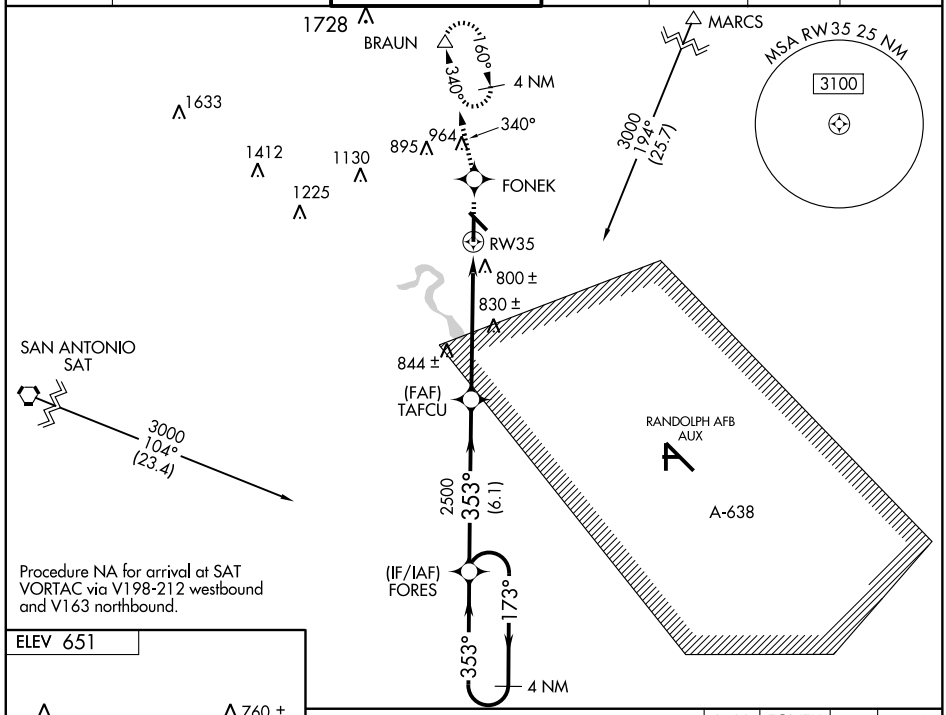
# RNAV (GPS) RWY 35

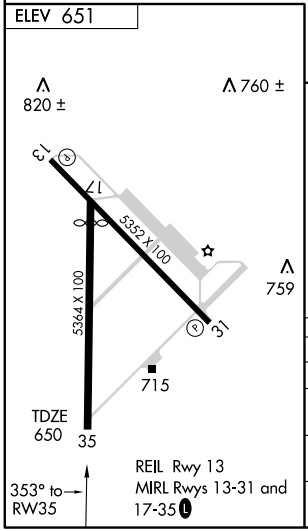
## NEW BRAUNFELS MUNI (BAZ)

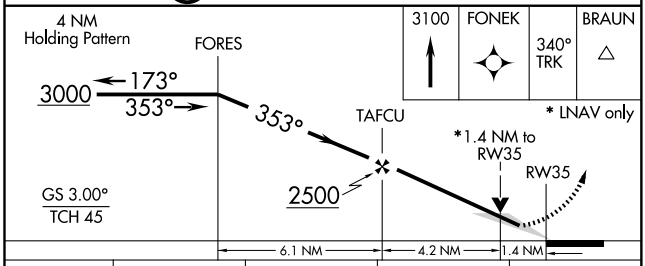
When local altimeter setting not received, use San Marcos Muni altimeter setting and increase all DAs 42 feet LPV visibility ¼ all Cats, increase all MDAs 60 feet LNAV and circling visibility Cat C and D ¼. VDP and Baro-VNAV NA when using San Marcos Muni altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3100 direct FONEK and via 340° track to BRAUN and hold, continue climb-in-hold to 3100.

| ATIS | SAN ANTONIO APP CON | NEW BRAUNFELS TOWER * | GND CON | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|---|---|
| 119.325 | 124.45 335.625 | 127.05 285.4 | 120.175 | 134.75 | 122.7 | 127.05 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 929-1 | 279 (300-1) | | |
| LNAV/VNAV DA | 1110-1¾ | 460 (500-1¾) | | |
| LNAV MDA | 1140-1 | 490 (500-1) | 1140-1¼ 490 (500-1¼) | 1140-1½ 490 (500-1½) |
| CIRCLING | 1140-1 | 489 (500-1) | 1280-1¾ 629 (700-1¾) | 1280-2 629 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

NEW BRAUNFELS, TEXAS AL-6080 (FAA)

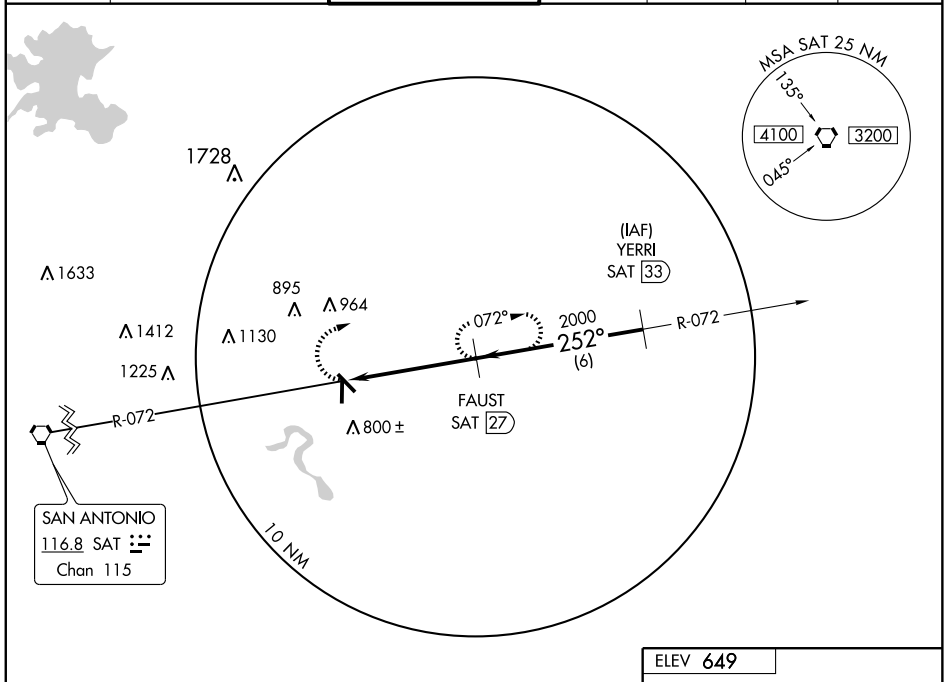
| VORTAC SAT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.8 | 252° | TDZE | N/A |
| Chan 115 | | Apt Elev | 649 |

# VOR/DME-A

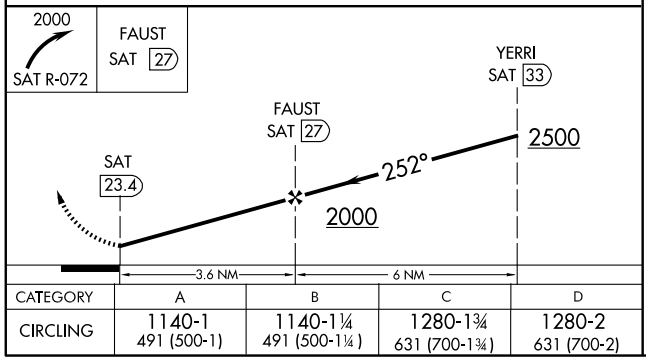
## NEW BRAUNFELS MUNI (BAZ)

MISSED APPROACH: Climbing right turn to 2000 via SAT R-072 to FAUST/SAT 27 DME and hold.

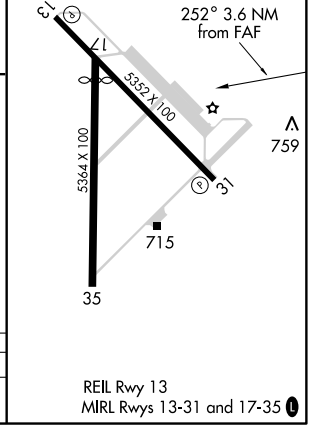
| ATIS | SAN ANTONIO APP CON | NEW BRAUNFELS TOWER * | GND CON | CLNC DEL | UNICOM | CTAF |
|---|---|---|---|---|---|---|
| 119.325 | 124.45 335.625 | 127.05 285.4 | 120.175 | 134.75 | 122.7 | 127.05 L |




## RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1140-1<br>491 (500-1) | 1140-1¼<br>491 (500-1¼) | 1280-1¾<br>631 (700-1¾) | 1280-2<br>631 (700-2) |




REIL Rwy 13
MIRL Rwys 13-31 and 17-35 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|
| 234° | N/A | N/A | 3004 |

AL-5689 (FAA)

# GPS-B

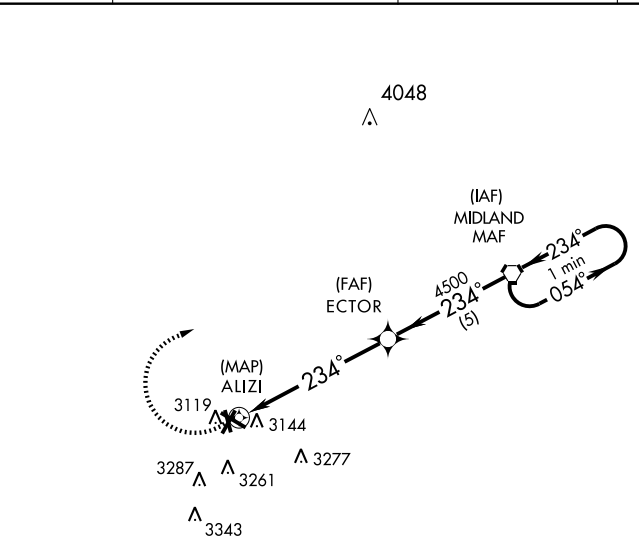
## ODESSA-SCHLEMEYER FIELD (ODO)

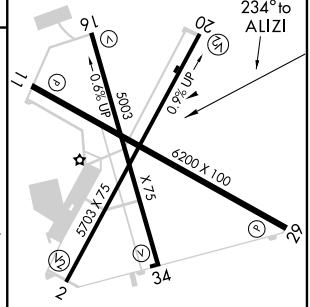
Circling not authorized south of airport between runways 2-20 and 16-34.

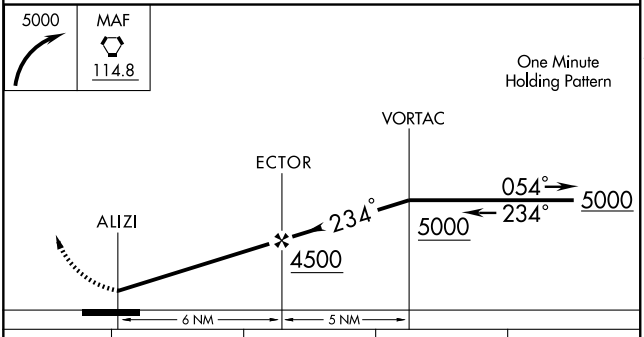
NA

MISSED APPROACH: Climbing right turn to 5000 direct MAF VORTAC and hold.

| ASOS | MIDLAND APP CON * | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 124.6 256.875 | 121.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3460-1 | 456 (500-1) | 3460-1½ 456 (500-1½) | 3560-2 556 (600-2) |

MIRL Rwys 2-20, 11-29, and 16-34 L

SC-3, 14 JAN 2010 to 11 FEB 2010

ODESSA, TEXAS

| APP CRS | Rwy Idg | 5703 |
|---|---|---|
| 202° | TDZE | 3004 |
| | Apt Elev | 3004 |

AL-5689 (FAA)

# GPS RWY 20

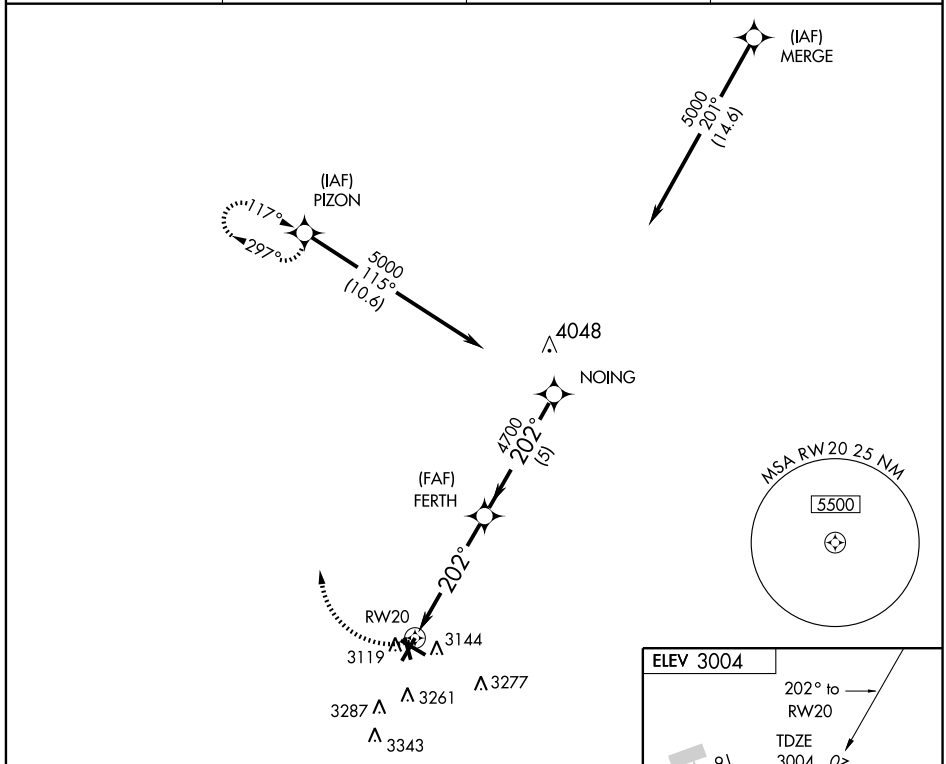
## ODESSA-SCHLEMEYER FIELD (ODO)

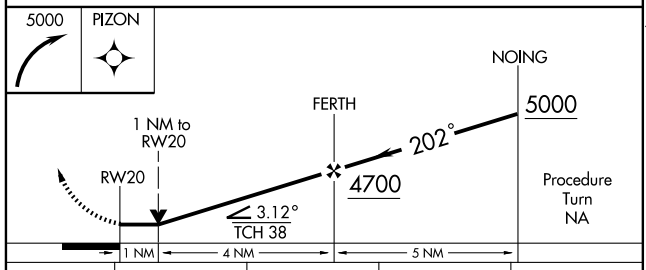
Circling not authorized south of airport between runways 2-20 and 16-34.

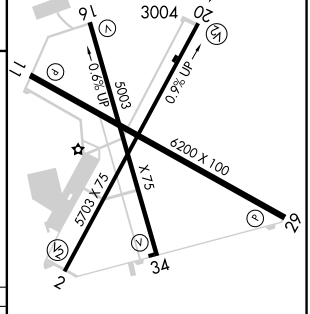
NA

MISSED APPROACH: Climbing right turn to 5000 direct PIZON WP and hold.

| ASOS | MIDLAND APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 124.6 256.875 | 121.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 3360-1 356 (400-1) | | | 3360-1¼ 356 (400-1¼) |
| CIRCLING | 3460-1 456 (500-1) | | 3460-1½ 456 (500-1½) | 3560-2 556 (600-2) |

MIRL Rwys 2-20, 11-29, and 16-34 L

SC-3, 14 JAN 2010 to 11 FEB 2010

ODESSA, TEXAS

| LOM MA | APP CRS | Rwy Idg | 5703 |
|---|---|---|---|
| 326 | 211° | TDZE | 3004 |
| | | Apt Elev | 3004 |

AL-5689 (FAA)

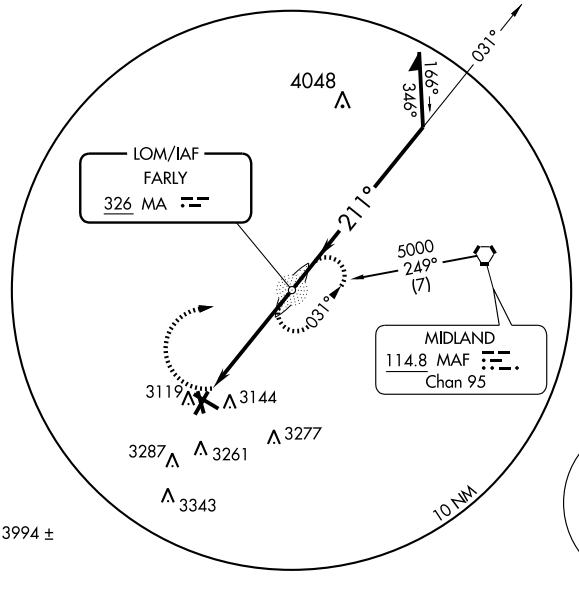
# NDB RWY 20

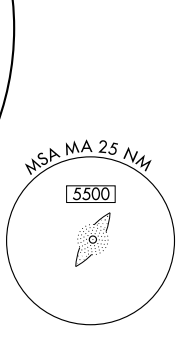
ODESSA-SCHLEMEYER FIELD (ODO)

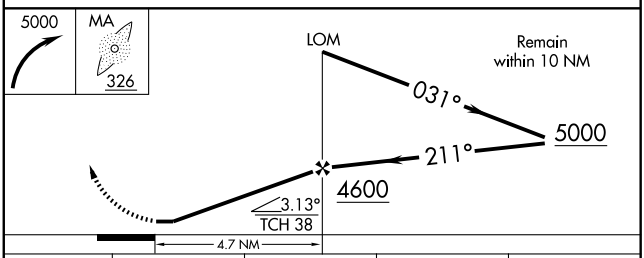
Circling not authorized south of airport between runways 2-20 and 16-34.

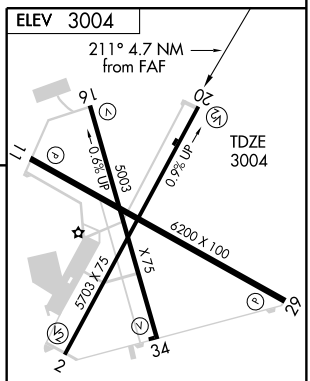
MISSED APPROACH: Climbing right turn to 5000 direct FARLY LOM and hold.

| ASOS | MIDLAND APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 124.6 256.875 | 121.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 3460-1 | 456 (500-1) | 3460-1¼ 456 (500-1¼) | 3460-1½ 456 (500-1½) |
| CIRCLING | 3460-1 | 456 (500-1) | 3460-1½ 456 (500-1½) | 3560-2 556 (600-2) |

MIRL Rwys 2-20, 11-29, and 16-34 L

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

SC-3, 14 JAN 2010 to 11 FEB 2010

ODESSA, TEXAS

| VORTAC MAF | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.8 | 231° | TDZE | N/A |
| Chan 95 | | Apt Elev | 3004 |

AL-5689 (FAA)

# VOR-A

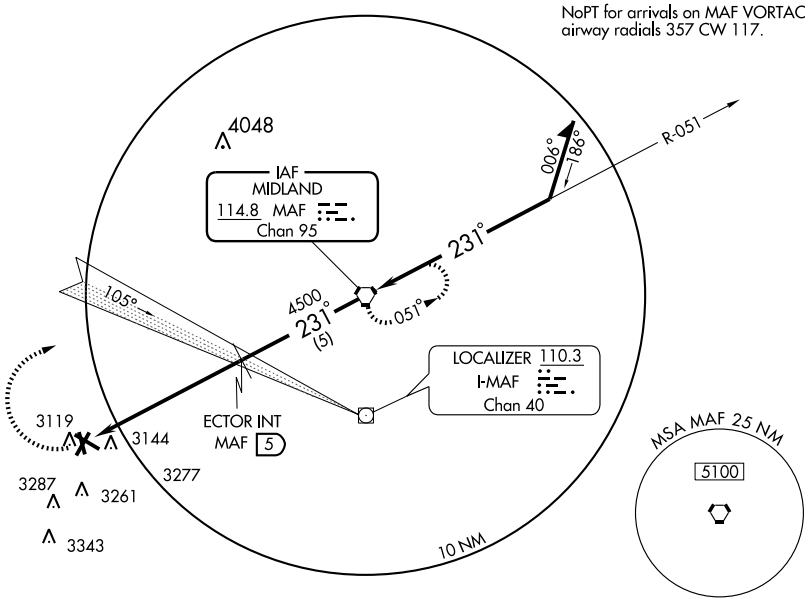
ODESSA-SCHLEMEYER FIELD (ODO)

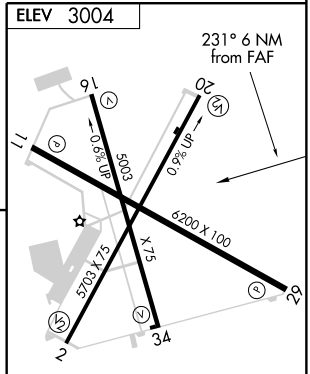
Circling not authorized south of airport between runways 2-20 and 16-34.

MISSED APPROACH: Climbing right turn to 5000 direct MAF VORTAC and hold.

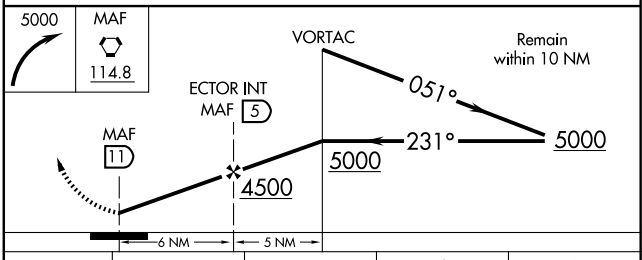
| ASOS | MIDLAND APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 124.6 256.875 | 121.7 | 123.0 (CTAF) L |

NoPT for arrivals on MAF VORTAC airway radials 357 CW 117.




MIRL Rwys 2-20, 11-29, and 16-34 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3460-1 456 (500-1) | | 3460-1½ 456 (500-1½) | 3560-2 556 (600-2) |

| FAF to MAP 6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

SC-3, 14 JAN 2010 to 11 FEB 2010

OLNEY, TEXAS

AL-6443 (FAA)

| APP CRS | Rwy Idg | 5101 |
|---|---|---|
| 173° | TDZE | 1275 |
| | Apt Elev | 1275 |

# GPS RWY 17

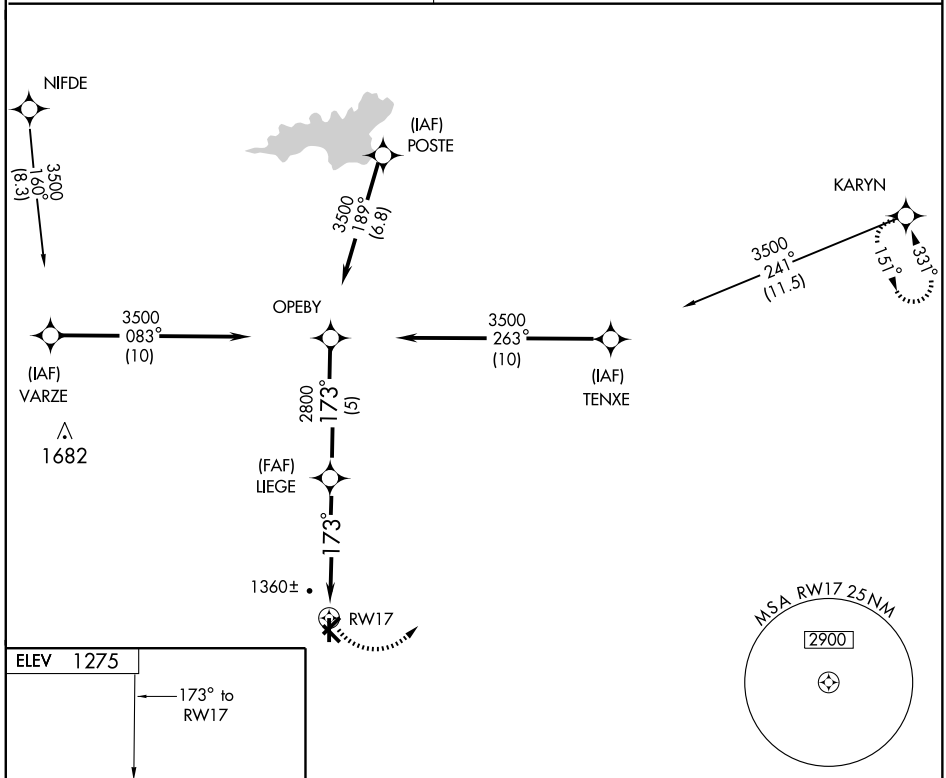
OLNEY MUNI (ONY)

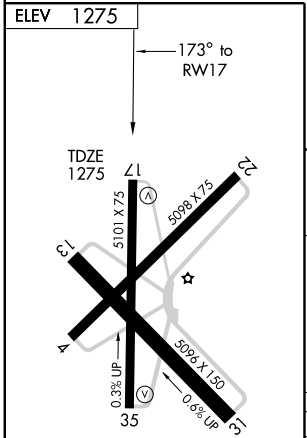
Use Sheppard AFB/Wichita Falls Altimeter setting.

⚠ NA

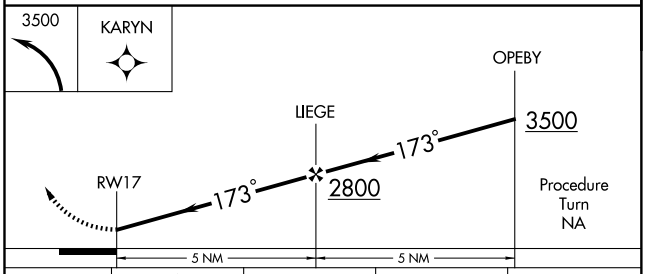
MISSED APPROACH: Climbing left turn to 3500 direct KARYN WP and hold.

| FORT WORTH CENTER | UNICOM |
|---|---|
| 133.5 350.35 | 122.8 (CTAF) |



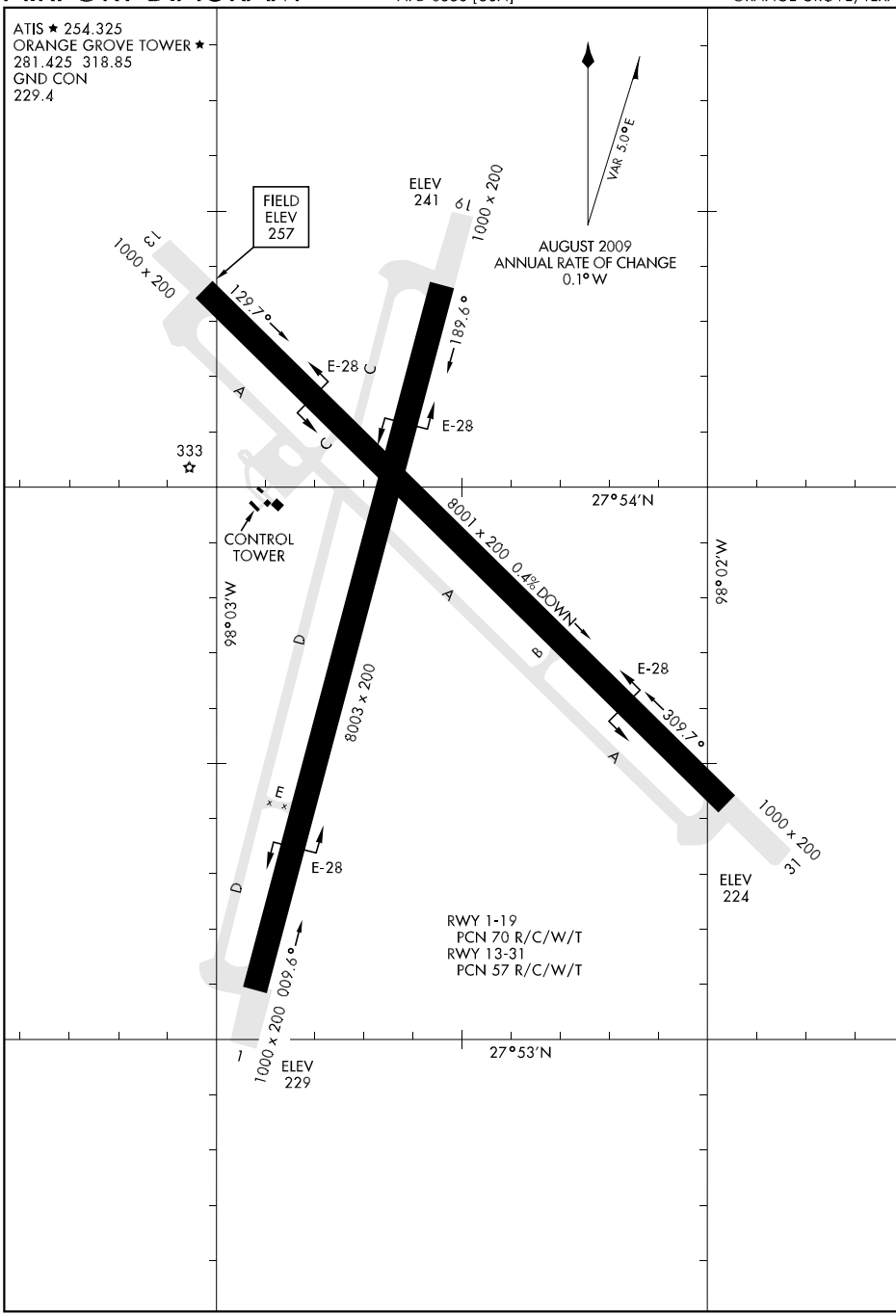




MIRL Rwy 17-35




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1820-1 545 (600-1) | | 1820-1½ 545 (600-1½) | NA |
| CIRCLING | 1820-1 545 (600-1) | | 1820-1½ 545 (600-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010






SC-3, 14 JAN 2010 to 11 FEB 2010

# HI-ILS or LOC/DME RWY 13

| LOC I-NOG | APCH CRS | Rwy Idg / TDZE / Arpt Elev |
|---|---|---|
| 110.5 | 130° | 8001 / 257 / 257 |

JAL-6553 [USN]

ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 3000 via NOG TACAN R-124 to DAYET and hold.

| ATIS ★ | KINGSVILLE APP CON | ORANGE GROVE TOWER ★ | GND CON |
|---|---|---|---|
| 254.325 | 119.90 290.45 | 281.425 318.85 | 229.4 |

TACAN REQUIRED

THREE RIVERS 15,000 209° (40)

HIGH ALTITUDE FACILITIES

(c) 164 (a) 274 (c) 344 (b)

COTULLA

NOG 40

15,000 128° (40)

R-310

GRANE NOG 13

310° Arc

NOG Arc 13

CAYEN NOG 20

FEEGI NOG 6

756

130°

359

374

679

860

20 NM

274° 094° R-274

Max holding alt FL180

Max holding 265 KIAS

(IAF) DUVAL NOG 30

DRYCK NOG 13

ORANGE GROVE Chan 63 NOG

LOCALIZER 110.5 I-NOG

CORPUS CHRISTI

15,000 265° (62)

NOG 17

MSA NOG 25 NM

2200

DAYET NOG 12

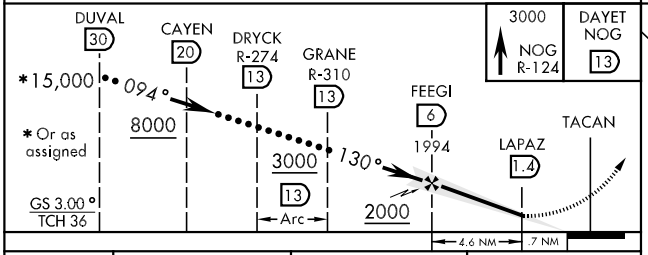
124° 304° R-124

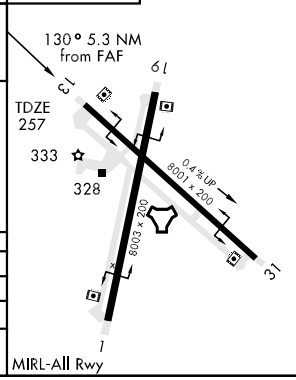
15,000 300° (51)

KINGSVILLE

EMERG SAFE ALT 100 NM 16,000

ELEV 257




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 13 | 457-¾ | 200 (200-¾) | |
| S-LOC 13 | 600-1 343 (400-1) | 600-1¼ 343 (400-1¼) | |
| CIRCLING | 720-1½ 463 (500-1½) | 820-2 563 (600-2) | 980-2½ 723 (800-2½) |

# HI-TACAN RWY 13

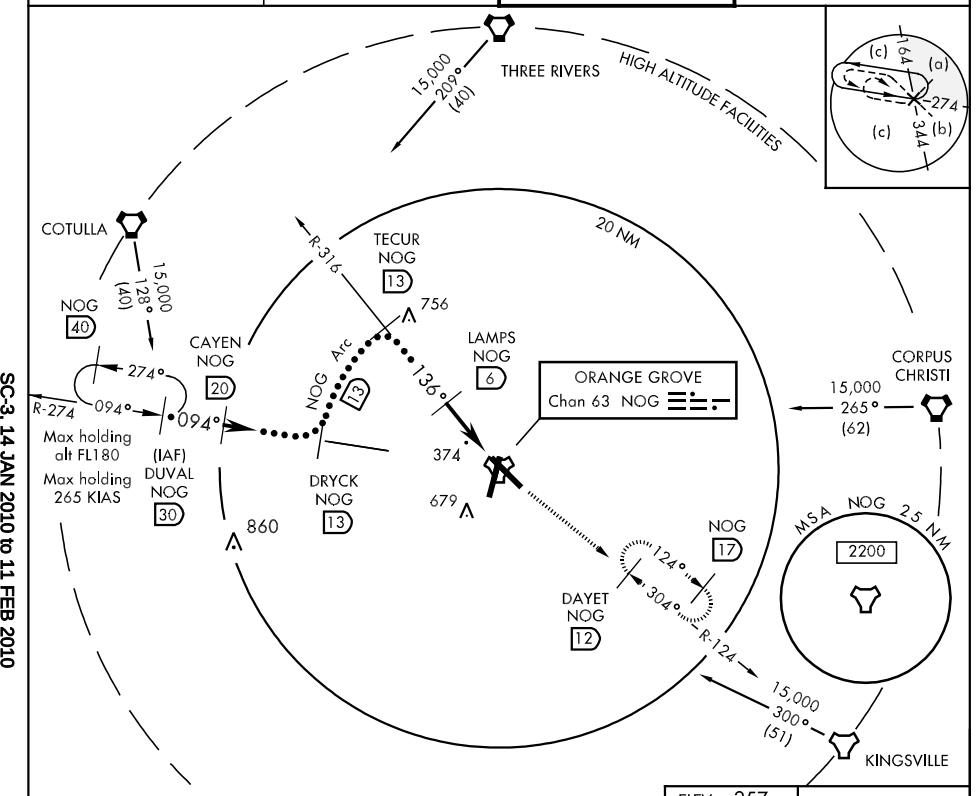
| TACAN | APCH CRS | Rwy ldg | 8001 |
|---|---|---|---|
| NOG Chan 63 | 136° | TDZE | 257 |
| | | Arpt Elev | 257 |

JAL-6553 [USN]

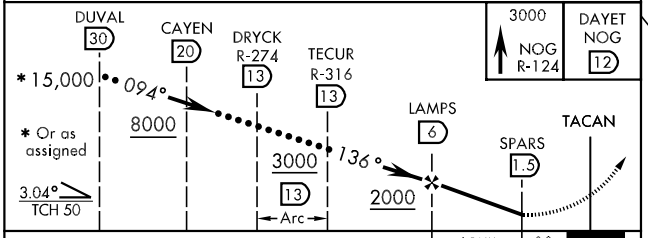
ORANGE GROVE NALF (KNOG)

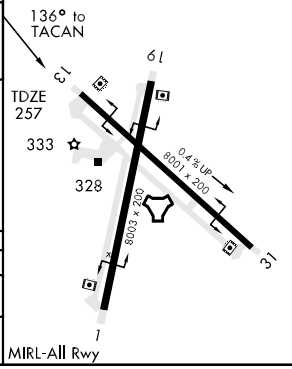
MISSED APPROACH: Climb to 3000 via NOG TACAN R-316 to NOG and NOG R-124 to DAYET and hold.

| ATIS ★ | KINGSVILLE APP CON | ORANGE GROVE TOWER ★ | GND CON |
|---|---|---|---|
| 254.325 | 119.90 290.45 | 281.425 318.85 | 229.4 |




EMERG SAFE ALT 100 NM 16,000




| CATEGORY | C | D | E |
|---|---|---|---|
| S-13 | 640-1 383 (400-1) | 640-1¼ 383 (400-1¼) | |
| CIRCLING | 720-1½ 463 (500-1½) | 820-2 563 (600-2) | 980-2½ 723 (800-2½) |



SC-3, 14 JAN 2010 to 11 FEB 2010

# ILS or LOC/DME RWY 13

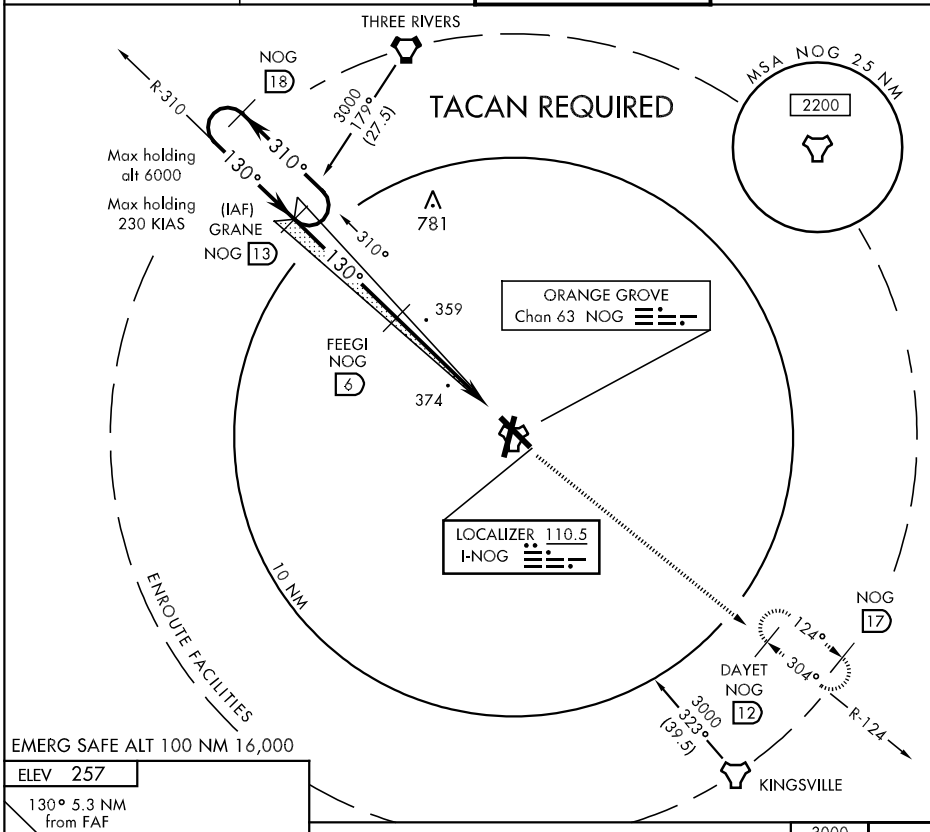
| LOC I-NOG 110.5 | APCH CRS 130° | Rwy Idg 8001<br>TDZE 257<br>Arpt Elev 257 |
|---|---|---|

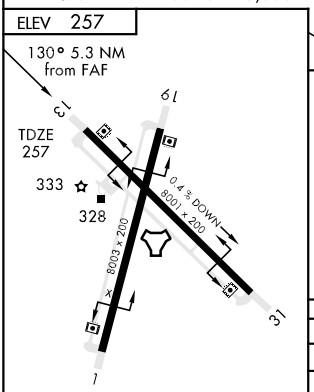
AL-6553 [USN]

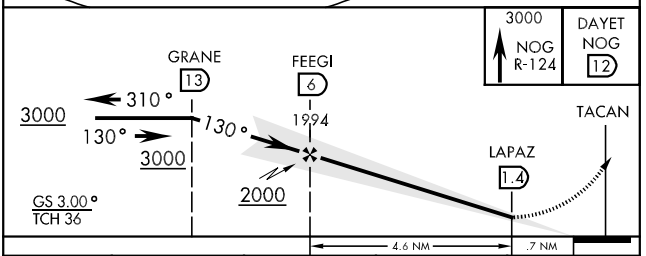
ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 3000 via NOG TACAN R-124 to DAYET and hold.

| ATIS ★ | KINGSVILLE APP CON | ORANGE GROVE TOWER ★ | GND CON |
|---|---|---|---|
| 254.325 | 119.90 290.45 | 281.425 318.85 | 229.4 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 457-¾ 200 (200-¾) | | | |
| S-LOC 13 | 600-1 343 (400-1) | | | 600-1¼ 343 (400-1¼) |
| CIRCLING | 640-1 383 (400-1) | 720-1 463 (500-1) | 720-1½ 463 (500-1½) | 820-2 563 (600-2) |

# TACAN-A

| TACAN NQI Chan 125 | APCH CRS 328° | Rwy ldg N/A TDZE N/A Arpt Elev 257 | AL-6553 [USN] | ORANGE GROVE NALF (KNOG) |
|---|---|---|---|---|

MISSED APPROACH: Climb to 2000 via NQI TACAN R-328, then climbing left turn to 3000 via NQI R-328 to COLAH and hold.

| ATIS ★ | KINGSVILLE APP CON | ORANGE GROVE TOWER ★ | GND CON |
|---|---|---|---|
| 254.325 | 119.90 290.45 | 281.425 318.85 | 229.4 |

374

294

DAMPS NQI 21

665

328°

CORPUS CHRISTI

3000 238° (28.4)

Max holding alt 6000

Max holding 230 KIAS

(IAF) COLAH NQI 15

148°

328°

NQI 10

10 NM

R-328

MSA NQI 30 NM

2100

090°

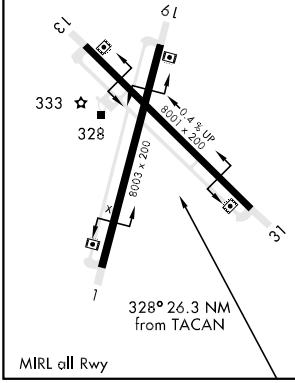
298°

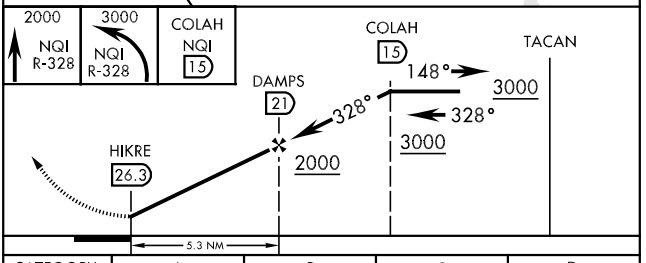
1800

EMERG SAFE ALT 100 NM 16,000

ELEV 257

KINGSVILLE Chan 125 NQI




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1 383 (400-1) | 720-1¼ 463 (500-1¼) | 720-1½ 463 (500-1½) | 820-2 563 (600-2) |



SC-3, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 13

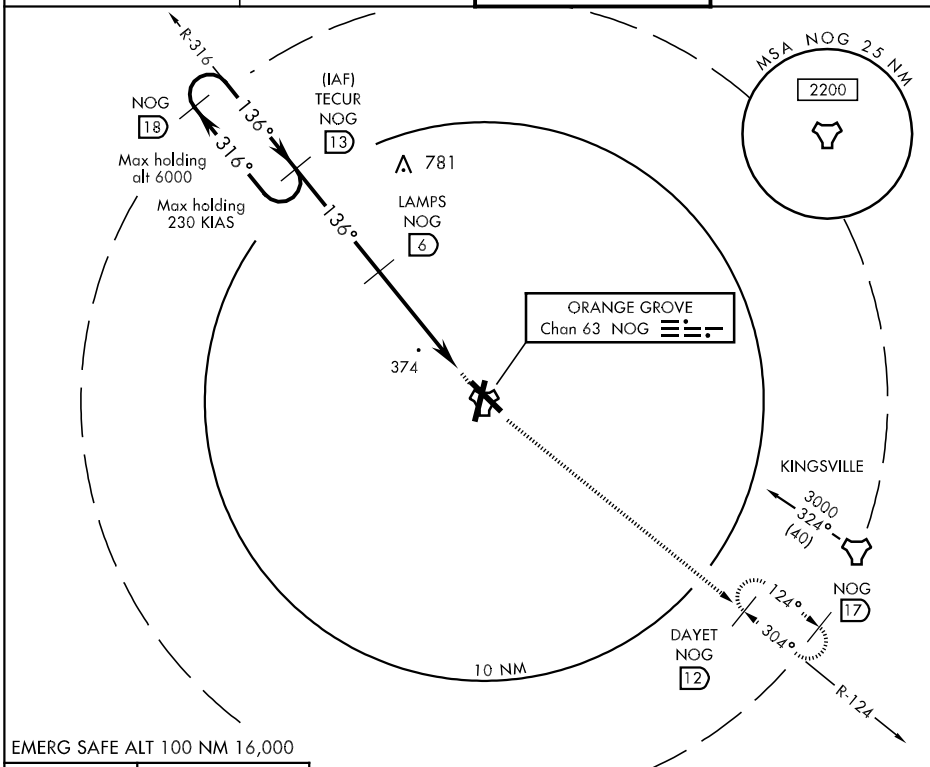
| TACAN | APCH CRS | Rwy ldg | 8001 |
|---|---|---|---|
| Chan 63 NOG | 136° | TDZE | 257 |
| | | Arpt Elev | 257 |

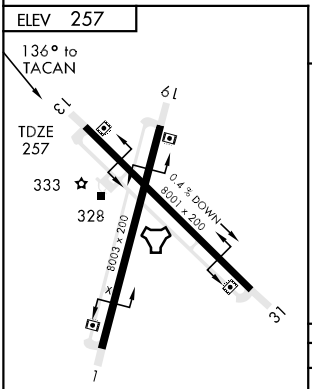
AL-6553 [USN]

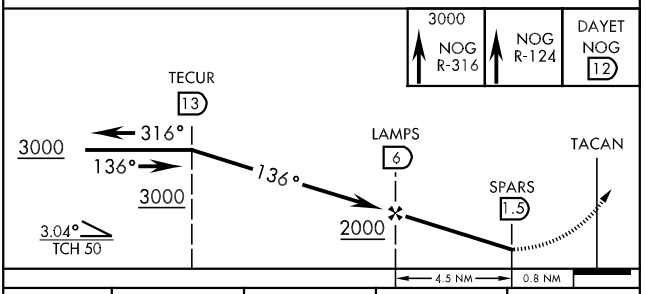
ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 3000 via NOG TACAN R-316 to NOG and NOG R-124 to DAYET and hold.

| ATIS ★ | KINGSVILLE APP CON | ORANGE GROVE TOWER ★ | GND CON |
|---|---|---|---|
| 254.325 | 119.90 290.45 | 281.425 318.85 | 229.4 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 640-1 383 (400-1) | | | 640-1¼ 383 (400-1¼) |
| CIRCLING | 640-1 383 (400-1) | 720-1 463 (500-1) | 720-1½ 463 (500-1½) | 820-2 563 (600-2) |

MIRL all Rwy

# TACAN RWY 31

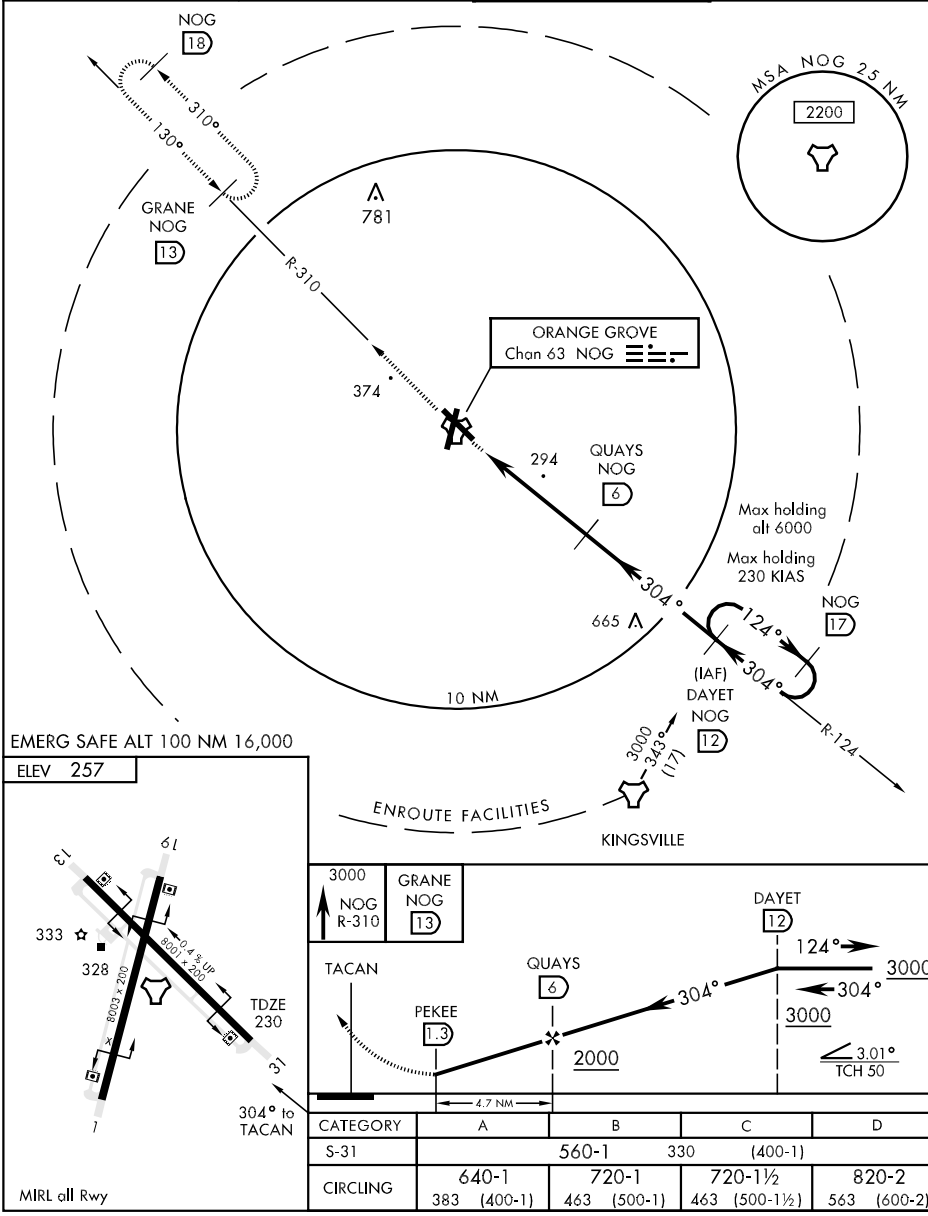
| TACAN | APCH CRS | Rwy Idg | 8001 |
|---|---|---|---|
| Chan 63 NOG | 304° | TDZE | 230 |
| | | Arpt Elev | 257 |

AL-6553 [USN]

ORANGE GROVE NALF (KNOG)

MISSED APPROACH: Climb to 3000 via NOG TACAN R-310 to GRANE and hold.

| ATIS ★ | KINGSVILLE APP CON | ORANGE GROVE TOWER ★ | GND CON |
|---|---|---|---|
| 254.325 | 119.90 290.45 | 281.425 318.85 | 229.4 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 560-1 330 (400-1) | | | |
| CIRCLING | 640-1 383 (400-1) | 720-1 463 (500-1) | 720-1½ 463 (500-1½) | 820-2 563 (600-2) |

MIRL all Rwy



SC-3, 14 JAN 2010 to 11 FEB 2010

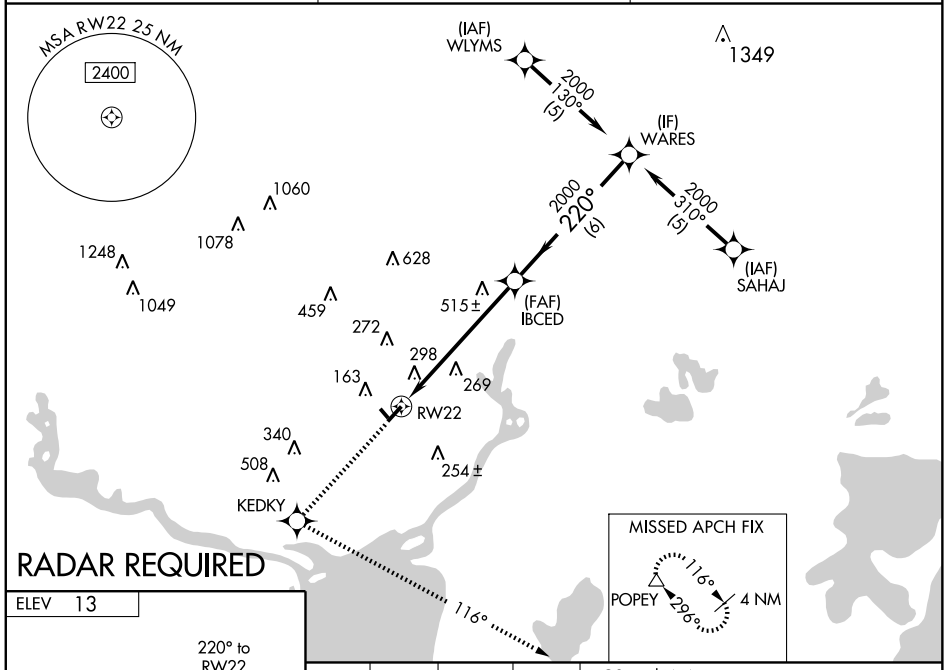
| WAAS | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| CH 56614 | 220° | TDZE | 13 |
| W22A | | Apt Elev | 13 |

# RNAV (GPS) RWY 22
## ORANGE COUNTY (ORG)

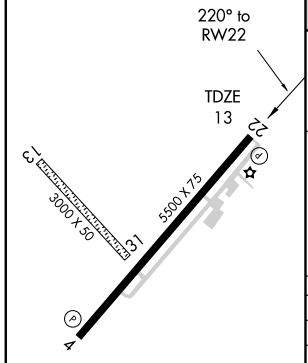
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15C° (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Southeast Texas Rgnl altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, and LNAV and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Southeast Texas Rgnl altimeter setting. Circling NA to Rwy 13/31.

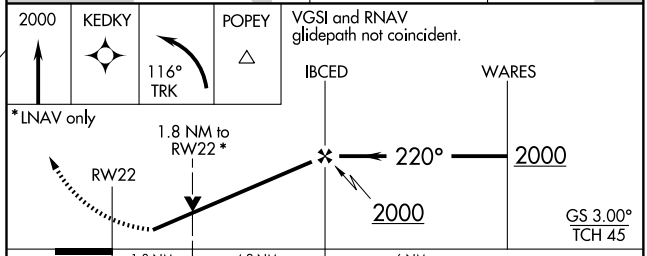
MISSED APPROACH: Climb to 2000 direct KEDKY and left turn via track 116° to POPEY and hold.

| AWOS-3 | HOUSTON APP CON | UNICOM |
|---|---|---|
| 118.975 | 121.3 377.1 | 122.8 (CTAF) L |




ELEV 13




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 329-1 316 (400-1) | | | NA |
| LNAV/VNAV DA | 674-2 ¼ 661 (700-2¼) | | | NA |
| LNAV MDA | 600-1 587 (600-1) | | 600-1½ 587 (600-1½) | NA |
| CIRCLING | 660-1 647 (700-1) | | 660-1¾ 647 (700-1¾) | NA |

MIRL Rwy 4-22 L

SC-5, 14 JAN 2010 to 11 FEB 2010

# VOR/DME RWY 22

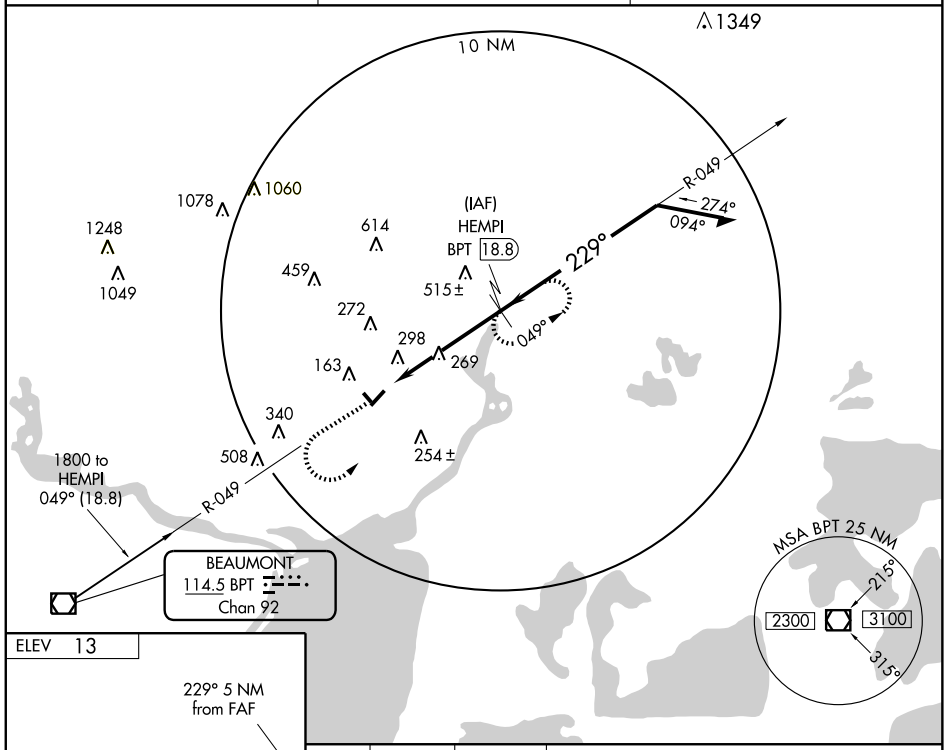
ORANGE COUNTY (ORG)

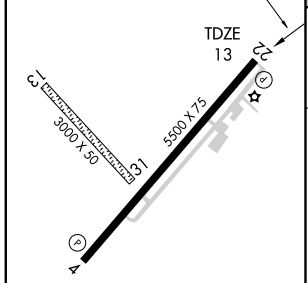
| VOR/DME BPT | APP CRS | Rwy Idg | 5500 |
|---|---|---|---|
| 114.5 | 229° | TDZE | 13 |
| Chan 92 | | Apt Elev | 13 |

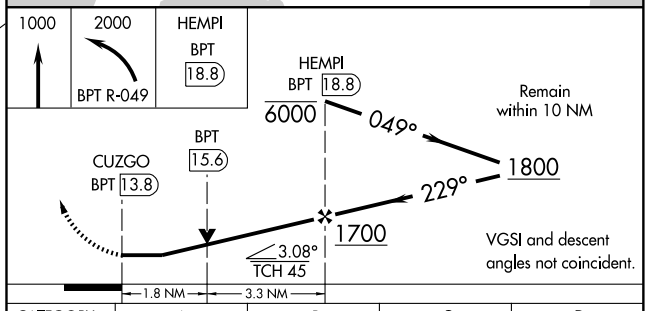
Visibility reduction by helicopters NA. Circling NA to Rwy 13/31.
VDP NA when using Southeast Texas Rgnl altimeter setting.
When local altimeter setting not received, use Southeast Texas Rgnl altimeter setting and increase all MDA 40 feet and increase S-22 and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via BPT R-049 to HEMPI/18.8 DME and hold.

| AWOS-3 | HOUSTON APP CON | UNICOM |
|---|---|---|
| 118.975 | 121.3 377.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 600-1 | 587 (600-1) | 600-1½ 587 (600-1½) | NA |
| CIRCLING | 660-1 | 647 (700-1) | 660-1¾ 647 (700-1¾) | NA |

MIRL Rwy 4-22 L

SC-5, 14 JAN 2010 to 11 FEB 2010

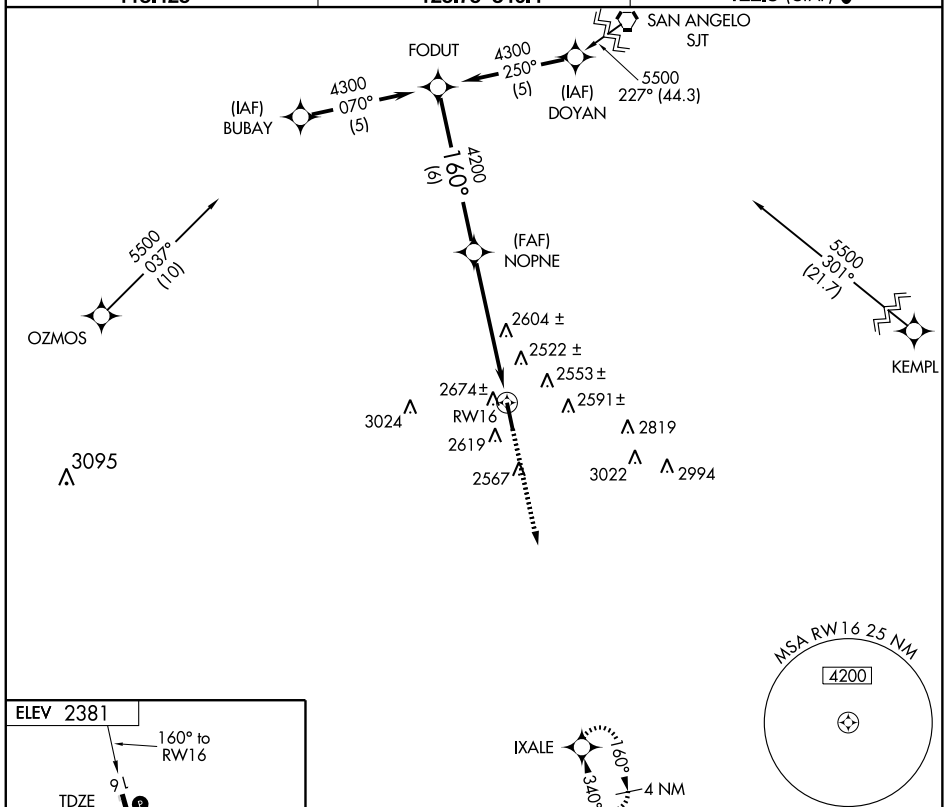
| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 160° | TDZE | 2377 |
| | Apt Elev | 2381 |

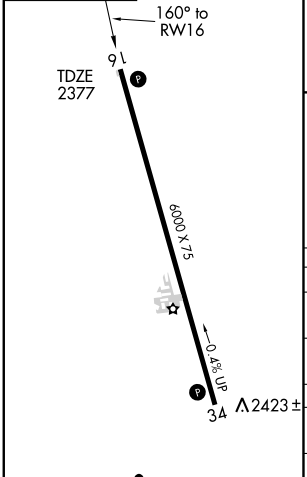
# RNAV (GPS) RWY 16
## OZONA MUNI (OZA)

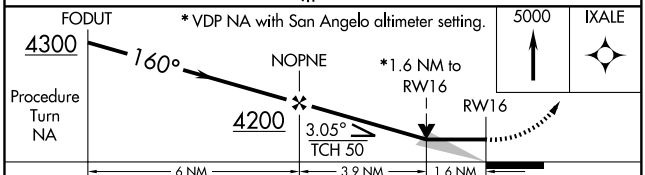
GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Procedure NA at night.
Obtain local altimeter on CTAF; when not received, use San Angelo altimeter setting.

MISSED APPROACH: Climb to 5000 direct IXALE WP and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.425 | 125.75 346.4 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2940-1¼ | 563 (600-1¼) | 2940-1½<br>563 (600-1½) | NA |
| CIRCLING | 2980-1¼ | 599 (600-1¼) | 2980-1½<br>599 (600-1½) | NA |
| SAN ANGELO ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 3180-1¼ | 803 (800-1¼) | 3180-2¼<br>803 (800-2¼) | NA |
| CIRCLING | 3220-1¼ | 839 (900-1¼) | 3220-2½<br>839 (900-2½) | NA |

MIRL Rwy 16-34 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC GTH | APP CRS | Rwy Idg | 3186 |
|---|---|---|---|
| 114.5 | 360° | TDZE | 1857 |
| Chan 92 | | Apt Elev | 1858 |

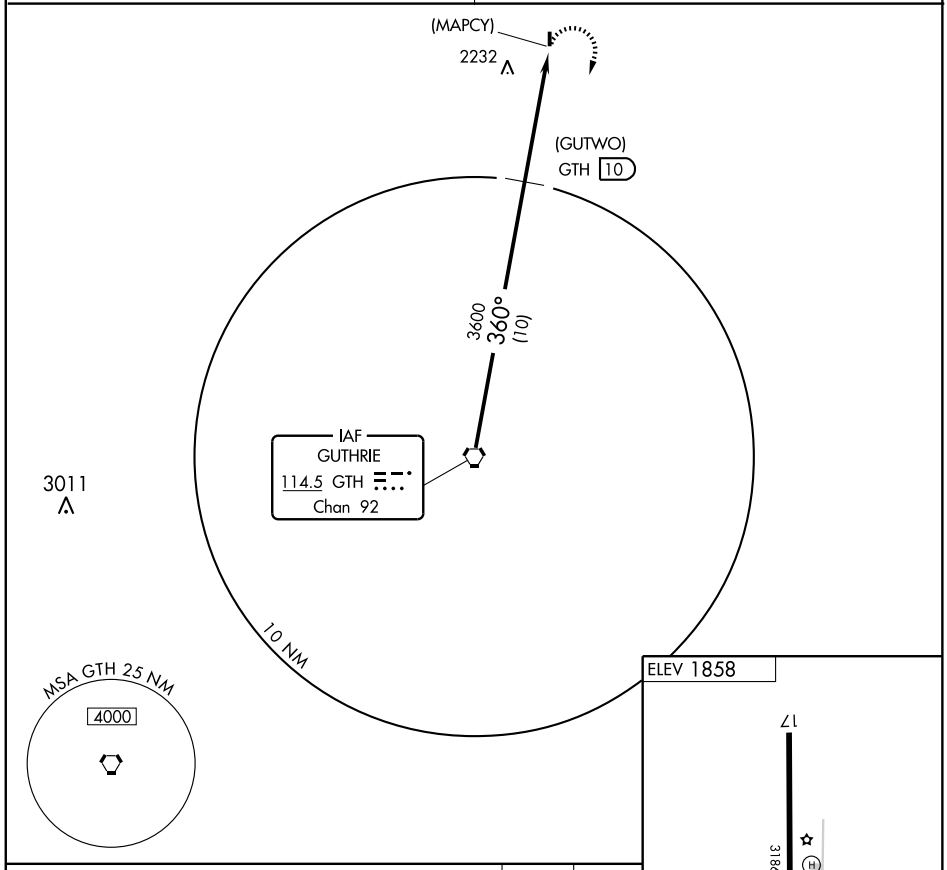
# VOR/DME or GPS RWY 35

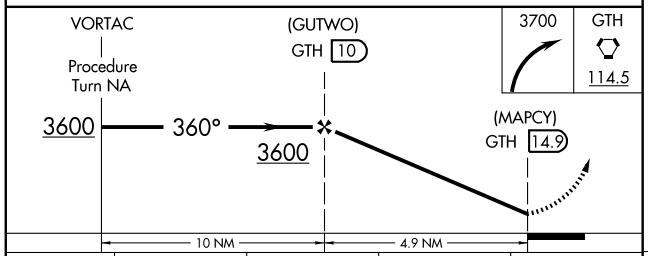
PADUCAH/DAN E. RICHARDS MUNI (3F6)

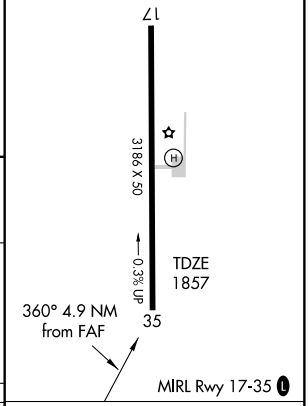
⚠ NA — Use Childress altimeter setting. When not available use Altus AFB altimeter setting and increase all MDAs 200 feet.

MISSED APPROACH: Climbing right turn to 3700 direct to GTH VORTAC.

| FORT WORTH CENTER | CTAF |
|---|---|
| 133.5 350.35 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 2580-1 | 723 (800-1) | NA | |
| CIRCLING | 2580-1 | 723 (800-1) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

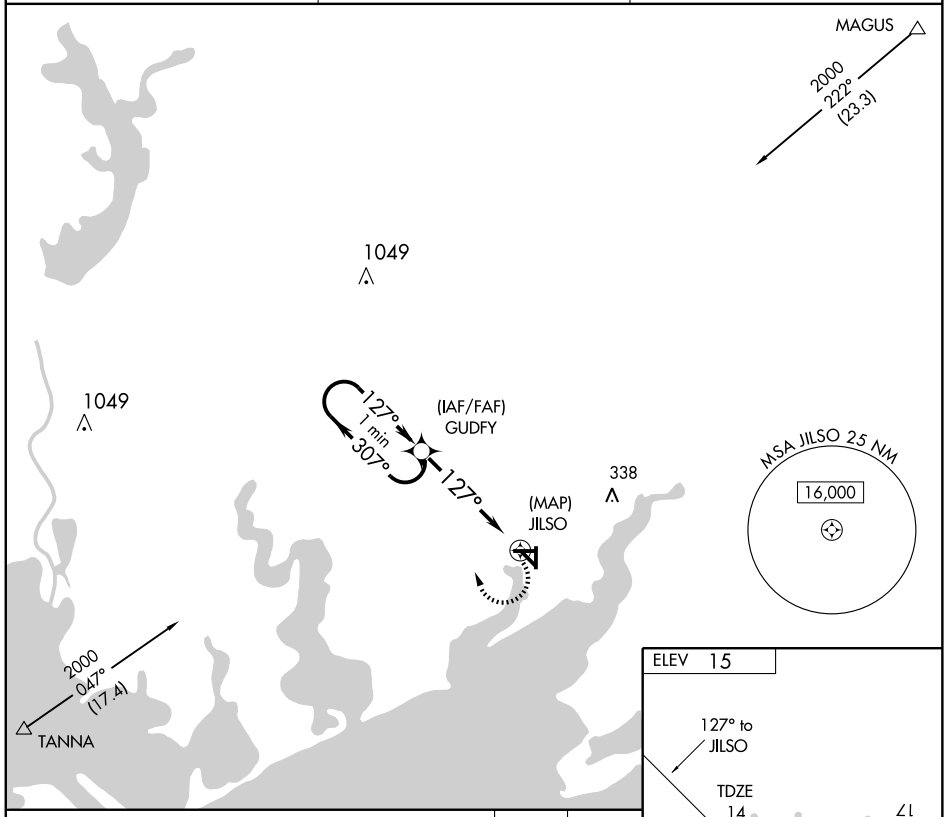
| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 127° | TDZE | 14 |
| | Apt Elev | 15 |

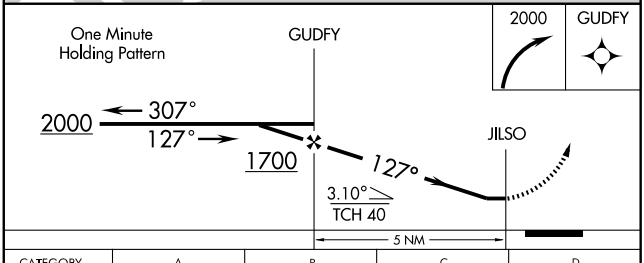
# GPS RWY 13
## PALACIOS MUNI (PSX)

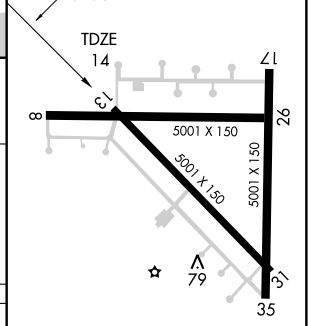
NA

MISSED APPROACH: Climbing right turn to 2000 direct GUDFY WP and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.025 | 128.6 360.8 | 122.8 (CTAF) L |




REIL Rwys 13 and 31
MIRL Rwy 13-31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 380-1 366 (400-1) | | | 380-1¼ 366 (400-1¼) |
| CIRCLING | 420-1 405 (500-1) | 480-1 465 (500-1) | 480-1½ 465 (500-1½) | 580-2 565 (600-2) |

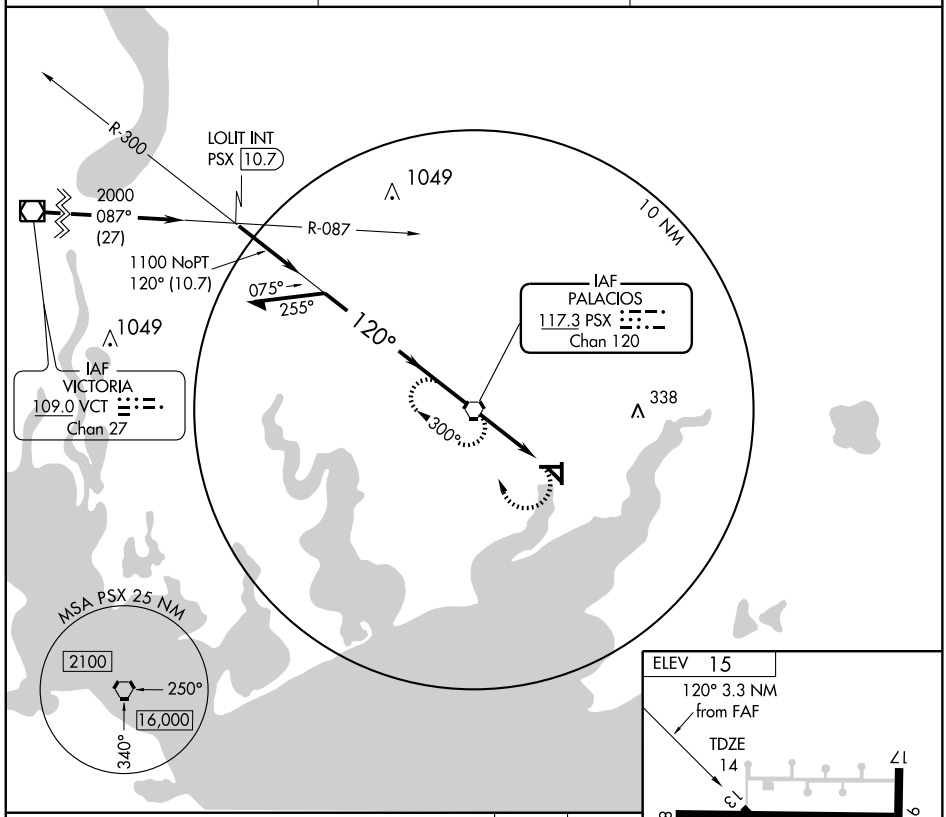
SC-5, 14 JAN 2010 to 11 FEB 2010

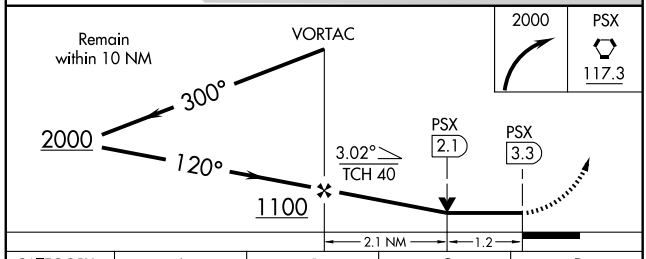
| VOR PSX 117.3 Chan 120 | APP CRS 120° | Rwy Idg 5001 TDZE 14 Apt Elev 15 |
|---|---|---|

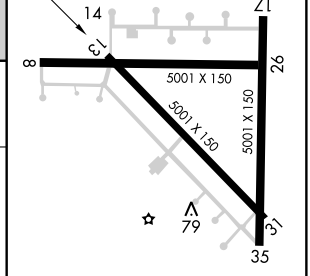
# VOR RWY 13
## PALACIOS MUNI (PSX)

MISSED APPROACH: Climbing right turn to 2000 direct PSX VORTAC and hold.

| ASOS | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.025 | 128.6 360.8 | 122.8 (CTAF) L |




REIL Rwys 13 and 31
MIRL Rwy 13-31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 380-1 366 (400-1) | | | 380-1¼ 366 (400-1¼) |
| CIRCLING | 420-1 405 (500-1) | 480-1 465 (500-1) | 480-1½ 465 (500-1½) | 580-2 565 (600-2) |

FAF to MAP 3.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:18 | 2:12 | 1:39 | 1:19 | 1:06 |

SC-5, 14 JAN 2010 to 11 FEB 2010

| NDB PSN | APP CRS | Rwy Idg | 5005 |
|---|---|---|---|
| 375 | 015° | TDZE | 415 |
| | | Apt Elev | 423 |

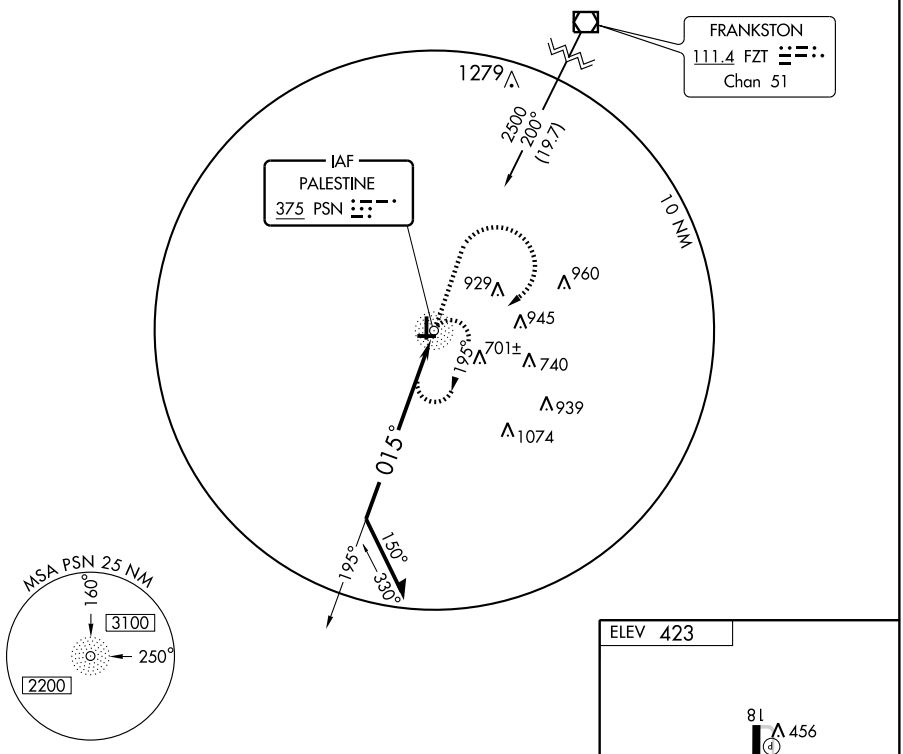
# NDB RWY 36
## PALESTINE MUNI (PSN)

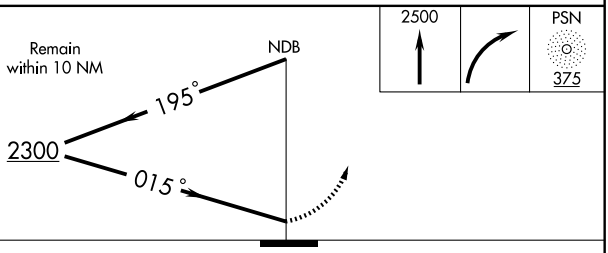
If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

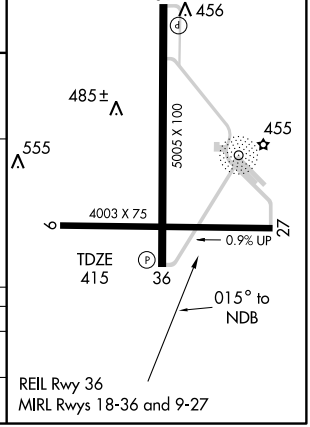
NA

MISSED APPROACH: Climb to 2500 then right turn direct PSN NDB and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.025 | 135.25 265.1 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 1000-1 585 (600-1) | | 1000-1½ 585 (600-1½) | 1000-1¾ 585 (600-1¾) |
| CIRCLING | 1000-1 577 (600-1) | 1040-1 617 (700-1) | 1040-1¾ 617 (700-1¾) | 1060-2 637 (700-2) |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5005 |
|---|---|---|
| 177° | TDZE | 416 |
| | Apt Elev | 423 |

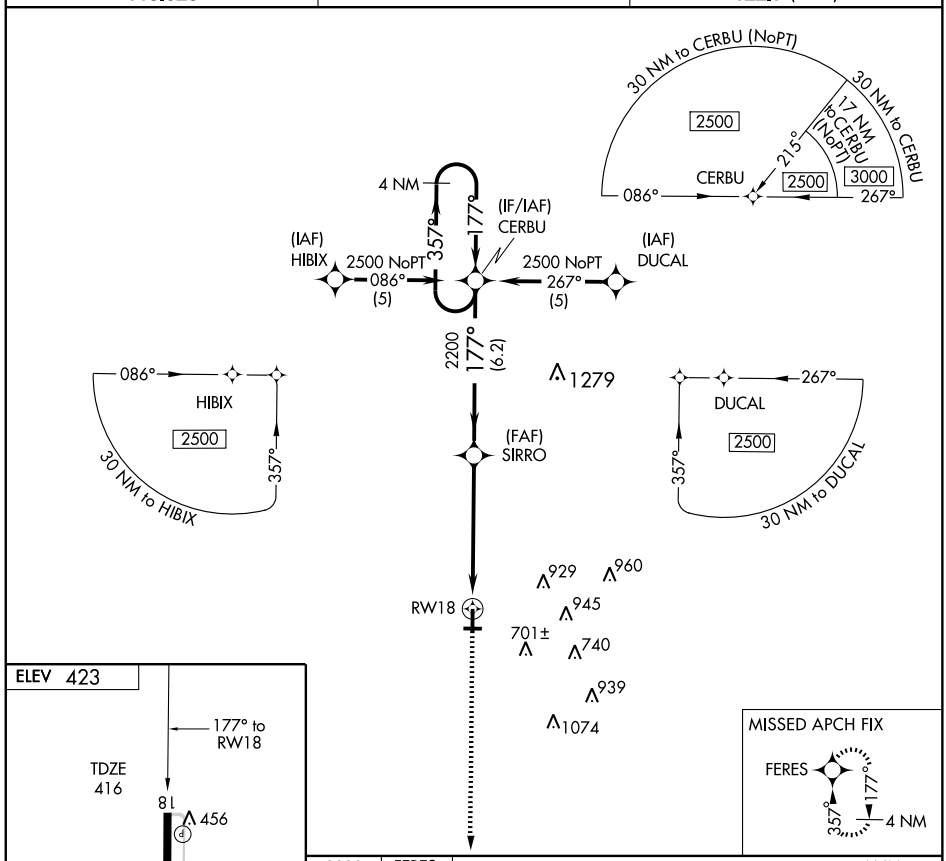
# RNAV (GPS) RWY 18

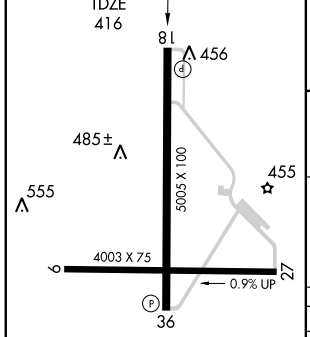
PALESTINE MUNI (PSN)

VDP NA with C. David Campbell Field-Corsicana Muni altimeter setting. DME/DME RNP-0.3 NA. Circling to Rwy 9-27, NA at night. If local weather not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 direct FERES and hold.

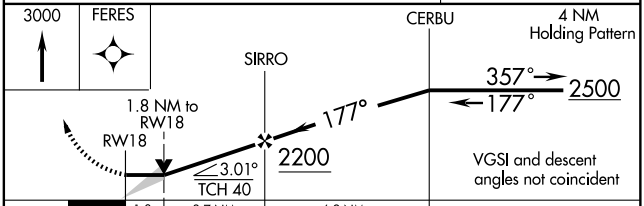
| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.025 | 135.25 265.1 | 122.7 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1 | 624 (700-1) | 1040-1¾<br>624 (700-1¾) | 1040-2<br>624 (700-2) |
| CIRCLING | 1040-1 | 617 (700-1) | 1040-1¾<br>617 (700-1¾) | 1060-2<br>637 (700-2) |

REIL Rwy 36
MIRL Rwys 18-36 and 9-27

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5005 |
|---|---|---|
| 357° | TDZE | 415 |
| | Apt Elev | 423 |

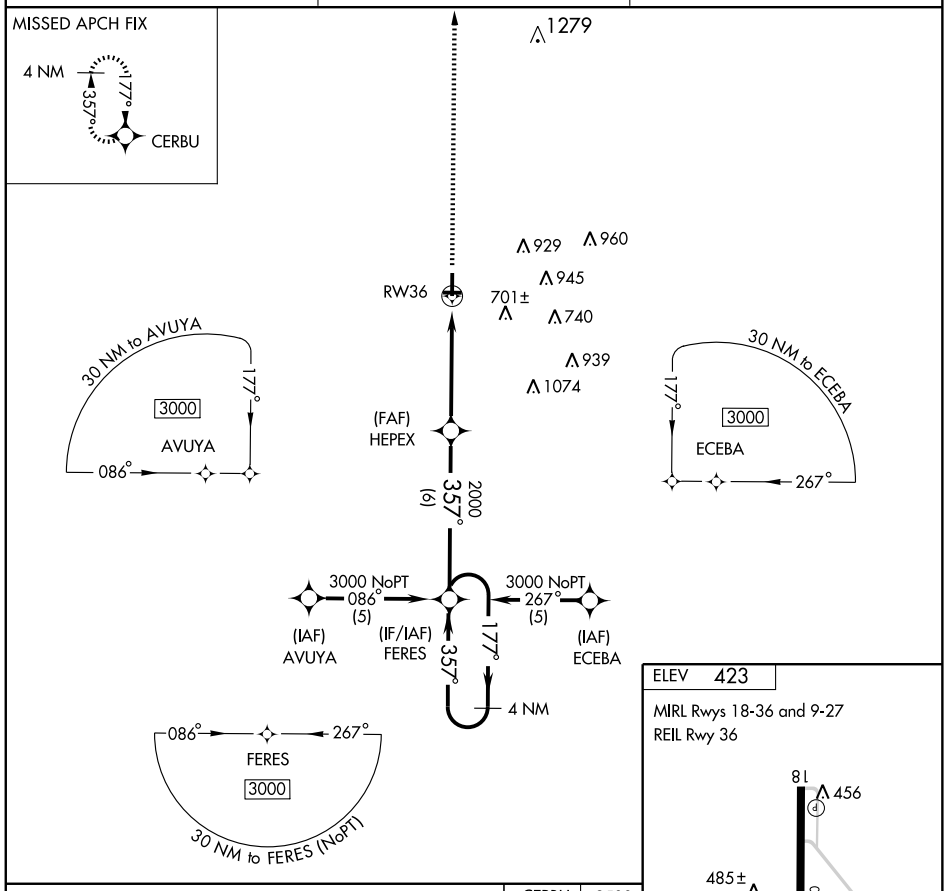
# RNAV (GPS) RWY 36

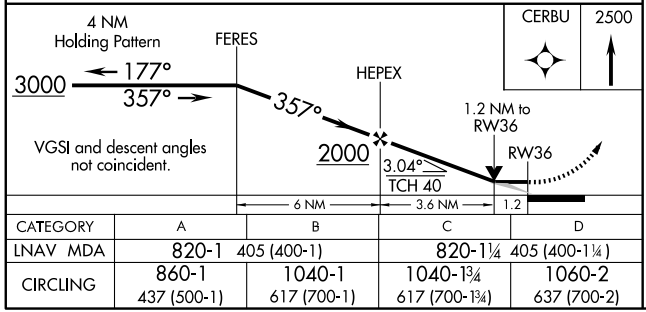
PALESTINE MUNI (PSN)

VDP NA with C. David Campbell Field-Corsicana Muni altimeter setting. DME/DME RNP-0.3 NA. If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

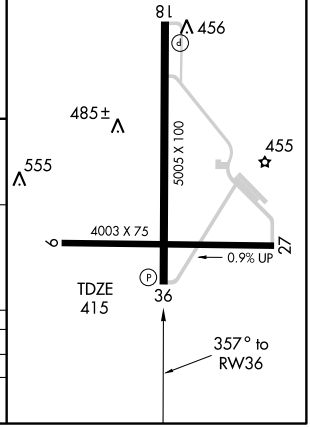
MISSED APPROACH: Climb to 2500 direct CERBU and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.025 | 135.25 265.1 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 405 (400-1) | | 820-1¼ 405 (400-1¼) | |
| CIRCLING | 860-1 437 (500-1) | 1040-1 617 (700-1) | 1040-1¾ 617 (700-1¾) | 1060-2 637 (700-2) |




SC-5, 14 JAN 2010 to 11 FEB 2010

| VOR/DME FZT | APP CRS | Rwy Idg | 5005 |
|---|---|---|---|
| 111.4 | 201° | TDZE | 416 |
| Chan 51 | | Apt Elev | 423 |

# VOR/DME RWY 18

PALESTINE MUNI (PSN)

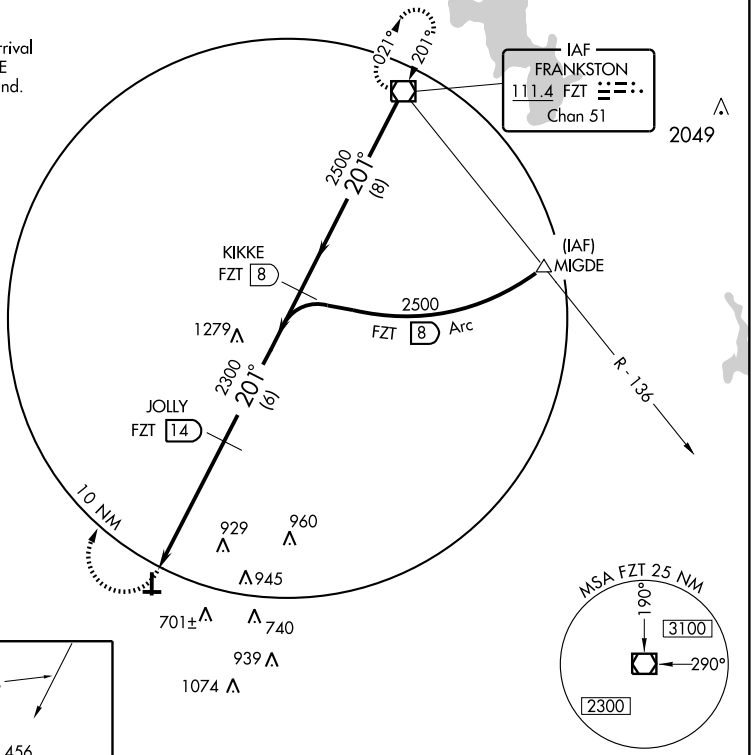
NA

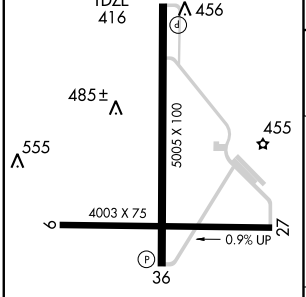
If local altimeter setting not received, use C. David Campbell Field-Corsicana Muni altimeter setting and increase all MDAs 100 feet.

MISSING APPROACH: Climbing right turn to 2500 direct FZT VOR/DME and hold.

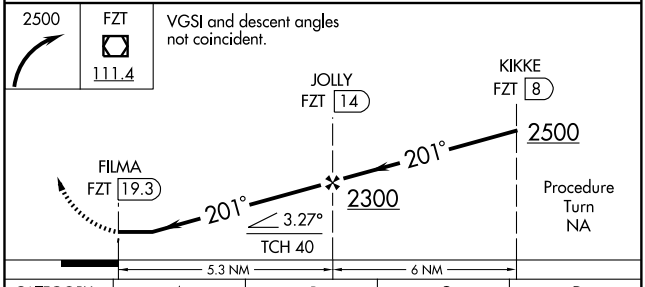
| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.025 | 135.25 265.1 | 122.7 (CTAF) |

Procedure NA for arrival at FZT VOR/DME via V583 northbound.




REIL Rwy 36
MIRL Rwys 18-36 and 9-27




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 1240-1<br>824 (900-1) | 1240-1¼<br>824 (900-1¼) | 1240-2½<br>824 (900-2½) | 1240-2¾<br>824 (900-2¾) |
| CIRCLING | 1240-1<br>817 (900-1) | 1240-1¼<br>817 (900-1¼) | 1240-2½<br>817 (900-2½) | 1240-2¾<br>817 (900-2¾) |

SC-5, 14 JAN 2010 to 11 FEB 2010

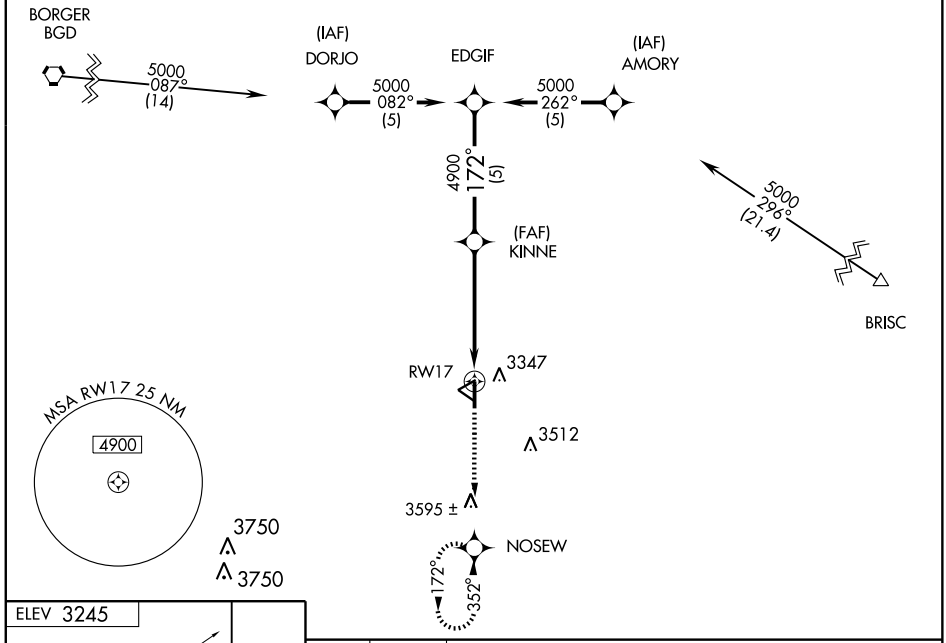
| APP CRS | Rwy Idg | 5862 |
|---|---|---|
| 172° | TDZE | 3244 |
| | Apt Elev | 3245 |

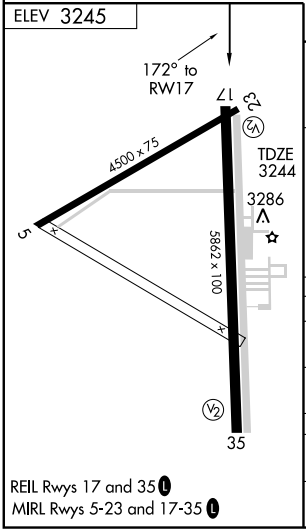
# GPS RWY 17

PAMPA/ PERRY LEFORS FIELD (PPA)

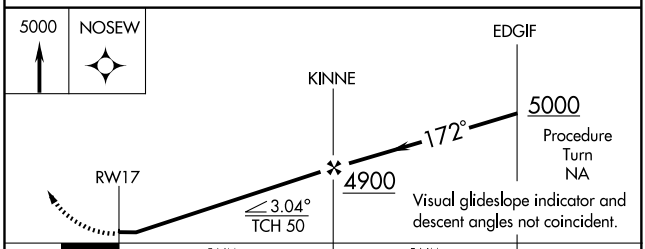
| NA | Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting. | MISSED APPROACH: Climb to 5000 direct NOSEW WP and hold. |
|---|---|---|

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.725 | 127.85 285.475 | 122.7 (CTAF) L |




REIL Rwys 17 and 35 L
MIRL Rwys 5-23 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 3600-1 356 (400-1) | | | 3600-1 ¼ 356 (400-1 ¼) |
| CIRCLING | 3660-1 415 (500-1) | 3700-1 455 (500-1) | 3700-1½ 455 (500-1½) | 3800-2 555 (600-2) |
| BORGER ALTIMETER SETTING MINIMUMS | | | | |
| S-17 | 3680-1 436 (500-1) | | 3680-1 ¼ 436 (500-1 ¼) | 3680-1½ 436 (500-1½) |
| CIRCLING | 3720-1 475 (500-1) | | 3720-1½ 475 (500-1½) | 3800-2 555 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB PPA | APP CRS | Rwy Idg | 5862 |
|---|---|---|---|
| 368 | 166° | TDZE | 3244 |
| | | Apt Elev | 3245 |

# NDB RWY 17

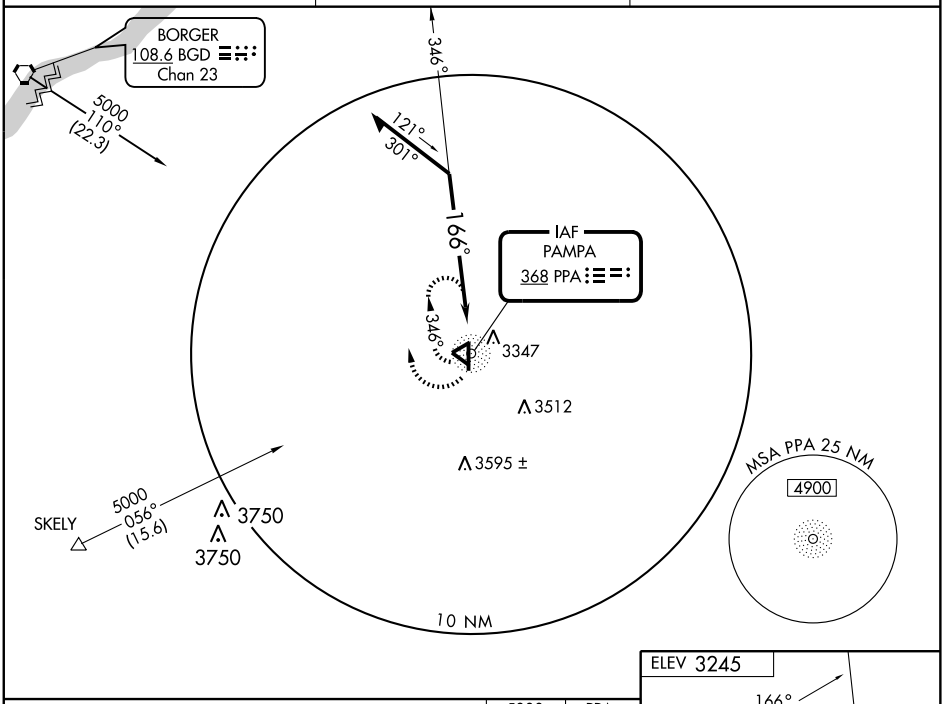
PAMPA/ PERRY LEFORS FIELD (PPA)

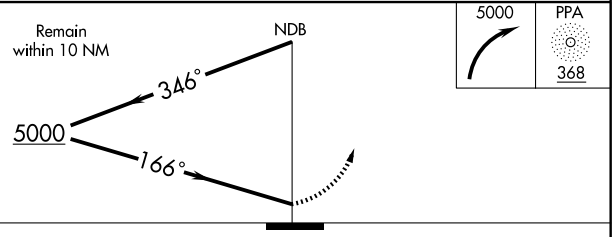
NA

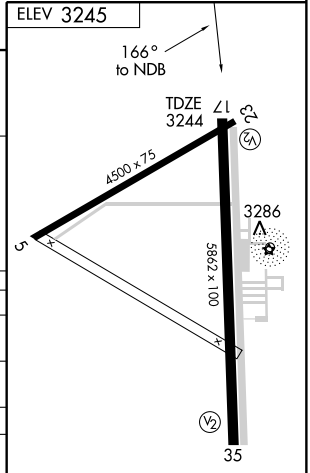
Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.

MISSED APPROACH: Climbing right turn to 5000 in PPA NDB holding pattern.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.725 | 127.85 285.475 | 122.7 (CTAF) L |




REIL Rwys 17 and 35 L

MIRL Rwys 5-23 and 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 3700-1 | 456 (500-1) | 3700-1¼ 456 (500-1¼) | 3700-1½ 456 (500-1½) |
| CIRCLING | 3700-1 | 455 (500-1) | 3700-1½ 455 (500-1½) | 3800-2 555 (600-2) |
| BORGER ALTIMETER SETTINGS MINIMUMS | | | | |
| S-17 | 3780-1 | 536 (600-1) | 3780-1½ 536 (600-1½) | 3780-1¾ 536 (600-1¾) |
| CIRCLING | 3780-1 | 535 (600-1) | 3780-1½ 535 (600-1½) | 3800-2 555 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC BGD | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 108.6 | 110° | TDZE | N/A |
| Chan 23 | | Apt Elev | 3245 |

# VOR/DME-A

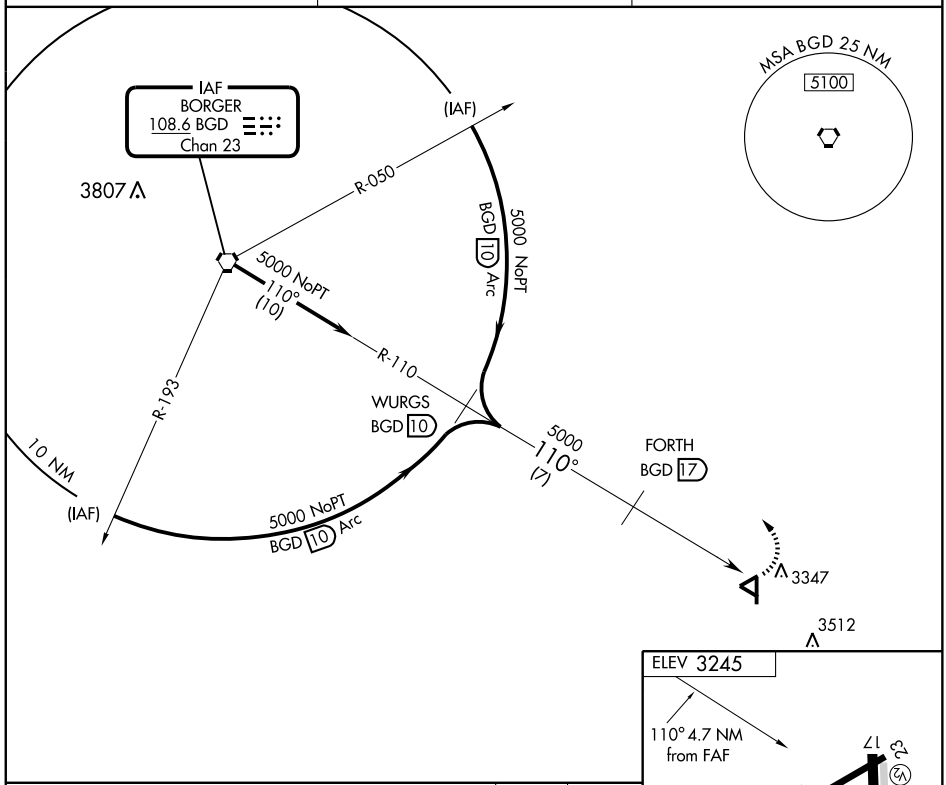
PAMPA/ PERRY LEFORS FIELD (PPA)

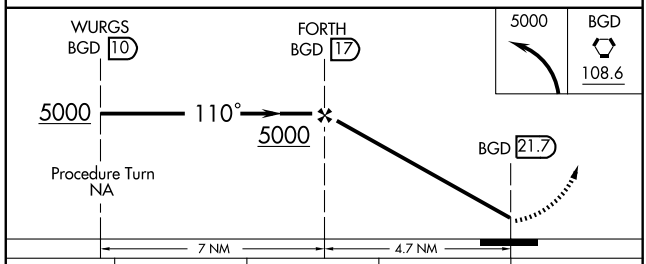
NA

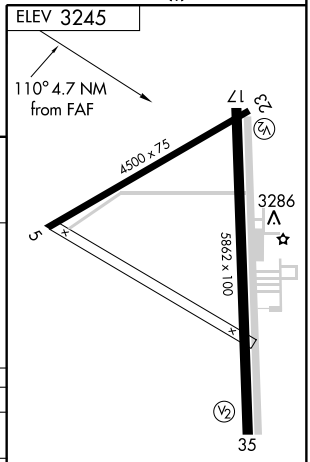
Obtain local altimeter setting on CTAF; when not received, use Borger altimeter setting.

MISSED APPROACH: Climbing left turn to 5000 direct BGD VORTAC.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.725 | 127.85 285.475 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3660-1<br>415 (500-1) | 3700-1<br>455 (500-1) | 3700-1½<br>455 (500-1½) | 3800-2<br>555 (600-2) |
| BORGER ALTIMETER SETTINGS MINIMUMS | | | | |
| CIRCLING | 3720-1 475 (500-1) | | 3720-1½<br>475 (500-1½) | 3800-2<br>555 (600-2) |

REIL Rwys 17 and 35 L

MIRL Rwys 5-23 and 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4405 |
|---|---|---|
| 352° | TDZE | 3452 |
| | Apt Elev | 3452 |

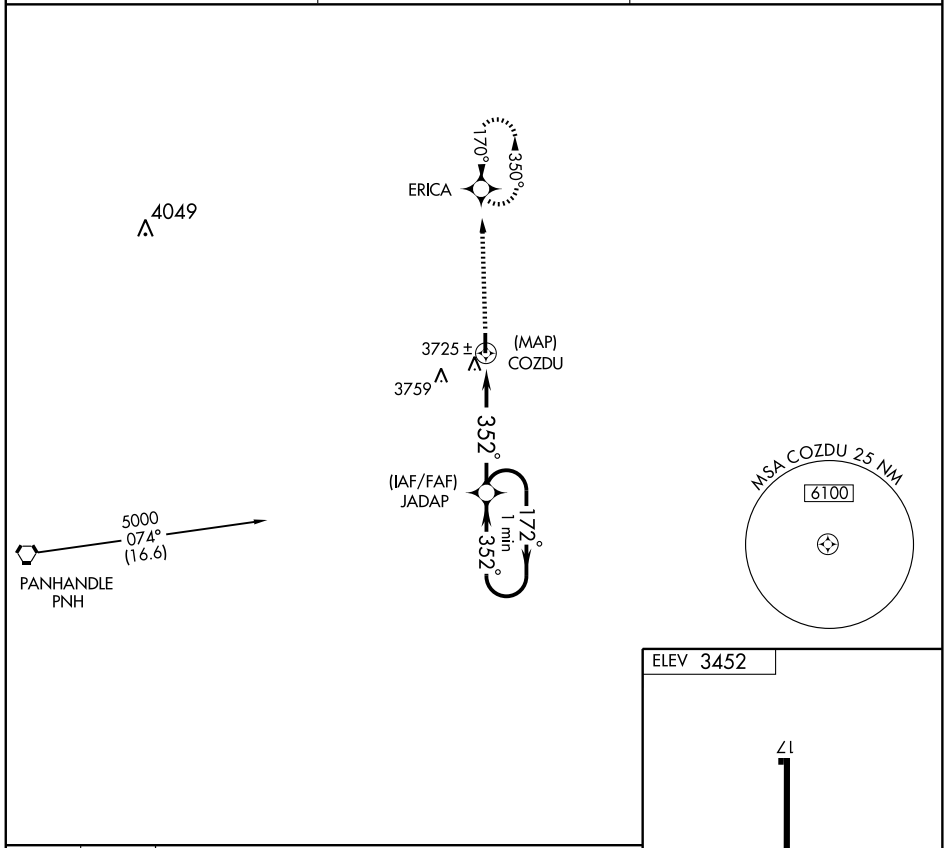
# GPS RWY 35

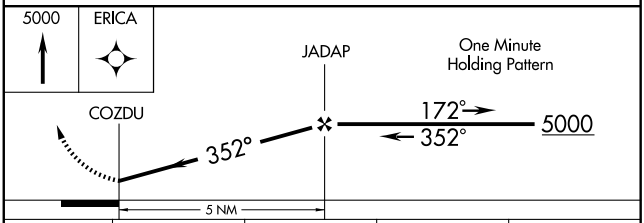
## PANHANDLE-CARSON COUNTY (T45)

NA Use Rick Husband Amarillo Intl altimeter setting.

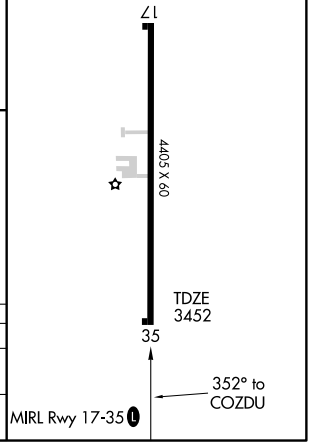
MISSED APPROACH: Climb to 5000 direct ERICA WP and hold.

| AMARILLO APP CON ★ | UNICOM | |
|---|---|---|
| 119.5 307.0 | 122.7 (CTAF) | 123.5 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 4100-1 | 648 (700-1) | 4100-1¾<br>648 (700-1¾) | NA |
| CIRCLING | 4140-1 | 688 (700-1) | 4140-2<br>688 (700-2) | NA |




SC-2, 14 JAN 2010 to 11 FEB 2010

PANHANDLE, TEXAS

AL-9145 (FAA)

| VORTAC BGD | APP CRS | Rwy Idg | 4405 |
|---|---|---|---|
| 108.6 | 167° | TDZE | 3450 |
| Chan 23 | | Apt Elev | 3452 |

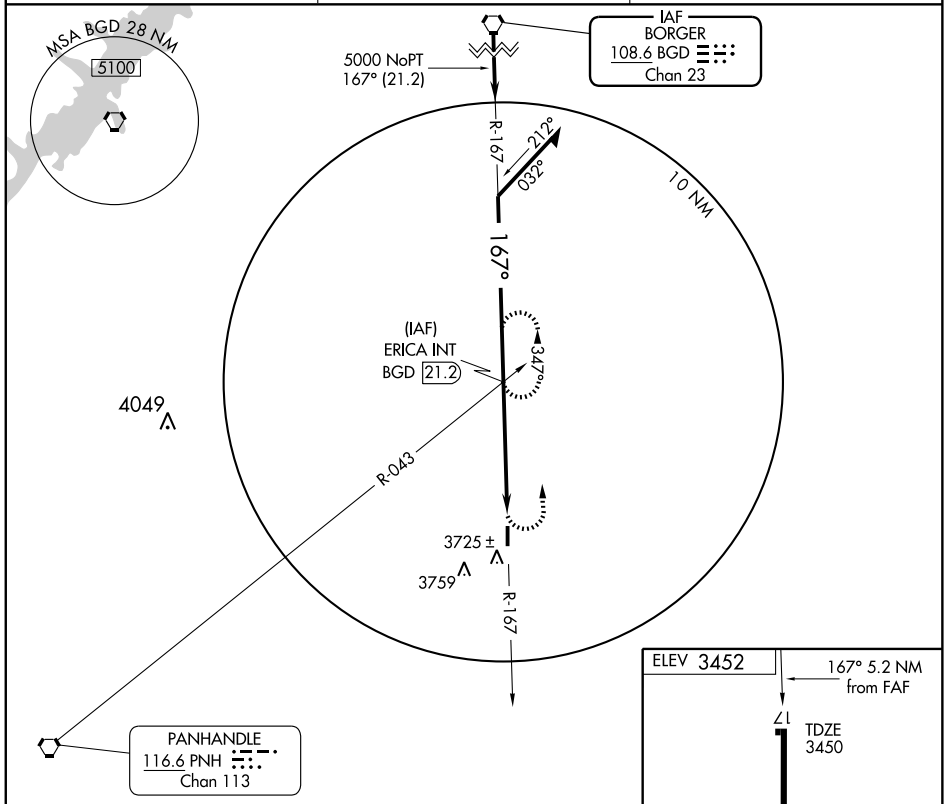
# VOR RWY 17

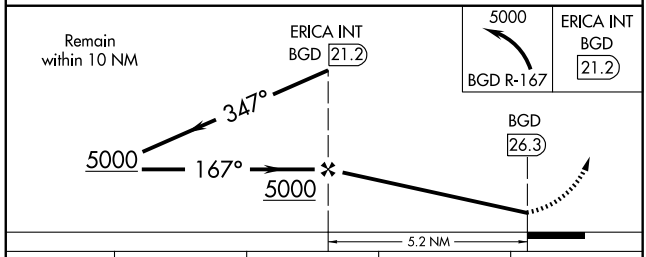
## PANHANDLE-CARSON COUNTY (T45)

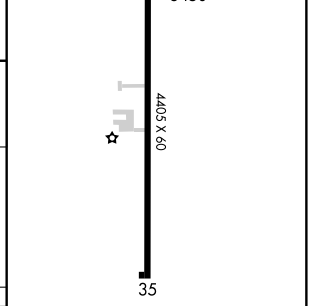
NA Use Rick Husband Amarillo Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 5000 via BGD R-167 to ERICA Int 21.2 DME and hold.

| AMARILLO APP CON * | UNICOM | |
|---|---|---|
| 119.5 307.0 | 122.7 (CTAF) | 123.5 L |




MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 3900-1<br>450 (500-1) | 3900-1¼<br>450 (500-1¼) | 3900-1½<br>450 (500-1½) | NA |
| CIRCLING | 4140-1<br>688 (700-1) | 4140-1¼<br>688 (700-1¼) | 4140-2<br>688 (700-2) | NA |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 69401 W17A | APP CRS 175° | Rwy Idg 6002 TDZE 541 Apt Elev 548 |
|---|---|---|

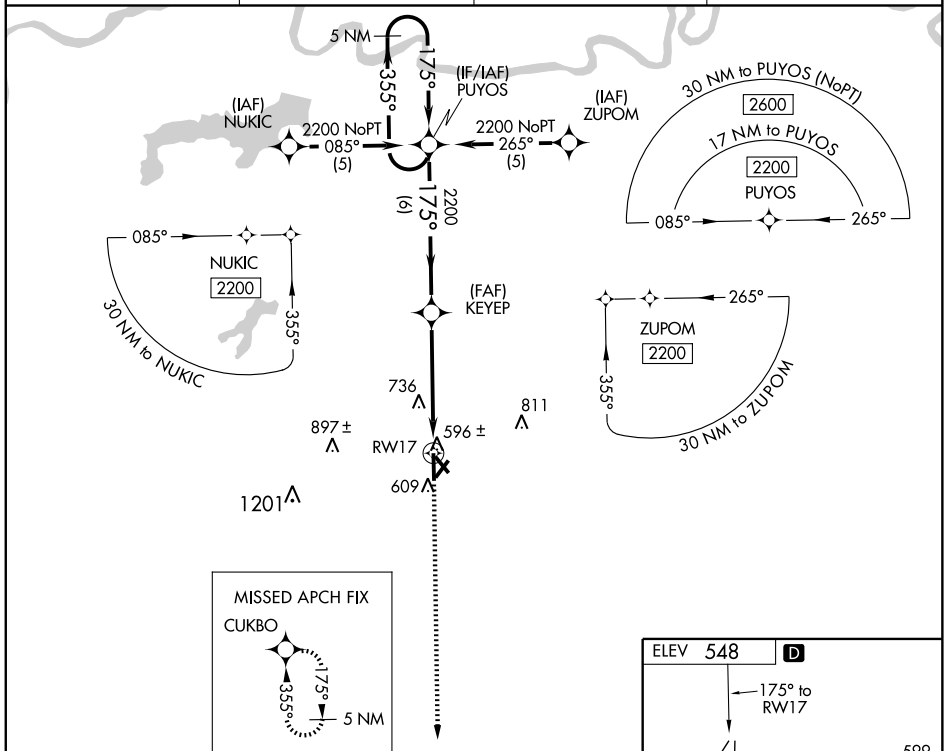
# RNAV (GPS) RWY 17

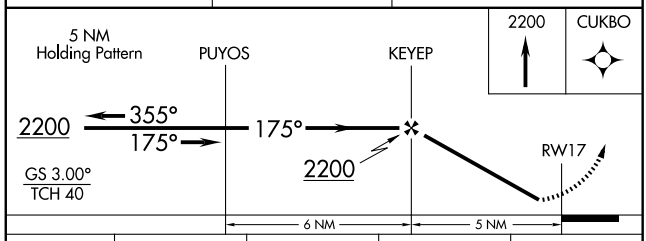
PARIS/COX FIELD (PRX)

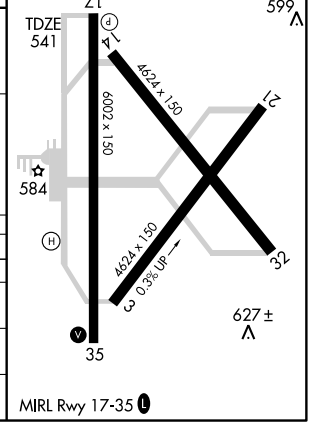
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all DAs/MDAs 80 feet.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). BARO-VNAV NA when using Sulphur Springs altimeter setting.

MISSED APPROACH: Climb to 2200 direct CUKBO and hold.

| AWOS-3 | FORT WORTH CENTER | FORT WORTH RADIO | UNICOM |
|---|---|---|---|
| 119.675 | 124.875 | 122.25 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | | 791-1 | 250 (300-1) | |
| LNAV/VNAV DA | | 846-1 | 305 (300-1) | |
| LNAV MDA | 1040-1 499 (500-1) | | 1040-1¼ 499 (500-1¼) | 1040-1½ 499 (500-1½) |
| CIRCLING | 1040-1 492 (500-1) | | 1040-1½ 492 (500-1½) | 1100-2 552 (600-2) |

MIRL Rwy 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 63001 W35A | APP CRS 355° | Rwy Idg 6002 TDZE 532 Apt Elev 548 |
|---|---|---|

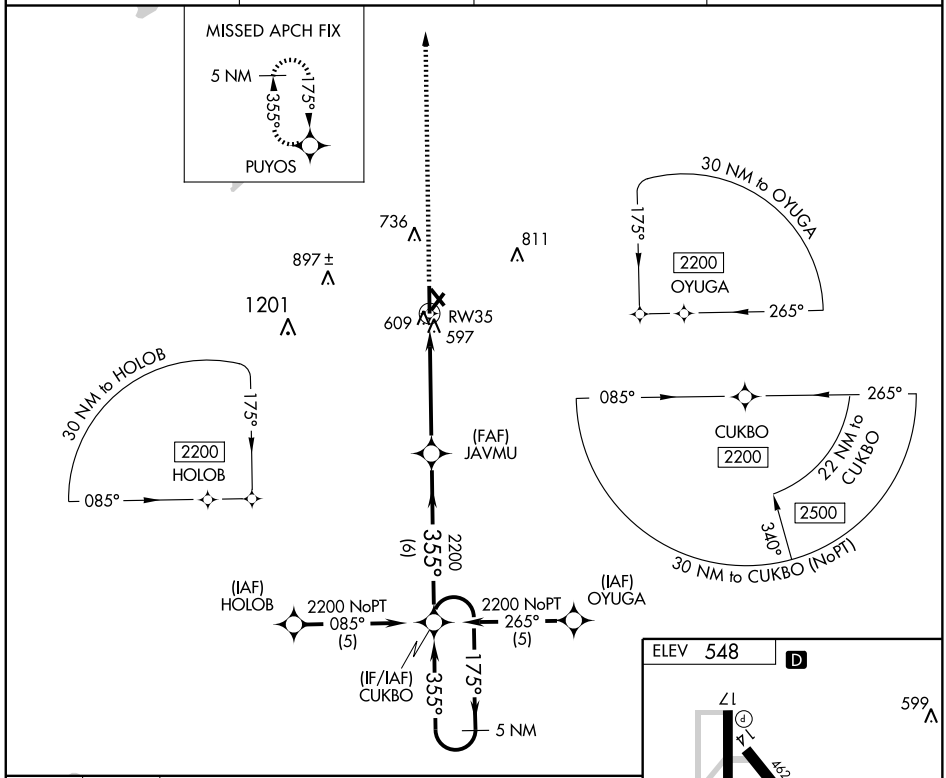
# RNAV (GPS) RWY 35

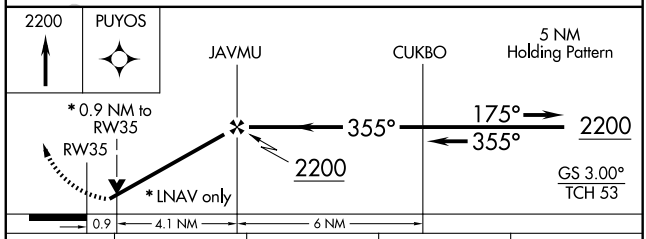
PARIS/ COX FIELD (PRX)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all DAs/MDAs 80 feet.
For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). BARO-VNAV and VDP NA when using Sulphur Springs altimeter setting.

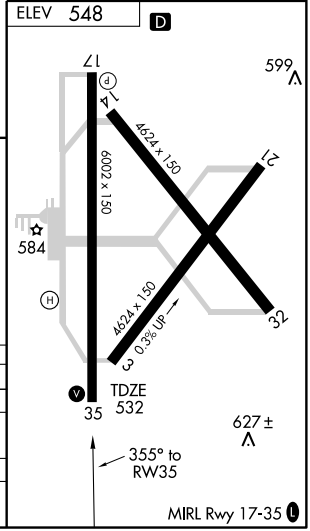
MISSED APPROACH: Climb to 2200 direct PUYOS and hold.

| AWOS-3 | FORT WORTH CENTER | FORT WORTH RADIO | UNICOM |
|---|---|---|---|
| 119.675 | 124.875 | 122.25 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 782-¾ 250 (300-¾) | | | |
| LNAV/ VNAV DA | 925-1¼ 393 (400-1¼) | | | |
| LNAV MDA | 860-1 328 (400-1) | | | |
| CIRCLING | 960-1¼ 412 (500-1¼) | 1000-1¼ 452 (500-1¼) | 1000-1½ 452 (500-1½) | 1100-2 552 (600-2) |




SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR/DME PRX | APP CRS | Rwy Idg | 6002 |
|---|---|---|---|
| 113.6 | 350° | TDZE | 532 |
| Chan 83 | | Apt Elev | 548 |

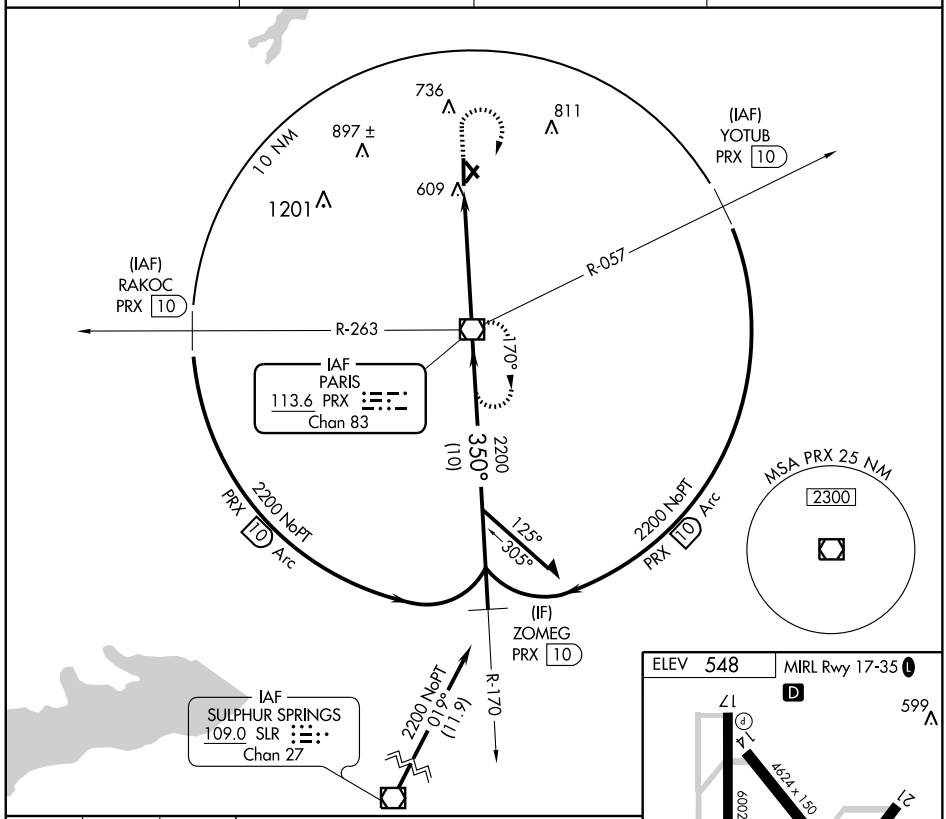
# VOR RWY 35

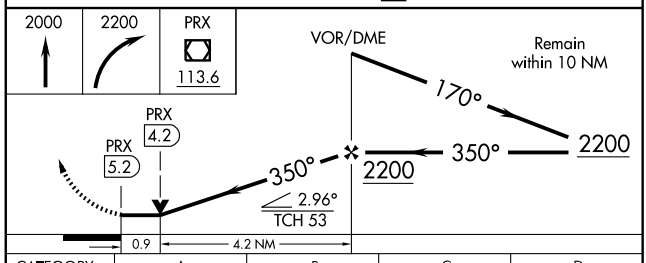
PARIS/ COX FIELD (PRX)

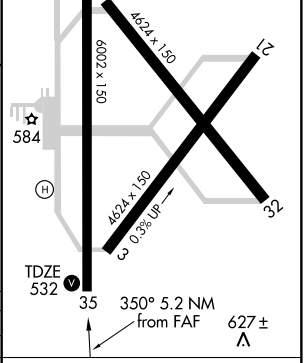
If local altimeter setting not received, use Sulphur Springs altimeter setting and increase all MDAs 80 feet. Visibility reduction by helicopters NA. VDP NA when using Sulphur Springs altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 2200 direct PRX VOR/DME.

| AWOS-3 | FORT WORTH CENTER | FORT WORTH RADIO | UNICOM |
|---|---|---|---|
| 119.675 | 124.875 | 122.25 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 880-1 348 (400-1) | | | 880-1¼ 348 (400-1¼) |
| CIRCLING | 960-1 412 (500-1) | 1000-1 452 (500-1) | 1000-1½ 452 (500-1½) | 1100-2 552 (600-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

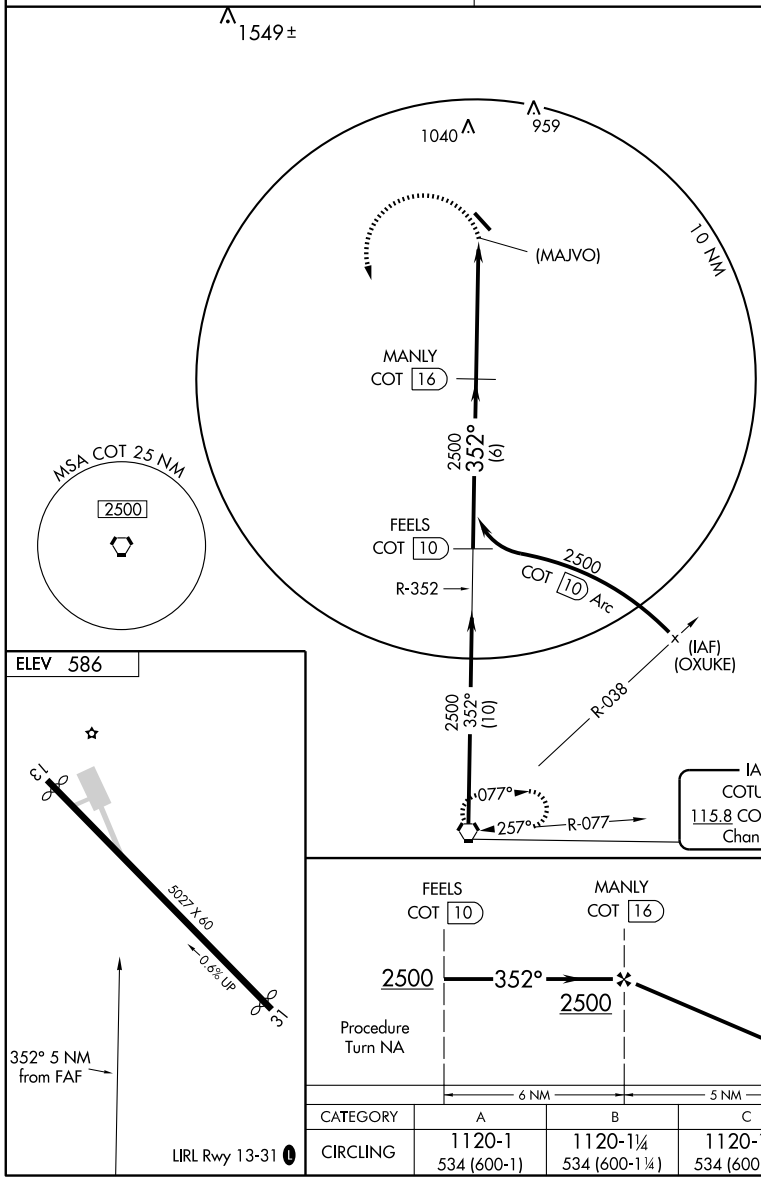
SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC COT 115.8 Chan 105 | APP CRS 352° | Rwy Idg N/A TDZE N/A Apt Elev 586 |
|---|---|---|

# VOR/DME or GPS-A

PEARSALL/MC KINLEY FIELD (T30)

| NA | Use Cotulla altimeter setting. | MISSED APPROACH: Climbing left turn to 2500 direct COT VORTAC and hold. |
|---|---|---|
| HOUSTON CENTER 134.6 322.5 | | UNICOM 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1120-1 534 (600-1) | 1120-1¼ 534 (600-1¼) | 1120-1½ 534 (600-1½) | NA |

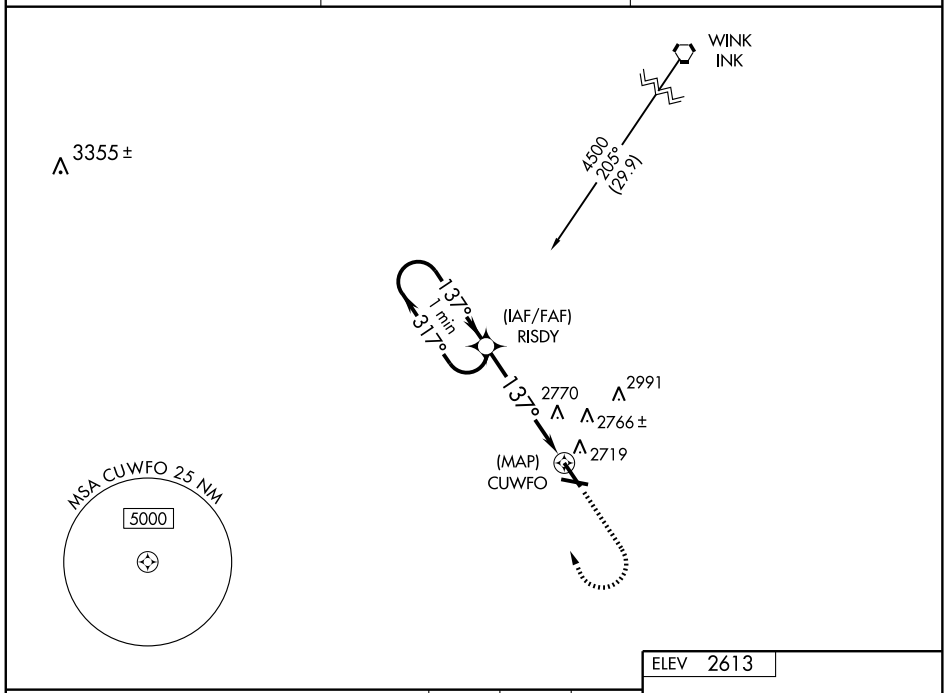
| APP CRS | Rwy Idg | 6236 |
|---|---|---|
| 137° | TDZE | 2608 |
| | Apt Elev | 2613 |

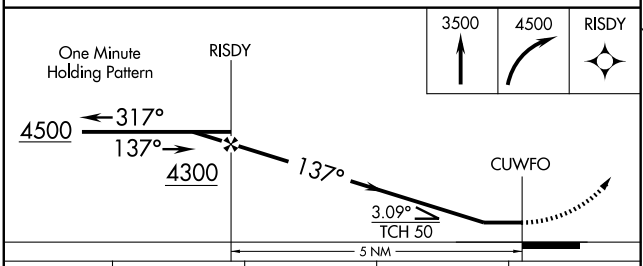
# GPS RWY 14
## PECOS MUNI (PEQ)

⚠ NA — Obtain local altimeter on CTAF; if not received, use Wink altimeter setting. If neither received, procedure not authorized.

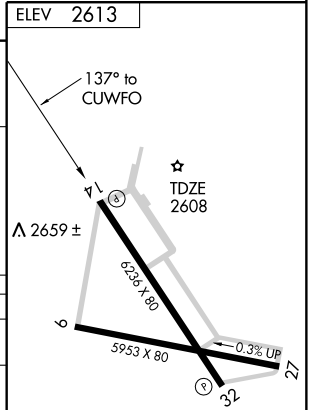
MISSED APPROACH: Climb to 3500 then climbing right turn 4500 direct RISDY and hold.

| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.175 | 135.875 292.15 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 3080-1 | 472 (500-1) | 3080-1¼ 472 (500-1¼) | 3080-1½ 472 (500-1½) |
| CIRCLING | 3080-1 | 467 (500-1) | 3120-1½ 507 (600-1½) | 3180-2 567 (600-2) |
| WINK ALTIMETER SETTING MINIMUMS | | | | |
| S-14 | 3180-1 | 572 (600-1) | 3180-1½ 572 (600-1½) | 3180-1¾ 572 (600-1¾) |
| CIRCLING | 3180-1 | 567 (600-1) | 3220-1¾ 607 (700-1¾) | 3240-2 627 (700-2) |




MIRL Rwys 9-27 and 14-32 L

SC-3, 14 JAN 2010 to 11 FEB 2010

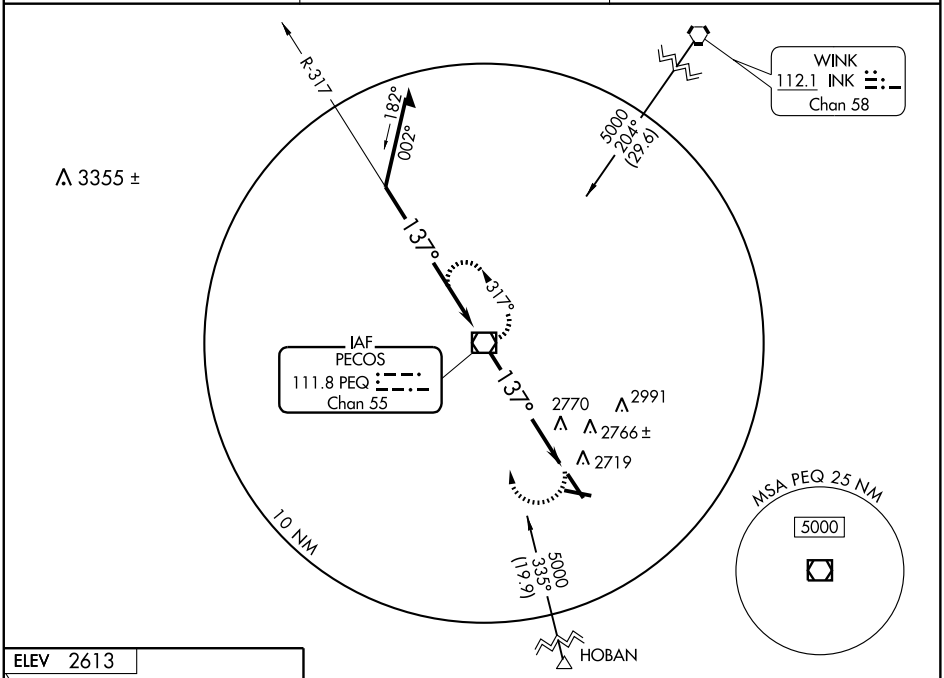
| VOR/DME PEQ | APP CRS | Rwy Idg | 6236 |
|---|---|---|---|
| 111.8 | 137° | TDZE | 2608 |
| Chan 55 | | Apt Elev | 2613 |

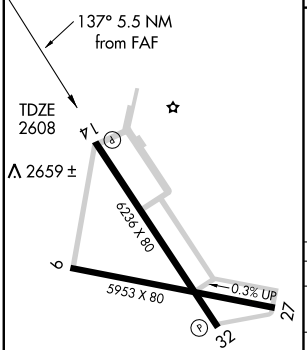
# VOR RWY 14
## PECOS MUNI (PEQ)

NA Obtain local altimeter on CTAF; if not received, use Wink altimeter setting.
If neither received, procedure not authorized.

MISSED APPROACH: Climbing right turn to 4500 direct PEQ VOR/DME and hold.

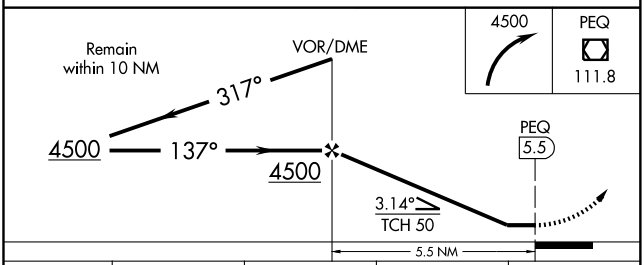
| AWOS-3 | ALBUQUERQUE CENTER | UNICOM |
|---|---|---|
| 118.175 | 135.875 292.15 | 122.8 (CTAF) L |




MIRL Rwys 9-27 and 14-32 L

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 3080-1 | 472 (500-1) | 3080-1¼ 472 (500-1¼) | 3080-1½ 472 (500-1½) |
| CIRCLING | 3080-1 | 467 (500-1) | 3120-1½ 507 (600-1½) | 3180-2 567 (600-2) |
| WINK ALTIMETER SETTING MINIMUMS | | | | |
| S-14 | 3180-1 | 572 (600-1) | 3180-1½ 572 (600-1½) | 3180-1¾ 572 (600-1¾) |
| CIRCLING | 3180-1 | 567 (600-1) | 3220-1¾ 607 (700-1¾) | 3240-2 627 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

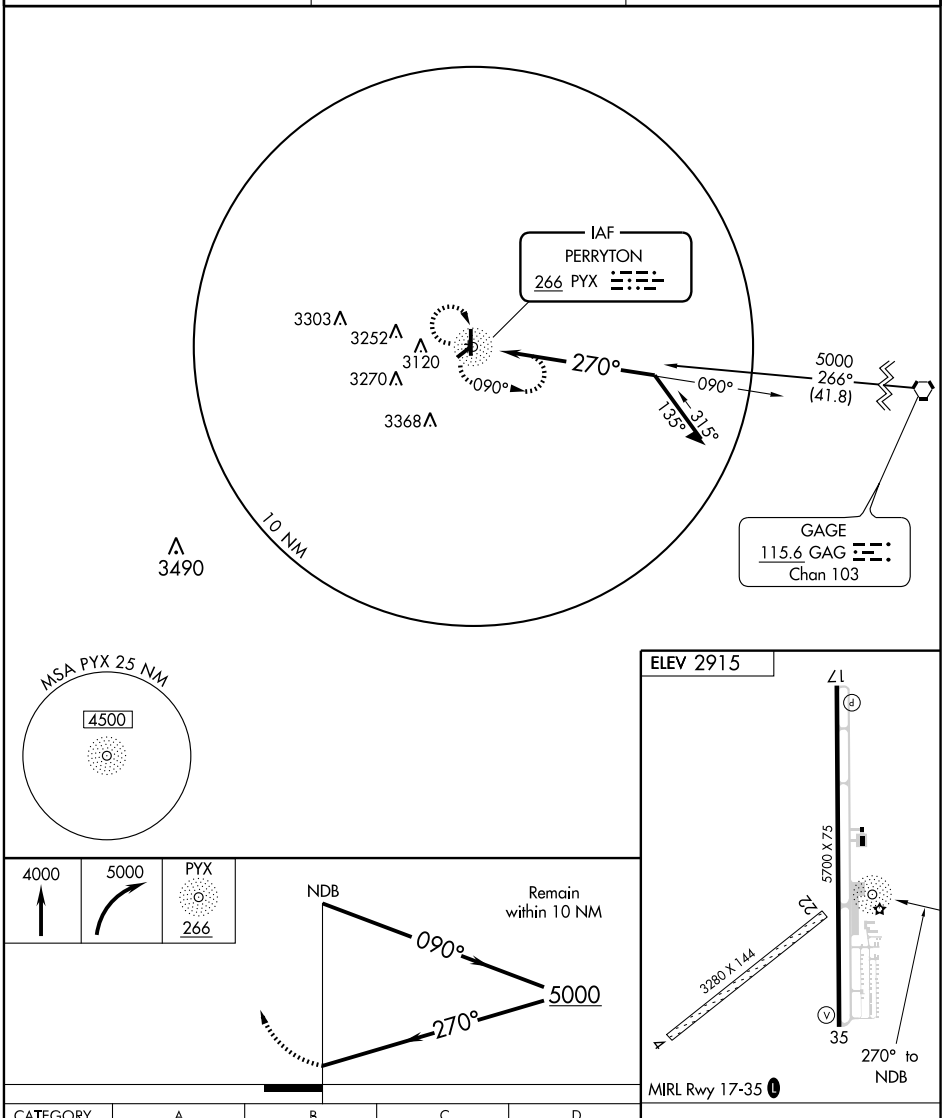
| NDB PYX 266 | APP CRS 270° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 2915 |
|---|---|---|

# NDB or GPS-A

## PERRYTON OCHILTREE COUNTY (PYX)

| | | |
|---|---|---|
| ⚠ NA | Obtain local altimeter setting on UNICOM 122.8; when not available, use Gage altimeter setting and increase all MDAs 200 feet; when neither available procedure not authorized. Night minimums not authorized Rwy 4-22. | MISSED APPROACH: Climb to 4000 then climbing right turn to 5000 direct PYX NDB and hold. |

| AWOS-3 | KANSAS CITY CENTER | UNICOM |
|---|---|---|
| 118.175 | 126.95 379.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3340-1<br>425 (500-1) | 3380-1<br>465 (500-1) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 033° | TDZE | 3684 |
| | Apt Elev | 3704 |

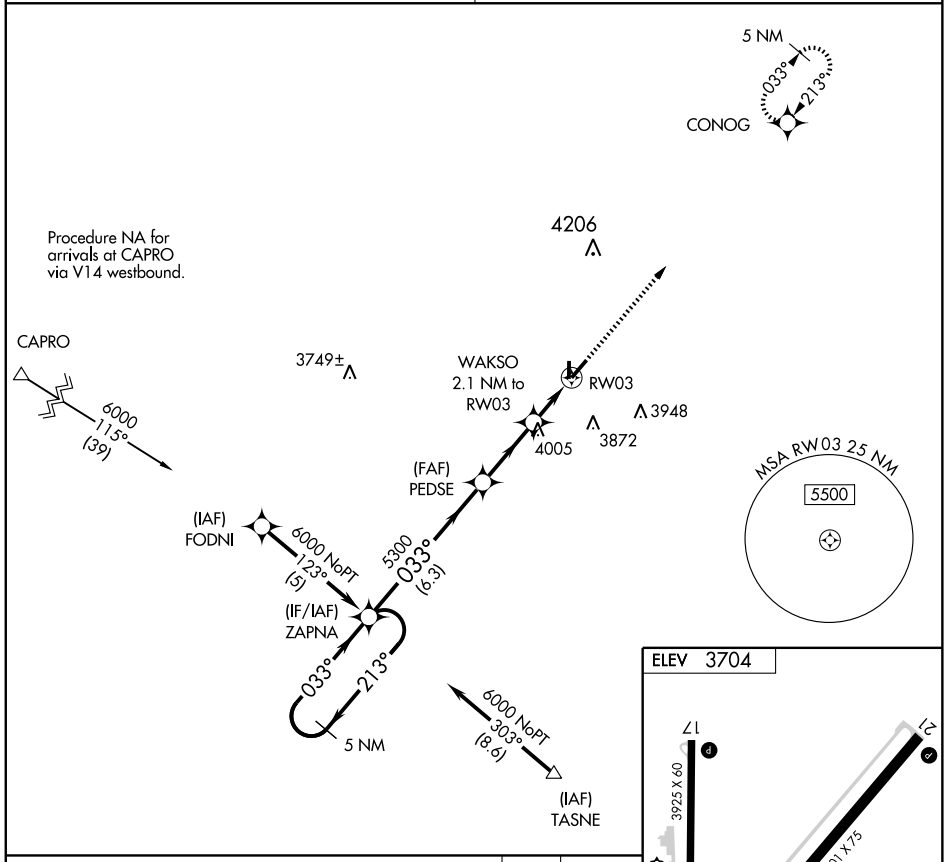
# RNAV (GPS) RWY 3

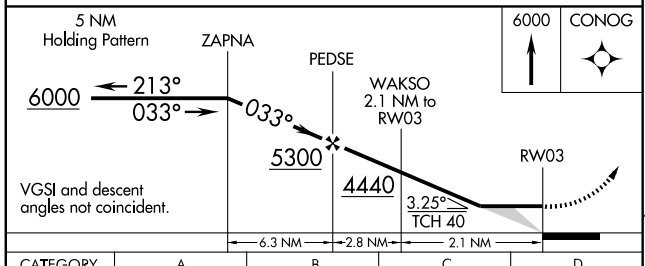
PLAINS/ YOAKUM COUNTY (F98)

DME/DME RNP-0.3 NA. Use Hobbs altimeter setting; when not received, use Seminole altimeter setting and increase all MDA 40 feet.

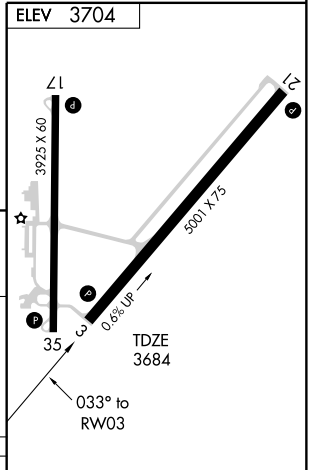
MISSED APPROACH: Climb to 6000 direct CONOG and hold.

| FORT WORTH CENTER | CTAF |
|---|---|
| 132.6 269.05 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4100-1 | 416 (400-1) | NA | |
| CIRCLING | 4180-1 | 476 (500-1) | NA | |




MIRL Rwy 3-21 and Rwy 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 213° | TDZE | 3704 |
| | Apt Elev | 3704 |

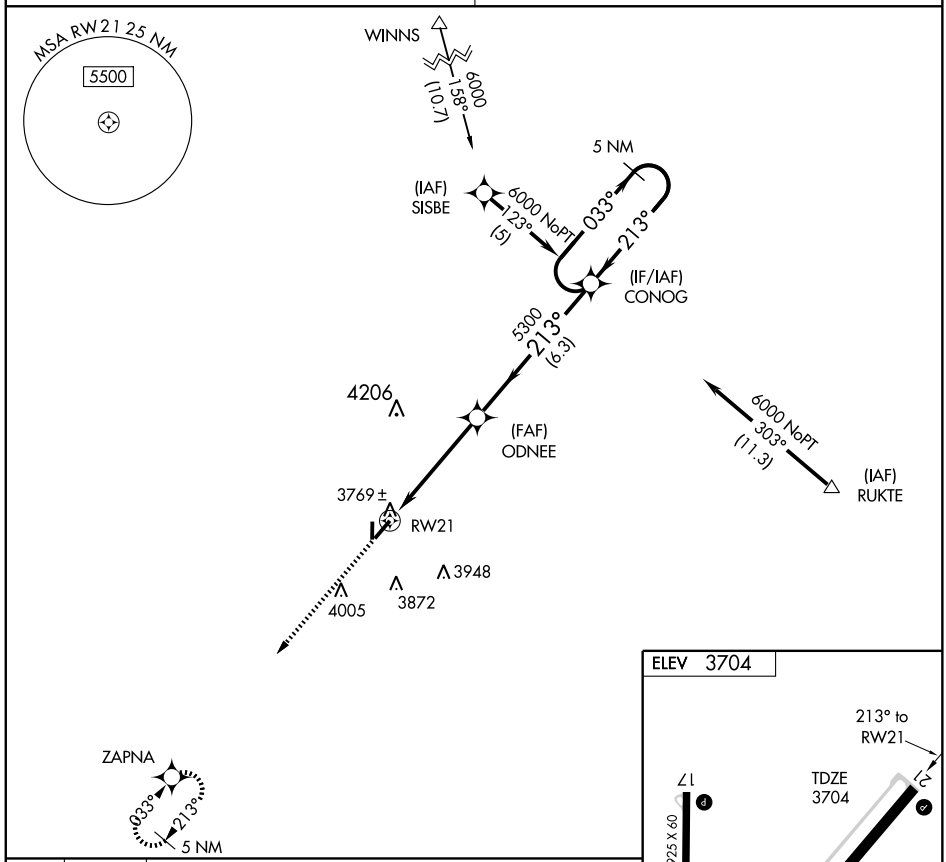
# RNAV (GPS) RWY 21

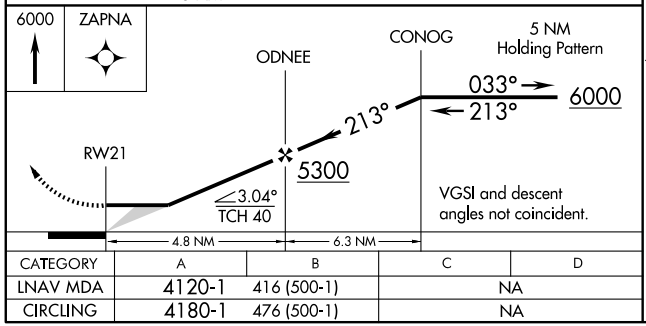
PLAINS/ YOAKUM COUNTY (F98)

DME/DME RNP-0.3 NA. Use Hobbs altimeter setting; when not received, use Seminole altimeter setting and increase all MDA 40 feet.

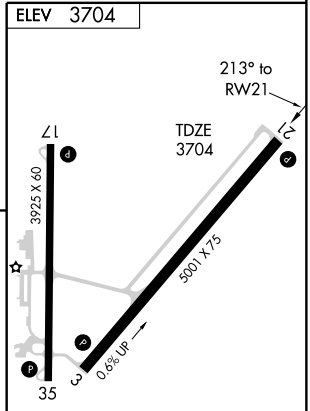
MISSED APPROACH: Climb to 6000 direct ZAPNA and hold.

| FORT WORTH CENTER | CTAF |
|---|---|
| 132.6 269.05 | 122.9 (L) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4120-1 | 416 (500-1) | NA | |
| CIRCLING | 4180-1 | 476 (500-1) | NA | |




MIRL Rwy 3-21 and Rwy 17-35 (L)

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 53302 W04A | APP CRS 042° | Rwy Idg 5997 TDZE 3374 Apt Elev 3374 |
|---|---|---|

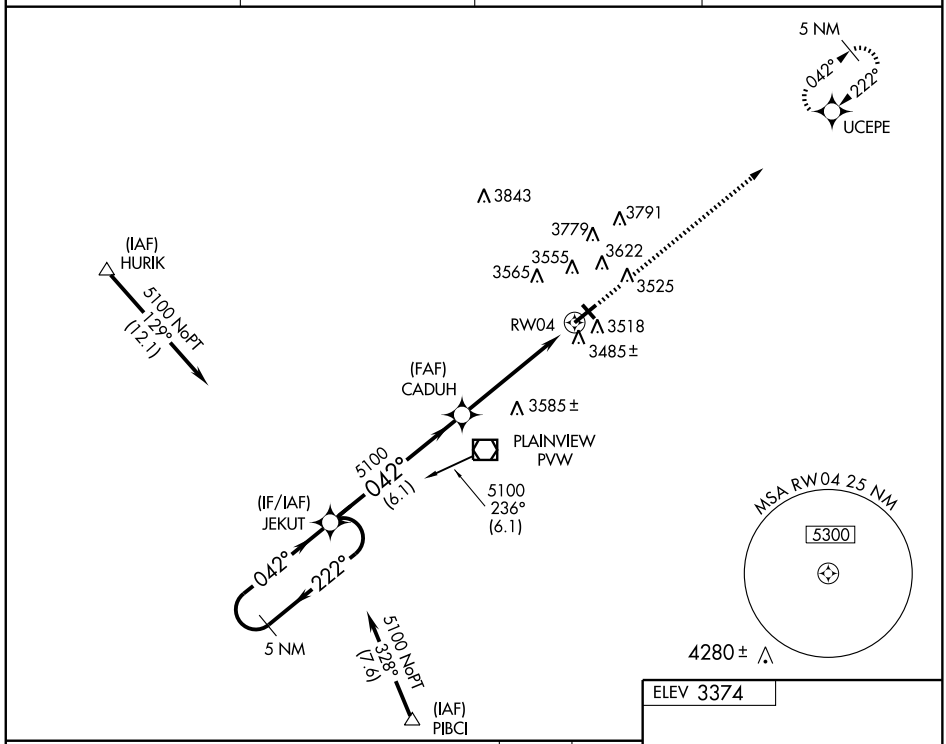
# RNAV (GPS) RWY 4

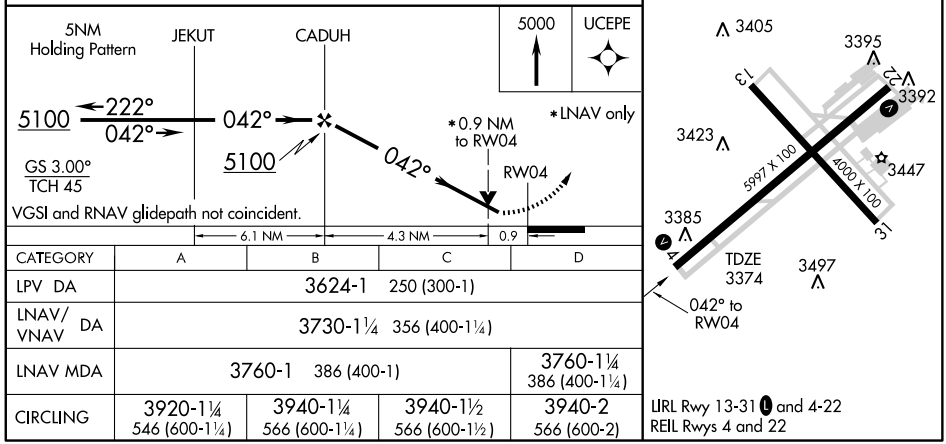
PLAINVIEW/ HALE COUNTY (PVW)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C (-5°F) or above 42°C (108°F). Visibility reduction by helicopters NA. If local altimeter setting not received, use Lubbock altimeter setting and increase all DAs/MDAs 100 feet. VDP and Baro-VNAV NA when using Lubbock altimeter setting.

MISSED APPROACH: Climb to 5000, direct UCEPE and hold.

| ASOS | LUBBOCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.675 | 119.2 351.8 | 121.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 3624-1 250 (300-1) | | | |
| LNAV/ VNAV DA | 3730-1¼ 356 (400-1¼) | | | |
| LNAV MDA | 3760-1 386 (400-1) | | | 3760-1¼ 386 (400-1¼) |
| CIRCLING | 3920-1¼ 546 (600-1¼) | 3940-1¼ 566 (600-1¼) | 3940-1½ 566 (600-1½) | 3940-2 566 (600-2) |

LIRL Rwy 13-31 L and 4-22
REIL Rwys 4 and 22

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5997 |
|---|---|---|
| 222° | TDZE | 3373 |
| | Apt Elev | 3374 |

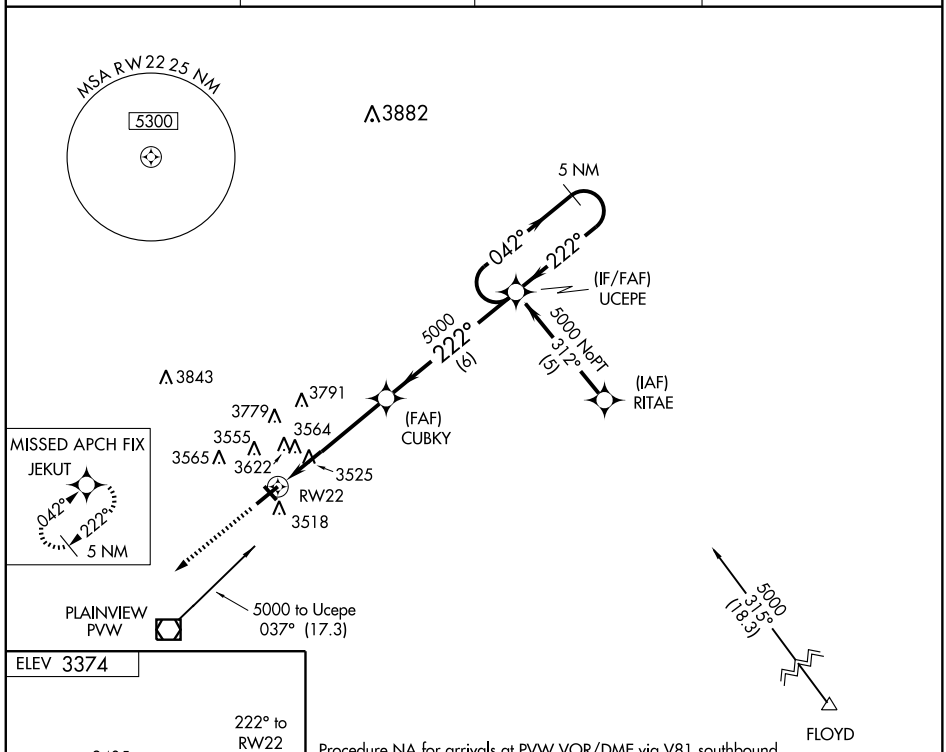
# RNAV (GPS) RWY 22

PLAINVIEW/HALE COUNTY (PVW)

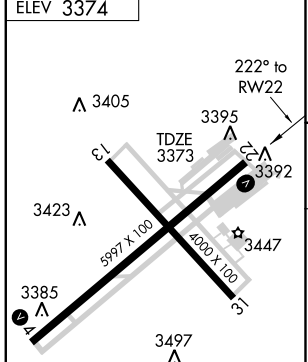
DME/DME RNP-0.3 NA. If local altimeter setting not received, use Lubbock altimeter setting and increase all MDAs 100 feet. Visibility reduction by helicopters NA.

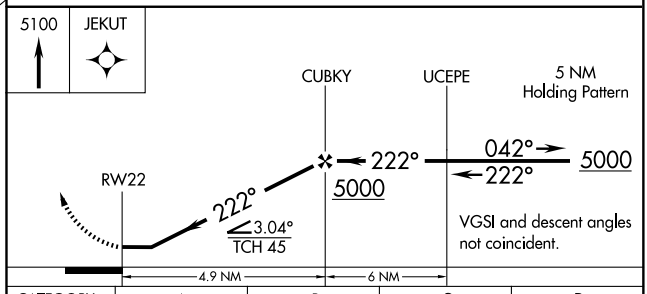
MISSED APPROACH: Climb to 5100 direct JEKUT and hold.

| ASOS | LUBBOCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.675 | 119.2 351.8 | 121.7 | 123.0 (CTAF) L |




Procedure NA for arrivals at PVW VOR/DME via V81 southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3820-1 447 (500-1) | | 3820-1¼ 447 (500-1¼) | 3820-1½ 447 (500-1½) |
| CIRCLING | 3920-1 546 (600-1) | 3940-1 566 (600-1) | 3940-1½ 566 (600-1½) | 3940-2 566 (600-2) |

LIRL Rwy 13-31 L and 4-22
REIL Rwys 4 and 22

SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR/DME PVW | APP CRS | Rwy Idg | 5997 |
|---|---|---|---|
| 112.9 | 024° | TDZE | 3374 |
| Chan 76 | | Apt Elev | 3374 |

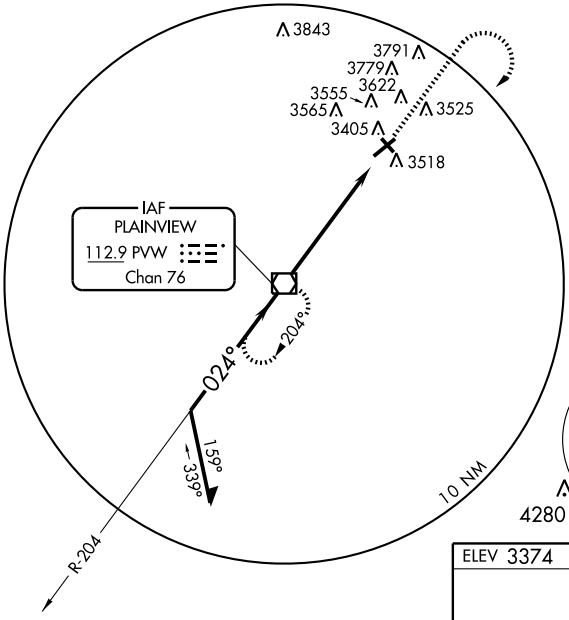
# VOR RWY 4

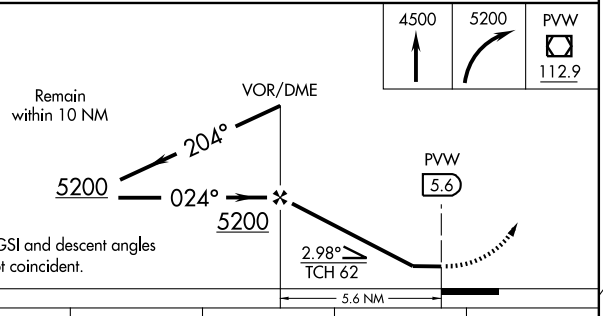
PLAINVIEW/ HALE COUNTY (PVW)

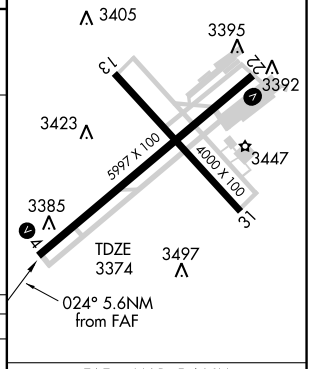
NA

MISSED APPROACH: Climb to 4500, then climbing right turn to 5200 direct PVW VOR/DME and hold.

| ASOS | LUBBOCK APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.675 | 119.2 351.8 | 121.7 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 3840-1 466 (500-1) | | 3840-1¼ 466 (500-1¼) | 3840-1½ 466 (500-1½) |
| CIRCLING | 3860-1 486 (500-1) | 3940-1 566 (600-1) | 3940-1½ 566 (600-1½) | 3940-2 566 (600-2) |

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:36 | 3:44 | 2:48 | 2:14 | 1:52 |

SC-2, 14 JAN 2010 to 11 FEB 2010

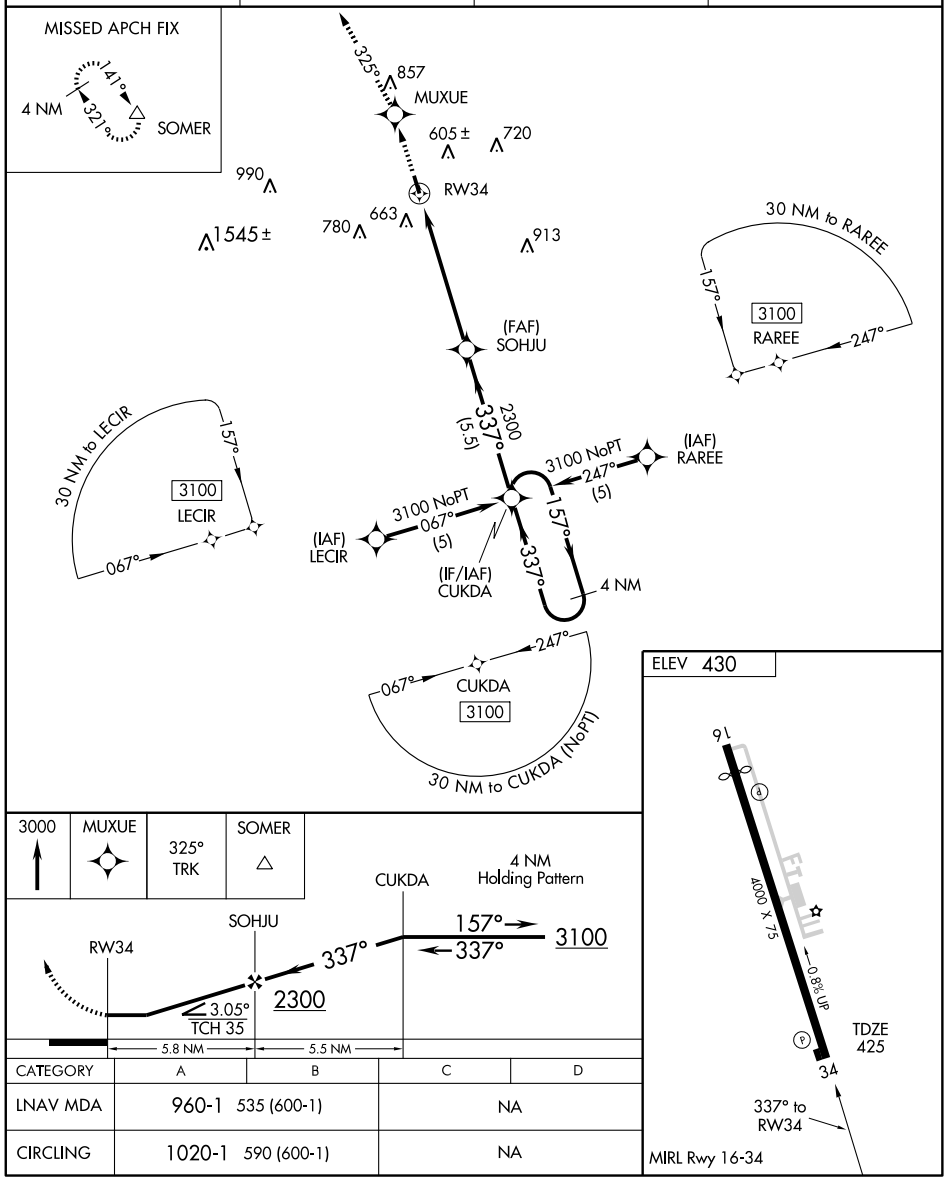
| APP CRS | Rwy Idg | 4000 |
|---|---|---|
| 337° | TDZE | 425 |
| | Apt Elev | 430 |

# RNAV (GPS) RWY 34
## PLEASANTON MUNI (PEZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Lackland AFB altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 3000 direct MUXUE and via 325° track to SOMER and hold.

| AWOS-3 | SAN ANTONIO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.575 | 118.05 353.5 | 126.55 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 535 (600-1) | | NA | |
| CIRCLING | 1020-1 590 (600-1) | | NA | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 3482 |
|---|---|---|---|
| CH 99500 | 120° | TDZE | 5 |
| W12A | | Apt Elev | 5 |

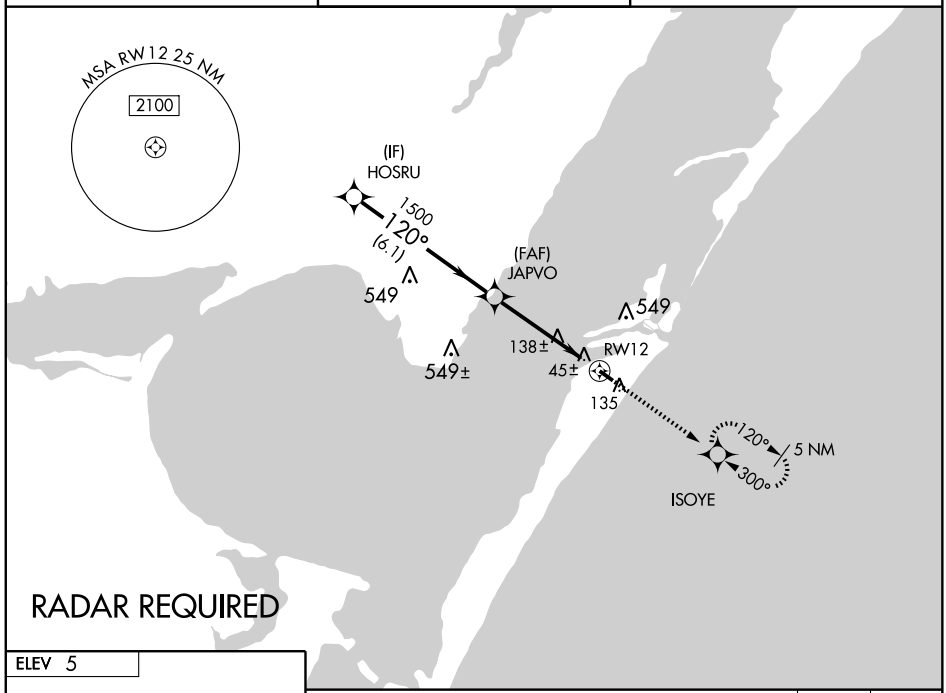
# RNAV (GPS) RWY 12

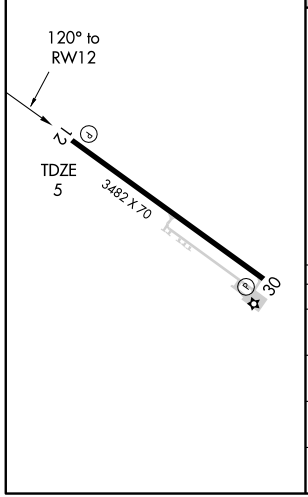
PORT ARANSAS/MUSTANG BEACH (RAS)

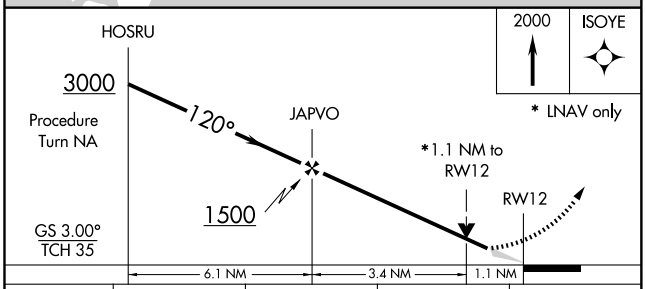
T DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 154°C (310°F). If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet.
A Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.
W

MISSED APPROACH: Climb to 2000 direct ISOYE and hold.

| AWOS-3 | CORPUS CHRISTI APP CON | CTAF |
|---|---|---|
| 118.425 | 125.4 307.9 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 276-1 271 (300-1) | | NA | |
| LNAV/VNAV DA | 435-1½ 430 (500-1½) | | NA | |
| LNAV MDA | 400-1 395 (400-1) | | NA | |
| CIRCLING | 500-1½ 495 (500-1½) | | NA | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 3482 |
|---|---|---|---|
| CH 63000 | 300° | TDZE | 5 |
| W30A | | Apt Elev | 5 |

# RNAV (GPS) RWY 30

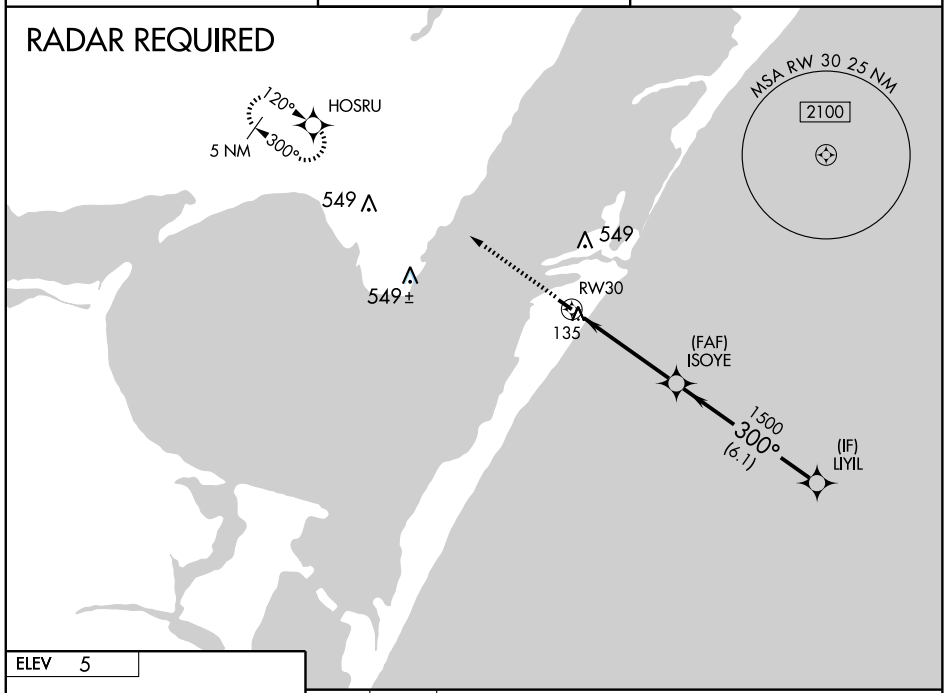
PORT ARANSAS/MUSTANG BEACH (RAS)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 154°C (310°F). If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Corpus Christi Intl altimeter setting.

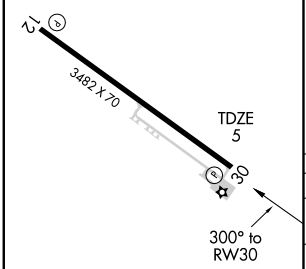
MISSED APPROACH: Climb to 2000 direct HOSRU and hold.

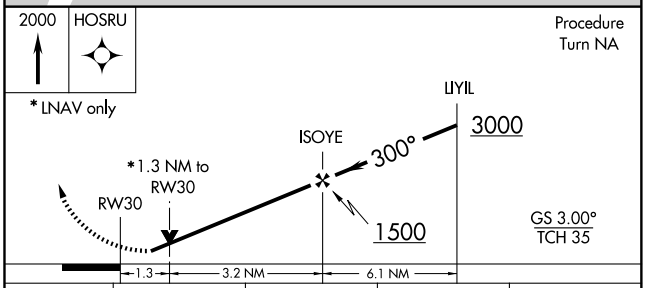
| AWOS-3 | CORPUS CHRISTI APP CON | CTAF |
|---|---|---|
| 118.425 | 125.4 307.9 | 122.9 |

RADAR REQUIRED




ELEV 5




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 362-1¼ 357 (400-1¼) | | NA | |
| LNAV/VNAV DA | 435-1½ 430 (500-1½) | | NA | |
| LNAV MDA | 440-1 435 (500-1) | | NA | |
| CIRCLING | 500-1½ 495 (500-1½) | | NA | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 8001 |
|---|---|---|---|
| CH 53708 | 130° | TDZE | 18 |
| W13A | | Apt Elev | 19 |

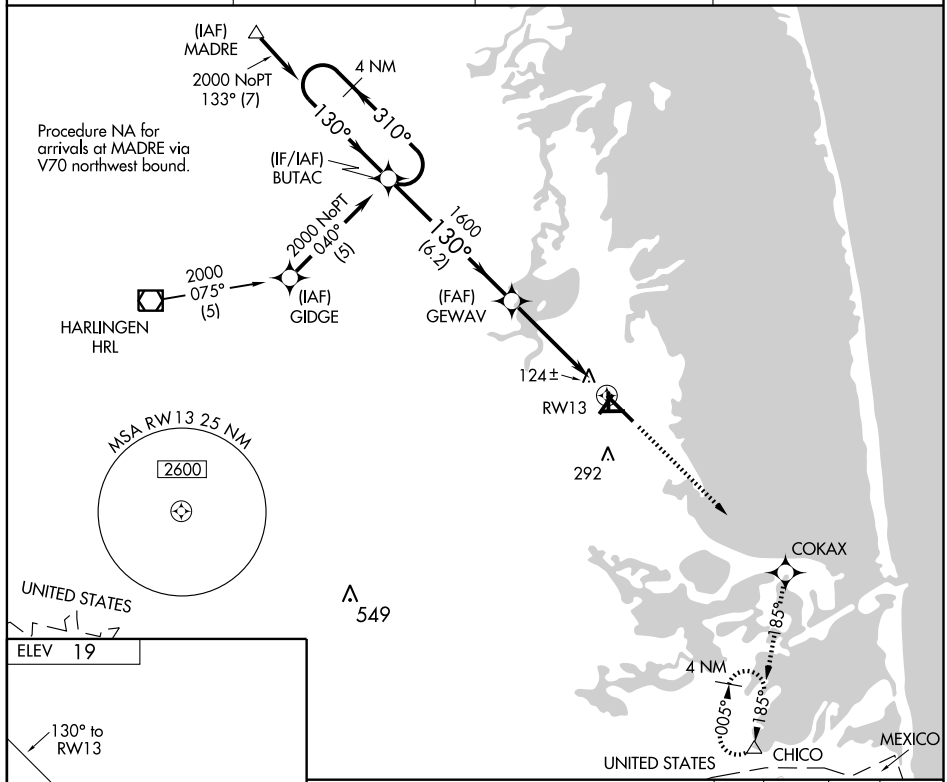
# RNAV (GPS) RWY 13

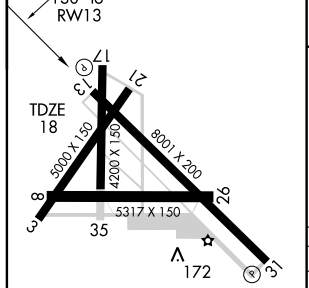
## PORT ISABEL-CAMERON COUNTY (PIL)

Baro-VNAV NA when using Brownsville altimeter setting . For uncompensated Baro-VNAV systems, LNAV-VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Brownsville altimeter setting. When local altimeter setting not received, use Brownsville altimeter setting and increase all DA 38 feet and all MDA 40 feet, increase LPV all Cats, LNAV Cat C, and circling Cat C visibility ¼ mile.

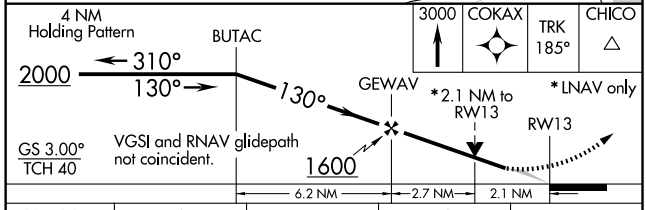
MISSED APPROACH: Climb to 3000 direct COKAX and via 185° track to CHICO and hold.

| ASOS | VALLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.525 | 119.5 257.6 | 119.2 | 122.8 (CTAF) |




REIL Rwys 13 and 31
MIRL Rwy 13-31




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 376-1¼ 358 (400-1¼) | | | NA |
| LNAV/VNAV DA | 424-1½ 406 (500-1½) | | | NA |
| LNAV MDA | 480-1 462 (500-1) | | 480-1¼ 462 (500-1¼) | NA |
| CIRCLING | 540-1 521 (600-1) | 540-1 521 (600-1) | 660-1¾ 641 (700-1¾) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC BRO 116.3 Chan 110 | APP CRS 357° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 19 |
|---|---|---|

# VOR-A

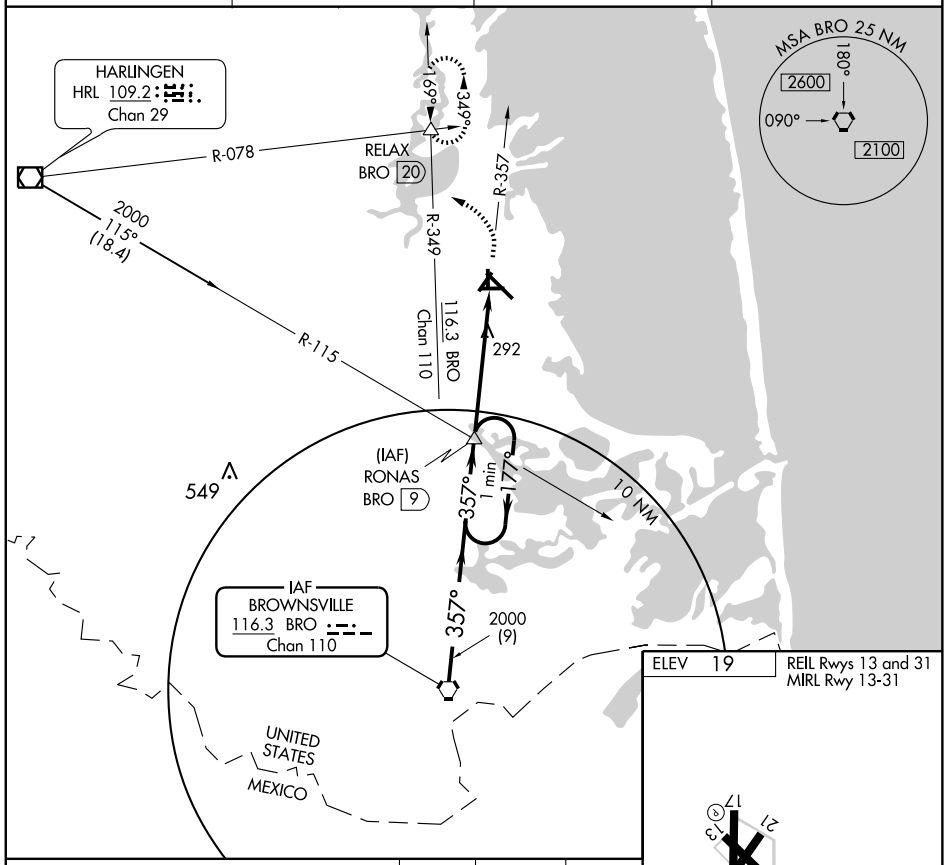
## PORT ISABEL-CAMERON COUNTY (PIL)

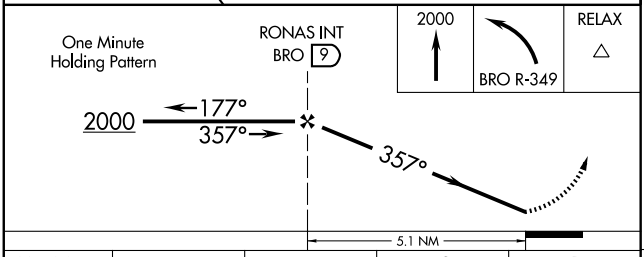
T

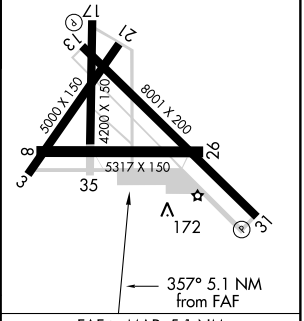
A NA

MISSED APPROACH: Climb to 2000 then turn left via BRO R-349 to RELAX Int/BRO 20 DME and hold.

| ASOS | VALLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.525 | 119.5 257.6 | 119.2 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 600-1 581 (600-1) | | 660-1¾ 641 (700-1¾) | NA |

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC BRO 116.3 Chan 110 | APP CRS 176° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 19 |
|---|---|---|

# VOR/DME-B

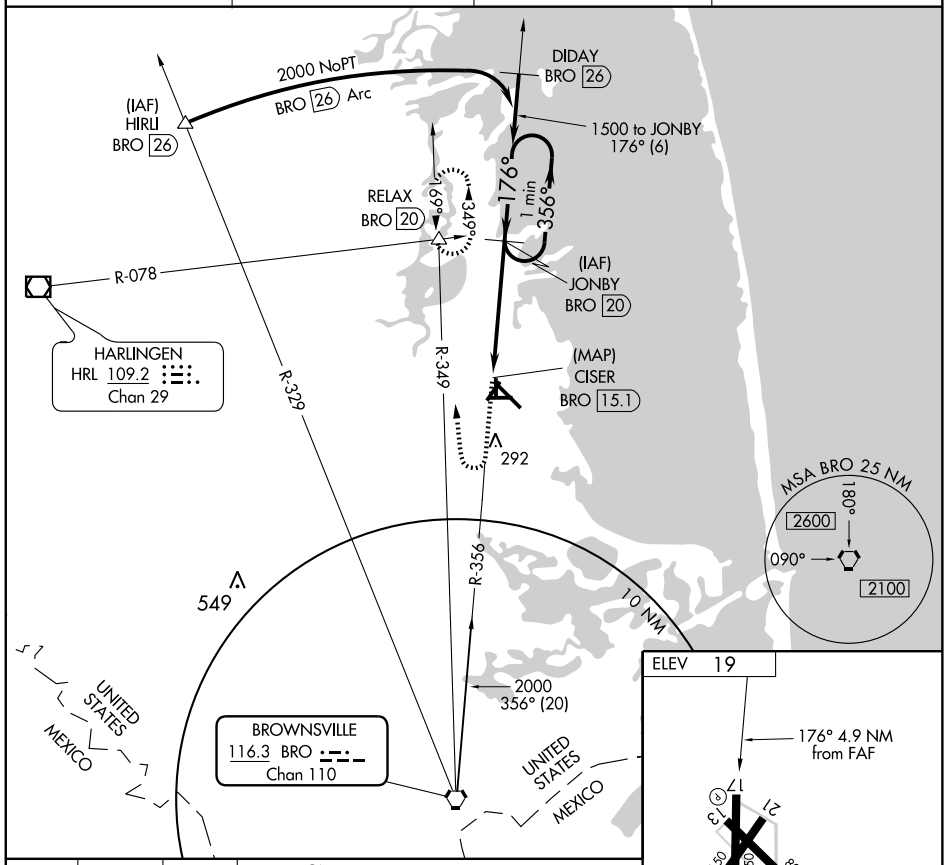
## PORT ISABEL-CAMERON COUNTY (PIL)

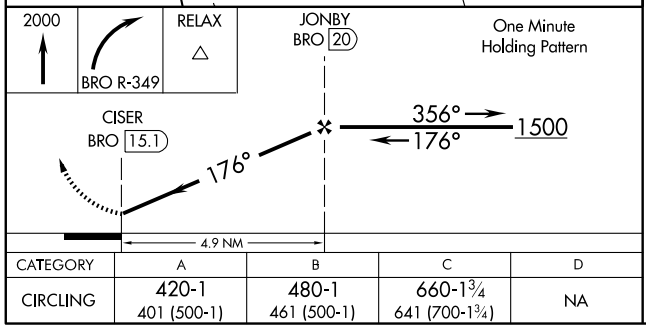
T

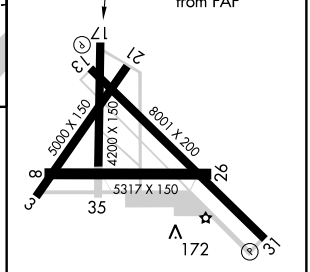
NA

MISSED APPROACH: Climb to 2000 then right turn via BRO R-349 to RELAX Int/BRO 20 DME and hold.

| ASOS | VALLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.525 | 119.5 257.6 | 119.2 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 420-1<br>401 (500-1) | 480-1<br>461 (500-1) | 660-1¾<br>641 (700-1¾) | NA |

REIL Rwys 13 and 31
MIRL Rwy 13-31

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5004 |
|---|---|---|
| 139° | TDZE | 30 |
| | Apt Elev | 30 |

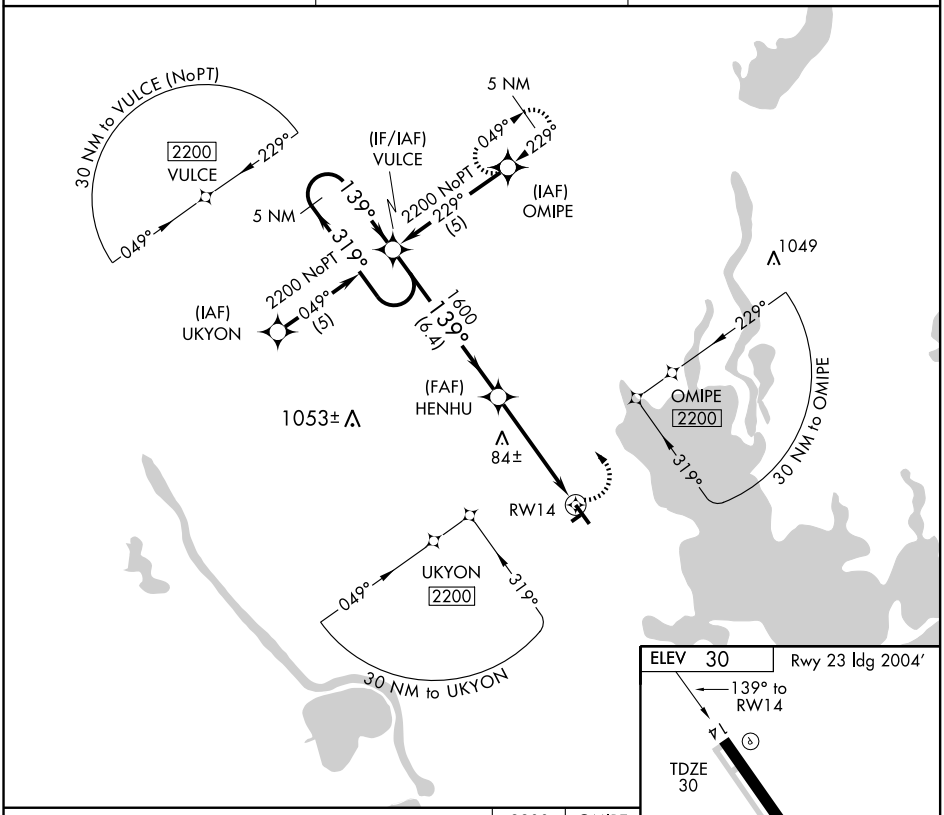
# RNAV (GPS) RWY 14

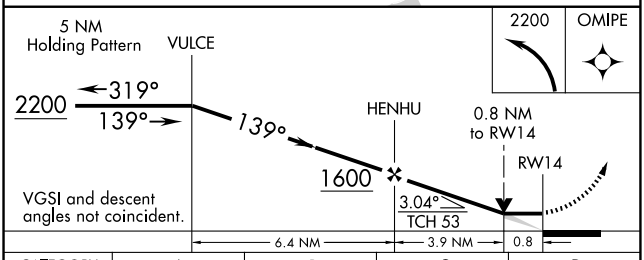
PORT LAVACA/CALHOUN COUNTY (PKV)

⚠ If local altimeter setting not received, use Victoria Rgnl altimeter setting and increase all MDAs 60 feet. VDP NA with Victoria Rgnl altimeter setting. DME/DME RNP-0.3 NA.

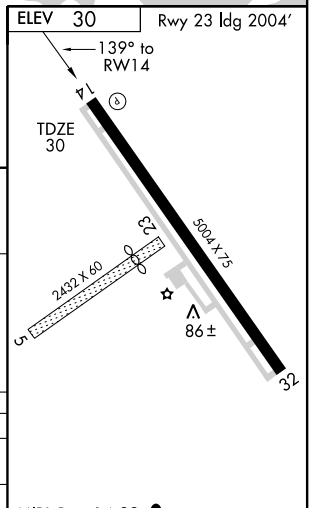
MISSED APPROACH: Climbing left turn to 2200 direct OMIPE and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.275 | 128.15 350.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 440-1 | 410 (500-1) | 440-1¼<br>410 (500-1¼) | NA |
| CIRCLING | 480-1 | 450 (500-1) | 480-1½<br>450 (500-1½) | NA |




SC-5, 14 JAN 2010 to 11 FEB 2010

PORT LAVACA, TEXAS

AL-5904 (FAA)

| VORTAC PSX | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.3 | 244° | TDZE | N/A |
| Chan 120 | | Apt Elev | 30 |

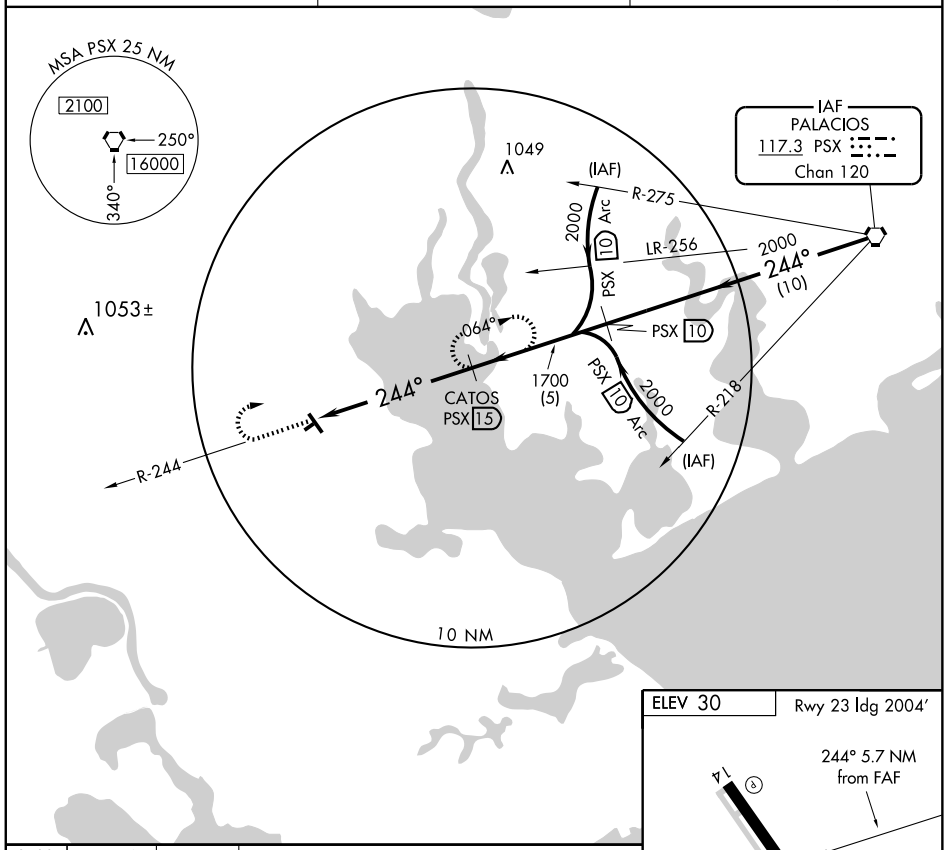
# VOR/DME-A

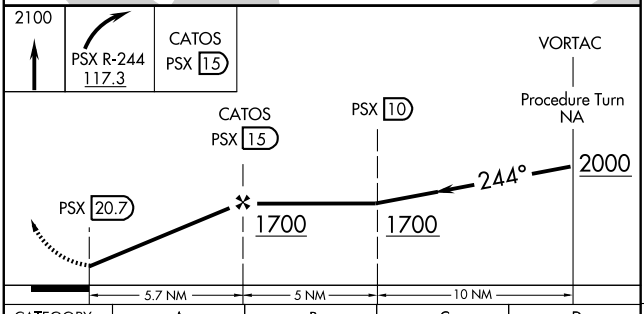
PORT LAVACA/CALHOUN COUNTY (PKV)

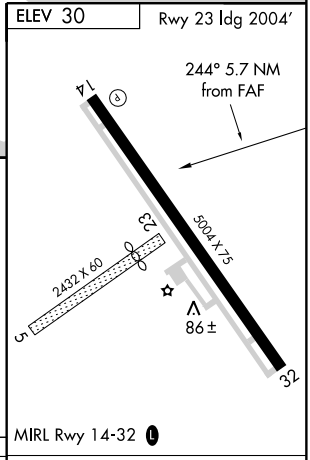
NA Use Victoria Rgnl altimeter setting.

MISSED APPROACH: Climb to 2100, then right turn via PSX VORTAC R-244 to CATOS/PSX 15 DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.275 | 128.15 350.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 760-1<br>730 (800-1) | 760-1¼<br>730 (800-1¼) | 760-2<br>730 (800-2) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-5, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3700 |
|---|---|---|
| 129° | TDZE | 79 |
| | Apt Elev | 79 |

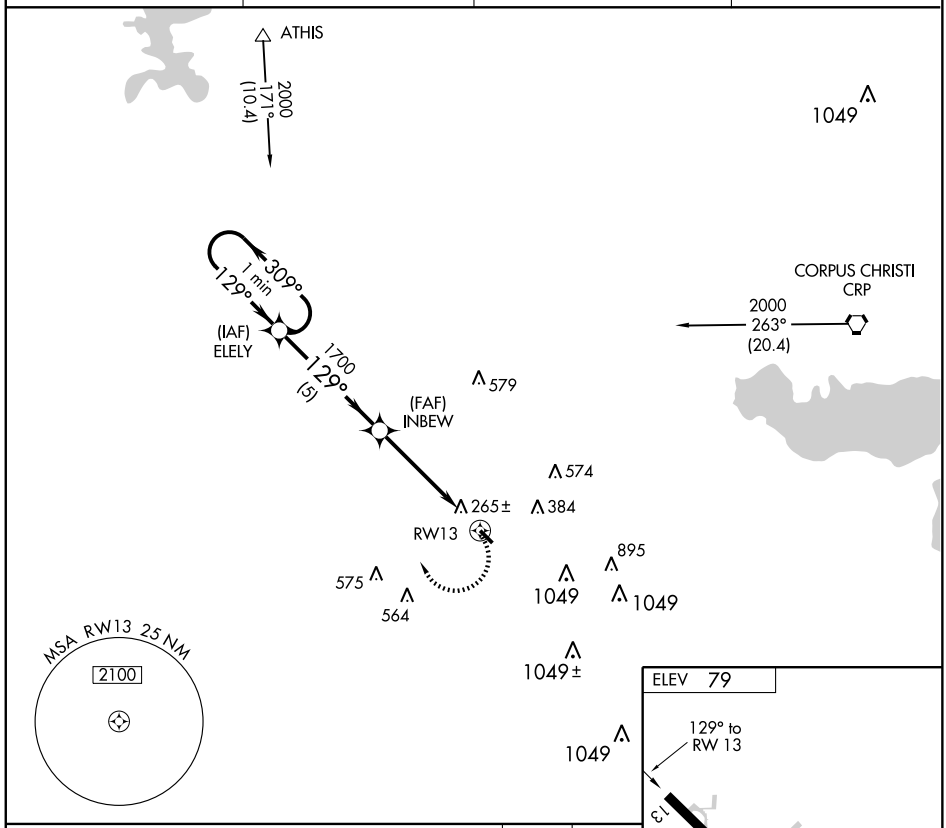
# GPS RWY 13

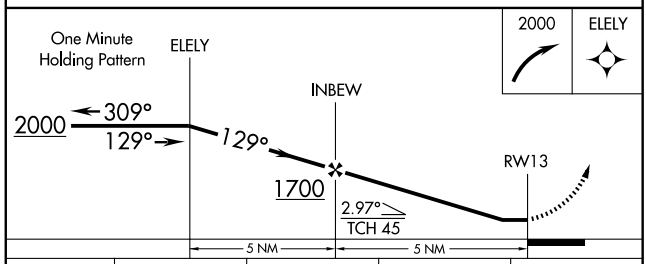
## ROBSTOWN/NUECES COUNTY (RBO)

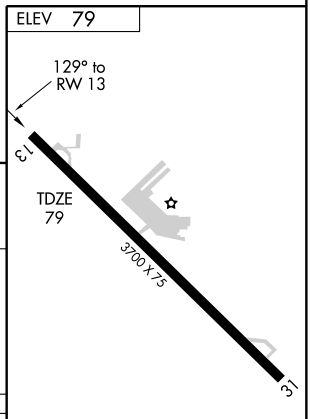
Use Corpus Christi altimeter setting.
Circling not authorized northeast of Rwy 13-31.

MISSED APPROACH: Climbing right turn to 2000 direct ELELY and hold.

| AWOS-3 | KINGSVILLE APP CON ★ | CTAF | 122.8 L |
|---|---|---|---|
| 118.175 | 119.9 290.45 | 122.9 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 600-1 | 521 (600-1) | 600-1½<br>521 (600-1½) | NA |
| CIRCLING | 660-1 | 581 (600-1) | 660-1½<br>581 (600-1½) | NA |

MIRL Rwy 13-31 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC CRP | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 115.5 | 051° | TDZE | N/A |
| Chan 102 | | Apt Elev | 79 |

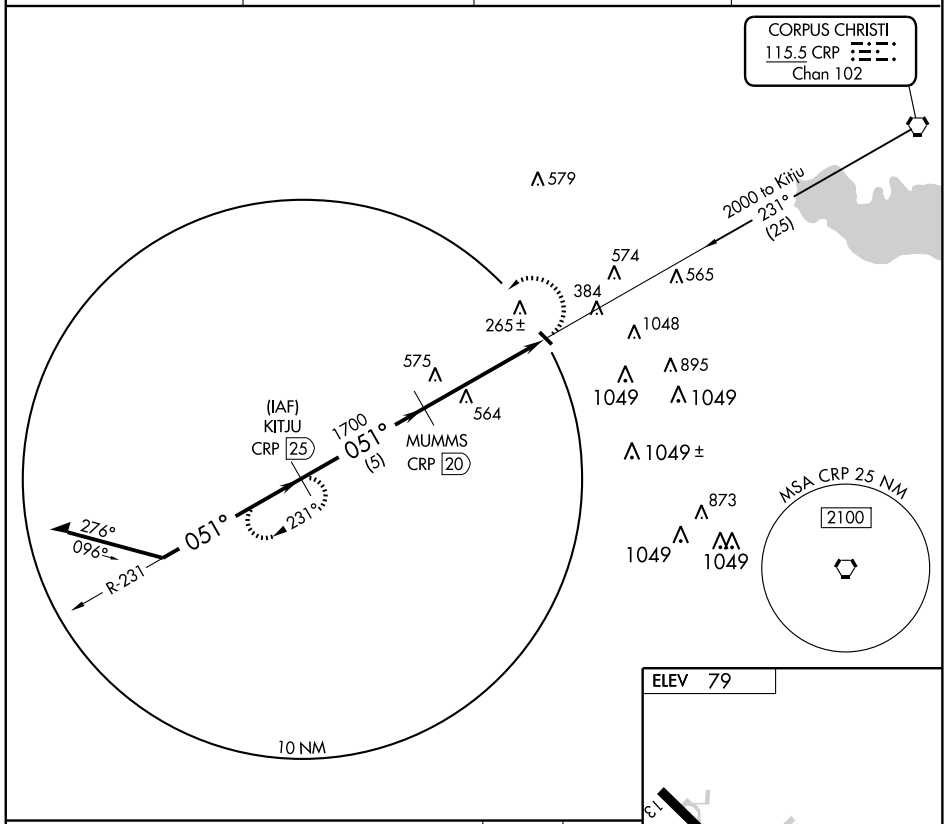
# VOR/DME-A

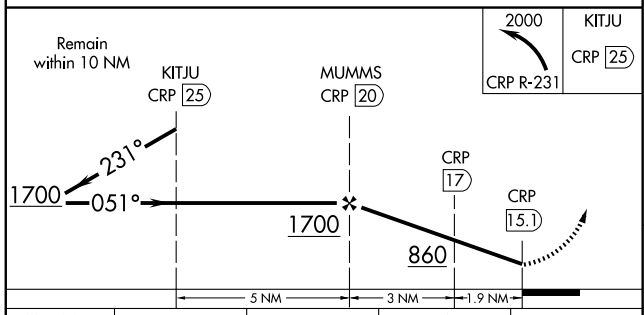
ROBSTOWN/NUECES COUNTY (RBO)

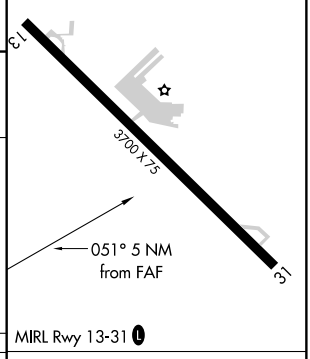
Use Corpus Christi altimeter setting.
NA Circling not authorized northeast of Rwy 13-31

MISSED APPROACH: Climbing left turn to 2000 via CRP R-231 to KITJU/CRP 25 DME and hold.

| AWOS-3 | KINGSVILLE APP CON ★ | CTAF | 122.8 L |
|---|---|---|---|
| 118.175 | 119.9 290.45 | 122.9 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 660-1 | 581 (600-1) | NA | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB RKP | APP CRS | Rwy Idg | 5608 |
|---|---|---|---|
| 391 | 128° | TDZE | 21 |
| | | Apt Elev | 24 |

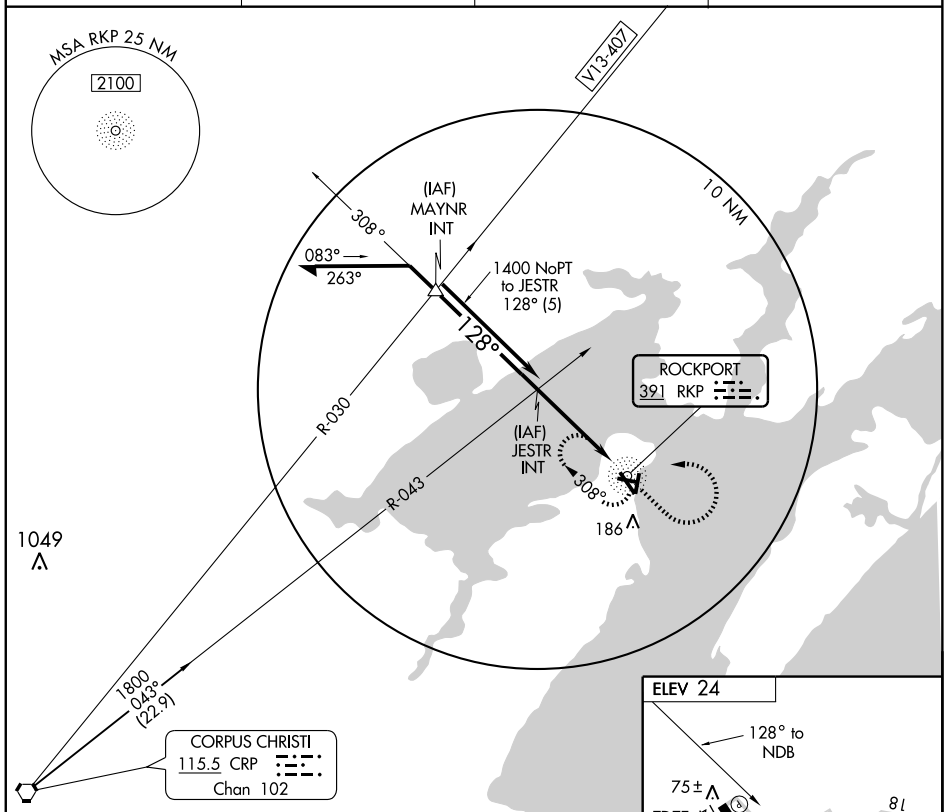
# NDB RWY 14

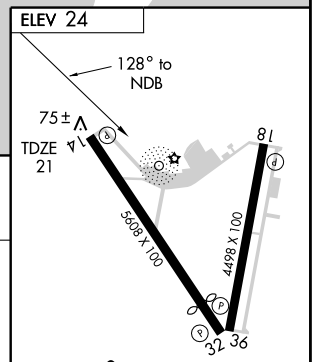
ROCKPORT/ARANSAS COUNTY (RKP)

NA

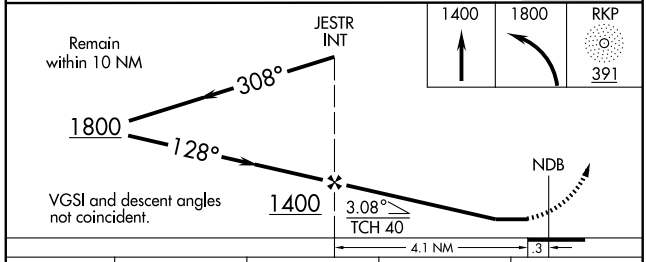
MISSED APPROACH: Climb to 1400 then left climbing turn to 1800 direct RKP NDB and hold.

| ASOS | CORPUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 120.9 348.725 | 121.7 | 123.05 (CTAF) L |




REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 420-1 399 (400-1) | | | NA |
| CIRCLING | 520-1 496 (500-1) | | 520-1½ 496 (500-1½) | NA |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5608 |
|---|---|---|
| 139° | TDZE | 21 |
| | Apt Elev | 24 |

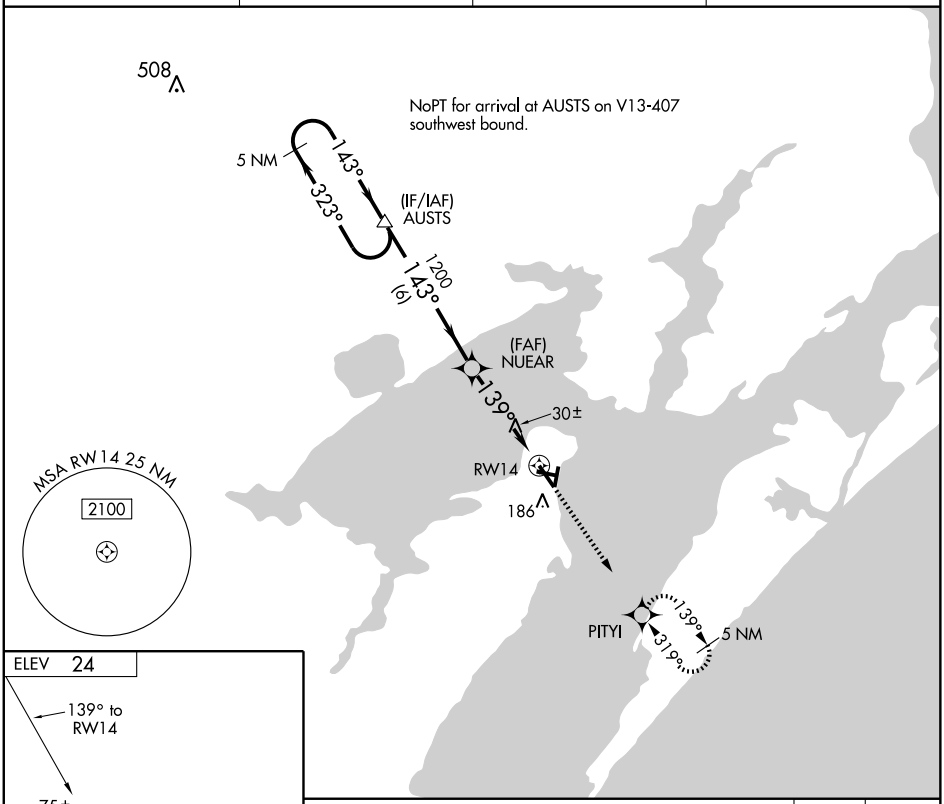
# RNAV (GPS) RWY 14

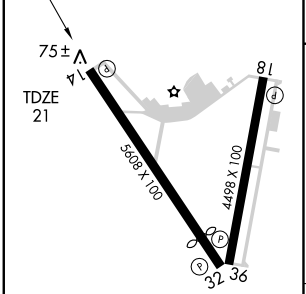
ROCKPORT/ARANSAS COUNTY (RKP)

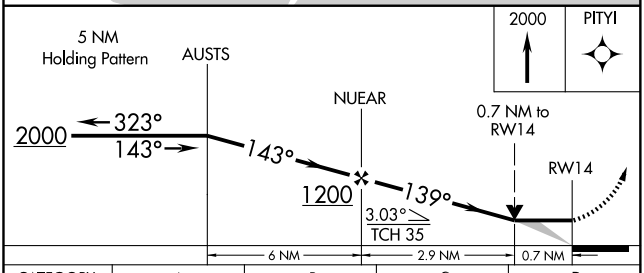
If local altimeter setting not received, use Corpus Christi Intl altimeter setting and increase all MDAs 80 feet. VDP NA when using Corpus Christi Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct PITYI and hold.

| ASOS | CORPUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 120.9 348.725 | 121.7 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 280-1 259 (300-1) | | | NA |
| CIRCLING | 540-1 516 (600-1) | | 540-1½ 516 (600-1½) | NA |

REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36

SC-3, 14 JAN 2010 to 11 FEB 2010

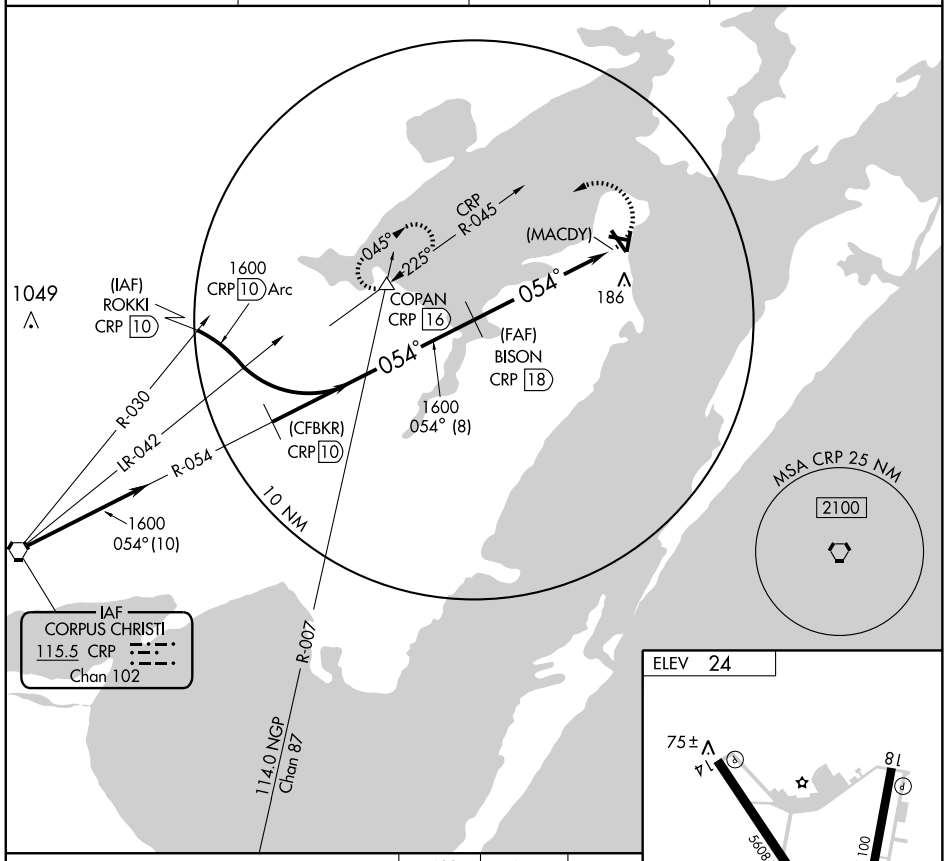
| VORTAC CRP 115.5 Chan 102 | APP CRS 054° | Rwy Idg N/A TDZE N/A Apt Elev 24 |
|---|---|---|

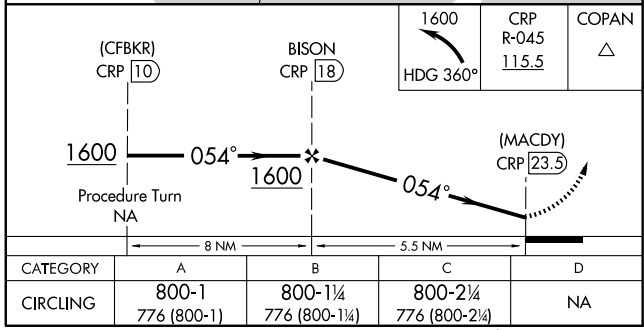
# VOR/DME or TACAN-A

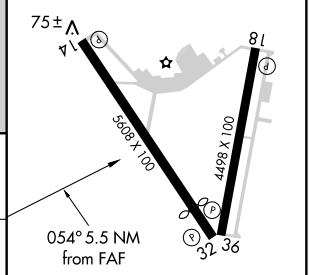
ROCKPORT/ ARANSAS COUNTY (RKP)

MISSED APPROACH: Climbing left turn to 1600 via heading 360° and CRP R-045 to COPAN Int/16 DME and hold.

| ASOS | CORPUS APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.275 | 120.9 348.725 | 121.7 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 800-1 776 (800-1) | 800-1¼ 776 (800-1¼) | 800-2¼ 776 (800-2¼) | NA |

REIL Rwy 14 L
MIRL Rwy 14-32 L
MIRL Rwy 18-36

SC-3, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 14

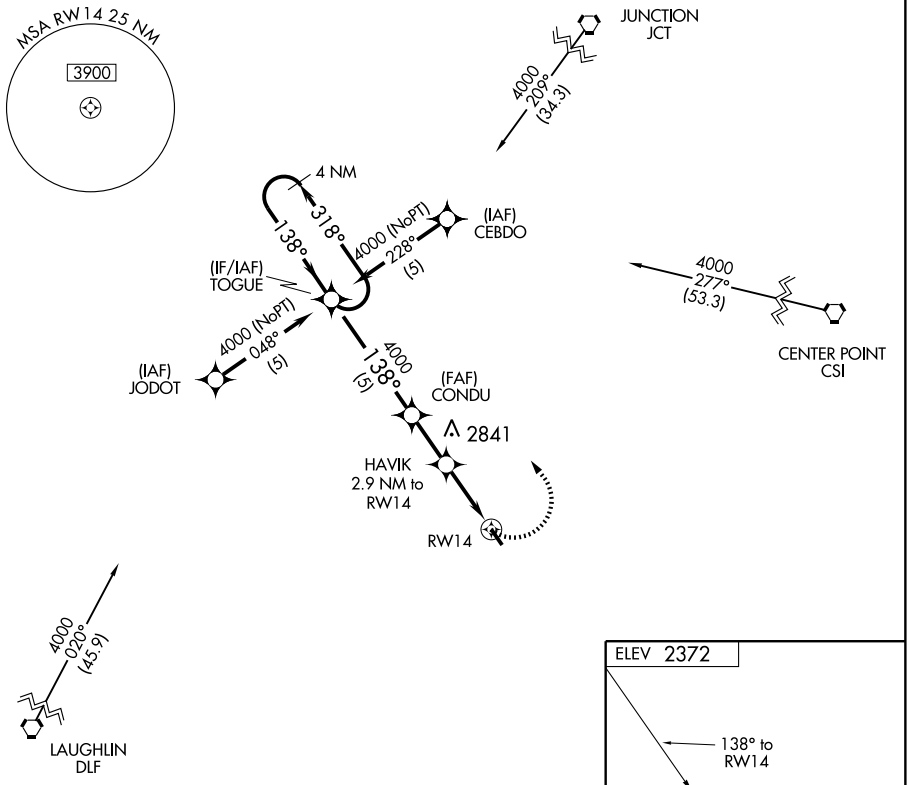
ROCKSPRINGS/ EDWARDS COUNTY (ECU)

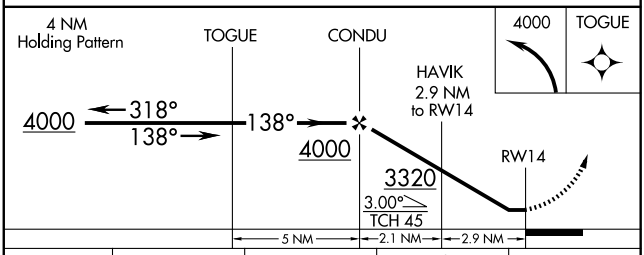
| APP CRS | Rwy Idg | TDZE | Apt Elev |
|---|---|---|---|
| 138° | 3772 | 2372 | 2372 |

Use Kimble Co. altimeter setting.
GPS or RNP -0.3 required. DME/DME RNP -0.3 NA.
Procedure NA at night.

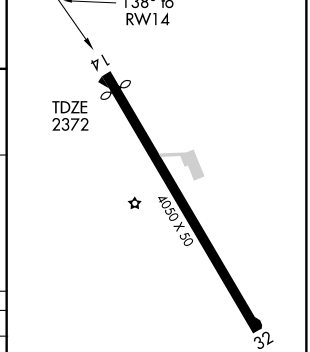
MISSED APPROACH: Climbing left turn to 4000 direct TOGUE and hold.

| AWOS-3 | DEL RIO APP CON ★ | CTAF |
|---|---|---|
| 118.175 | 119.6 259.1 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2960-1 | 588 (600-1) | 2960-1½ 588 (600-1½) | NA |
| CIRCLING | 3000-1 | 628 (700-1) | 3000-1¾ 628 (700-1¾) | NA |




MIRL Rwy 14-32

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC RSG 111.2 Chan 49 | APP CRS 111° | Rwy Idg 3772 TDZE 2372 Apt Elev 2372 |
|---|---|---|

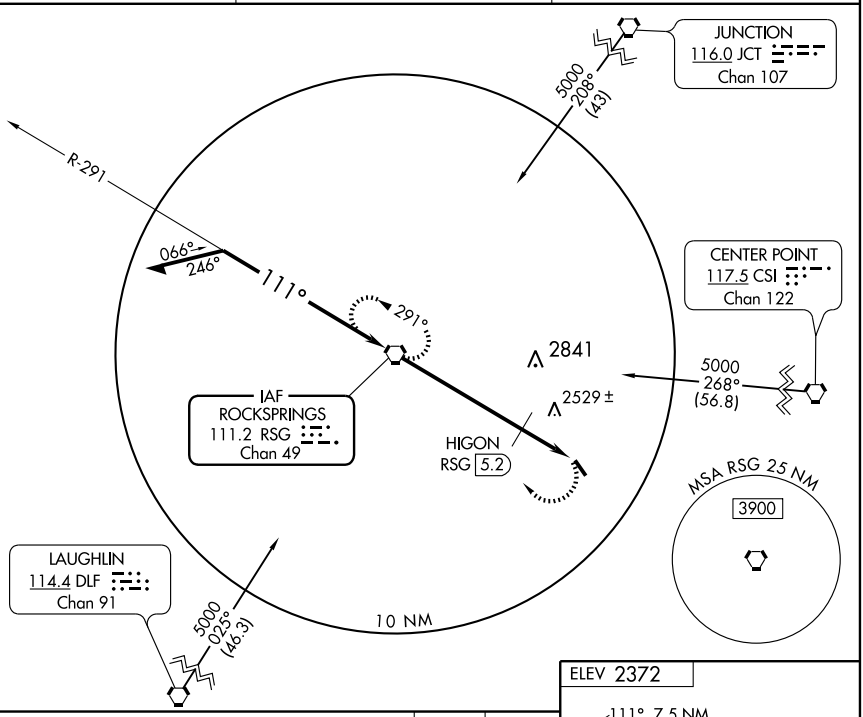
# VOR RWY 14

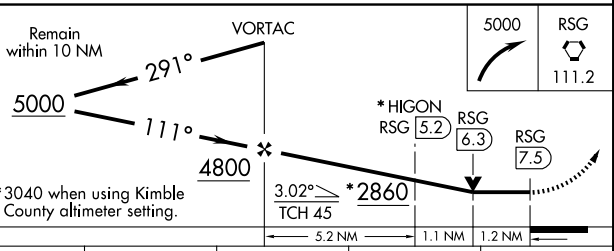
ROCKSPRINGS/ EDWARDS COUNTY (ECU)

If local altimeter setting not received, use Kimble County altimeter setting and increase all MDAs 180 feet. VDP NA when using Kimble County altimeter setting. Visibility reduction by helicopters NA.

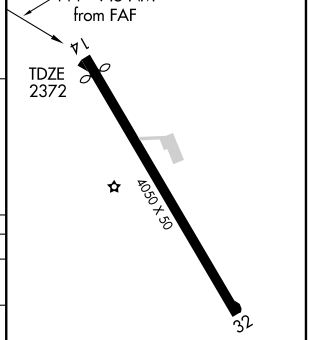
MISSED APPROACH: Climbing right turn to 5000 direct RSG VORTAC and hold, continue climb-in-hold to 5000.

| AWOS-3 | DEL RIO APP CON * | CTAF |
|---|---|---|
| 118.175 | 119.6 259.1 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 2860-1 488 (500-1) | | 2860-1¼ 488 (500-1¼) | NA |
| CIRCLING | 2860-1 488 (500-1) | | 2860-1½ 488 (500-1½) | NA |
| HIGON FIX MINIMUMS | | | | |
| S-14 | 2780-1 408 (500-1) | | 2780-1¼ 408 (500-1¼) | NA |
| CIRCLING | 2800-1 428 (500-1) | 2840-1 468 (500-1) | 2840-1½ 468 (500-1½) | NA |




MIRL Rwy 14-32

| FAF to MAP 7.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 7:30 | 5:00 | 3:45 | 3:00 | 2:30 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB PQF | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 248 | 027° | TDZE | N/A |
| | | Apt Elev | 574 |

# NDB-A
## ROCKWALL MUNI (F46)

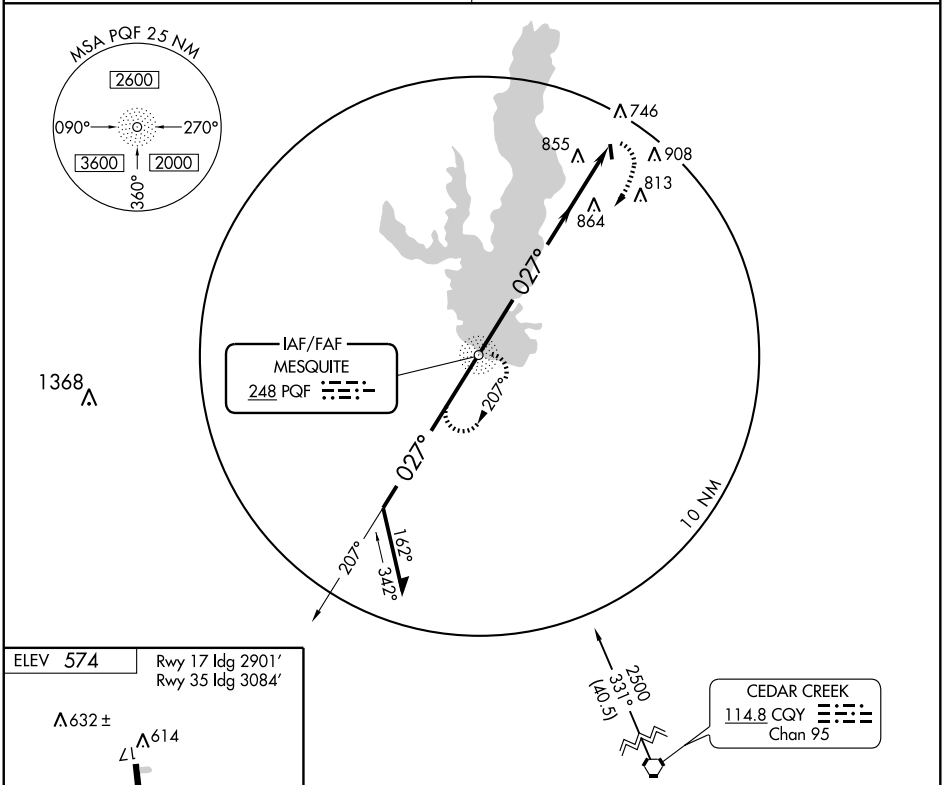
T
NA

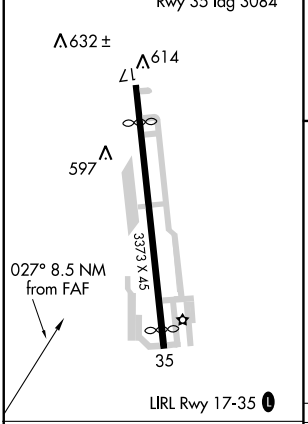
Use Dallas-Love Field altimeter setting.

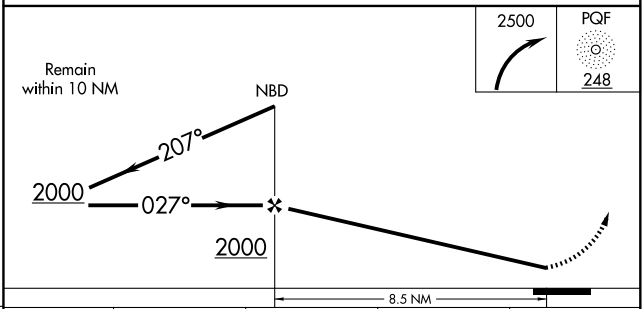
MISSED APPROACH: Climbing right turn to 2500 direct PQF NDB and hold.

REGIONAL APP CON
**124.3 282.275**

UNICOM
**122.8** (CTAF) L




| FAF to MAP 8.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 8:30 | 5:40 | 4:15 | 3:24 | 2:50 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1<br>826 (900-1) | 1400-1¼<br>826 (900-1¼) | 1400-2½<br>826 (900-2½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 2901 |
|---|---|---|
| 167° | TDZE | 574 |
| | Apt Elev | 574 |

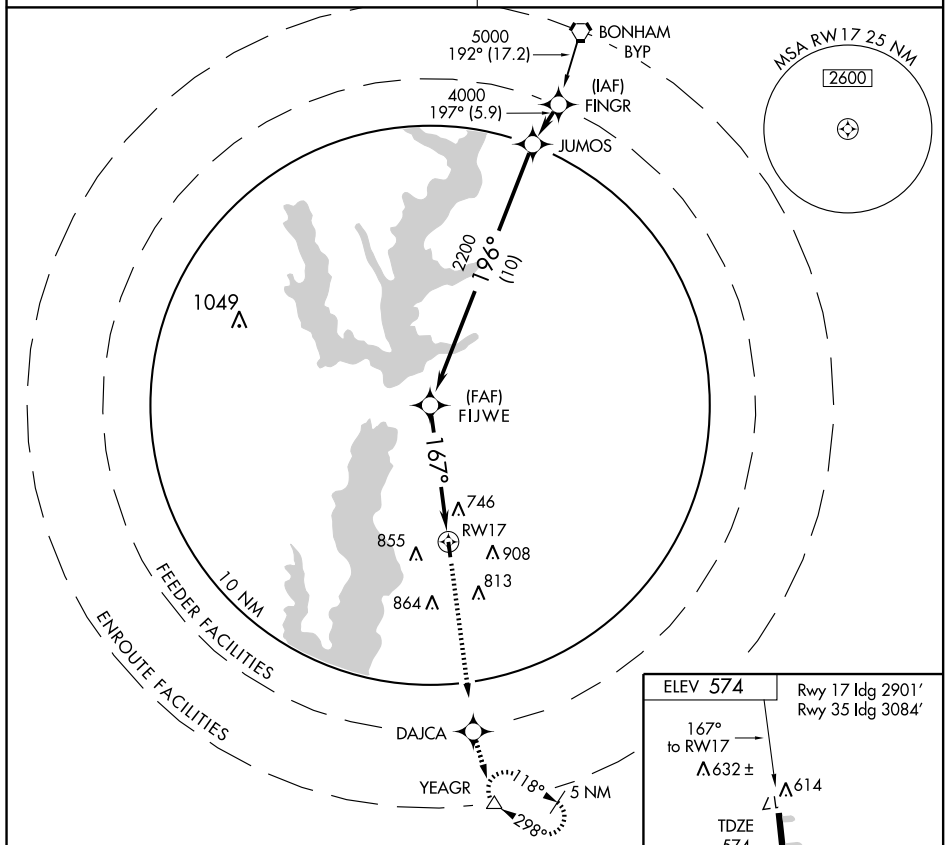
# RNAV (GPS) RWY 17

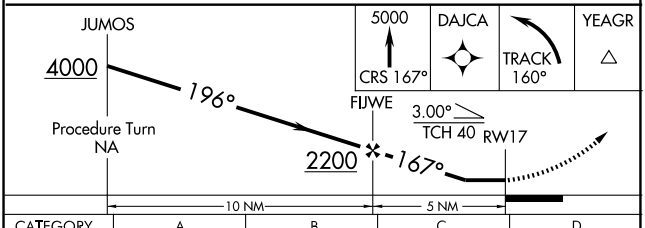
## ROCKWALL MUNI (F46)

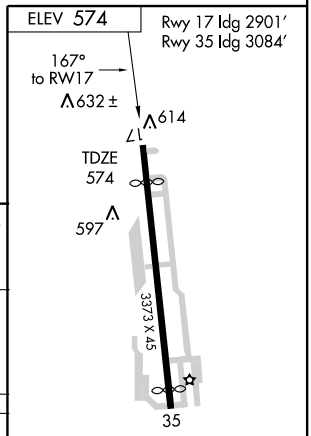
DME/DME RNP-0.3 NA.
Use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 5000 via 167° course to DAJCA and left turn via 160° track to YEAGR and hold.

| REGIONAL APP CON | UNICOM |
|---|---|
| 124.3 282.275 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 | 566 (600-1) | 1140-1½<br>566 (600-1½) | NA |
| CIRCLING | 1220-1 | 646 (700-1) | 1320-2¼<br>746 (800-2¼) | NA |

LIRL Rwy 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3084 |
|---|---|---|
| 347° | TDZE | 574 |
| | Apt Elev | 574 |

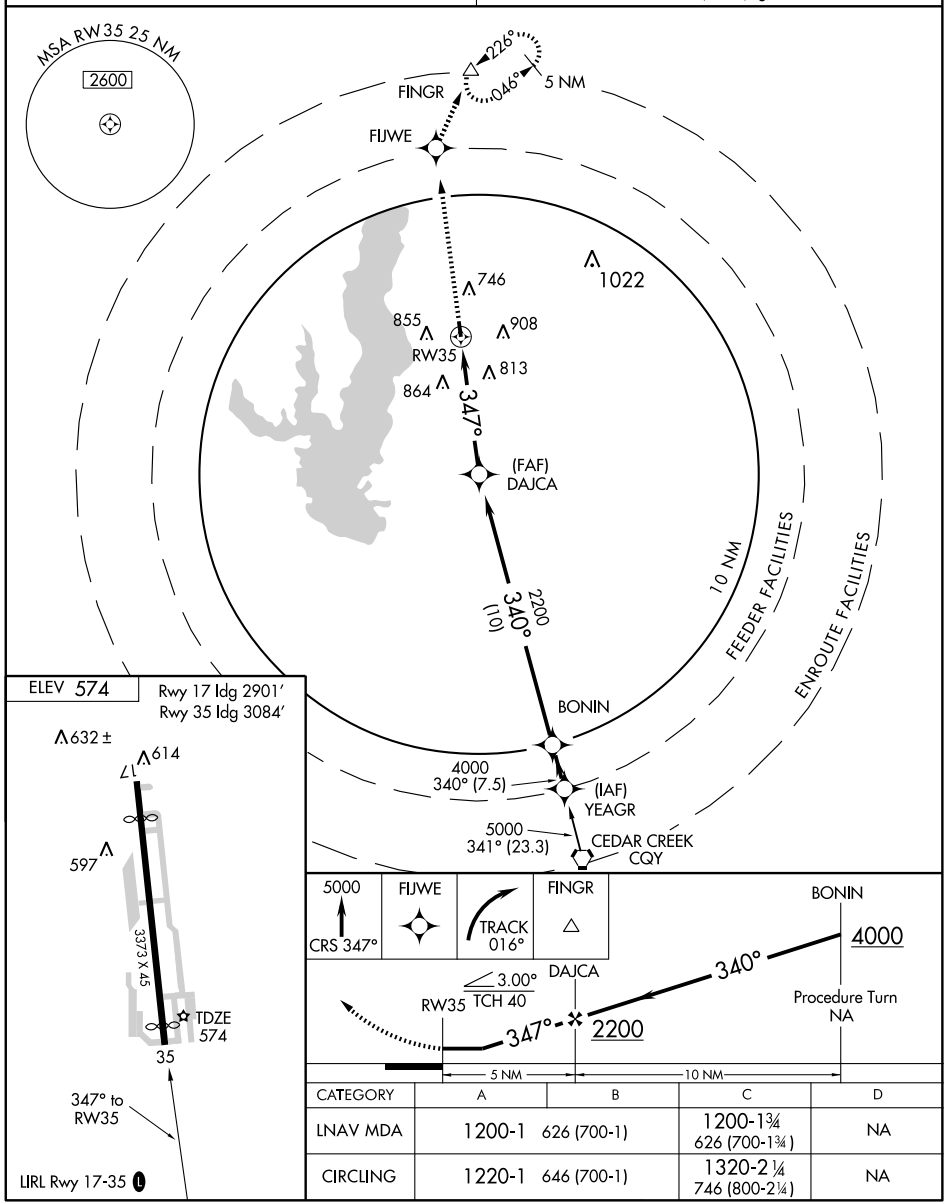
# RNAV (GPS) RWY 35

## ROCKWALL MUNI (F46)

DME/DME RNP-0.3 NA.
Use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 5000 via 347° course to FIJWE and right turn via 016° track to FINGR and hold.

| REGIONAL APP CON | UNICOM |
|---|---|
| 124.3 282.275 | 122.8 (CTAF) L |



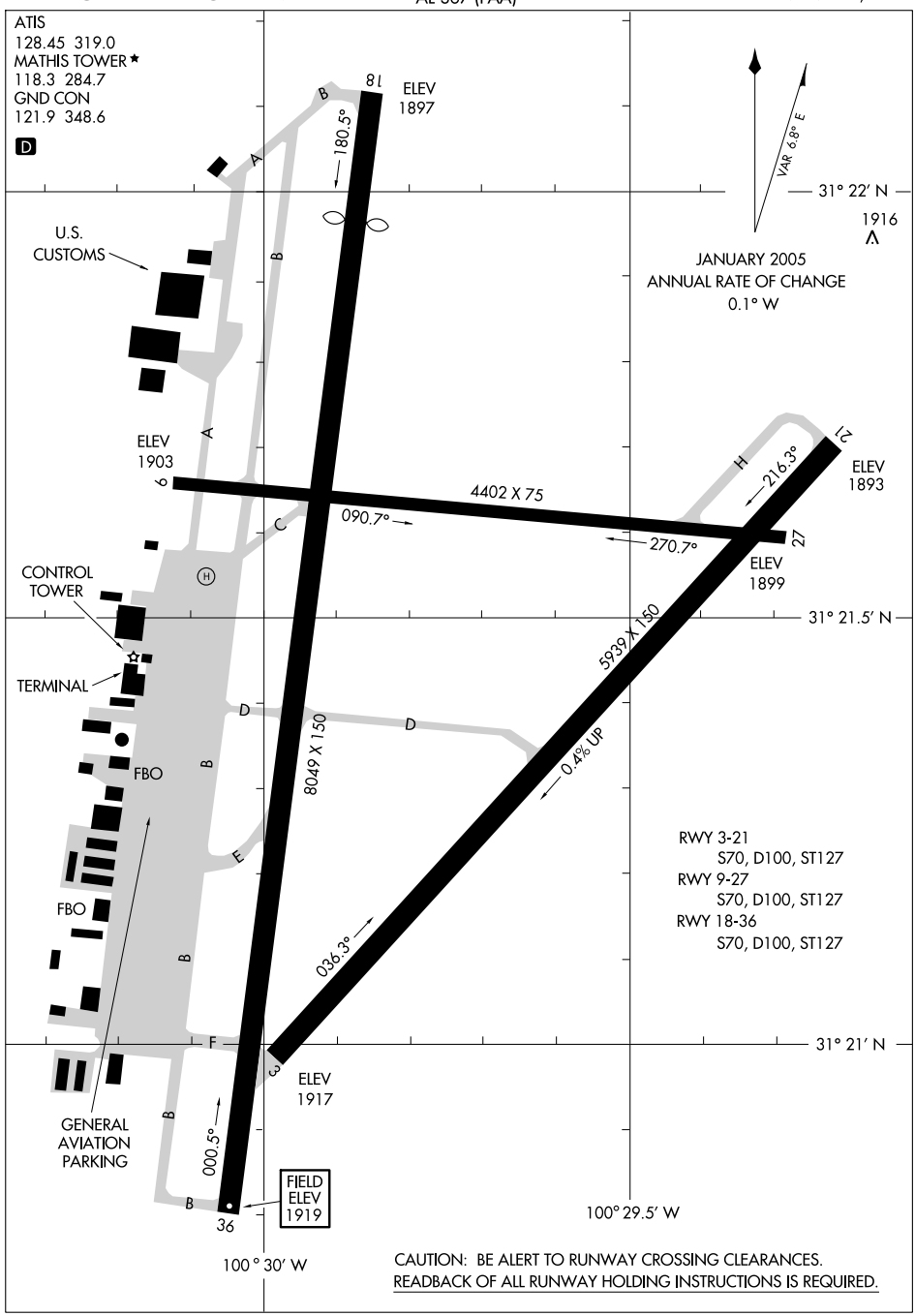

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1200-1 626 (700-1) | | 1200-1¾ 626 (700-1¾) | NA |
| CIRCLING | 1220-1 646 (700-1) | | 1320-2¼ 746 (800-2¼) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

09015

# AIRPORT DIAGRAM

SAN ANGELO RGNL/ MATHIS FIELD (SJT)
SAN ANGELO, TEXAS
AL-367 (FAA)




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SC-3, 14 JAN 2010 to 11 FEB 2010

# HI-ILS RWY 3

| LOC I-SJT | APCH CRS | Rwy ldg | 5939 |
|---|---|---|---|
| 109.7 | 034° | TDZE | 1917 |
| Chan 34 | | Arpt Elev | 1919 |

JAL-367 [USAF] SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

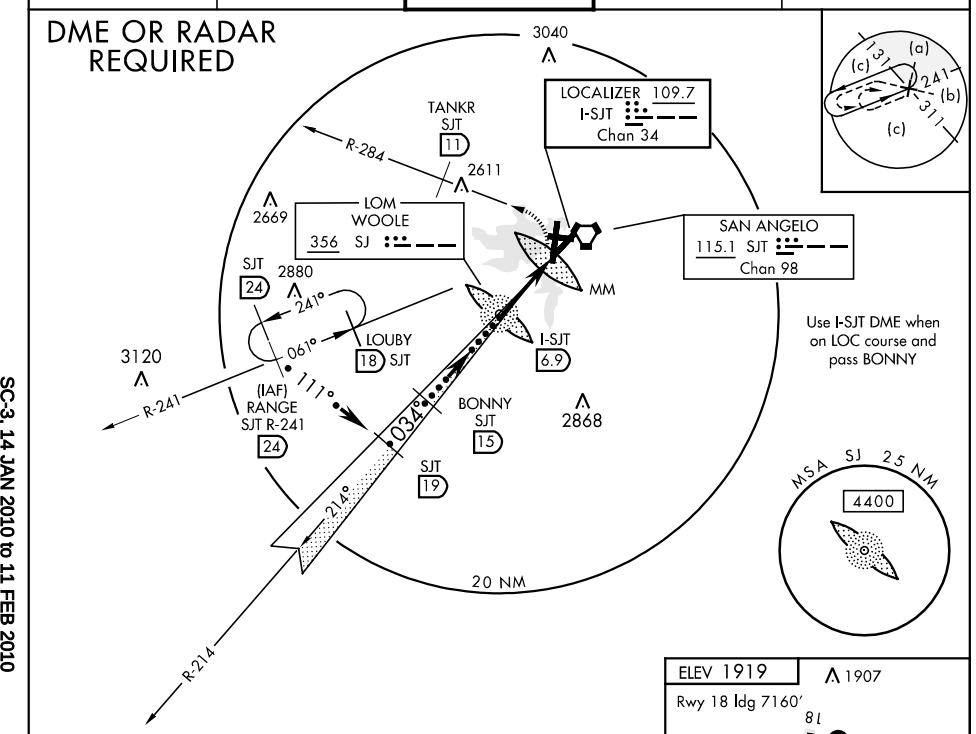
▼ * When ALS inop, increase vis ¼ mile
** When ALS inop, increase vis ½ mile
*** CAT E Circling not authorised W of Rwy 18-36

MALSR

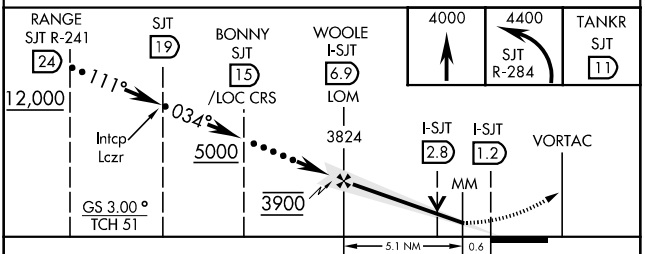
MISSED APPROACH: Climb to 4000 then climbing left turn to 4400 via SJT R-284 to TANKR 11 DME

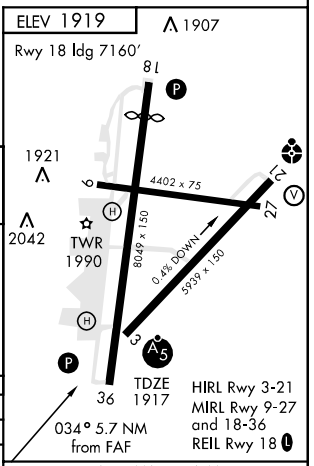
| ATIS | SAN ANGELO APP CON | MATHIS TOWER ★ | GND CON | ASR |
|---|---|---|---|---|
| 128.45 319.0 | 125.35 354.1 | 118.3 (L) 284.7 | 121.9 348.6 | |

DME OR RADAR REQUIRED




EMERG SAFE ALT 100 NM 5100




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 3 * | 2117-½ | 200 | (200-½) |
| S-LOC 3 ** | 2420-1 503 (600-1) | | 2420-1¼ 503 (600-1¼) |
| CIRCLING *** | 2460-1½ 543 (600-1½) | 2480-2 563 (600-2) | 2520-2¼ 603 (700-2¼) |

FAF to MAP 5.7 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:51 | 2:27 | 2:08 | 1:54 | 1:43 |

SAN ANGELO, TEXAS

# HI-VOR/DME or TACAN RWY 3

| VORTAC SJT | APCH CRS | Rwy Idg | 5939 |
|---|---|---|---|
| 115.1 | 045° | TDZE | 1917 |
| Chan 98 | | Arpt Elev | 1919 |

JAL-367 [USAF] SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

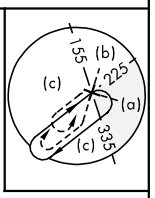
▼ * CAT E Circling not authorised W of Rwy 18-36

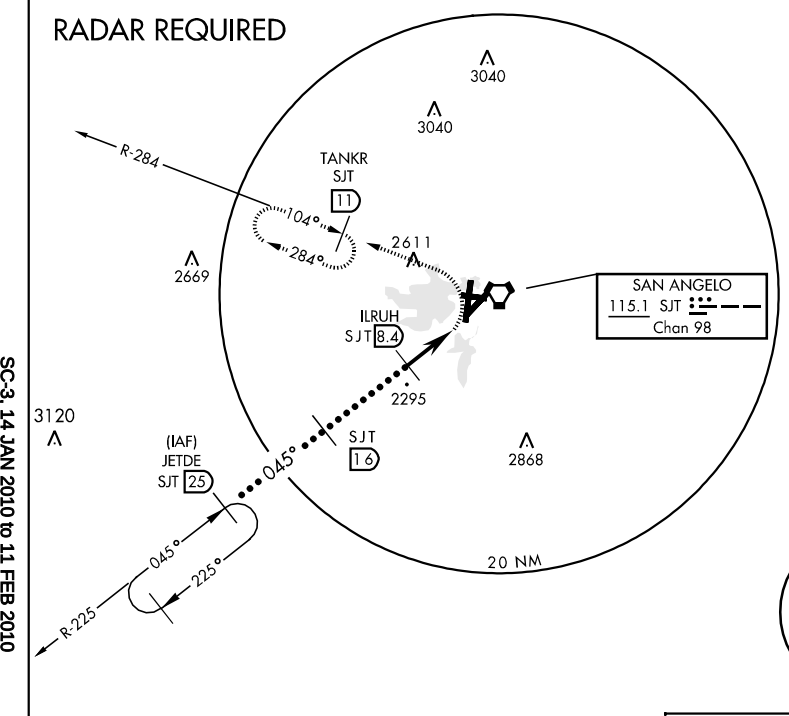
MALSR

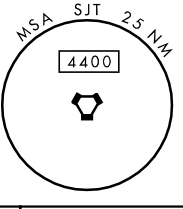
MISSED APPROACH: Climbing left turn to 4400 via SJT R-284 to TANKR INT/11 DME and hold.

| ATIS | SAN ANGELO APP CON | MATHIS TOWER ★ | GND CON | ASR |
|---|---|---|---|---|
| 128.45 319.0 | 125.35 354.1 | 118.3 (L) 284.7 | 121.9 348.6 | |

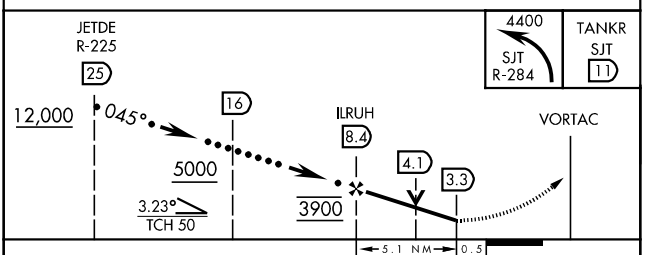
RADAR REQUIRED

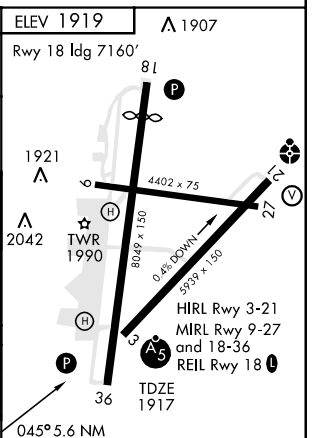



EMERG SAFE ALT 100 NM 5100




| CATEGORY | C | D | E |
|---|---|---|---|
| S-3 | 2420-1 503 (600-1) | | 2420-1¼ 503 (600-1¼) |
| CIRCLING * | 2460-1½ 543 (600-1½) | 2480-2 563 (600-2) | 2520-2¼ 603 (700-2¼) |

SC-3, 14 JAN 2010 to 11 FEB 2010

# HI-VOR/DME or TACAN RWY 21

| VORTAC SJT | APCH CRS | Rwy ldg 5939 |
|---|---|---|
| 115.1 | 235° | TDZE 1906 |
| Chan 98 | | Arpt Elev 1919 |

JAL-367 [USAF]

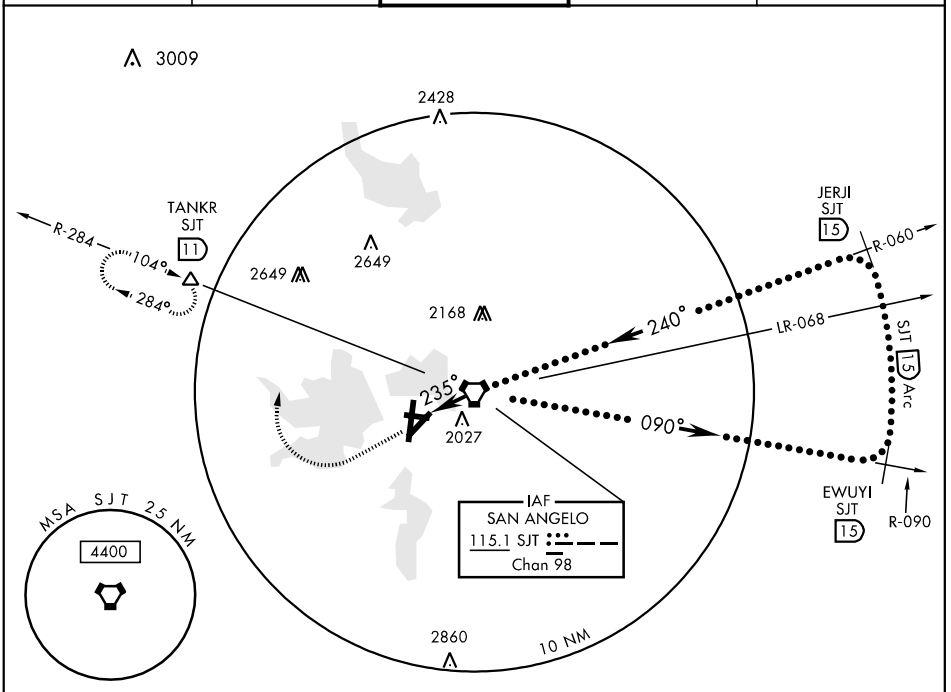
SAN ANGELO REGIONAL/MATHIS FIELD (KSJT)

* CAT E circling NA W of Rwy 18-36

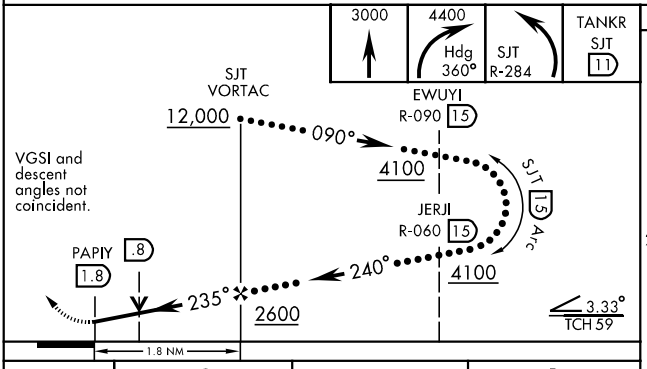
ODALS

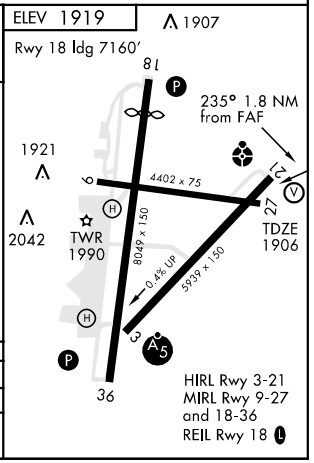
MISSED APPROACH: Climb to 3000, then climbing right turn to 4400 via hdg 360° to intercept SJT R-284 to TANKR INT/11 DME and hold.

| ATIS | SAN ANGELO APP CON | MATHIS TOWER * | GND CON | ASR |
|---|---|---|---|---|
| 128.45 319.0 | 125.35 354.1 | 118.3 (L) (CTAF) 284.7 | 121.9 348.6 | |




EMERG SAFE ALT 100 NM 5100




| CATEGORY | C | D | E |
|---|---|---|---|
| S-21 | 2280-¾ 374 (400-¾) | 2280-1¼ 374 | (400-1¼ ) |
| CIRCLING * | 2460-1½ 541 (600-1½) | 2480-2 561 (600-2) | 2520-2¼ 601 (700-2¼ ) |

| LOC I-SJT | APP CRS | Rwy Idg | 5939 |
|---|---|---|---|
| 109.7 | 034° | TDZE | 1917 |
| Chan 34 | | Apt Elev | 1917 |

# ILS RWY 3

## SAN ANGELO RGNL/MATHIS FIELD (SJT)

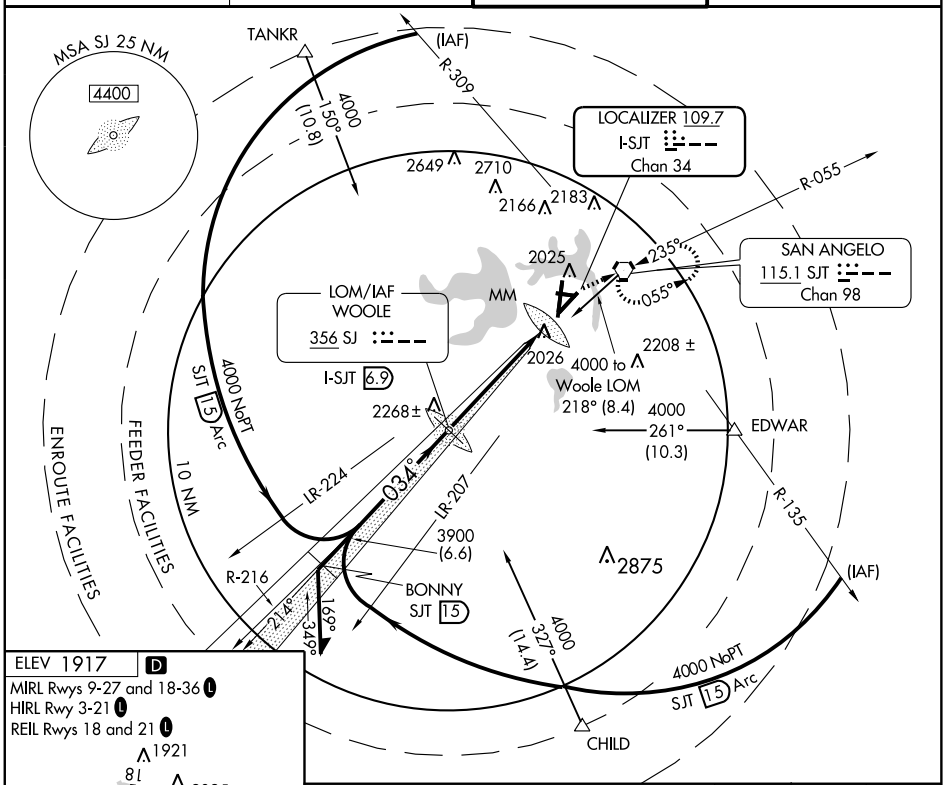
ASR

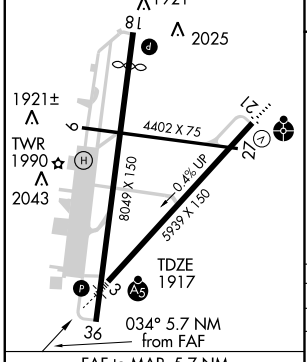
* Procedure Turn NA for Cat. E.
Cat. E circling NA west of Rwy 18-36.

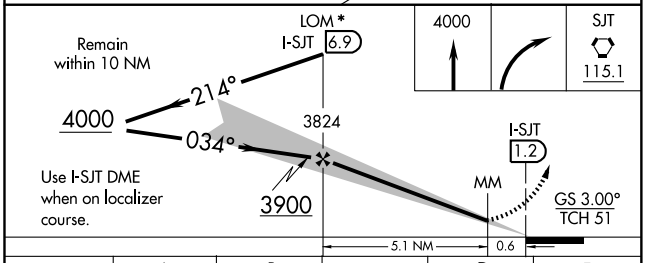
MALSR

MISSED APPROACH: Climb to 4000, then right turn direct SJT VORTAC and hold.

| ATIS | SAN ANGELO APP CON ★ | MATHIS TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 319.0 | 125.35 354.1 | 118.3 (L) (CTAF) 284.7 | 121.9 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 3 | 2117-½ 200 (200-½) | | | | |
| S-LOC 3 | 2420-½ 503 (600-½) | | 2420-1 503 (600-1) | | 2420-1¼ 503 (600-1¼) |
| CIRCLING | 2460-1 543 (600-1) | | 2460-1½ 543 (600-1½) | 2480-2 563 (600-2) | 2520-2¼ 603 (700-2¼) |

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-SJT | APP CRS | Rwy Idg | 5939 |
|---|---|---|---|
| 109.7 | 214° | TDZE | 1906 |
| Chan 34 | | Apt Elev | 1917 |

# LOC BC RWY 21

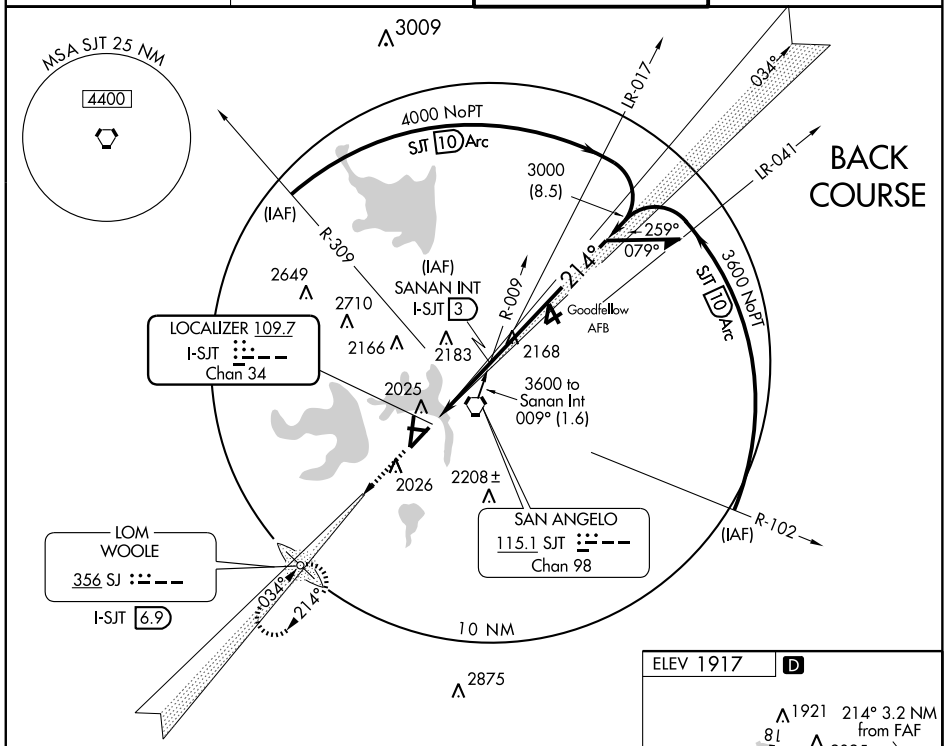
## SAN ANGELO RGNL/MATHIS FIELD (SJT)

ASR

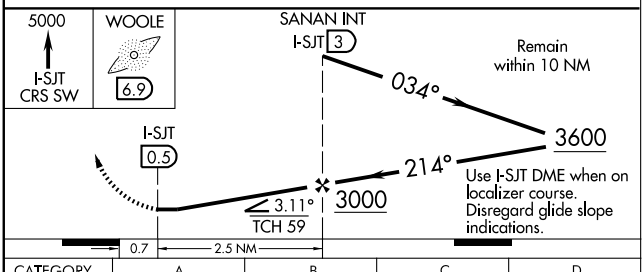
ODALS

MISSED APPROACH: Climb to 5000 via I-SJT SW course to WOOLE LOM/I-SJT 6.9 DME and hold.

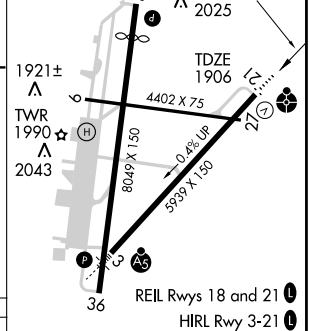
| ATIS | SAN ANGELO APP CON ★ | MATHIS TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 319.0 | 125.35 354.1 | 118.3 L (CTAF) 284.7 | 121.9 348.6 |




## ADF or DME REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 2280-¾ 374 (400-¾) | | | 2280-1¼ 374 (400-1¼) |
| CIRCLING | 2460-1 543 (600-1) | | 2460-1½ 543 (600-1½) | 2480-2 563 (600-2) |




FAF to MAP 2.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:30 | 1:40 | 1:15 | 1:00 | 0:50 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOM SJ | APP CRS | Rwy Idg | 5939 |
|---|---|---|---|
| 356 | 034° | TDZE | 1917 |
| | | Apt Elev | 1917 |

# NDB RWY 3

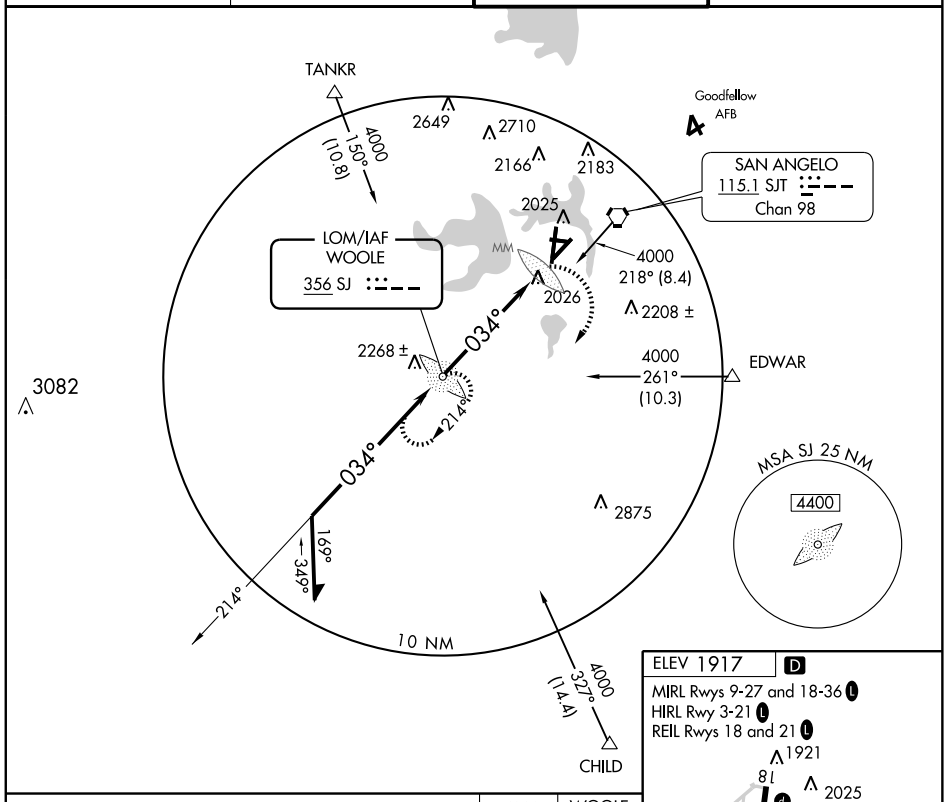
## SAN ANGELO RGNL/MATHIS FIELD (SJT)

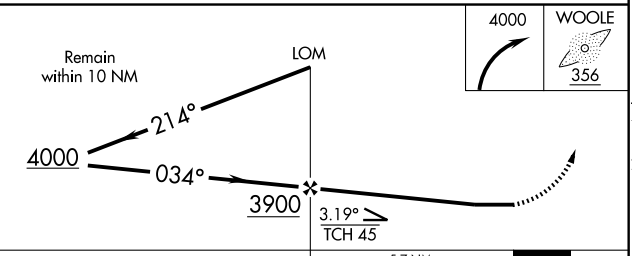
ASR

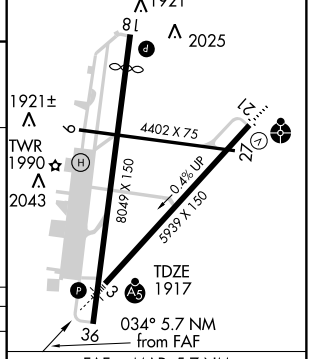
MALSR

MISSED APPROACH: Climbing right turn to 4000 direct WOOLE LOM and hold.

| ATIS | SAN ANGELO APP CON ★ | MATHIS TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 319.0 | 125.35 354.1 | 118.3 L (CTAF) 284.7 | 121.9 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 2460-¾ 543 (600-¾) | | 2460-1 543 (600-1) | 2460-1½ 543 (600-1½) |
| CIRCLING | 2460-1 543 (600-1) | | 2460-1½ 543 (600-1½) | 2480-2 563 (600-2) |

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 77517 W03A | APP CRS 034° | Rwy Idg 5939<br>TDZE 1917<br>Apt Elev 1919 |
|---|---|---|

# RNAV (GPS) RWY 3

## SAN ANGELO RGNL/MATHIS FIELD (SJT)

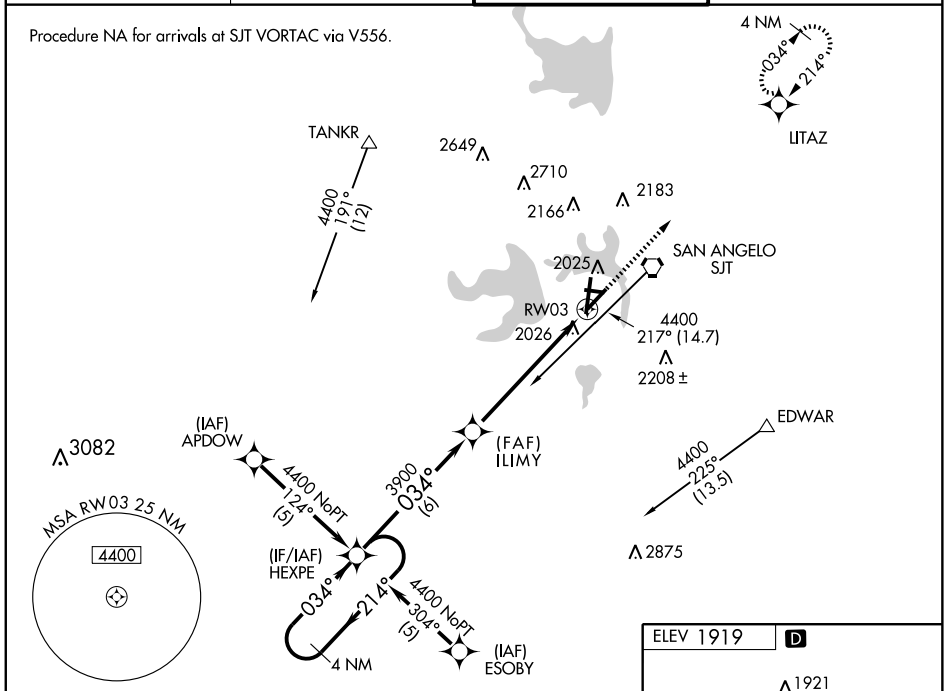
For inoperative MALSR, increase LPV visibility to ¾ mile all Cats and LNAV Cat D visibility to 1¼ mile.
Baro VNAV NA below -18°C (0°F).
Circling to Rwy 09 and 36 NA at night.
DME/DME RNP-0.3 NA.
ASR

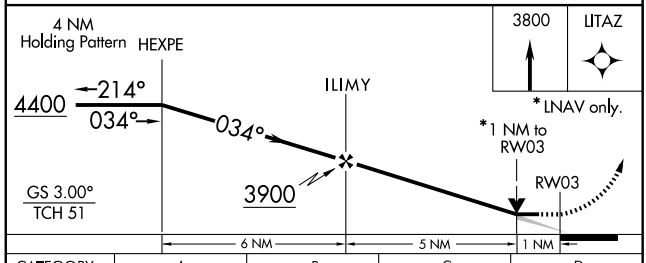
MALSR

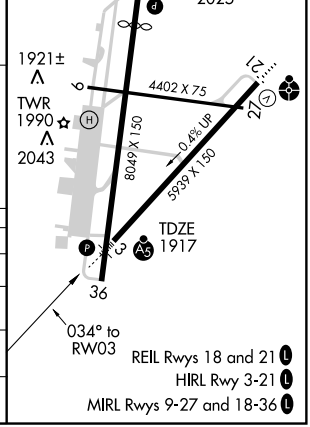
MISSED APPROACH: Climb to 3800 direct LITAZ and hold.

| ATIS | SAN ANGELO APP CON ★ | MATHIS TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 319.0 | 125.35 354.1 | 118.3 L (CTAF) 284.7 | 121.9 348.6 |

Procedure NA for arrivals at SJT VORTAC via V556.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2167-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 2301-¾ 384 (400-¾) | | | |
| LNAV MDA | 2300-½ 383 (400-½) | | | 2300-1 383 (400-1) |
| CIRCLING | 2460-1¼ 541 (600-1¼) | | 2460-1½ 541 (600-1½) | 2480-2 561 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 7160 |
|---|---|---|---|
| CH 93801 | 178° | TDZE | 1908 |
| W18A | | Apt Elev | 1919 |

# RNAV (GPS) RWY 18

## SAN ANGELO RGNL/MATHIS FIELD (SJT)

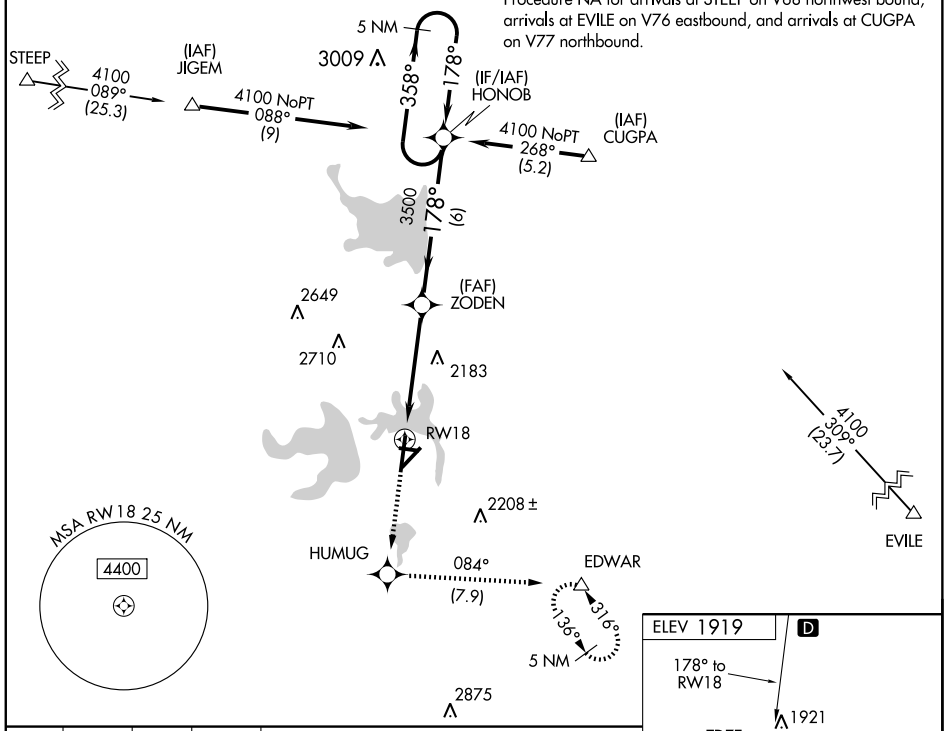
ASR

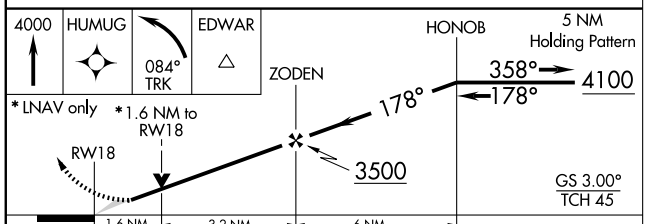
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).

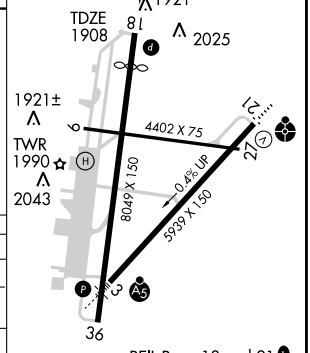
MISSED APPROACH: Climb to 4000 direct HUMUG and left turn via 084° track to EDWAR and hold.

| ATIS | SAN ANGELO APP CON ★ | MATHIS TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 319.0 | 125.35 354.1 | 118.3 L (CTAF) 284.7 | 121.9 348.6 |

Procedure NA for arrivals at STEEP on V68 northwest bound, arrivals at EVILE on V76 eastbound, and arrivals at CUGPA on V77 northbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2158-1 250 (300-1) | | | |
| LNAV/VNAV DA | 2325-1½ 417 (500-1½) | | | |
| LNAV MDA | 2440-1 532 (600-1) | | 2440-1½ 532 (600-1½) | 2440-1¾ 532 (600-1¾) |
| CIRCLING | 2460-1½ 541 (600-1½) | | | 2480-2 561 (600-2) |

REIL Rwys 18 and 21 L
HIRL Rwy 3-21 L
MIRL Rwys 9-27 and 18-36 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 81817 W21A | APP CRS 214° | Rwy Idg 5939 TDZE 1906 Apt Elev 1919 |
|---|---|---|

# RNAV (GPS) RWY 21

## SAN ANGELO RGNL/MATHIS FIELD (SJT)

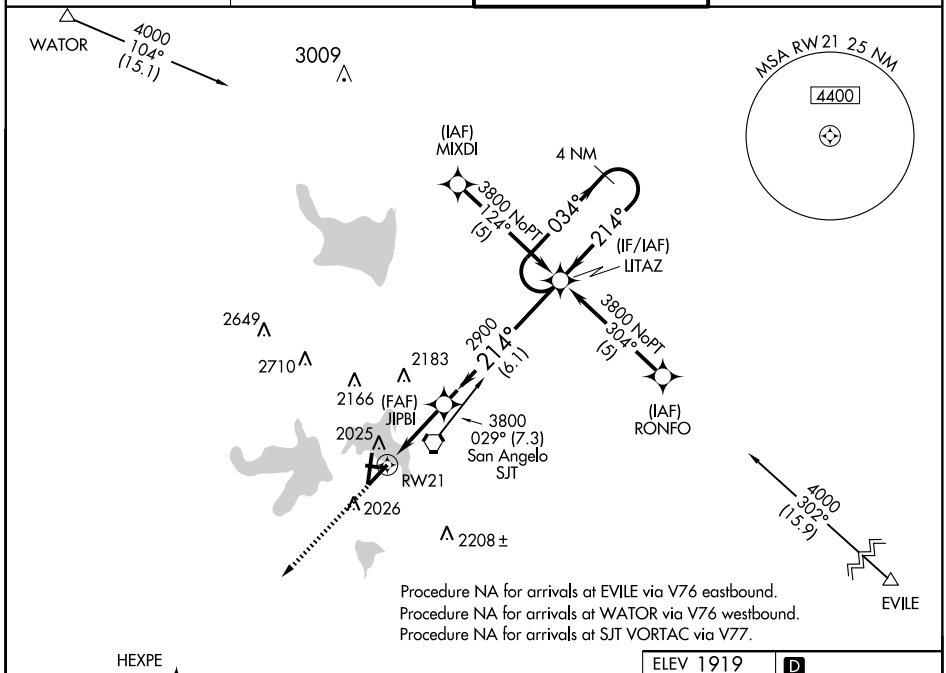
ASR

DME/DME RNP-0.3 NA. Baro VNAV NA below -18°C (0°F). Inoperative table does not apply to LPV, LNAV/VNAV all Cats and LNAV Cat C. Circling Rwy 9 and 36 NA at night.

ODALS

MISSED APPROACH: Climb to 4400 direct HEXPE and hold.

| ATIS | SAN ANGELO APP CON ★ | MATHIS TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 319.0 | 125.35 354.1 | 118.3 L (CTAF) 284.7 | 121.9 348.6 |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2156-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 2325-1½ 419 (500-1½) | | | |
| LNAV MDA | 2340-¾ 434 (500-¾) | | 2340-1¼ 434 (500-1¼) | 2340-1½ 434 (500-1½) |
| CIRCLING | 2460-1½ 541 (600-1½) | | | 2480-2 561 (600-2) |

REIL Rwys 18 and 21 L
HIRL Rwy 3-21 L
MIRL Rwys 9-27 and 18-36 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC SJT | APP CRS | Rwy Idg | 5939 |
|---|---|---|---|
| 115.1 | 045° | TDZE | 1917 |
| Chan 98 | | Apt Elev | 1919 |

# VOR/DME or TACAN RWY 3

## SAN ANGELO RGNL/MATHIS FIELD (SJT)

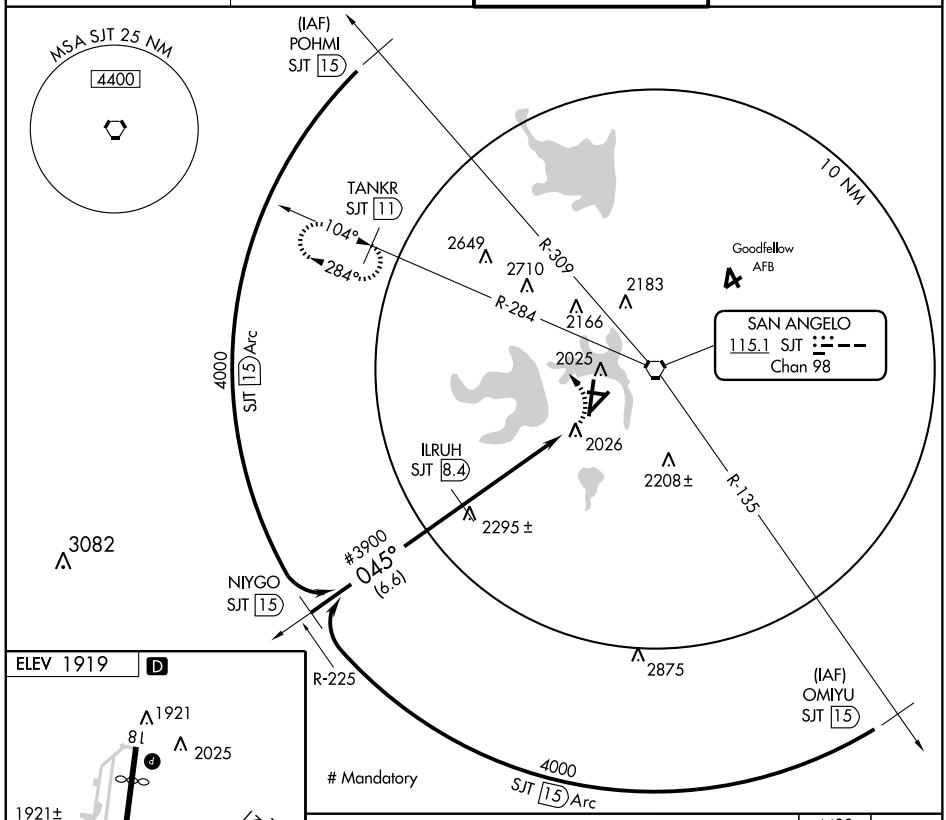
ASR

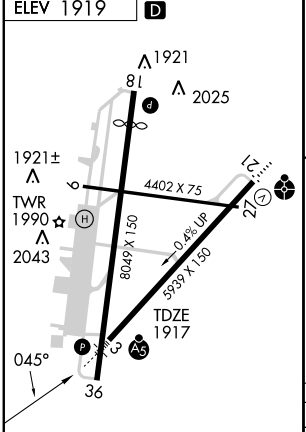
* Cat E circling NA west of Rwy 18-36.

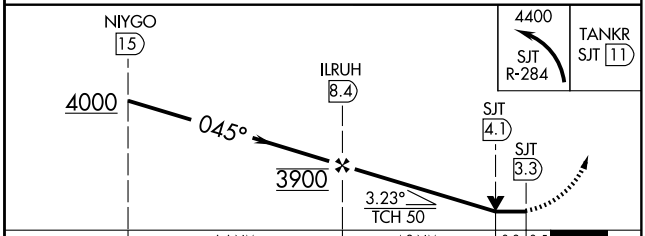
MALSR

MISSED APPROACH: Climbing left turn to 4400 via SJT R-284 to TANKR/11 DME and hold.

| ATIS | SAN ANGELO APP CON ★ | MATHIS TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 319.0 | 125.35 354.1 | 118.3 L (CTAF) 284.7 | 121.9 348.6 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-3 | 2420-½ | 503 (600-½) | 2420-1 | 503 (600-1) | 2420-1¼ 503 (600-1¼) |
| CIRCLING* | 2460-1 | 541 (600-1) | 2460-1½ 541 (600-1½) | 2480-2 561 (600-2) | 2520-2¼ 601 (700-2¼) |

REIL Rwys 18 and 21 L
HIRL Rwys 3-21 L
MIRL Rwys 9-27 and 18-36 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC SJT | APP CRS | Rwy Idg | 5939 |
|---|---|---|---|
| 115.1 | 235° | TDZE | 1906 |
| Chan 98 | | Apt Elev | 1919 |

# VOR RWY 21

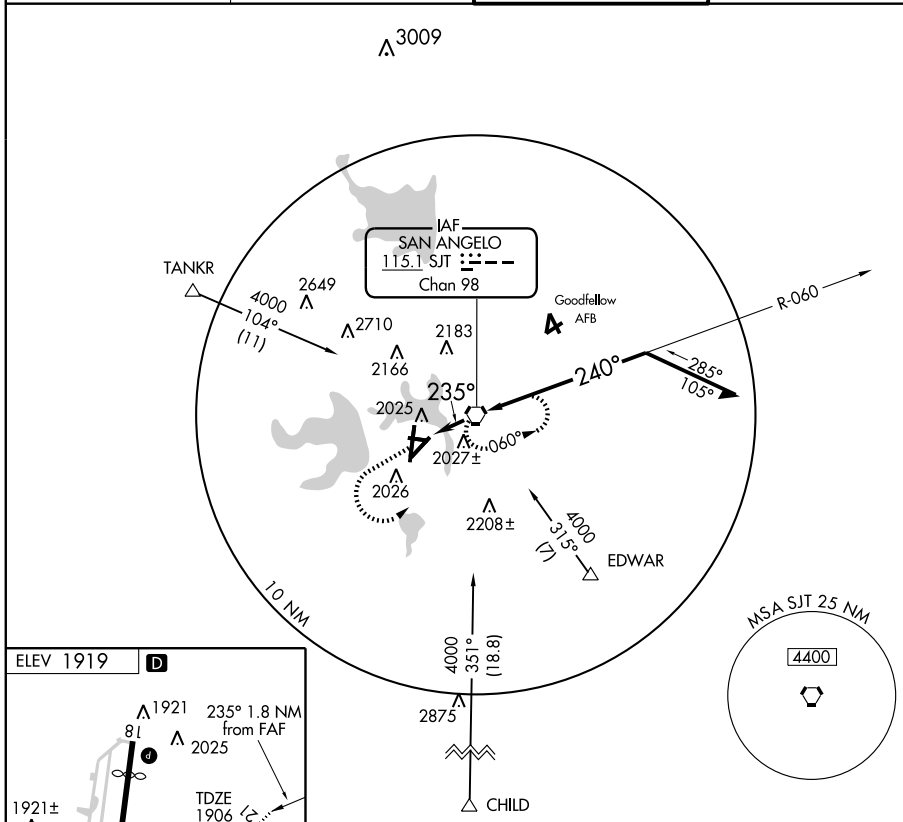
## SAN ANGELO RGNL/MATHIS FIELD (SJT)

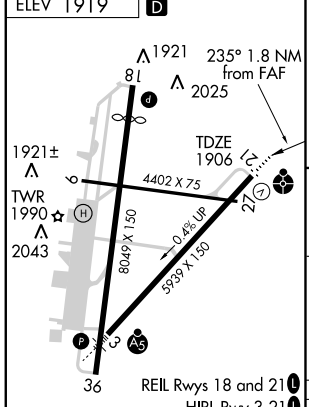
ASR

ODALS

MISSED APPROACH: Climb to 4000 then left turn direct SJT VORTAC and hold.

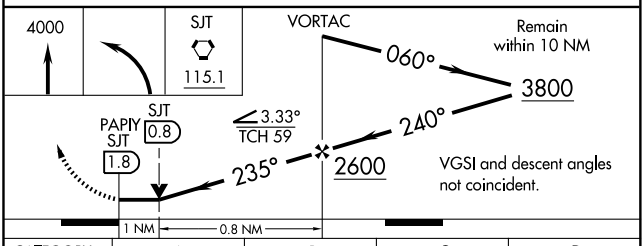
| ATIS | SAN ANGELO APP CON ★ | MATHIS TOWER ★ | GND CON |
|---|---|---|---|
| 128.45 319.0 | 125.35 354.1 | 118.3 L (CTAF) 284.7 | 121.9 348.6 |




FAF to MAP 1.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 1:48 | 1:12 | 0:54 | 0:43 | 0:36 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 2280-¾ 374 (400-¾) | | | 2280-1¼ 374 (400-1¼) |
| CIRCLING | 2460-1 541 (600-1) | | 2460-1½ 541 (600-1½) | 2480-2 561 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

SAN ANTONIO, TEXAS AL-10309 (FAA)

| APP CRS | Rwy Idg | 3785 |
|---|---|---|
| 166° | TDZE | 1385 |
| | Apt Elev | 1385 |

# RNAV (GPS) RWY 17

SAN ANTONIO/ BOERNE STAGE FIELD (5C1)

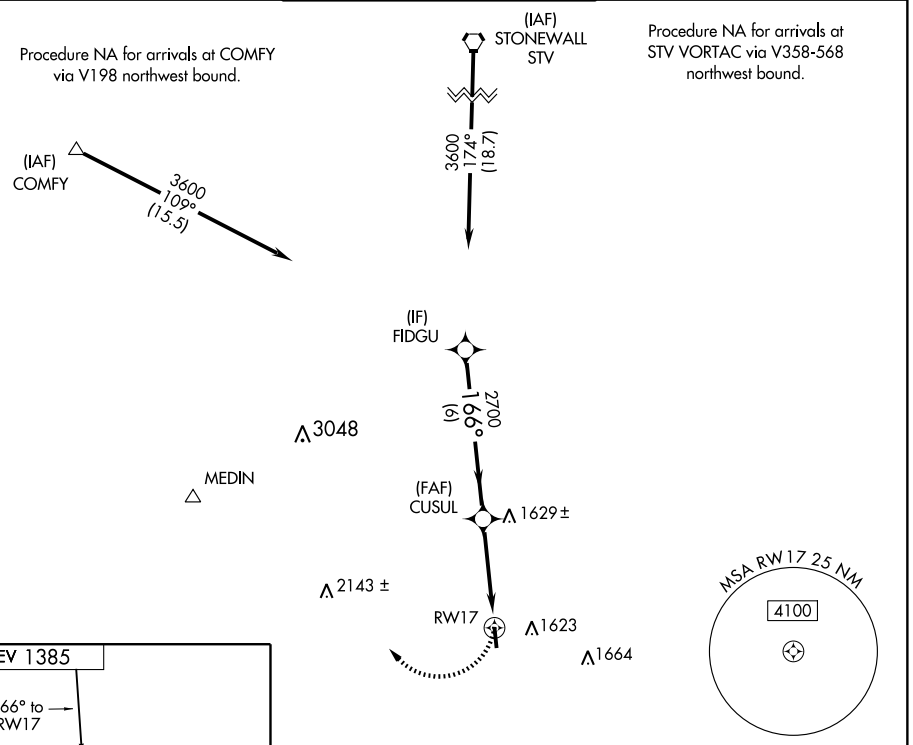
Circling NA east of Rwy 17-35. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use San Antonio Intl altimeter setting; if not received, procedure NA.

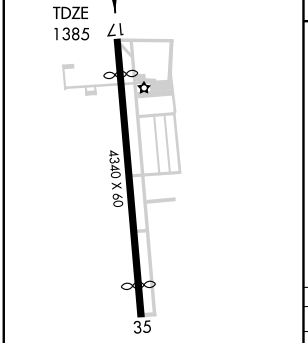
MISSED APPROACH: Climbing right turn to 4100 direct MEDIN.

| SAN ANTONIO INTL ATIS | SAN ANTONIO APP CON | UNICOM |
|---|---|---|
| 118.9 | 125.1 307.0 | 123.0 (CTAF) |

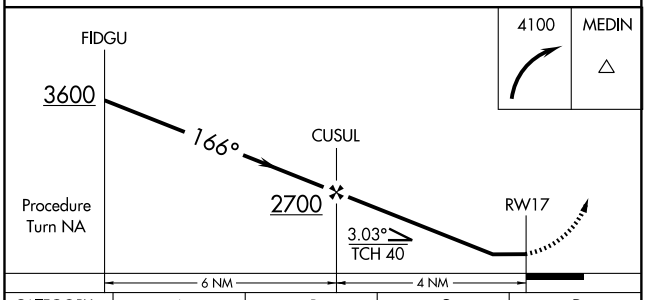
Procedure NA for arrivals at COMFY via V198 northwest bound.

Procedure NA for arrivals at STV VORTAC via V358-568 northwest bound.




LIRL RWY 17-35 L ★




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2000-1 615 (700-1) | | NA | |
| CIRCLING | 2080-1 695 (700-1) | 2120-1 735 (800-1) | NA | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3840 |
|---|---|---|
| 346° | TDZE | 1385 |
| | Apt Elev | 1385 |

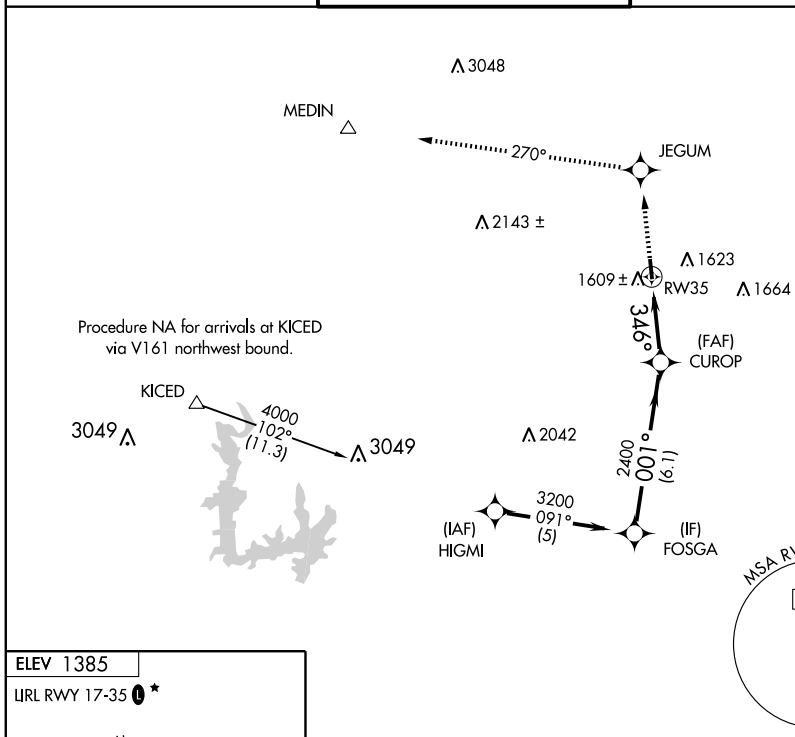
# RNAV (GPS) RWY 35

SAN ANTONIO/ BOERNE STAGE FIELD (5C1)

Circling to Rwy 17 NA at night. Circling NA east of Rwy 17-35. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Use San Antonio Intl altimeter setting; if not received, procedure NA.

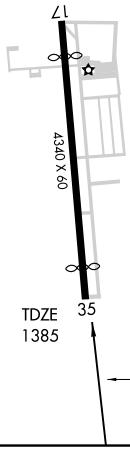
MISSED APPROACH: Climb to 4100 direct JEGUM and via 270° track to MEDIN.

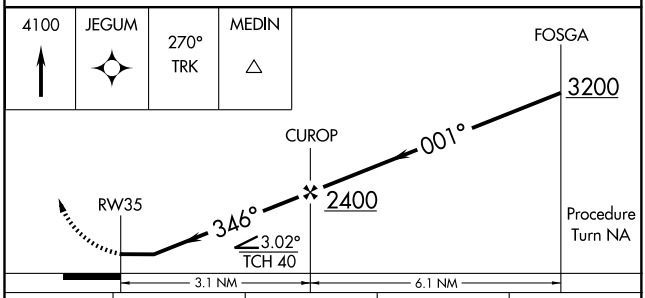
| SAN ANTONIO INTL ATIS | SAN ANTONIO APP CON | UNICOM |
|---|---|---|
| 118.9 | 125.1 307.0 | 123.0 (CTAF) |




ELEV 1385

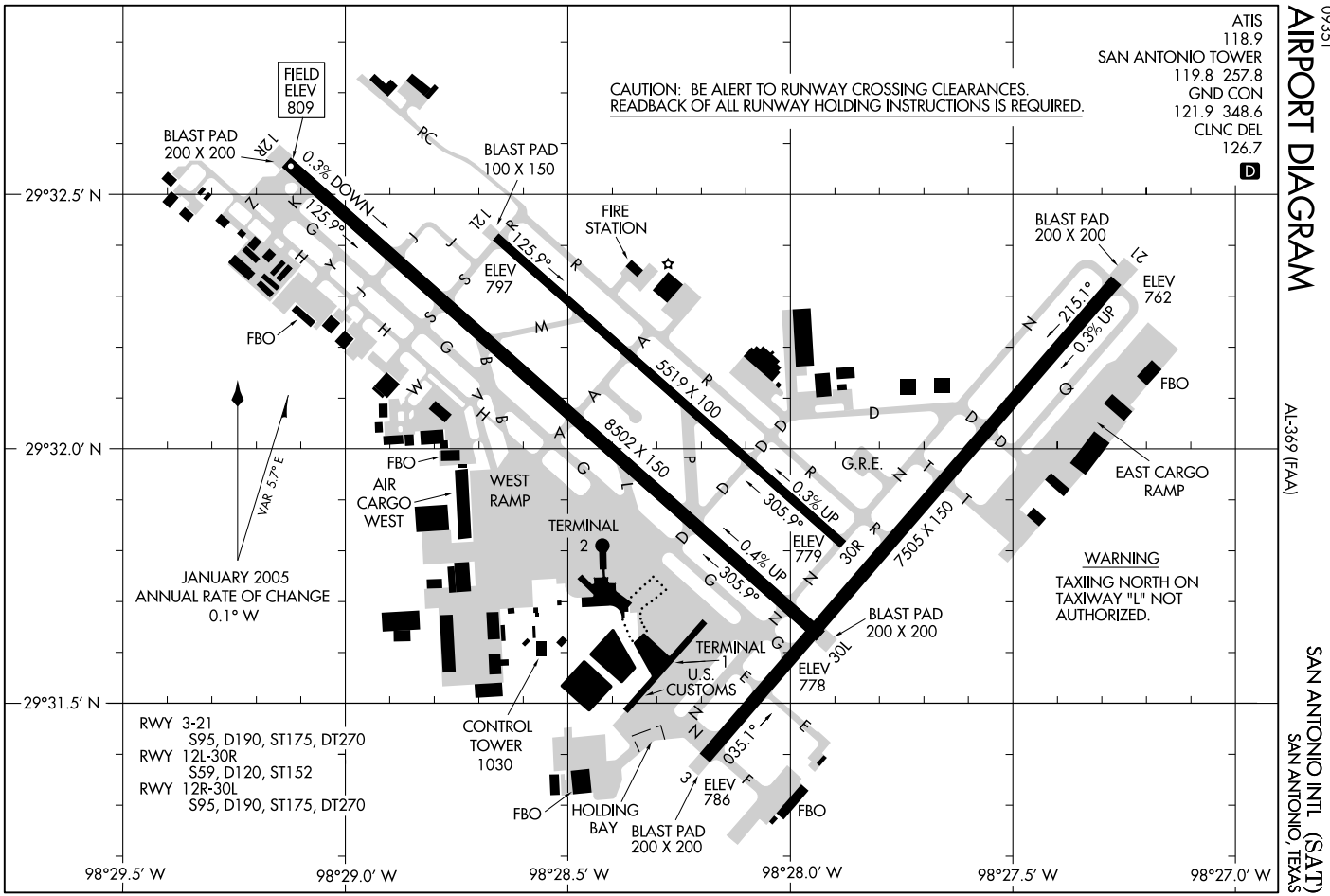
LIRL RWY 17-35 ★

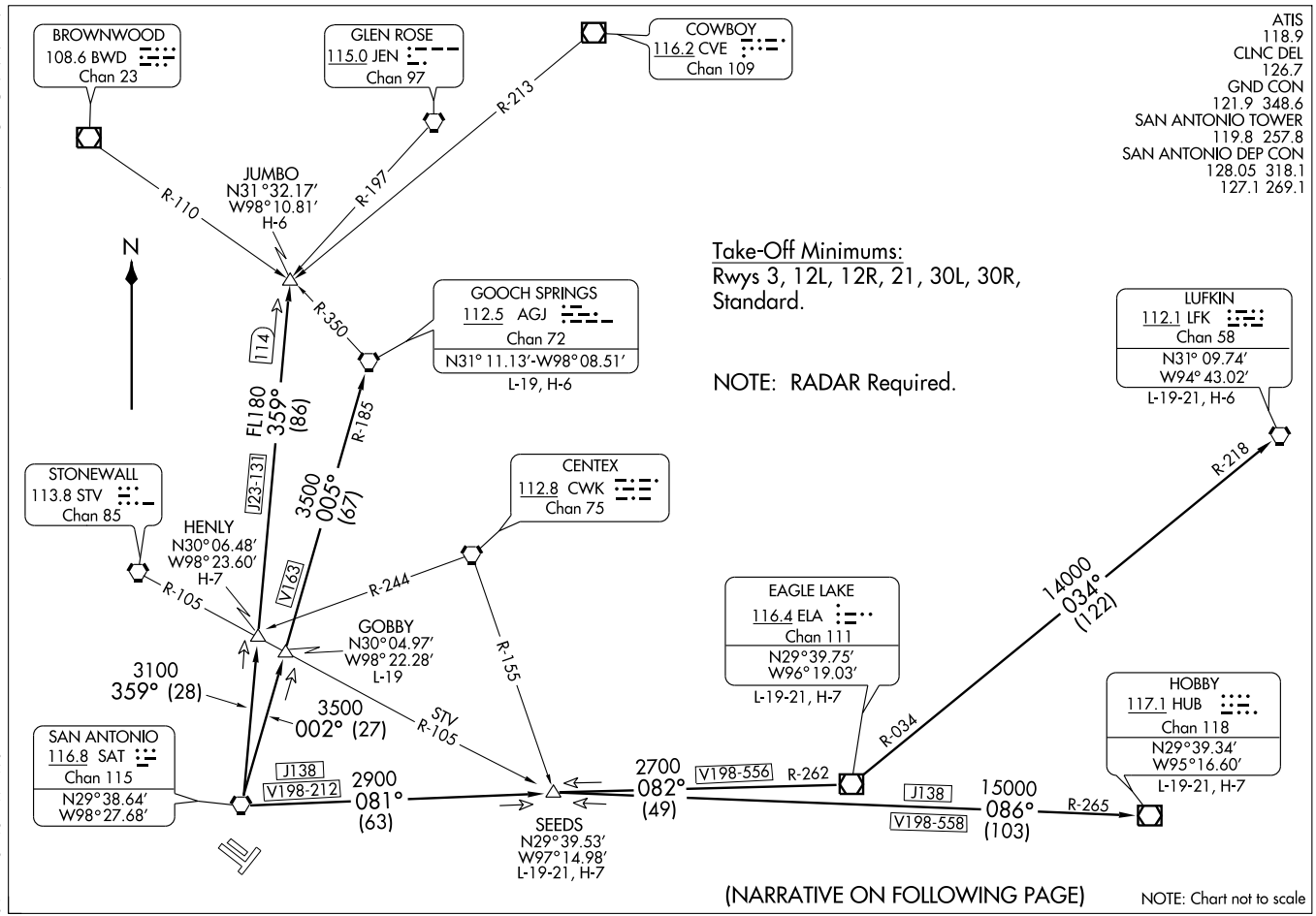



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1980-1 595 (600-1) | | NA | |
| CIRCLING | 2080-1 695 (700-1) | 2120-1 735 (800-1) | NA | |

SC-3, 14 JAN 2010 to 11 FEB 2010


AIRPORT DIAGRAM
09331
SAN ANTONIO INTL (SAT)
SAN ANTONIO, TEXAS
AL-369 (FAA)
ATIS
118.9
SAN ANTONIO TOWER
119.8 257.8
GND CON
121.9 348.6
CLNC DEL
126.7
D
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
FIELD ELEV 809
BLAST PAD 200 X 200
12R
0.3% DOWN
125.9°
BLAST PAD 100 X 150
12L
FIRE STATION
ELEV 797
FBO
BLAST PAD 200 X 200
21
ELEV 762
215.1°
0.3% UP
FBO
5519 X 100
8502 X 150
G.R.E.
EAST CARGO RAMP
FBO
AIR CARGO WEST
WEST RAMP
VAR 5.7°E
JANUARY 2005
ANNUAL RATE OF CHANGE
0.1° W
TERMINAL 2
305.9°
0.3% UP
0.4% UP
ELEV 779
30R
7505 X 150
WARNING
TAXIING NORTH ON TAXIWAY "L" NOT AUTHORIZED.
BLAST PAD 200 X 200
TERMINAL 1
U.S. CUSTOMS
ELEV 778
30L
29°32.5′ N
29°32.0′ N
29°31.5′ N
RWY 3-21
S95, D190, ST175, DT270
RWY 12L-30R
S59, D120, ST152
RWY 12R-30L
S95, D190, ST175, DT270
CONTROL TOWER 1030
FBO
HOLDING BAY
BLAST PAD 200 X 200
035.1°
ELEV 786
FBO
98°29.5′ W
98°29.0′ W
98°28.5′ W
98°28.0′ W
98°27.5′ W
98°27.0′ W




# ALAMO SEVEN DEPARTURE

(ALAMO) .SAI1 09351

SL-369 (FAA)

SAN ANTONIO INTL (SAT)

SAN ANTONIO, TEXAS

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for radar vectors to SAT VORTAC maintain 5000 feet, Thence . . . .

. . . . via (Transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION (ALAMO7.ELA): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME.
GOBBY TRANSITION (ALAMO7.GOBBY): From over SAT VORTAC via SAT R-002 to GOBBY INT.
HENLY TRANSITION (ALAMO7.HENLY): From over SAT VORTAC via SAT R-359 to HENLY INT.
HOBBY TRANSITION (ALAMO7.HUB): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via HUB R-265 to HUB VOR/DME.
JUMBO TRANSITION (ALAMO7.JUMBO): From over SAT VORTAC via SAT R-359 to JUMBO INT.
GOOCH SPRINGS TRANSITION (ALAMO7.AGJ): From over SAT VORTAC via SAT R-002 to GOBBY INT, then via AGJ R-185 to AGJ VORTAC.
LUFKIN TRANSITION (ALAMO7.LFK): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME, then via ELA R-034 and LFK R-218 to LFK VORTAC.
SEEDS TRANSITION (ALAMO7.SEEDS): From over SAT VORTAC via SAT R-081 to SEEDS INT.

TAKE-OFF OBSTACLES:

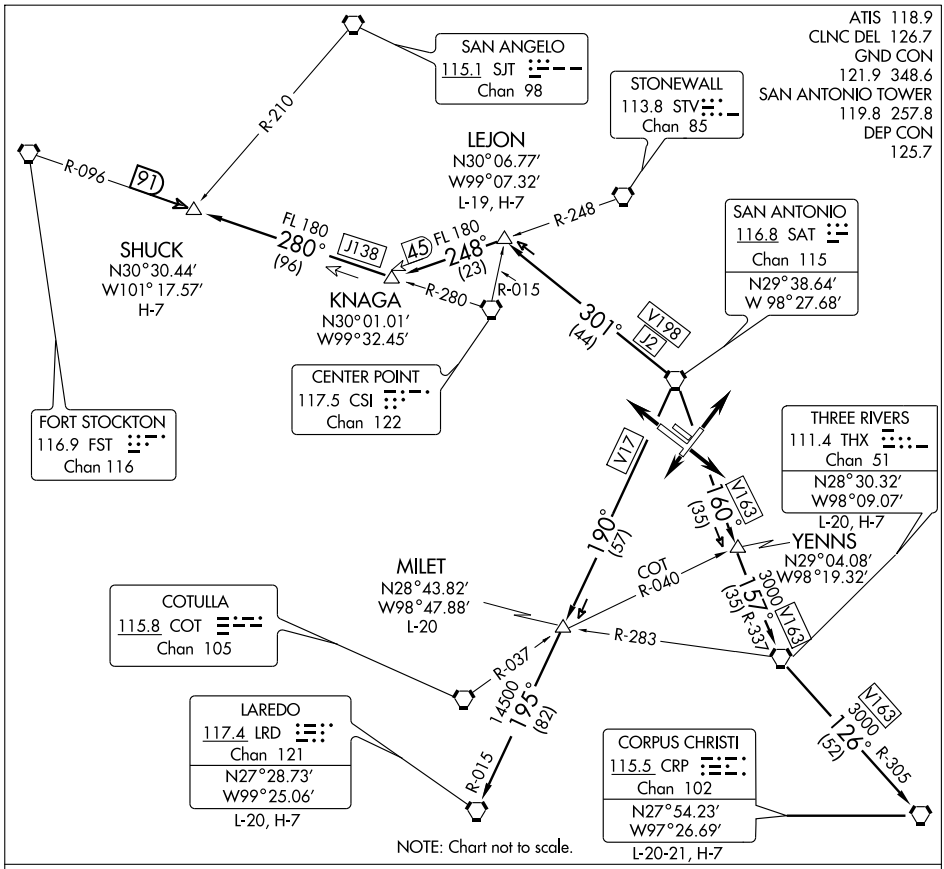
RWY 3: Tree 734′ from DER, 695′ left of centerline, 31′ AGL/793′MSL.
RWY 12R: Antenna on Tower 1034′ from DER, 723′ right of centerline, 42′ AGL/820′MSL. Building and Vent on Building beginning 3801′ from DER, 1488′ right of centerline, 117′ AGL/881′MSL.
RWY 21: Antenna on Hangar and Flagpole beginning 1198′ from DER, 700′ right of centerline, up to 39′ AGL/825′MSL. Sign 2713′ from DER, 1034′ right of centerline, 71′ AGL/857′MSL.
RWY 30L: Tower and Poles beginning 1931′ from DER, 834′ left of centerline, up to 42′ AGL/892′MSL. Sign 2435′ from DER, 1042′ right of centerline, 54′ AGL/873′MSL.
RWY 30R: Rod on Obstruction Light 1261′ from DER, 591′ left of centerline, 57′ AGL/854′MSL.

SC-3, 14 JAN 2010 to 11 FEB 2010

# BOWIE THREE DEPARTURE

SL-369 (FAA)

SAN ANTONIO INTL (SAT)
SAN ANTONIO, TEXAS




SC-3, 14 JAN 2010 to 11 FEB 2010

## DEPARTURE ROUTE DESCRIPTION

Fly runway heading for vector to assigned route. All aircraft maintain 5000 feet, expect further clearance to filed altitude/flight level 10 minutes after departure.

CORPUS CHRISTI TRANSITION (BOWIE3.CRP): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC, then via THX-R 126 and CRP R-305 to CRP VORTAC.

LAREDO TRANSITION (BOWIE3.LRD): From over SAT VORTAC via SAT R-190 to MILET INT, then via LRD R-015 to LRD VORTAC.

LEJON TRANSITION (BOWIE3.LEJON): From over SAT VORTAC via SAT R-301 to LEJON INT.

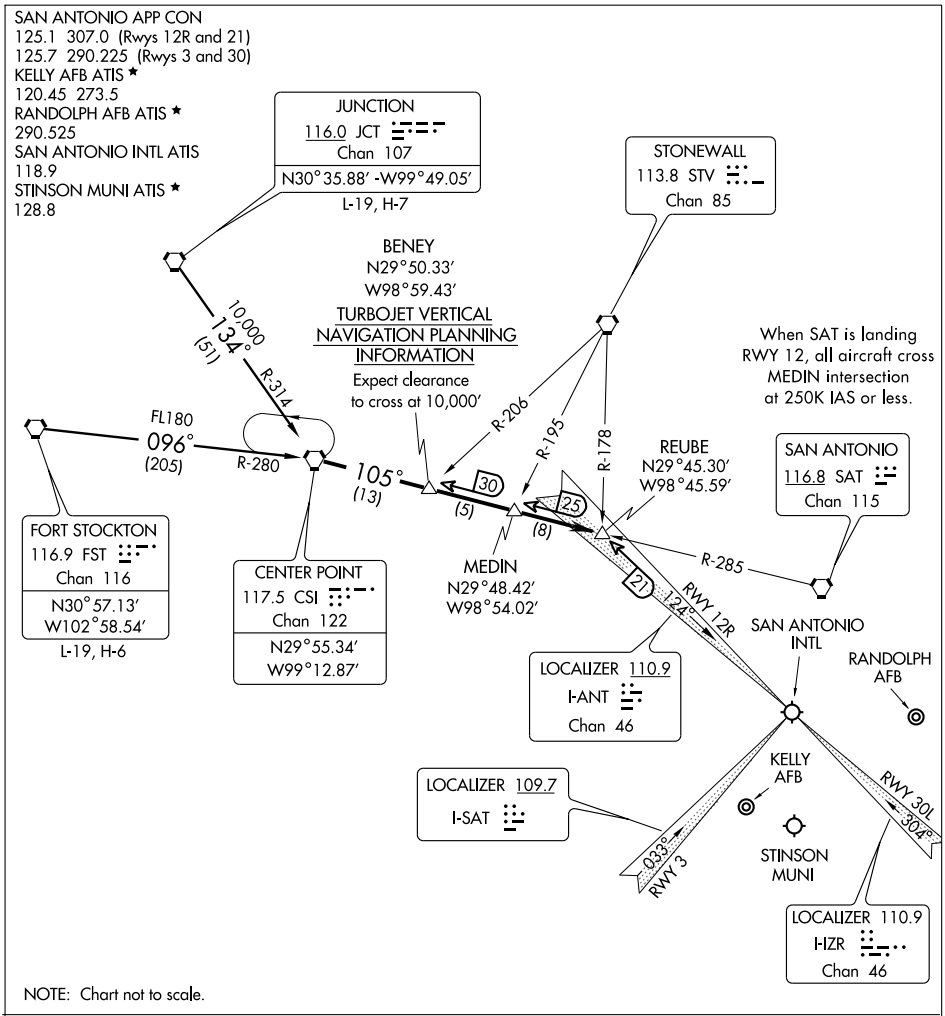
MILET TRANSITION (BOWIE3.MILET): From over SAT VORTAC via SAT R-190 to MILET INT.

SHUCK TRANSITION (BOWIE3.SHUCK): From over SAT VORTAC via SAT R-301 to LEJON INT, then via STV R-248 and CSI R-280 to SHUCK INT.

THREE RIVERS TRANSITION (BOWIE3.THX): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC.

# CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS




FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-SAT | APP CRS | Rwy Idg | 7505 |
|---|---|---|---|
| 109.7 | 033° | TDZE | 786 |
| | | Apt Elev | 809 |

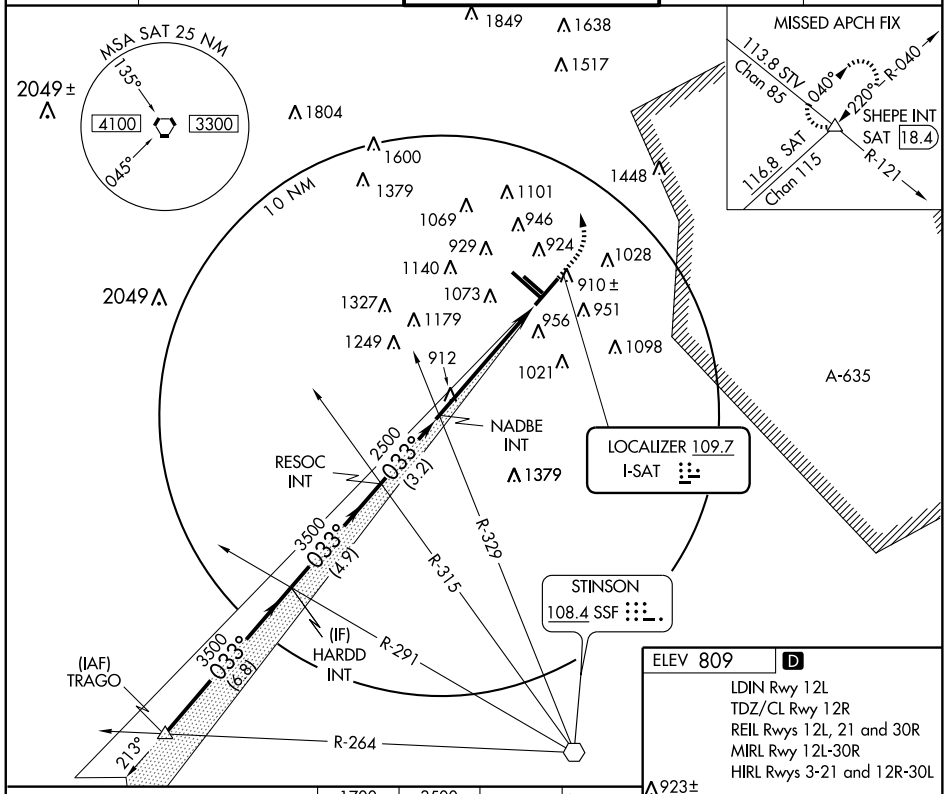
# ILS or LOC RWY 3
## SAN ANTONIO INTL (SAT)

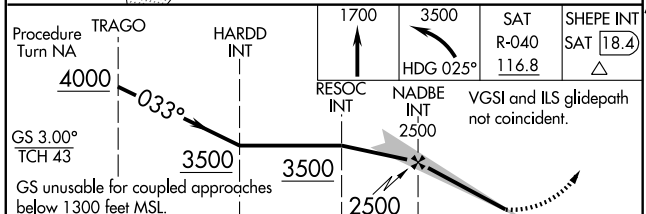
Circling NA southwest of Rwy 12R-30L.

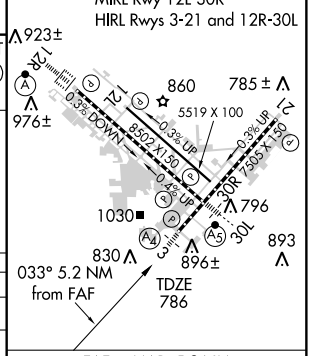
MALS

MISSED APPROACH: Climb to 1700 then climbing left turn to 3500 via heading 025° and SAT R-040 to SHEPE INT/SAT 18.4 DME and hold.

| ATIS | SAN ANTONIO APP CON | SAN ANTONIO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.9 | 125.1 307.0 | 119.8 257.8 | 121.9 348.6 | 126.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 986/40 200 (200-¾) | | | |
| S-LOC 3 | 1180/40 394 (400-¾) | | | 1180/60 394 (400-1¼) |
| CIRCLING | 1300-1 491 (500-1) | | 1320-1½ 511 (600-1½) | 1380-2 571 (600-2) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SC-3, 14 JAN 2010 to 11 FEB 2010

SAN ANTONIO, TEXAS — AL-369 (FAA)

| LOC/DME I-ANT | APP CRS | Rwy 12R ldg | 8502 | Rwy 12L ldg | 5519 |
|---|---|---|---|---|---|
| 110.9 | 124° | TDZE | 809 | TDZE | 797 |
| Chan 46 | | Apt Elev | 809 | Apt Elev | 809 |

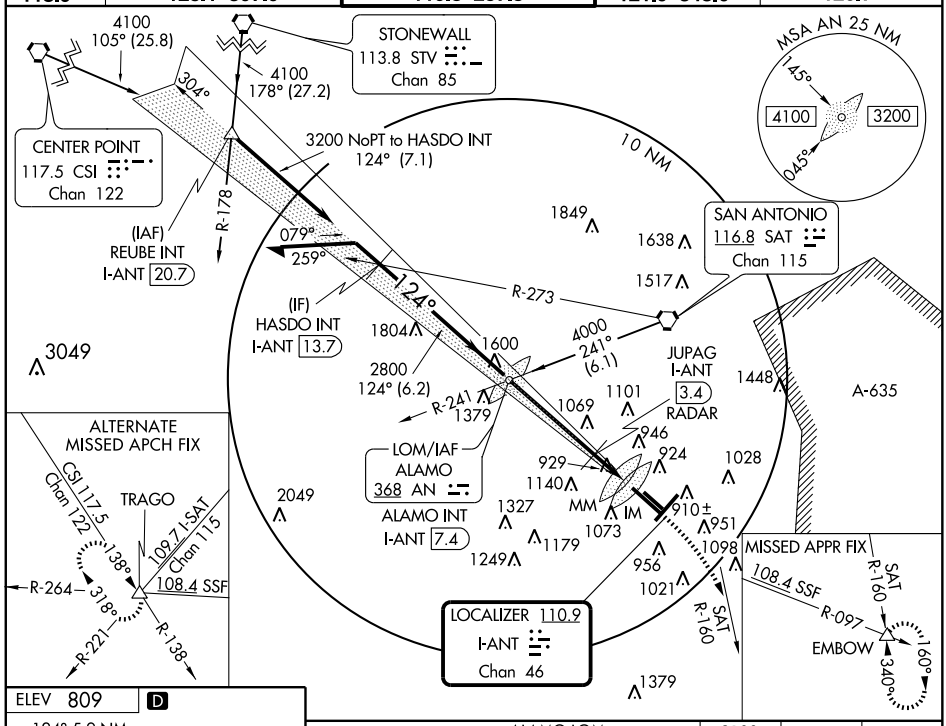
# ILS or LOC RWY 12R
## SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwy 12R-30L.

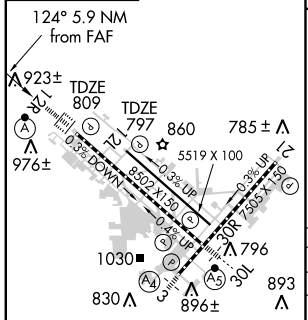
ALSF-2

MISSED APPROACH: Climb to 3100 via heading 124° and SAT R-160 to EMBOW INT and hold.

| ATIS | SAN ANTONIO APP CON | SAN ANTONIO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.9 | 125.1 307.0 | 119.8 257.8 | 121.9 348.6 | 126.7 |

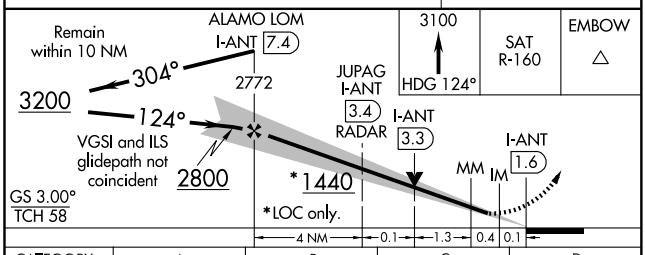



ELEV 809 D




LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12R | 1009/18 200 (200-½) | | | |
| S-LOC 12R | 1440/24 631 (700-½) | | 1440/60 631 (700-1¼) | 1440-1½ 631 (700-1½) |
| SIDESTEP 12L | 1600-1 803 (800-1) | 1600-1¼ 803 (800-1¼) | 1600-2¼ 803 (800-2¼) | 1600-2½ 803 (800-2½) |
| CIRCLING | 1440-1 631 (700-1) | | 1440-1¾ 631 (700-1¾) | 1440-2 631 (700-2) |
| JUPAG FIX MINIMUMS | | | | |
| S-LOC 12R | 1240/24 431 (500-½) | | 1240/40 431 (500-¾) | 1240/50 431 (500-1) |

SC-3, 14 JAN 2010 to 11 FEB 2010

SAN ANTONIO, TEXAS — AL-369 (FAA)

| LOC/DME I-IZR | APP CRS | | | | |
|---|---|---|---|---|---|
| 110.9 Chan 46 | 304° | Rwy 30L ldg 8502 TDZE 790 Apt Elev 809 | | Rwy 30R ldg 5519 TDZE 788 Apt Elev 809 | |

# ILS or LOC RWY 30L
## SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwy 12R-30L. ADF required.
# RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct ALAMO LOM and hold.

| ATIS | SAN ANTONIO APP CON | SAN ANTONIO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.9 | 125.1 307.0 | 119.8 257.8 | 121.9 348.6 | 126.7 |

SAN ANTONIO 116.8 SAT Chan 115

LOM ALAMO 368 AN

LOCALIZER 110.9 I-IZR Chan 46

CIBUS I-IZR 1.8 RADAR

WAKKS OM/INT I-IZR 5.2 RADAR

(IF/IAF) ROTTS INT I-IZR 12.9

MSA SAT 25 NM: 135°–045° 4100 3300

A-635

ALTERNATE MISSED APCH FIX: CSI 117.5 Chan 122, 138°, TRAGO, 109.7 I-SAT Chan 115, 318°, 108.4 SSF, R-264, R-221, R-138

STINSON 108.4 SSF

10 NM, R-004, R-040

ELEV 809 D

LDIN Rwy 12L
REIL Rwys 12L, 21 and 30R
TDZ/CL Rwy 12R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R




FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 30L | #990/24 200 (200-½) | | | |
| S-LOC 30L | 1360/24 570 (600-½) | | 1360/50 570 (600-1) | 1360/60 570 (600-1¼) |
| SIDESTEP Rwy 30R | 1360-1 572 (600-1) | | 1360-1½ 572 (600-1½) | 1360-2 572 (600-2) |
| CIRCLING | 1360-1 551 (600-1) | | 1360-1½ 551 (600-1½) | 1380-2 571 (600-2) |

CIBUS FIX MINIMUMS

| | | | |
|---|---|---|---|
| S-LOC 30L | 1200/24 410 (400-½) | | 1200/40 410 (400-¾) |

SC-3, 14 JAN 2010 to 11 FEB 2010

SAN ANTONIO, TEXAS AL-369 (FAA)

| LOC/DME I-ANT | APP CRS | Rwy 12R ldg | 8502 |
|---|---|---|---|
| 110.9 | 124° | TDZE | 809 |
| Chan 46 | | Apt Elev | 809 |

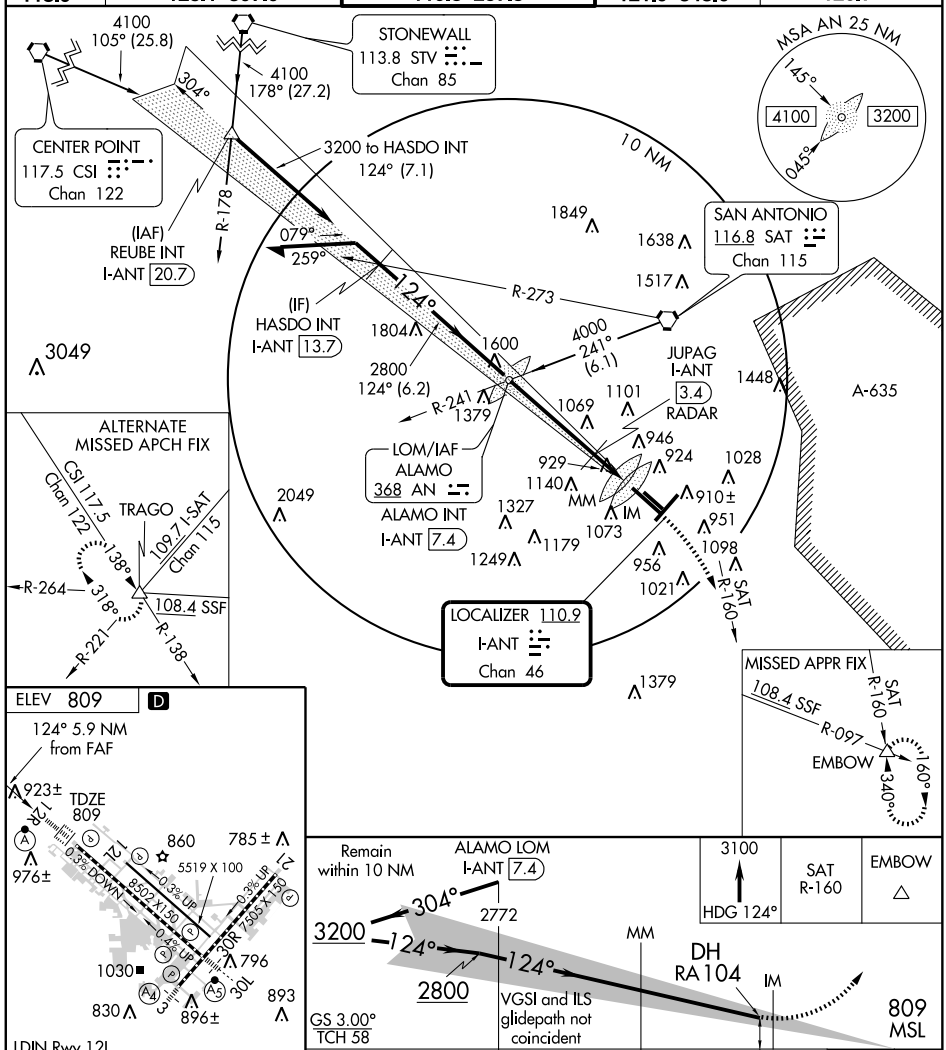
# ILS RWY 12R (CAT II)

SAN ANTONIO INTL (SAT)

ALSF-2

MISSED APPROACH: Climb to 3100 via heading 124° and SAT R-160 to EMBOW INT and hold.

| ATIS | SAN ANTONIO APP CON | SAN ANTONIO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.9 | 125.1 307.0 | 119.8 257.8 | 121.9 348.6 | 126.7 |

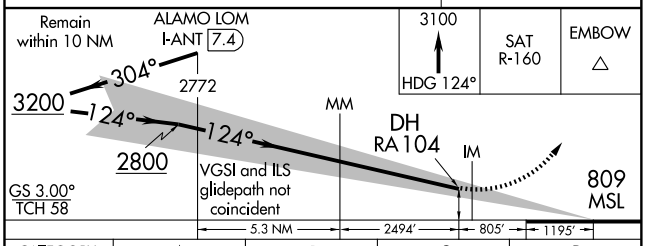



ELEV 809 D




LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
HIRL Rwys 3-21 and 12R-30L
MIRL Rwy 12L-30R

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |



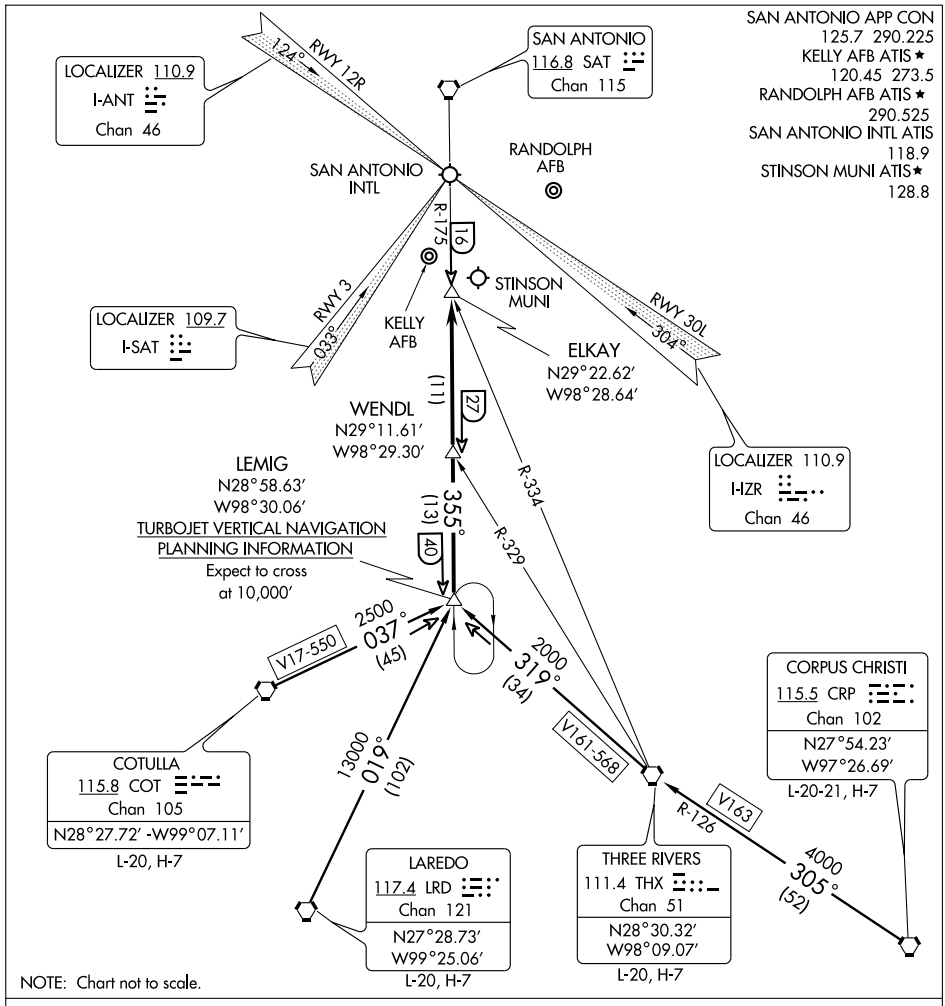

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 12R | RA 104/12 100 DA 909 | | | |

## CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SC-3, 14 JAN 2010 to 11 FEB 2010

# LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS




SC-3, 14 JAN 2010 to 11 FEB 2010

CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

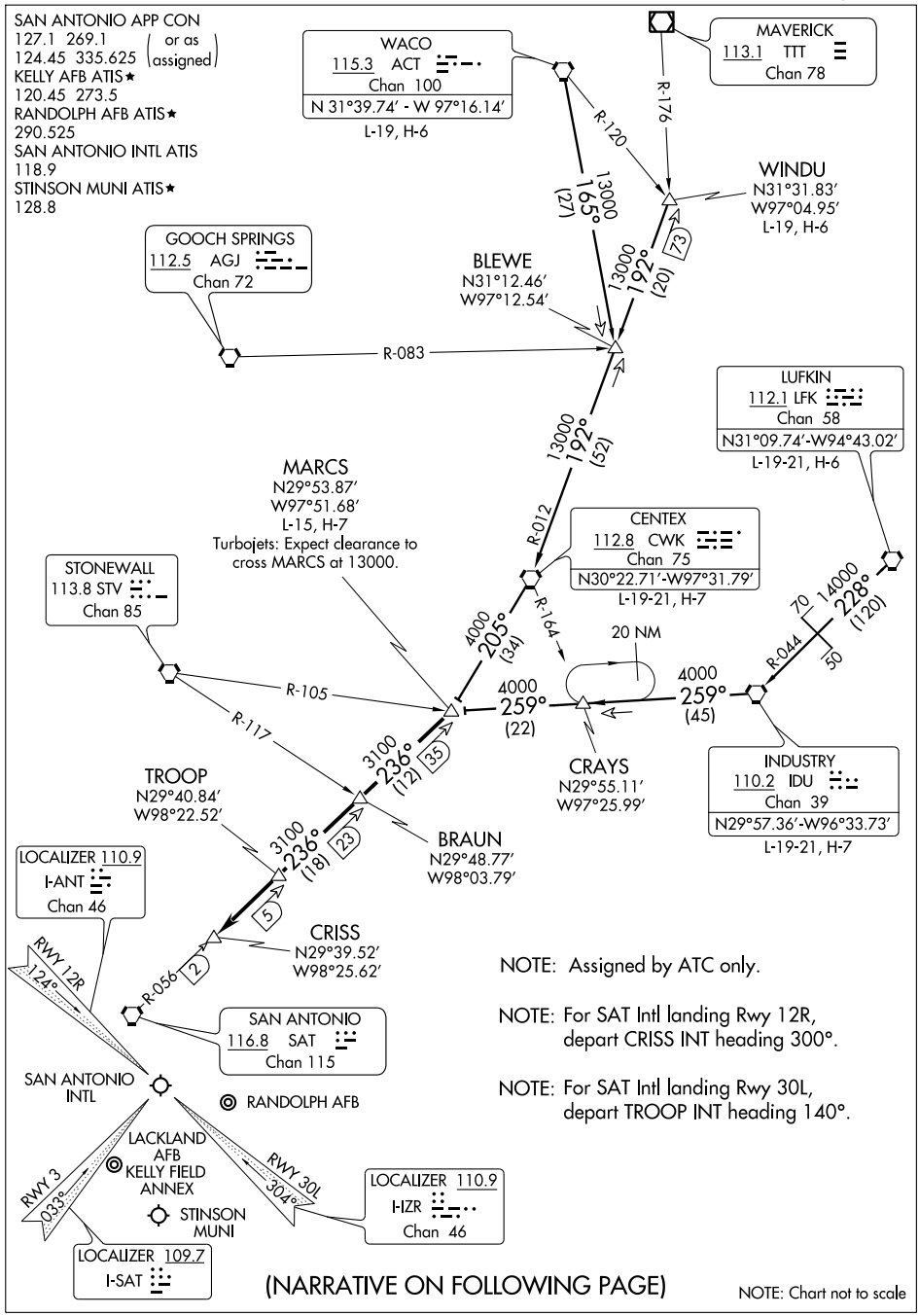
LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

# MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

# MARCS NINE ARRIVAL



ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .

INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .

LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .

WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 14 JAN 2010 to 11 FEB 2010

SAN ANTONIO, TEXAS

| WAAS | APP CRS | Rwy Idg | 7505 |
|---|---|---|---|
| CH 77613 | 033° | TDZE | 786 |
| W03A | | Apt Elev | 809 |

AL-369 (FAA)

# RNAV (GPS) RWY 3

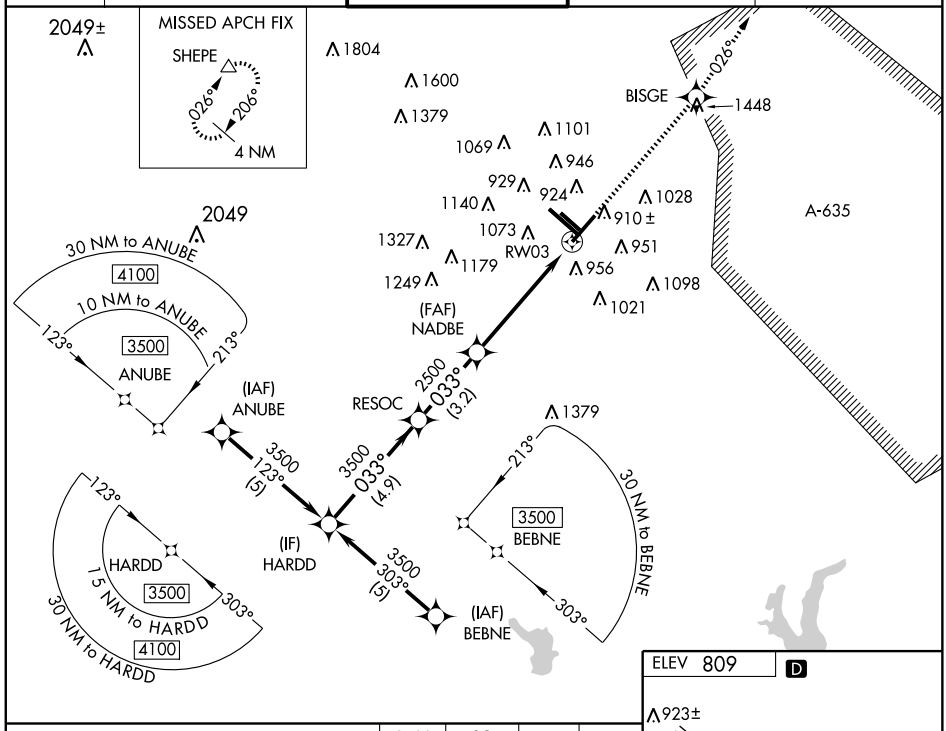
SAN ANTONIO INTL (SAT)

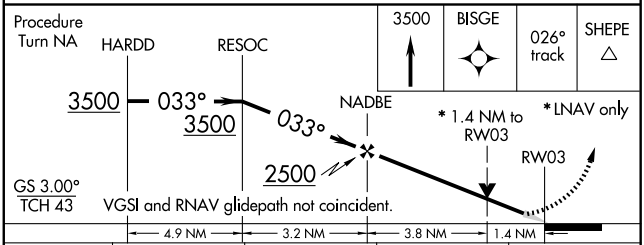
T Inoperative table does not apply to LNAV/VNAV, and LNAV Cat C. Circling NA southwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

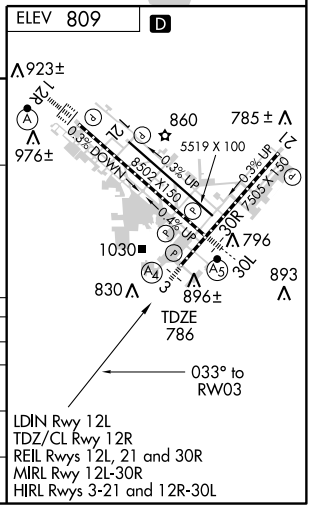
MALS A4

MISSED APPROACH: Climb to 3500 direct BISGE and via track 026° to SHEPE and hold.

| ATIS | SAN ANTONIO APP CON | SAN ANTONIO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.9 | 125.1 307.0 | 119.8 257.8 | 121.9 348.6 | 126.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 986/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 1360-2 574 (600-2) | | | |
| LNAV MDA | 1280/40 494 (500-¾) | | 1280/60 494 (500-1¼) | 1280-1½ 494 (500-1½) |
| CIRCLING | 1300-1 491 (500-1) | | 1320-1½ 511 (600-1½) | 1380-2 571 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 82409 W12A | APP CRS 124° | Rwy Idg 8502 TDZE 809 Apt Elev 809 |
|---|---|---|

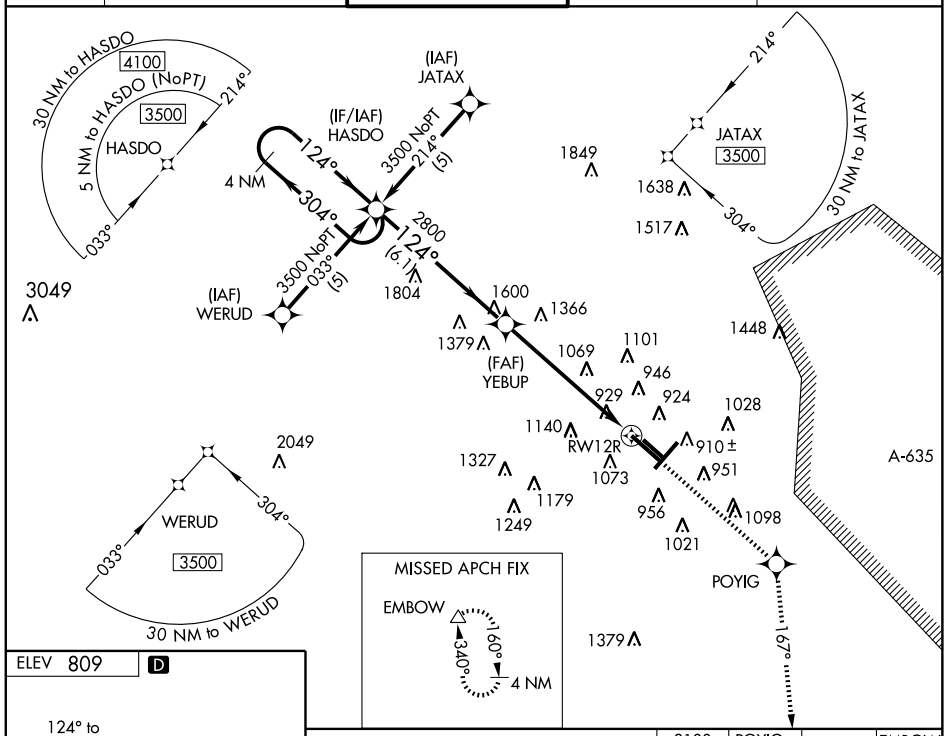
# RNAV (GPS) RWY 12R
## SAN ANTONIO INTL (SAT)

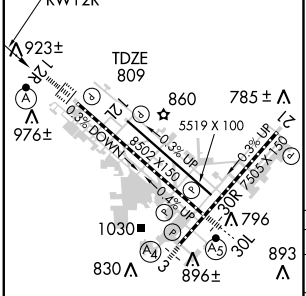
For inoperative ALSF-2, increase LPV all Cats visibility to 1 mile. Circling NA southwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

ALSF-2

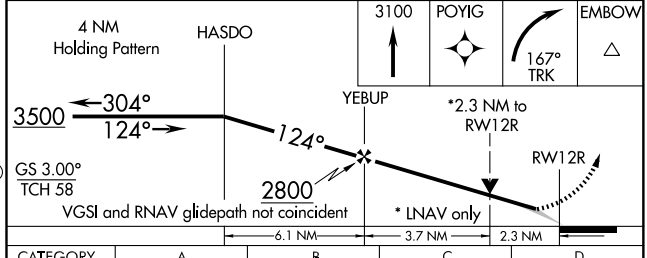
MISSED APPROACH: Climb to 3100 direct POYIG and right turn via 167° track to EMBOW and hold.

| ATIS | SAN ANTONIO APP CON | SAN ANTONIO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.9 | 125.1 307.0 | 119.8 257.8 | 121.9 348.6 | 126.7 |




LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
MIRL Rwy 12L-30R
HIRL Rwys 3-21 and 12R-30L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1107/24 298 (300-½) | | | |
| LNAV/VNAV DA | 1340/60 531 (600-1¼) | | | |
| LNAV MDA | 1620/24 811 (900-½) | 1620/40 811 (900-¾) | 1620-2 811 (900-2) | 1620-2¼ 811 (900-2¼) |
| CIRCLING | 1620-1 811 (900-1) | 1620-1¼ 811 (900-1¼) | 1620-2½ 811 (900-2½) | 1620-2¾ 811 (900-2¾) |

SC-3, 14 JAN 2010 to 11 FEB 2010

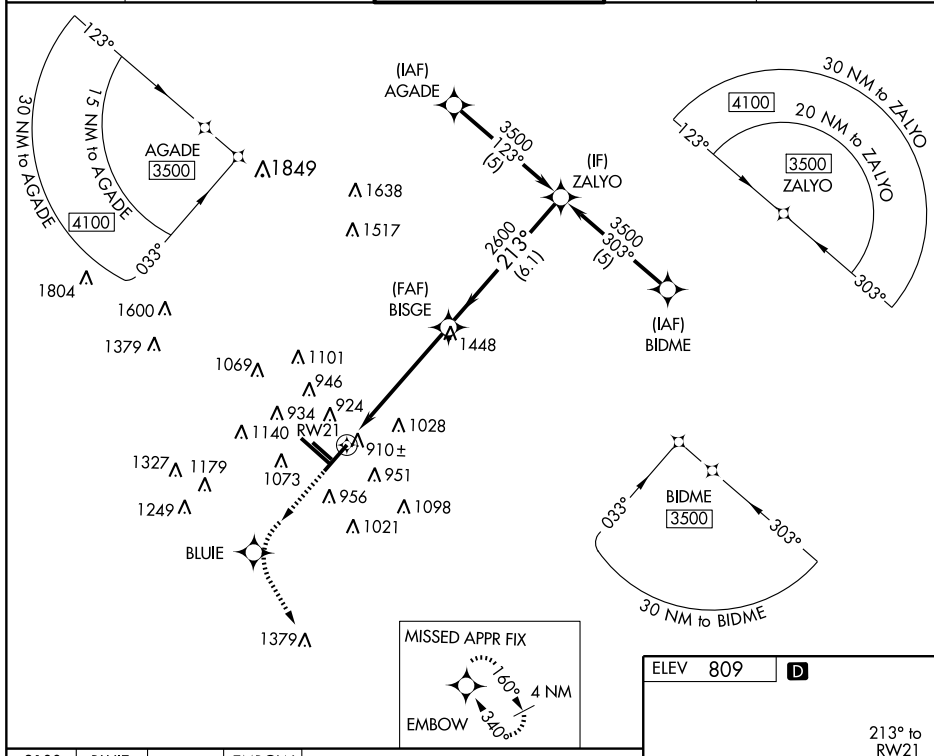
| WAAS | APP CRS | Rwy Idg | 7505 |
|---|---|---|---|
| CH 50121 | 213° | TDZE | 773 |
| W21A | | Apt Elev | 809 |

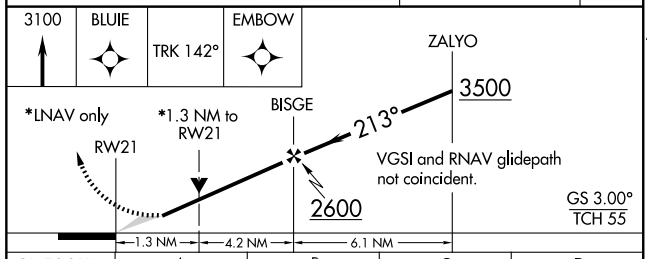
# RNAV (GPS) RWY 21
## SAN ANTONIO INTL (SAT)

Circling NA southwest of Rwys 12R and 30L.
DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F)

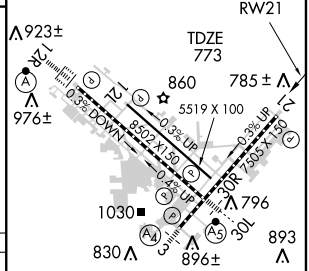
MISSED APPROACH: Climb to 3100 direct BLUIE and via 142° track to EMBOW and hold.

| ATIS | SAN ANTONIO APP CON | SAN ANTONIO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.9 | 125.1 307.0 | 119.8 257.8 | 121.9 348.6 | 126.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1030-1 257 (300-1) | | | |
| LNAV/VNAV DA | 1200-1½ 427 (500-1½) | | | |
| LNAV MDA | 1240-1 467 (500-1) | | 1240-1¼ 467 (500-1¼) | 1240-1½ 467 (500-1½) |
| CIRCLING | 1380-1½ 571 (600-1½) | | 1380-1½ 571 (600-1½) | 1440-2 631 (700-2) |




LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
MIRL Rwy 12L-30R
HIRL Rwys 3-21 and 12R-30L

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 61209 W30A | APP CRS 304° | Rwy Idg 8502 TDZE 790 Apt Elev 809 |
|---|---|---|

# RNAV (GPS) RWY 30L

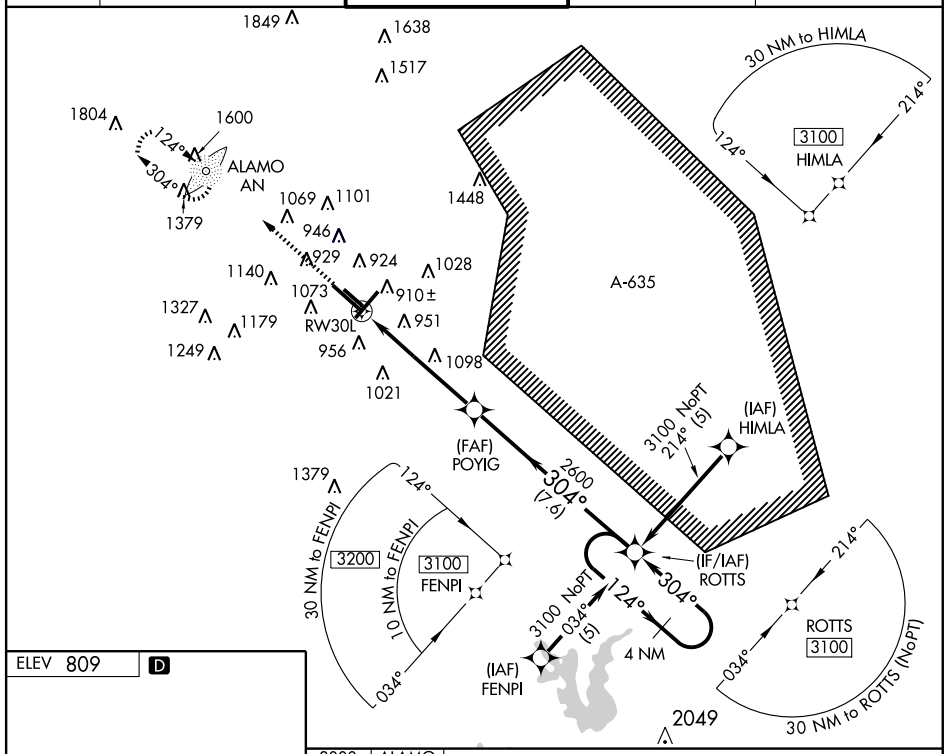
SAN ANTONIO INTL (SAT)

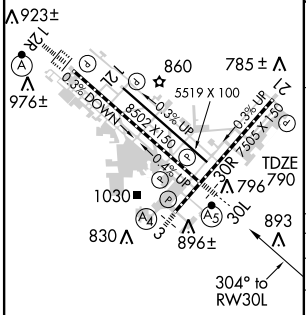
For inoperative MALSR, increase LPV all Cats visibility to 1½ miles. Circling NA sourthwest of Rwy 12R-30L. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MALSR

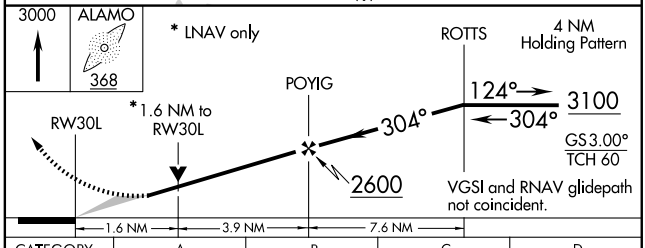
MISSED APPROACH: Climb to 3000 direct ALAMO LOM and hold.

| ATIS | SAN ANTONIO APP CON | SAN ANTONIO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.9 | 125.1 307.0 | 119.8 257.8 | 121.9 348.6 | 126.7 |




LDIN Rwy 12L
TDZ/CL Rwy 12R
REIL Rwys 12L, 21 and 30R
MIRL Rwy 12L-30R
HIRL Rwys 3-21 and 12R-30L

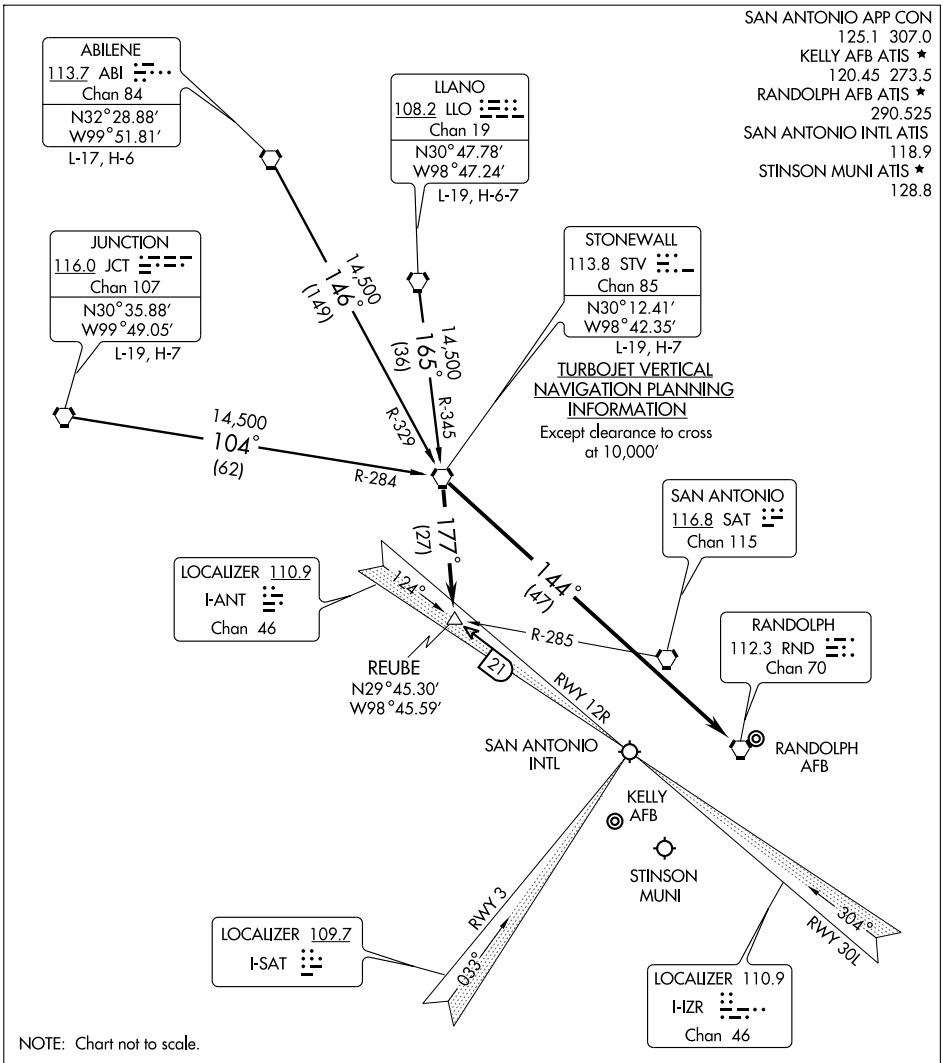



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1207/50 417 (400-1) | | | |
| LNAV/VNAV DA | 1246/50 456 (500-1) | | | |
| LNAV MDA | 1360/24 570 (600-½) | | 1360/50 570 (600-1) | 1360/60 570 (600-1¼) |
| CIRCLING | 1360-1 551 (600-1) | | 1360-1½ 551 (600-1½) | 1380-2 571 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

# STONEWALL ONE ARRIVAL (STV. STV1)

SAN ANTONIO, TEXAS




NOTE: Chart not to scale.

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

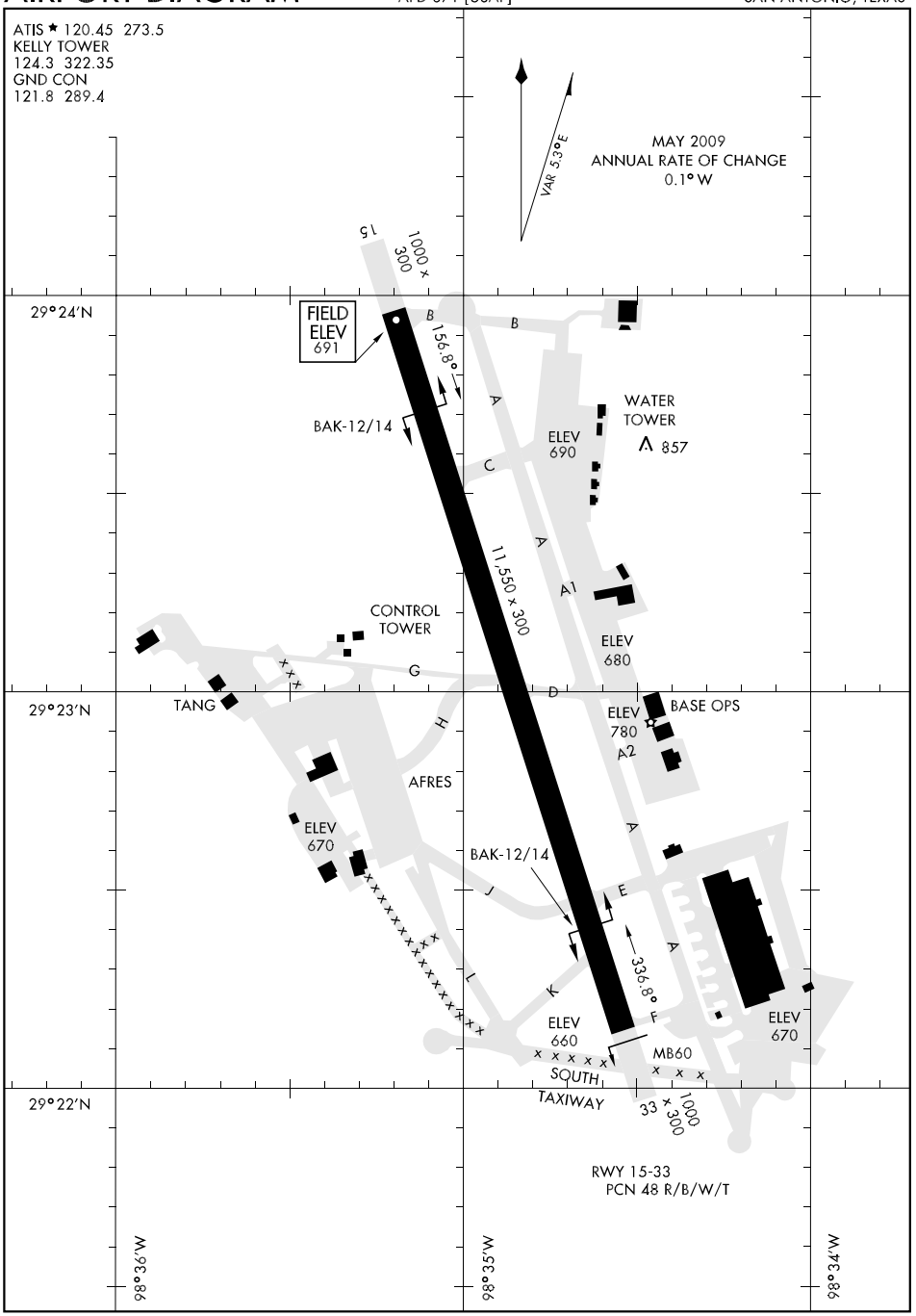
JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

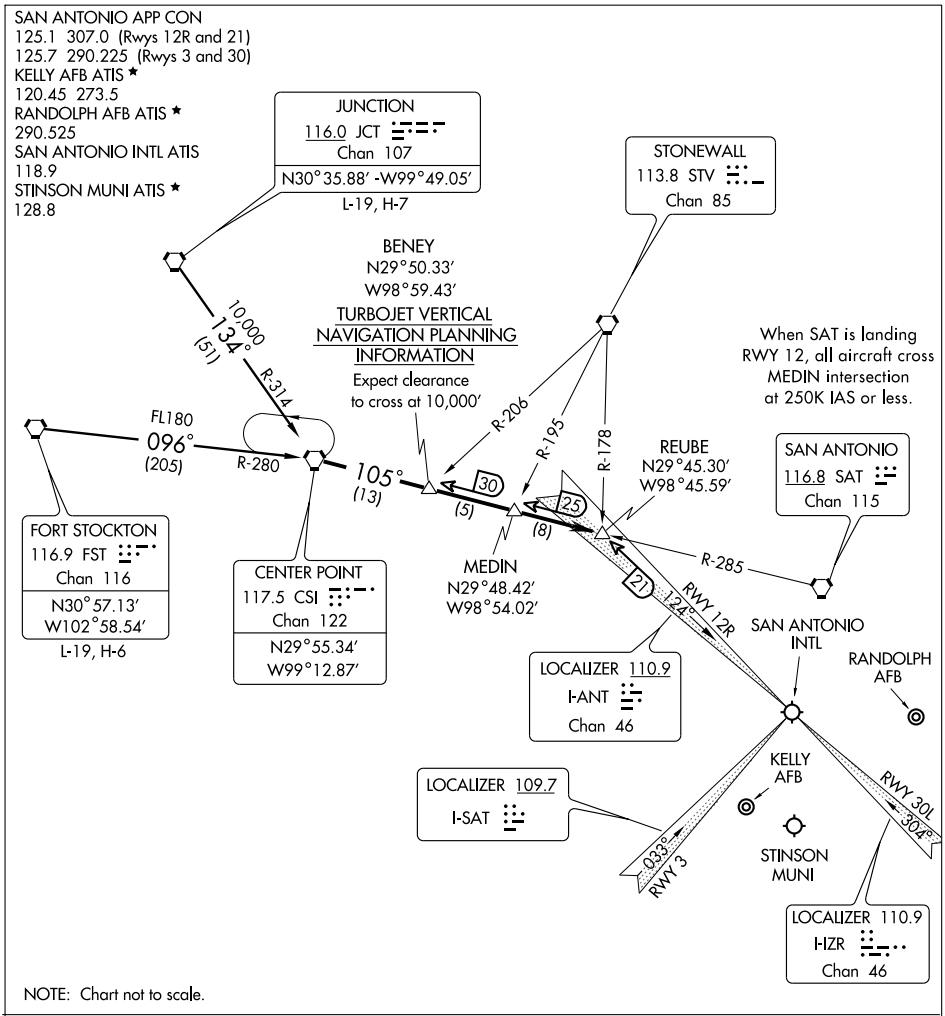
RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

SC-3, 14 JAN 2010 to 11 FEB 2010


ATIS ★ 120.45 273.5
KELLY TOWER
124.3 322.35
GND CON
121.8 289.4
VAR 5.3°E
MAY 2009
ANNUAL RATE OF CHANGE
0.1° W
15
1000 x 300
29°24'N
FIELD ELEV 691
B
156.8°
BAK-12/14
WATER TOWER
857
ELEV 690
A
C
A1
11,550 x 300
CONTROL TOWER
G
ELEV 680
29°23'N
TANG
H
D
ELEV 780
BASE OPS
A2
AFRES
ELEV 670
BAK-12/14
J
E
336.8°
F
K
L
ELEV 660
SOUTH TAXIWAY
MB60
33 x 300
1000
ELEV 670
RWY 15-33
PCN 48 R/B/W/T
29°22'N
98°36'W
98°35'W
98°34'W

# CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS




FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 14 JAN 2010 to 11 FEB 2010

# HI-ILS or LOC/DME RWY 15

| LOC I-SKF | APCH CRS | Rwy ldg 11,550 |
|---|---|---|
| 110.1 | 155° | TDZE 691 |
| | | Arpt Elev 691 |

JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

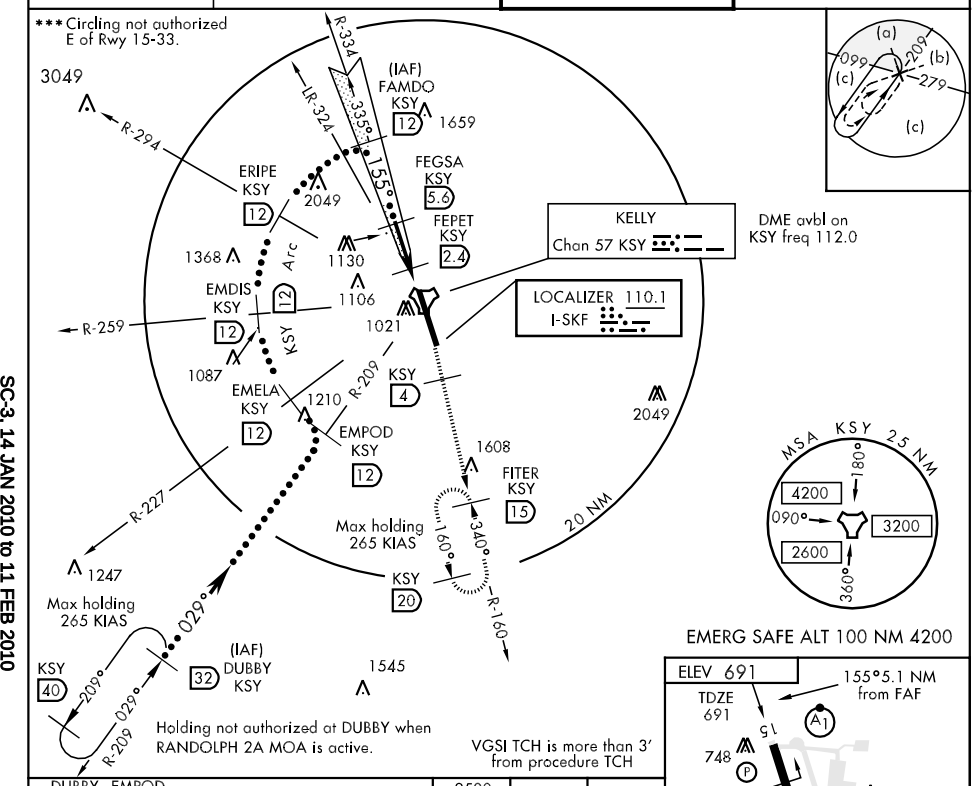
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT CD RVR vis to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.

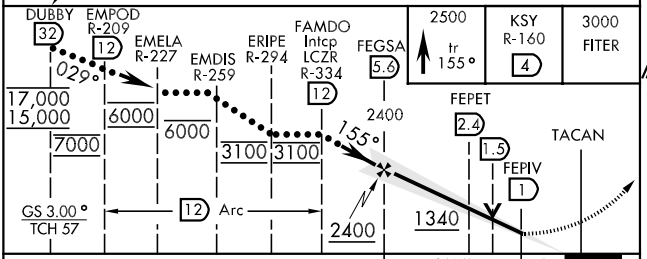
ALSF-1 (A1)

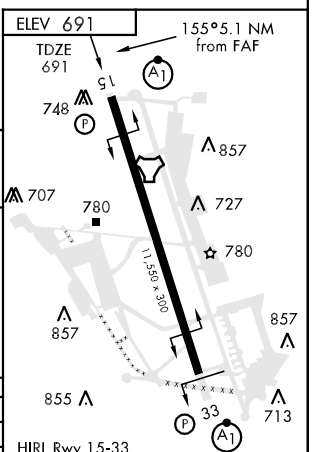
MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500, then climb to 3000 direct FITER and hold.

| ATIS ★ | SAN ANTONIO APP CON | KELLY TOWER | GND CON |
|---|---|---|---|
| 120.45 273.5 | 118.05 353.5 | 124.3 322.35 | 121.8 289.4 |

*** Circling not authorized E of Rwy 15-33.




VGSI TCH is more than 3' from procedure TCH

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 15 * | 891/24 | 200 | (200-½) |
| S-LOC/ ** DME 15 | 1100/40 409 | (500-¾) | 1100/50 409 (500-1) |
| CIRCLING *** | 1340-1¾ 649 (700-1¾) | 1340-2 649 (700-2) | 1900-3 1209 (1300-3) |

LOC FAF to MAP 4.6 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:18 | 1:58 | 1:43 | 1:32 | 1:23 |

# HI-ILS or LOC/DME RWY 33

| LOC I-OSQ | APCH CRS | Rwy ldg 11,550 TDZE 667 Arpt Elev 691 |
|---|---|---|
| 110.7 | 335° | |

JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

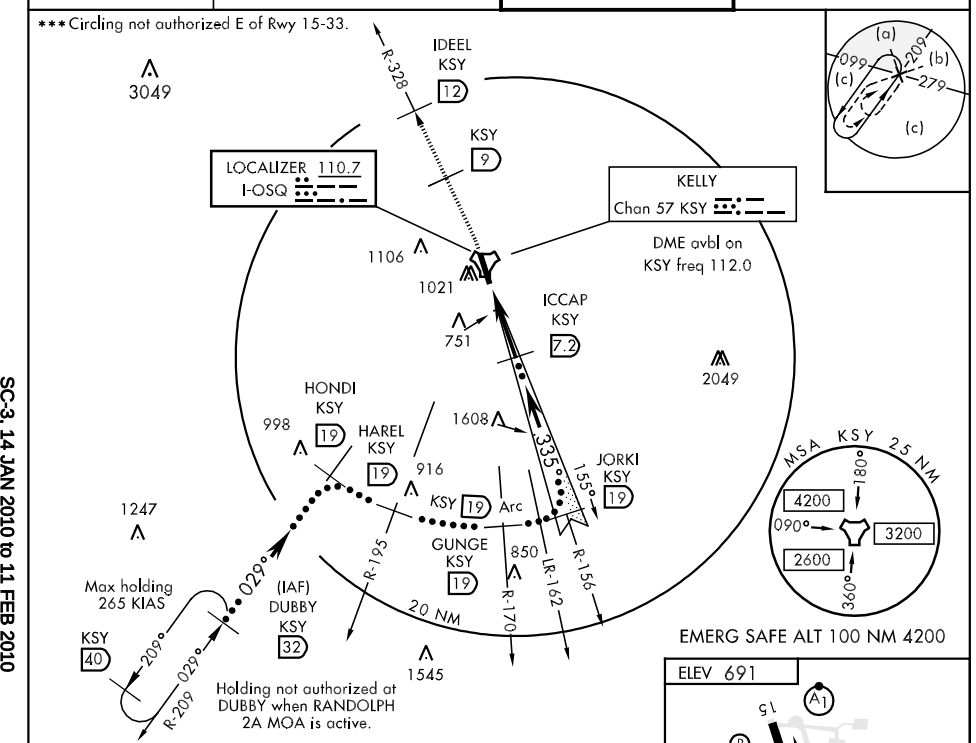
* When ALS inop, increase CAT CDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT C RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

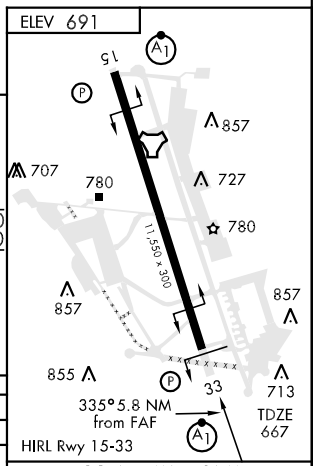
MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

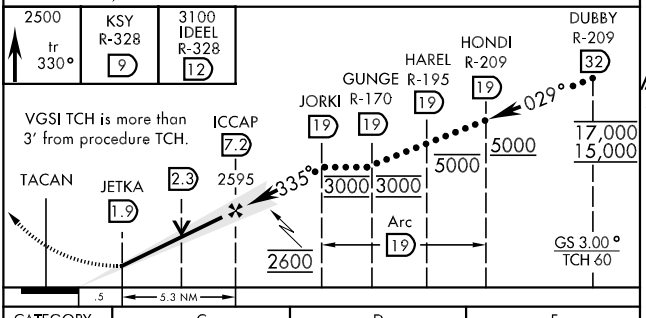
| ATIS ★ | SAN ANTONIO APP CON | KELLY TOWER | GND CON |
|---|---|---|---|
| 120.45 273.5 | 118.05 353.5 | 124.3 322.35 | 121.8 289.4 |

*** Circling not authorized E of Rwy 15-33.




EMERG SAFE ALT 100 NM 4200




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 33 * | 867/24 200 (200-½) | | |
| S-LOC/DME 33 ** | 1040/40 373 (400-¾) | | |
| CIRCLING *** | 1340-1¾ 649 (700-1¾) | 1340-2 649 (700-2) | 1900-3 1209 (1300-3) |

LOC FAF to MAP 5.3 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:39 | 2:16 | 1:59 | 1:46 | 1:35 |

# HI-TACAN RWY 15

| TACAN KSY Chan 57 | APCH CRS 148° | Rwy ldg 11,550 TDZE 691 Arpt Elev 691 |
|---|---|---|

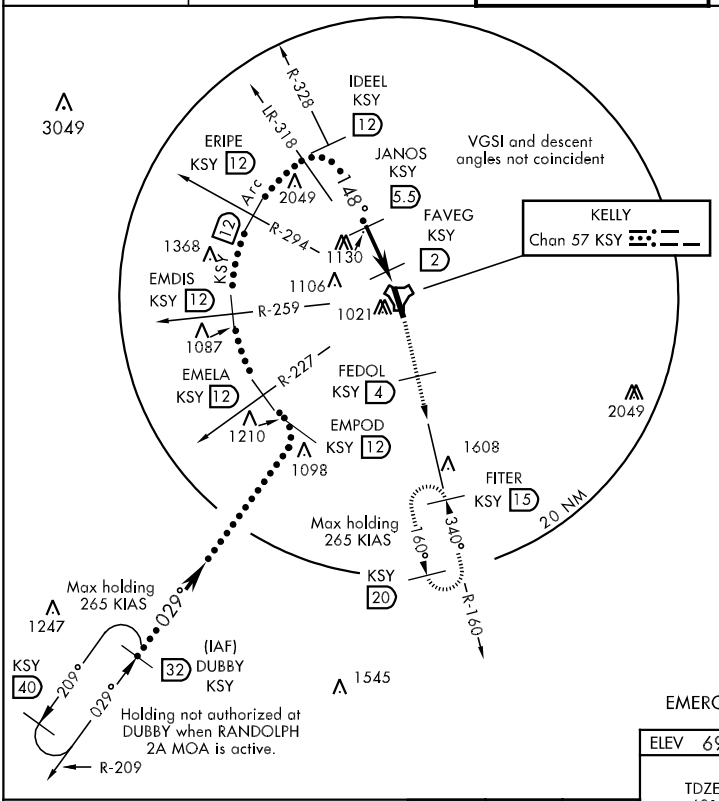
JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

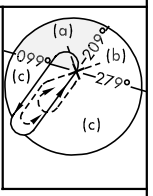
* When ALS inop, increase vis CAT CD RVR to 60 and vis to 1¼ mile, CAT E to 1½ miles.
** Circling not authorized E of Rwy 15-33.

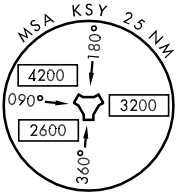
ALSF-1

MISSED APPROACH: Climb on track 155° until intercepting KSY TACAN R-160, cross 4 DME at or below 2500 then climb to 3000 direct FITER and hold.

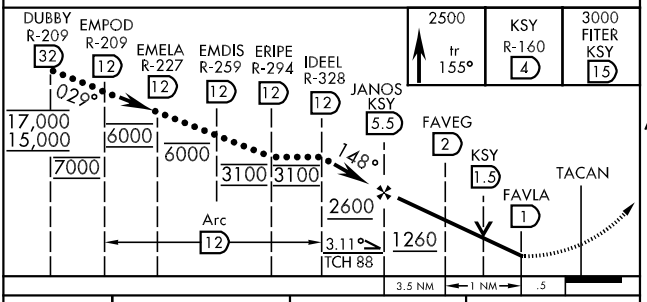
| ATIS ★ | SAN ANTONIO APP CON | KELLY TOWER | GND CON |
|---|---|---|---|
| 120.45 273.5 | 118.05 353.5 | 124.3 322.35 | 121.8 289.4 |

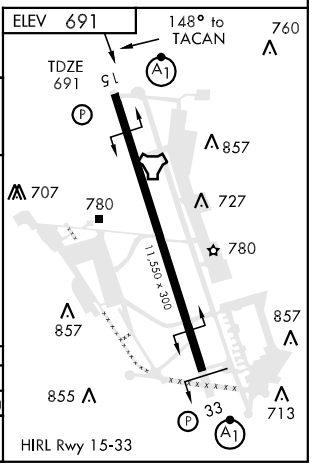



EMERG SAFE ALT 100 NM 4200




| CATEGORY | C | D | E |
|---|---|---|---|
| S-15 * | 1100/40 409 (500-¾) | | 1100/50 409 (500-1) |
| CIRCLING * * | 1340-1¾ 649 (700-1¾) | 1340-2 649 (700-2) | 1900-3 1209(1300-3) |

# HI-TACAN RWY 33

| TACAN KSY Chan 57 | APCH CRS 340° | Rwy ldg 11,550 TDZE 667 Arpt Elev 691 |
|---|---|---|

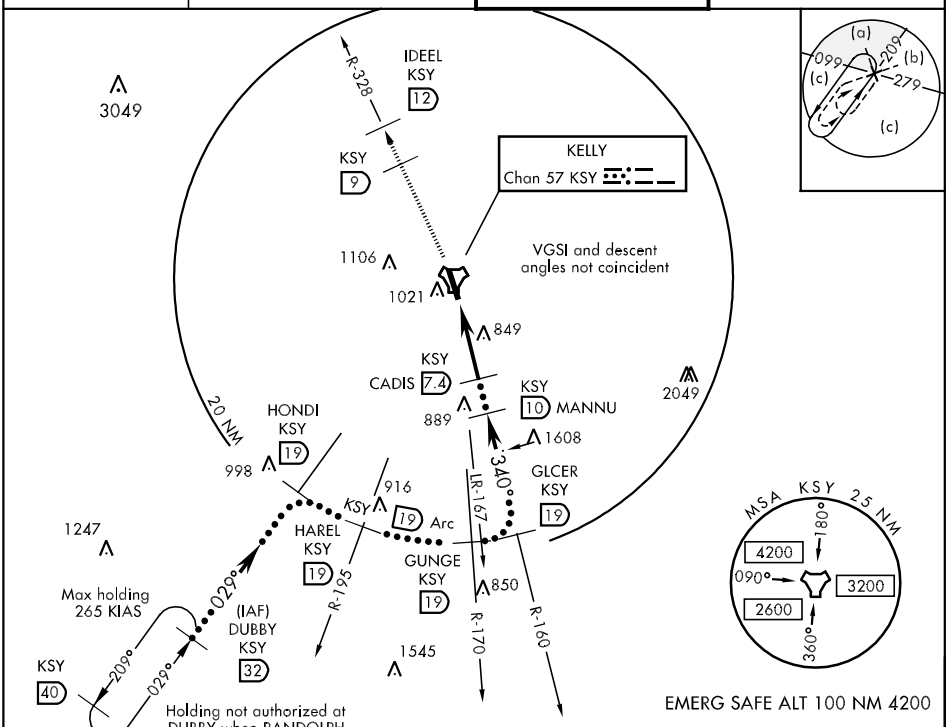
JAL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

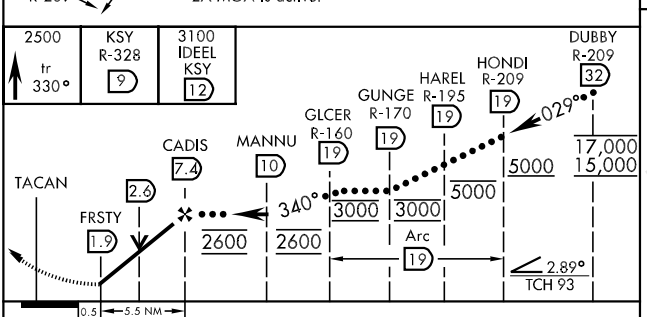
* When ALS inop, increase CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized E of Rwy 15-33.

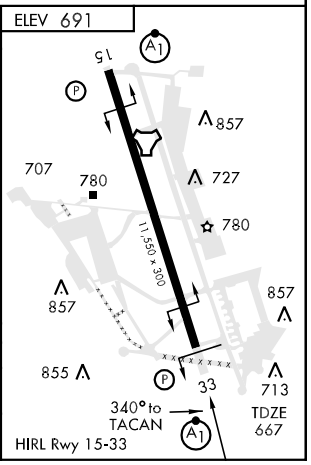
ALSF-1 (A1)

MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

| ATIS ★ | SAN ANTONIO APP CON | KELLY TOWER | GND CON |
|---|---|---|---|
| 120.45 273.5 | 118.05 353.5 | 124.3 322.35 | 121.8 289.4 |




| CATEGORY | C | D | E |
|---|---|---|---|
| S-33 * | 1140/40 473 (500-¾) | 1140/50 473 (500-1) | 1140/60 473 (500-1¼) |
| CIRCLING ** | 1340-1¾ 649 (700-1¾) | 1340-2 649 (700-2) | 1900-3 1209 (1300-3) |

# ILS or LOC/DME RWY 15

| LOC I-SKF | APCH CRS | Rwy ldg 11,550 / TDZE 691 / Arpt Elev 691 |
|---|---|---|
| 110.1 | 155° | |

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

* When ALS inop, increase ALL CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ miles, CAT E vis to 1½ miles.
***Circling not authorized E of Rwy 15-33.

ALSF-1

MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500, then climb to 3000 direct FITER and hold.

| ATIS ★ | SAN ANTONIO APP CON | KELLY TOWER | GND CON |
|---|---|---|---|
| 120.45 273.5 | 118.05 353.5 | 124.3 322.35 | 121.8 289.4 |

RADAR OR DME REQUIRED

(IAF) FAMDO KSY 12

R-334 335° 155°

1804 1659 2049 1326 1130 920 824 790 768 1106 1021 867 1402

FEGSA KSY 5.6

FEPET KSY 2.4

KELLY Chan 57 KSY

DME available on KSY Freq 112.0

LOCALIZER 110.1 I-SKF

KSY 4

MSA KSY 25 NM 180° 4200 090° 3200 2600 360°

2049

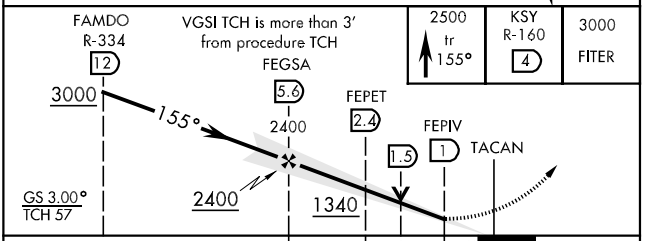
Max holding 265 KIAS

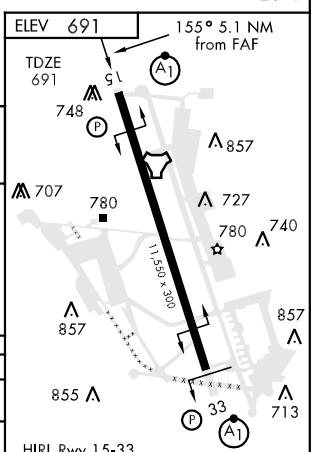
1639 FITER KSY 15

10 NM 160° 340° R-160

KSY 20

EMERG SAFE ALT 100 NM 4200




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 15 * | 891/24 | | 200 | (200-½) | |
| S-LOC/DME 15 ** | 1100/24 409 (500-½) | | 1100/40 409 (500-¾) | | 1100/50 409 (500-1) |
| CIRCLING *** | 1220-1 529 (600-1) | 1340-1 649 (700-1) | 1340-1¾ 649 (700-1¾) | 1340-2 649 (700-2) | 1900-3 1209(1300-3) |

LOC FAF to MAP 4.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

SC-3, 14 JAN 2010 to 11 FEB 2010

# ILS or LOC/DME RWY 33

| LOC I-OSQ | APCH CRS | Rwy ldg 11,550 TDZE 667 Arpt Elev 691 |
|---|---|---|
| 110.7 | 335° | |

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

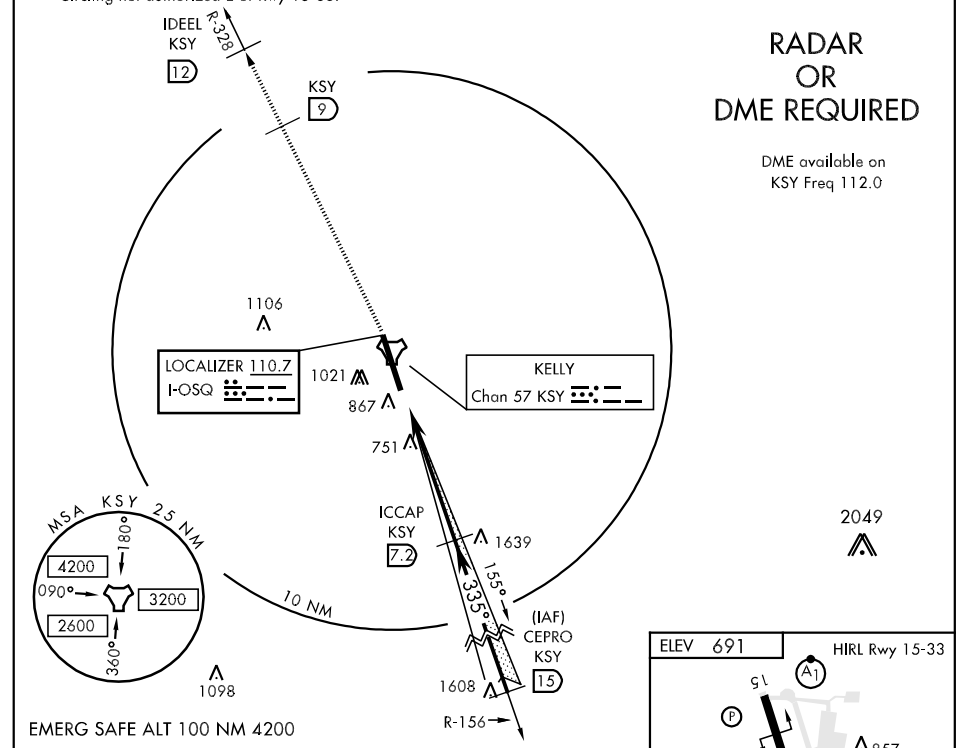
* When ALS inop, increase CAT ABCDE RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

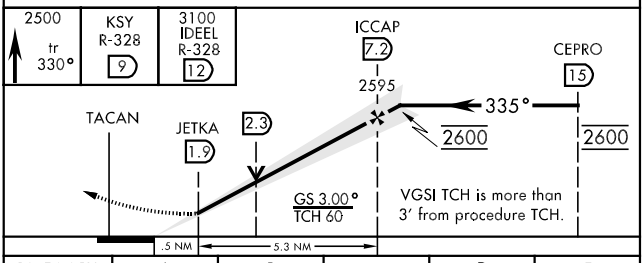
ALSF-1

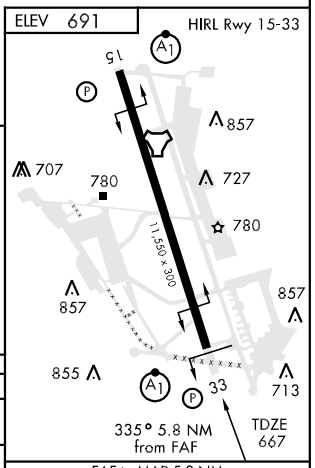
MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct (IDEEL). Expect ATC instuctions.

| ATIS ★ | SAN ANTONIO APP CON | KELLY TOWER | GND CON |
|---|---|---|---|
| 120.45 273.5 | 118.05 353.5 | 124.3 322.35 | 121.8 289.4 |

*** Circling not authorized E of Rwy 15-33.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 33 * | 867/24 | | 200 | (200-½) | |
| S-LOC/DME 33 ** | 1040/24 373 (400-½) | | 1040/40 | 373 (400-¾) | |
| CIRCLING *** | 1220-1 529 (600-1) | 1340-1 649 (700-1) | 1340-1¾ 649 (700-1¾) | 1340-2 649 (700-2) | 1900-3 1209(1300-3) |

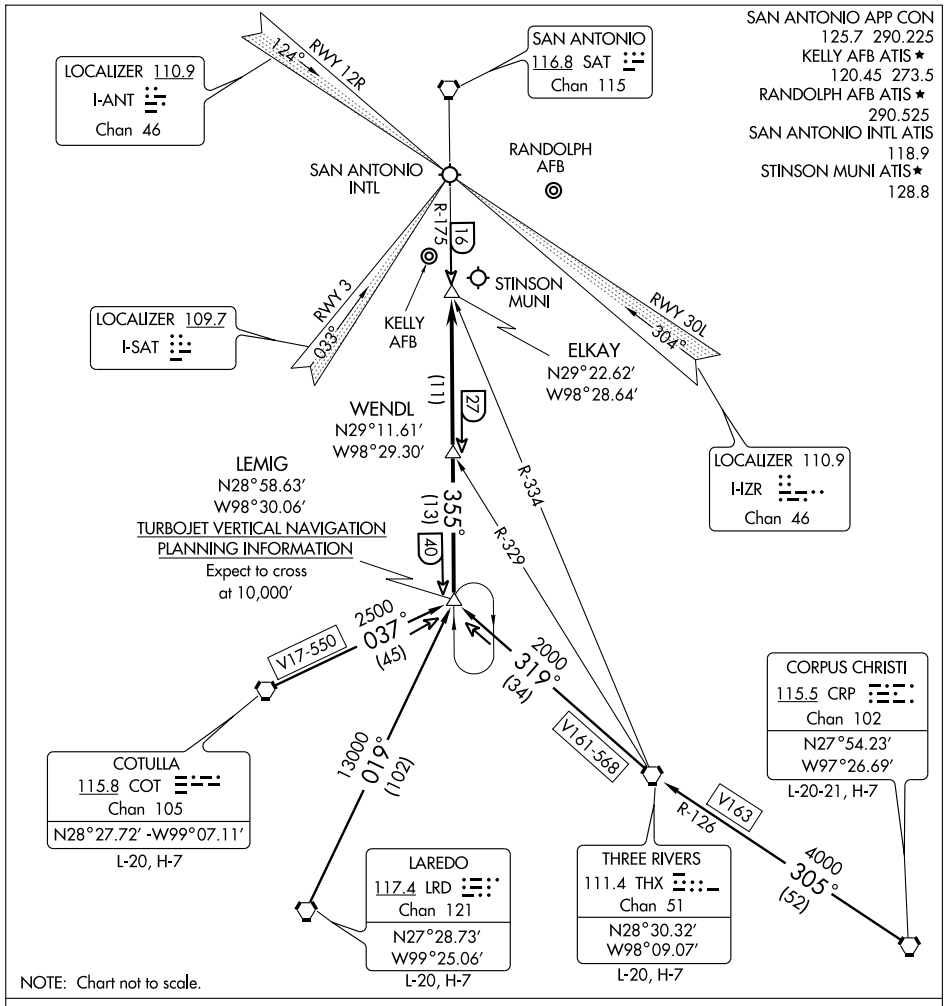
FAF to MAP 5.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |

SC-3, 14 JAN 2010 to 11 FEB 2010

# LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS




SC-3, 14 JAN 2010 to 11 FEB 2010

CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

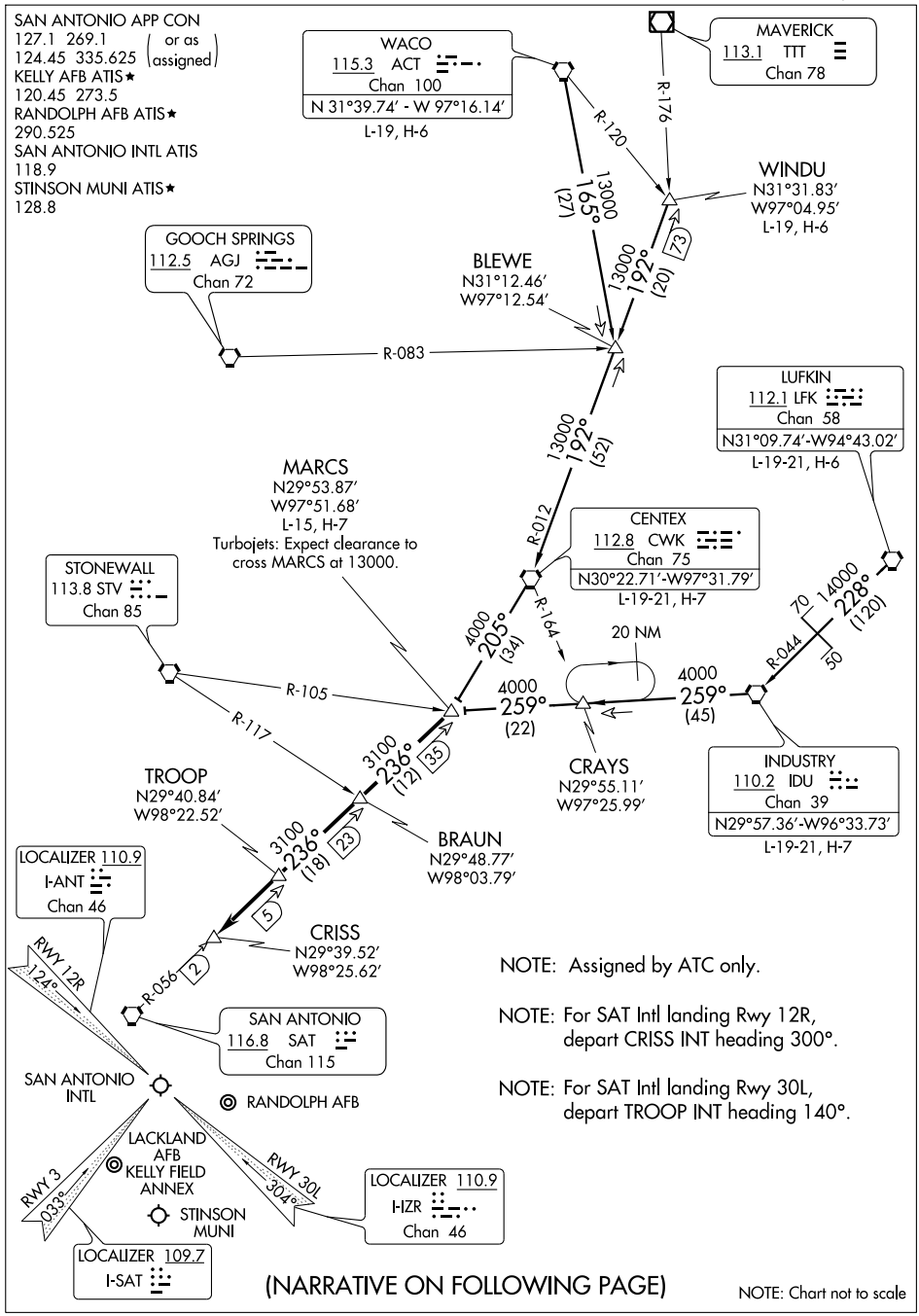
LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

# MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

# MARCS NINE ARRIVAL



ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .

INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .

LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .

WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 15

| APCH CRS | Rwy ldg | 11,550 |
|---|---|---|
| 155° | TDZE | 691 |
| | Arpt Elev | 691 |

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

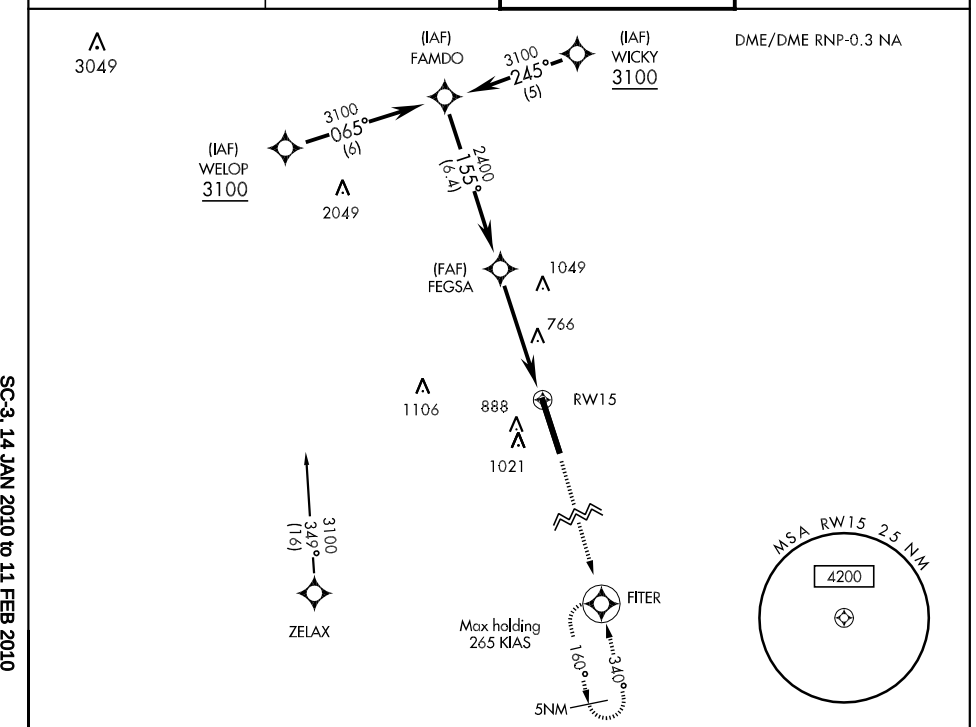
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

MISSED APPROACH: Climb to 3000 direct FITER and hold.

| ATIS ★ | SAN ANTONIO APP CON | KELLY TOWER | GND CON |
|---|---|---|---|
| 120.45 273.5 | 118.05 353.5 | 124.3 322.35 | 121.8 289.4 |

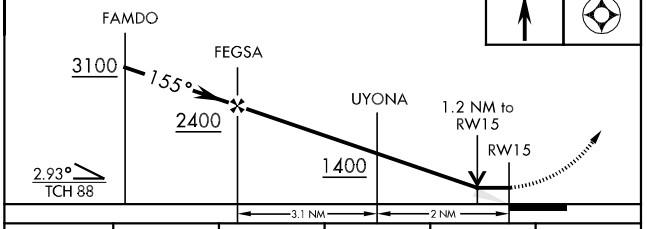
DME/DME RNP-0.3 NA

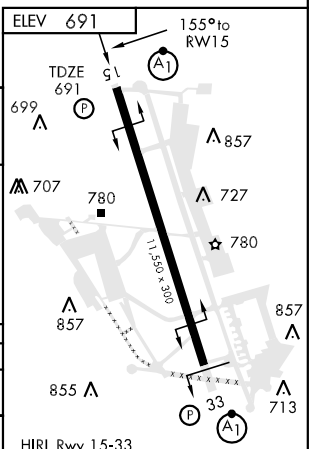



EMERG SAFE ALT 100 NM 4200 FROM RW15

VGSI and descent angles not coincident

3000 FITER




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1160/24 469 (500-½) | | 1160/40 469 (500-¾) | 1160/50 469 (500-1) | 1160/60 469 (500-1¼) |
| CIRCLING ** | 1220-1 529 (600-1) | 1340-1 649 (700-1) | 1340-1¾ 649 (700-1¾) | 1340-2 649 (700-2) | 1900-3 1209(1300-3) |

# RNAV (GPS) RWY 33

| APCH CRS | Rwy ldg | 11,550 |
|---|---|---|
| 335° | TDZE | 667 |
| | Arpt Elev | 691 |

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

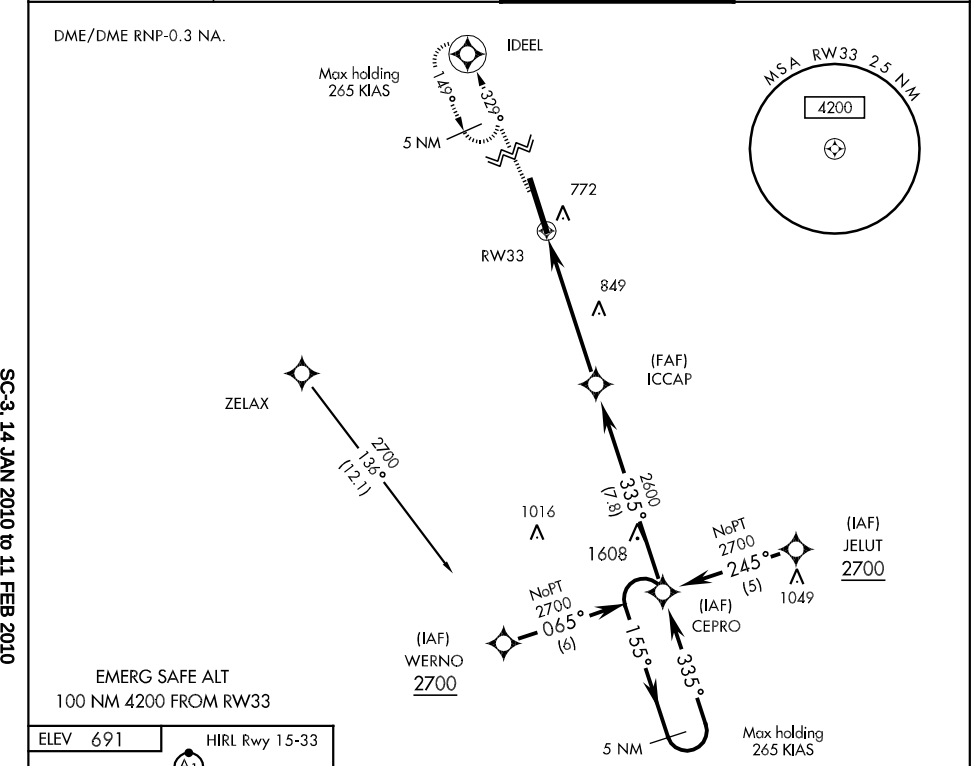
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles.
** Circling not authorized E of Rwy 15-33.

ALSF-1

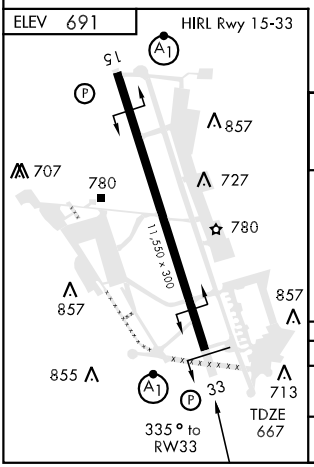
MISSED APPROACH: Climb to 3100 direct IDEEL and hold.

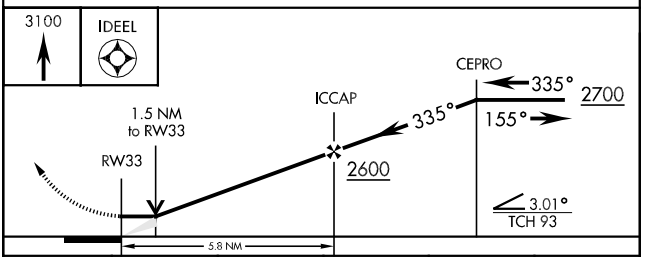
| ATIS * | SAN ANTONIO APP CON | KELLY TOWER | GND CON |
|---|---|---|---|
| 120.45 273.5 | 118.05 353.5 | 124.3 322.35 | 121.8 289.4 |

DME/DME RNP-0.3 NA.




EMERG SAFE ALT
100 NM 4200 FROM RW33



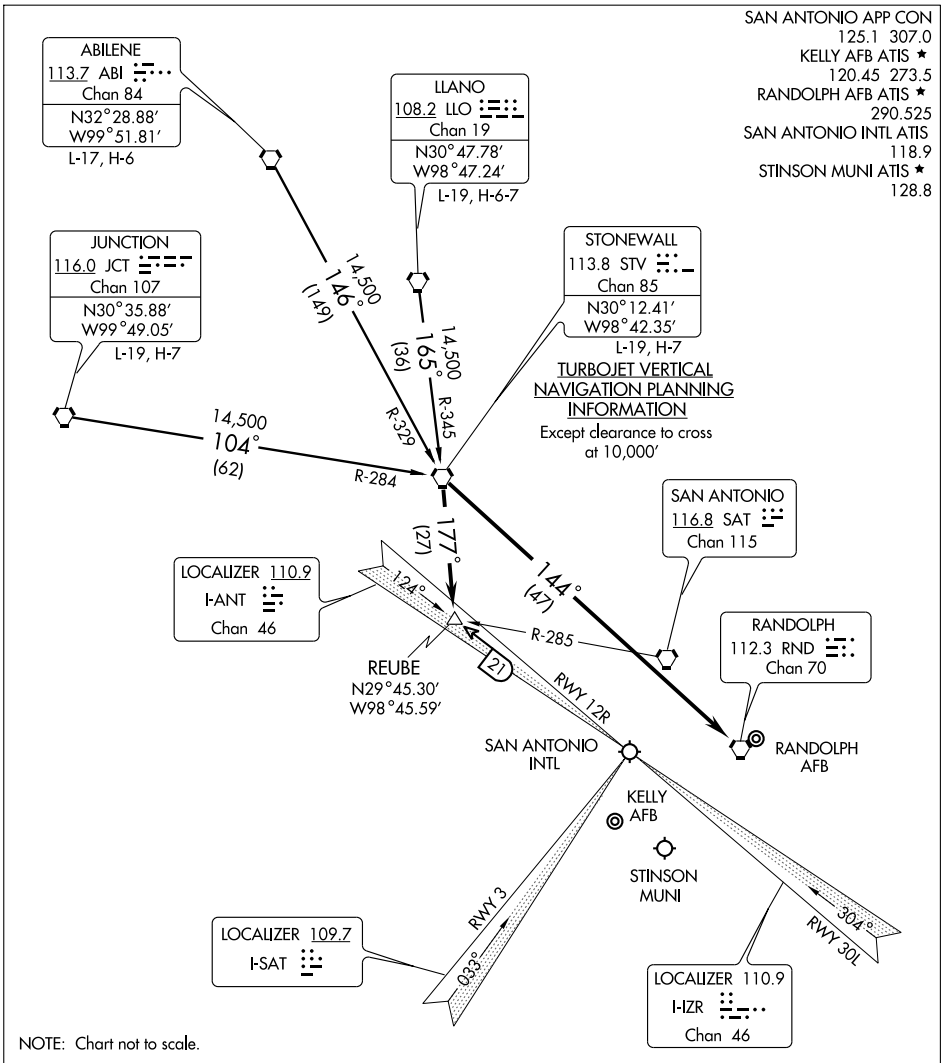

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1240/24 573 (600-½) | | 1240/50 573 (600-1) | 1240/60 573 (600-1¼) | 1240-1½ 573 (600-1½) |
| CIRCLING ** | 1240-1 549 (600-1) | 1340-1 649 (700-1) | 1340-1¾ 649 (700-1¾) | 1340-2 649 (700-2) | 1900-3 1209(1300-3) |



SC-3, 14 JAN 2010 to 11 FEB 2010

# STONEWALL ONE ARRIVAL (STV. STV1)

SAN ANTONIO, TEXAS




NOTE: Chart not to scale.

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

SC-3, 14 JAN 2010 to 11 FEB 2010

# TACAN RWY 15

| TACAN KSY Chan 57 | APCH CRS 148° | Rwy ldg 11,550 TDZE 691 Arpt Elev 691 |
|---|---|---|

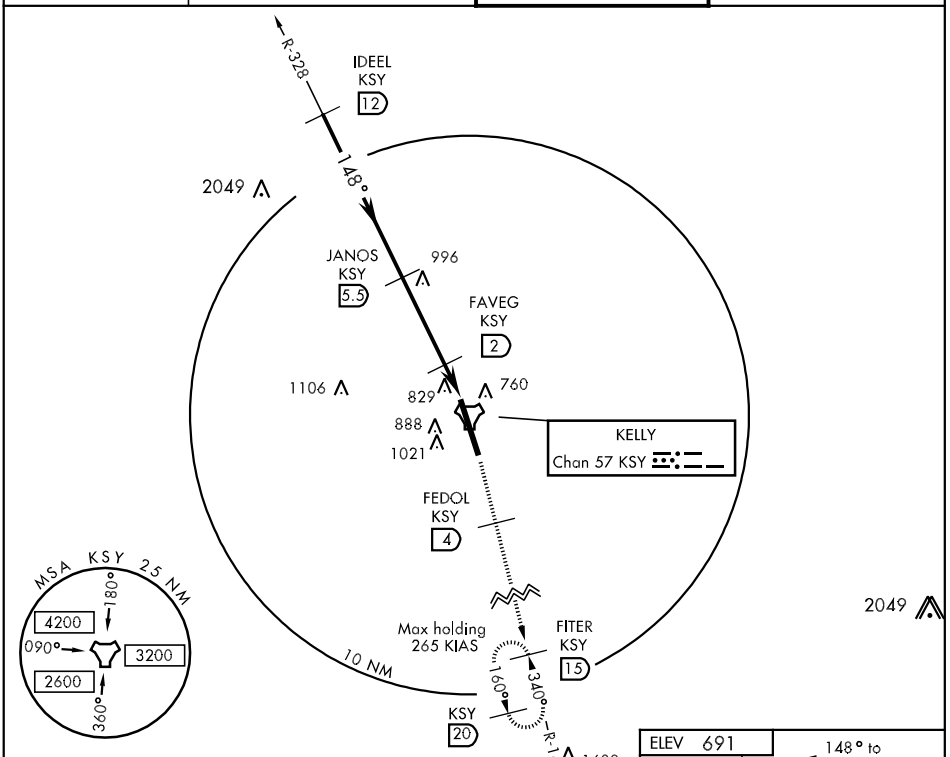
AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

* When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1¼ mile, CAT E vis to 1½ miles.
** Circling not authorized E of Rwy 15-33.

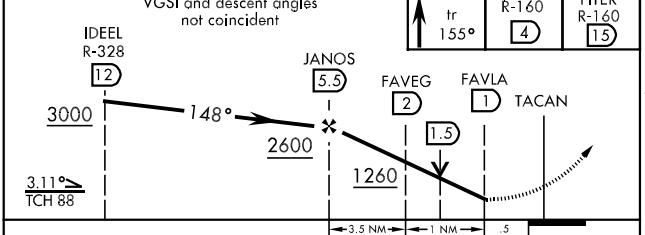
ALSF-1

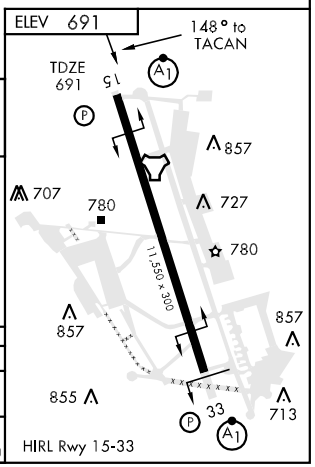
MISSED APPROACH: Climb on track 155° until intercepting KSY R-160, cross 4 DME at or below 2500 then climb to 3000 direct FITER and hold.

| ATIS ★ | SAN ANTONIO APP CON | KELLY TOWER | GND CON |
|---|---|---|---|
| 120.45 273.5 | 118.05 353.5 | 124.3 322.35 | 121.8 289.4 |




| 2500 tr 155° | KSY R-160 4 | 3000 FITER R-160 15 |
|---|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-15 * | 1100/24 409 (500-½) | | 1100/40 409 (500-¾) | | 1100/50 409 (500-1) |
| CIRCLING ** | 1220-1 529 (600-1) | 1340-1 649 (700-1) | 1340-1¾ 649 (700-1¾) | 1340-2 649 (700-2) | 1900-3 1209(1300-3) |

# TACAN RWY 33

| TACAN KSY | APCH CRS | Rwy ldg 11,550 TDZE 667 Arpt Elev 691 |
|---|---|---|
| Chan 57 | 340° | |

AL-371 [USAF] LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

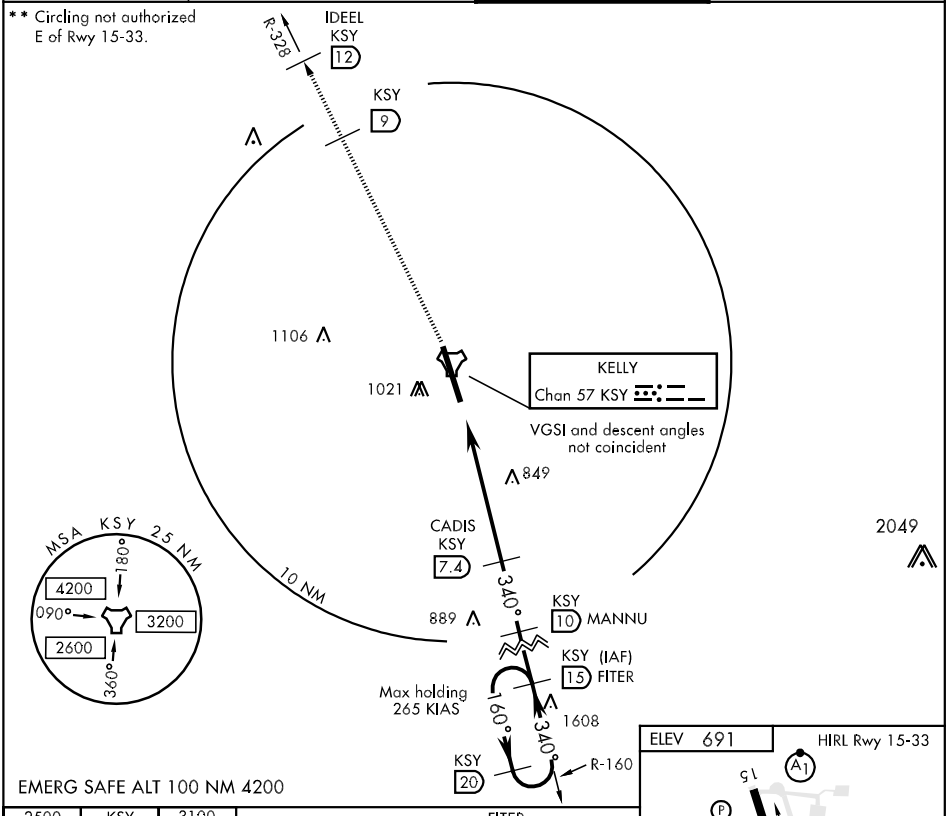
* When ALS inop, increase vis CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.

ALSF-1

MISSED APPROACH: Track 330° climbing to 2500, intercept the KSY TACAN R-328 to 9 DME, then climb to 3100 direct IDEEL. Expect ATC instructions.

| ATIS ★ | SAN ANTONIO APP CON | KELLY TOWER | GND CON |
|---|---|---|---|
| 120.45 273.5 | 118.05 353.5 | 124.3 322.35 | 121.8 289.4 |

** Circling not authorized E of Rwy 15-33.




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-33 * | 1140/24 473 (500-½) | | 1140/40 473 (500-¾) | 1140/50 473 (500-1) | 1140/60 473 (500-1¼) |
| CIRCLING ** | 1220-1 529 (600-1) | 1340-1 649 (700-1) | 1340-1¾ 649 (700-1¾) | 1340-2 649 (700-2) | 1900-3 1209(1300-3) |

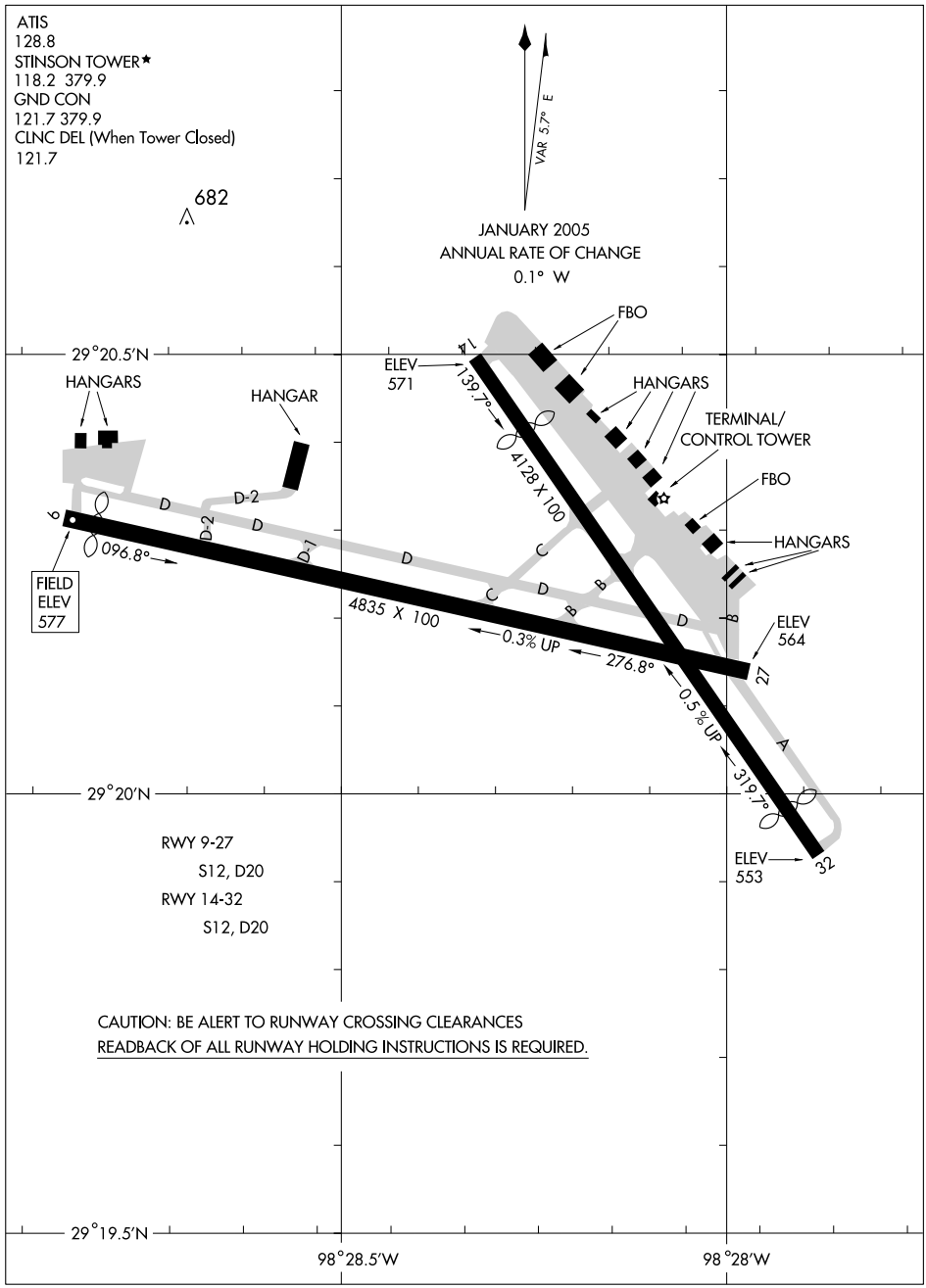
09071

# AIRPORT DIAGRAM

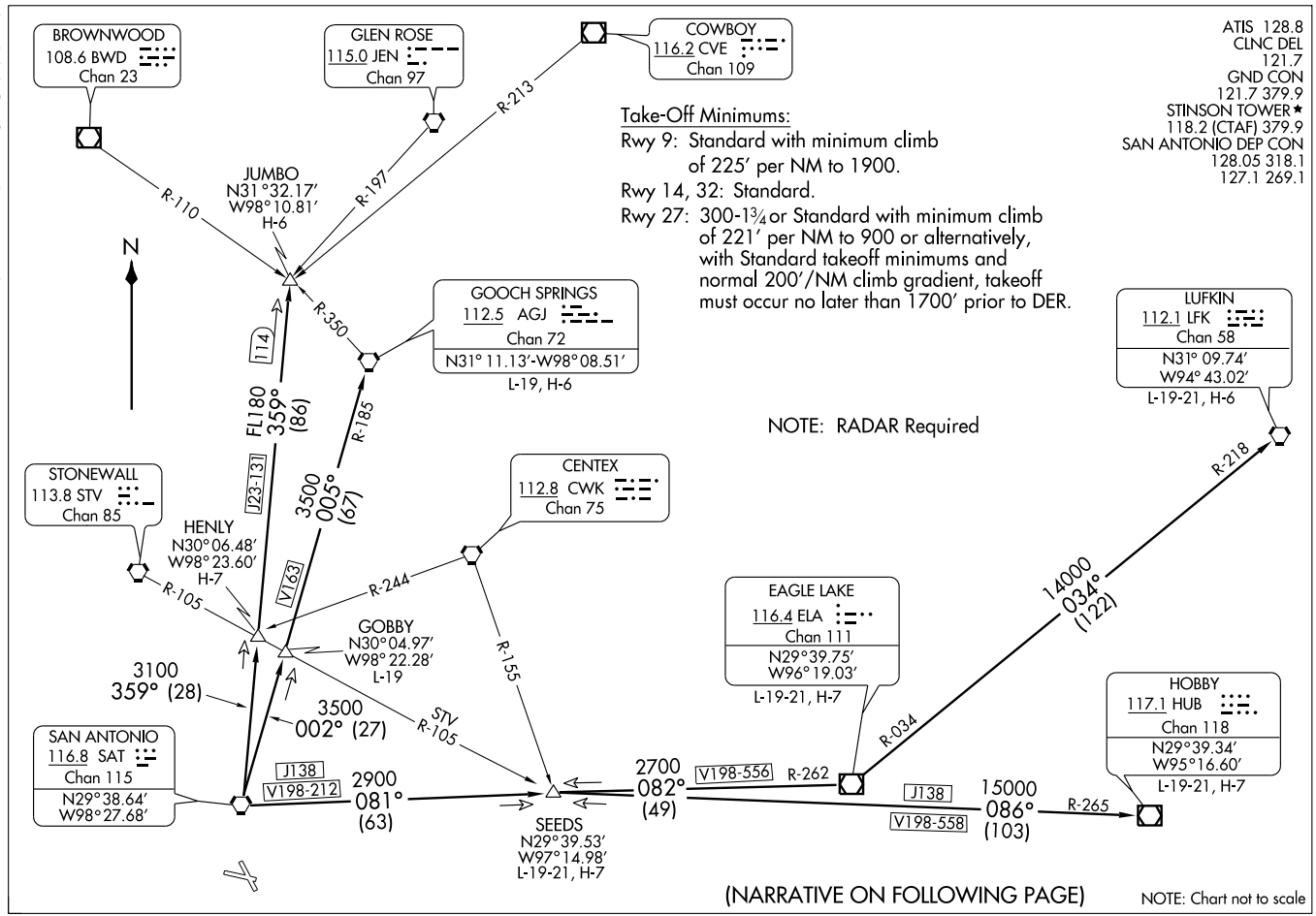
AL-372 (FAA)

## SAN ANTONIO/ STINSON MUNI (SSF)

SAN ANTONIO, TEXAS




SC-3, 14 JAN 2010 to 11 FEB 2010


ALAMO SEVEN DEPARTURE (ALAMO7.SAT) 09351
SL-372 (FAA)
SAN ANTONIO/STINSON MUNI (SSF)
SAN ANTONIO, TEXAS
ATIS 128.8
CLNC DEL 121.7
GND CON 121.7 379.9
STINSON TOWER ★ 118.2 (CTAF) 379.9
SAN ANTONIO DEP CON 128.05 318.1 127.1 269.1
Take-Off Minimums:
Rwy 9: Standard with minimum climb of 225′ per NM to 1900.
Rwy 14, 32: Standard.
Rwy 27: 300-1¾ or Standard with minimum climb of 221′ per NM to 900 or alternatively, with Standard takeoff minimums and normal 200′/NM climb gradient, takeoff must occur no later than 1700′ prior to DER.
NOTE: RADAR Required
BROWNWOOD 108.6 BWD Chan 23
GLEN ROSE 115.0 JEN Chan 97
COWBOY 116.2 CVE Chan 109
JUMBO N31°32.17′ W98°10.81′ H-6
GOOCH SPRINGS 112.5 AGJ Chan 72 N31° 11.13′-W98° 08.51′ L-19, H-6
LUFKIN 112.1 LFK Chan 58 N31° 09.74′ W94° 43.02′ L-19-21, H-6
STONEWALL 113.8 STV Chan 85
HENLY N30°06.48′ W98°23.60′ H-7
CENTEX 112.8 CWK Chan 75
GOBBY N30°04.97′ W98°22.28′ L-19
EAGLE LAKE 116.4 ELA Chan 111 N29°39.75′ W96°19.03′ L-19-21, H-7
HOBBY 117.1 HUB Chan 118 N29°39.34′ W95°16.60′ L-19-21, H-7
SAN ANTONIO 116.8 SAT Chan 115 N29°38.64′ W98°27.68′
SEEDS N29°39.53′ W97°14.98′ L-19-21, H-7
R-110
R-197
R-213
R-350
R-185
R-105
R-244
R-155
R-218
R-034
R-262
R-265
R-105
114
J23-131
V163
J138
V198-212
V198-556
V198-558
FL180 359° (86)
3500 005° (67)
3100 359° (28)
3500 002° (27)
2900 081° (63)
2700 082° (49)
14000 034° (122)
15000 086° (103)
STV
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading and altitude for radar vectors to SAT VORTAC, Thence . . . .

. . . . via (transition). Expect filed altitude 10 minutes after departure.

EAGLE LAKE TRANSITION (ALAMO7.ELA): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME.
GOBBY TRANSITION (ALAMO7.GOBBY): From over SAT VORTAC via SAT R-002 to GOBBY INT.
HENLY TRANSITION (ALAMO7.HENLY): From over SAT VORTAC via SAT R-359 to HENLY INT.
HOBBY TRANSITION (ALAMO7.HUB): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via HUB R-266 to HUB VOR/DME.
JUMBO TRANSITION (ALAMO7.JUMBO): From over SAT VORTAC via SAT R-359 to JUMBO INT.
GOOCH SPRINGS TRANSITION (ALAMO7.AGJ): From over SAT VORTAC via SAT R-002 to GOBBY INT, then via AGJ R-185 to AGJ VORTAC.
LUFKIN TRANSITION (ALAMO7.LFK): From over SAT VORTAC via SAT R-081 to SEEDS INT, then via ELA R-262 to ELA VOR/DME, then via ELA R-034 and LFK R-218 to LFK VORTAC.
SEEDS TRANSITION (ALAMO7.SEEDS): From over SAT VORTAC via SAT R-081 to SEEDS INT.

TAKE-OFF OBSTACLES:

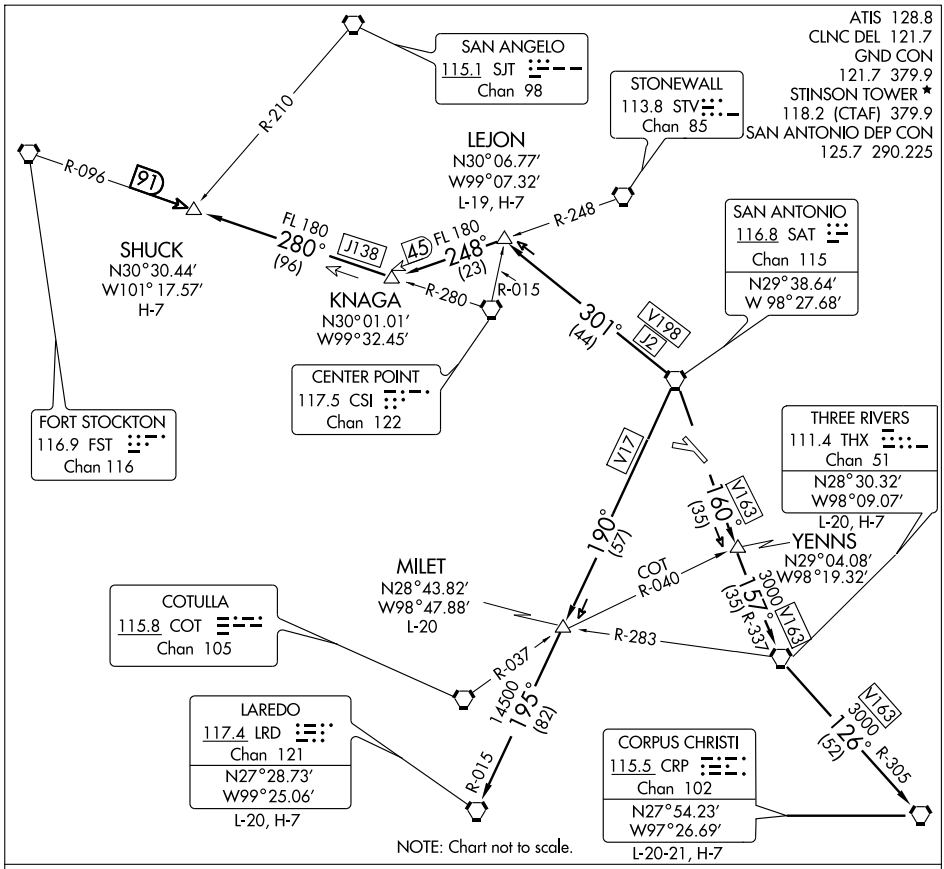
RWY 9: Vehicle on road 285' from DER, 380' left of centerline, 15' AGL/564' MSL. Trees beginning 1653' from DER, 435' right of centerline, up to 70' AGL/629' MSL.
RWY 14: Vehicle on road 114' on DER, on centerline extending 373' left of centerline, up to 15' AGL/564' MSL. Trees beginning 72' from DER, 79' right of centerline, up to 70' AGL/607' MSL. Trees beginning 232' from DER, 54' left of centerline, up to 70' AGL/618' MSL. Transmission line tower 4205' from DER, 133' right of centerline, 119' AGL/663' MSL.
RWY 27: Fence 41' from DER, 30' right of centerline, 8' AGL/584' MSL. Vehicle on road 108' from DER, 202' right of centerline, 15' AGL/584' MSL. Vehicle on road 123' from DER, 113' right of centerline, 15' AGL/596' MSL. Trees and Poles beginning 229' from DER, 117' right of centerline, up to 70' AGL/645' MSL. Trees and Poles beginning 599' from DER, 6' left of centerline, up to 70' AGL/634' MSL. Tank beginning 1.3 NM from DER, 1338' right of centerline, 179' AGL/799' MSL. Building 1422' from DER, 432' right of centerline, 40' AGL/627' MSL. Building 2133' from DER, 36' left of centerline, 55' AGL/635' MSL.
RWY 32: Fence 17' from DER, 80' left of centerline, 8' AGL/578' MSL. Vehicle on road 54' from DER, 199' left of centerline, 15' AGL/ 586' MSL. Trees beginning 164' from DER, 125' right of centerline, up to 70' AGL/639' MSL. Trees and Poles beginning 43' from DER, 41' left of centerline, up to 75' AGL/668' MSL.

SC-3, 14 JAN 2010 to 11 FEB 2010

# BOWIE THREE DEPARTURE

SL-372 (FAA)

SAN ANTONIO/ STINSON MUNI (SSF)
SAN ANTONIO, TEXAS




## DEPARTURE ROUTE DESCRIPTION

Fly assigned heading and altitude for vector to appropriate route. Expect further clearance to filed altitude/flight level 10 minutes after departure.

CORPUS CHRISTI TRANSITION (BOWIE3.CRP): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC, then via THX-R 126 and CRP R-305 to CRP VORTAC.

LAREDO TRANSITION (BOWIE3.LRD): From over SAT VORTAC via SAT R-190 to MILET INT, then via LRD R-015 to LRD VORTAC.

LEJON TRANSITION (BOWIE3.LEJON): From over SAT VORTAC via SAT R-301 to LEJON INT.

MILET TRANSITION (BOWIE3.MILET): From over SAT VORTAC via SAT R-190 to MILET INT.

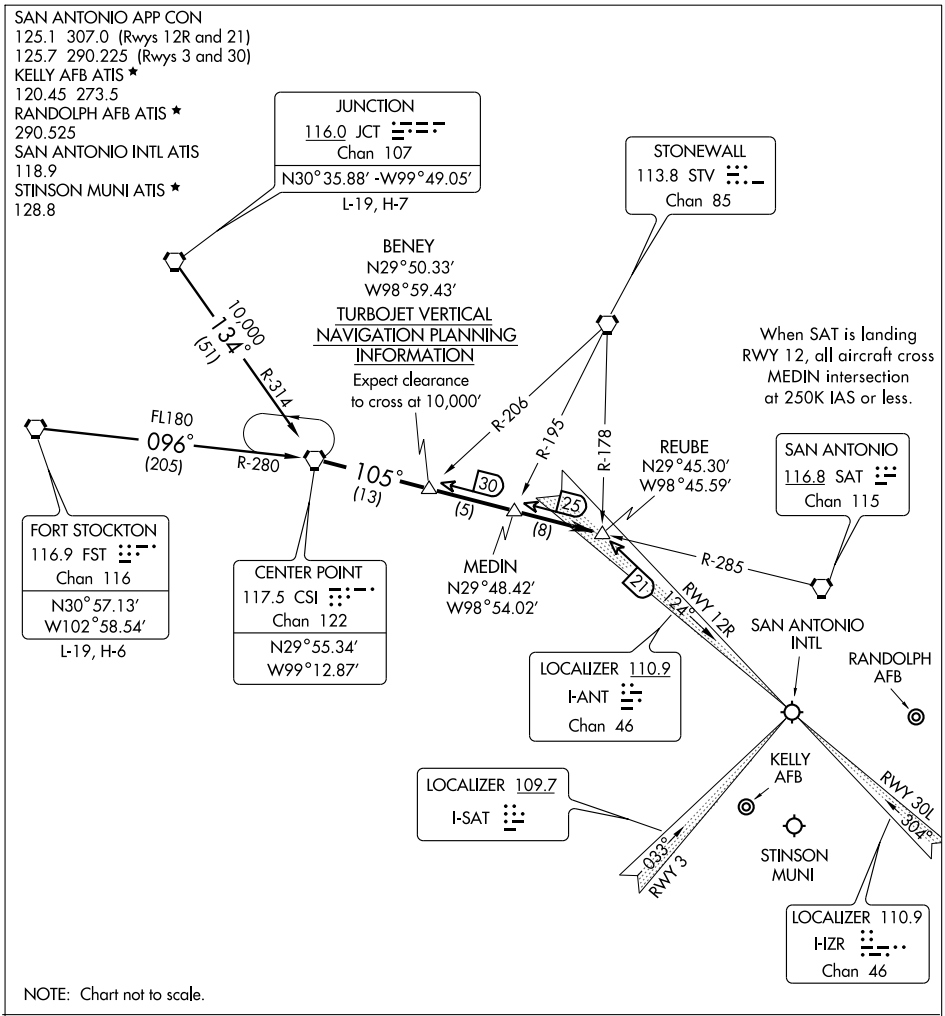
SHUCK TRANSITION (BOWIE3.SHUCK): From over SAT VORTAC via SAT R-301 to LEJON INT, then via STV R-248 and CSI R-280 to SHUCK INT.

THREE RIVERS TRANSITION (BOWIE3.THX): From over SAT VORTAC via SAT R-160 to YENNS INT, then via THX R-337 to THX VORTAC.

SC-3, 14 JAN 2010 to 11 FEB 2010

# CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS




FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

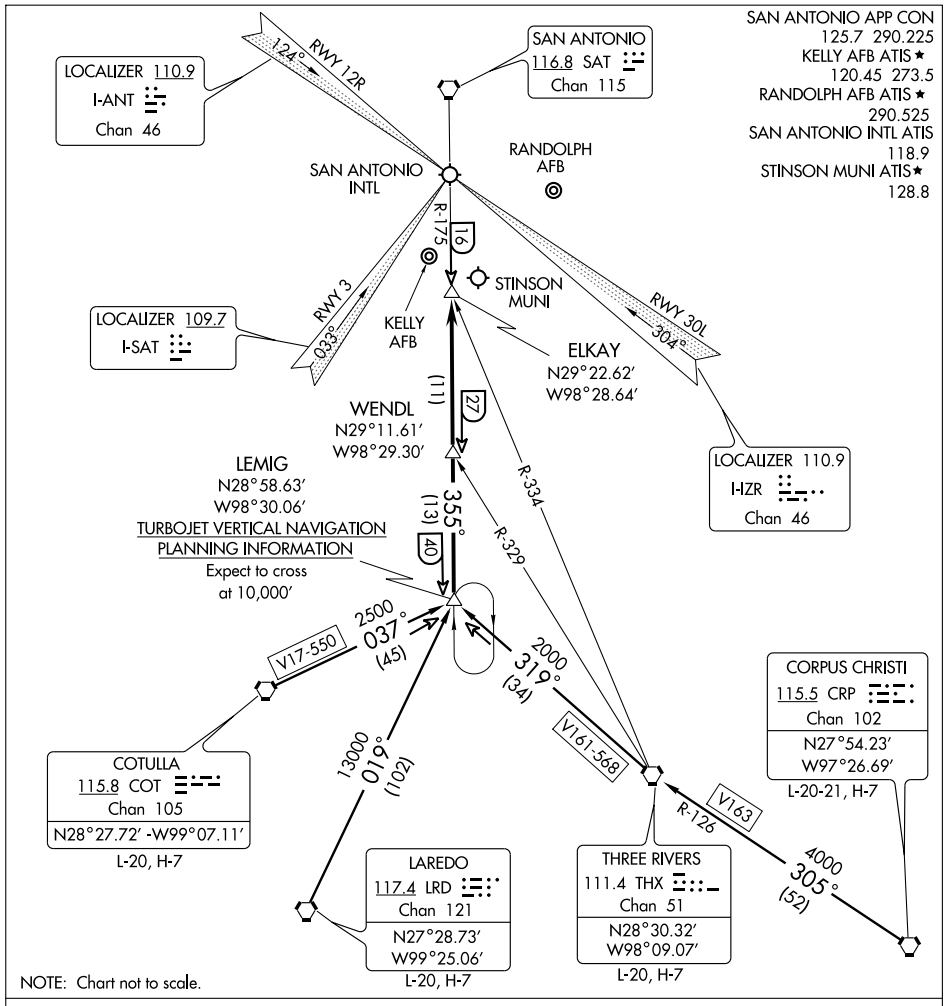
. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 14 JAN 2010 to 11 FEB 2010

# LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS




SC-3, 14 JAN 2010 to 11 FEB 2010

CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

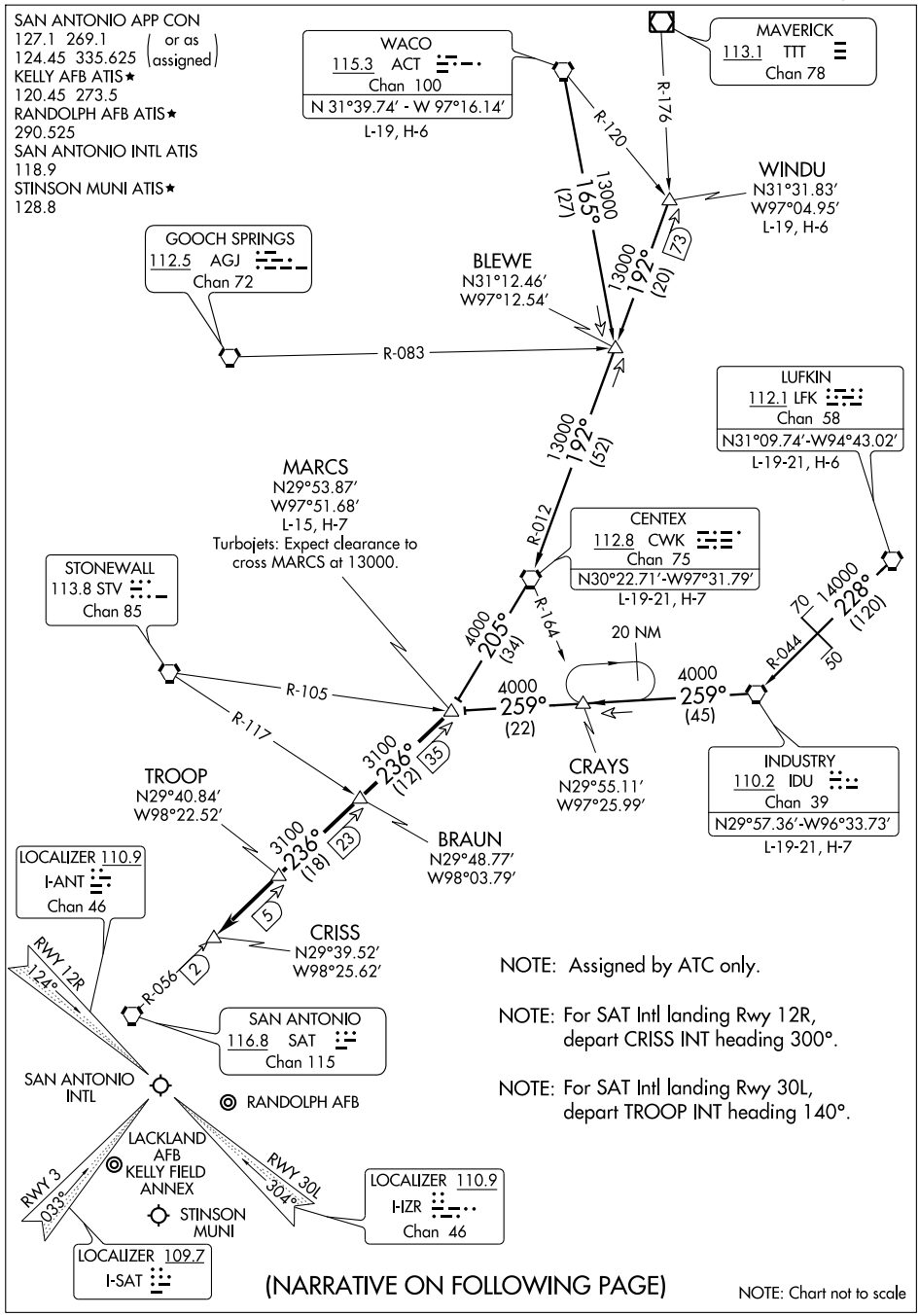
LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

# MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

# MARCS NINE ARRIVAL



ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .

INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .

LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .

WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3756 |
|---|---|---|
| 332° | TDZE | 571 |
| | Apt Elev | 577 |

# RNAV (GPS) RWY 32

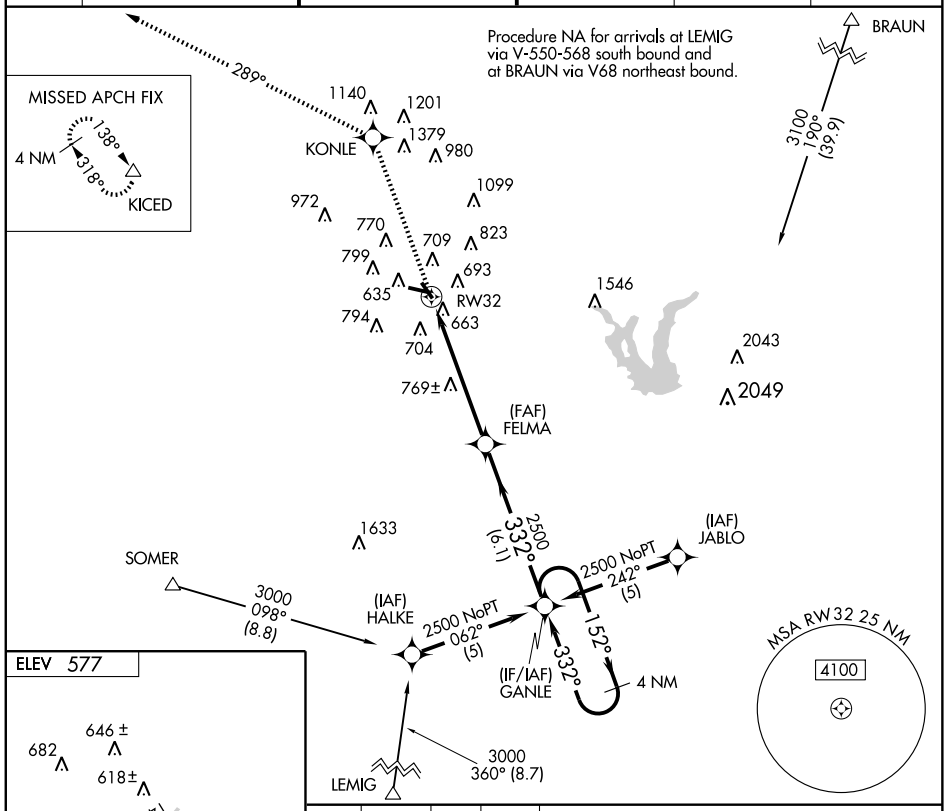
SAN ANTONIO/STINSON MUNI (SSF)

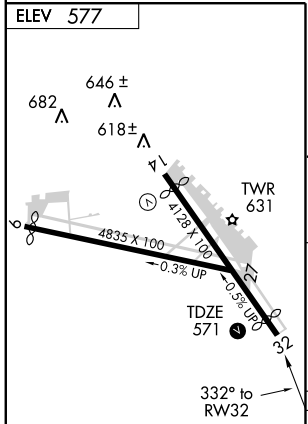
When local altimeter setting not received, use San Antonio Intl altimeter setting and increase all MDAs 60 feet, and LNAV Cat C visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

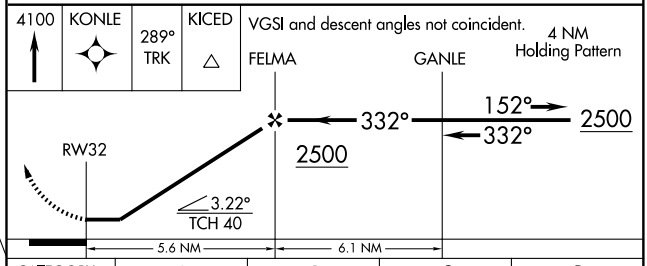
MISSED APPROACH: Climb to 4100 direct KONLE and via 289° track to KICED and hold.

| ATIS | SAN ANTONIO APP CON | STINSON TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.8 | 125.7 290.225 | 118.2 (CTAF) L 379.9 | 121.7 379.9 | 121.7 | 122.95 |

Procedure NA for arrivals at LEMIG via V-550-568 south bound and at BRAUN via V68 northeast bound.



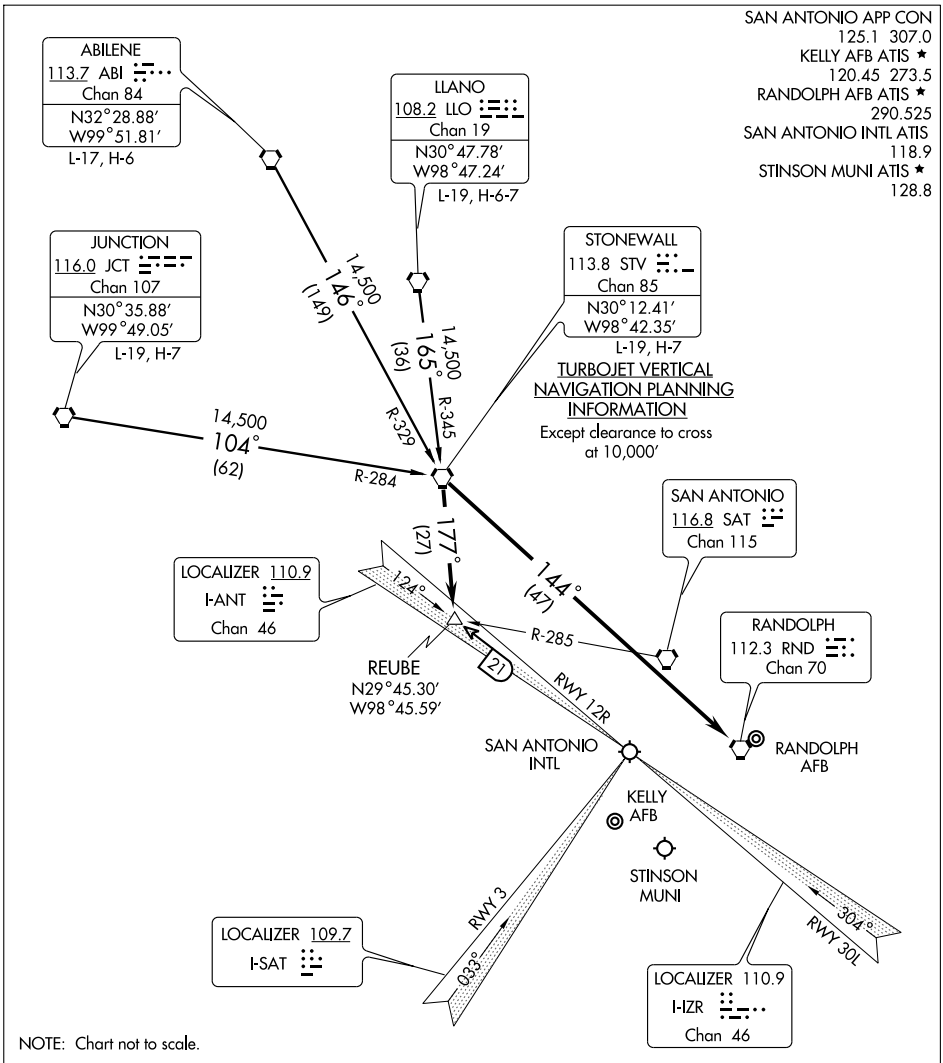

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1020-1 449 (500-1) | | 1020-1¼ 449 (500-1¼) | NA |
| CIRCLING | 1040-1 463 (500-1) | 1100-1 523 (600-1) | 1100-1½ 523 (600-1½) | NA |

REIL Rwys 9, 14, 27 and 32
MIRL Rwys 9-27 and 14-32

SC-3, 14 JAN 2010 to 11 FEB 2010

# STONEWALL ONE ARRIVAL (STV. STV1)

SAN ANTONIO, TEXAS




NOTE: Chart not to scale.

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

SC-3, 14 JAN 2010 to 11 FEB 2010

| VOR SSF 108.4 | APP CRS 337° | Rwy Idg 3756<br>TDZE 571<br>Apt Elev 577 |
|---|---|---|

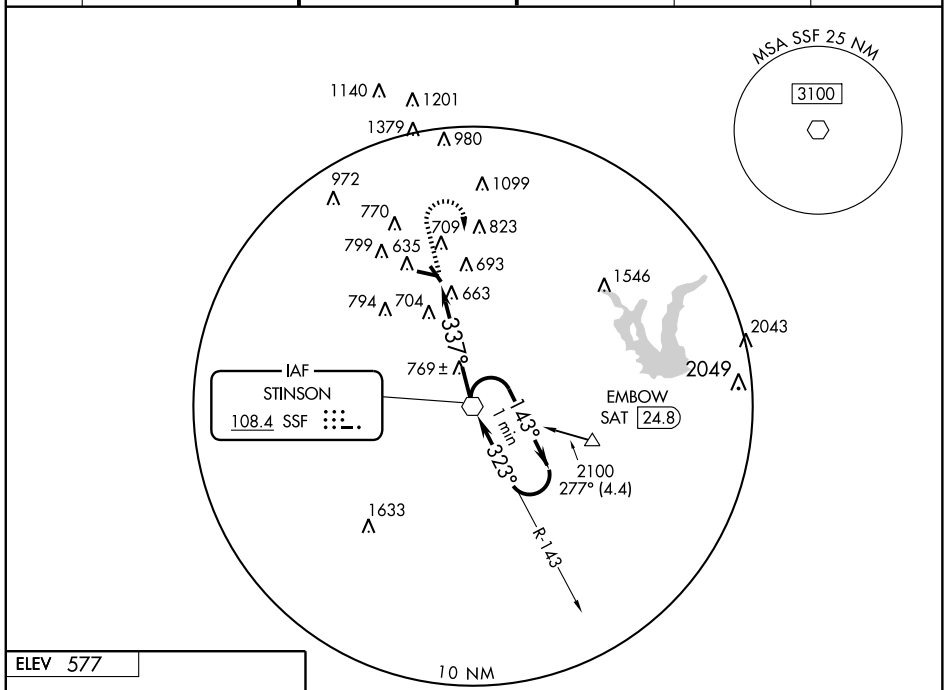
# VOR RWY 32

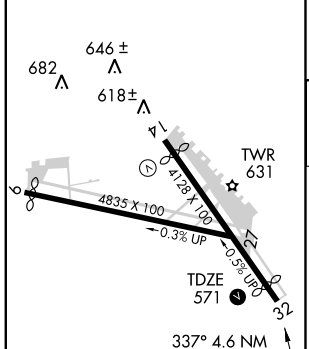
SAN ANTONIO/STINSON MUNI (SSF)

When local altimeter setting not received, use San Antonio Intl altimeter setting and increase all MDAs 60 feet, and S-32 Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing right turn to 2500 direct SSF VOR and hold.

| ATIS | SAN ANTONIO APP CON | STINSON TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.8 | 125.7 290.225 | 118.2 (CTAF) 379.9 | 121.7 379.9 | 121.7 | 122.95 |



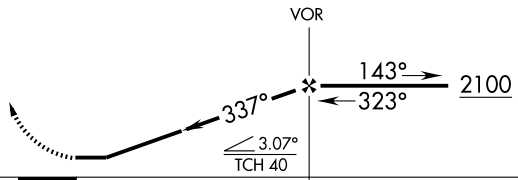

REIL Rwys 9, 14, 27 and 32
MIRL Rwys 9-27 and 14-32

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

| 1400 | 2500 | SSF 108.4 |
|---|---|---|

VGSI and descent angles not coincident.

One Minute Holding Pattern

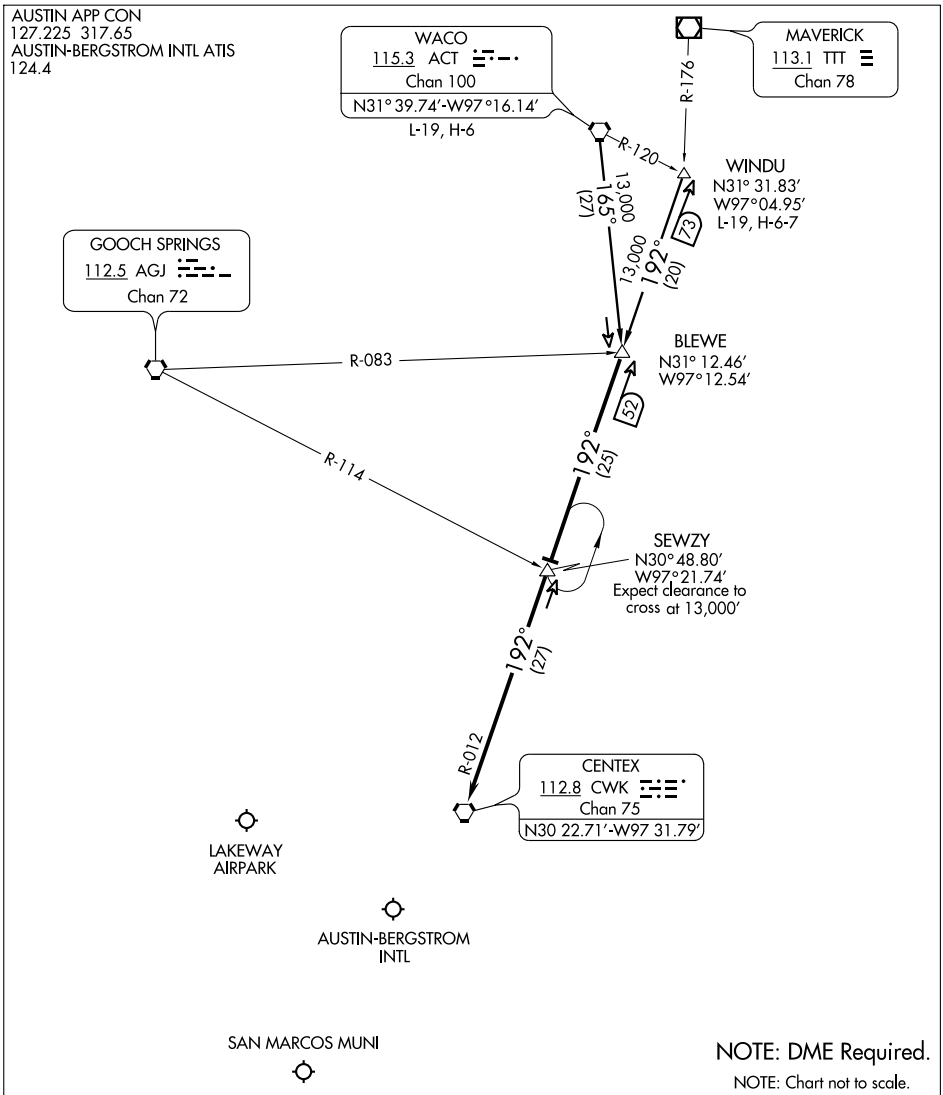



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 1020-1 449 (500-1) | | 1020-1¼ 449 (500-1¼) | NA |
| CIRCLING | 1040-1 463 (500-1) | 1100-1 523 (600-1) | 1100-1½ 523 (600-1½) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

# BLEWE TWO ARRIVAL (BLEWE.BLEWE2)

AUSTIN, TEXAS




WACO TRANSITION (ACT.BLEWE2): From over ACT VORTAC via ACT R-165 to BLEWE INT. Thence . . . .

WINDU TRANSITION (WINDU.BLEWE2): From over WINDU INT via CWK R-012 to BLEWE INT. Thence . . . .

. . . . From over BLEWE INT via CWK R-012 to CWK VORTAC. Expect radar vectors to final approach.

SAN MARCOS, TEXAS

| LOC I-RUM | APP CRS | Rwy Idg | 5603 |
|---|---|---|---|
| 108.7 | 126° | TDZE | 593 |
| | | Apt Elev | 597 |

# ILS or LOC RWY 13

SAN MARCOS MUNI (HYI)

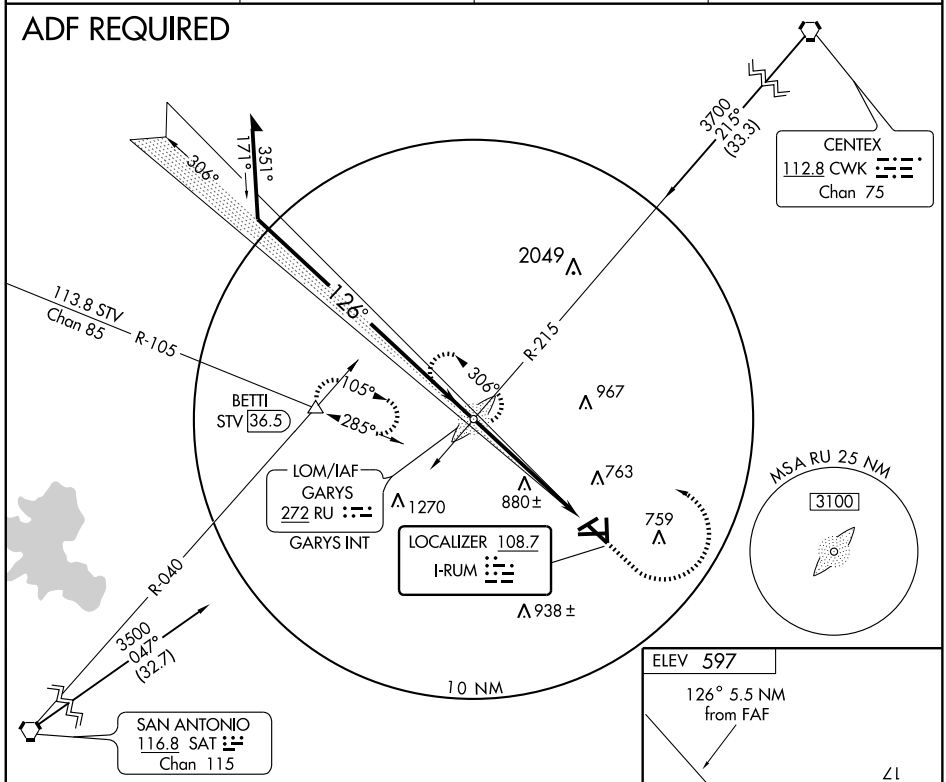
T NA — Circling Cat E not authorized southwest of Rwy 13-31. For inoperative MALSR, increase S-ILS 13 Cat E visibility ¼ mile, and S-LOC 13 Cat E ½ mile

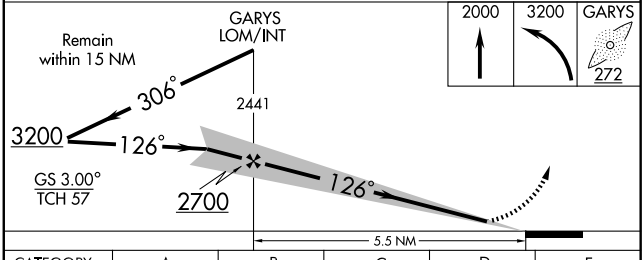
MALSR

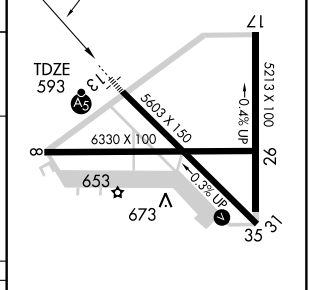
MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct GARYS LOM and hold.

| AWOS-3 | AUSTIN APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.825 | 119.0 370.85 | 121.35 | 123.05 (CTAF) L |

ADF REQUIRED




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS-13 | 793-½ 200 (200-½) | | | | |
| S-LOC-13 | 1260-½ 667 (700-½) | | 1260-1¼ 667 (700-1¼) | 1260-1½ 667 (700-1½) | 1260-2 667 (700-2) |
| CIRCLING | 1260-1 663 (700-1) | | 1260-1¾ 663 (700-1¾) | 1260-2 663 (700-2) | 1280-2½ 683 (700-2½) |

REIL Rwys 8 and 26 L

MIRL Rwys 8-26, 13-31, and 17-35 L

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOM RU | APP CRS | Rwy Idg | 5603 |
|---|---|---|---|
| 272 | 125° | TDZE | 593 |
| | | Apt Elev | 597 |

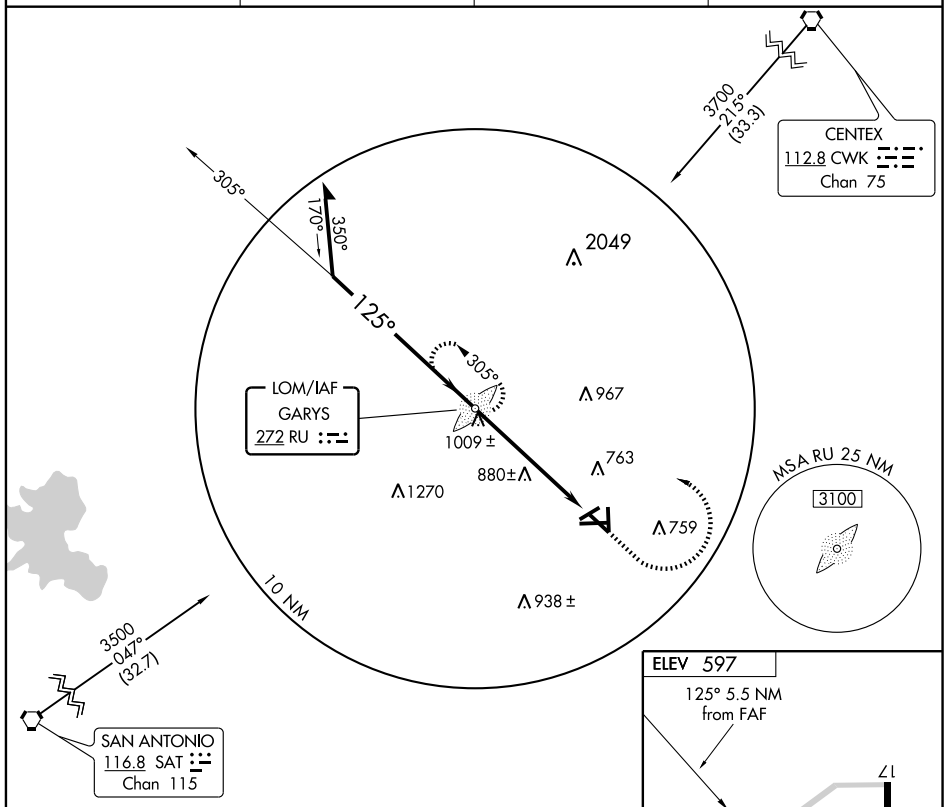
# NDB RWY 13
## SAN MARCOS MUNI (HYI)

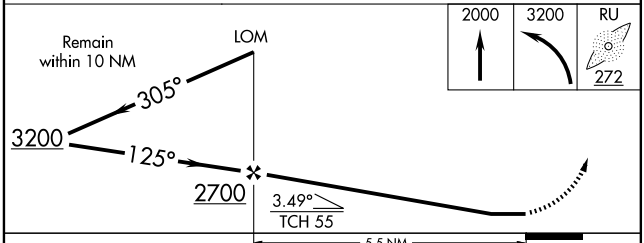
NA

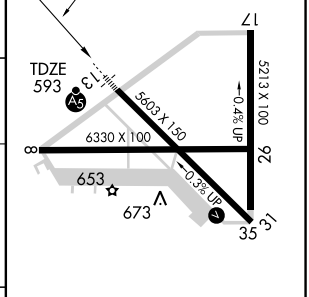
MALSR

MISSED APPROACH: Climb to 2000 then climbing left turn to 3200 direct RU LOM and hold.

| AWOS-3 | AUSTIN APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.825 | 119.0 370.85 | 121.35 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 1240-¾ 647 (700-¾) | | 1240-1 ¼ 647 (700-1¼) | 1240-1¾ 647 (700-1¾) |
| CIRCLING | 1240-1 643 (700-1) | | 1240-1¾ 643 (700-1¾) | 1240-2 643 (700-2) |

REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5603 |
|---|---|---|
| 126° | TDZE | 593 |
| | Apt Elev | 597 |

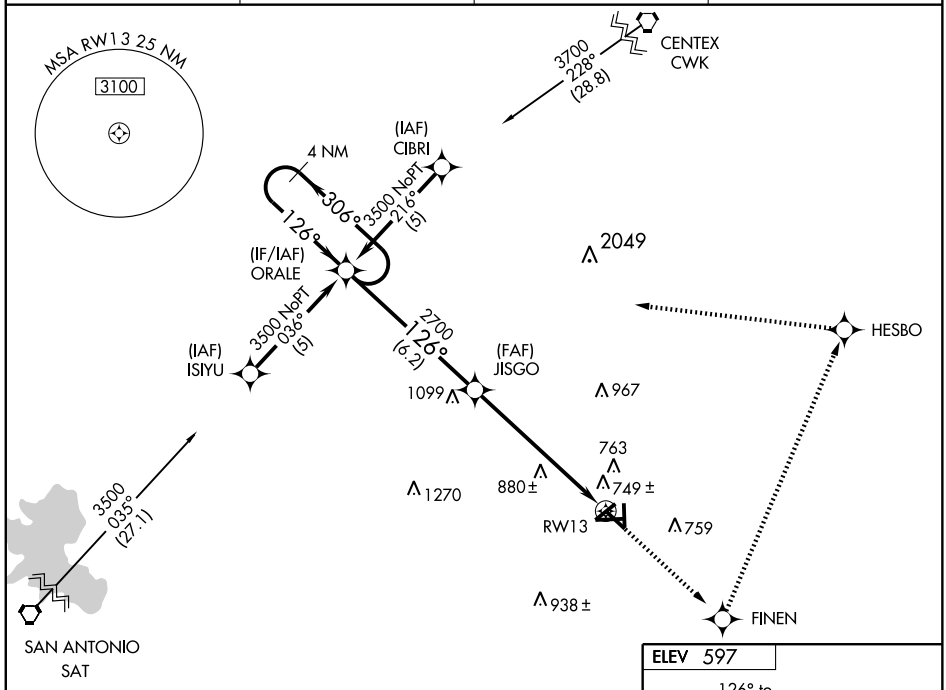
# RNAV (GPS) RWY 13
## SAN MARCOS MUNI (HYI)

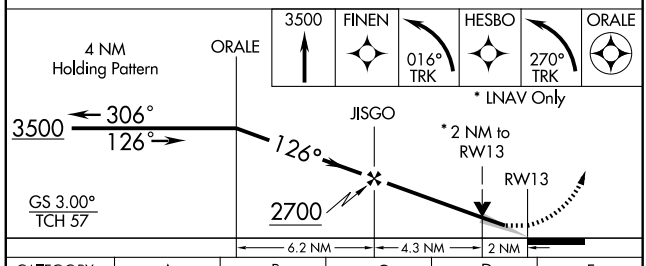
T A NA W — GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. BARO-VNAV NA below -16°C (4°F). For inoperative MALSR, increase LNAV/VNAV and LNAV Cat E visibility ½ mile. Circling Cat E not authorized southwest of Rwy 13-31.

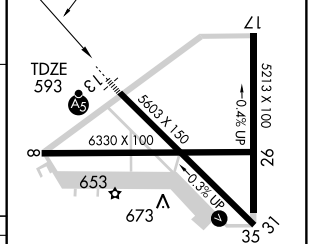
MALSR (A5)

MISSED APPROACH: Climb to 3500 direct FINEN WP and left turn via 016° track to HESBO and left turn via 270° track to ORALE and hold.

| AWOS-3 | AUSTIN APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.825 | 119.0 370.85 | 121.35 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | NA | | | | |
| LNAV/VNAV DA | 1060-1 467 (500-1) | | | | 1060-1¼ 467 (500-1¼) |
| LNAV MDA | 1280-½ 687 (700-½) | | 1280-1½ 687 (700-1½) | 1280-1¾ 687 (700-1¾) | 1280-2 687 (700-2) |
| CIRCLING | 1280-1½ 683 (700-1½) | | 1280-2 683 (700-2) | 1280-2¼ 683 (700-2¼) | 1280-2 ½ 683 (700-2½) |

REIL Rwys 8 and 26 L
MIRL Rwys 8-26, 13-31, and 17-35 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4999 |
|---|---|---|
| 359° | TDZE | 3278 |
| | Apt Elev | 3315 |

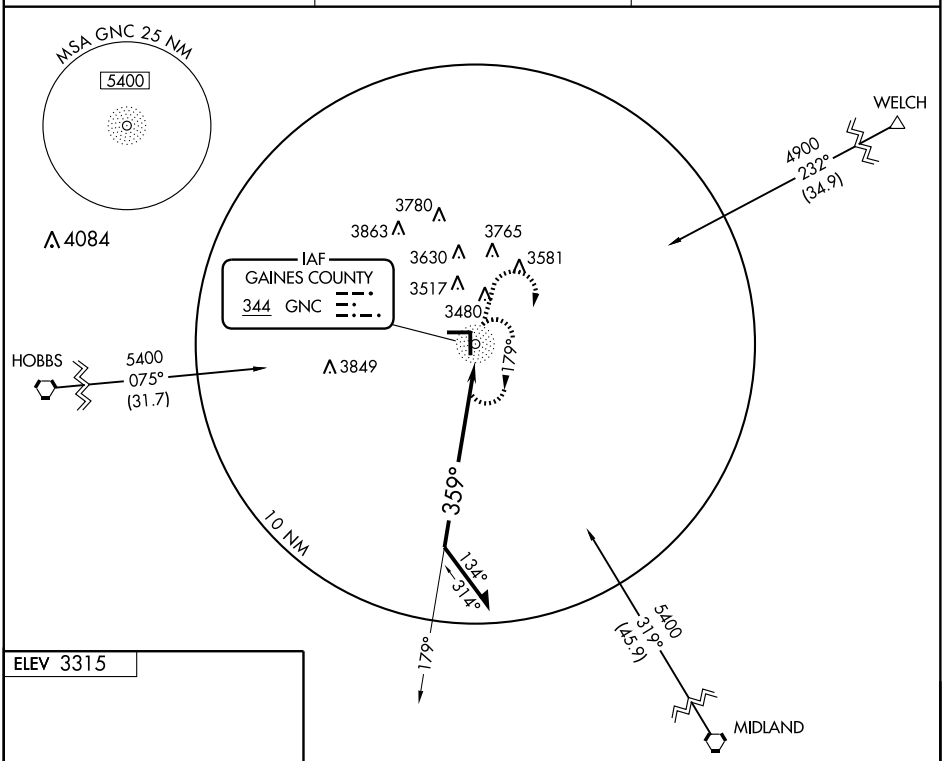
# NDB RWY 35

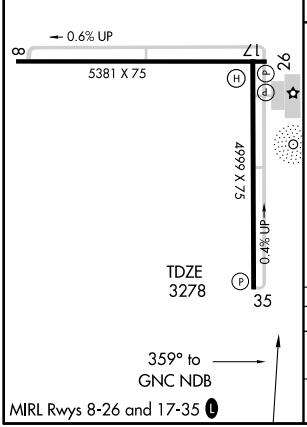
SEMINOLE/GAINES COUNTY (GNC)

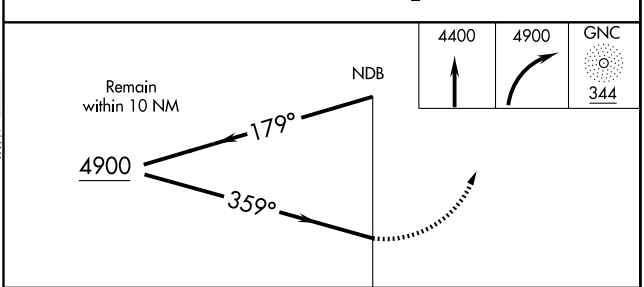
NA Use Midland Intl altimeter setting.

MISSED APPROACH: Climb to 4400 then climbing right turn to 4900 direct GNC NDB and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.075 | 132.6 269.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 3940-1 | 662 (700-1) | 3940-1¾ 662 (700-1¾) | NA |
| CIRCLING | 3960-1 | 645 (700-1) | 4060-2¼ 745 (800-2¼) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | | |
|---|---|---|
| 350° | Rwy Idg | 4999 |
| | TDZE | 3278 |
| | Apt Elev | 3315 |

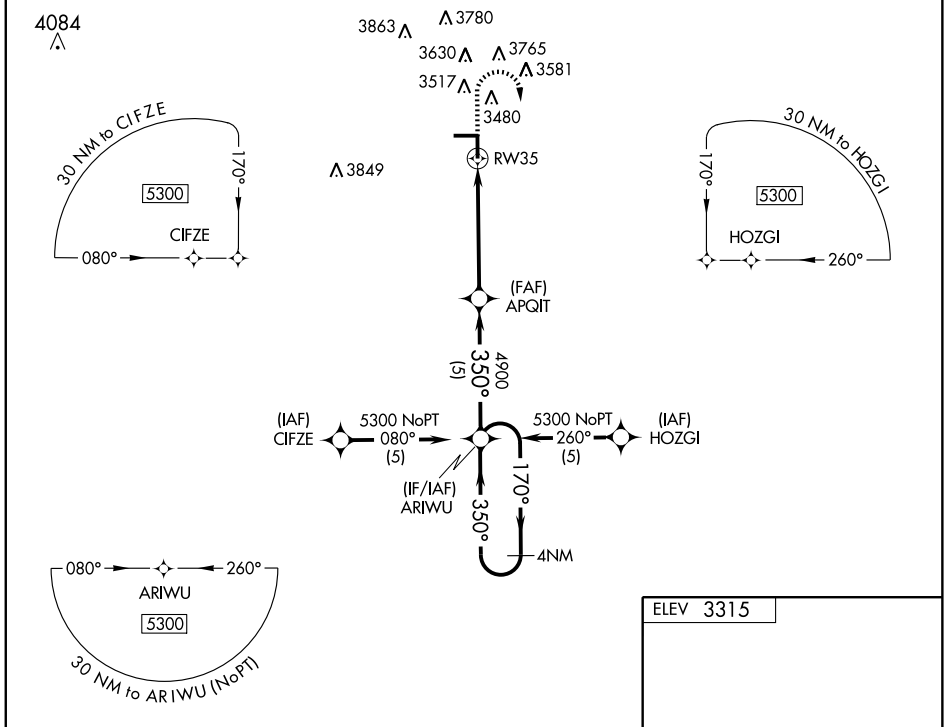
# RNAV (GPS) RWY 35

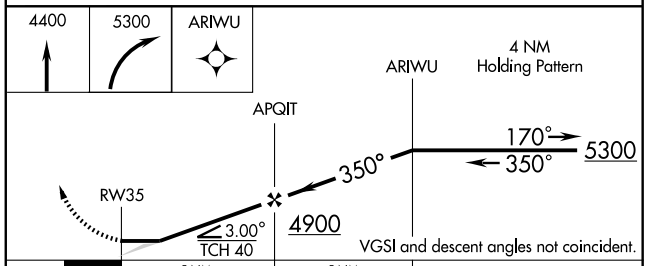
SEMINOLE/GAINES COUNTY (GNC)

NA GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Use Midland Intl altimeter setting.

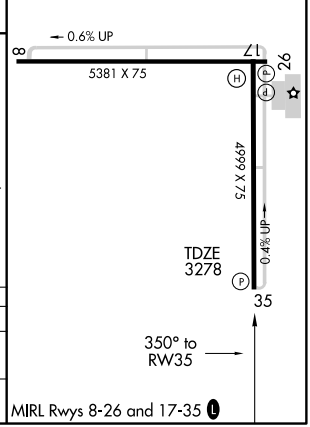
MISSED APPROACH: Climb to 4400 then climbing right turn to 5300 direct ARIWU WP and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.075 | 132.6 269.05 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3820-1 542 (600-1) | | 3820-1½ 542 (600-1½) | NA |
| CIRCLING | 3960-1 645 (700-1) | | 4060-2¼ 745 (800-2¼) | NA |




SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4300 |
|---|---|---|
| 173° | TDZE | 1344 |
| | Apt Elev | 1344 |

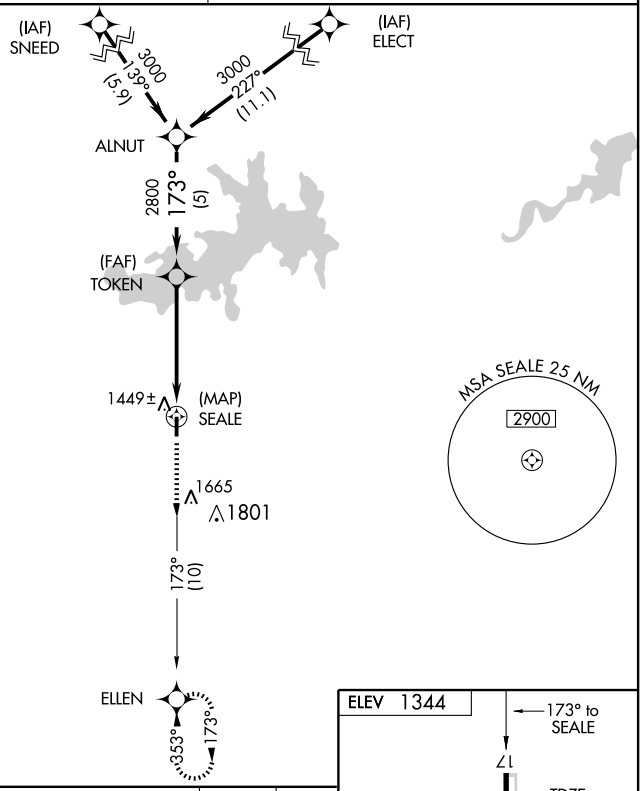
# GPS RWY 17
## SEYMOUR MUNI (6ØF)

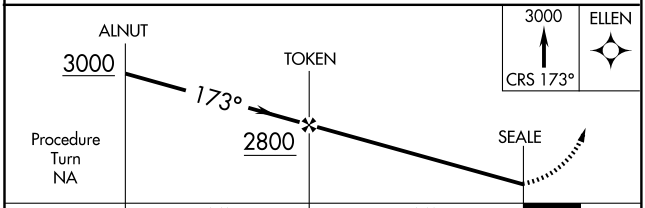
⚠ NA — Obtain local altimeter on CTAF; when not received, use Sheppard AFB/Wichita Falls Muni altimeter setting.

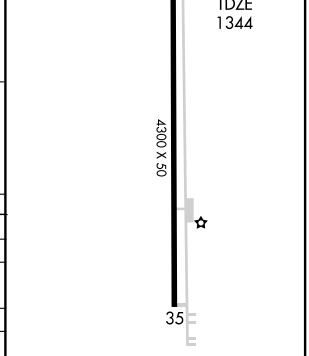
MISSED APPROACH: Climb to 3000 via 173° course to ELLEN WP and hold.

FORT WORTH CENTER
133.5 350.35

CTAF
122.9




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1700-1 356 (400-1) | | | NA |
| CIRCLING | 1780-1<br>436 (500-1) | 1800-1<br>456 (500-1) | 1800-1½<br>456 (500-1½) | NA |
| SHEPPARD AFB/WICHITA FALLS MUNI ALTIMETER SETTING MINIMUMS | | | | |
| S-17 | 1880-1 536 (600-1) | | 1880-1½<br>536 (600-1½) | NA |
| CIRCLING | 1960-1<br>616 (700-1) | 1980-1<br>636 (700-1) | 1980-1¾<br>636 (700-1¾) | NA |

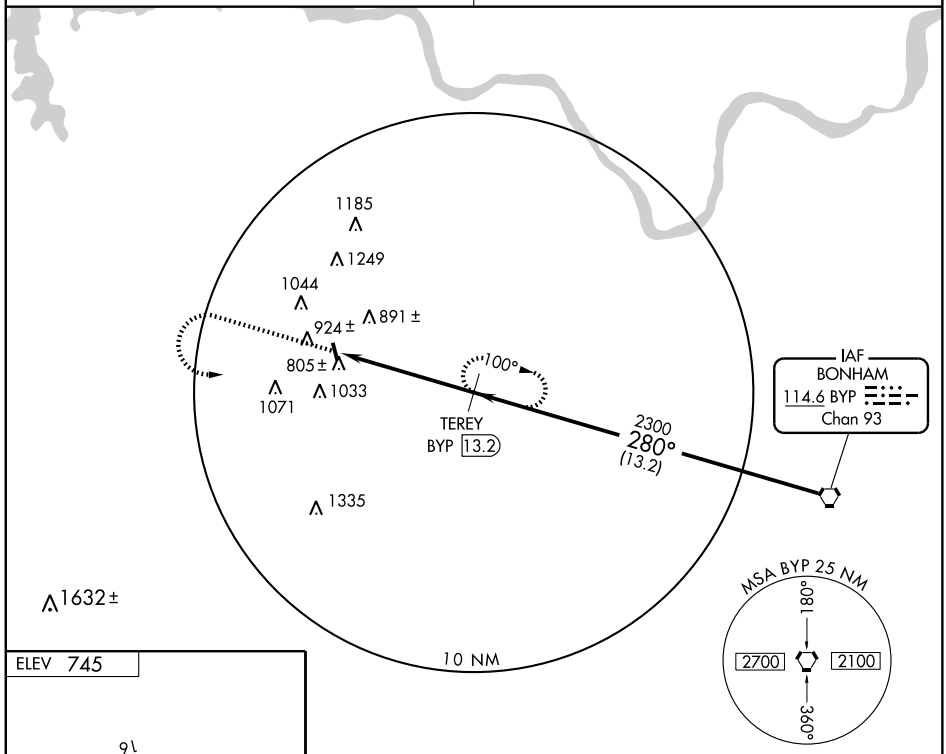
MIRL Rwy 17-35

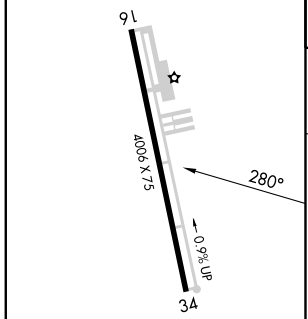
SC-2, 14 JAN 2010 to 11 FEB 2010

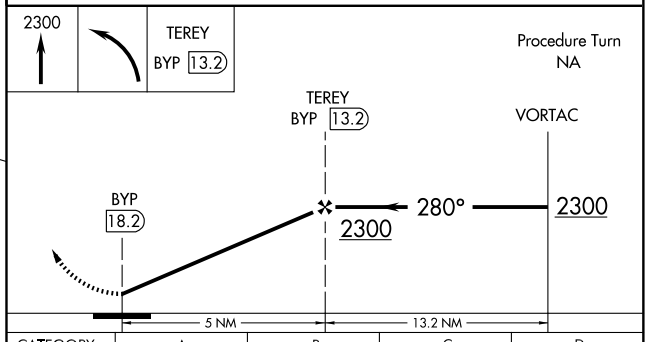
| VORTAC BYP 114.6 Chan 93 | APP CRS 280° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 745 |
|---|---|---|

# VOR/DME-A
## SHERMAN MUNI (SWI)

| ⚠ NA Use Dallas-Love Field altimeter setting. | MISSED APPROACH: Climb to 2300, then left turn direct TEREY and hold. |
|---|---|
| FORT WORTH CENTER 124.75 377.1 | UNICOM 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1580-1<br>835 (900-1) | 1580-1¼<br>835 (900-1¼) | 1600-2½<br>855 (900-2½) | 1600-2¾<br>855 (900-2¾) |

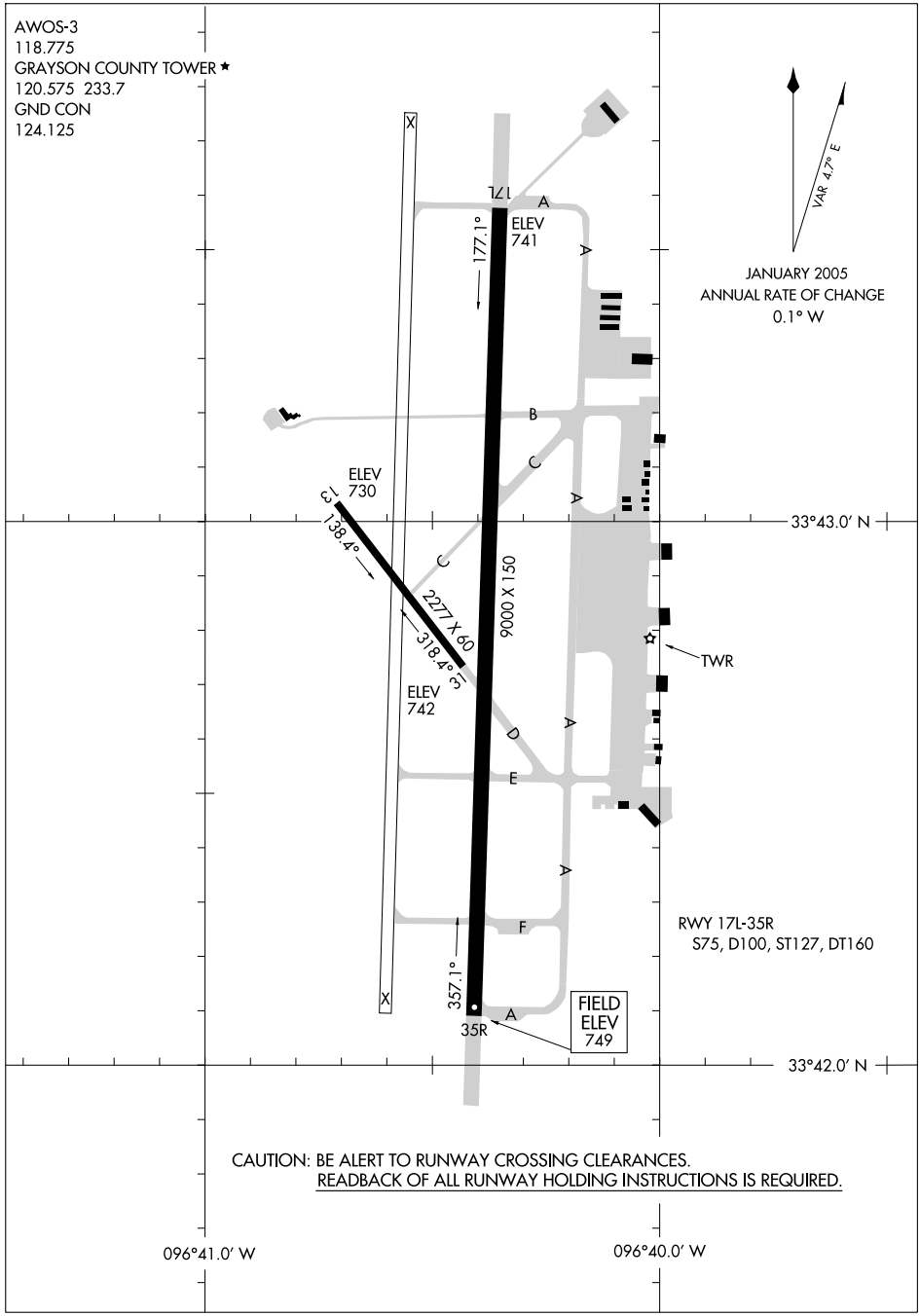
MIRL Rwy 16-34

SC-2, 14 JAN 2010 to 11 FEB 2010

# AIRPORT DIAGRAM

AL-389 (FAA)

SHERMAN/DENISON/GRAYSON COUNTY (GY1)
SHERMAN/DENISON, TEXAS



| LOC I-GYI | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 111.7 | 176° | TDZE | 741 |
| | | Apt Elev | 749 |

# ILS or LOC RWY 17L

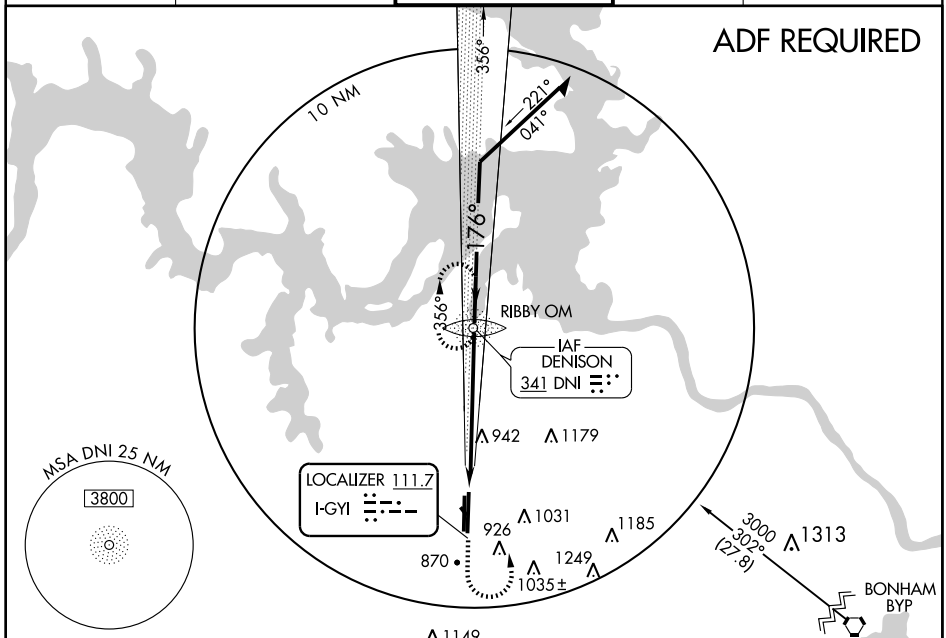
SHERMAN/DENISON/NORTH TEXAS RGNL (GYI)

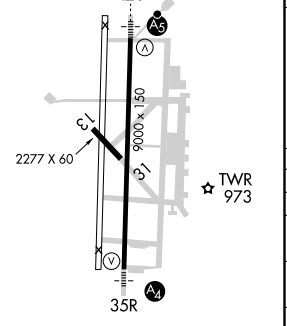
NA When local altimeter setting not received, use Dallas-Love Field altimeter setting. For inoperative MALSR increase S-ILS 17L visibility to 1¼.

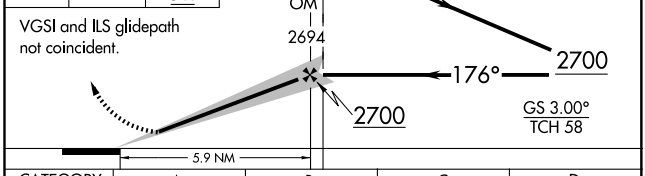
MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 2700 direct DNI NDB and hold.

| AWOS-3 | FORT WORTH CENTER | NORTH TEXAS RGNL★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.775 | 124.75 377.1 | 120.575 (CTAF) L 233.7 | 124.125 | 122.7 |




| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 17L | 941-½ 200 (200-½) | | | |
| S-LOC 17L | 1240-½ 499 (500-½) | | 1240-¾ 499 (500-¾) | 1240-1 499 (500-1) |
| CIRCLING | 1280-1 531 (600-1) | | 1280-1½ 531 (600-1½) | 1400-2 651 (700-2) |
| DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS | | | | |
| S-ILS 17L | 1099-¾ 358 (400-¾) | | | |
| S-LOC 17L | 1400-½ 659 (700-½) | | 1400-1¼ 659 (700-1¼) | 1400-1½ 659 (700-1½) |
| CIRCLING | 1440-1¼ 691 (700-1¼) | | 1440-2 691 (700-2) | 1540-2½ 791 (800-2½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB DNI | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 341 | 175° | TDZE | 741 |
| | | Apt Elev | 749 |

# NDB or GPS RWY 17L

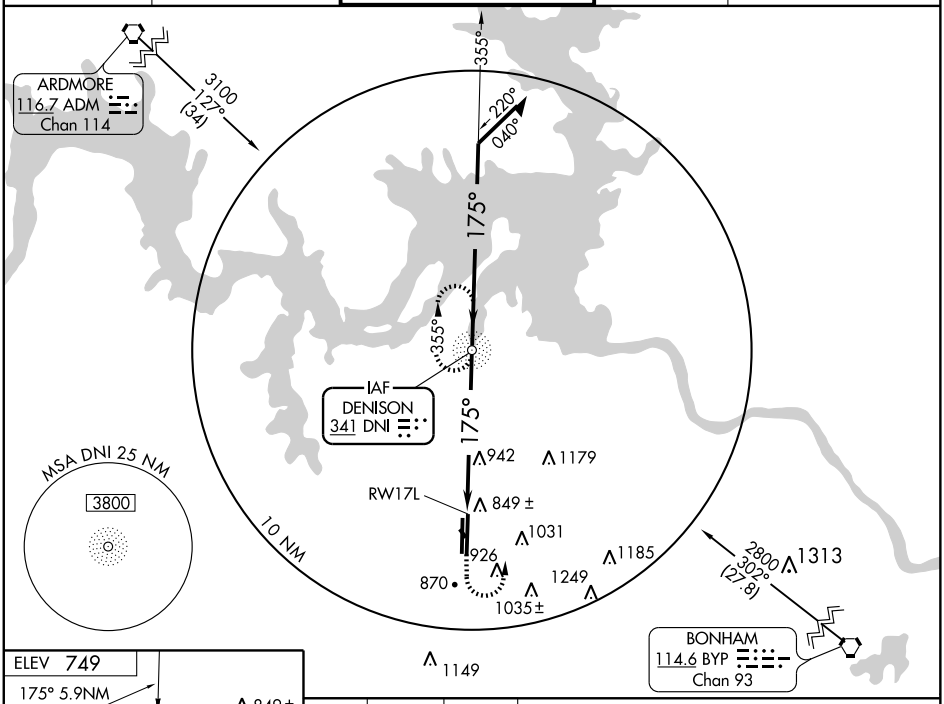
SHERMAN/DENISON/NORTH TEXAS RGNL (GYI)

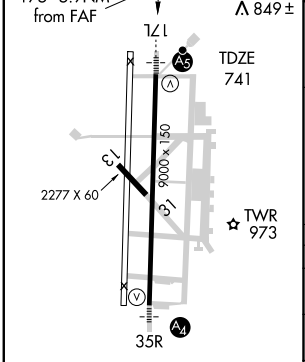
NA — When local altimeter setting not received, use Dallas-Love Field altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000, then climbing left turn to 2500 direct DNI NDB and hold.

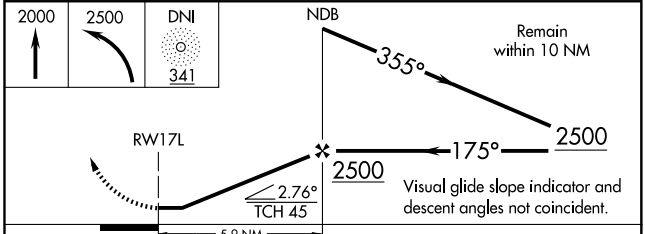
| AWOS-3 | FORT WORTH CENTER | NORTH TEXAS RGNL ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.775 | 124.75 377.1 | 120.575 (CTAF) L 233.7 | 124.125 | 122.7 |




MIRL Rwy 17L-35R L

| FAF to MAP 5.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:54 | 3:56 | 2:57 | 2:22 | 1:58 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17L | 1300-¾ 559 (600-¾) | | 1300-1 559 (600-1) | 1300-1½ 559 (600-1½) |
| CIRCLING | 1300-1 551 (600-1) | | 1300-1½ 551 (600-1½) | 1400-2 651 (700-2) |
| DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS | | | | |
| S-17L | 1460-¾ 719 (800-¾) | | 1460-1½ 719 (800-1½) | 1460-2 719 (800-2) |
| CIRCLING | 1460-1 711 (800-1) | | 1460-2 711 (800-2) | 1540-2½ 791 (800-2½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC BYP | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 114.6 | 290° | TDZE | N/A |
| Chan 93 | | Apt Elev | 749 |

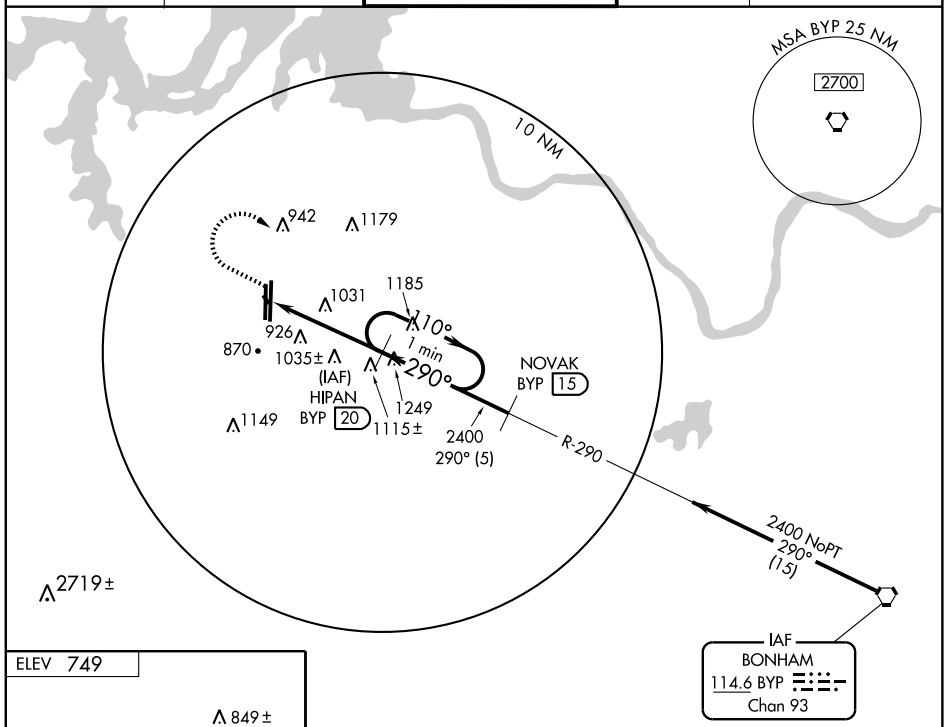
# VOR/DME-A

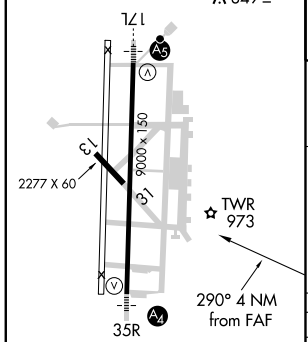
SHERMAN/DENISON/NORTH TEXAS RGNL(GYI)

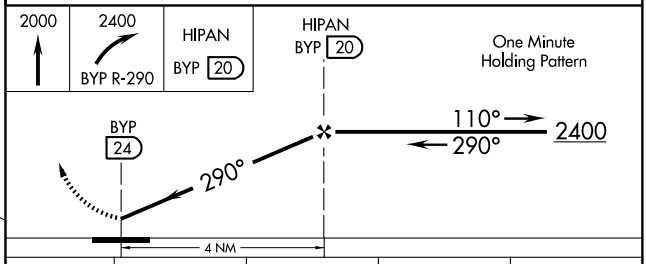
NA When local altimeter setting not received, use Dallas-Love Field altimeter setting.

MISSED APPROACH: Climb to 2000, then climbing right turn to 2400 via BYP R-290 to HIPAN/BYP 20 DME and hold.

| AWOS-3 | FORT WORTH CENTER | NORTH TEXAS RGNL ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.775 | 124.75 377.1 | 120.575 (CTAF) L 233.7 | 124.125 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1380-1<br>631 (700-1) | 1380-1¼<br>631 (700-1¼) | 1380-1¾<br>631 (700-1¾) | 1400-2<br>651 (700-2) |
| DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1540-1<br>791 (800-1) | 1540-1¼<br>791 (800-1¼) | 1540-2¼<br>791 (800-2¼) | 1540-2½<br>791 (800-2½) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC BYP | APP CRS | Rwy Idg | 9000 |
|---|---|---|---|
| 114.6 | 356° | TDZE | 749 |
| Chan 93 | | Apt Elev | 749 |

# VOR/DME RNAV RWY 35R

SHERMAN/DENISON/NORTH TEXAS RGNL (GYI)

NA

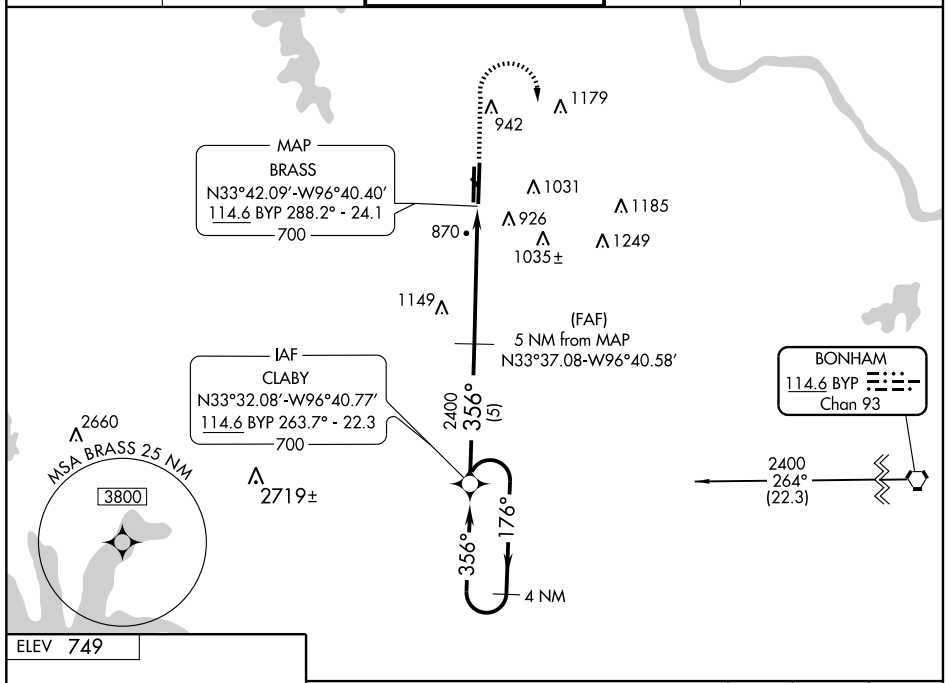
* Inoperative table does not apply to S-35R Cat C.

* * Inoperative table does not apply to S-35R Cat B/C. When local altimeter settiing not received, use Dallas-Love Field altimeter setting. Visibility reduction by helicopters NA.

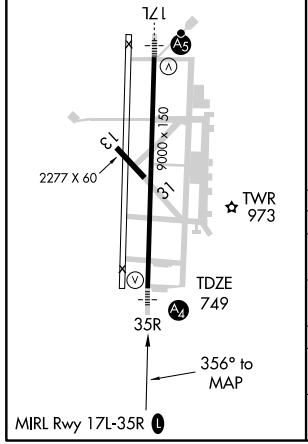
MALS

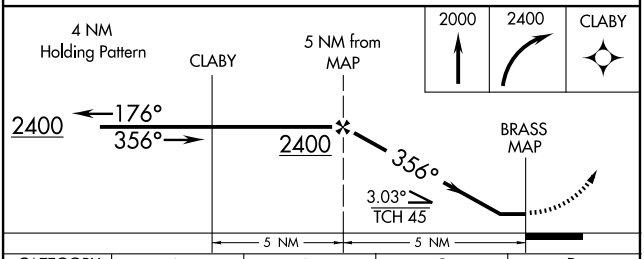
MISSED APPROACH: Climb to 2000, then climbing right turn to 2400 direct CLABY and hold.

| AWOS-3 | FORT WORTH CENTER | NORTH TEXAS RGNL★ | GND CON | UNICOM |
|---|---|---|---|---|
| 118.775 | 124.75 377.1 | 120.575 (CTAF) L 233.7 | 124.125 | 122.7 |




ELEV 749




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35R * | 1460-¾ 711 (800-¾) | | 1460-2 711 (800-2) | 1460-2¼ 711 (800-2¼) |
| CIRCLING | 1460-1 711 (800-1) | | 1460-2 711 (800-2) | 1460-2¼ 711 (700-2¼) |
| | DALLAS-LOVE FIELD ALTIMETER SETTING MINIMUMS | | | |
| S-35R * * | 1620-¾ 871 (900-¾) | 1620-1¼ 871 (900-1¼) | 1620-2½ 871 (900-2½) | 1620-2¾ 871 (900-2¾) |
| CIRCLING | 1620-1 871 (900-1) | 1620-1¼ 871 (900-1¼) | 1620-2½ 871 (900-2½) | 1620-2¾ 871 (900-2¾) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4073 |
|---|---|---|
| 140° | TDZE | 48 |
| | Apt Elev | 48 |

# GPS RWY 14

SINTON/ ALFRED C 'BUBBA' THOMAS (T69)

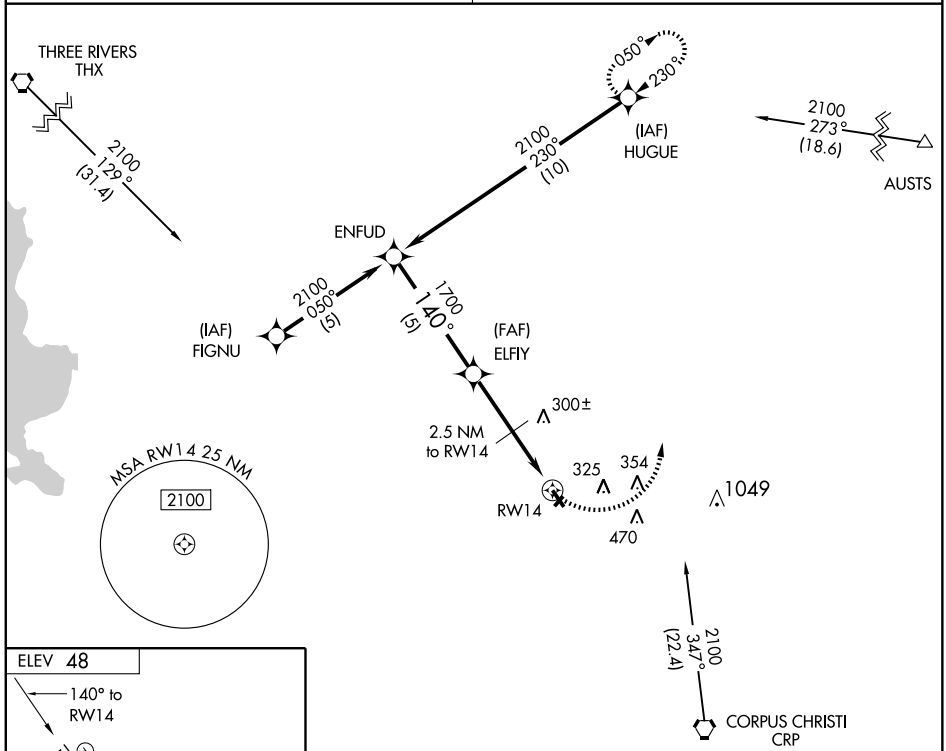
Use Corpus Christi Intl altimeter setting.

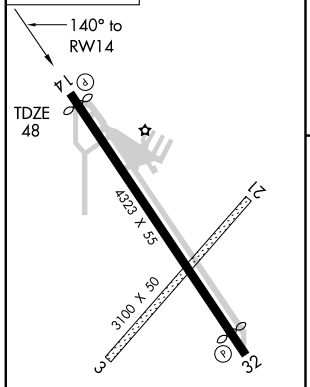
NA

MISSED APPROACH: Climbing left turn to 2100 direct HUGUE and hold.

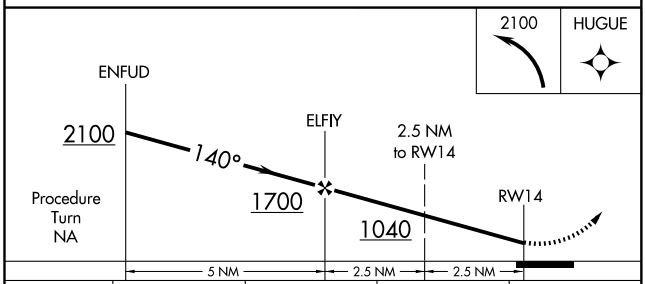
CORPUS APP CON
**120.9 348.725**

UNICOM
**122.8** (CTAF) L




MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 460-1 412 (500-1) | | NA | |
| CIRCLING | 620-1 572 (600-1) | 680-1 632 (700-1) | NA | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 3995 |
|---|---|---|
| 320° | TDZE | 48 |
| | Apt Elev | 48 |

# GPS RWY 32

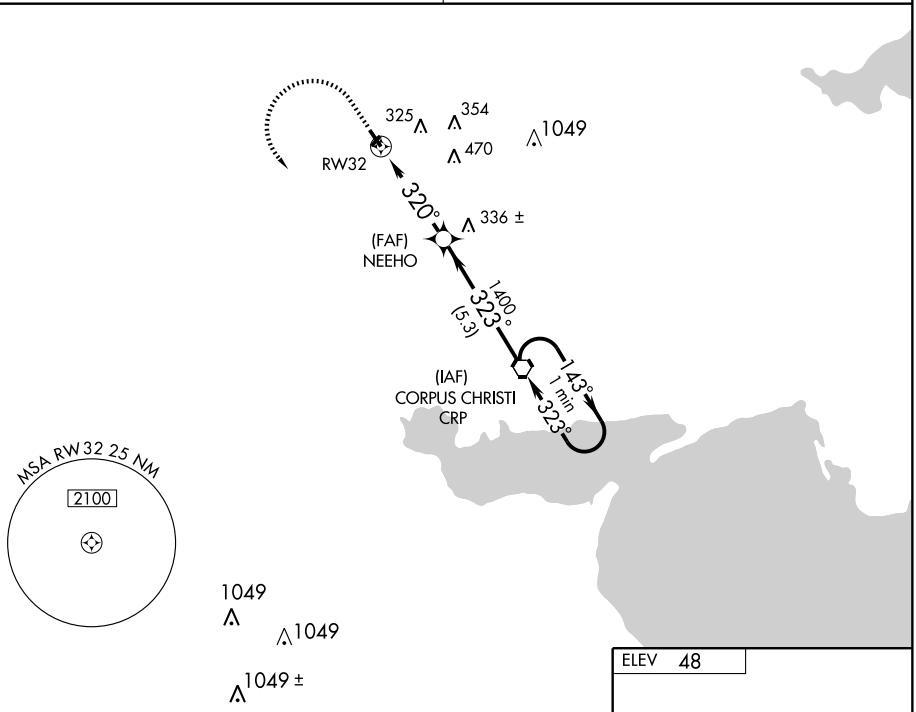
SINTON/ALFRED C 'BUBBA' THOMAS (T69)

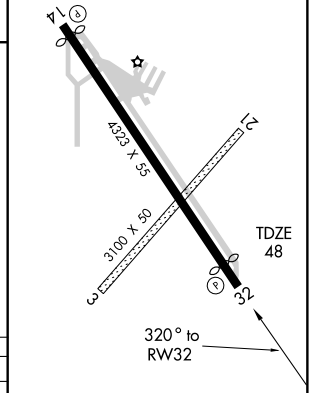
Use Corpus Christi altimeter setting.

NA

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct CRP VORTAC and hold.

| CORPUS APP CON | UNICOM |
|---|---|
| 120.9 348.725 | 122.8 (CTAF) L |



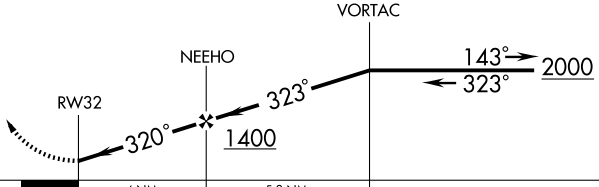




MIRL Rwy 14-32 L

REIL Rwys 14 and 32 L

| 1000 | 2000 | CRP |
|---|---|---|
| | | 115.5 |

One Minute Holding Pattern




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 520-1 | 472 (500-1) | NA | |
| CIRCLING | 620-1<br>572 (600-1) | 680-1<br>632 (700-1) | NA | |

SC-3, 14 JAN 2010 to 11 FEB 2010

SINTON, TEXAS

AL-5274 (FAA)

| VORTAC CRP | APP CRS | Rwy Idg | 4073 |
|---|---|---|---|
| 115.5 | 138° | TDZE | 48 |
| Chan 102 | | Apt Elev | 48 |

# VOR/DME RWY 14

SINTON/ ALFRED C 'BUBBA' THOMAS (T69)

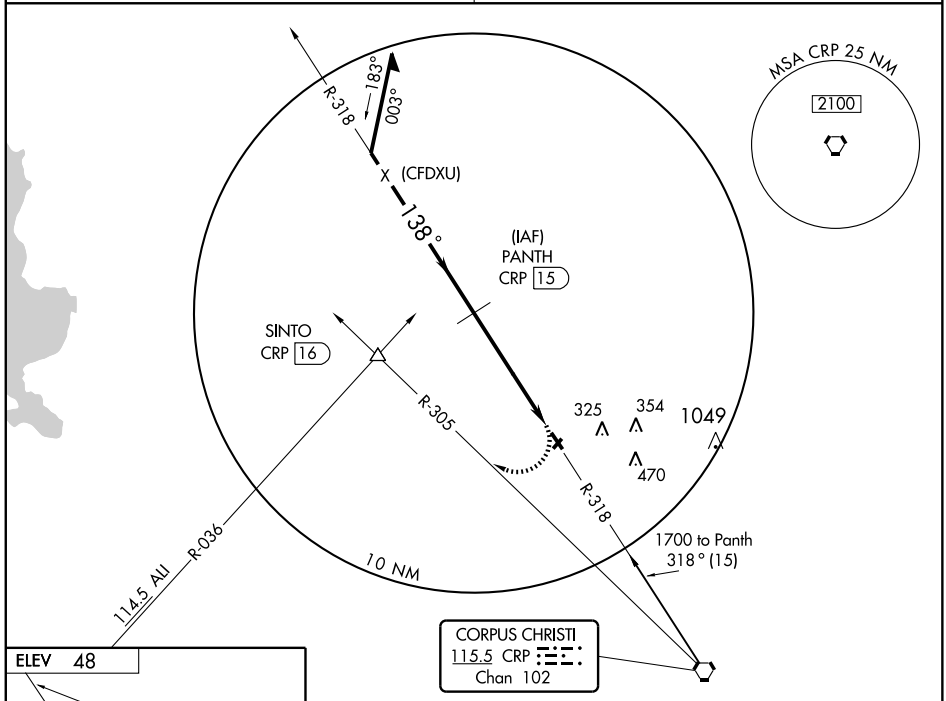
NA

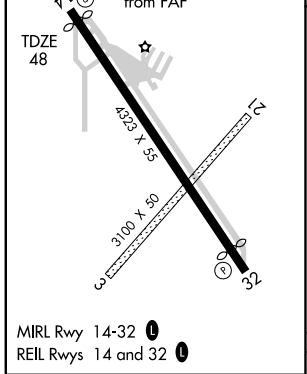
Use Corpus Christi Intl altimeter setting.

MISSED APPROACH: Climbing right turn to 1700 via CRP R-305 to SINTO Int.

CORPUS APP CON
**120.9 348.725**

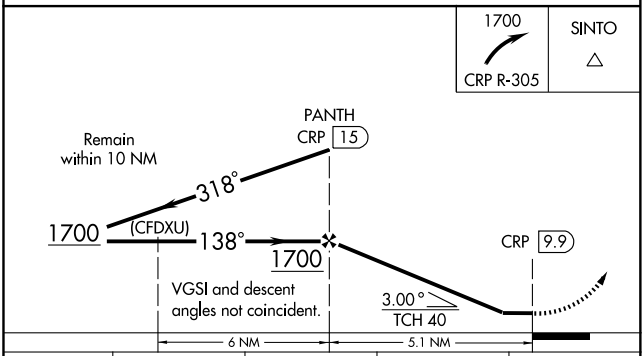
UNICOM
**122.8** (CTAF) L




MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 640-1 592 (600-1) | | NA | |
| CIRCLING | 640-1 592 (600-1) | 680-1 632 (700-1) | NA | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC CRP 115.5 Chan 102 | APP CRS 318° | Rwy Idg 3995 TDZE 48 Apt Elev 48 |
|---|---|---|

# VOR RWY 32

SINTON/ALFRED C 'BUBBA' THOMAS (T69)

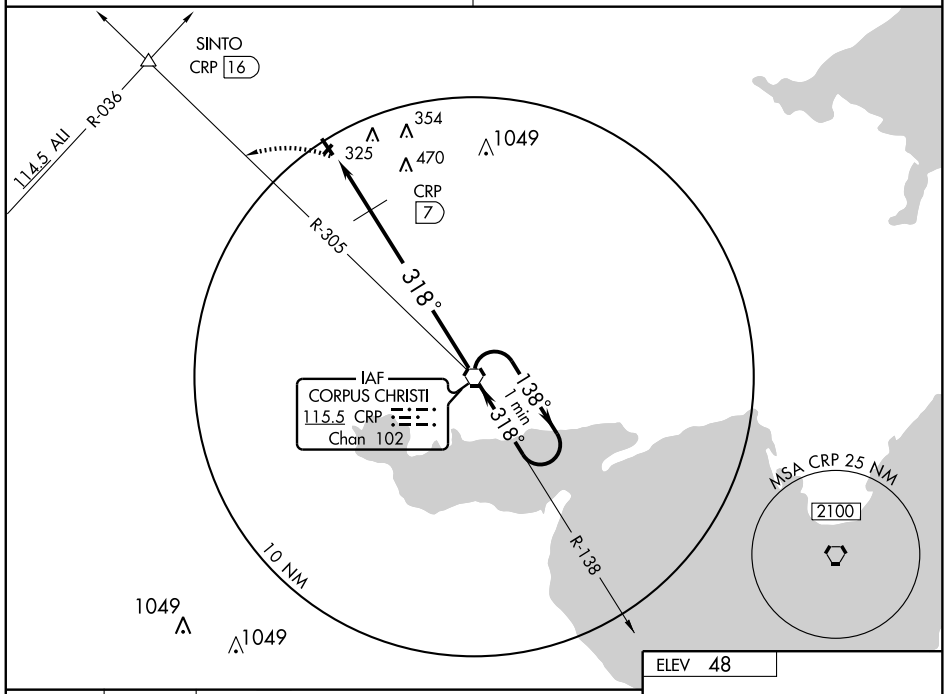
Use Corpus Christi Intl altimeter setting.

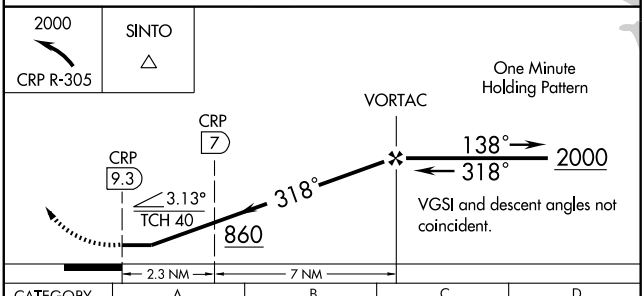
NA

MISSED APPROACH: Climbing left turn to 2000 via CRP R-305 to SINTO Int.

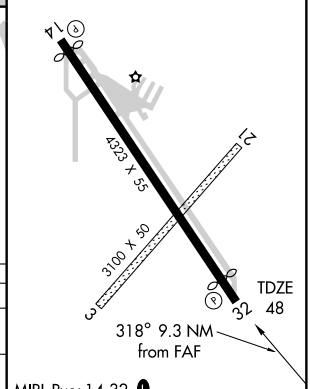
CORPUS APP CON
**120.9 348.725**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 860-1<br>812 (900-1) | 860-1 ¼<br>812 (900-1¼) | NA | |
| CIRCLING | 860-1<br>812 (900-1) | 860-1 ¼<br>812 (900-1¼) | NA | |
| DME MINIMUMS | | | | |
| S-32 | 640-1 | 592 (600-1) | NA | |
| CIRCLING | 640-1<br>592 (600-1) | 680-1<br>632 (700-1) | NA | |




MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

| FAF to MAP 9.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 9:18 | 6:12 | 4:39 | 3:43 | 3:06 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB SDR | APP CRS | Rwy Idg | 5599 |
|---|---|---|---|
| 359 | 358° | TDZE | 2426 |
| | | Apt Elev | 2430 |

# NDB RWY 35

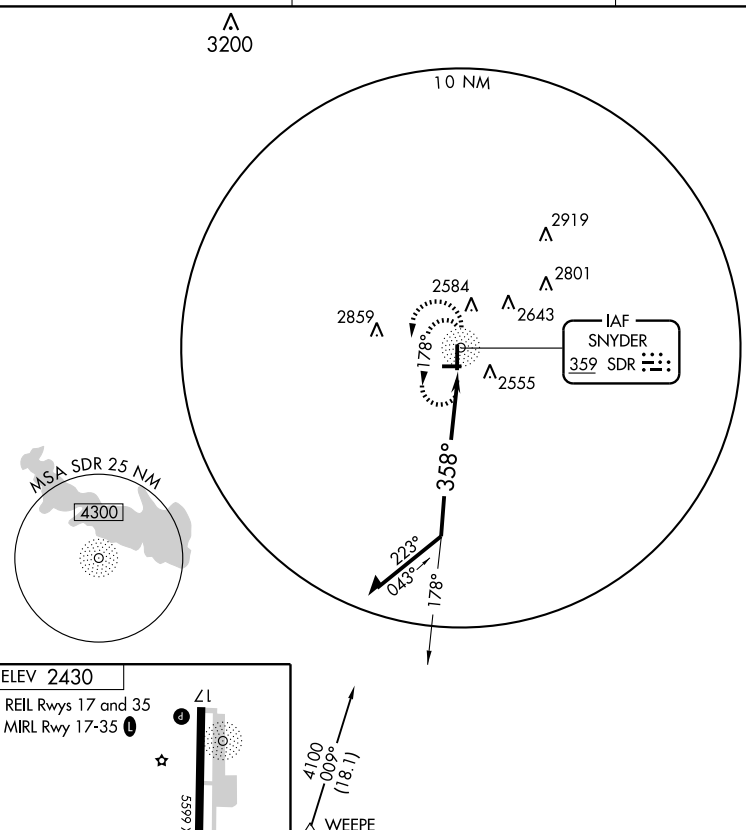
SNYDER/ WINSTON FIELD (SNK)

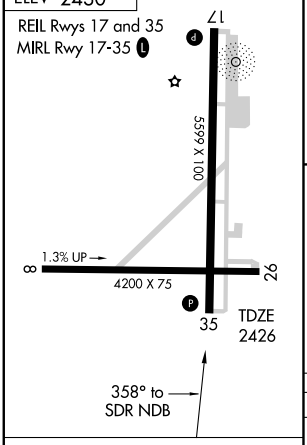
NA

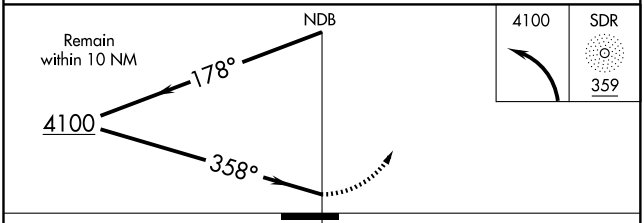
Circling NA to Rwy 8-26.

MISSED APPROACH: Climbing left turn to 4100 in SDR NDB holding pattern.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 119.925 | 127.45 290.3 | 122.8 (CTAF) L |




| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 2960-1 | 534 (600-1) | 2960-1½ 534 (600-1½) | NA |
| CIRCLING | 2960-1 | 530 (600-1) | 2960-1½ 530 (600-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5599 |
|---|---|---|
| 352° | TDZE | 2426 |
| | Apt Elev | 2430 |

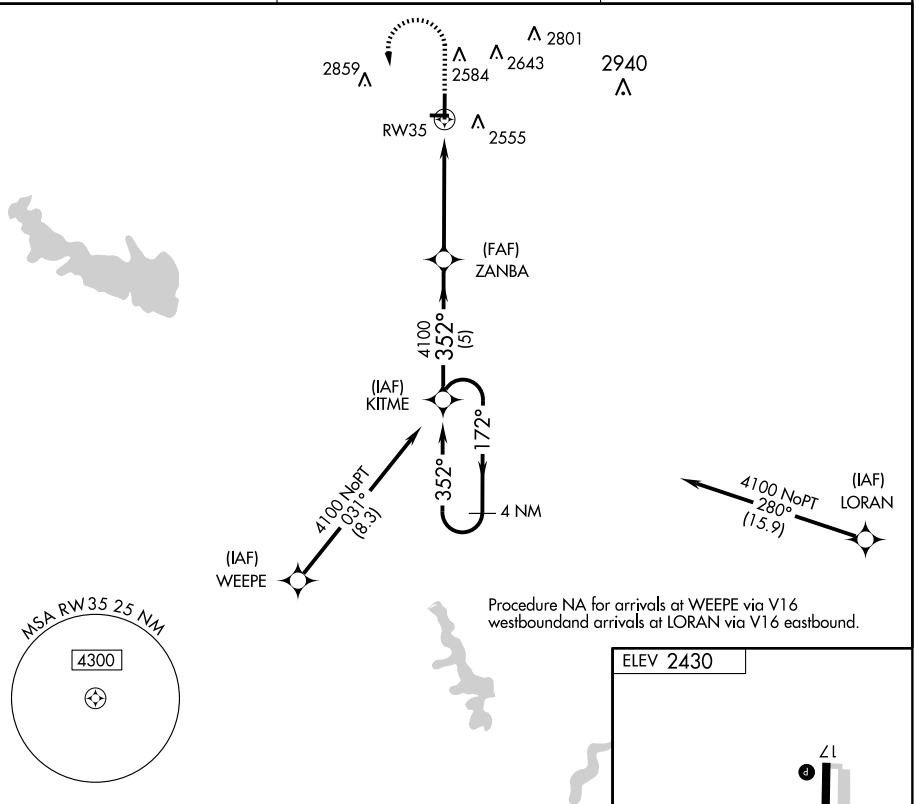
# RNAV (GPS) RWY 35

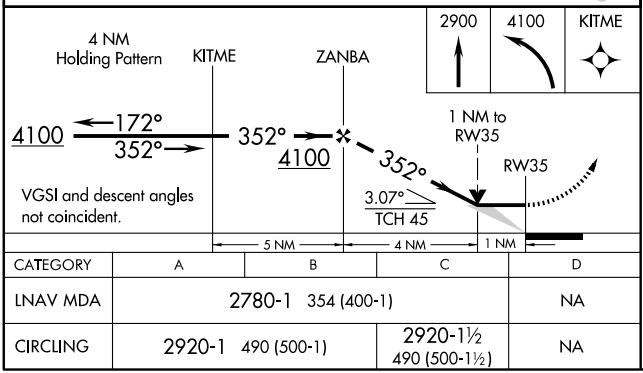
SNYDER/WINSTON FIELD (SNK)

Circling NA to Rwy 8-26.
GPS or RNP-0.3 Required.
DME/DME RNP-0.3 NA.

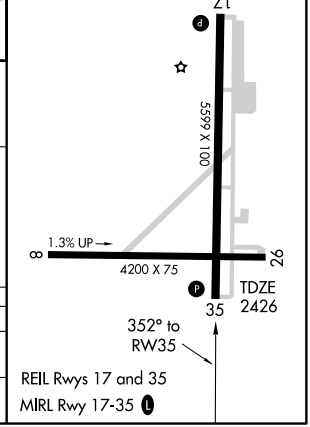
MISSED APPROACH: Climb to 2900, then climbing left turn to 4100 direct KITME WP and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 119.925 | 127.45 290.3 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 2780-1 354 (400-1) | | | NA |
| CIRCLING | 2920-1 490 (500-1) | | 2920-1½ 490 (500-1½) | NA |



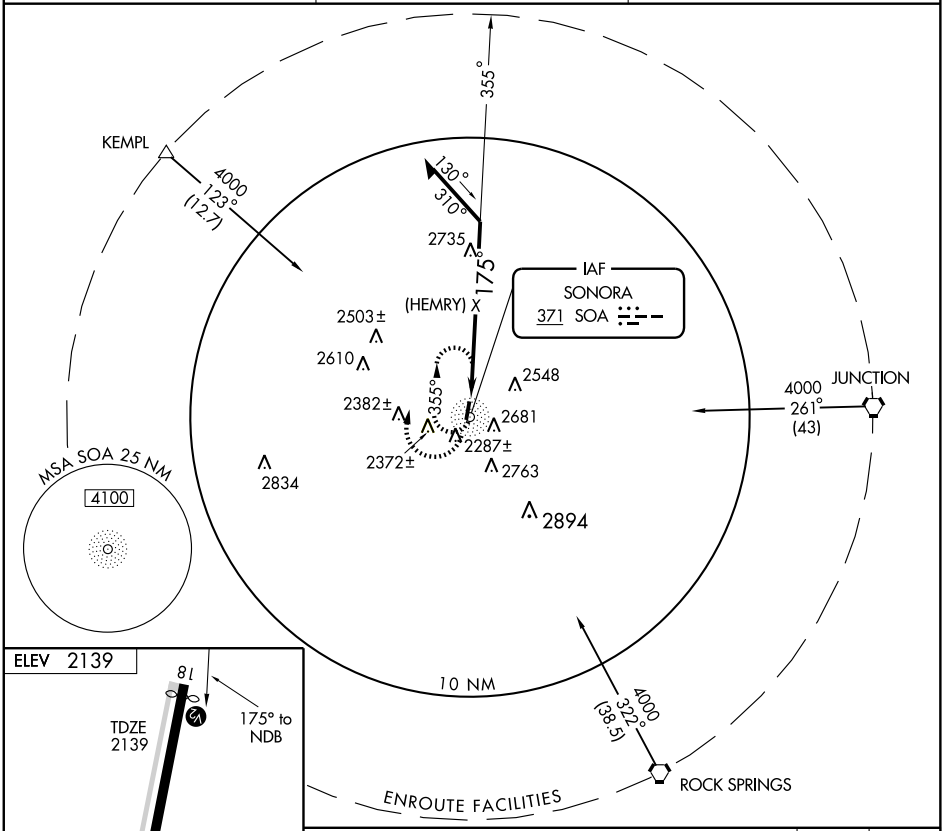
| NDB SOA 371 | APP CRS 175° | Rwy Idg 3944<br>TDZE 2139<br>Apt Elev 2139 |
|---|---|---|

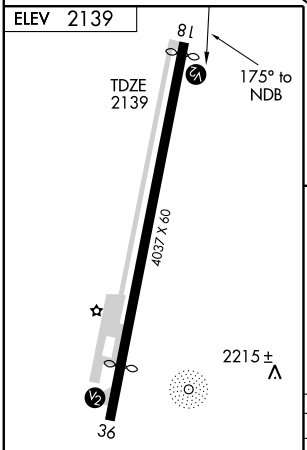
# NDB or GPS RWY 18
SONORA MUNI (SOA)

Use San Angelo altimeter setting.
NA Procedure not authorized at night.

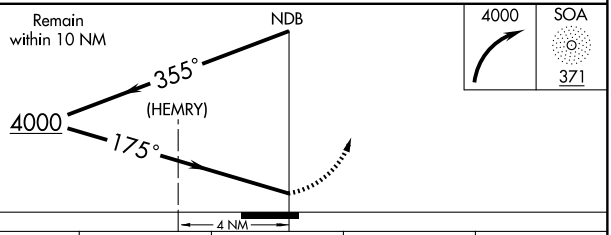
MISSED APPROACH: Climbing right turn to 4000 in SOA NDB holding pattern.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.075 | 125.75 346.4 | 122.8 (CTAF) L |




MIRL Rwy 18-36
REIL Rwy 18 and 36




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-18 | 3240-1¼<br>1101 (1200-1¼) | 3240-1½<br>1101 (1200-1½) | NA | |
| CIRCLING | 3240-1¼<br>1101 (1200-1¼) | 3240-1½<br>1101 (1200-1½) | NA | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5022 |
|---|---|---|
| 020° | TDZE | 3090 |
| | Apt Elev | 3090 |

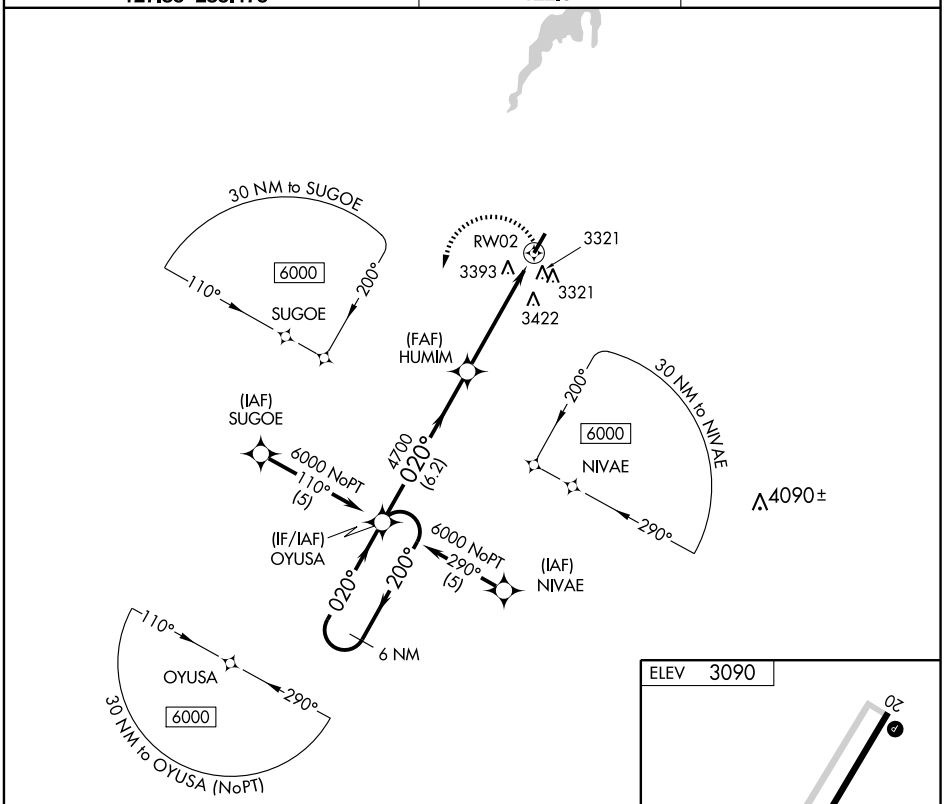
# RNAV (GPS) RWY 2

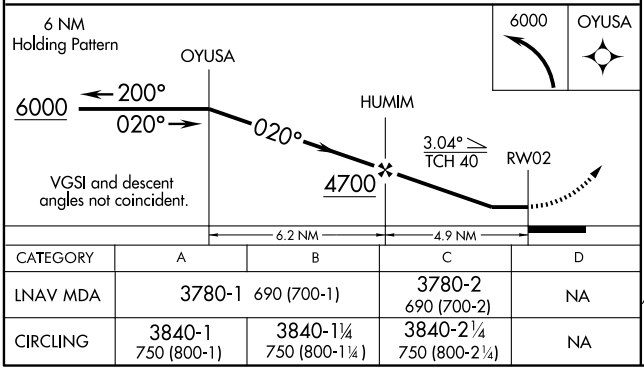
SPEARMAN MUNI (E42)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat B visibility ¼ mile, LNAV Cat C visibility ½ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climbing left turn to 6000 direct OYUSA hold.

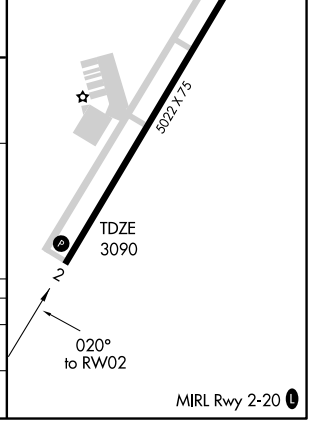
| ALBUQUERQUE CENTER | CTAF | |
|---|---|---|
| 127.85 285.475 | 122.9 | 122.8 L |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3780-1 690 (700-1) | | 3780-2 690 (700-2) | NA |
| CIRCLING | 3840-1 750 (800-1) | 3840-1¼ 750 (800-1¼) | 3840-2¼ 750 (800-2¼) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5022 |
|---|---|---|
| 200° | TDZE | 3090 |
| | Apt Elev | 3090 |

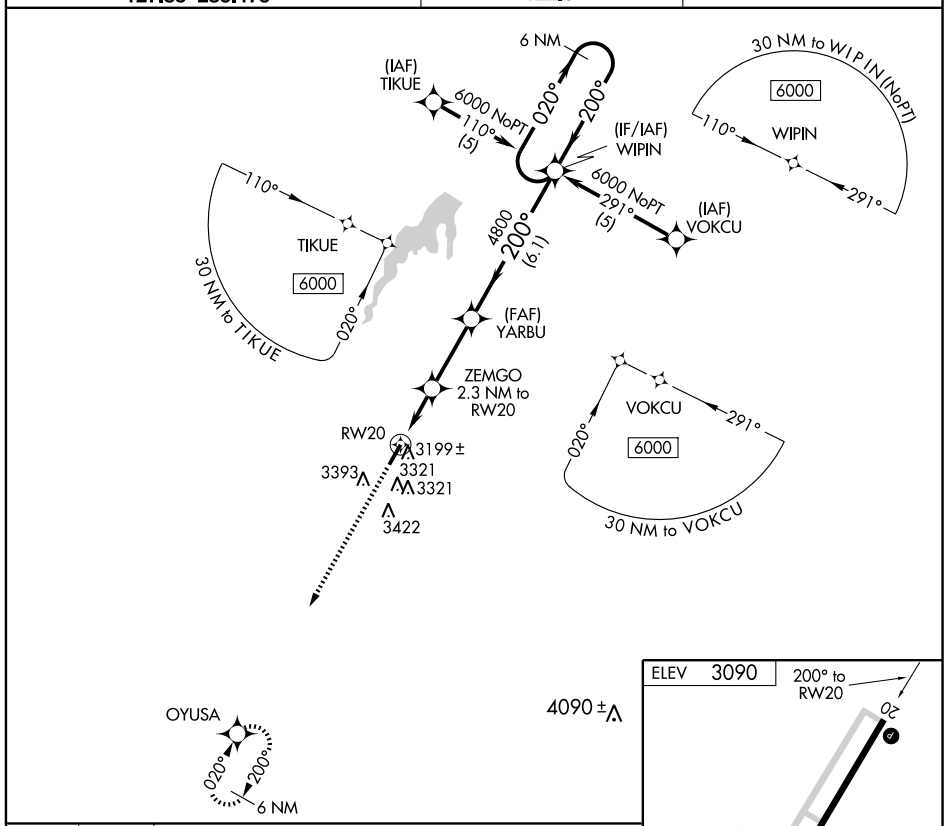
# RNAV (GPS) RWY 20

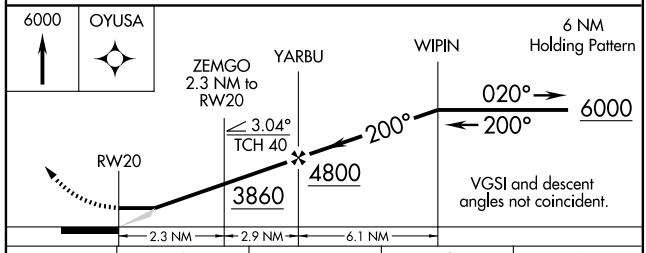
SPEARMAN MUNI (E42)

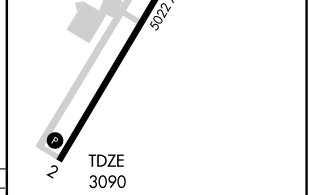
DME/DME RNP-0.3 NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase LNAV Cat C visibility ¼ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 6000 direct OYUSA and hold, continue climb-in-hold to 6000.

| ALBUQUERQUE CENTER | CTAF | 122.8 L |
|---|---|---|
| 127.85 285.475 | 122.9 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3540-1 450 (500-1) | | 3540-1¼ 450 (500-1¼) | NA |
| CIRCLING | 3840-1 750 (800-1) | 3840-1¼ 750 (800-1¼) | 3840-2¼ 750 (800-2¼) | NA |

MIRL Rwy 2-20 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC BGD 108.6 Chan 23 | APP CRS 009° | Rwy Idg 5022 TDZE 3090 Apt Elev 3090 |
|---|---|---|

# VOR/DME RWY 2

SPEARMAN MUNI (E42)

Visibility reduction by helicopters NA. Use Borger altimeter setting; when not received, use Rick Husband Amarillo Intl altimeter setting and increase all MDA 140 feet, increase S-2 Cat C visibility ½ mile, circling Cat A visibility ¼ mile, and circling Cat C visibility ½ mile.

NA

MISSED APPROACH: Climbing right turn to 5100 direct BGD VORTAC and hold.

| ALBUQUERQUE CENTER 127.85 285.475 | CTAF 122.9 | 122.8 L |
|---|---|---|

MSA BGD 30 NM
5200

LIBERAL
112.3 LBL
Chan 70

5100 to MATTS
182° (56.9)

Procedure NA for arrivals at BGD VORTAC via V390 southwest bound.

MABIC
BGD 25.9

3321
3393
3321
3422

(IAF)
MATTS
BGD 20

009°

10 NM

234°
054°

R-009

5100
009°
(10)

(IF)
WORSO
BGD 10

5100 NoPT
009°
(10)

IAF
BORGER
108.6 BGD
Chan 23

4090±
MISSED APCH FIX
108.6 BGD
Chan 23
355°
175°
R-175

ELEV 3090

20

5022 X 75

2

TDZE
3090

009° 6 NM
from FAF

MIRL Rwy 2-20 L

Remain within 10 NM

MATTS
BDG 20

189°

5100

009°

5100

MABIC
BGD 25.9

VGSI and descent angles not coincident.

3.07°
TCH 50

6 NM

5100

BGD
108.6

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 3760-1<br>670 (700-1) | 3760-1¼<br>670 (700-1¼) | 3760-1¾<br>670 (700-1¾) | NA |
| CIRCLING | 3840-1<br>750 (800-1) | 3840-1¼<br>750 (800-1¼) | 3840-2¼<br>750 (800-2¼) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB TMV | APP CRS | | |
|---|---|---|---|
| 290 | 348° | Rwy Idg | 3705 |
| | | TDZE | 1560 |
| | | Apt Elev | 1560 |

# NDB or GPS RWY 35

## STAMFORD/ARLEDGE FIELD (F56)

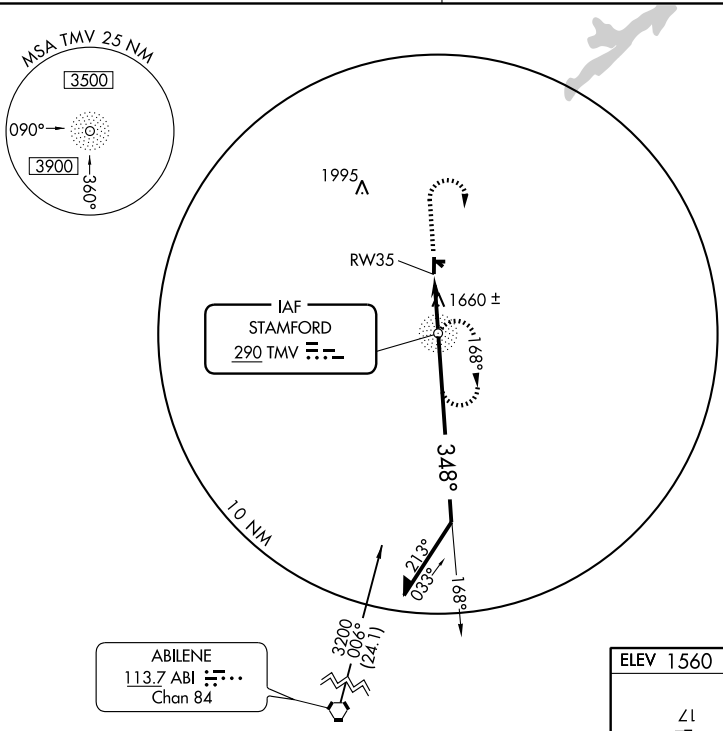
NA

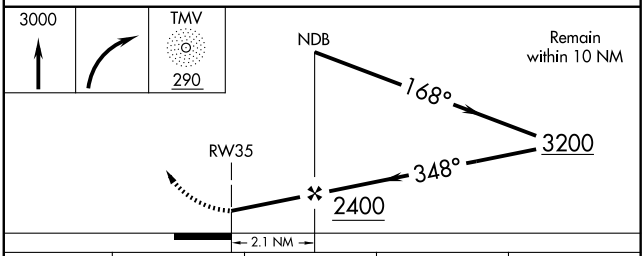
Use Abilene altimeter setting.

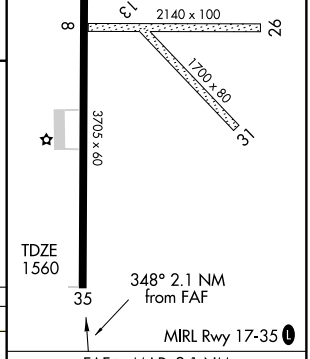
MISSED APPROACH: Climb straight ahead to 3000, then right turn direct TMV NDB and hold.

ABILENE APP CON
**127.2 282.3**

UNICOM
**122.8** (CTAF) L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 2100-1 | 540 (600-1) | 2100-1½<br>540 (600-1½) | NA |
| CIRCLING | 2100-1 | 540 (600-1) | 2100-1½<br>540 (600-1½) | NA |

FAF to MAP 2.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:06 | 1:24 | 1:03 | 0:50 | 0:42 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4209 |
|---|---|---|
| 142° | TDZE | 1321 |
| | Apt Elev | 1321 |

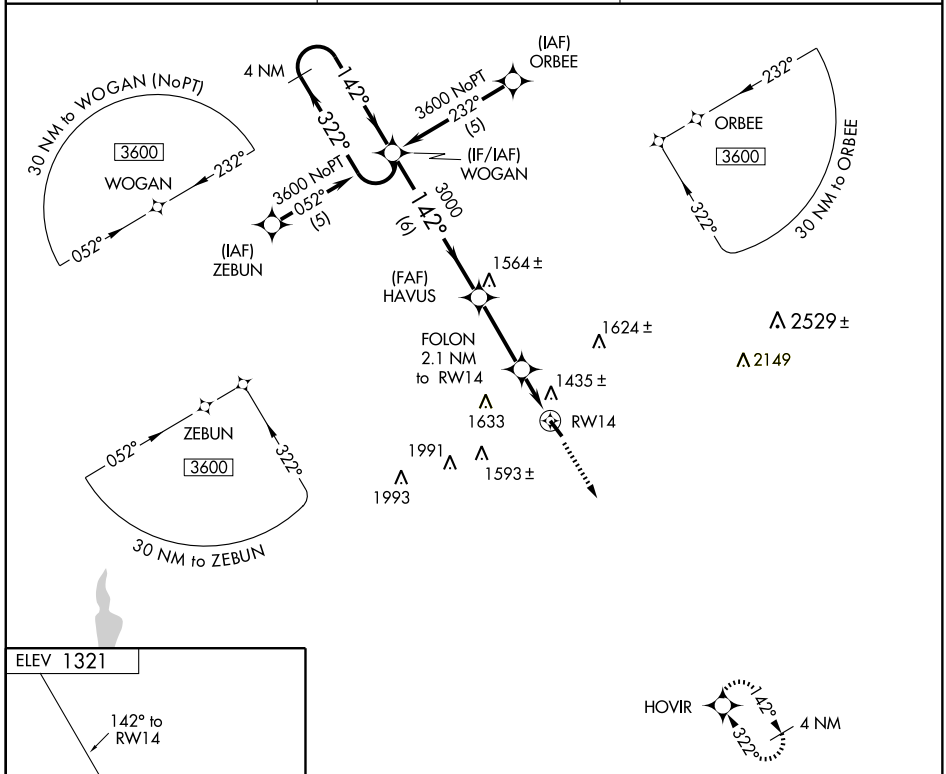
# RNAV (GPS) RWY 14

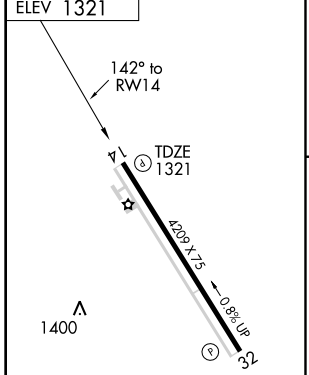
STEPHENVILLE/CLARK FIELD MUNI (SEP)

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct HOVIR and hold.

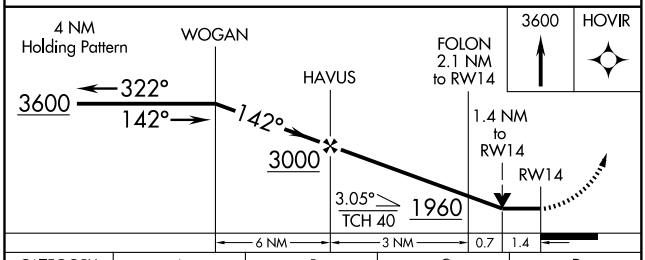
| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.075 | 127.15 314.0 | 122.8 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1820-1 499 (500-1) | | 1820-1¼ 499 (500-1¼) | 1820-1½ 499 (500-1½) |
| CIRCLING | 1820-1 499 (500-1) | | 1820-1½ 499 (500-1½) | 1960-2 639 (700-2) |

MIRL Rwy 14-32

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4209 |
|---|---|---|
| 322° | TDZE | 1313 |
| | Apt Elev | 1321 |

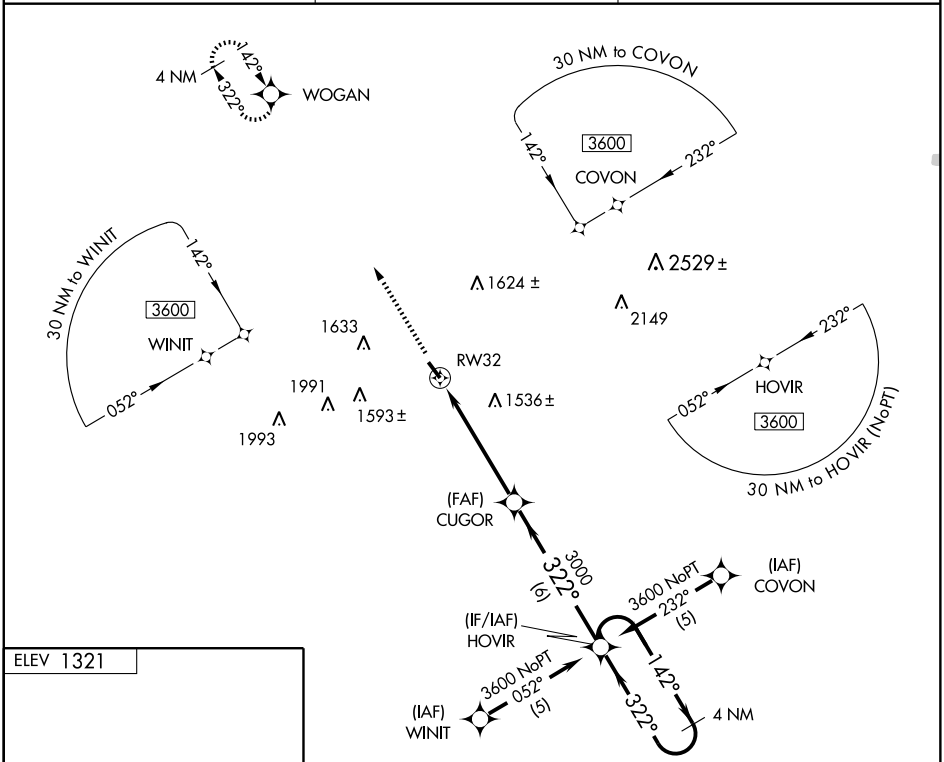
# RNAV (GPS) RWY 32

STEPHENVILLE/CLARK FIELD MUNI (SEP)

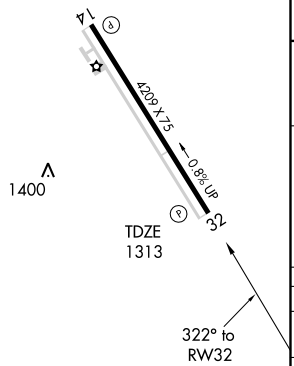
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3600 direct WOGAN and hold.

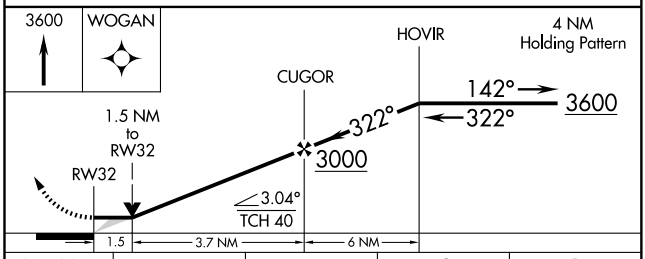
| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.075 | 127.15 314.0 | 122.8 (CTAF) |




ELEV 1321




MIRL Rwy 14-32




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1820-1 507 (500-1) | | 1820-1½ 507 (500-1½) | |
| CIRCLING | 1820-1 499 (500-1) | | 1820-1½ 499 (500-1½) | 1960-2 639 (700-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

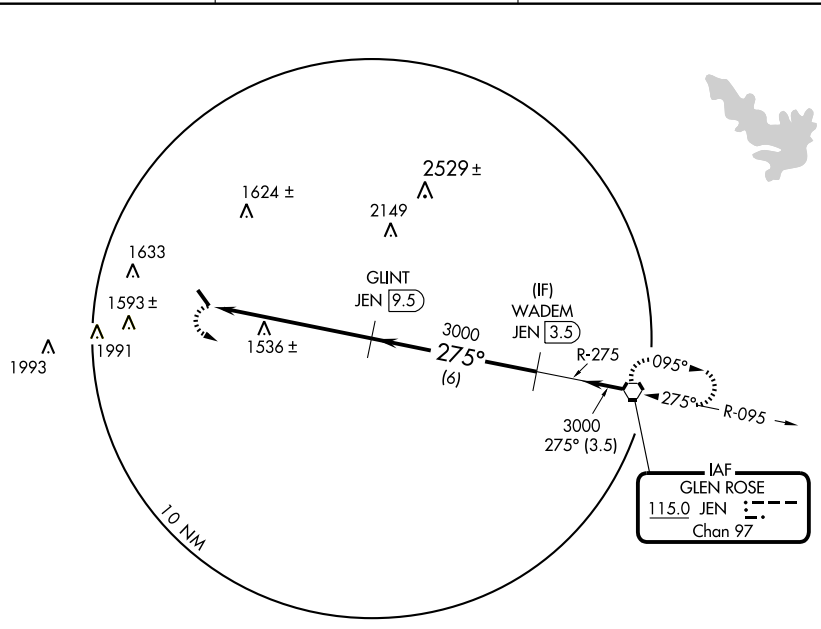
| VORTAC JEN 115.0 Chan 97 | APP CRS 275° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 1321 |
|---|---|---|

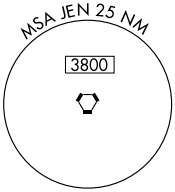
# VOR/DME-A

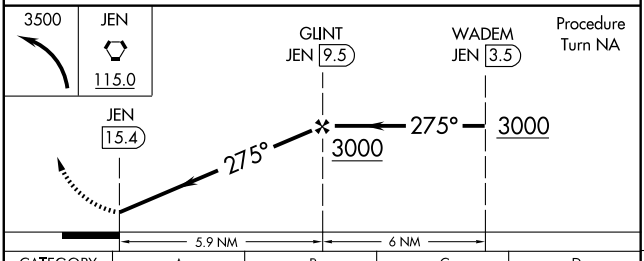
STEPHENVILLE/CLARK FIELD MUNI (SEP)

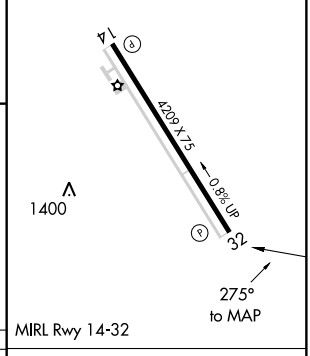
MISSED APPROACH: Climbing left turn to 3500 direct JEN VORTAC and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.075 | 127.15 314.0 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1820-1 499 (500-1) | | 1820-1½ 499 (500-1½) | 1960-2 639 (700-2) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

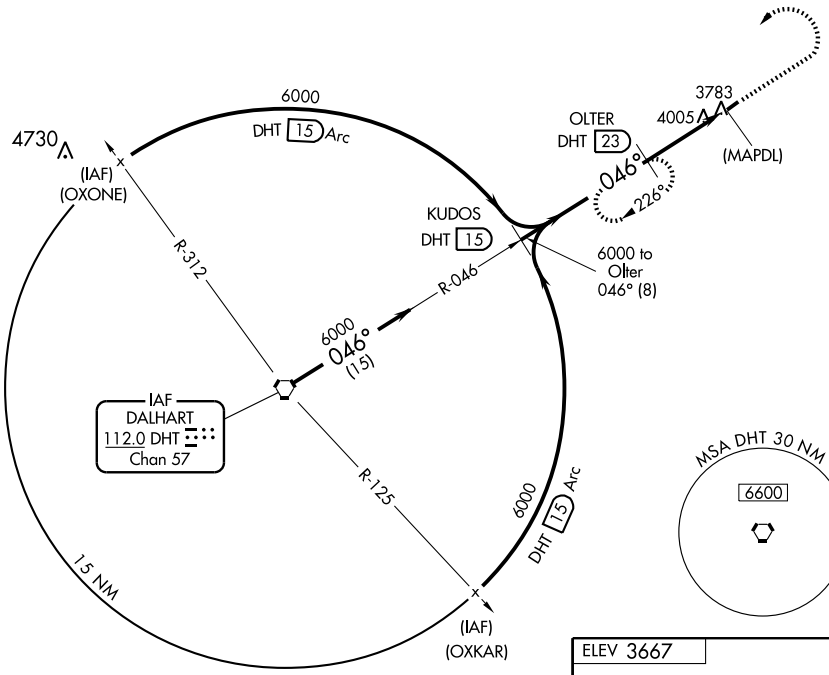
| VORTAC DHT | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.0 | 046° | TDZE | N/A |
| Chan 57 | | Apt Elev | 3667 |

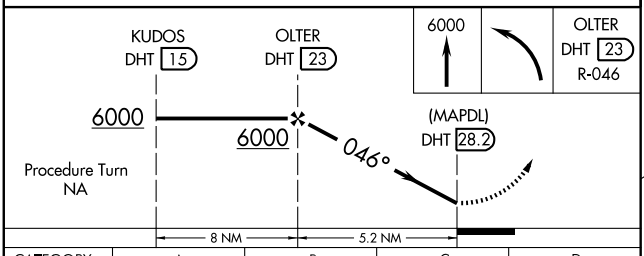
# VOR/DME or GPS-A
STRATFORD FIELD (H70)

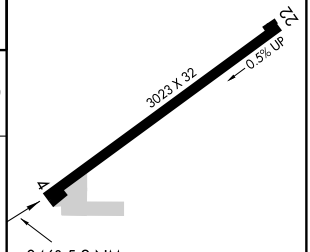
T
NA Use Dalhart altimeter setting; when not available, use Amarillo Intl altimeter setting.

MISSED APPROACH: Climb to 6000 then left turn to OLTER/23 DME via R-046 and hold.

| FORT WORTH RADIO | CTAF |
|---|---|
| 122.2 255.4 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 4840-1¼<br>1173 (1200-1¼) | 4840-1½<br>1173 (1200-1½) | NA | |

LIRL Rwy 4-22

AMARILLO INTL ALTIMETER SETTING MINIMUMS

| | | | | |
|---|---|---|---|---|
| CIRCLING | 4920-1¼<br>1253 (1300-1¼) | 4920-1½<br>1253 (1300-1½) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5001 |
|---|---|---|
| 004° | TDZE | 489 |
| | Apt Elev | 489 |

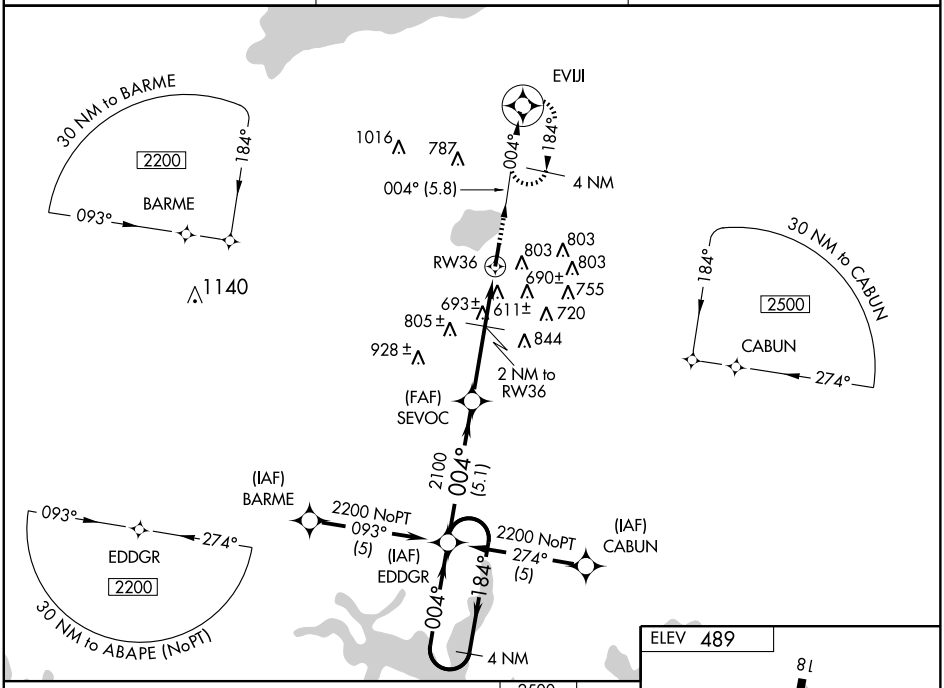
# RNAV (GPS) RWY 36
## SULPHUR SPRINGS MUNI (SLR)

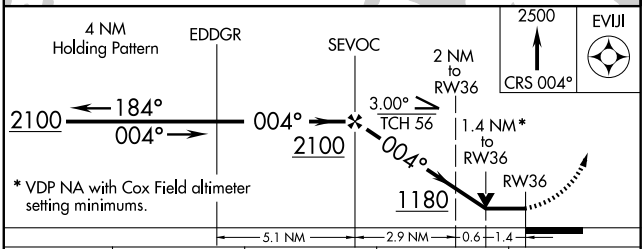
GPS or RNP-0.3 REQUIRED. DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting. Circling not authorized east of Runway 18-36.

NA

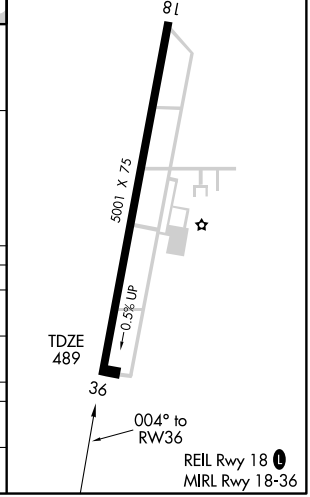
MISSED APPROACH: Climb to 2500 via 004° course to EVIJI WP and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.35 | 132.85 360.75 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-1 | 511 (600-1) | 1000-1½ 511 (600-1½) | NA |
| CIRCLING | 1000-1 | 511 (600-1) | 1000-1½ 511 (600-1½) | NA |
| COX FIELD ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1080-1 | 591 (600-1) | 1080-1½ 591 (600-1½) | NA |
| CIRCLING | 1080-1 | 591 (600-1) | 1080-1½ 591 (600-1½) | NA |




SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR/DME SLR | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.0 | 231° | TDZE | N/A |
| Chan 27 | | Apt Elev | 489 |

# VOR-A

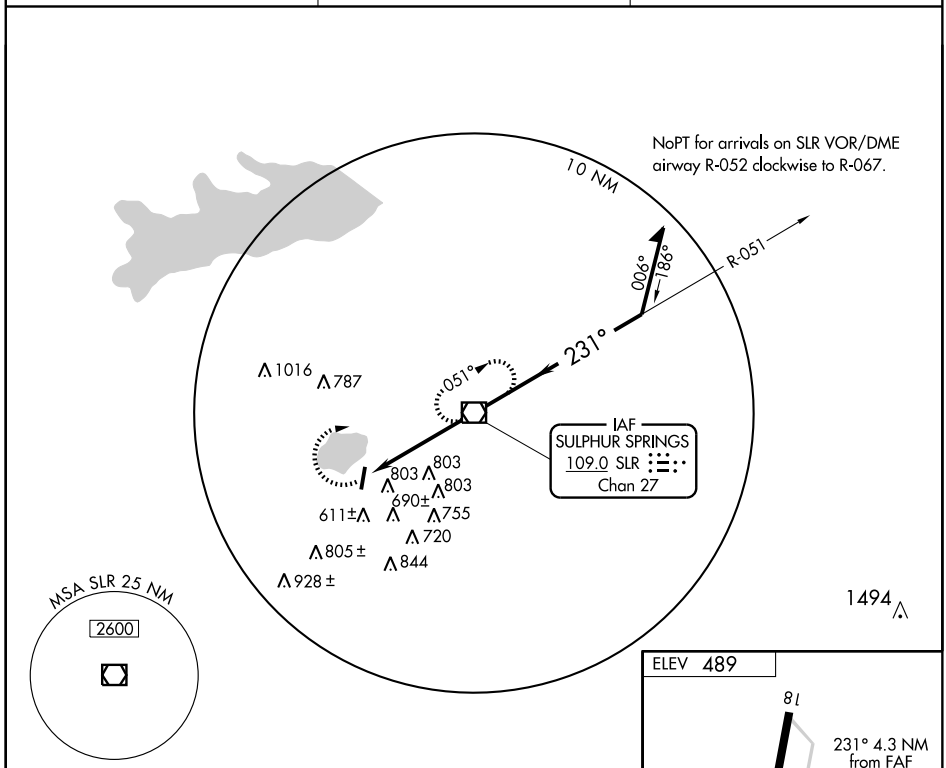
## SULPHUR SPRINGS MUNI (SLR)

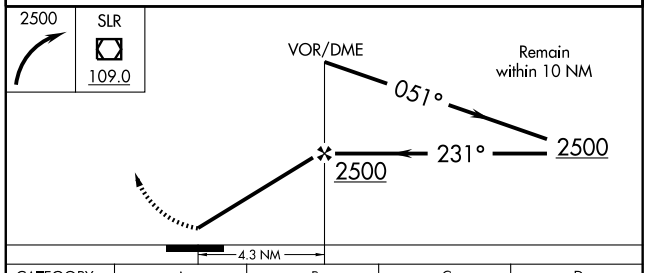
Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting minimums. Circling not authorized east of Runway 18-36.

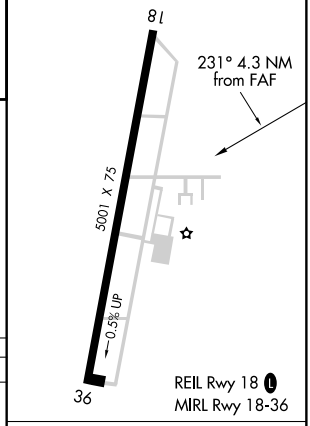
NA

MISSED APPROACH: Climbing right turn to 2500 direct SLR VOR/DME and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.35 | 132.85 360.75 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1 | 571 (600-1) | 1060-1½ 571 (600-1½) | NA |
| COX FIELD ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1140-1 | 651 (700-1) | 1140-1¾ 651 (700-1¾) | NA |

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR/DME SLR | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 109.0 | 051° | TDZE | N/A |
| Chan 27 | | Apt Elev | 489 |

# VOR/DME-B

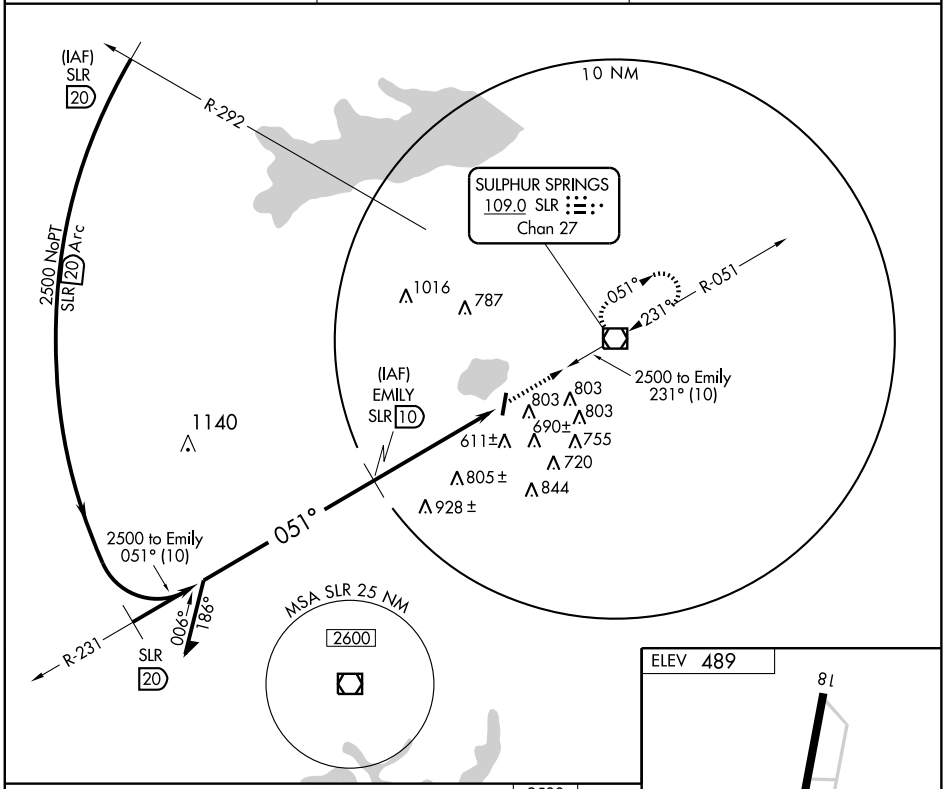
## SULPHUR SPRINGS MUNI (SLR)

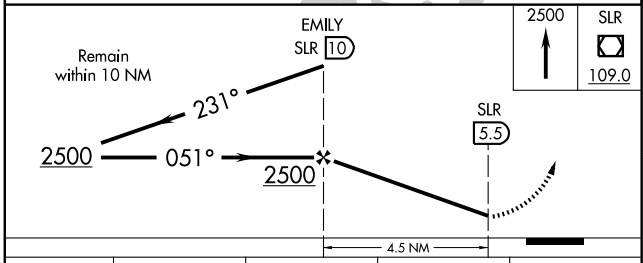
Obtain local altimeter setting on CTAF; when not received, use Cox Field altimeter setting. Circling not authorized east of Runway 18-36.

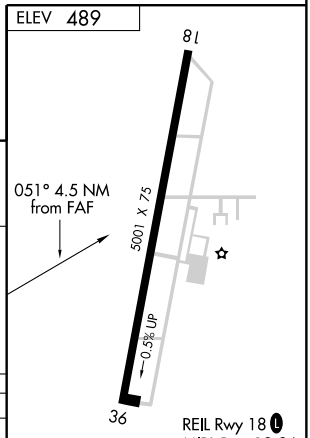
NA

MISSED APPROACH: Climb to 2500 direct SLR VOR/DME and hold.

| AWOS-3 | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.35 | 132.85 360.75 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 940-1<br>451 (500-1) | 960-1<br>471 (500-1) | 960-1½<br>471 (500-1½) | NA |
| COX FIELD ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1020-1<br>531 (600-1) | 1040-1<br>551 (600-1) | 1040-1½<br>551 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB SWW 275 | APP CRS 160° | Rwy Idg 5835<br>TDZE 2364<br>Apt Elev 2385 |
|---|---|---|

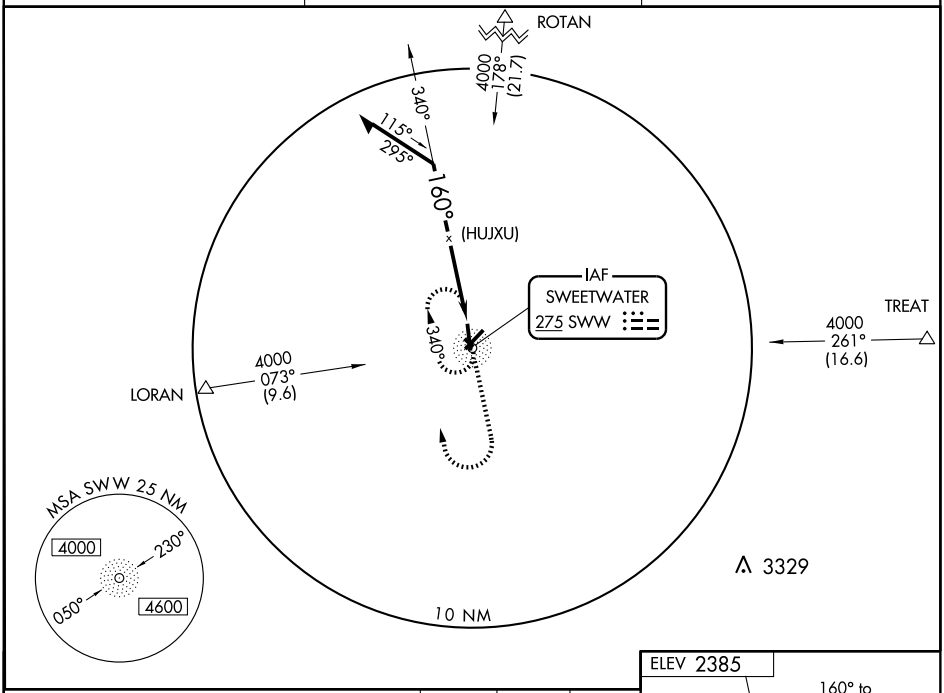
# NDB or GPS RWY 17

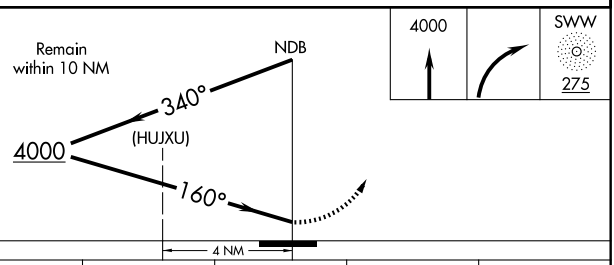
SWEETWATER/AVENGER FIELD (SWW)

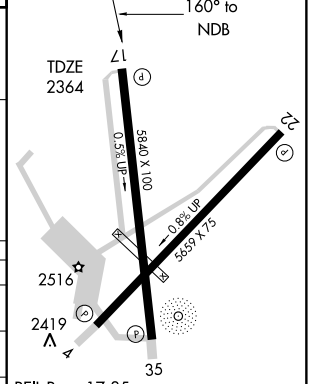
NA Obtain local altimeter setting on CTAF; if not received, use Abilene, TX altimeter setting.

MISSED APPROACH: Climb to 4000, right turn direct SWW NDB and hold.

| AWOS-3 | ABILENE APP CON | UNICOM |
|---|---|---|
| 119.025 | 127.2 282.3 | 122.8 (CTAF) |




REIL Rwys 17-35
MIRL Rwys 4-22 and 17-35

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 2880-1 516 (500-1) | | 2880-1½ 516 (500-1½) | 2880-1¾ 516 (500-1¾) |
| CIRCLING | 2880-1 495 (500-1) | | 2880-1½ 495 (500-1½) | 2940-2 555 (600-2) |
| ABILENE ALTIMETER SETTING MINIMUMS | | | | |
| S-17 | 3060-1 696 (700-1) | | 3060-2 696 (700-2) | 3060-2¼ 696 (700-2¼) |
| CIRCLING | 3060-1 675 (700-1) | | 3060-2 675 (700-2) | 3060-2¼ 675 (700-2¼) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC CWK 112.8 Chan 75 | APP CRS 194° | Rwy Idg 4000<br>TDZE 600<br>Apt Elev 600 |
|---|---|---|

# VOR/DME RWY 17

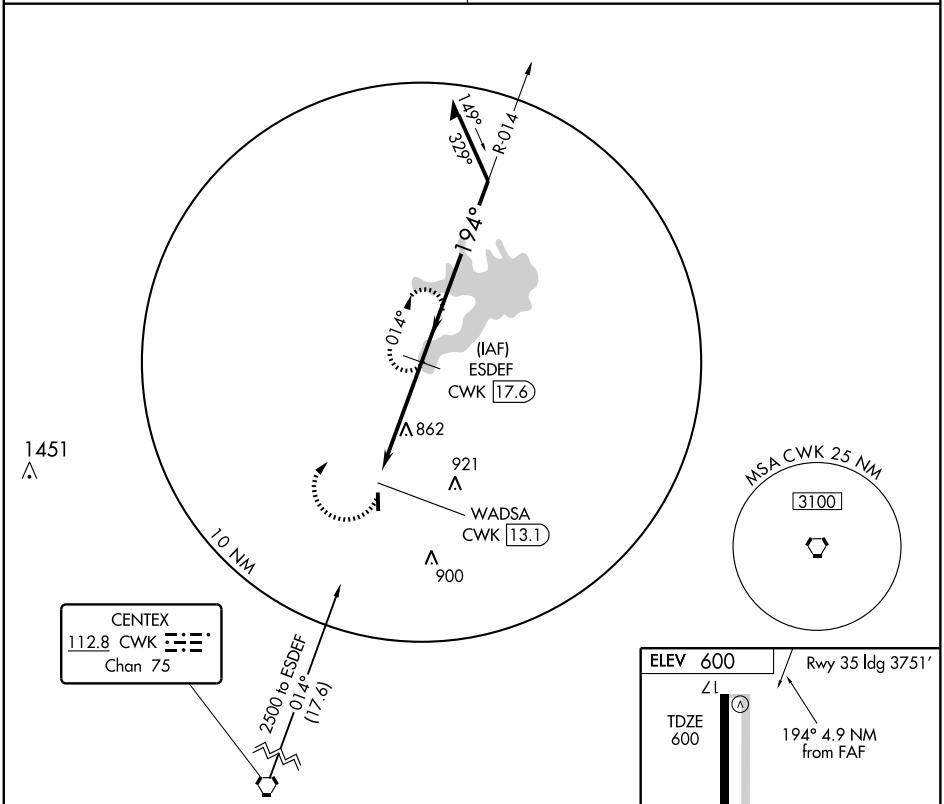
TAYLOR MUNI (T74)

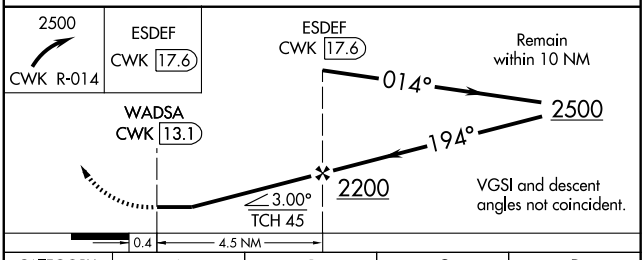
Use Austin-Bergstrom Intl altimeter setting, when not received use Georgetown Muni altimeter setting.

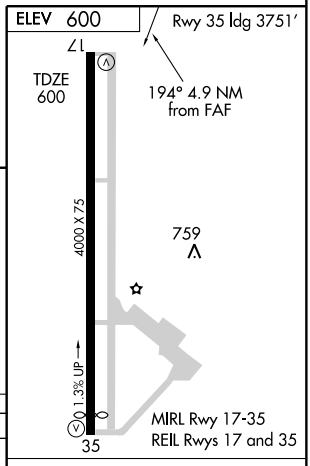
NA

MISSED APPROACH: Climbing right turn to 2500 via CWK VORTAC R-014 to ESDEF/17.6 DME and hold.

| AUSTIN APP CON | UNICOM |
|---|---|
| 127.225 317.65 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 1180-1 | 580 (600-1) | NA | |
| CIRCLING | 1180-1 | 580 (600-1) | NA | |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-TPL | APP CRS | Rwy Idg | 6301 |
|---|---|---|---|
| 111.5 | 156° | TDZE | 682 |
| Chan 52 | | Apt Elev | 682 |

# ILS RWY 15

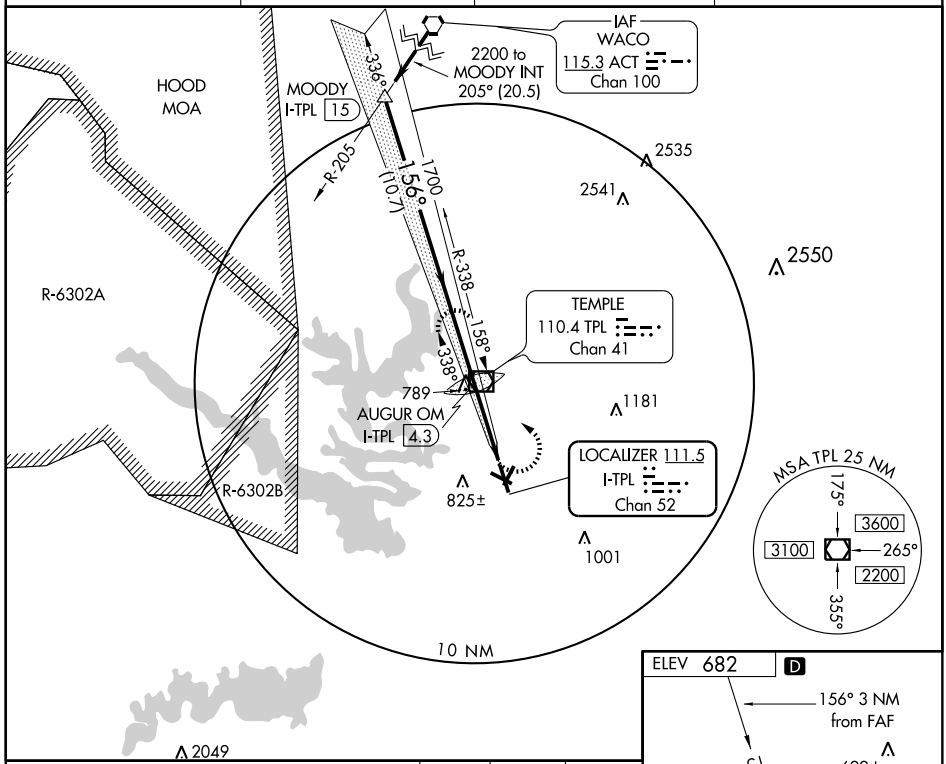
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

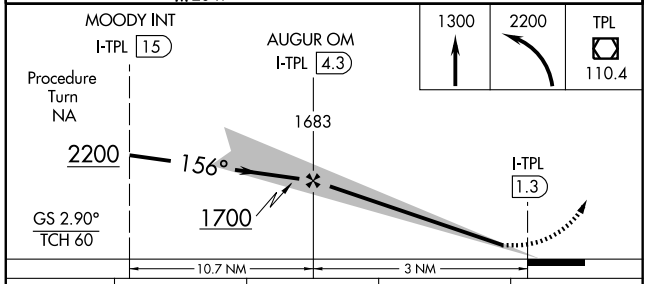
For inoperative MALSR increase S-LOC 15 Cat D 1 mile. NA

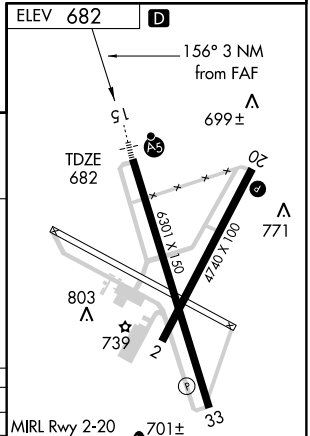
MALSR

MISSED APPROACH: Climb to 1300, then climbing left turn to 2200 direct TPL VOR/DME and hold.

| AWOS-3 | GRAY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.975 | 120.075 370.0 | 125.9 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | 882-½ 200 (200-½) | | | |
| S-LOC 15 | 980-½ 298 (300-½) | | | 980-¾ 298 (300-¾) |
| CIRCLING | 1140-1 458 (500-1) | | 1160-1½ 478 (500-1½) | 1240-2 558 (600-2) |

FAF to MAP 3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:00 | 2:00 | 1:30 | 1:12 | 1:00 |

SC-3. 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 4740 |
|---|---|---|---|
| Ch 72701 | 021° | TDZE | 675 |
| W02A | | Apt Elev | 682 |

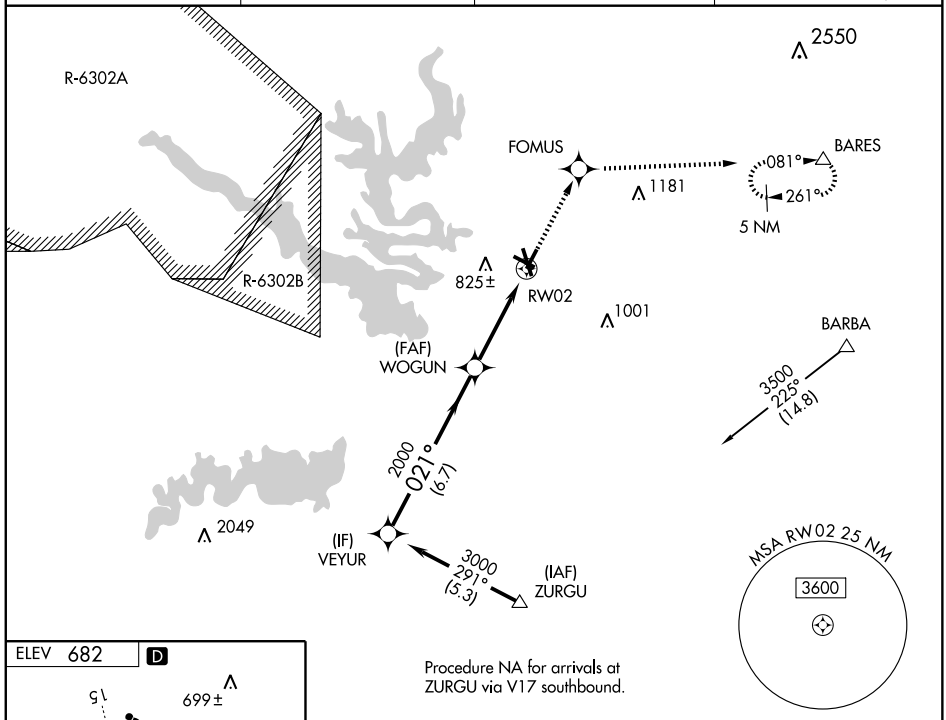
# RNAV (GPS) RWY 2

TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

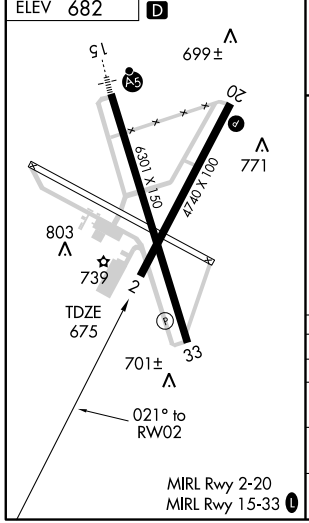
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). If local altimeter setting not received, use Killeen altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Killeen altimeter setting.

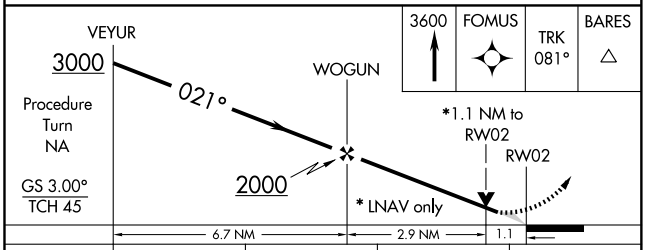
MISSED APPROACH: Climb to 3600 direct FOMUS and via 081° track to BARES and hold, continue climb-in-hold to 3600.

| AWOS-3 | GRAY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.975 | 120.075 370.0 | 125.9 | 123.0 (CTAF) L |




Procedure NA for arrivals at ZURGU via V17 southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 925-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1145-1¾ 470 (500-1¾) | | | |
| LNAV MDA | 1060-1 385 (400-1) | | | 1060-1¼ 385 (400-1¼) |
| CIRCLING | 1160-1¾ 478 (500-1¾) | 1180-1¾ 498 (500-1¾) | | 1240-2 558 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6301 |
|---|---|---|---|
| Ch 78101 | 156° | TDZE | 682 |
| W15A | | Apt Elev | 682 |

# RNAV (GPS) RWY 15

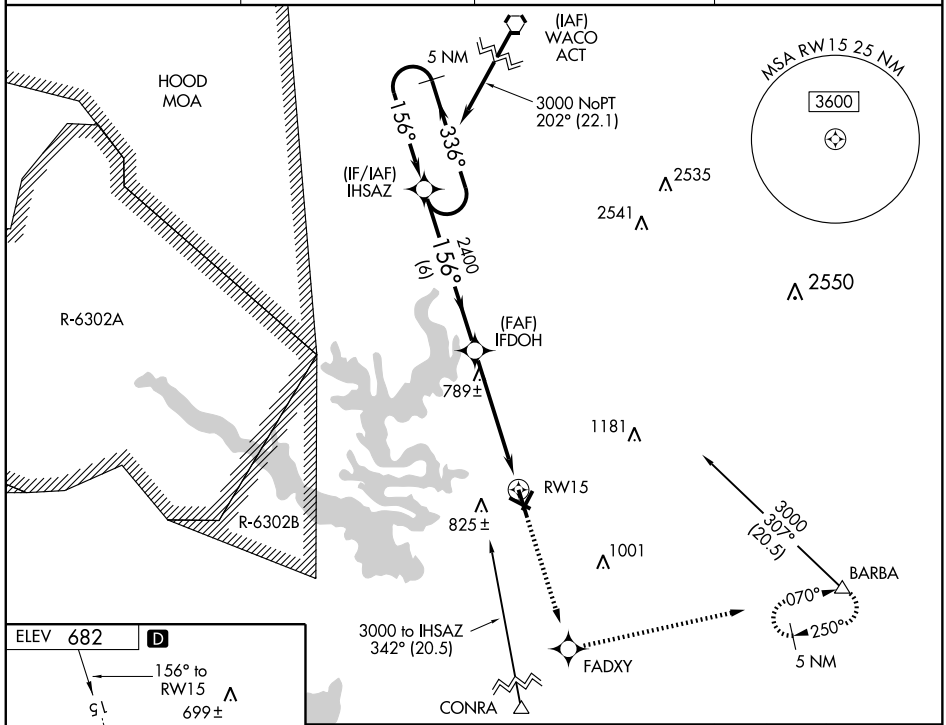
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

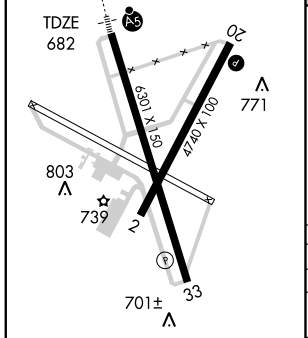
DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Killeen altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Killeen altimeter setting. For inoperative MALSR, increase LPV all Cats visibility to ¾ mile, and LNAV Cat D visibility to 1¼ mile.

MALSR

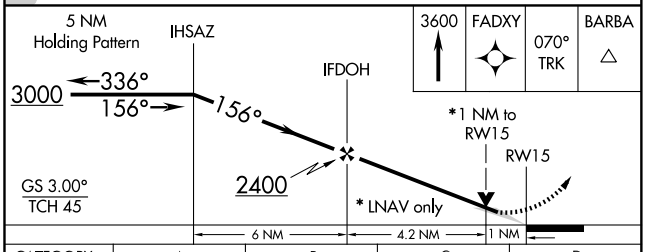
MISSED APPROACH: Climb to 3600 direct FADXY and via 070° track to BARBA and hold, continue climb-in-hold to 3600.

| AWOS-3 | GRAY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.975 | 120.075 370.0 | 125.9 | 123.0 (CTAF) L |




MIRL Rwy 2-20
MIRL Rwy 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 932-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1025-¾ 343 (400-¾) | | | |
| LNAV MDA | 1040-½ 358 (400-½) | | | 1040-1 358 (400-1) |
| CIRCLING | 1120-1¼ 438 (500-1¼) | 1180-1¼ 498 (500-1¼) | 1180-1½ 498 (500-1½) | 1240-2 558 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| WAAS | APP CRS | Rwy Idg | 6301 |
|---|---|---|---|
| Ch 82401 | 336° | TDZE | 675 |
| W33A | | Apt Elev | 682 |

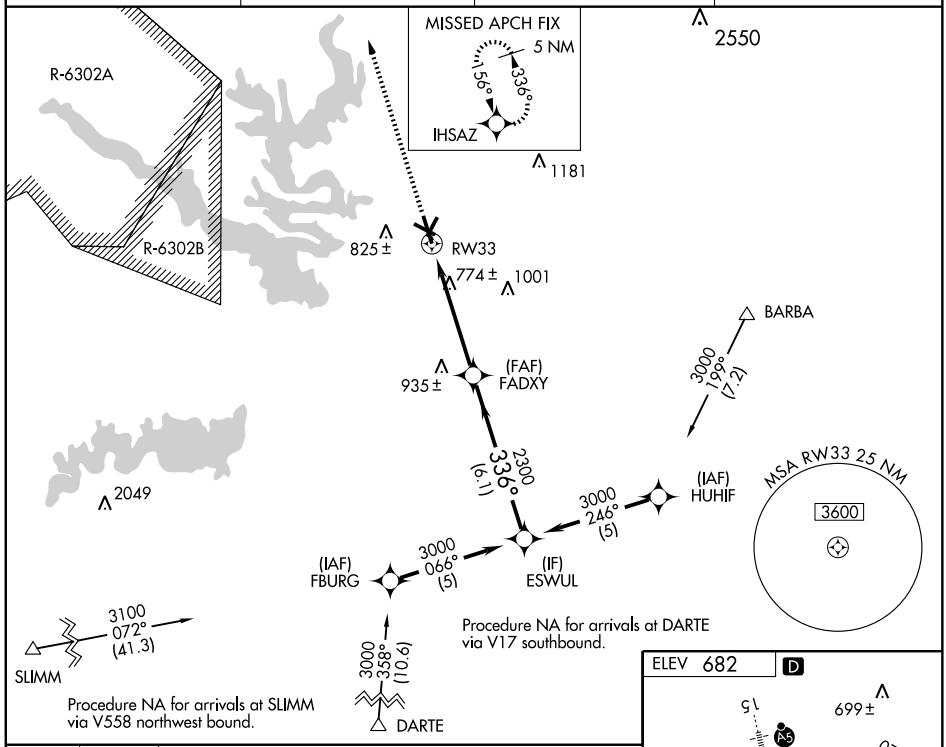
# RNAV (GPS) RWY 33

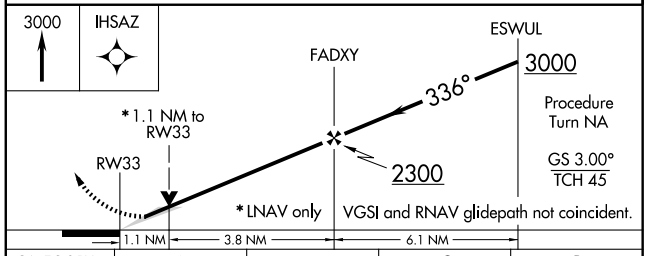
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Killeen altimeter setting and increase all DAs/MDAs 60 feet. Baro-VNAV and VDP NA when using Killeen altimeter setting.

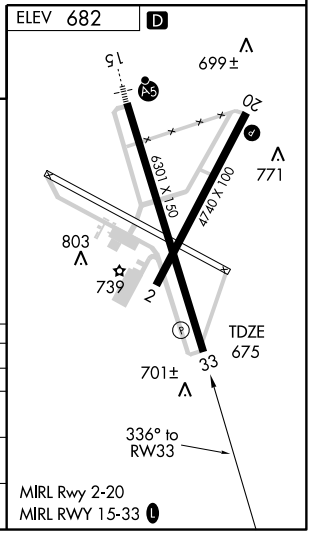
MISSED APPROACH: Climb to 3000 direct IHSAZ and hold.

| AWOS-3 | GRAY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.975 | 120.075 370.0 | 125.9 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 925-1 250 (300-1) | | | |
| LNAV/VNAV DA | 951-1 276 (300-1) | | | |
| LNAV MDA | 1040-1 365 (400-1) | | | 1040-1¼ 365 (400-1¼) |
| CIRCLING | 1120-1 438 (500-1) | 1180-1 498 (500-1) | 1180-1½ 498 (500-1½) | 1240-2 558 (600-2) |




SC-3, 14 JAN 2010 to 11 FEB 2010

| VOR/DME TPL | APP CRS | Rwy Idg | 6301 |
|---|---|---|---|
| 110.4 | 158° | TDZE | 682 |
| Chan 41 | | Apt Elev | 682 |

# VOR RWY 15

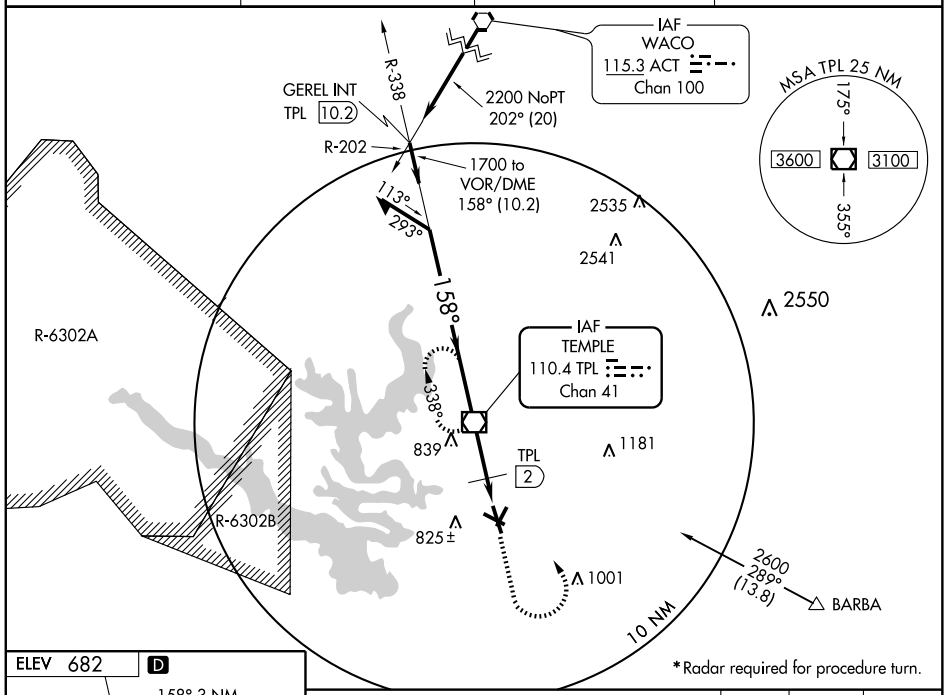
## TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

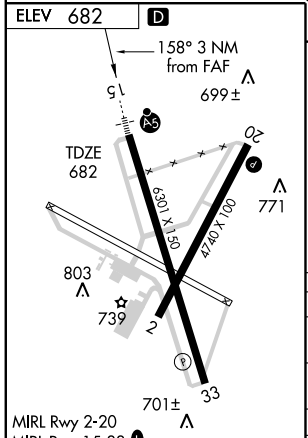
For inoperative MALSR, increase S-15 Cat D visibility ¼ mile.
DME MINIMUMS: Inoperative table does not apply to Cat D.

MALSR

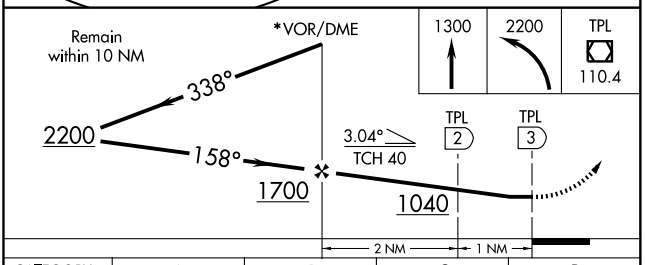
MISSED APPROACH: Climb to 1300, then climbing left turn to 2200 direct TPL VOR/DME and hold.

| AWOS-3 | GRAY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.975 | 120.075 370.0 | 125.9 | 123.0 (CTAF) L |




| FAF to MAP 3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:00 | 2:00 | 1:30 | 1:12 | 1:00 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 1040-½ 358 (400-½) | | | 1040-1 358 (400-1) |
| CIRCLING | 1140-1 458 (500-1) | | 1160-1½ 478 (500-1½) | 1240-2 558 (600-2) |
| DME MINIMUMS | | | | |
| S-15 | 980-½ 298 (300-½) | | | 980-1 298 (300-1) |
| CIRCLING | 1140-1 458 (500-1) | | 1160-1½ 478 (500-1½) | 1240-2 558 (600-2) |

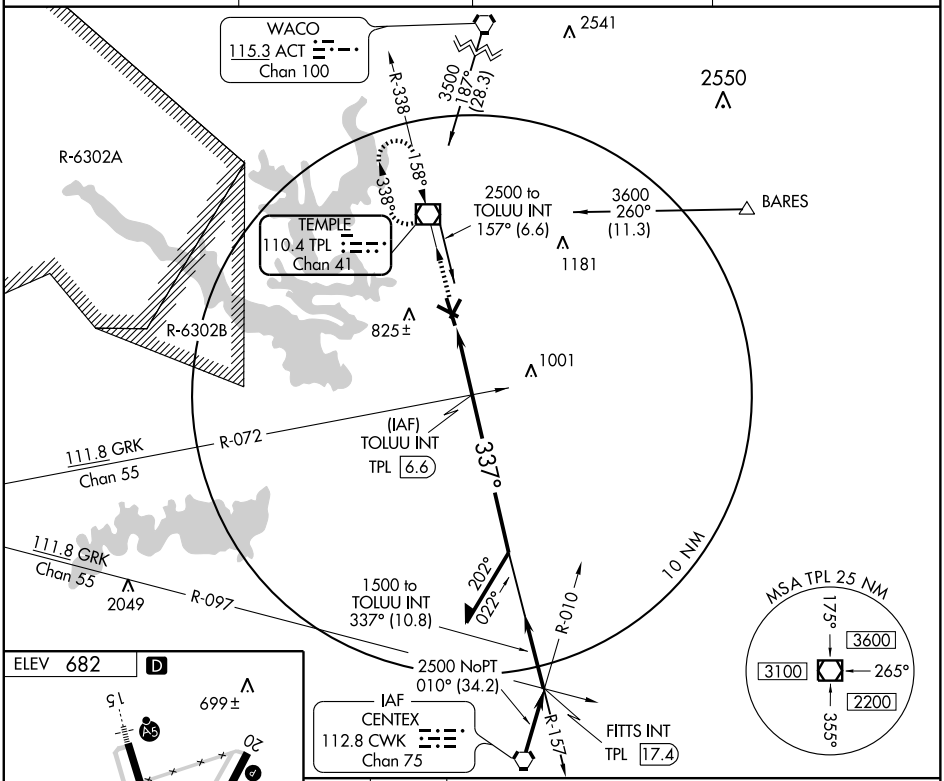
| VOR/DME TPL | APP CRS | Rwy Idg | 6301 |
|---|---|---|---|
| 110.4 | 337° | TDZE | 675 |
| Chan 41 | | Apt Elev | 682 |

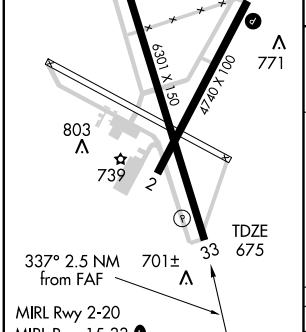
# VOR RWY 33

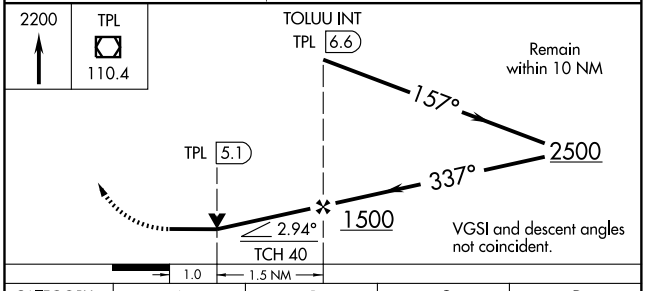
TEMPLE/ DRAUGHON-MILLER CENTRAL TEXAS RGNL (TPL)

MISSED APPROACH: Climb to 2200 direct TPL VOR/DME and hold.

| AWOS-3 | GRAY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 134.975 | 120.075 370.0 | 125.9 | 123.0 (CTAF) L |




| FAF to MAP 2.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:30 | 1:40 | 1:15 | 1:00 | 0:50 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1040-1 365 (400-1) | | | 1040-1¼ 365 (400-1¼) |
| CIRCLING | 1140-1 458 (500-1) | | 1160-1½ 478 (500-1½) | 1240-2 558 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB AVZ | APP CRS | Rwy Idg | 5006 |
|---|---|---|---|
| 260 | 193° | TDZE | 474 |
| | | Apt Elev | 474 |

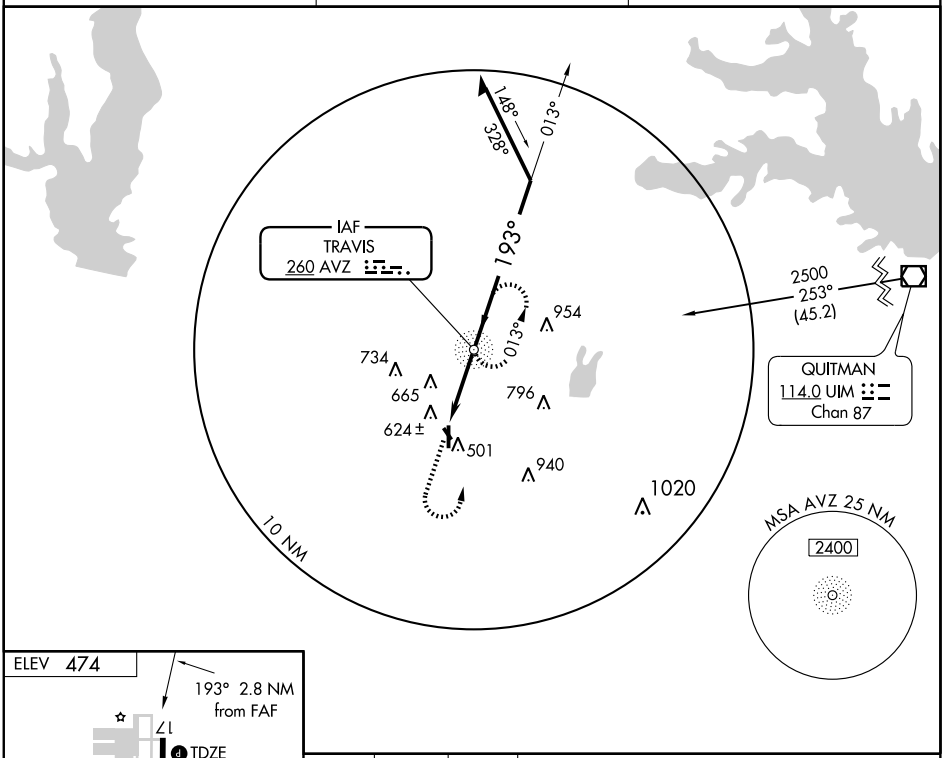
# NDB RWY 17
## TERRELL MUNI (TRL)

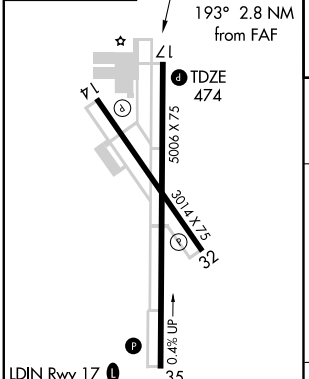
When VGSI inoperative, straight-in/circling Rwy 17 procedure not authorized at night. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all MDAs 80 feet.

NA

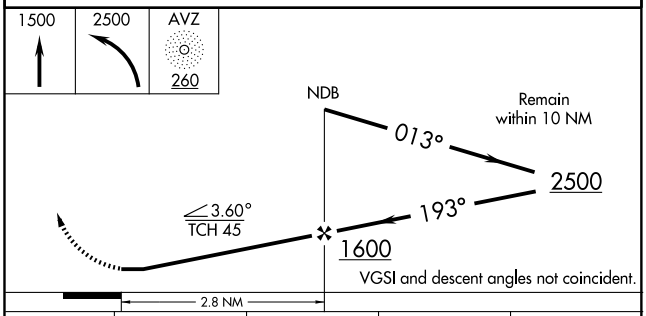
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct AVZ NDB and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 119.275 | 132.85 397.9 | 122.8 (CTAF) L |




| FAF to MAP 2.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 2:48 | 1:52 | 1:24 | 1:07 | 0:56 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 980-1 | 506 (600-1) | 980-1½<br>506 (600-1½) | NA |
| CIRCLING | 980-1 | 506 (600-1) | 980-1½<br>506 (600-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

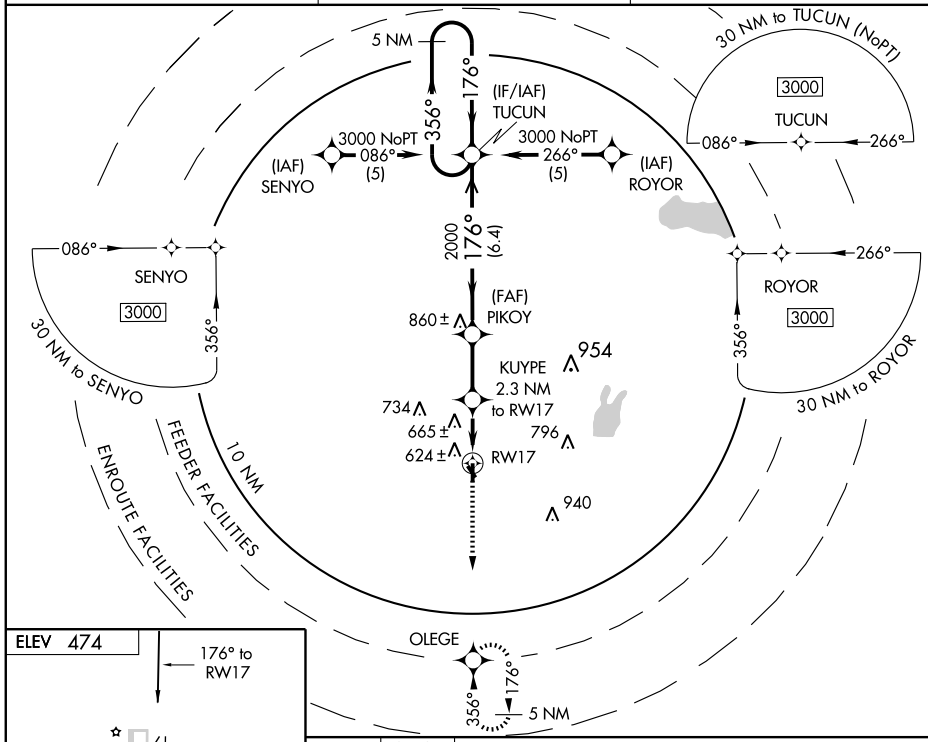
| WAAS | APP CRS | Rwy Idg | 5006 |
|---|---|---|---|
| CH 77699 | 176° | TDZE | 474 |
| W17A | | Apt Elev | 474 |

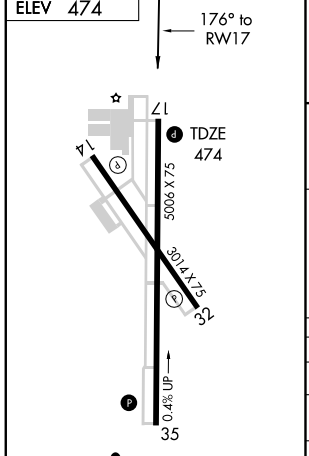
# RNAV (GPS) RWY 17
TERRELL MUNI (TRL)

When VGSI inoperative, straight-in/circling Rwy 17 procedure NA at night. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs 73 feet and all MDAS 80 feet. Baro-VNAV NA when using Dallas-Love Field altimeter setting. BARO-VNAV NA below-15°C (5°F). DME/DME RNP-0.3 NA.

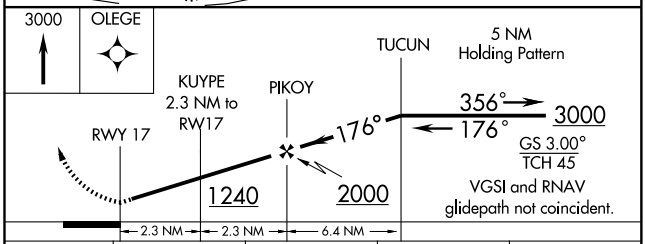
MISSED APPROACH: Climb to 3000 direct OLEGE and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 119.275 | 132.85 397.9 | 122.8 (CTAF) L |




LDIN Rwy 17 L
REIL Rwys 17 and 35
MIRL Rwys 14-32 and 17-35




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 756-1 282 (300-1) | | | NA |
| LNAV/VNAV DA | 983-1¾ 509 (600-1¾) | | | NA |
| LNAV MDA | 920-1 446 (500-1) | | 920-1¼ 446 (500-1¼) | NA |
| CIRCLING | 1000-1¾ 526 (600-1¾) | | | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 81999 W35A | APP CRS 356° | Rwy Idg 5006 TDZE 472 Apt Elev 474 |
|---|---|---|

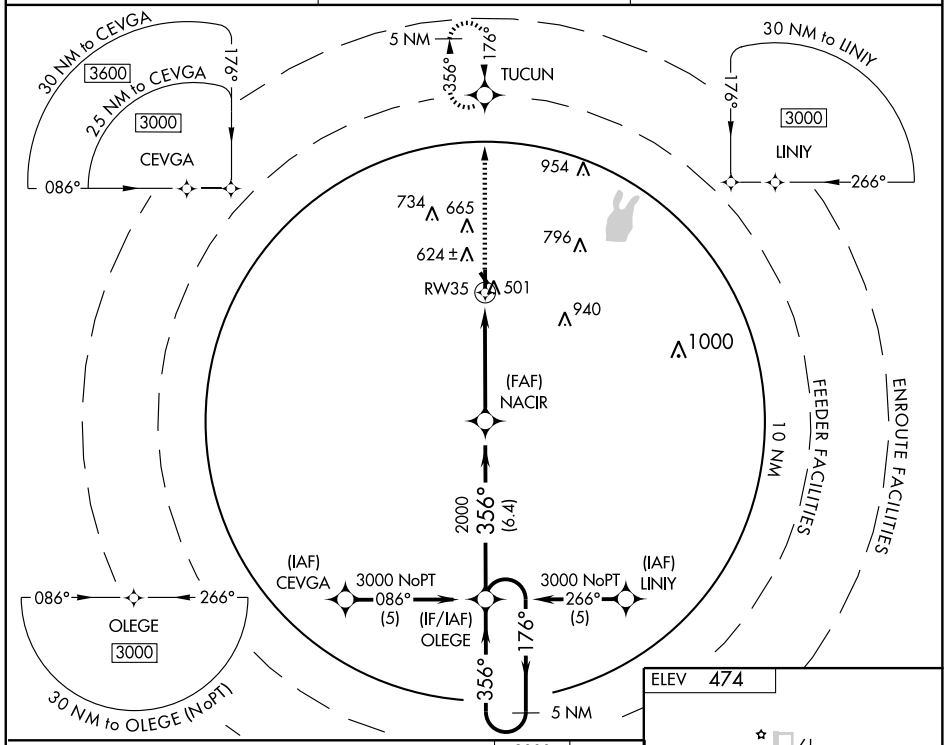
# RNAV (GPS) RWY 35

TERRELL MUNI (TRL)

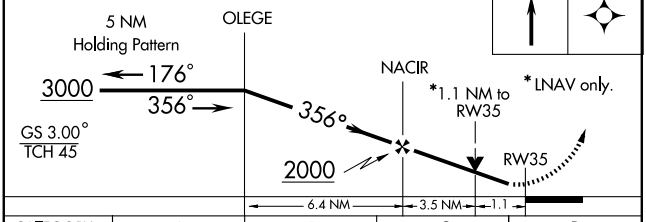
Baro-VNAV and VDP NA when using Dallas-Love Field altimeter setting. Baro-VNAV NA below -15°C (5°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use Dallas-Love Field altimeter setting and increase all DAs 73 feet and all MDAs 80 feet.

MISSED APPROACH: Climb to 3000 direct TUCUN and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 119.275 | 132.85 397.9 | 122.8 (CTAF) L |

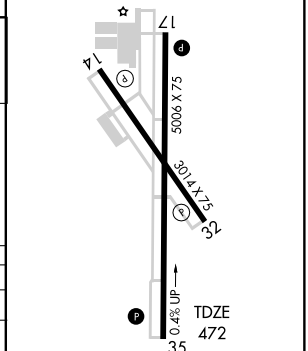



VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 730-1 | 258 (300-1) | | NA |
| LNAV/VNAV DA | 801-1¼ | 329 (400-1¼) | | NA |
| LNAV MDA | 820-1 | 348 (400-1) | | NA |
| CIRCLING | 980-1¼ 506 (600-1¼) | | 980-1½ 506 (600-1½) | NA |

ELEV 474




SC-2, 14 JAN 2010 to 11 FEB 2010

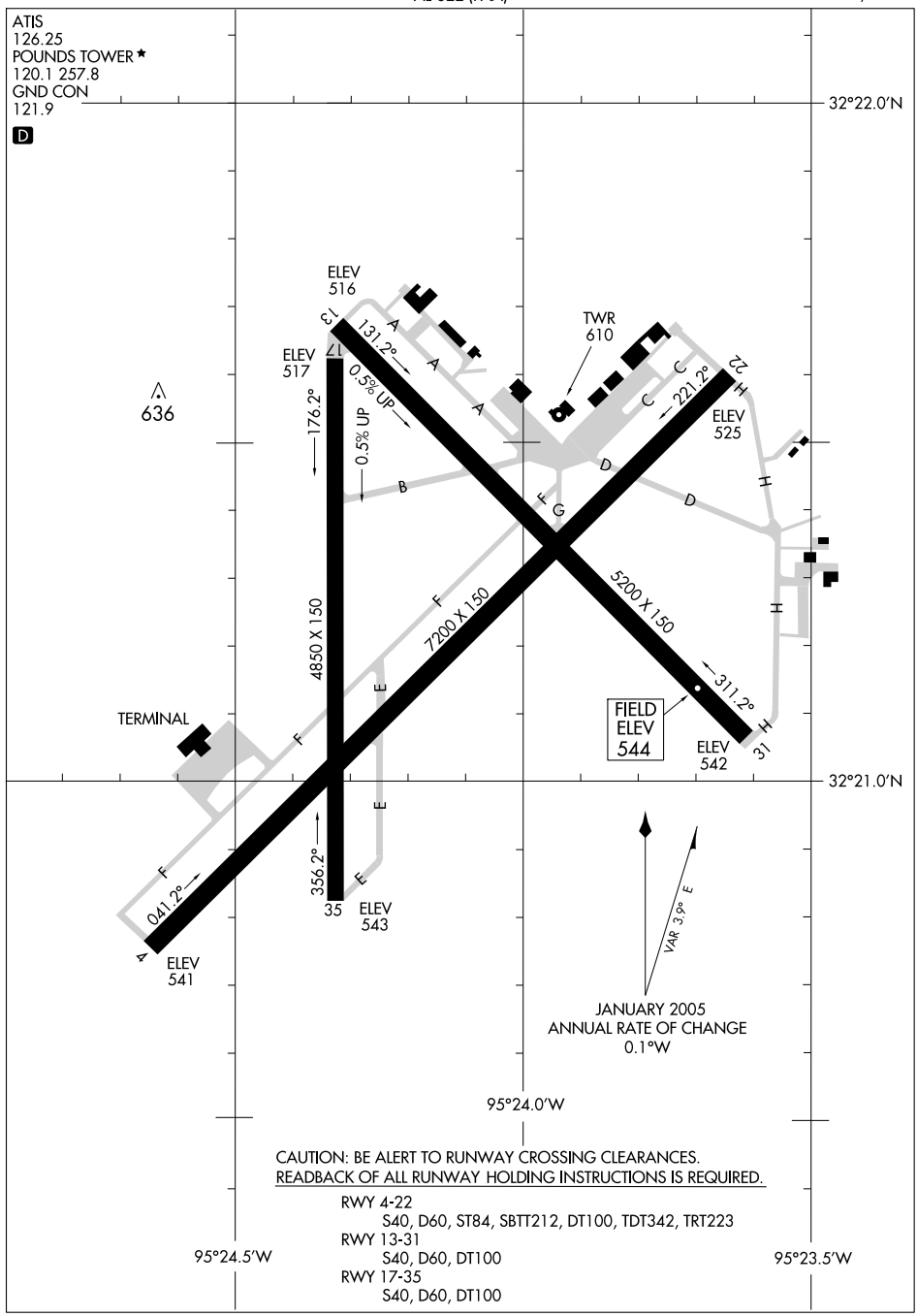
# AIRPORT DIAGRAM

AL-622 (FAA)

TYLER POUNDS RGNL (TYR)
TYLER, TEXAS

ATIS
126.25
POUNDS TOWER ★
120.1 257.8
GND CON
121.9

D




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 4-22
S40, D60, ST84, SBTT212, DT100, TDT342, TRT223
RWY 13-31
S40, D60, DT100
RWY 17-35
S40, D60, DT100

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC I-TYR | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| 109.9 | 129° | TDZE | 540 |
| | | Apt Elev | 544 |

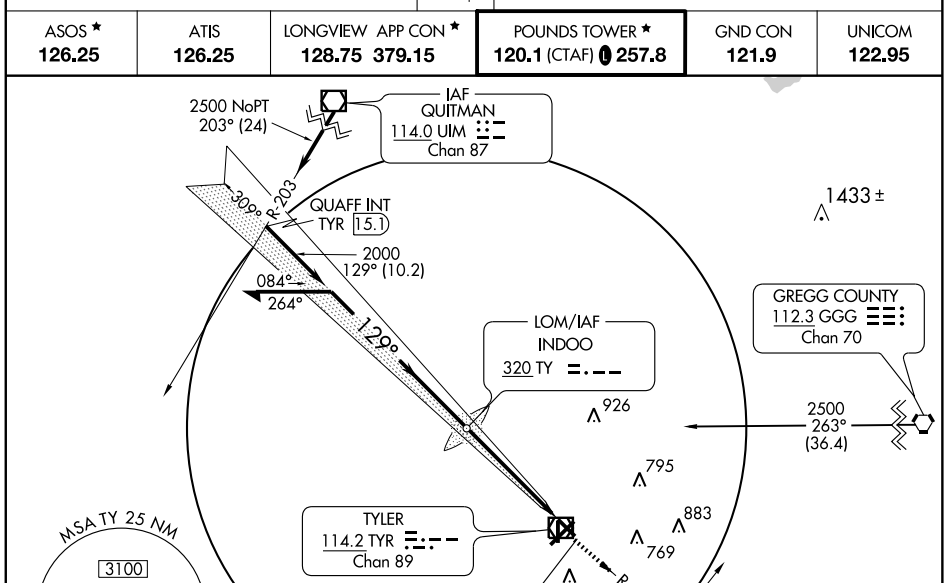
# ILS RWY 13
## TYLER POUNDS RGNL (TYR)

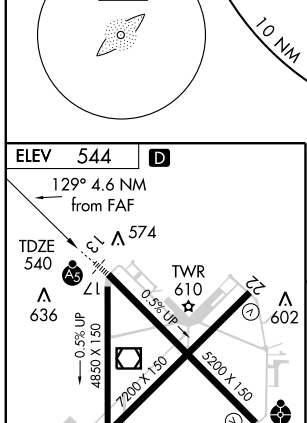
For inoperative MALSR, increase S-LOC 13 Cat D visibility to 1.

MALSR

MISSED APPROACH: Climb to 2200 via TYLER VOR/DME R-125 to TROUP Int/5.3 DME and hold.

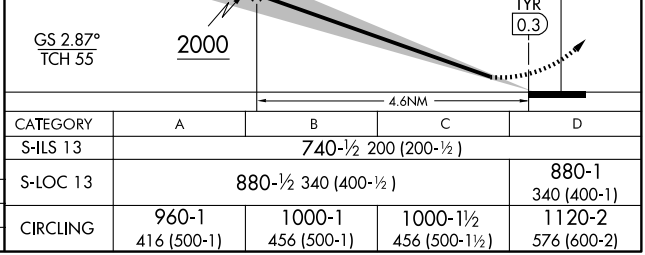
| ASOS * | ATIS | LONGVIEW APP CON * | POUNDS TOWER * | GND CON | UNICOM |
|---|---|---|---|---|---|
| 126.25 | 126.25 | 128.75 379.15 | 120.1 (CTAF) L 257.8 | 121.9 | 122.95 |




REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 13 | 740-½ 200 (200-½) | | | |
| S-LOC 13 | 880-½ 340 (400-½) | | | 880-1 340 (400-1) |
| CIRCLING | 960-1 416 (500-1) | 1000-1 456 (500-1) | 1000-1½ 456 (500-1½) | 1120-2 576 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 40014 W04A | APP CRS 039° | Rwy Idg 7200 TDZE 541 Apt Elev 544 |
|---|---|---|

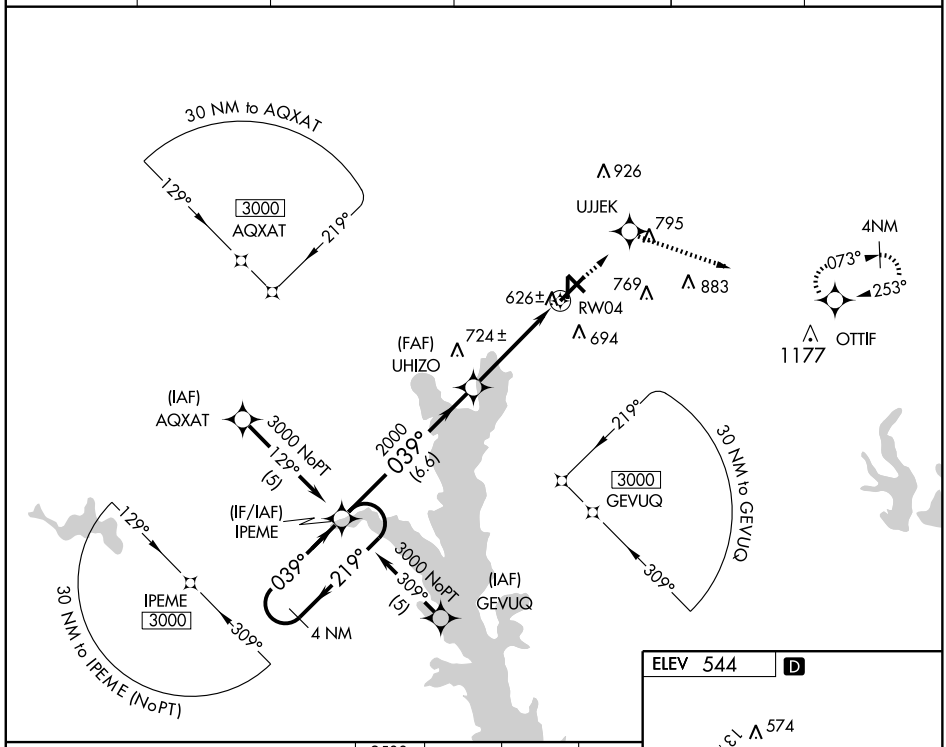
# RNAV (GPS) RWY 4

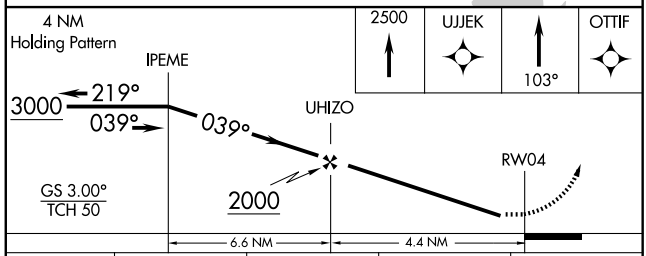
TYLER POUNDS RGNL (TYR)

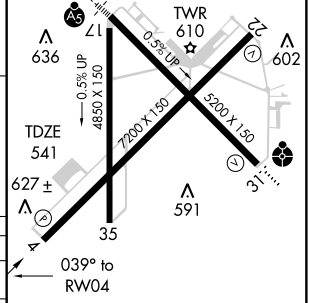
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F).
Circling NA at night to Rwy 17.

MISSED APPROACH: Climb to 2500 direct UJJEK and via 103° track to OTTIF and hold.

| ASOS * | ATIS | LONGVIEW APP CON * | POUNDS TOWER * | GND CON | UNICOM |
|---|---|---|---|---|---|
| 126.25 | 126.25 | 128.75 379.15 | 120.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 834-1 293 (300-1) | | | |
| LNAV/VNAV DA | 941-1½ 400 (400-1½) | | | |
| LNAV MDA | 880-1 339 (400-1) | | | |
| CIRCLING | 960-1½ 416 (500-1½) | 1000-1½ 456 (500-1½) | | 1120-2 576 (600-2) |

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 45701 W13A | APP CRS 129° | Rwy Idg 5200 TDZE 539 Apt Elev 544 |
|---|---|---|

# RNAV (GPS) RWY 13

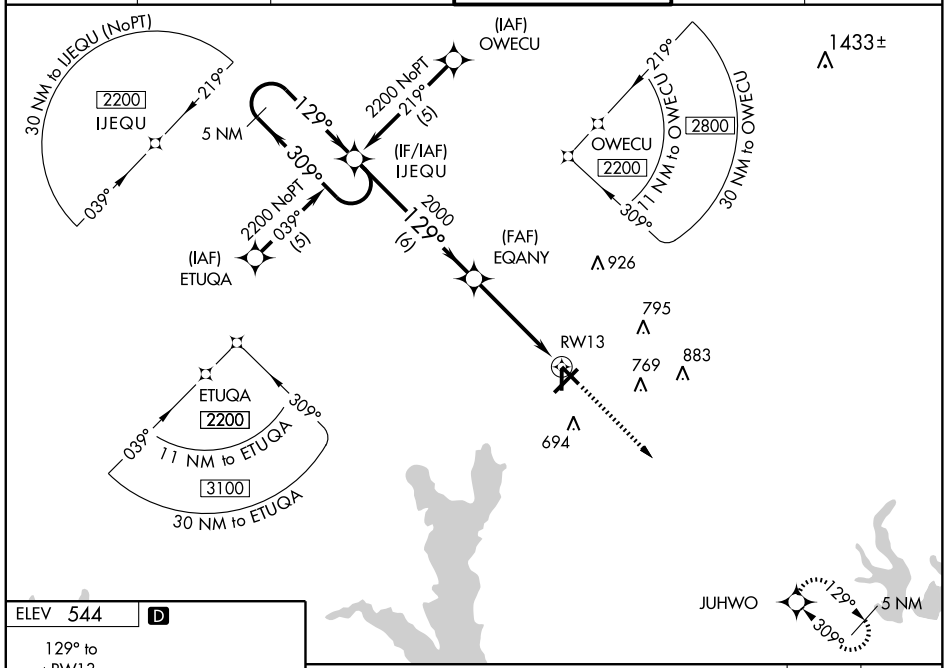
TYLER POUNDS RGNL (TYR)

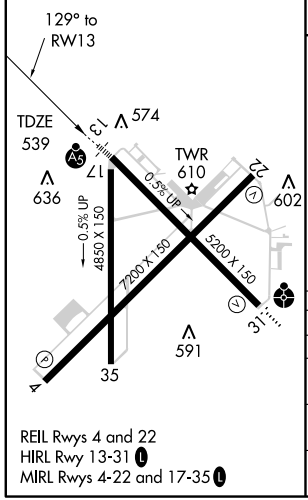
Circling to Rwy 17 NA at night. For inoperative MALSR increase LPV all Cats visibility to 1, and LNAV Cat D visibility to 1¼. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use East Texas Rgnl altimeter setting and increase all DAs/MDAs 120 feet. VDP and Baro-VNAV NA when using East Texas Rgnl altimeter setting. DME/DME RNP-0.3 NA.

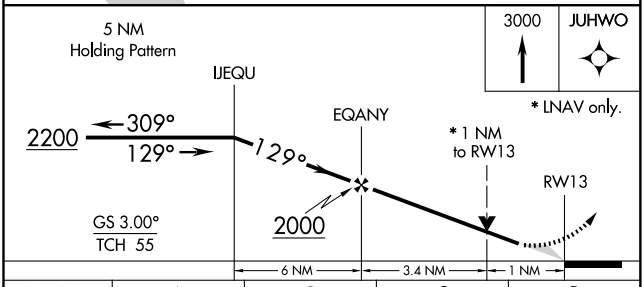
MALSR

MISSED APPROACH: Climb to 3000 direct JUHWO and hold.

| ASOS* | ATIS | LONGVIEW APP CON* | POUNDS TOWER* | GND CON | UNICOM |
|---|---|---|---|---|---|
| 126.25 | 126.25 | 128.75 379.15 | 120.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 789-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 886-¾ 347 (400-¾) | | | |
| LNAV MDA | 900-½ 361 (400-½) | | | 900-1 361 (400-1) |
| CIRCLING | 960-1¼ 416 (500-1¼) | 1000-1¼ 456 (500-1¼) | 1000-1½ 456 (500-1½) | 1120-2 576 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 45514 W22A | APP CRS 219° | Rwy Idg 7200 TDZE 538 Apt Elev 544 |
|---|---|---|

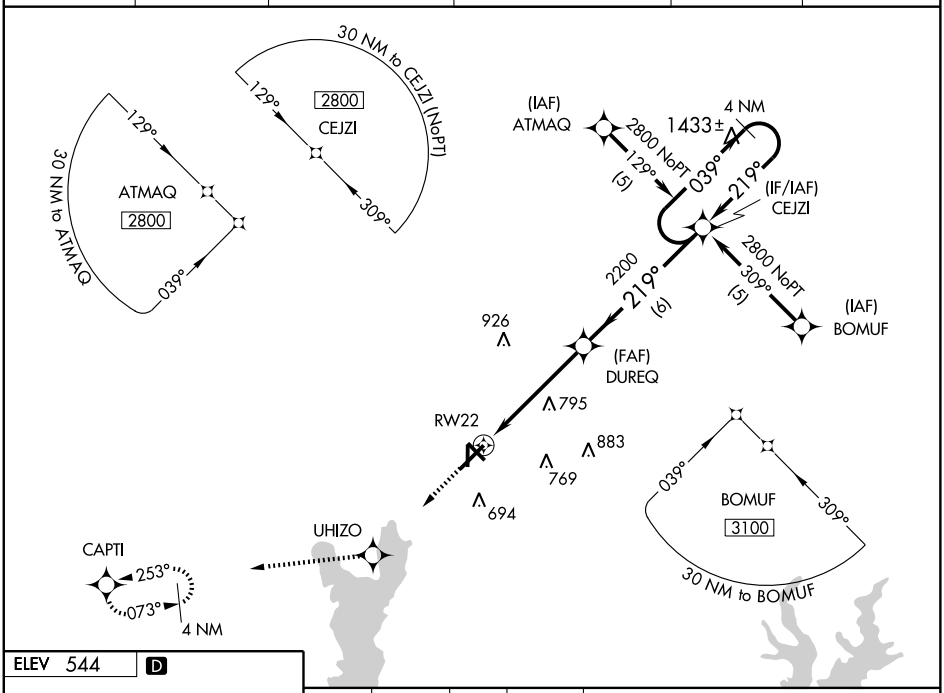
# RNAV (GPS) RWY 22

TYLER POUNDS RGNL (TYR)

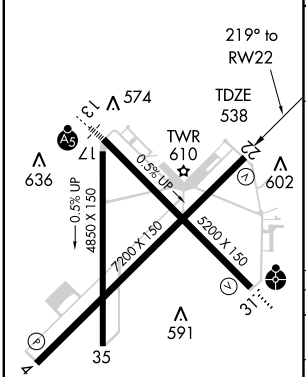
DME/DME RNP-0.3 NA.
Baro-VNAV NA below -16°C (4°F)
Circling NA at night Rwy 17.

MISSED APPROACH: Climb to 2500 direct UHIZO and via 258° track to CAPTI and hold.

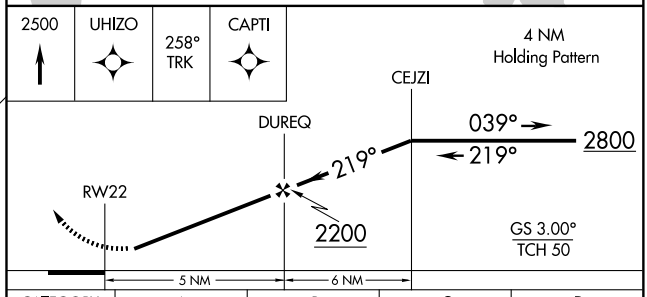
| ASOS ★ | ATIS | LONGVIEW APP CON ★ | POUNDS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|---|
| 126.25 | 126.25 | 128.75 379.15 | 120.1 (CTAF) L 257.8 | 121.9 | 122.95 |




ELEV 544 D




REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 892-1¼ 354 (400-1¼) | | | |
| LNAV/VNAV DA | 915-1¼ 377 (400-1¼) | | | |
| LNAV MDA | 1100-1 562 (600-1) | | 1100-1½ 562 (600-1½) | 1100-1¾ 562 (600-1¾) |
| CIRCLING | 1100-1¼ 556 (600-1¼) | | 1100-1½ 556 (600-1½) | 1120-2 576 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 61101 W31A | APP CRS 309° | Rwy Idg 5200 TDZE 544 Apt Elev 544 |
|---|---|---|

# RNAV (GPS) RWY 31

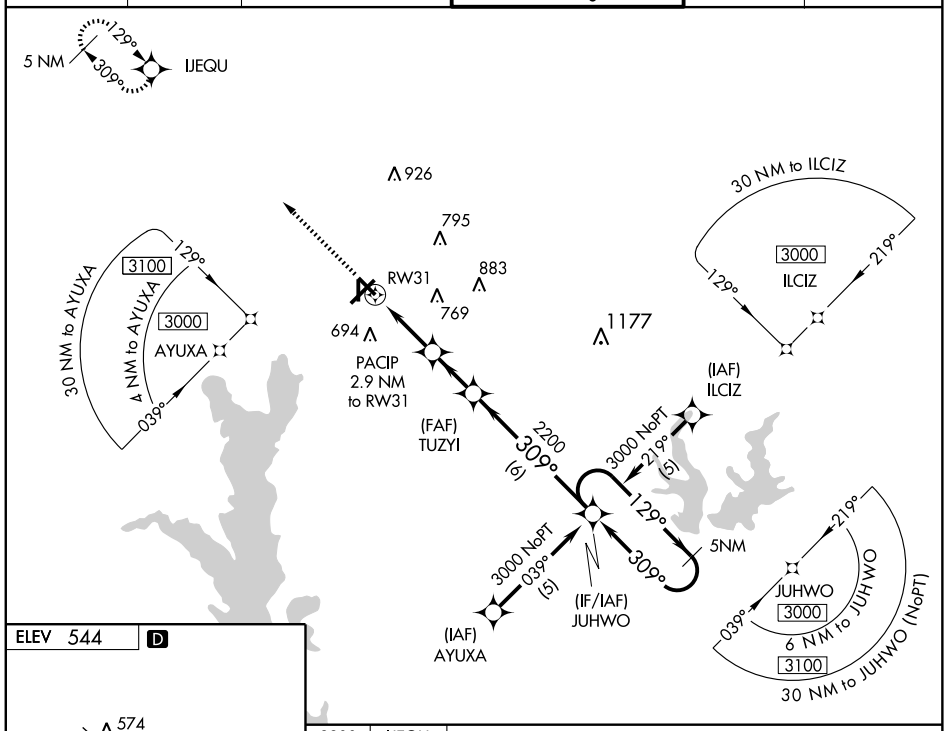
TYLER POUNDS RGNL (TYR)

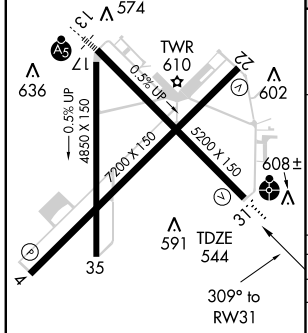
Circling to Rwy 17 NA at night. Inoperative table does not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. If local altimeter setting not received, use East Texas Rgnl altimeter setting and increase all DAs/MDAs 120 feet. VDP and Baro-VNAV NA when using East Texas Rgnl altimeter setting. Visibility reduction by helicopters NA.

ODALS

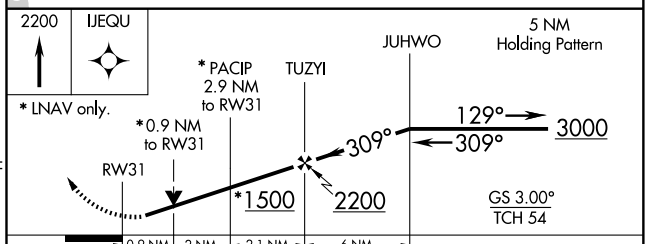
MISSED APPROACH: Climb to 2200 direct IJEQU and hold.

| ASOS ★ | ATIS | LONGVIEW APP CON ★ | POUNDS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|---|
| 126.25 | 126.25 | 128.75 379.15 | 120.1 (CTAF) L 257.8 | 121.9 | 122.95 |




REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 805-1 261 (300-1) | | | |
| LNAV/VNAV DA | 858-¾ 314 (400-¾) | | | 858-1 314 (400-1) |
| LNAV MDA | 880-¾ 336 (400-¾) | | | 880-1 336 (400-1) |
| CIRCLING | 960-1 416 (500-1) | 1000-1 456 (500-1) | 1000-1½ 456 (500-1½) | 1120-2 576 (600-2) |

SC-2, 14 JAN 2010 to 11 FEB 2010

TYLER, TEXAS

AL-622 (FAA)

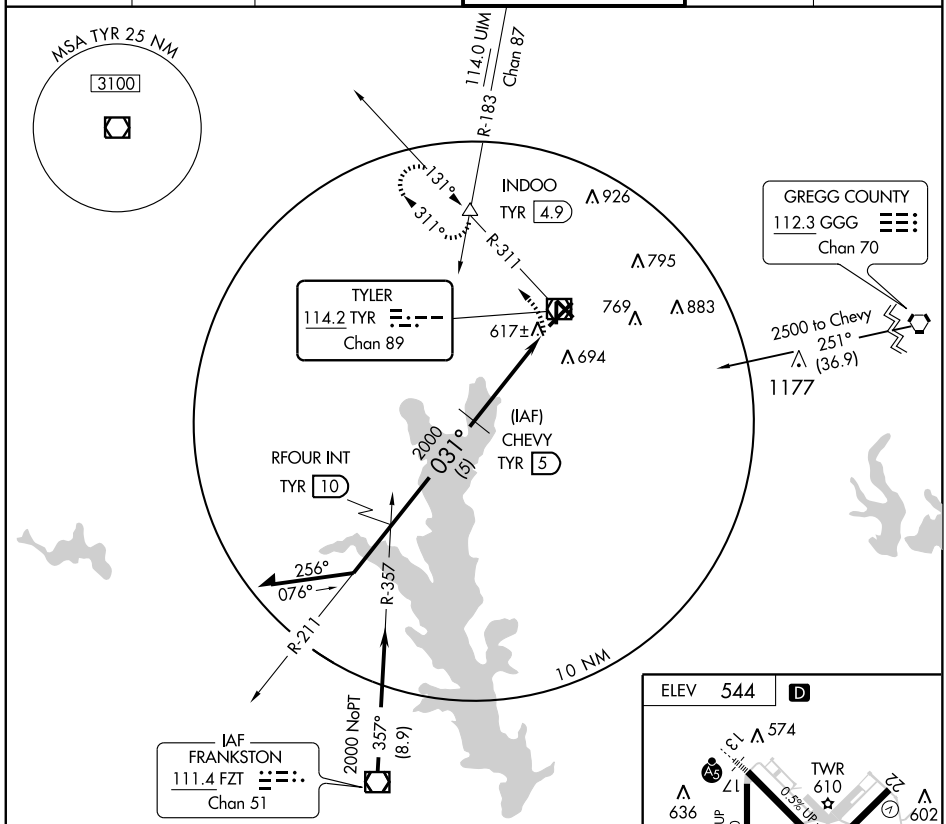
| VOR/DME TYR | APP CRS | Rwy Idg | 7200 |
|---|---|---|---|
| 114.2 | 031° | TDZE | 541 |
| Chan 89 | | Apt Elev | 544 |

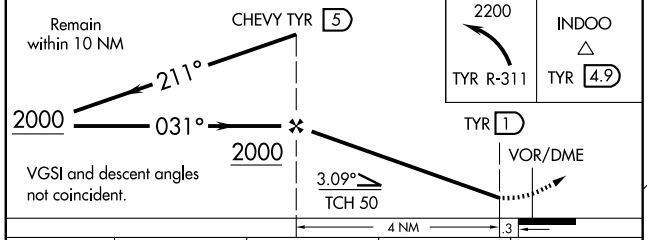
# VOR/DME RWY 4

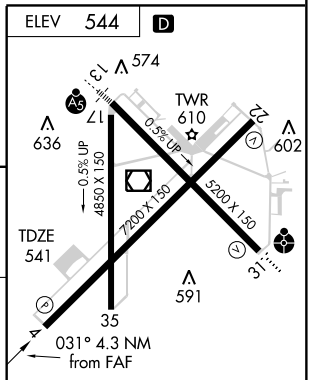
## TYLER POUNDS RGNL (TYR)

MISSED APPROACH: Climbing left turn to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

| ASOS ★ | ATIS | LONGVIEW APP CON ★ | POUNDS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|---|
| 126.25 | 126.25 | 128.75 379.15 | 120.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 880-1 339 (400-1) | | | |
| CIRCLING | 960-1<br>416 (500-1) | 1000-1<br>456 (500-1) | 1000-1½<br>456 (500-1½) | 1120-2<br>576 (600-2) |

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

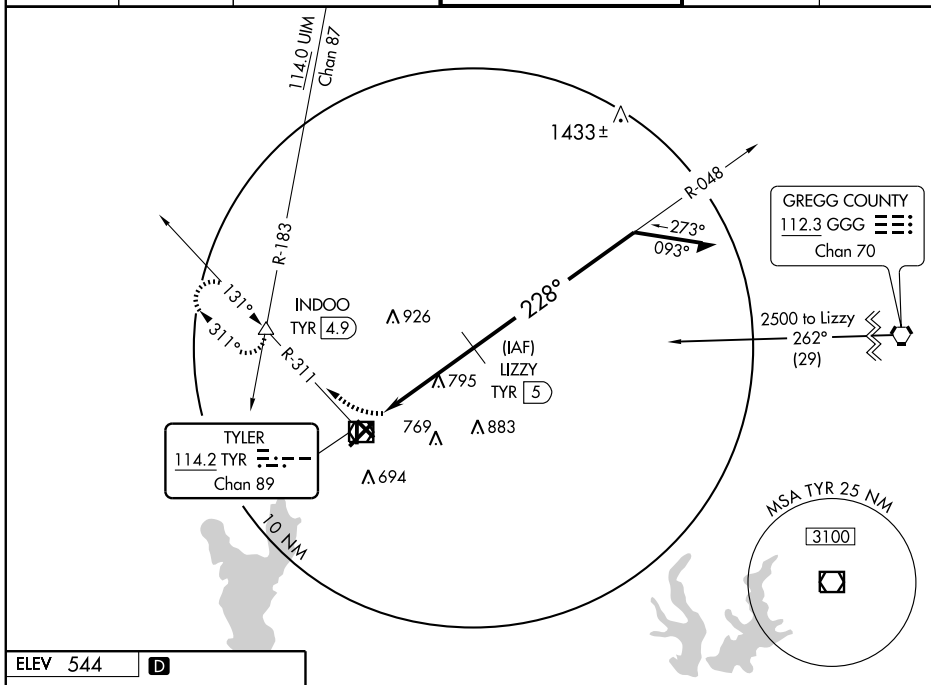
| VOR/DME TYR | APP CRS | Rwy Idg | 7200 |
|---|---|---|---|
| 114.2 | 228° | TDZE | 538 |
| Chan 89 | | Apt Elev | 544 |

# VOR/DME RWY 22

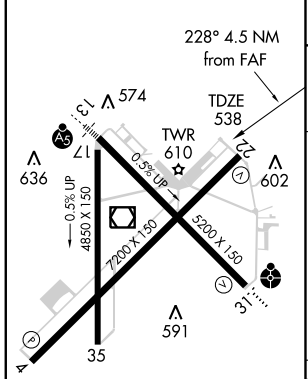
TYLER POUNDS RGNL (TYR)

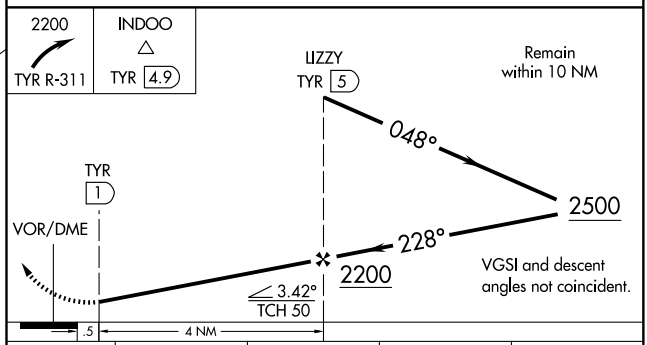
MISSED APPROACH: Climbing right turn to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

| ASOS * | ATIS | LONGVIEW APP CON * | POUNDS TOWER * | GND CON | UNICOM |
|---|---|---|---|---|---|
| 126.25 | 126.25 | 128.75 379.15 | 120.1 (CTAF) L 257.8 | 121.9 | 122.95 |




ELEV 544 D




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1060-1 522 (600-1) | | 1060-1½ 522 (600-1½) | 1060-1¾ 522 (600-1¾) |
| CIRCLING | 1060-1 516 (600-1) | | 1060-1½ 516 (600-1½) | 1120-2 576 (600-2) |

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

SC-2, 14 JAN 2010 to 11 FEB 2010

| VOR/DME TYR | APP CRS | Rwy Idg | 5200 |
|---|---|---|---|
| 114.2 | 305° | TDZE | 544 |
| Chan 89 | | Apt Elev | 544 |

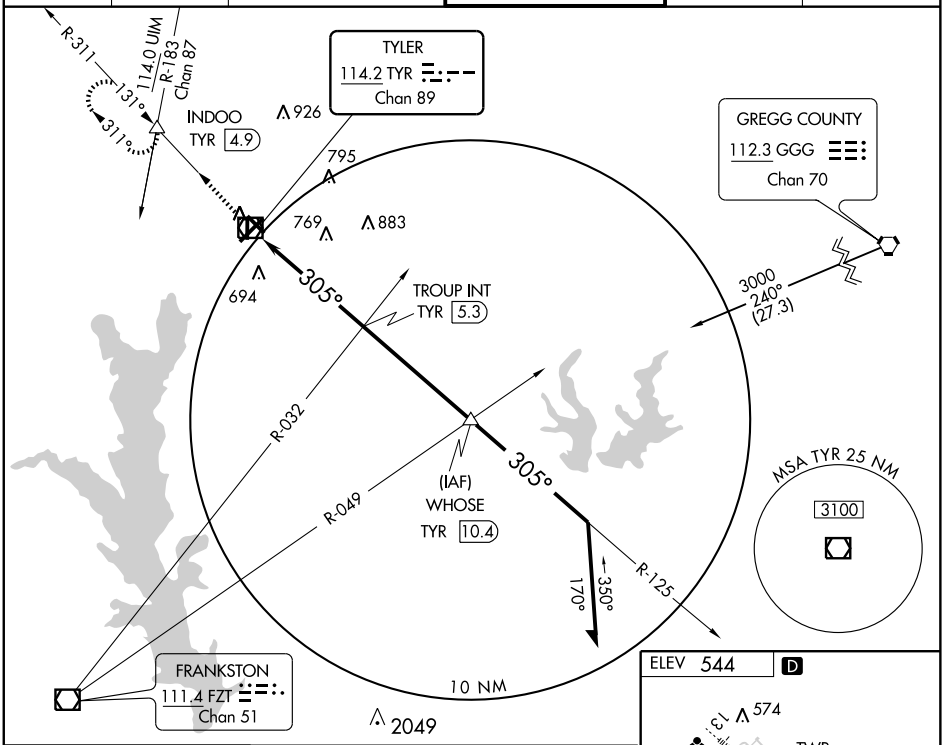
# VOR RWY 31
## TYLER POUNDS RGNL (TYR)

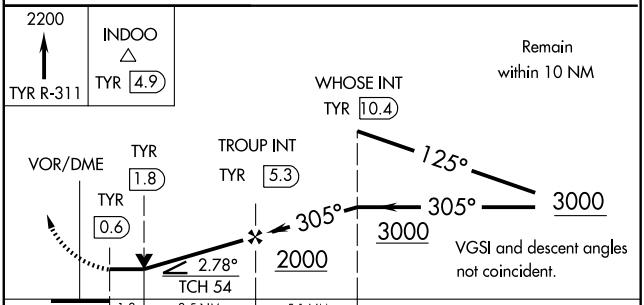
A Inoperative table does not apply to Cat C.

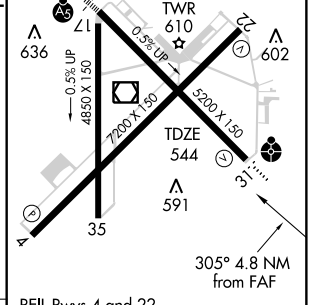
ODALS

MISSED APPROACH: Climb to 2200 via TYR VOR/DME R-311 to INDOO Int/4.9 DME and hold.

| ASOS ★ | ATIS | LONGVIEW APP CON ★ | POUNDS TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|---|
| 126.25 | 126.25 | 128.75 379.15 | 120.1 (CTAF) L 257.8 | 121.9 | 122.95 |



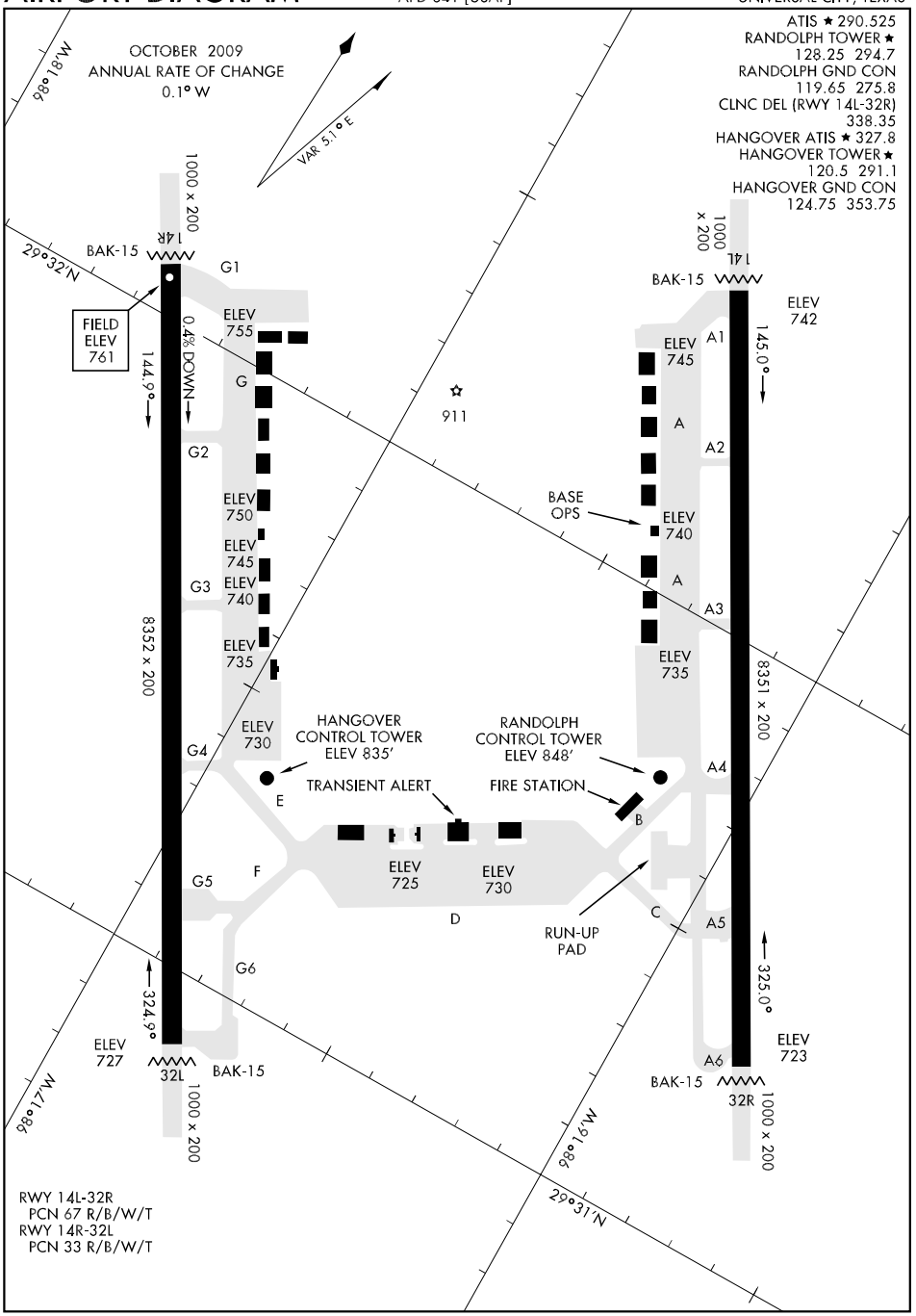

REIL Rwys 4 and 22
HIRL Rwy 13-31 L
MIRL Rwys 4-22 and 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1000- ¾ | 456 (500- ¾) | 1000- 1¼ 456 (500-1¼) | 1000-1½ 456 (500-1½) |
| CIRCLING | 1000- 1 | 456 (500- 1) | 1000-1½ 456 (500-1½) | 1120- 2 576 (600- 2) |

FAF to MAP 4.8 NM

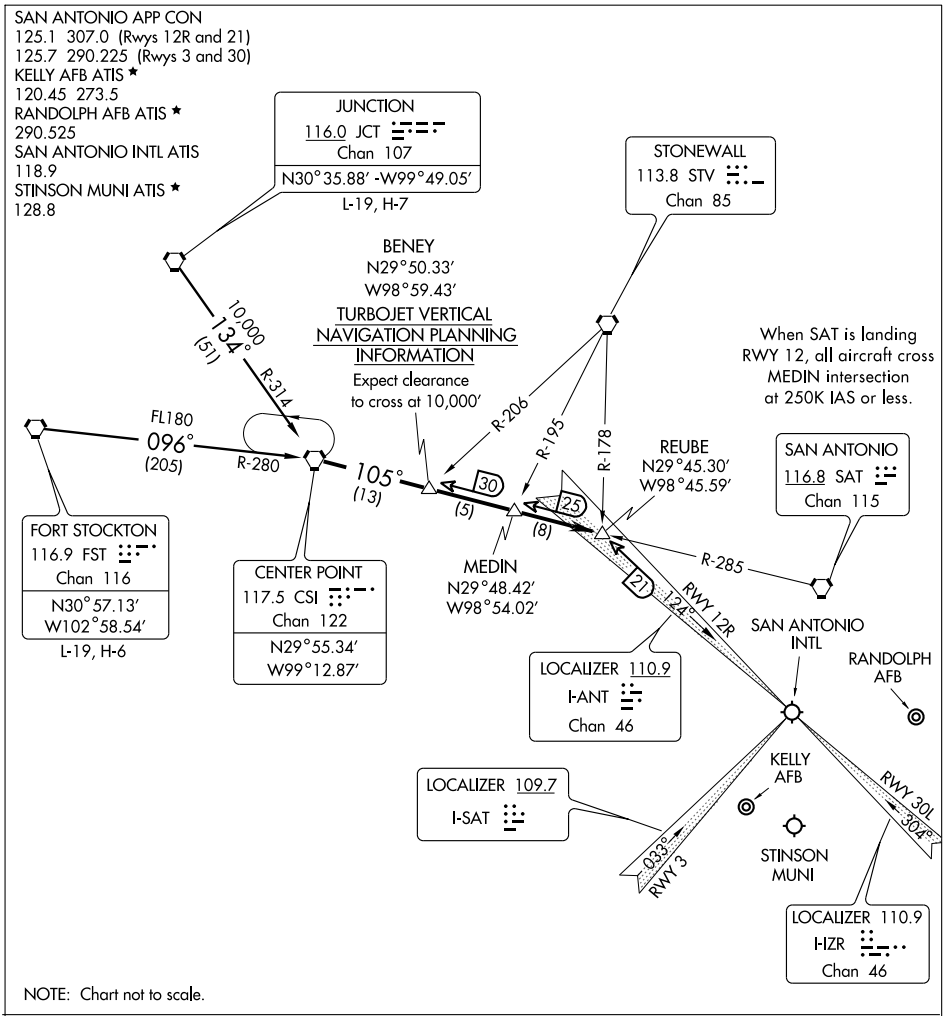
| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SC-2, 14 JAN 2010 to 11 FEB 2010


ATIS ★ 290.525
RANDOLPH TOWER ★
128.25 294.7
RANDOLPH GND CON
119.65 275.8
CLNC DEL (RWY 14L-32R)
338.35
HANGOVER ATIS ★ 327.8
HANGOVER TOWER ★
120.5 291.1
HANGOVER GND CON
124.75 353.75
OCTOBER 2009
ANNUAL RATE OF CHANGE
0.1° W
VAR 5.1° E
98°18'W
29°32'N
98°17'W
98°16'W
29°31'N
1000 x 200
14R
BAK-15
G1
FIELD ELEV 761
0.4% DOWN
144.9°
ELEV 755
G
G2
ELEV 750
ELEV 745
ELEV 740
G3
ELEV 735
8352 x 200
ELEV 730
G4
911
BASE OPS
ELEV 740
ELEV 745
ELEV 735
A1
A
A2
A3
A4
A5
A6
8351 x 200
14L
ELEV 742
145.0°
HANGOVER CONTROL TOWER ELEV 835'
RANDOLPH CONTROL TOWER ELEV 848'
TRANSIENT ALERT
FIRE STATION
E
B
F
G5
ELEV 725
ELEV 730
D
C
RUN-UP PAD
G6
324.9°
325.0°
ELEV 727
32L
BAK-15
1000 x 200
ELEV 723
32R
RWY 14L-32R
PCN 67 R/B/W/T
RWY 14R-32L
PCN 33 R/B/W/T

# CENTERPOINT ONE ARRIVAL (CSI.CSI1)

SAN ANTONIO, TEXAS




FORT STOCKTON TRANSITION (FST.CSI1): From over FST VORTAC via FST R-096 and CSI R-280 to CSI VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.CSI1): From over JCT VORTAC via JCT R-134 and CSI R-314 to CSI VORTAC. Thence . . . .

. . . . From over CSI VORTAC via CSI R-105 to REUBE INT. Expect vector to final approach course.

SATELLITE AIRPORTS: Conform to SAT routing and frequency assignment.

SC-3, 14 JAN 2010 to 11 FEB 2010

# HI-ILS or LOC/DME RWY 14L

| LOC I-TRT | APCH CRS | Rwy ldg | 8351 |
|---|---|---|---|
| 109.9 | 145° | TDZE | 742 |
| | | Arpt Elev | 761 |

JAL-341 [USAF]

RANDOLPH AFB (KRND)

* When ALS inop, increase RVR CAT C to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, and CAT E vis to 1¾ miles.

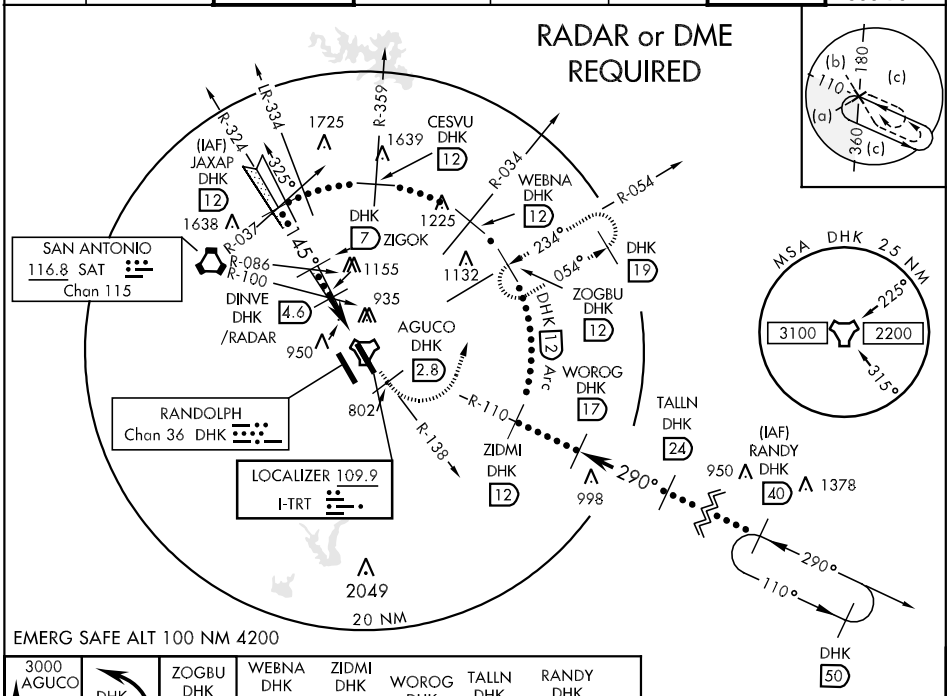
** Circling not authorized SW of Rwy 14L-32R.

ALSF-1

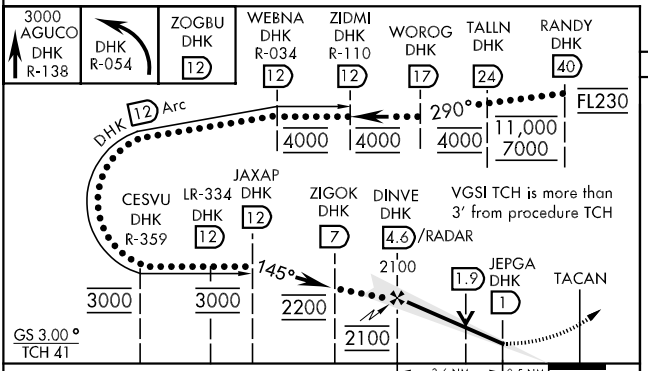
MISSED APPROACH: Climb to 3000 out DHK TACAN R-138 to AGUCO. Then turn left intercept DHK R-054 direct ZOGBU and hold.

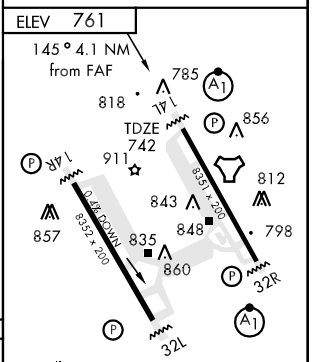
| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |

RADAR or DME REQUIRED




EMERG SAFE ALT 100 NM 4200




HIRL all Rwy
ALS Rwy 14L nstd len 2100'

| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 14L | 942/40 | 200 | (200-¾) |
| S-LOC/DME 14L * | 1220/50 478 (500-1) | 1220/60 478 (500-1¼) | 1220-1½ 478 (500-1½) |
| CIRCLING ** | 1220-1½ 459 (500-1½) | 1320-2 559 (600-2) | 1800-3 1039 (1100-3) |

FAF to MAP 3.6 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 1:48 | 1:33 | 1:21 | 1:12 | 1:05 |

# HI-ILS or LOC/DME RWY 32R

| LOC I-RND | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 109.3 | 325° | 8351 / 734 / 761 |

JAL-341 [USAF]

RANDOLPH AFB (KRND)

* When ALS inop, increase RVR all CATS to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CAT C to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

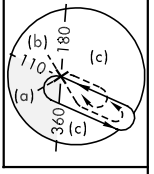
ALSF-1 (A1)

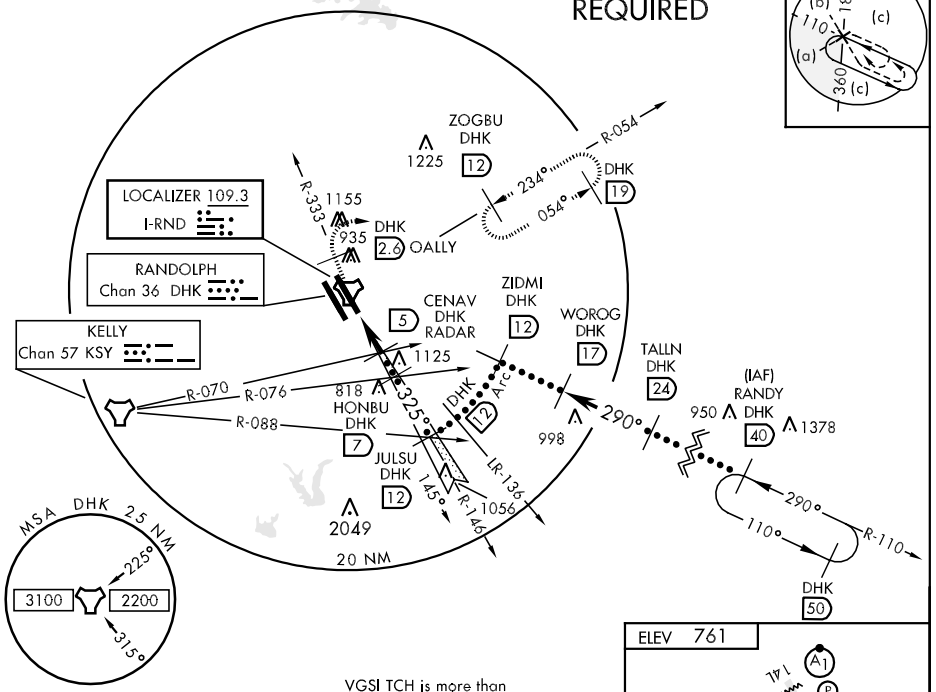
MISSED APPROACH: Climb to 3000, intercept the DHK TACAN R-333 to 2.6 DME (OALLY), then turn right intercept DHK R-054 to 12 DME (ZOGBU), hold as published.

| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |

*** Circling not authorized SW of Rwy 14L-32R.

RADAR or DME REQUIRED



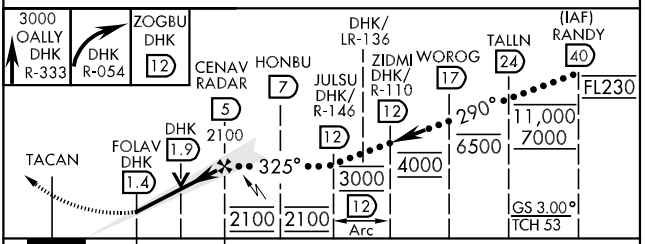



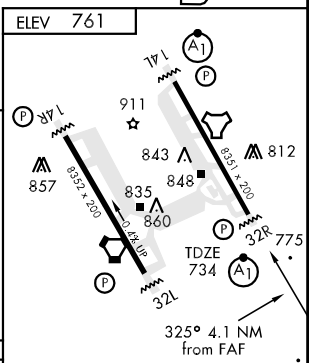




EMERG SAFE ALT 100 NM 4200

VGSI TCH is more than 3' from procedure TCH




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 32R * | 934/24 | 200 | (200-½) |
| S-LOC/ ** DME 32R | 1080/40 | 346 | (400-¾) |
| CIRCLING *** | 1220-1½ 459 (500-1½) | 1320-2 559 (600-2) | 1800-3 1039 (1100-3) |

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

| FAF to MAP 3.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 120 | 140 | 160 | 180 | 200 |
| Min:Sec | 1:48 | 1:33 | 1:21 | 1:12 | 1:05 |



SC-3, 14 JAN 2010 to 11 FEB 2010

# HI-TACAN A

| TACAN DHK Chan 36 | APCH CRS 144° | Rwy Idg N/A TDZE N/A Arpt Elev 761 |
|---|---|---|

JAL-341 [USAF]

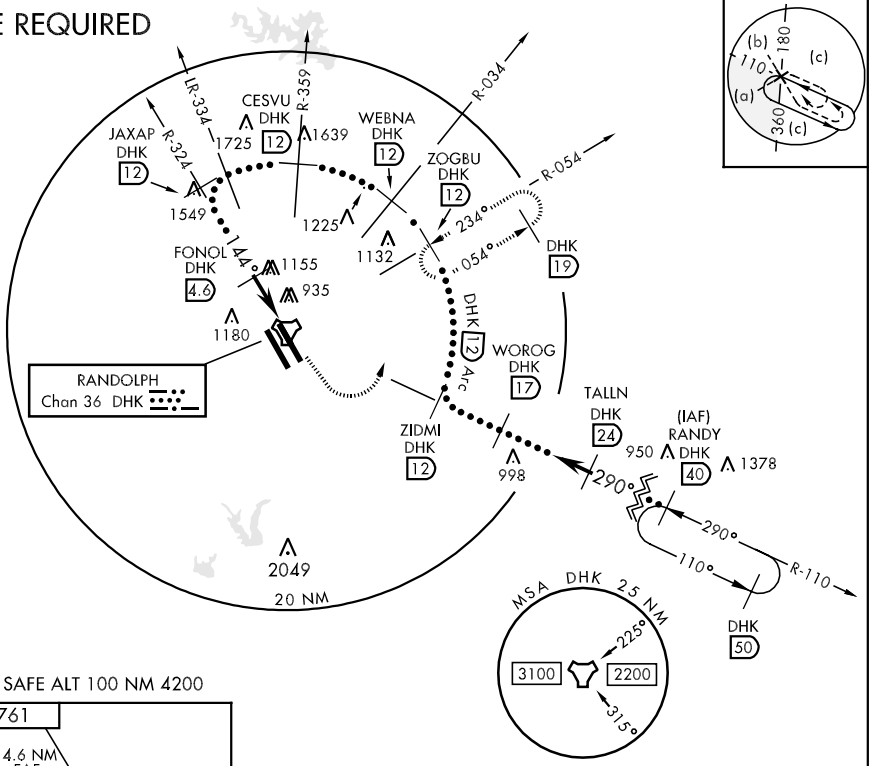
RANDOLPH AFB (KRND)

* Circling not authorized SW of Rwy 14L-32R.

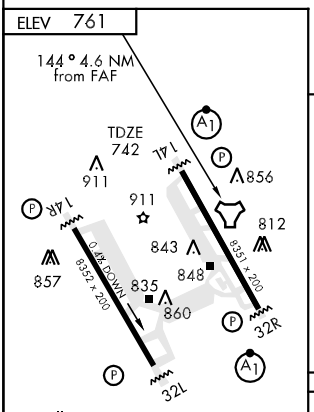
MISSED APPROACH: Track 145° to 1500. Then climbing left turn to 3000. Intercept DHK TACAN R-054 direct ZOGBU and hold as published.

| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |

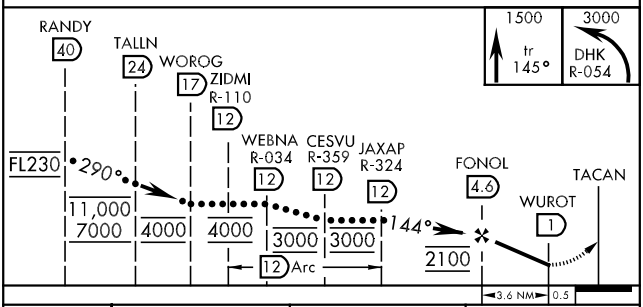
## DME REQUIRED




EMERG SAFE ALT 100 NM 4200




HIRL all Rwy
ALS Rwy 14L nstd len 2100'




| CATEGORY | C | D | E |
|---|---|---|---|
| CIRCLING * | 1420-1¾ 659 (700-1¾) | 1420-2 659 (700-2) | 1800-3 1039 (1100-3) |

# HI-TACAN B

| TACAN DHK Chan 36 | APCH CRS 326° | Rwy ldg N/A TDZE N/A Arpt Elev 761 |
|---|---|---|

JAL-341 [USAF]

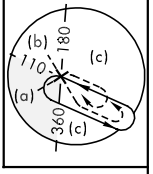
RANDOLPH AFB (KRND)

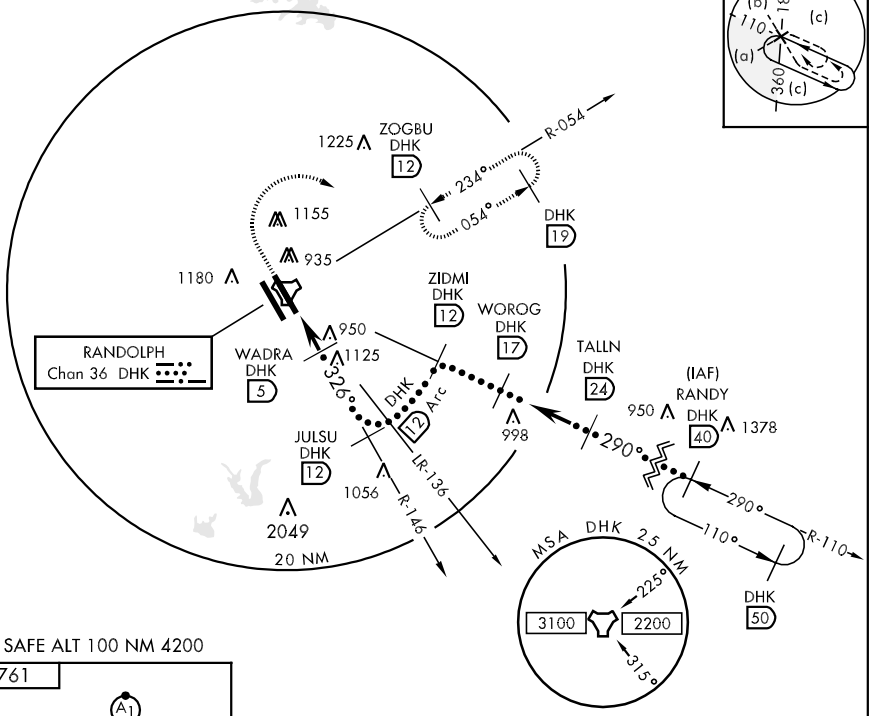
* Circling not authorized SW of Rwy 14L-32R.

MISSED APPROACH: Track 337° to 1500, then climbing right turn to 3000, intercept DHK TACAN R-054 direct ZOGBU and hold.

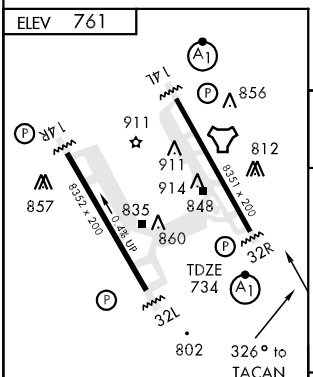
| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |

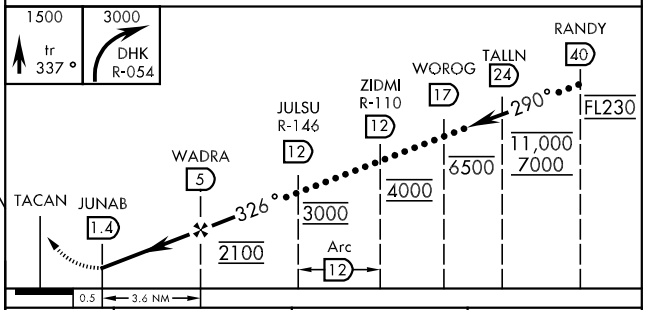
DME REQUIRED




EMERG SAFE ALT 100 NM 4200




| CATEGORY | C | D | E |
|---|---|---|---|
| CIRCLING * | 1220-1½ 459 (500-1½) | 1320-2 559 (600-2) | 1800-3 1039 (1100-3) |

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

# ILS or LOC/DME RWY 14L

| LOC I-TRT | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 109.9 | 145° | 8351 / 742 / 761 |

AL-341 [USAF] — RANDOLPH AFB (KRND)

* When ALS inop, increase RVR CATS AB to 40 and vis to ¾ mile.
** When ALS inop, increase RVR CATS AB to 50 and vis to 1 mile, CAT C to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, Cat E vis to 1¾ miles.

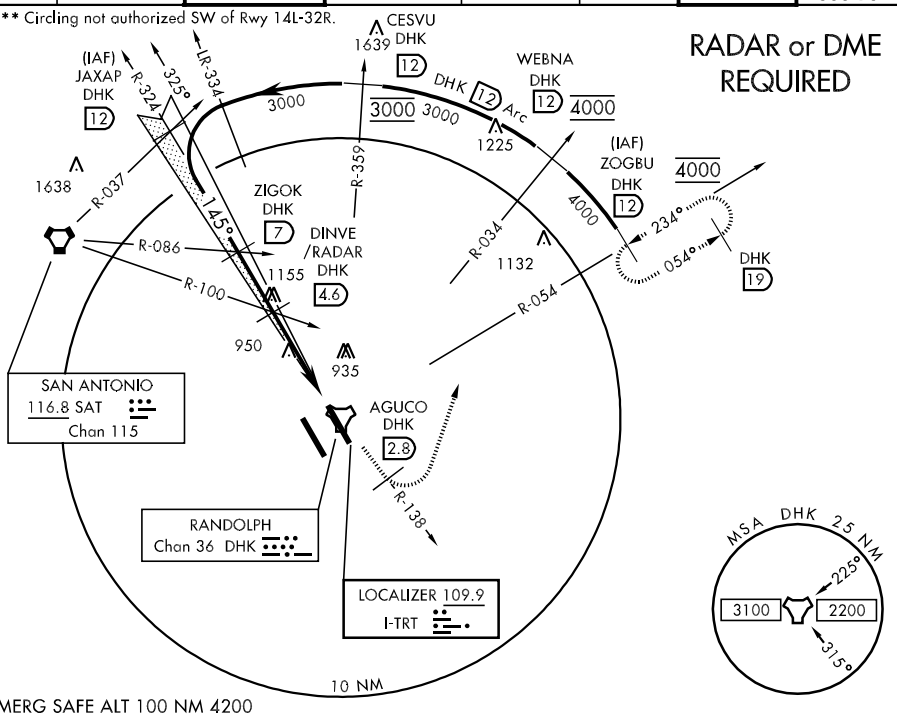
ALSF-1

MISSED APPROACH: Climb to 3000 out DHK TACAN R-138 to AGUCO. Then turn left intercept DHK R-054 to ZOGBU and hold.

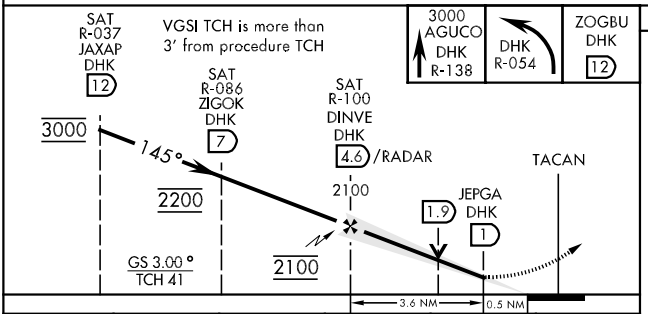
| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |

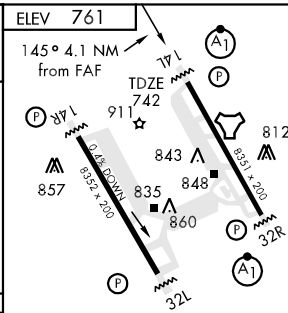
*** Circling not authorized SW of Rwy 14L-32R.

RADAR or DME REQUIRED




EMERG SAFE ALT 100 NM 4200




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 14L* | 942/24 200 (200-½) | | 942/40 200 (200-¾) | | |
| S-LOC/DME 14L ** | 1220/40 478 (500-¾) | | 1220/50 478 (500-1) | 1220/60 478 (500-1¼) | 1220-1½ 478 (500-1½) |
| CIRCLING *** | 1220-1 459 (500- 1) | | 1220-1½ 459 (500-1½) | 1320-2 559 (600-2) | 1800-3 1039(1100-3) |

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

# ILS or LOC/DME RWY 14R

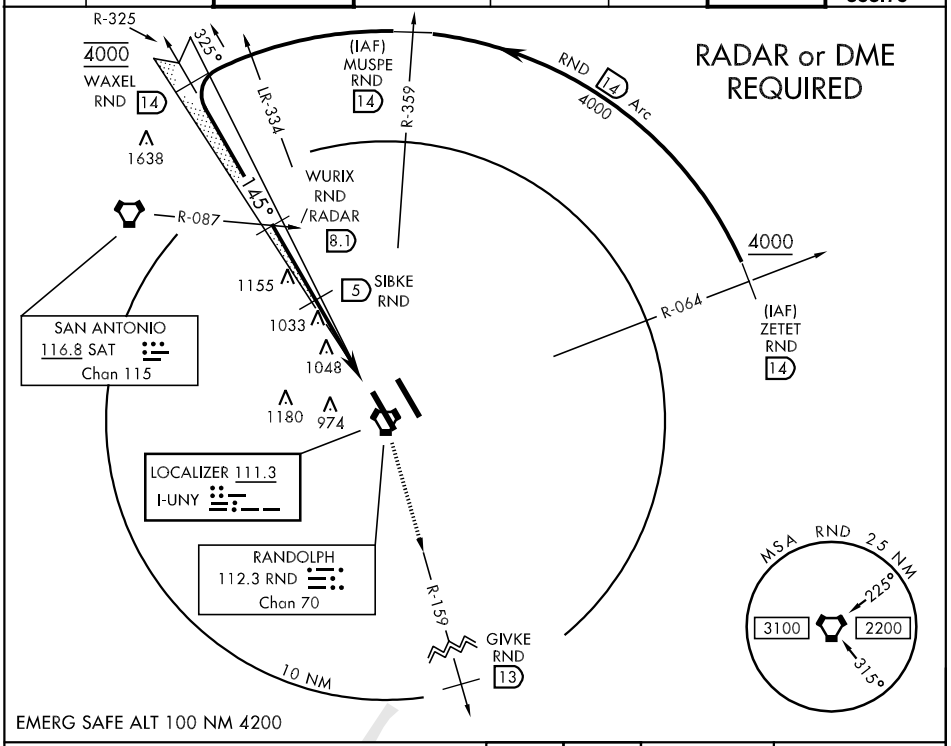
| LOC I-UNY | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 111.3 | 145° | 8352 / 761 / 761 |

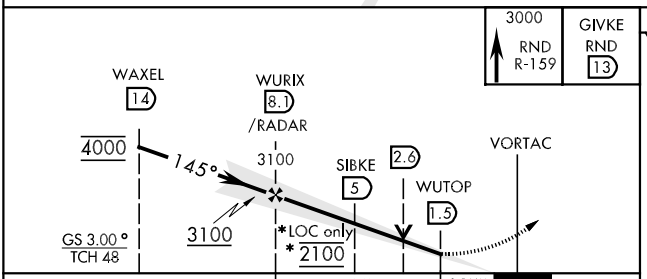
AL-341 [USAF] — RANDOLPH AFB (KRND)

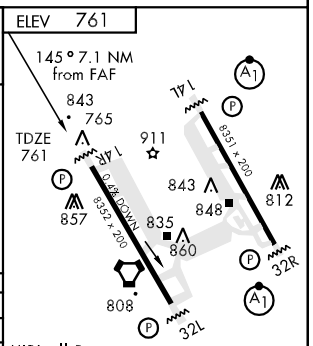
** Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-159 to 13 DME (GIVKE). Expect ATC instructions.

| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 14R | 961/40 | | 200 | (200-¾) | |
| S-LOC/DME 14R | 1300/50 539 (600-1) | | 1300-1½ 539 (600-1½) | 1300-1¾ 539 (600-1¾) | 1300-2 539 (600-2) |
| CIRCLING ** | 1300-1 539 (600-1) | | 1300-1½ 539 (600-1½) | 1360-2 599 (600-2) | 1800-3 1039 (1100-3) |

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

| FAF to MAP 6.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:36 | 4:24 | 3:13 | 2:38 | 2:12 |

# ILS or LOC/DME RWY 32L

| LOC I-VQE | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| 111.1 | 325° | 8352 | 734 | 761 |

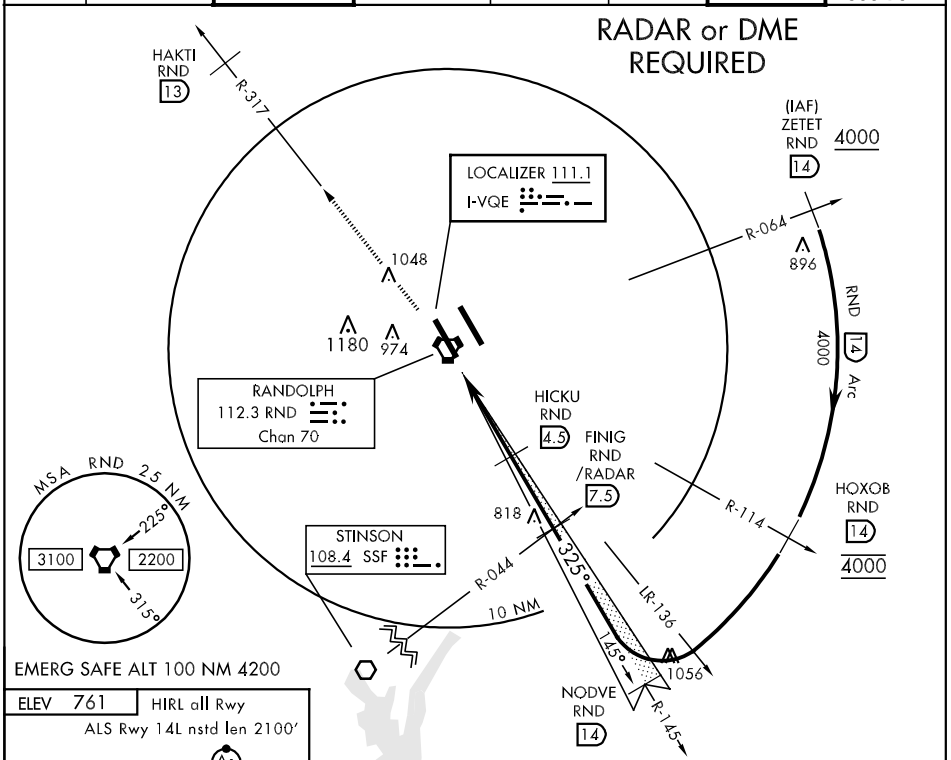
AL-341 [USAF]

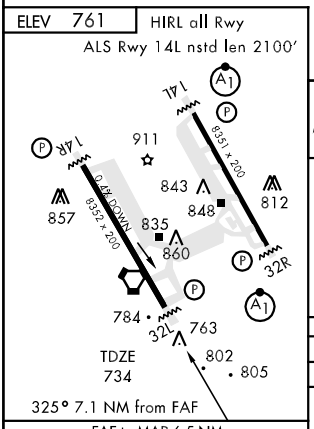
RANDOLPH AFB (KRND)

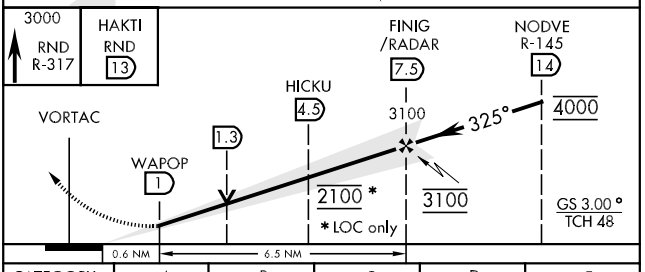
** Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-317 to 13 DME (HAKTI). Expect ATC instructions.

| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |




FAF to MAP 6.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:30 | 4:20 | 3:15 | 2:36 | 2:10 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32L | 934/40 | | 200 | (200-¾) | |
| S-LOC/DME 32L | 1060/50 | | 326 | (300-1) | 1060/60 326 (300-1¼) |
| CIRCLING ** | 1240-1 | 479 (500-1) | 1280-1½ 519 (600-1½) | 1360-2 599 (600-2) | 1800-3 1039 (1100-3) |

# ILS or LOC/DME RWY 32R

| LOC I-RND | APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|---|
| 109.3 | 325° | 8351 | 734 | 761 |

AL-341 [USAF] — RANDOLPH AFB (KRND)

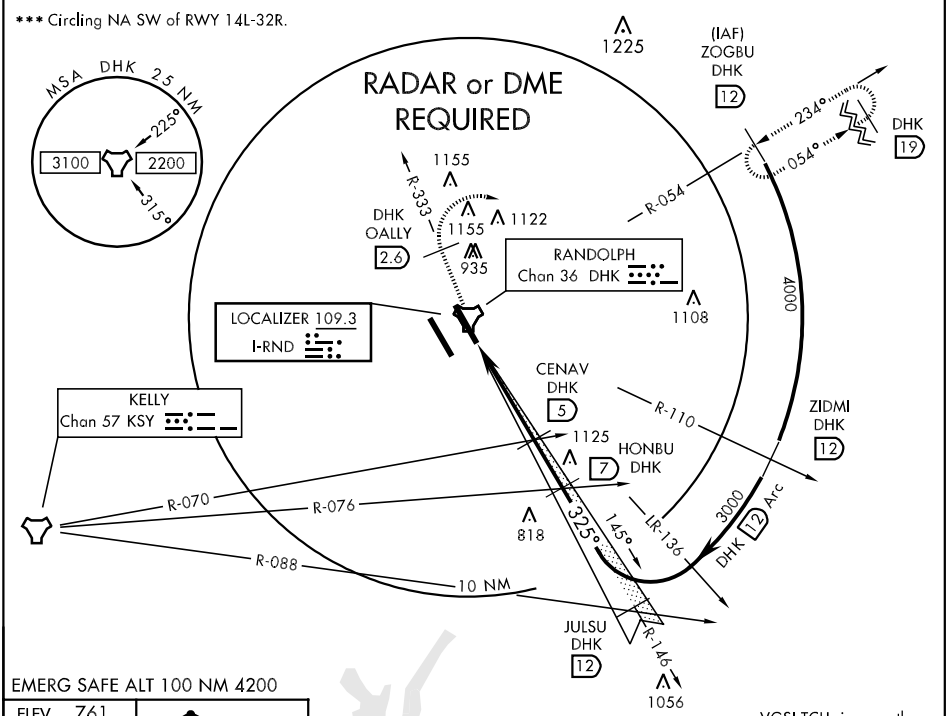
* When ALS inop, increase RVR all CATS to 40 and vis to ¾ mile.
** When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000, intercept the DHK TACAN R-333 to 2.6 DME (OALLY). Then turn right intercept DHK R-054 to 12 DME (ZOGBU), hold as published.

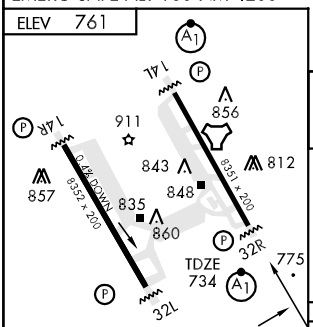
| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |

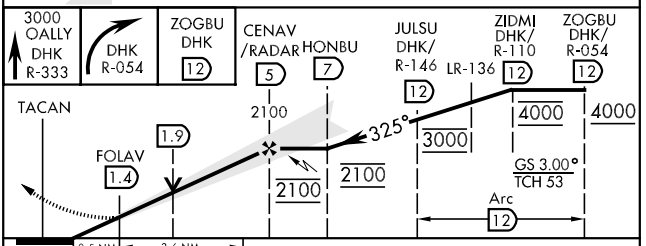
*** Circling NA SW of RWY 14L-32R.




EMERG SAFE ALT 100 NM 4200

VGSI TCH is more than 3' from procedure TCH




FAF to MAP 3.6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:36 | 2:24 | 1:48 | 1:26 | 1:12 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32R * | 934/24 | | 200 | | (200-½) |
| S-LOC/ DME 32R ** | 1080/24 | 346 | (400-½) | 1080/40 | 346 (400-¾) |
| CIRCLING *** | 1180-1 419 (500-1) | 1220-1 459 (500-1) | 1220-1½ 459 (500-1½) | 1320-2 559 (600-2) | 1800-3 1039 (1100-3) |

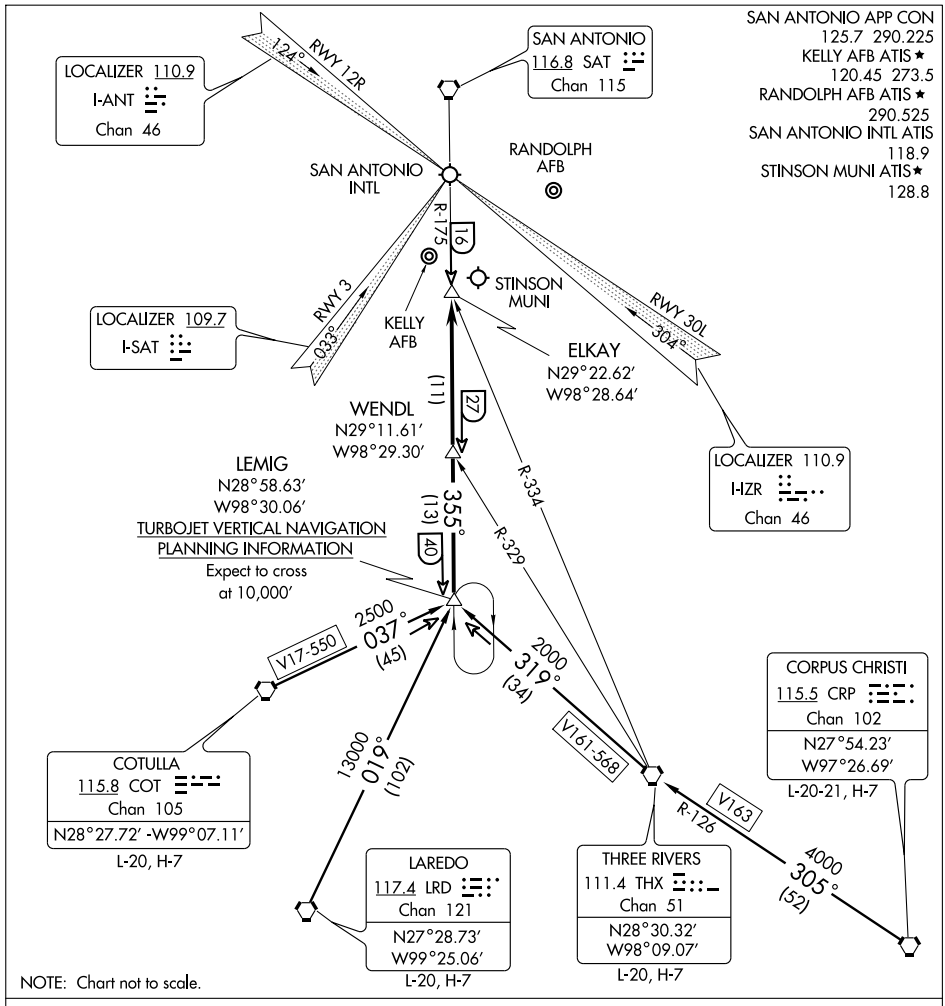

29°32'N-98°17'W

Orig 09239

SC-3, 14 JAN 2010 to 11 FEB 2010

# LEMIG ONE ARRIVAL (LEMIG.LEMIG1)

SAN ANTONIO, TEXAS




SC-3, 14 JAN 2010 to 11 FEB 2010

CORPUS CHRISTI TRANSITION (CRP.LEMIG1): From over CRP VORTAC via CRP R-305 and THX R-126 to THX VORTAC, then via THX R-319 to LEMIG INT. Thence . . . .

COTULLA TRANSITION (COT.LEMIG1): From over COT VORTAC via COT R-037 to LEMIG INT. Thence . . . .

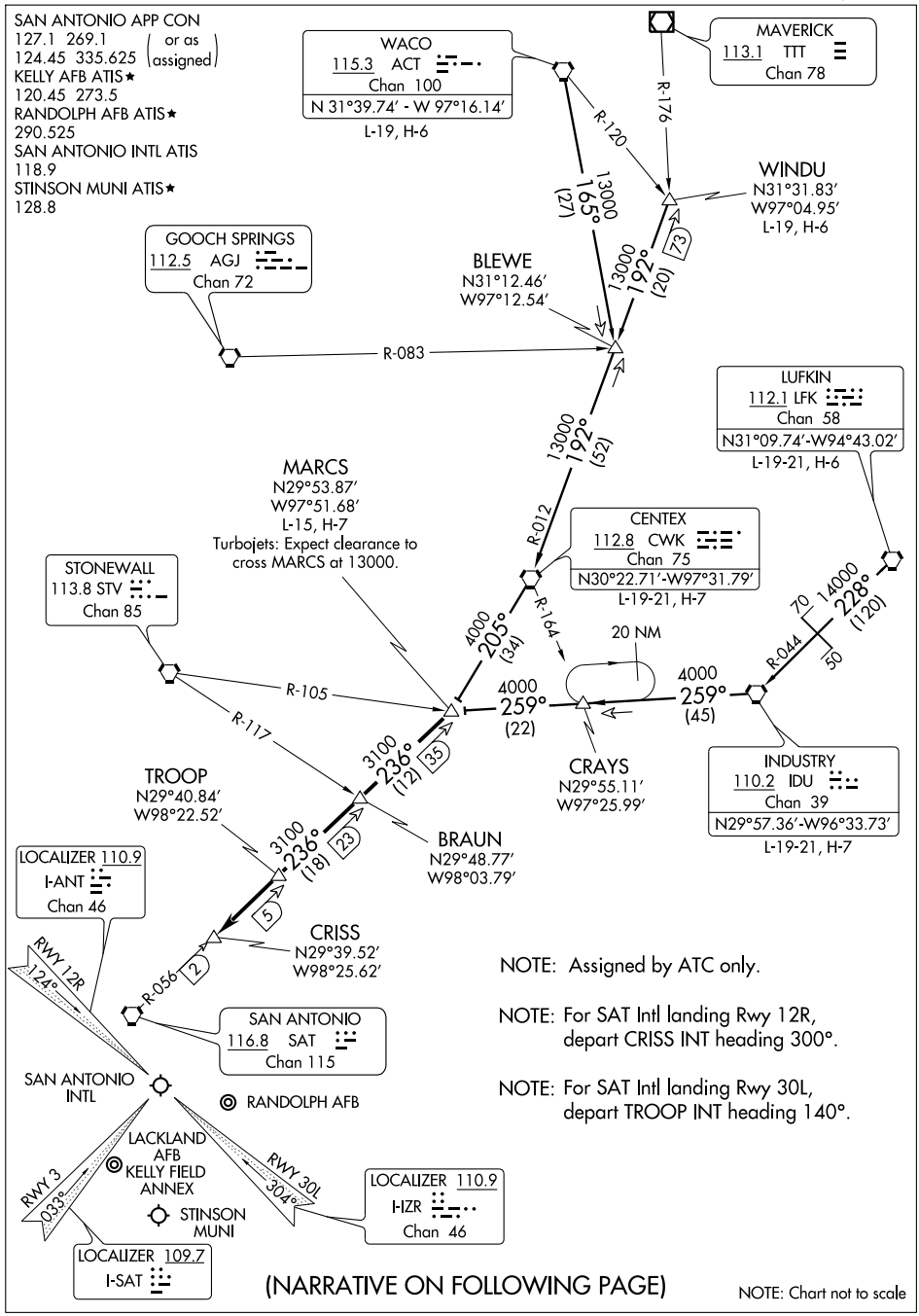
LAREDO TRANSITION (LRD.LEMIG1): From over LRD VORTAC via LRD R-019 to LEMIG INT. Thence . . . .

THREE RIVERS TRANSITION (THX.LEMIG1): From over THX VORTAC via THX R-319 to LEMIG INT. Thence . . . .

. . . . ALL AIRPORTS: From over LEMIG INT via SAT R-175 to ELKAY INT. Expect radar vectors to final approach course.

# MARCS NINE ARRIVAL

SAN ANTONIO, TEXAS




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale

# MARCS NINE ARRIVAL



ARRIVAL ROUTE DESCRIPTION

CENTEX TRANSITION (CWK.MARCS9): From over CWK VORTAC via CWK R-205 to MARCS INT. Thence. . . .

INDUSTRY TRANSITION (IDU.MARCS9): From over IDU VORTAC via IDU R-259 to MARCS INT. Thence. . . .

LUFKIN TRANSITION (LFK.MARCS9): From over LFK VORTAC via LFK R-228 and IDU R-044 to IDU VORTAC, then via IDU R-259 to MARCS INT. Thence. . . .

WACO TRANSITION (ACT.MARCS9): From over ACT VORTAC via ACT R-165 to BLEWE INT, then via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

WINDU TRANSITION (WINDU.MARCS9): From over WINDU INT via CWK R-012 to CWK VORTAC, then via CWK R-205 to MARCS INT. Thence. . . .

. . . . From over MARCS INT via SAT R-056 to CRISS INT. Expect radar vectors to final approach course. Landing other than SAT Rwy 12R/30L expect radar vectors to final approach course after CRISS INT.

SC-3, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 14L

| APCH CRS | Rwy ldg | 8351 |
|---|---|---|
| 145° | TDZE | 742 |
| | Arpt Elev | 761 |

AL-341 [USAF]

RANDOLPH AFB (KRND)

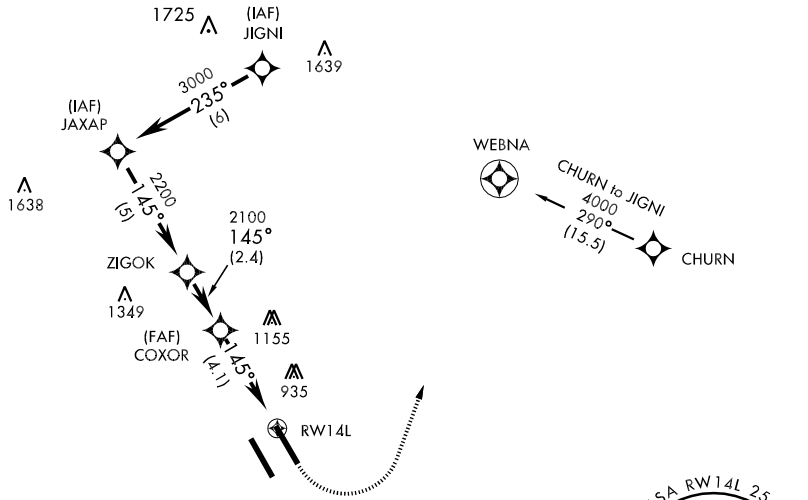
* When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT D vis to 1½ miles, CAT E vis to 1¾ miles.
** Circling not authorized SW of Rwy 14L-32R.

ALSF-1

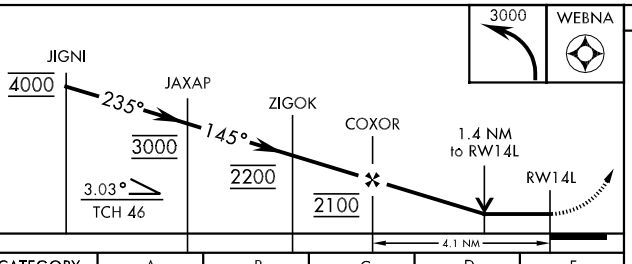
MISSED APPROACH: Climbing left turn to 3000, direct WEBNA WP. Expect ATC instructions.

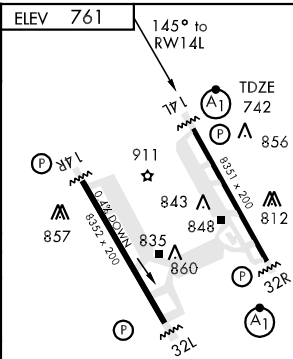
| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |

DME/DME RNP-0.3 NA




EMERG SAFE ALT 100 NM 4200




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1220/40 478 (500-¾) | | 1220/50 478 (500-1) | 1220/60 478 (500-1¼) | 1220-1½ 478 (500-1½) |
| CIRCLING ** | 1220-1 459 (500-1) | | 1220-1½ 459 (500-1½) | 1320-2 559 (600-2) | 1800-3 1039 (1100-3) |

# RNAV (GPS) RWY 14R

| APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|
| 145° | 8352 | 761 | 761 |

AL-341 [USAF]

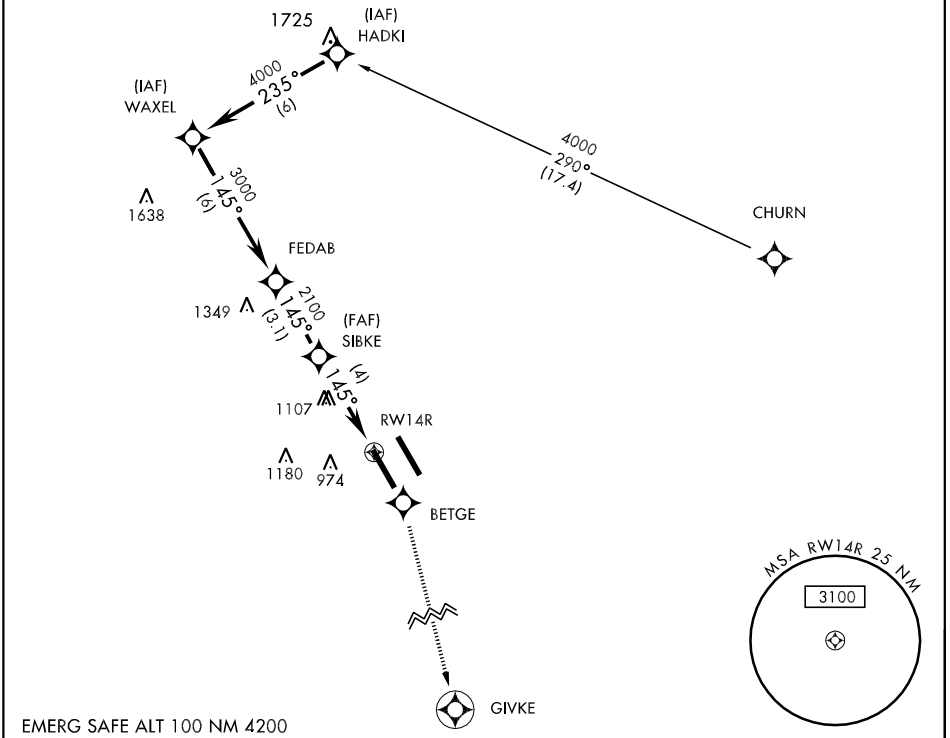
RANDOLPH AFB (KRND)

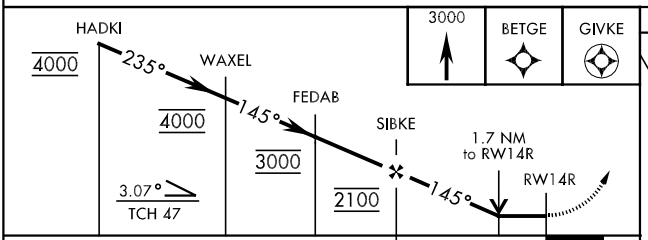
* Circling not authorized NE of Rwy 14R-32L.

DME/DME RNP-0.3 NA

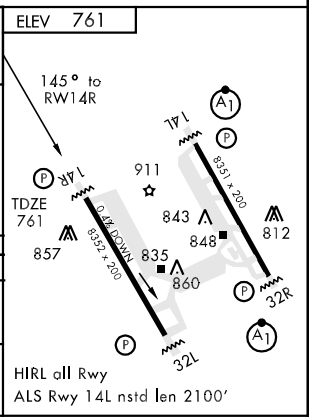
MISSED APPROACH: Climb to 3000 direct BETGE WPT, then out to GIVKE WPT. Expect ATC instructions.

| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 1360-1 599 (600-1) | | 1360-1½ 599 (600-1½) | 1360-1¾ 599 (600-1¾) | 1360-2 599 (600-2) |
| CIRCLING * | 1360-1 599 (600-1) | | 1360-1½ 599 (600-1½) | 1360-2 599 (600-2) | 1800-3 1039 (1100-3) |



# RNAV (GPS) RWY 32L

| APCH CRS | Rwy ldg | 8352 |
|---|---|---|
| 325° | TDZE | 734 |
| | Arpt Elev | 761 |

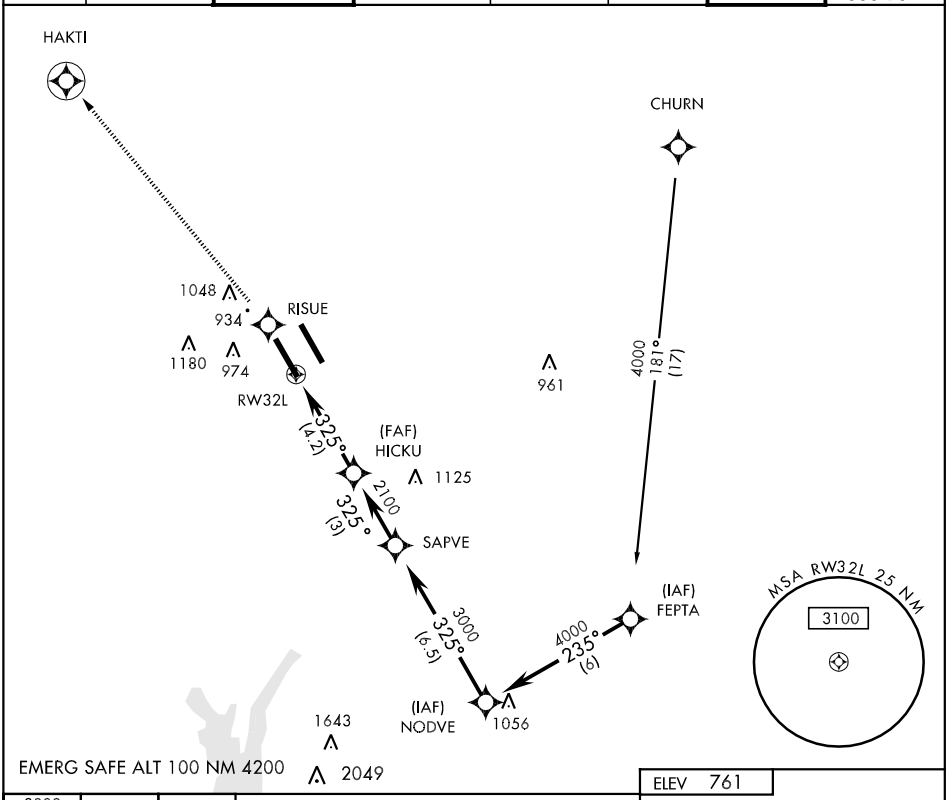
AL-341 [USAF]

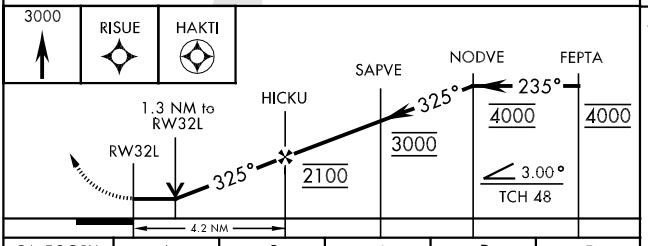
RANDOLPH AFB (KRND)

*Circling not authorized NE of Rwy 14R-32L.
DME/DME RNP-0.3 NA

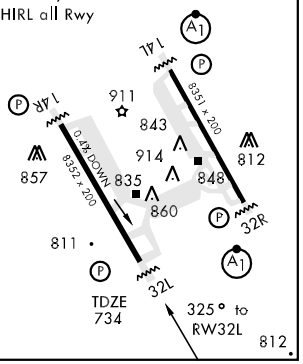
MISSED APPROACH: Climb to 3000 direct RISUE WPT, then out to HAKTI WPT. Expect ATC instructions.

| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |




ELEV 761
ALS Rwy 14L nstd len 2100'
HIRL all Rwy




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 1180-1 446 (500-1) | | 1180-1¼ 446 (500-1¼) | 1180-1½ 446 (500-1½) | |
| CIRCLING * | 1240-1 479 (500-1) | | 1280-1½ 519 (600-1½) | 1360-2 599 (600-2) | 1800-3 1039 (1100-3) |



SC-3, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 32R

| APCH CRS | Rwy ldg | 8351 |
|---|---|---|
| 325° | TDZE | 734 |
| | Arpt Elev | 761 |

AL-341 [USAF]

RANDOLPH AFB (KRND)

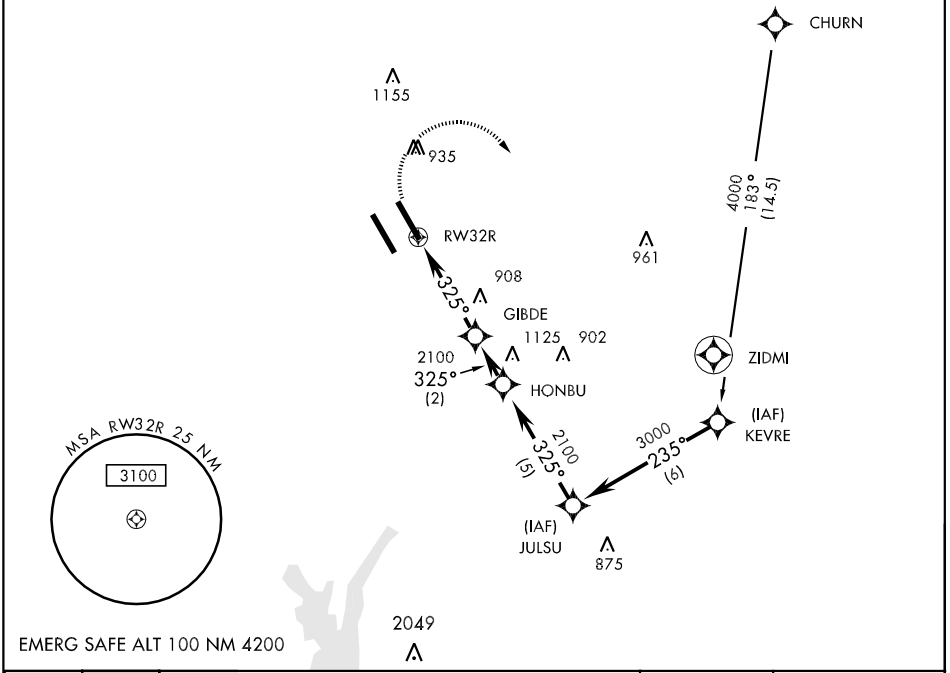
* When ALS inop, increase RVR CATS AB to 50 and vis to 1 mile, CAT C RVR to 60 and vis to 1¼ miles, CAT DE vis to 1½ miles.
** Circling not authorized SW of Rwy 14L-32R.

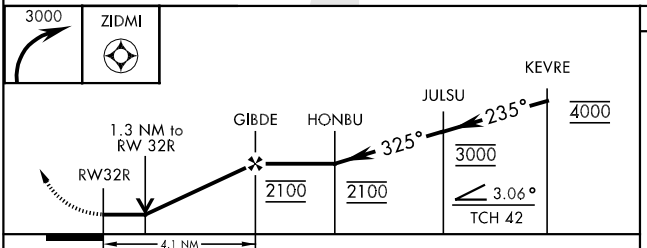
ALSF-1

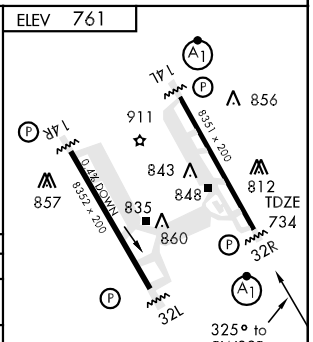
MISSED APPROACH: Climbing right turn to 3000, direct ZIDMI WP. Expect ATC instructions.

| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |

DME/DME RNP-0.3 NA



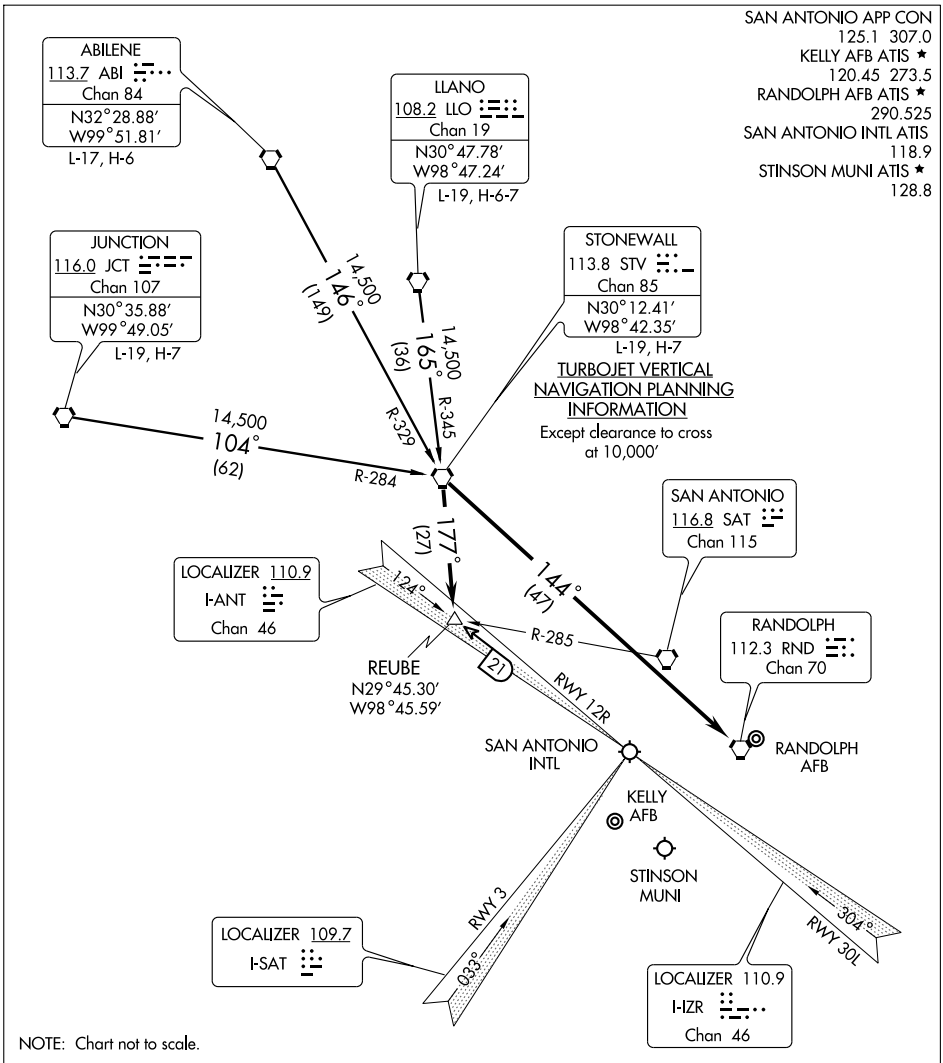




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA * | 1180/24 446 (500-½) | | 1180/40 446 (500-¾) | 1180/50 446 (500-1) | |
| CIRCLING ** | 1180-1 419 (500-1) | 1220-1 459 (500-1) | 1220-1½ 459 (500-1½) | 1320-2 559 (600-2) | 1800-3 1039 (1100-3) |

HIRL all Rwy
ALS Rwy 14L nstd len 2100'

# STONEWALL ONE ARRIVAL (STV. STV1)

SAN ANTONIO, TEXAS




NOTE: Chart not to scale.

ABILENE TRANSITION (ABI.STV1): From over ABI VORTAC via ABI R-146 and STV R-329 to STV VORTAC. Thence . . . .

JUNCTION TRANSITION (JCT.STV1): From over JCT VORTAC via JCT R-104 and STV R-284 to STV VORTAC. Thence . . . .

LLANO TRANSITION (LLO.STV1): From over LLO VORTAC via LLO R-165 and STV R-345 to STV VORTAC. Thence . . . .

ALL AIRPORTS EXCEPT RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via STV R-177 to REUBE INT. Expect radar vectors to final approach course.

RANDOLPH AIR FORCE BASE: . . . . From over STV VORTAC via direct RND VORTAC.

SC-3, 14 JAN 2010 to 11 FEB 2010

# VOR/DME or TACAN RWY 14R

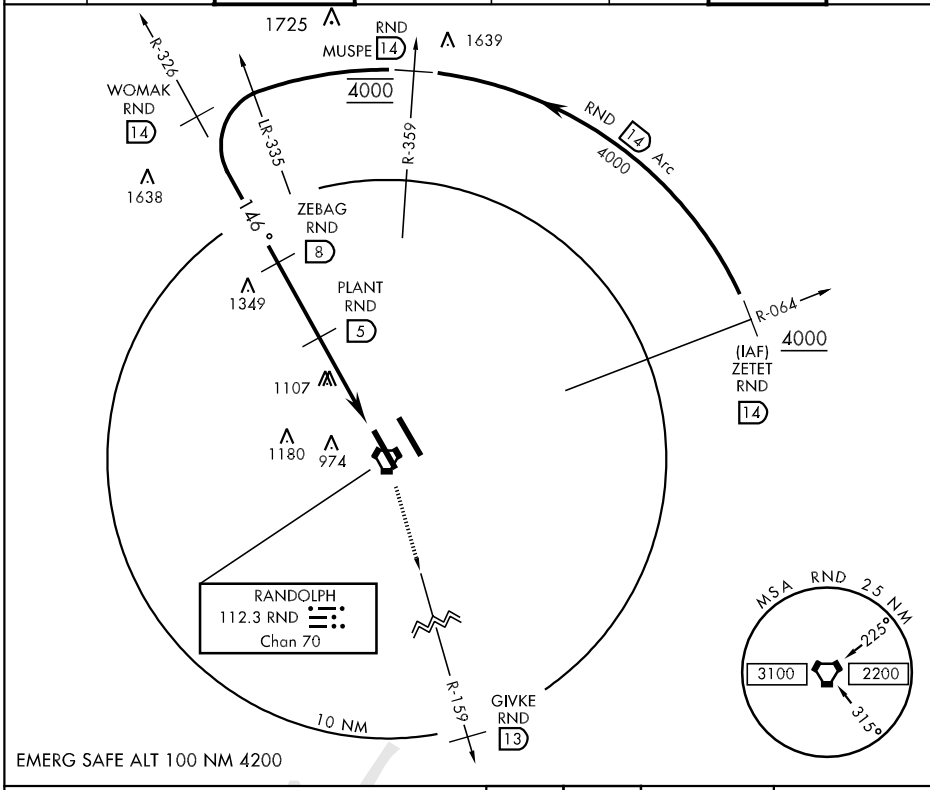
| VORTAC RND | APCH CRS | Rwy ldg | 8352 |
|---|---|---|---|
| 112.3 | 146° | TDZE | 761 |
| Chan 70 | | Arpt Elev | 761 |

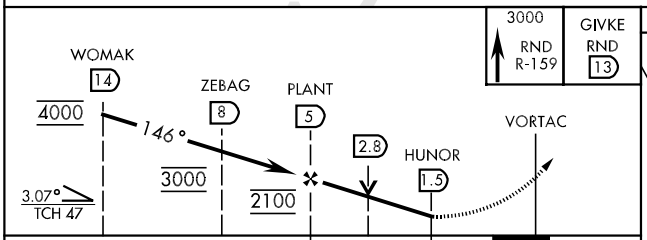
AL-341 [USAF] RANDOLPH AFB (KRND)

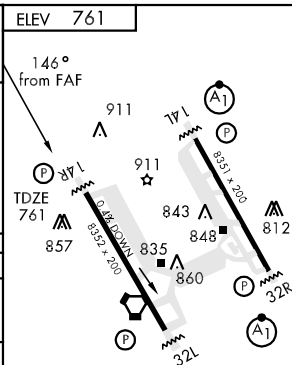
* Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-159 to 13 DME (GIVKE.). Expect ATC instructions.

| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14R | 1360-1 | 599 (600-1) | 1360-1½ 599 (600-1½) | 1360-1¾ 599 (600-1¾) | 1360-2 599 (600-2) |
| CIRCLING * | 1360-1 | 599 (600-1) | 1360-1½ 599 (600-1½) | 1360-2 599 (600-2) | 1800-3 1039 (1100-3) |

# VOR/DME or TACAN RWY 32L

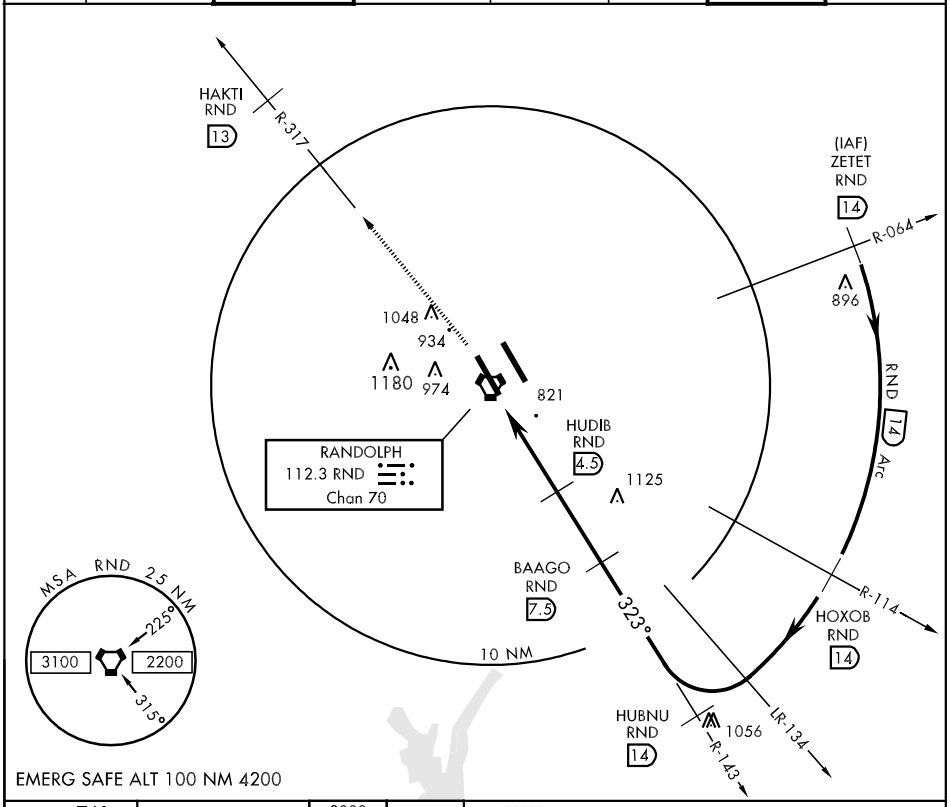
| VORTAC RND | APCH CRS | Rwy ldg | 8352 |
|---|---|---|---|
| 112.3 | 323° | TDZE | 734 |
| Chan 70 | | Arpt Elev | 761 |

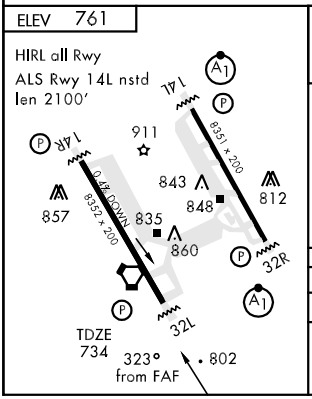
AL-341 [USAF] RANDOLPH AFB (KRND)

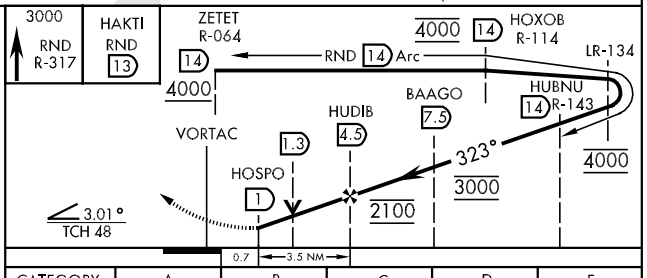
* Circling not authorized NE of Rwy 14R-32L.

MISSED APPROACH: Climb to 3000 out RND VORTAC R-317 to RND 13 DME (HAKTI). Expect ATC instructions.

| ATIS ★ | SAN ANTONIO APP CON | RANDOLPH TOWER ★ | RANDOLPH GND CON | CLNC DEL (RWY 14L-32R) | HANGOVER ATIS ★ | HANGOVER TOWER ★ | HANGOVER GND CON |
|---|---|---|---|---|---|---|---|
| 290.525 | 128.05 318.1 | 128.25 294.7 | 119.65 275.8 | 338.35 | 327.8 | 120.5 291.1 | 124.75 353.75 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32L | 1080-1 | 346 | (400-1) | 1080-1¼ | 346 (400-1¼) |
| CIRCLING * | 1240-1 | 479 (500-1) | 1280-1½ 519 (600-1½) | 1360-2 599 (600-2) | 1800-3 1039 (1100-3) |



SC-3, 14 JAN 2010 to 11 FEB 2010

UVALDE, TEXAS

| NDB UVA | APP CRS | Rwy Idg | 5256 |
|---|---|---|---|
| 281 | 328° | TDZE | 933 |
| | | Apt Elev | 942 |

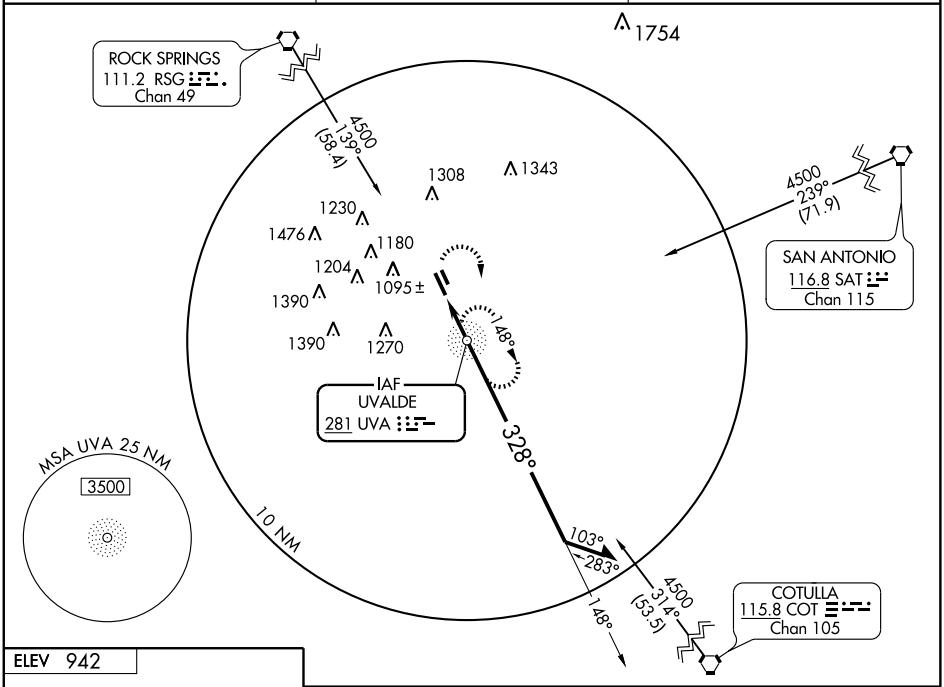
# NDB RWY 33

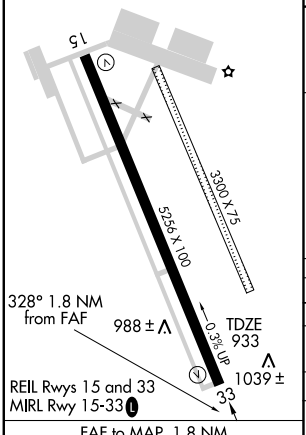
UVALDE/GARNER FIELD (UVA)

NA Obtain local altimeter setting on CTAF; when not received, use Hondo Muni altimeter setting.

MISSED APPROACH: Climbing right turn to 2900 direct UVA NDB and hold.

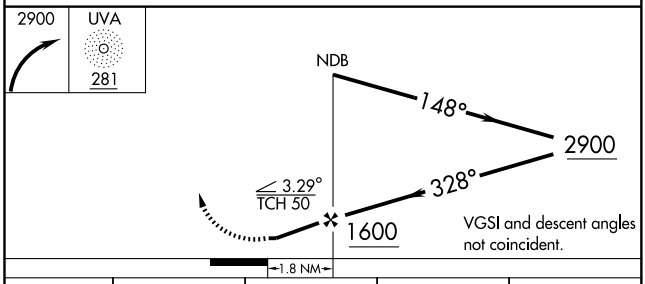
| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 134.95 269.4 | 122.8 (CTAF) L |




FAF to MAP 1.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 1:48 | 1:12 | 0:54 | 0:43 | 0:36 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 1340-1 | 407 (400-1) | 1340-1¼ | 407 (400-1¼) |
| CIRCLING | 1340-1<br>398 (400-1) | 1460-1<br>518 (600-1) | 1460-1½<br>518 (600-1½) | 1500-2<br>558 (600-2) |
| HONDO MUNI ALTIMETER SETTING MINIMUMS | | | | |
| S-33 | 1440-1 | 507 (500-1) | 1440-1½ | 507 (500-1½) |
| CIRCLING | 1440-1<br>498 (500-1) | 1560-1<br>618 (700-1) | 1560-1¾<br>618 (700-1¾) | 1600-2<br>658 (700-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5256 |
|---|---|---|
| 328° | TDZE | 933 |
| | Apt Elev | 942 |

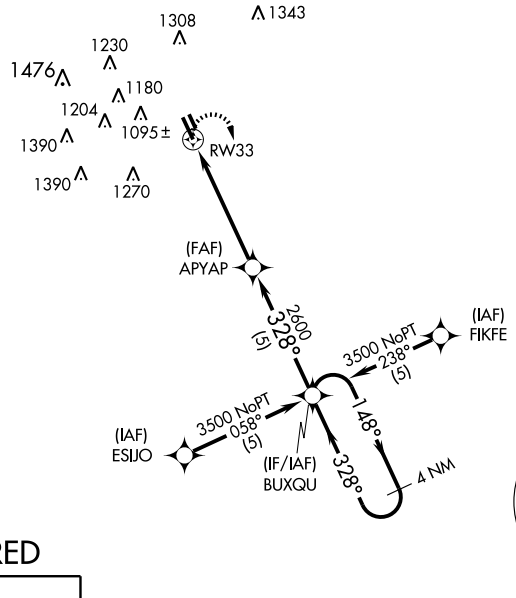
# RNAV (GPS) RWY 33

UVALDE/GARNER FIELD (UVA)

NA Obtain local altimeter setting on CTAF; when not received, use Hondo Muni altimeter setting and increase all MDA's 100 feet and visibility Cat's C and D 1/4 mile.
GPS or RNP-0.3 REQUIRED, DME/DME RNP-0.3 NA

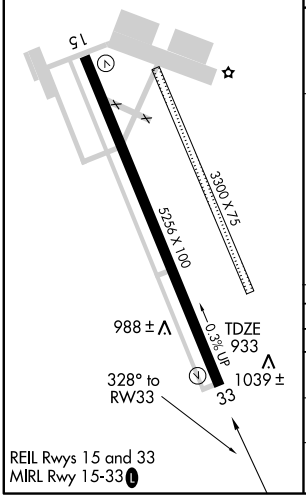
MISSED APPROACH: Climbing right turn to 3500 direct BUXQU WP and hold.

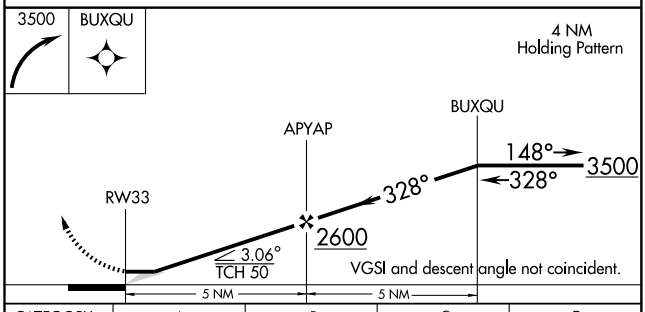
| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 124.175 | 134.95 269.4 | 122.8 (CTAF) L |




## RADAR REQUIRED

ELEV 942




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| GLS DA | NA | | | |
| LNAV/VNAV DA | NA | | | |
| LNAV MDA | 1380-1 447 (500-1) | | 1380-1¼ 447 (500-1¼) | 1380-1½ 447 (500-1½) |
| CIRCLING | 1380-1 438 (500-1) | 1460-1 518 (600-1) | 1460-1½ 518 (600-1½) | 1500-2 558 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB VHN | APP CRS | Rwy Idg | 6000 |
|---|---|---|---|
| 233 | 223° | TDZE | 3939 |
| | | Apt Elev | 3957 |

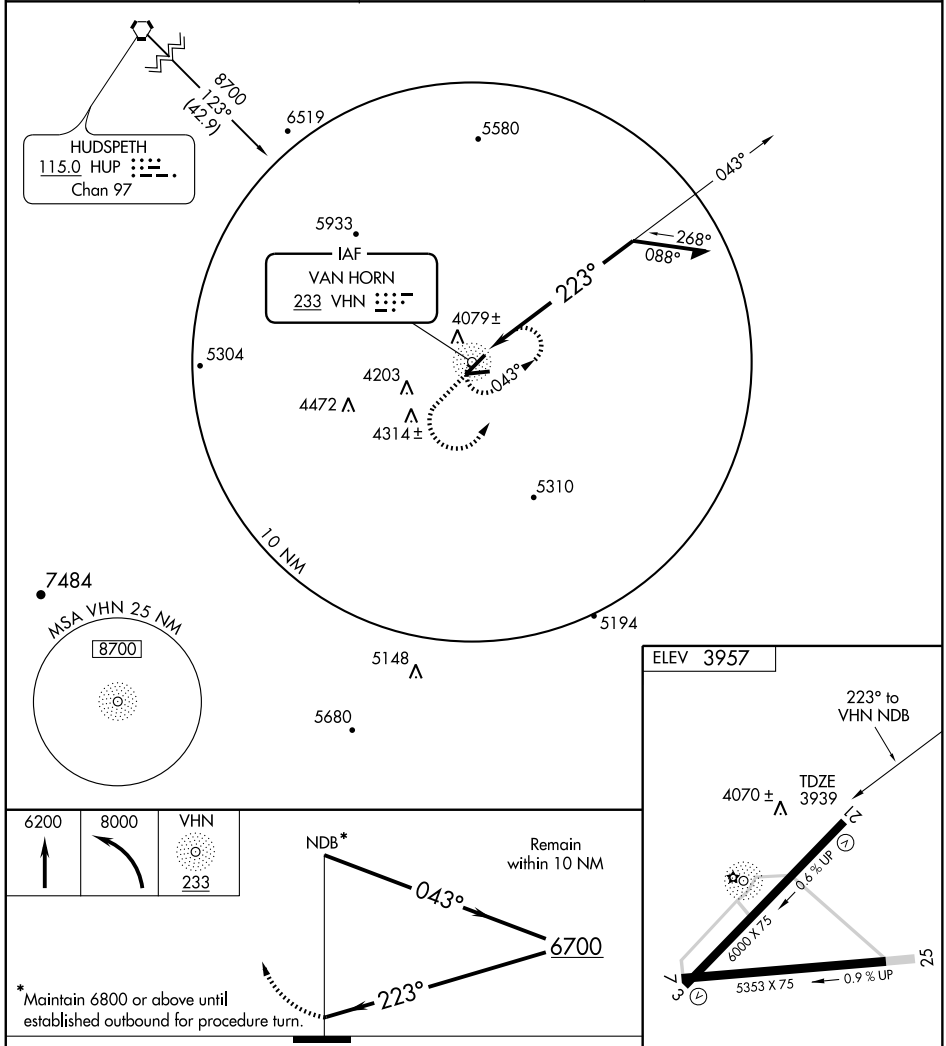
# NDB RWY 21

VAN HORN/CULBERSON COUNTY (VHN)

NA — Obtain local altimeter setting on CTAF; when not received, procedure not authorized.

MISSED APPROACH: Climb to 6200 then climbing left turn to 8000 direct VHN NDB and hold.

| ALBUQUERQUE CENTER | CTAF | GCO |
|---|---|---|
| 135.875 292.15 | 122.9 L | 121.725 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 4400-1 501 (500-1) | | 4440-1½ 501 (500-1½) | |
| CIRCLING | 4440-1 483 (500-1) | 4460-1 503 (600-1) | 4480-1½ 523 (600-1½) | 4840-3 883 (900-3) |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6000 |
|---|---|---|
| 215° | TDZE | 3939 |
| | Apt Elev | 3957 |

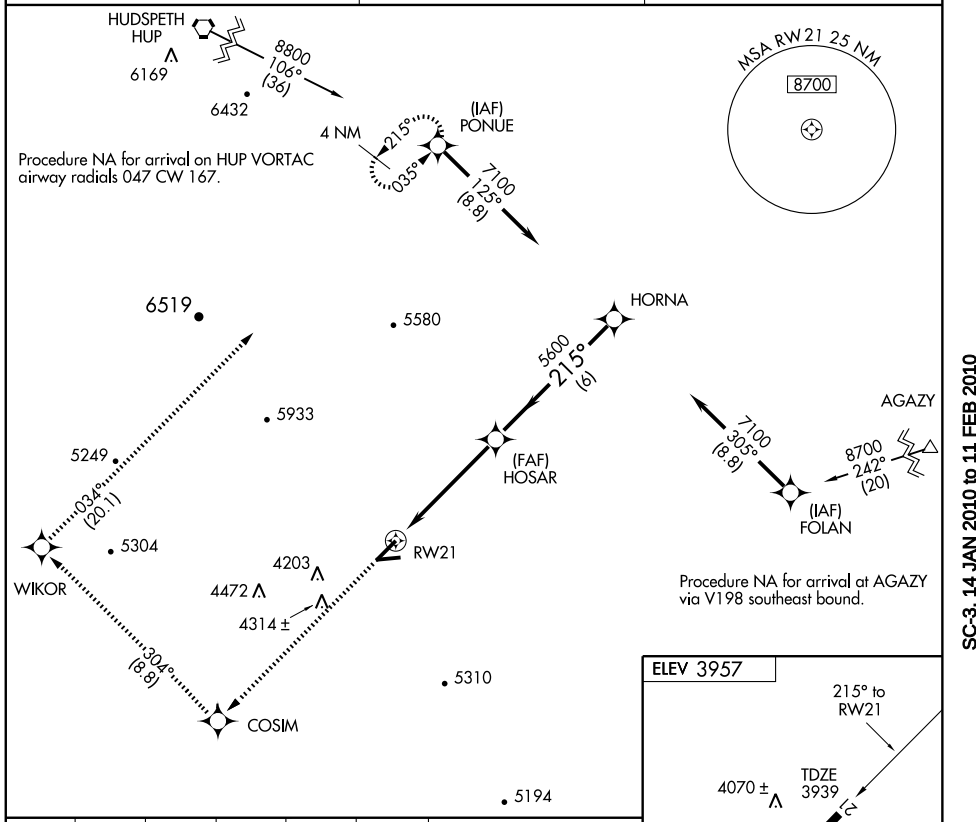
# RNAV (GPS) RWY 21

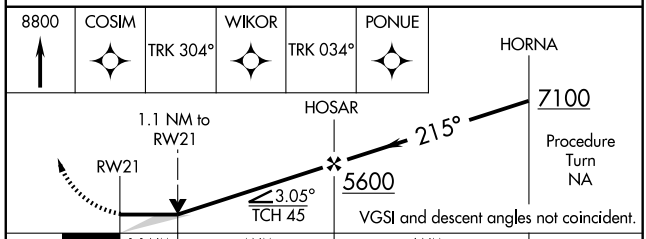
## VAN HORN/CULBERSON COUNTY (VHN)

Obtain local altimeter setting on CTAF; when not received, procedure NA.
GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

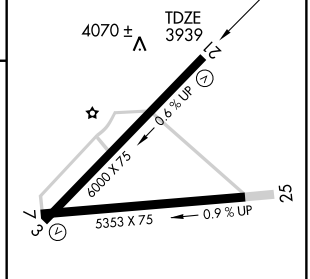
MISSED APPROACH: Climb to 8800 direct COSIM WP, and via 304° track to WIKOR WP and via 034° track to PONUE WP and hold.

| ALBUQUERQUE CENTER | CTAF | GCO |
|---|---|---|
| 135.875 292.15 | 122.9 L | 121.725 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4300-1 361 (400-1) | | | 4300-1¼ 361 (400-1¼) |
| CIRCLING | 4440-1 483 (500-1) | 4460-1 503 (600-1) | 4480-1½ 523 (600-1½) | 4840-3 883 (900-3) |




MIRL Rwys 3-21 and 7-25 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB VRT | APP CRS | Rwy Idg | 5099 |
|---|---|---|---|
| 230 | 186° | TDZE | 1257 |
| | | Apt Elev | 1264 |

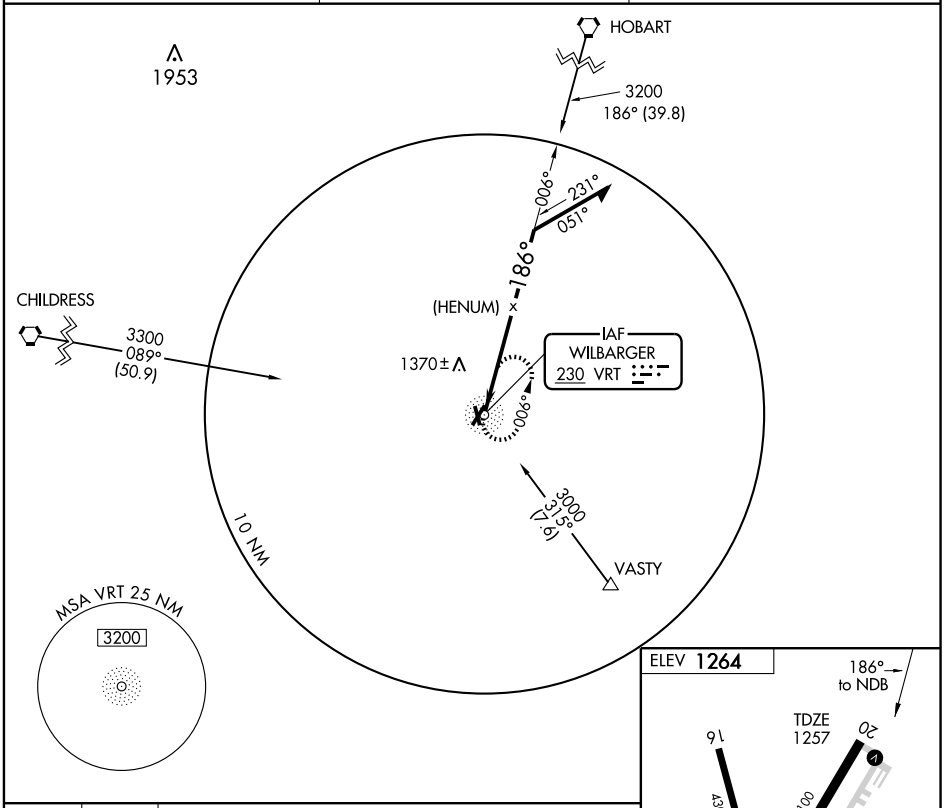
# NDB or GPS RWY 20

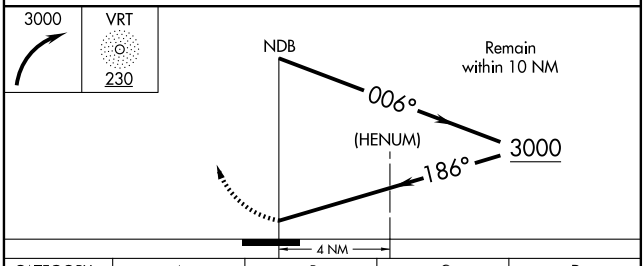
VERNON/ WILBARGER COUNTY (F05)

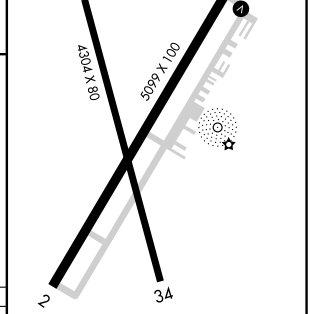
NA Use Altus AFB, OK altimeter setting.

MISSED APPROACH: Climbing right turn to 3000 to VRT NDB and hold.

| AWOS-3 | ALTUS APP CON ★ | UNICOM |
|---|---|---|
| 118.525 | 125.1 259.3 | 122.8 (CTAF) L |




MIRL Rwy 2-20 and 16-34

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1820-1 | 563 (600-1) | 1820-1½ 563 (600-1½) | NA |
| CIRCLING | 1820-1 | 556 (600-1) | 1820-1½ 556 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| LOC/DME I-VCT | APP CRS | Rwy Idg 9101 |
|---|---|---|
| 111.5 | 126° | TDZE 115 |
| Chan 52 | | Apt Elev 115 |

# ILS or LOC RWY 12L

VICTORIA RGNL (VCT)

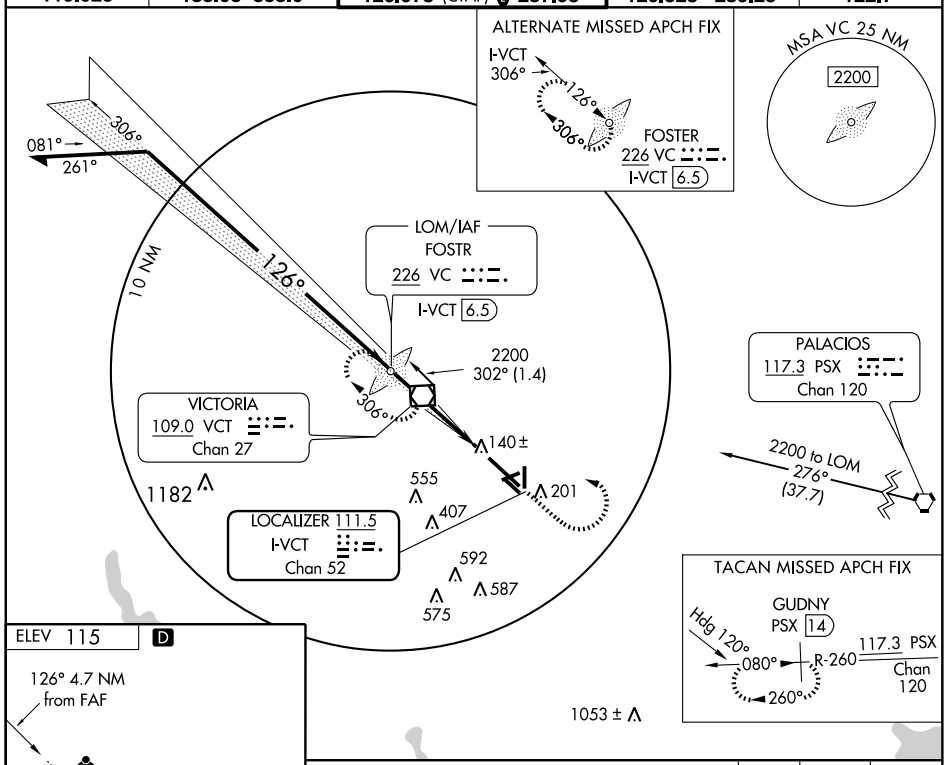
For inoperative MALSR, increase S-LOC 12L Cat D and E visibility to 1 mile and S-ILS Cat E visibility to ¾ mile. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase S-LOC 12L Cat E visibility to 1¼ mile. When local altimeter setting not received, use Port Lavaca altimeter setting and increase DA 52 feet and all MDA 60 feet.

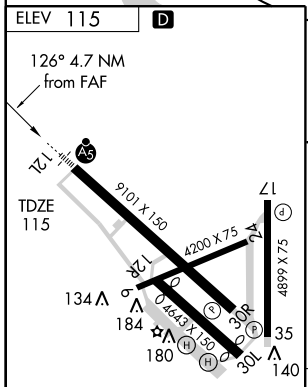
NA

MALSR

MISSED APPROACH: Climb to 2100 then left turn direct VCT VOR/DME and hold. (TACAN aircraft climb to 2100 via heading 120° and PSX VORTAC R-260 to GUDNY/14 DME and hold W, RT, 080° inbound.)

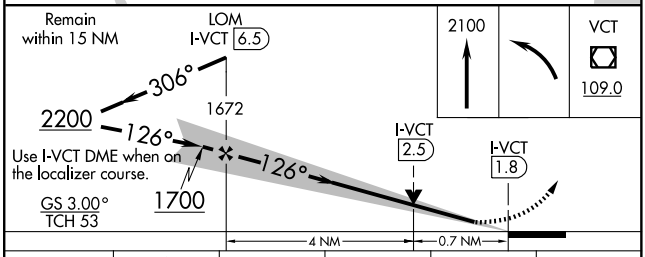
| ATIS | HOUSTON CENTER | VICTORIA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 135.05 353.6 | 126.075 (CTAF) L 257.95 | 120.525 239.25 | 122.7 |




MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L

| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 12L | 315-½ 200 (200-½) | | | | |
| S-LOC 12L | 400-½ 285 (300-½) | | | 400-¾ 285 (300-¾) | |
| CIRCLING | 520-1 405 (500-1) | 580-1 465 (500-1) | 580-1½ 465 (500-1½) | 680-2 565 (600-2) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| WAAS CH 82709 W12A | APP CRS 126° | Rwy Idg 9101 TDZE 115 Apt Elev 115 |
|---|---|---|

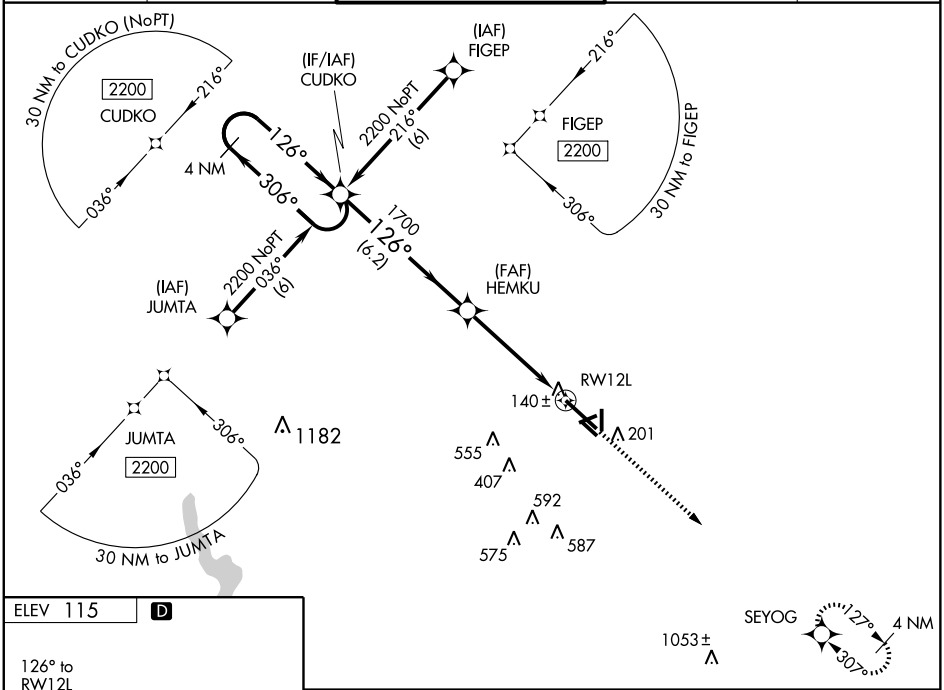
# RNAV (GPS) RWY 12L
VICTORIA RGNL (VCT)

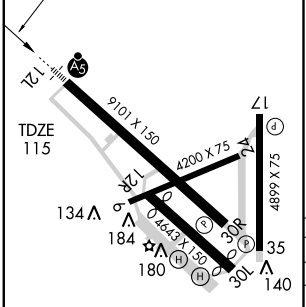
Baro-VNAV NA when using Port Lavaca altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LPV Cat E and LNAV/VNAV Cat D and E visibility ¼ mile and LNAV Cat E visibility ½ mile. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase LPV all Cats visibility ½ mile, LNAV/VNAV and LNAV Cat E visibility ½ mile. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV/VNAV Cat A, B, and C and LNAV Cat C, D, and E visibility ¼ mile.

MALSR

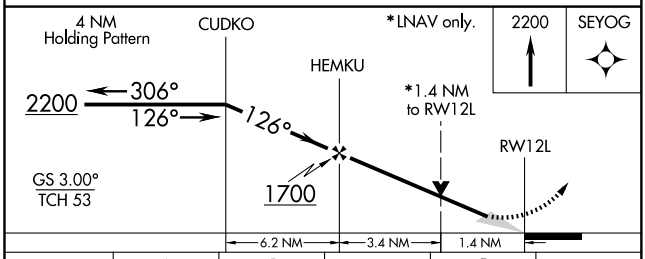
MISSED APPROACH: Climb to 2200 direct SEYOG and hold.

| ATIS | HOUSTON CENTER | VICTORIA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 135.05 353.6 | 126.075 (CTAF) L 257.95 | 120.525 239.25 | 122.7 |




MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L







| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 365-½ 250 (300-½) | | | | |
| LNAV/VNAV DA | 395-½ 280 (300-½) | | | 395-¾ 280 (300-¾) | |
| LNAV MDA | 600-½ 485 (500-½) | | 600-¾ 485 (500-¾) | 600-1 485 (500-1) | 600-1¼ 485 (500-1¼) |
| CIRCLING | 600-1 485 (500-1) | | 600-1½ 485 (500-1½) | 680-2 565 (600-2) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

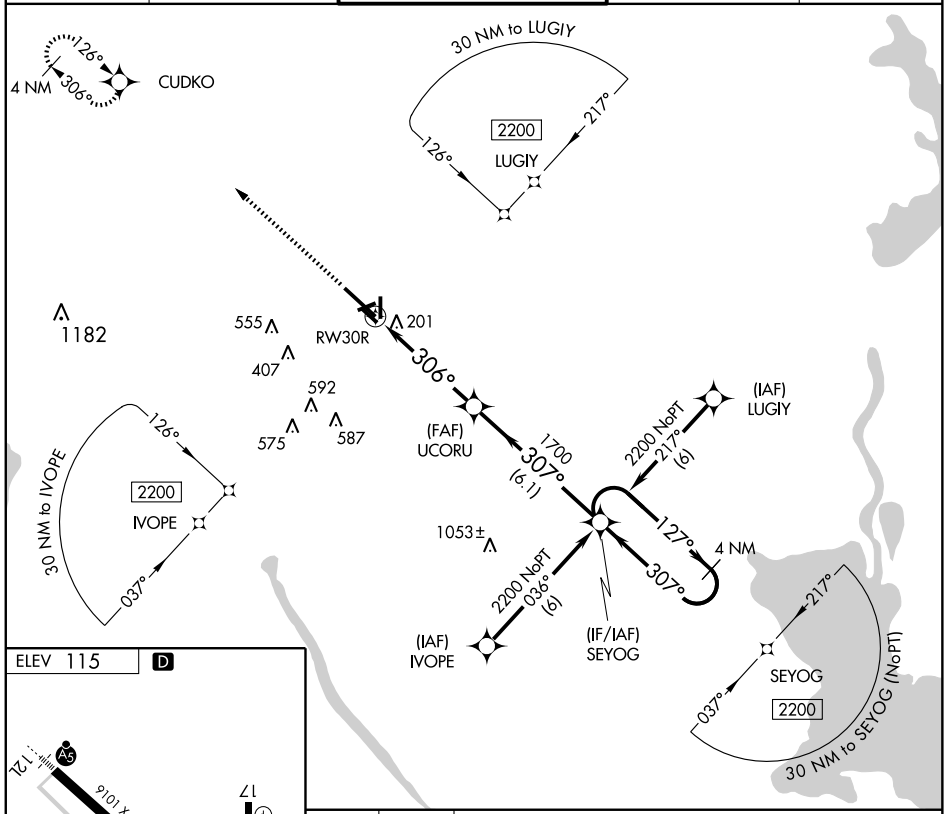
| APP CRS | Rwy Idg | 9101 |
|---|---|---|
| 306° | TDZE | 106 |
| | Apt Elev | 115 |

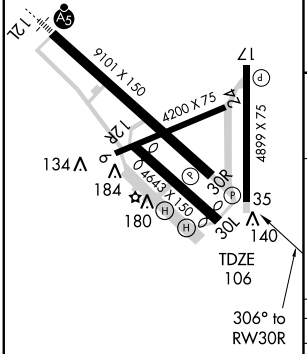
# RNAV (GPS) RWY 30R
VICTORIA RGNL (VCT)

DME/DME RNP-0.3 NA. VDP NA when using Port Lavaca altimeter setting. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 60 feet, increase LNAV Cat E visibility ¼ mile.

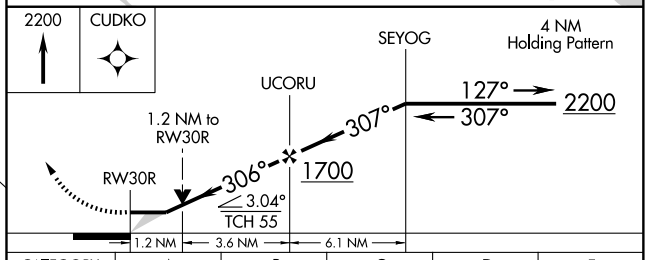
MISSED APPROACH: Climb to 2200 direct CUDKO and hold.

| ATIS | HOUSTON CENTER | VICTORIA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 135.05 353.6 | 126.075 (CTAF) L 257.95 | 120.525 239.25 | 122.7 |




MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 540-1 434 (500-1) | | 540-1¼ 434 (500-1¼) | 540-1½ 434 (500-1½) | |
| CIRCLING | 540-1 425 (500-1) | 580-1 465 (500-1) | 580-1½ 465 (500-1½) | 680-2 565 (600-2) | NA |

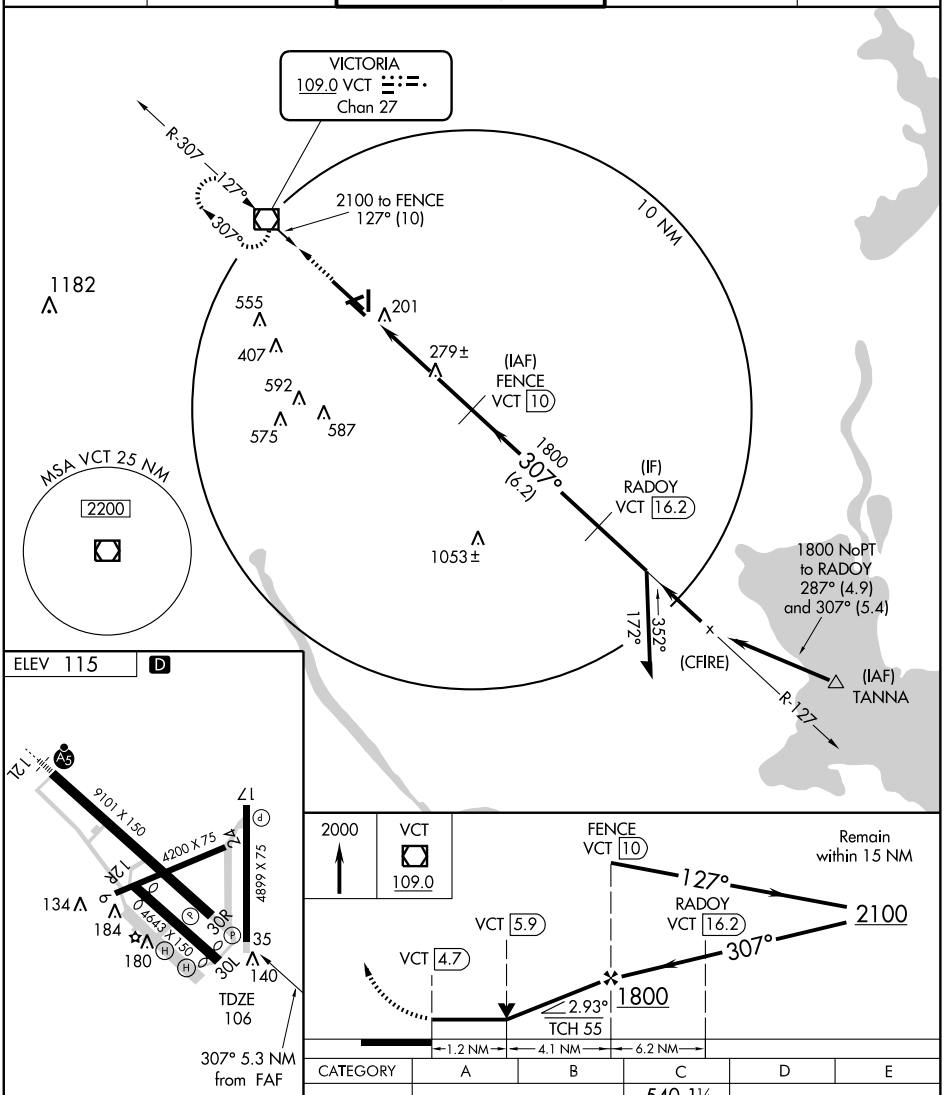
| VOR/DME VCT | APP CRS | Rwy Idg | 9101 |
|---|---|---|---|
| 109.0 | 307° | TDZE | 106 |
| Chan 27 | | Apt Elev | 115 |

# VOR/DME RWY 30R
## VICTORIA RGNL (VCT)

VDP NA when using Port Lavaca altimeter setting. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 80 feet, increase S-30R Cat E visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct VCT VOR/DME and hold.

| ATIS | HOUSTON CENTER | VICTORIA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 135.05 353.6 | 126.075 (CTAF) L 257.95 | 120.525 239.25 | 122.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-30R | 540-1 434 (500-1) | | 540-1¼ 434 (500-1¼) | 540-1½ 434 (500-1½) | |
| CIRCLING | 540-1 425 (500-1) | 580-1 465 (500-1) | 580-1½ 465 (500-1½) | 680-2 565 (600-2) | NA |

MIRL Rwy 17-35
REIL Rwy 17 and 35
HIRL Rwy 12L-30R L

SC-5, 14 JAN 2010 to 11 FEB 2010

| VOR/DME VCT | APP CRS | Rwy Idg | 9101 |
|---|---|---|---|
| 109.0 | 127° | TDZE | 115 |
| Chan 27 | | Apt Elev | 115 |

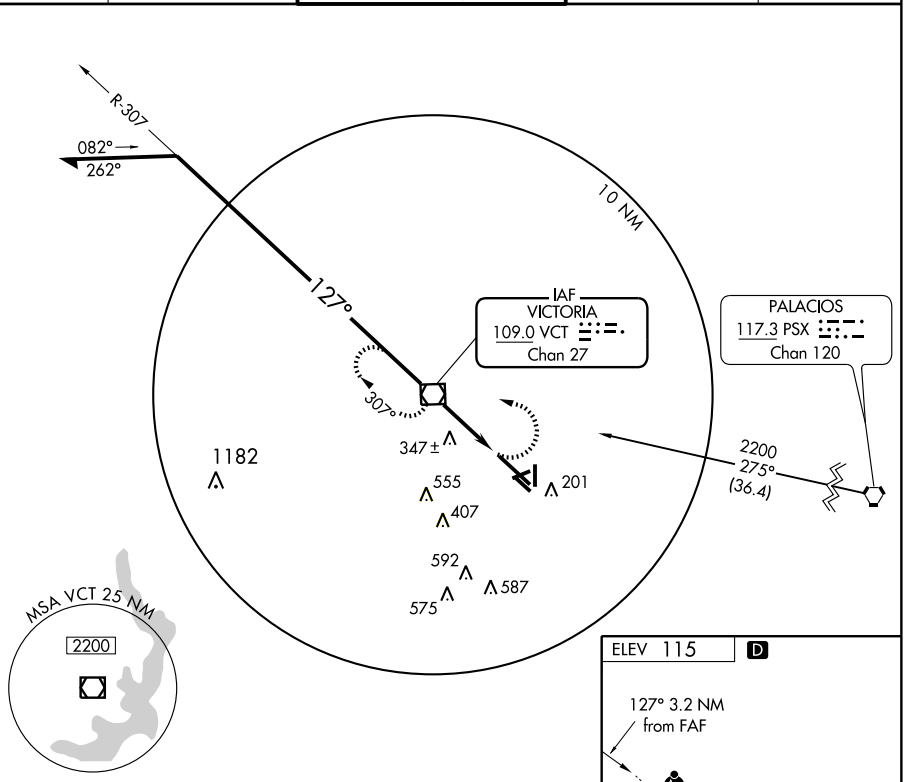
# VOR RWY 12L
## VICTORIA RGNL (VCT)

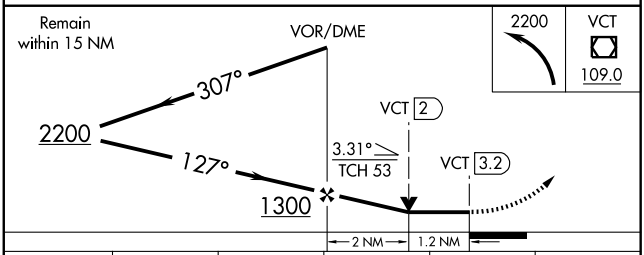
For inoperative MALSR, increase S-12L Cat E visibility to 1¾ miles. VDP NA when using Port Lavaca altimeter setting. For inoperative MALSR when using Port Lavaca altimeter setting, increase S-12L Cat E visibility to 2 miles. When local altimeter setting not received, use Port Lavaca altimeter setting and increase all MDA 60 feet, increase S-12L Cat C, D, and E visibility ¼ mile.

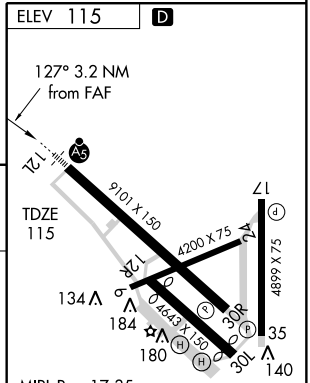
MALSR

MISSED APPROACH: Climbing left turn to 2200 direct VCT VOR/DME and hold, continue climb-in-hold to 2200.

| ATIS | HOUSTON CENTER | VICTORIA TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.025 | 135.05 353.6 | 126.075 (CTAF) L 257.95 | 120.525 239.25 | 122.7 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-12L | 600-½ | 485 (500-½) | 600-¾ 485 (500-¾) | 600-1 485 (500-1) | 600-1¼ 485 (500-1¼) |
| CIRCLING | 600-1 | 485 (500-1) | 600-1½ 485 (500-1½) | 680-2 565 (600-2) | NA |

FAF to MAP 3.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

SC-5, 14 JAN 2010 to 11 FEB 2010

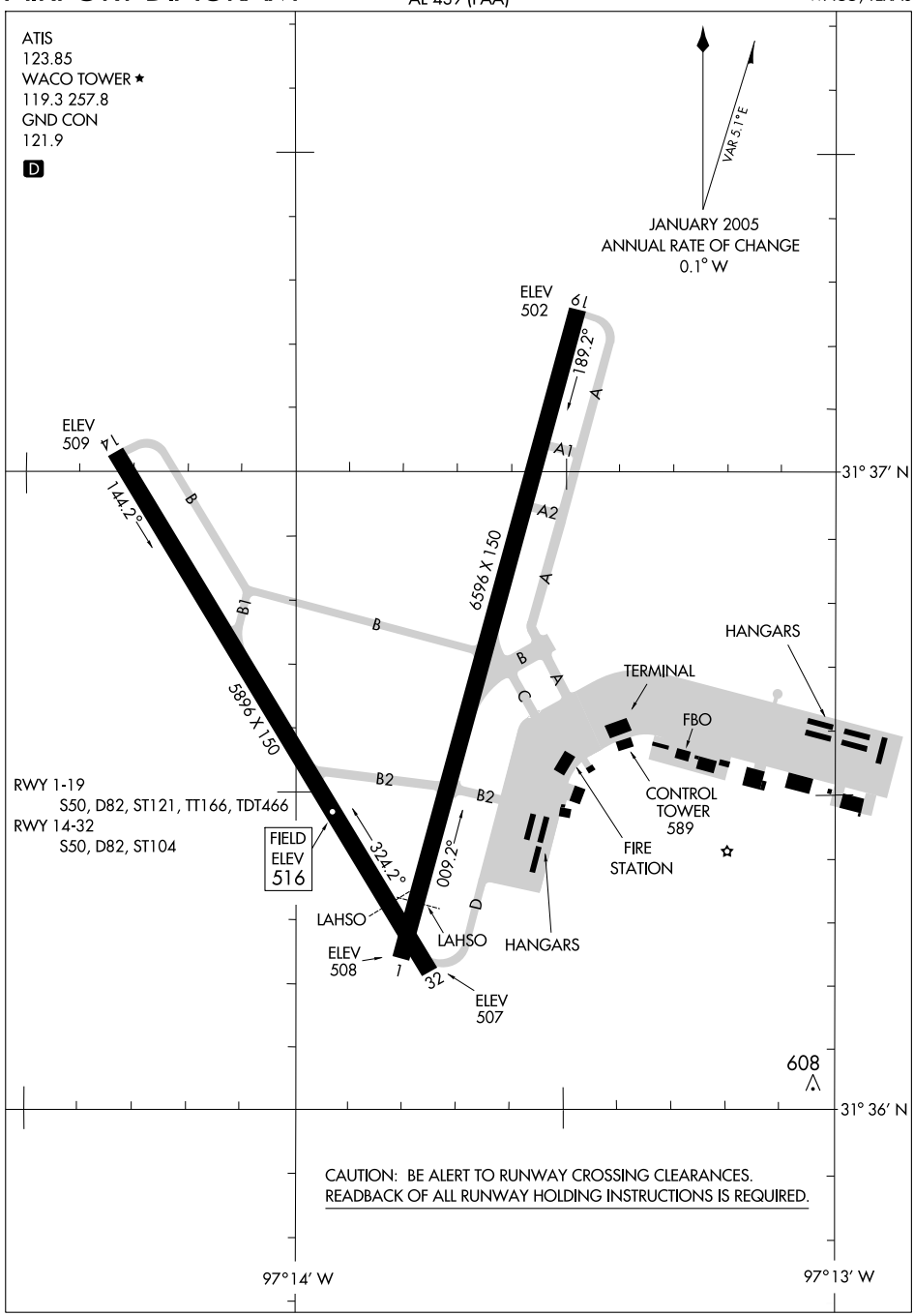
09295

# AIRPORT DIAGRAM

AL-439 (FAA)

## WACO RGNL (ACT)

WACO, TEXAS




SC-3, 14 JAN 2010 to 11 FEB 2010

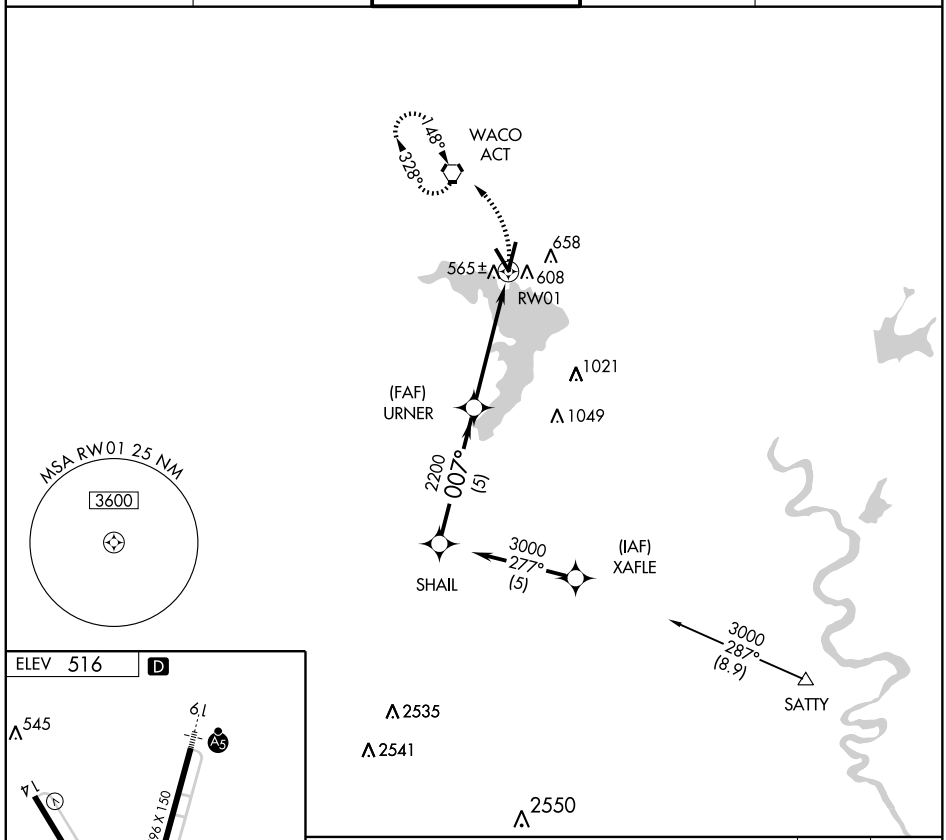
| APP CRS | Rwy Idg | 6596 |
|---|---|---|
| 007° | TDZE | 511 |
| | Apt Elev | 516 |

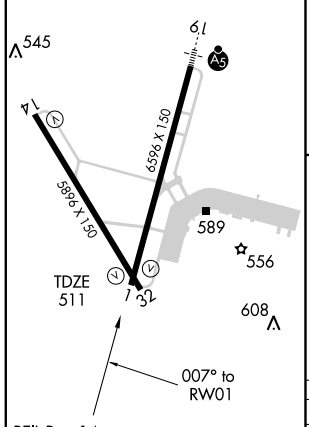
# GPS RWY 1
## WACO RGNL (ACT)

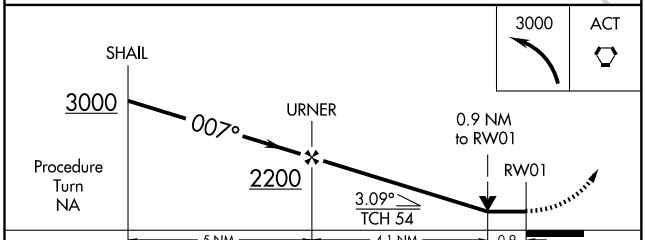
NA
ASR

MISSED APPROACH: Climbing left turn to 3000 direct ACT VORTAC and hold.

| ATIS | WACO APP CON ★ | WACO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 123.85 | 135.2 227.125 | 119.3 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 840-1 329 (400-1) | | | |
| CIRCLING | 920-1<br>404 (500-1) | 980-1<br>464 (500-1) | 980-1½<br>464 (500-1½) | 1080-2<br>564 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

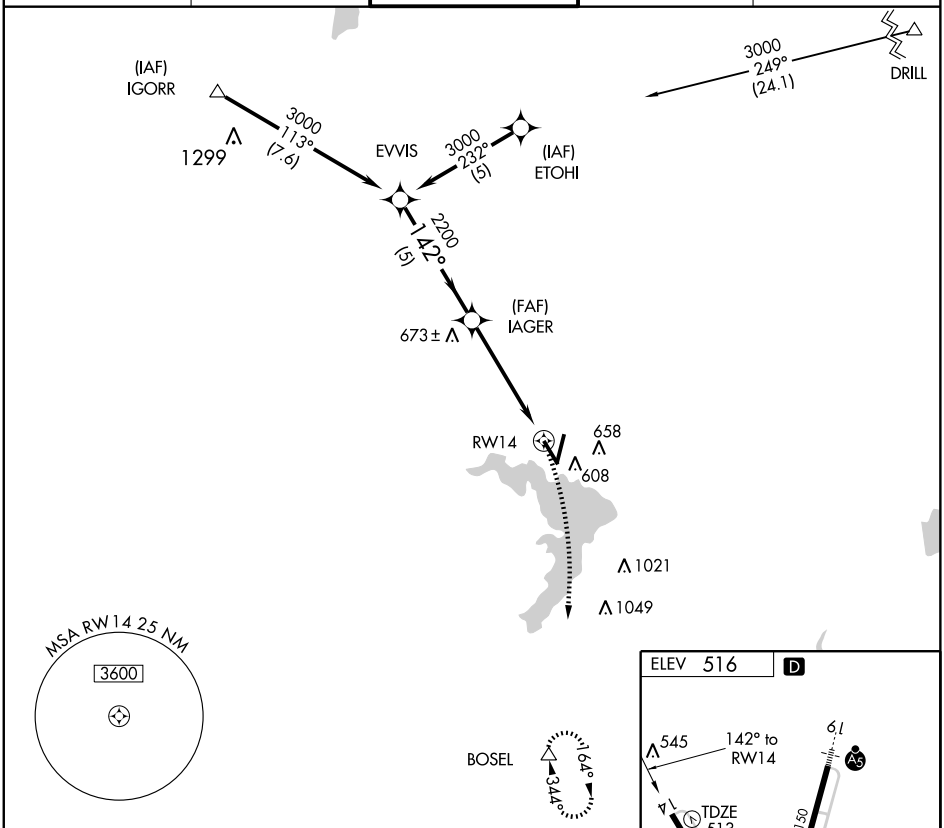
| APP CRS | Rwy Idg | 5896 |
|---|---|---|
| 142° | TDZE | 513 |
| | Apt Elev | 516 |

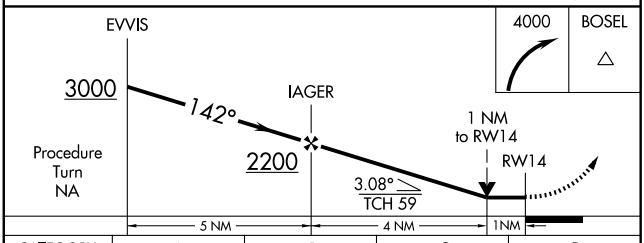
# GPS RWY 14
## WACO RGNL (ACT)

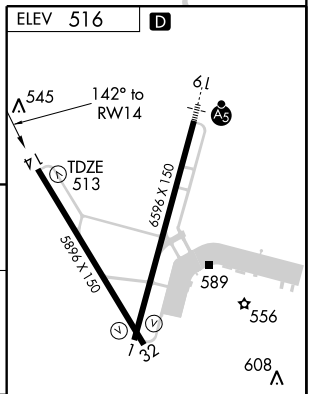
NA
ASR

MISSED APPROACH: Climbing right turn to 4000 direct BOSEL and hold.

| ATIS | WACO APP CON ★ | WACO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 123.85 | 135.2 227.125 | 119.3 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 900-1 387 (400-1) | | | 900-1¼ 387 (400-1¼) |
| CIRCLING | 920-1 404 (500-1) | 980-1 464 (500-1) | 980-1½ 464 (500-1½) | 1080-2 564 (600-2) |

REIL Rwy 14
HIRL Rwy 1-19 L
MIRL Rwy 14-32 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 6596 |
|---|---|---|
| 187° | TDZE | 505 |
| | Apt Elev | 516 |

# GPS RWY 19
## WACO RGNL (ACT)

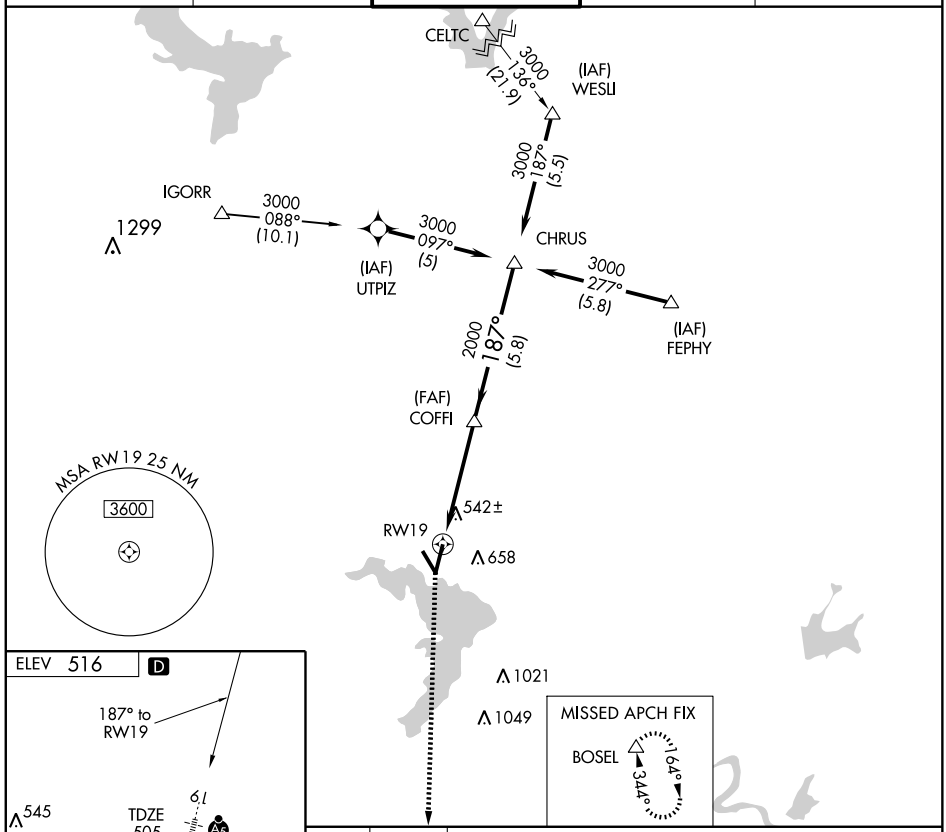
NA
ASR

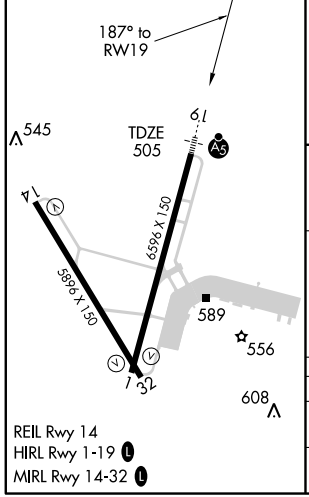
Inoperative table does not apply to S-19 Cat D.

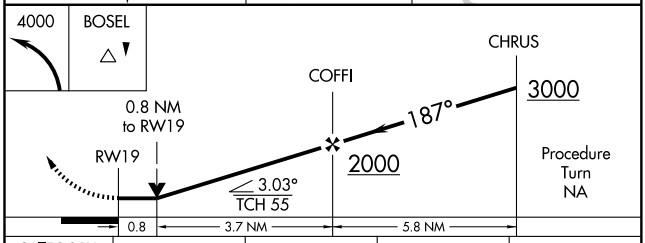
MALSR

MISSED APPROACH: Climbing left turn to 4000 direct BOSEL and hold.

| ATIS | WACO APP CON ★ | WACO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 123.85 | 135.2 227.125 | 119.3 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 800/24 295 (300-½) | | | 800/50 295 (300-1) |
| CIRCLING | 920-1 404 (500-1) | 980-1 464 (500-1) | 980-1½ 464 (500-1½) | 1080-2 564 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

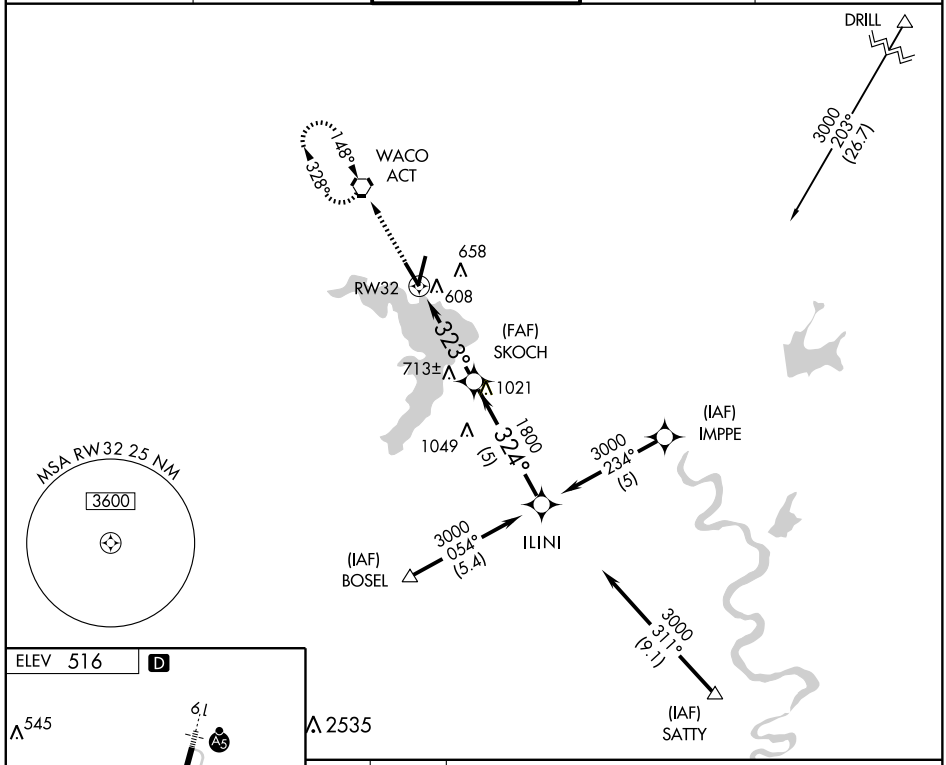
| APP CRS | Rwy Idg | 5896 |
|---|---|---|
| 323° | TDZE | 516 |
| | Apt Elev | 516 |

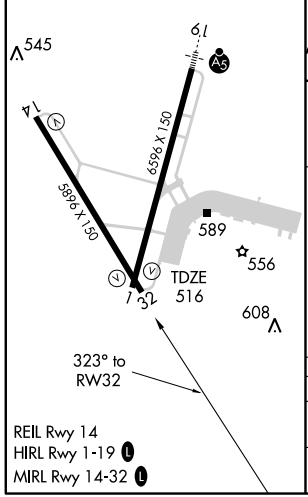
# GPS RWY 32
## WACO RGNL (ACT)

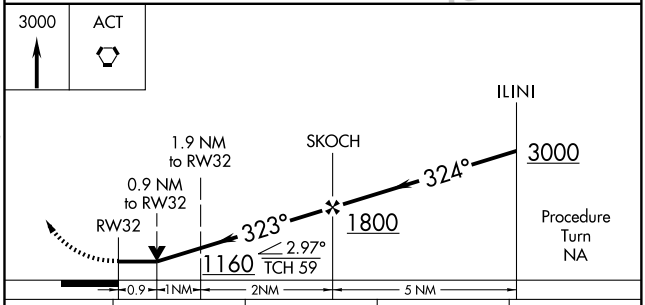
NA
ASR

MISSED APPROACH: Climb to 3000 direct ACT VORTAC and hold.

| ATIS | WACO APP CON ★ | WACO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 123.85 | 135.2 227.125 | 119.3 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 860-1 344 (400-1) | | | 860-1¼ 344 (400-1¼) |
| CIRCLING | 920-1 404 (500-1) | 980-1 464 (500-1) | 980-1½ 464 (500-1½) | 1080-2 564 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-ACT | APP CRS | Rwy Idg | 6596 |
|---|---|---|---|
| 109.7 | 187° | TDZE | 505 |
| Chan 34 | | Apt Elev | 516 |

# ILS or LOC RWY 19

WACO RGNL (ACT)

For inoperative MALSR, increase S-LOC 19 Cat D visibility to RVR 5000.

ASR * RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 4000 via ACT R-164 to BOSEL INT/14 DME and hold.

| ATIS | WACO APP CON * | WACO TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 123.85 | 135.2 227.125 | 119.3 (CTAF) L 257.8 | 121.9 | 122.95 |

GLEN ROSE
115.0 JEN
Chan 97

CEDAR CREEK
114.8 CQY
Chan 95

WACO
115.3 ACT
Chan 100

LOCALIZER 109.7
I-ACT
Chan 34

LOM/IAF
COFFI
358 AC
I-ACT 5.7

(IAF)
WESLI
I-ACT 17

CHRUS
I-ACT 11.5

2800
108° (40.9)

2600
243° (50.9)

2500 NoPT
187° (5.5)

1800
187° (5.8)

2500
051° (3.8)

2800 to LOM
359° (15.9)

R-108 R-116 R-243 R-238 R-164 R-027 007° 142° 322° 187° 164° 344°

658 608 1021 1049 2535 2541

15 NM

BOSEL
ACT 14

110.4 TPL
Chan 41

MSA AC 25 NM
2500
090° 270°
3600

ELEV 516 D

187° 4.5 NM from FAF

TDZE 505

545 589 556 608

6596 X 150

5896 X 150

REIL Rwy 14
HIRL Rwy 1-19 L
MIRL Rwy 14-32 L

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

| 1500 | 4000 | BOSEL |
|---|---|---|
| | ACT R-164 | ACT 14 |

LOM
I-ACT 5.7

Remain within 10 NM

007°
187°
1767
2500
1800

I-ACT 1.2

GS 2.50°
TCH 54

4.5 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19 | * 705/24 200 (200-½) | | | |
| S-LOC 19 | 800/24 295 (300-½) | | | 800/40 295 (300-¾) |
| CIRCLING | 920-1 404 (500-1) | 980-1 464 (500-1) | 980-1½ 464 (500-1½) | 1080-2 564 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC ACT | APP CRS | Rwy Idg | 5896 |
|---|---|---|---|
| 115.3 | 321° | TDZE | 516 |
| Chan 100 | | Apt Elev | 516 |

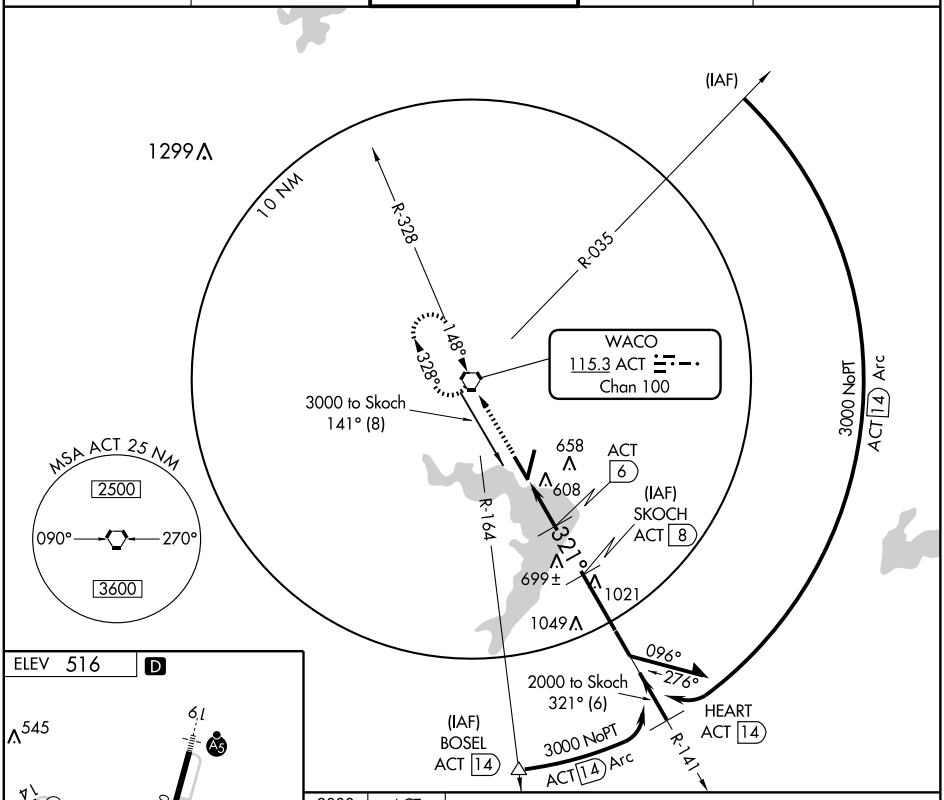
# VOR/DME RWY 32

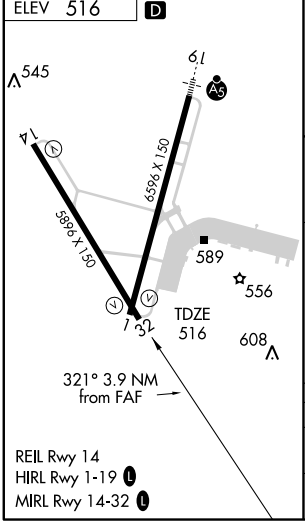
WACO RGNL (ACT)

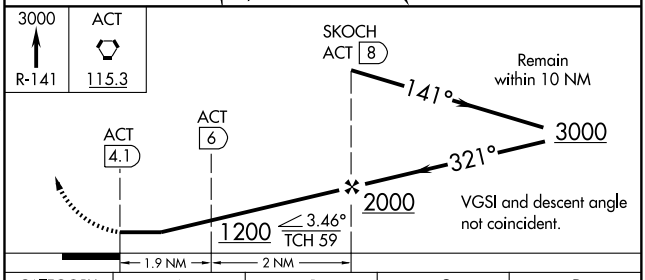
ASR

MISSED APPROACH: Climb to 3000 via R-141 to ACT VORTAC and hold.

| ATIS | WACO APP CON ★ | WACO TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 123.85 | 135.2 227.125 | 119.3 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 880-1 364 (400-1) | | | 880-1¼ 364 (400-1¼) |
| CIRCLING | 920-1 404 (500-1) | 980-1 464 (500-1) | 980-1½ 464 (500-1½) | 1080-2 564 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

WACO, TEXAS

AL-439 (FAA)

| VORTAC ACT | APP CRS | Rwy Idg | 5896 |
|---|---|---|---|
| 115.3 | 141° | TDZE | 513 |
| Chan 100 | | Apt Elev | 516 |

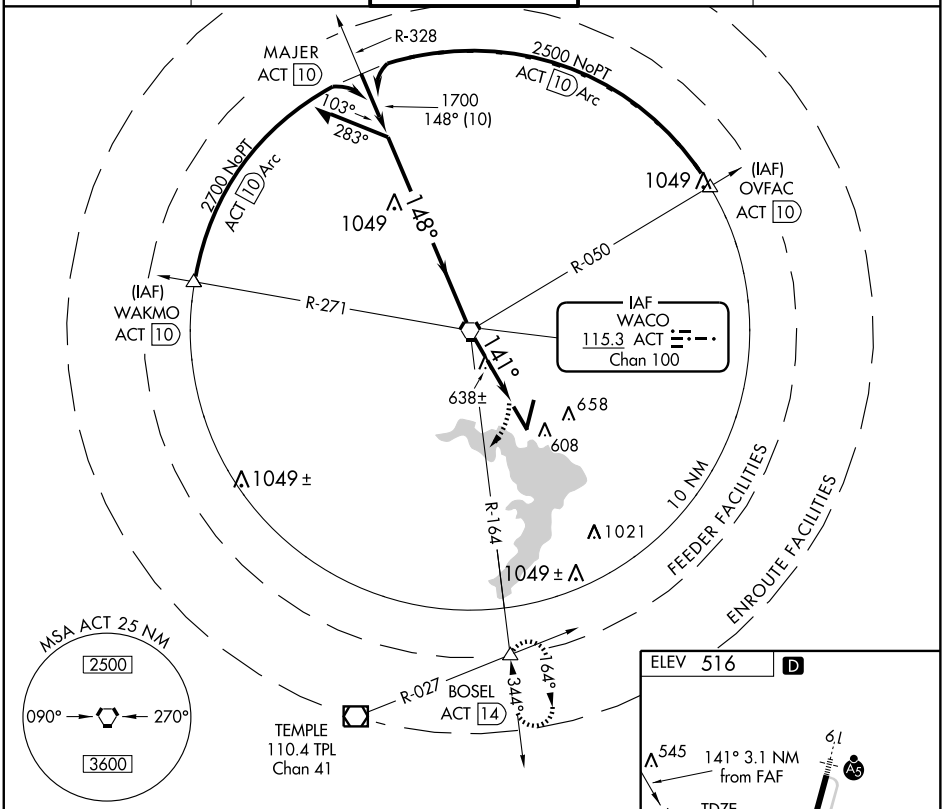
# VOR RWY 14

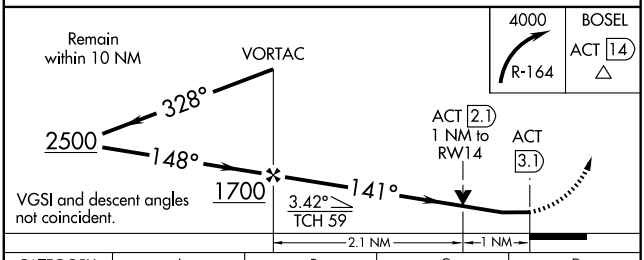
## WACO RGNL (ACT)

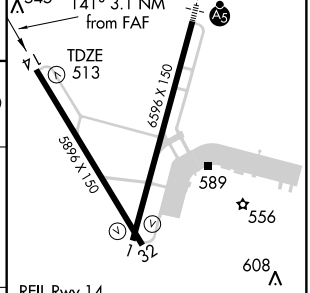
ASR

MISSED APPROACH: Climbing right turn to 4000 via R-164 to BOSEL/INT 14.00 DME and hold.

| ATIS | WACO APP CON * | WACO TOWER * | GND CON | UNICOM |
|---|---|---|---|---|
| 123.85 | 135.2 227.125 | 119.3 (CTAF) L 257.8 | 121.9 | 122.95 |




REIL Rwy 14
HIRL Rwy 1-19 L
MIRL Rwy 14-32 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 900-1 387 (400-1) | | | 900-1¼ 387 (400-1¼) |
| CIRCLING | 920-1 404 (500-1) | 980-1 464 (500-1) | 980-1½ 464 (500-1½) | 1080-2 564 (600-2) |

FAF to MAP 3.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |

SC-3, 14 JAN 2010 to 11 FEB 2010

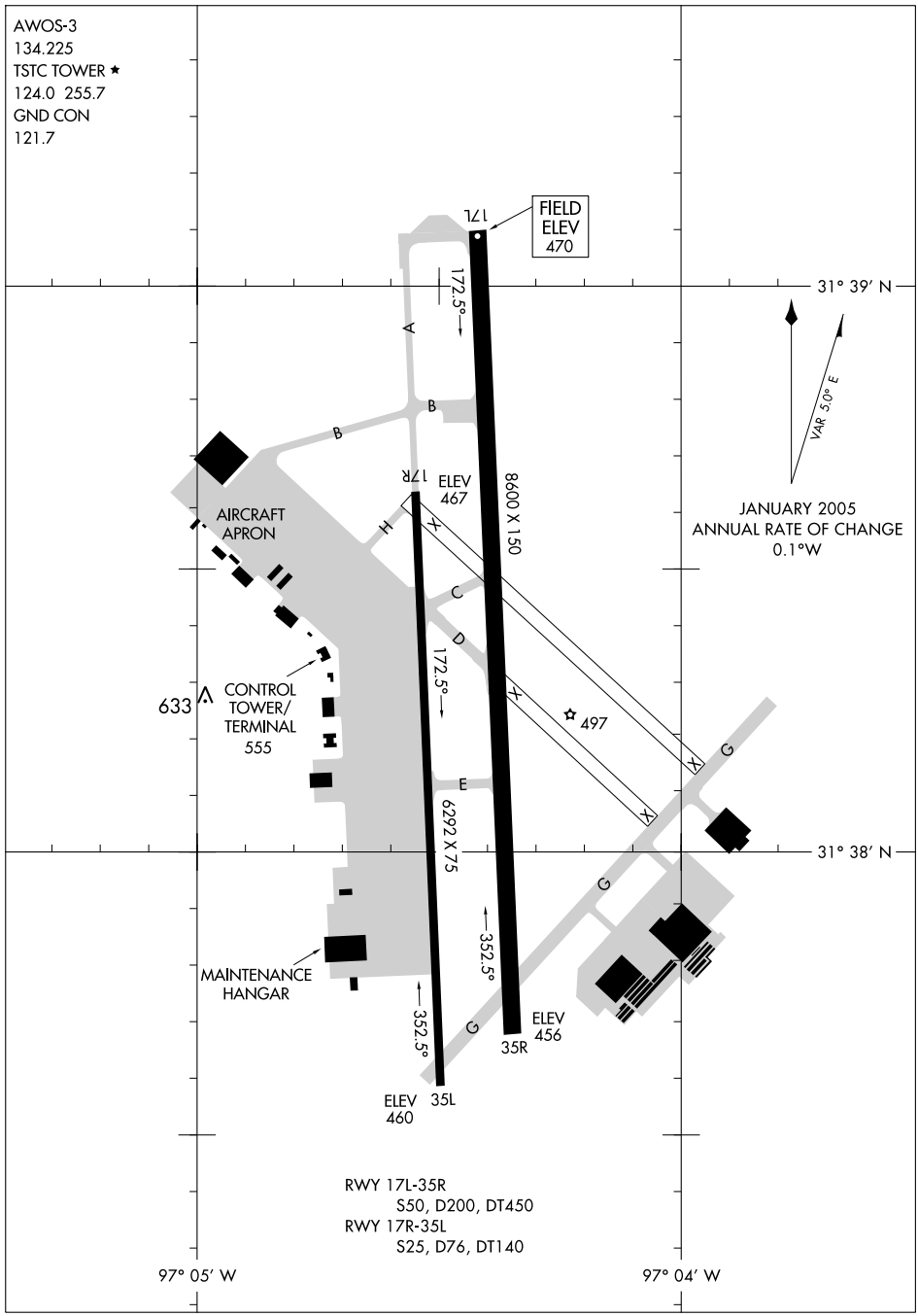
09351

# AIRPORT DIAGRAM

AL-579 (FAA)

WACO/TSTC WACO (CNW)
WACO, TEXAS

AWOS-3
134.225
TSTC TOWER ★
124.0 255.7
GND CON
121.7




SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 8600 |
|---|---|---|
| 171° | TDZE | 469 |
| | Apt Elev | 470 |

# GPS RWY 17L

WACO/ TSTC WACO (CNW)

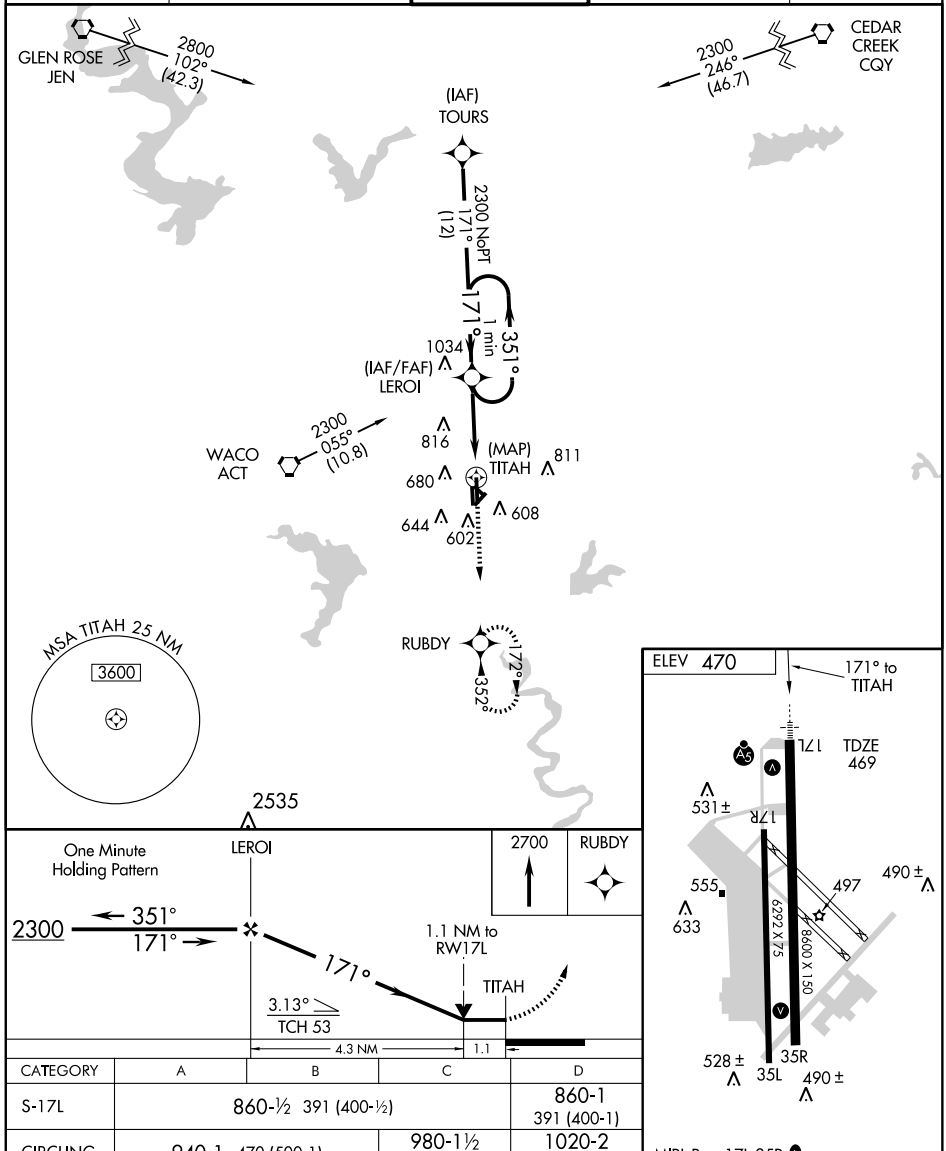
NA ASR

For inoperative MALSR, increase S-ILS 17L Cat D visibilty to 1¼.

MALSR

MISSED APPROACH: Climb to 2700 direct RUBDY and hold.

| AWOS-3 | WACO APP CON ★ | TSTC TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.225 | 135.2 227.125 | 124.0 (CTAF) 255.7 | 121.7 L | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17L | 860-½ 391 (400-½) | | | 860-1 391 (400-1) |
| CIRCLING | 940-1 470 (500-1) | | 980-1½ 510 (600-1½) | 1020-2 550 (600-2) |

MIRL Rwy 17L-35R L

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 8600 |
|---|---|---|
| 352° | TDZE | 461 |
| | Apt Elev | 470 |

# GPS RWY 35R

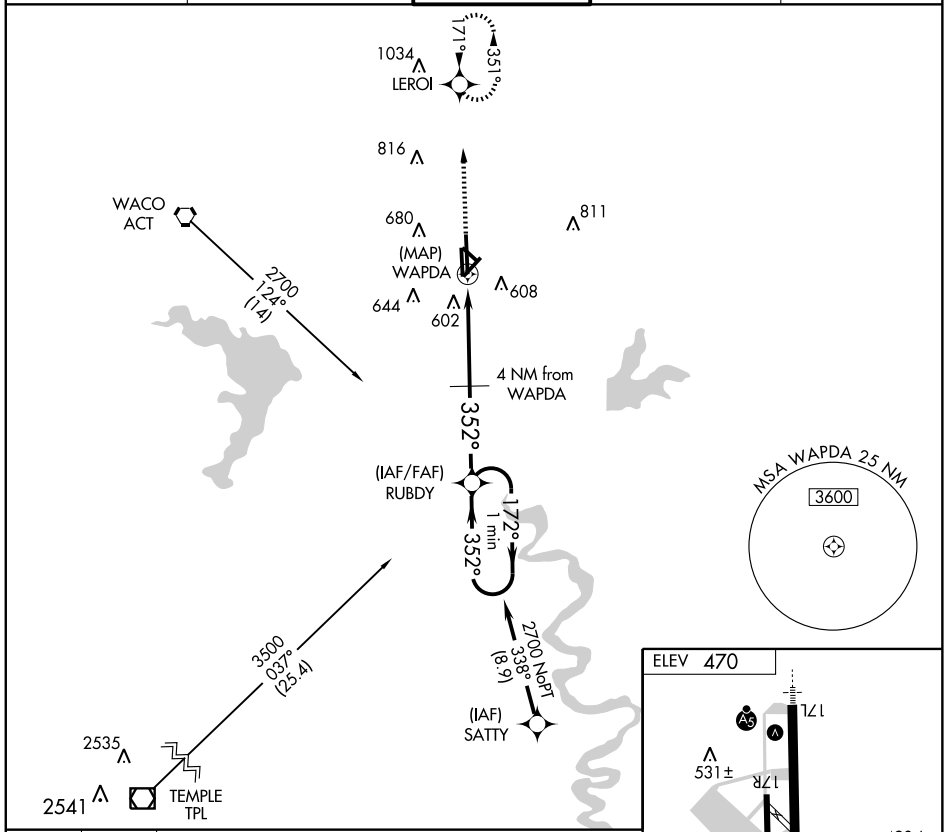
WACO/ TSTC WACO (CNW)

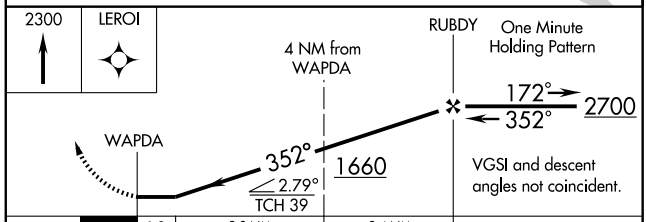
NA

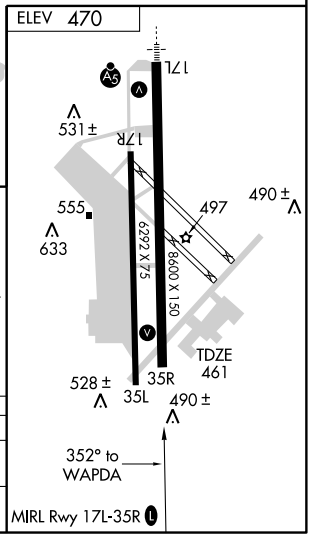
ASR

MISSED APPROACH: Climb to 2300 direct LEROI and hold.

| AWOS-3 | WACO APP CON★ | TSTC TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.225 | 135.2 227.125 | 124.0 (CTAF) 255.7 | 121.7 L | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35R | 860-1 399 (400-1) | | | 860-1¼ 399 (400-1¼) |
| CIRCLING | 940-1 470 (500-1) | | 980-1½ 510 (600-1½) | 1020-2 550 (600-2) |

SC-3, 14 JAN 2010 to 11 FEB 2010

| LOC I-CNW | APP CRS | Rwy Idg | 8600 |
|---|---|---|---|
| 110.7 | 171° | TDZE | 470 |
| | | Apt Elev | 470 |

# ILS or LOC RWY 17L

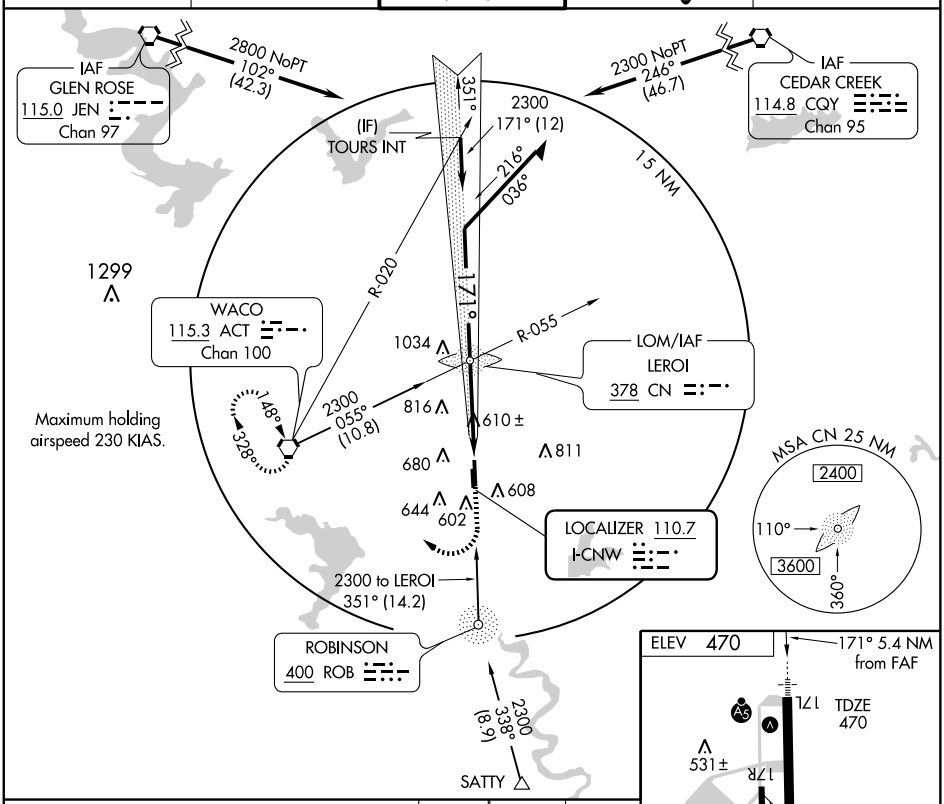
WACO/ TSTC WACO (CNW)

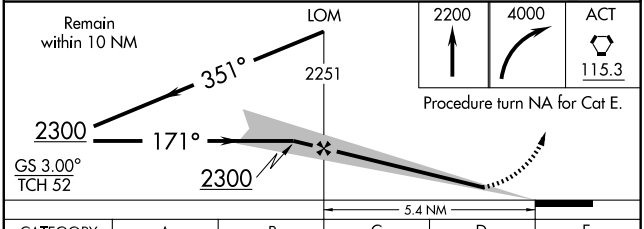
ASR — For inoperative MALSR, increase S-ILS 17L Cat E visibility to ¾, and S-LOC-17L Cat E to 1¼. When local altimeter setting not received, use Waco Rgnl altimeter setting and increase all DA 26 feet and all MDA 40 feet. Increase S-LOC 17L Cats C/D/E visibility ¼ mile and circling Cat E ¼ mile.

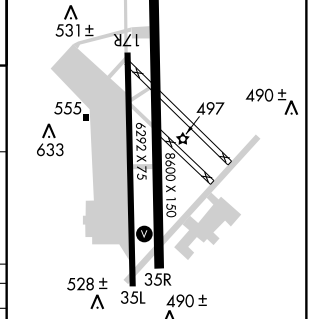
MALSR

MISSED APPROACH: Climb to 2200 then climbing right turn to 4000 direct ACT VORTAC and hold. (TACAN aircraft continue via ACT R-305 to IGORR/ACT 14 DME and hold S, RT, 305° inbound)

| AWOS-3 | WACO APP CON ★ | TSTC TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.225 | 135.2 227.125 | 124.0 (CTAF) 255.7 | 121.7 L | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 17L | 670-½ 200 (200-½) | | | | |
| S-LOC 17L | 860-½ 390 (400-½) | | | 860-¾ 390 (400-¾) | |
| CIRCLING | 940-1 470 (500-1) | 960-1 490 (500-1) | 1040-1½ 570 (600-1½) | 1040-2 570 (600-2) | 1180-2½ 710 (800-2½) |

FAF to MAP 5.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| NDB ROB | APP CRS | Rwy Idg | 8600 |
|---|---|---|---|
| 400 | 352° | TDZE | 461 |
| | | Apt Elev | 470 |

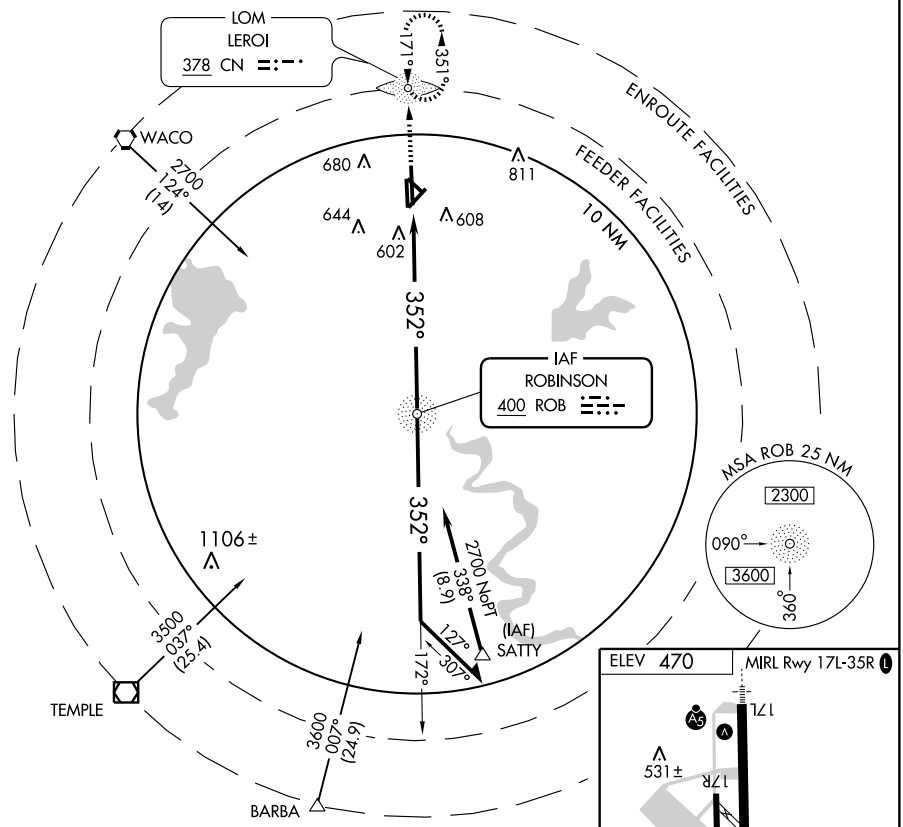
# NDB RWY 35R

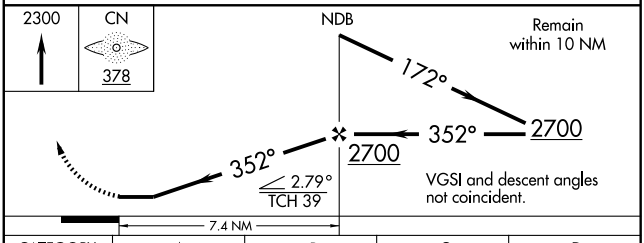
WACO/ TSTC WACO (CNW)

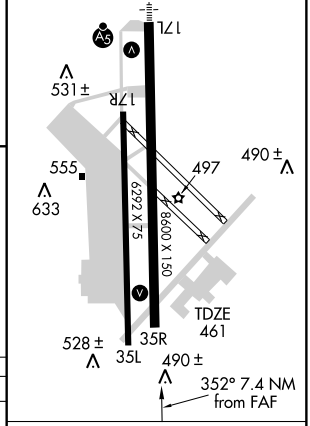
ASR

MISSED APPROACH: Climb to 2300 direct CN LOM and hold.

| AWOS-3 | WACO APP CON ★ | TSTC TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.225 | 135.2 227.125 | 124.0 (CTAF) 255.7 | 121.7 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35R | 1020-1 559 (600-1) | | 1020-1½ 559 (600-1½) | 1020-1¾ 559 (600-1¾) |
| CIRCLING | 1020-1 550 (600-1) | | 1020-1½ 550 (600-1½) | 1020-2 550 (600-2) |

FAF to MAP 7.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 7:24 | 4:56 | 3:42 | 2:58 | 2:28 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5501 |
|---|---|---|
| 173° | TDZE | 592 |
| | Apt Elev | 592 |

# RNAV (GPS) RWY 17

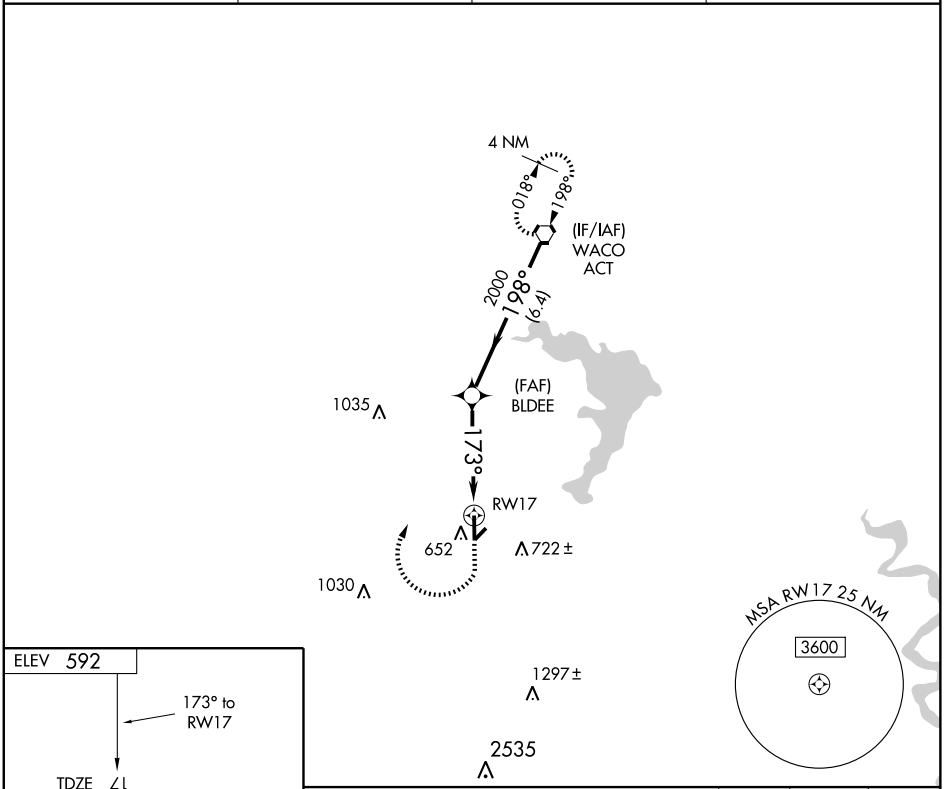
## WACO/MC GREGOR EXECUTIVE (PWG)

T NA ASR

GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct ACT VORTAC and hold.

| AWOS-3 | WACO APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 135.525 | 135.2 352.0 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 980-1 388 (400-1) | | | NA |
| CIRCLING | 1020-1<br>428 (500-1) | 1060-1<br>468 (500-1) | 1060-1½<br>468 (500-1½) | NA |

MIRL Rwy 17-35 L

REIL Rwy 17

SC-3, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 5501 |
|---|---|---|
| 353° | TDZE | 580 |
| | Apt Elev | 592 |

# RNAV (GPS) RWY 35

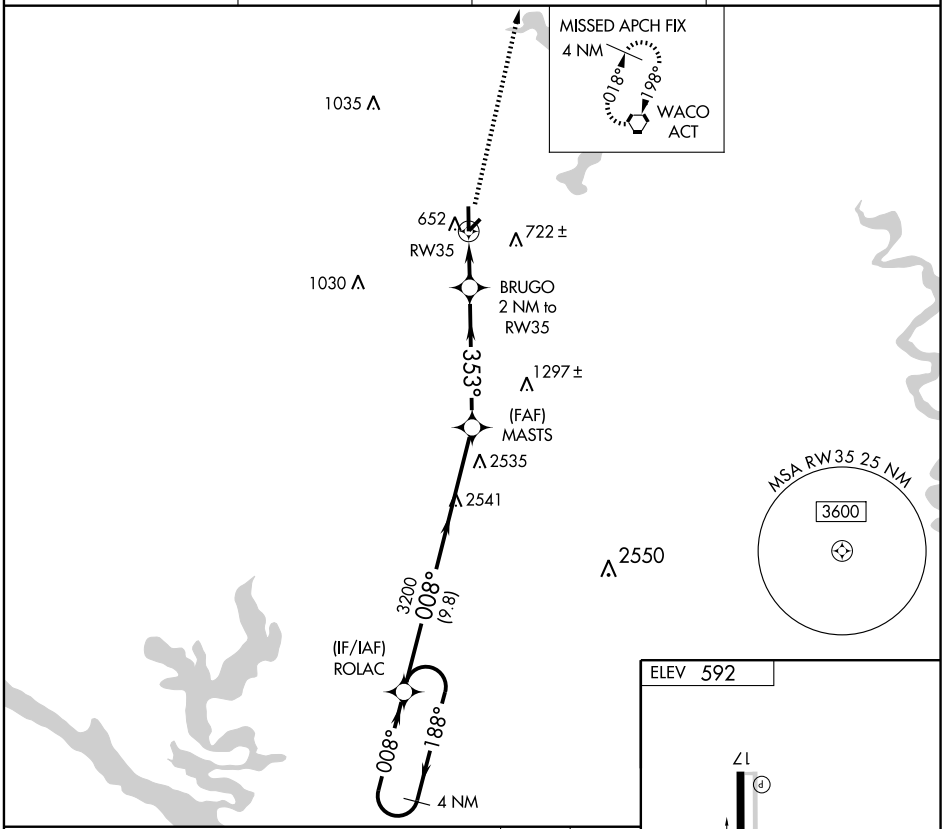
## WACO/MC GREGOR EXECUTIVE (PWG)

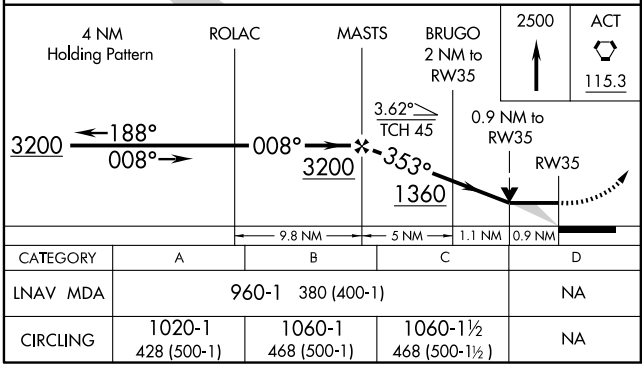
NA
ASR

GPS or RNP-0.3 REQUIRED.
DME/DME RNP-0.3 NA.

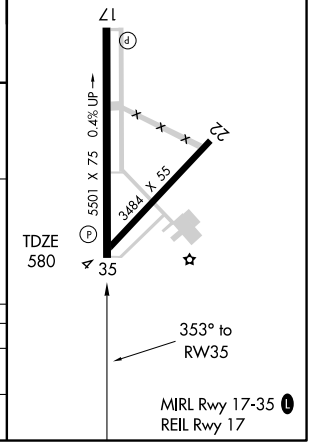
MISSED APPROACH: Climb to 2500 direct ACT VORTAC and hold.

| AWOS-3 | WACO APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 135.525 | 135.2 352.0 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 380 (400-1) | | | NA |
| CIRCLING | 1020-1<br>428 (500-1) | 1060-1<br>468 (500-1) | 1060-1½<br>468 (500-1½ ) | NA |




SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC ACT | APP CRS | Rwy Idg | 5501 |
|---|---|---|---|
| 115.3 | 185° | TDZE | 592 |
| Chan 100 | | Apt Elev | 592 |

# VOR RWY 17

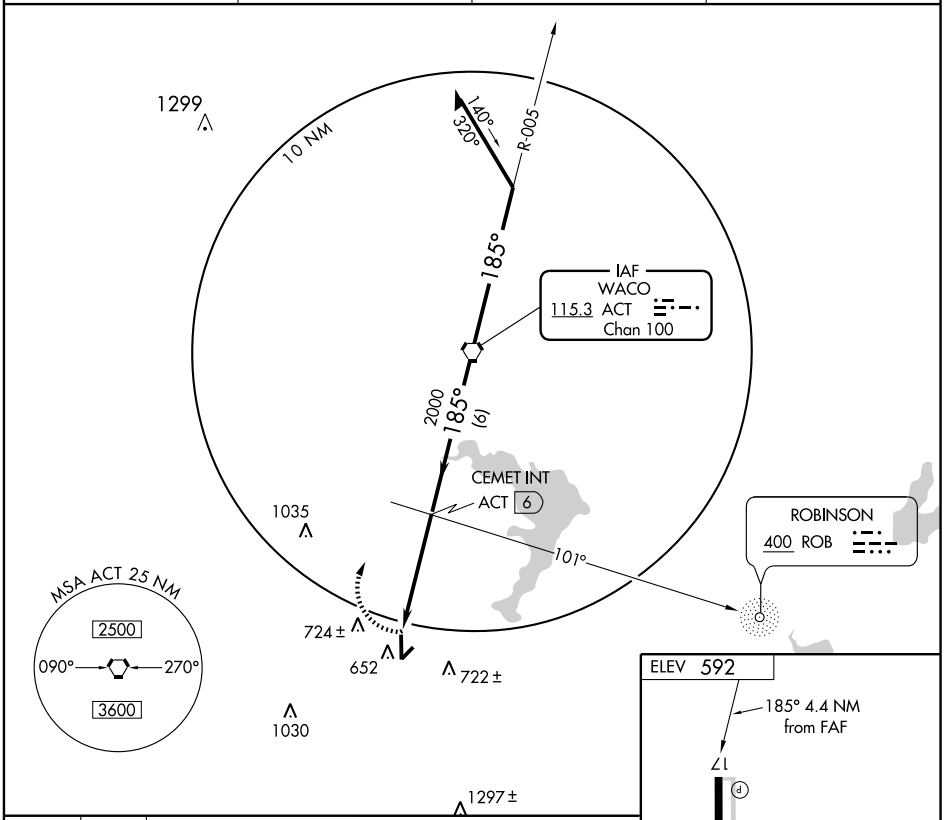
## WACO/MC GREGOR EXECUTIVE (PWG)

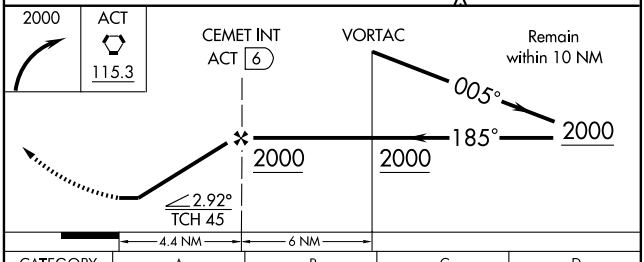
ASR

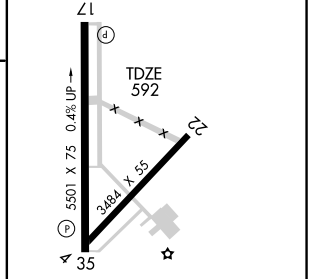
DME or ADF required.

MISSED APPROACH: Climbing right turn to 2000 direct ACT VORTAC.

| AWOS-3 | WACO APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 135.525 | 135.2 352.0 | 121.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-17 | 980-1 388 (400-1) | | | NA |
| CIRCLING | 1040-1 448 (500-1) | 1060-1 468 (500-1) | 1060-1½ 468 (500-1½) | NA |

FAF to MAP 4.4 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC MQP | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.7 | 077° | TDZE | N/A |
| Chan 124 | | Apt Elev | 990 |

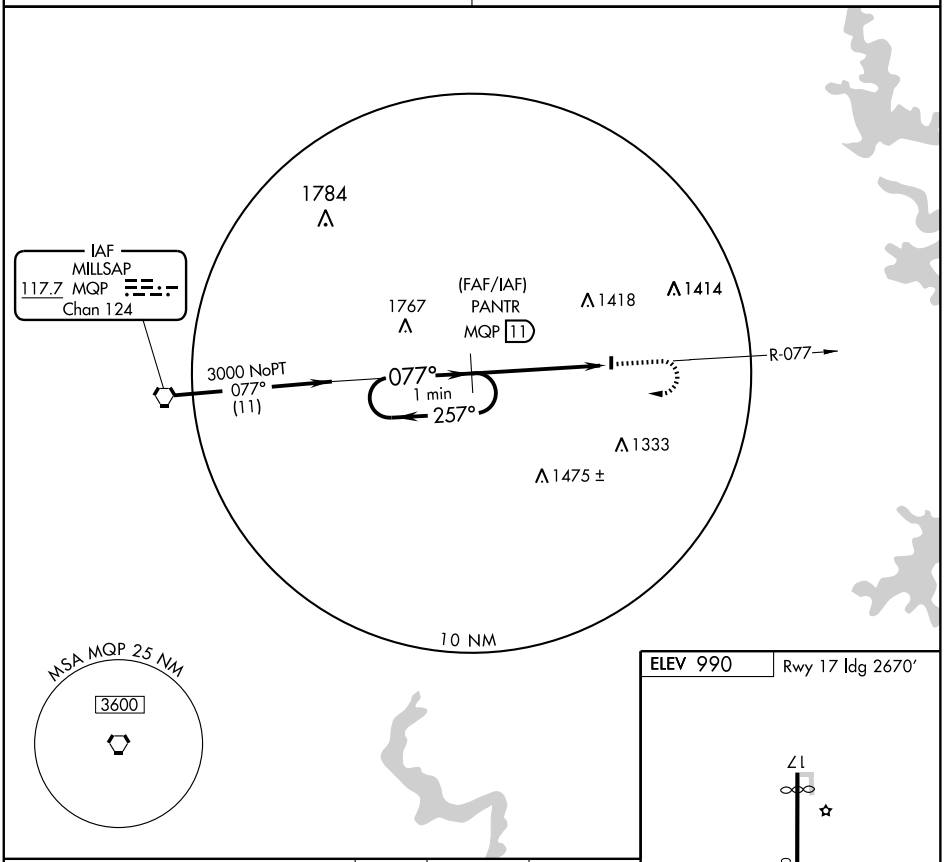
# VOR/DME-A

WEATHERFORD/PARKER COUNTY (WEA)

NA Use Fort Worth Meacham altimeter setting.

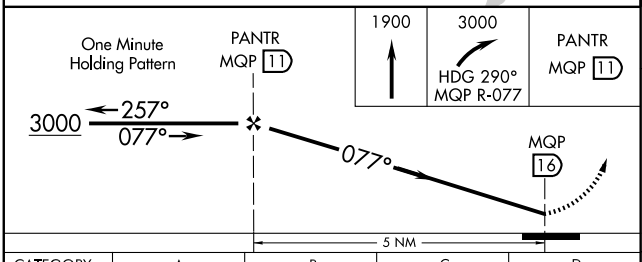
MISSED APPROACH: Climb to 1900 then climbing right turn to 3000 via heading 290° and MQP R-077 to PANTR and hold.

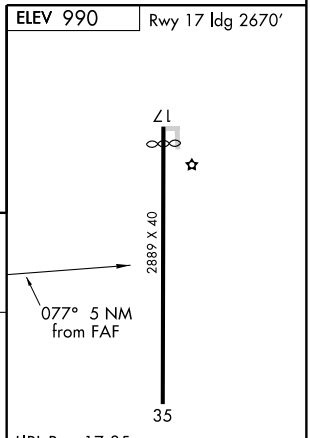
| REGIONAL APP CON | UNICOM |
|---|---|
| 135.975 379.9 | 122.7 (CTAF) |










| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1680-1 690 (700-1) | | 1680-2 690 (700-2) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010

| APP CRS | Rwy Idg | 4828 |
|---|---|---|
| 134° | TDZE | 70 |
| | Apt Elev | 70 |

# GPS RWY 13

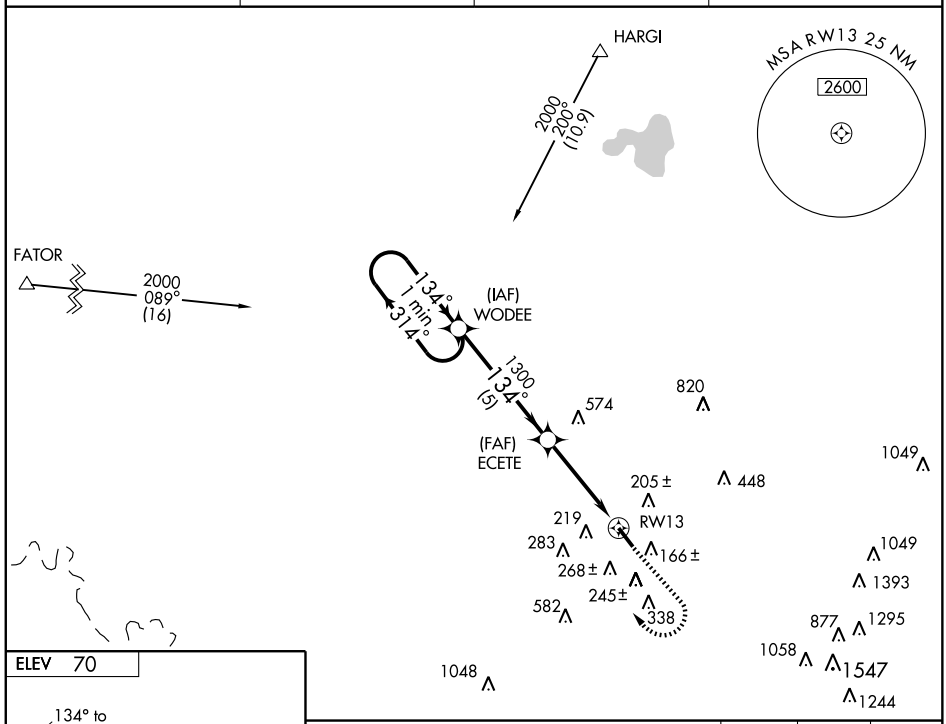
WESLACO/MID VALLEY (T65)

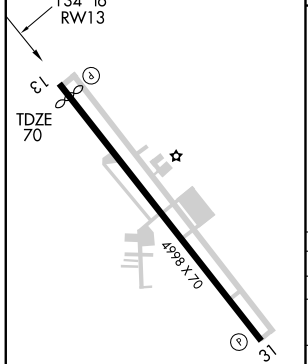
NA Obtain local altimeter setting on CTAF; when not received, use McAllen Miller Intl altimeter setting.

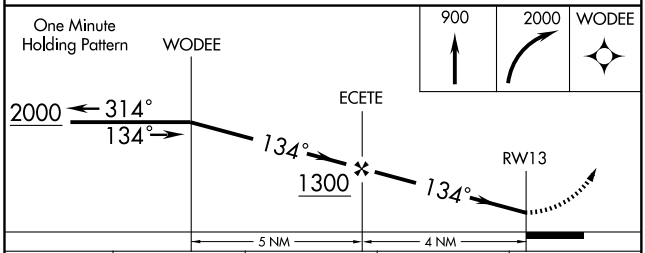
ODALS

MISSED APPROACH: Climb to 900, then climbing right turn to 2000 direct WODEE and hold.

| AWOS-3 | VALLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.575 | 121.0 284.7 | 125.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 440-1 | 370 (400-1) | | NA |
| CIRCLING | 620-1 | 550 (600-1) | 620-1½ 550 (600-1½) | NA |
| | MC ALLEN MILLER INTL ALTIMETER SETTING MINIMUMS | | | |
| S-13 | 480-1 | 410 (500-1) | 480-1¼ 410 (500-1¼) | NA |
| CIRCLING | 660-1 | 590 (600-1) | 660-1½ 590 (600-1½) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VOR/DME MFE | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 117.2 | 080° | TDZE | N/A |
| Chan 119 | | Apt Elev | 70 |

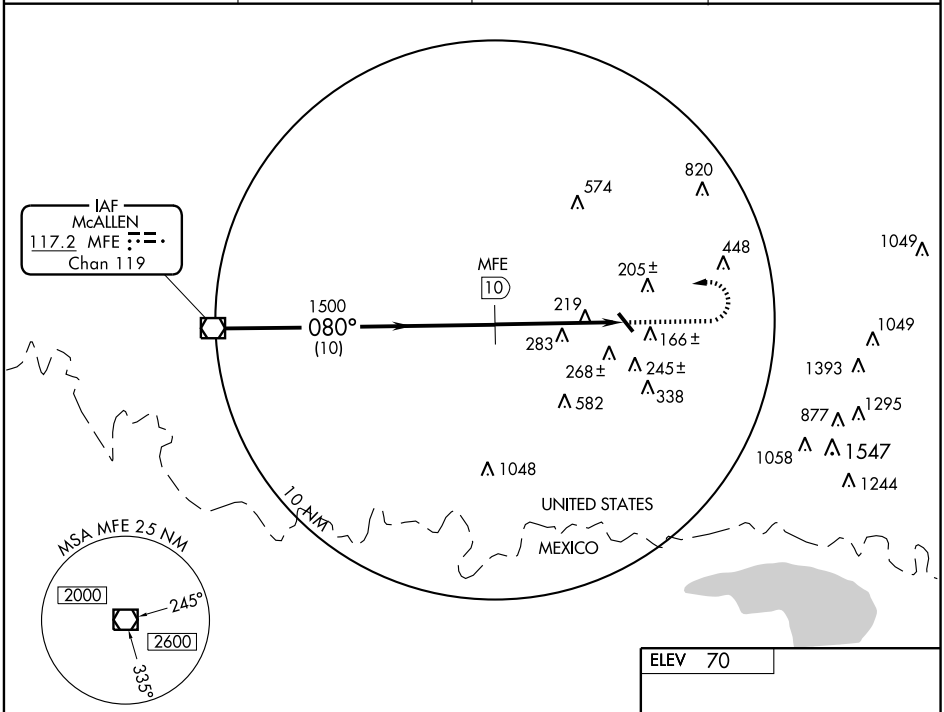
# VOR/DME-A

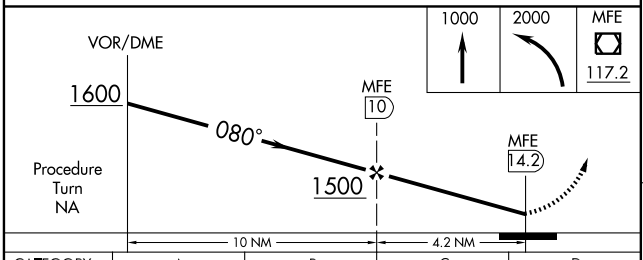
WESLACO/MID VALLEY (T65)

NA Obtain local altimeter setting on CTAF; when not received, use McAllen Miller Intl altimeter setting.

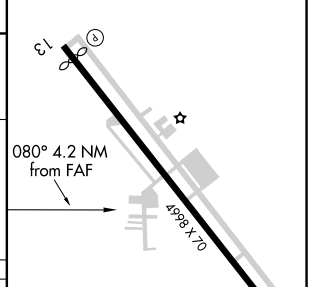
MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 direct MFE VOR/DME.

| AWOS-3 | VALLEY APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.575 | 121.0 284.7 | 125.95 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 620-1 550 (600-1) | | 620-1½ 550 (600-1½) | NA |
| MC ALLEN MILLER INTL ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 660-1 590 (600-1) | | 660-1½ 590 (600-1½) | NA |




LDIN Rwy 13 L
MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

SC-3, 14 JAN 2010 to 11 FEB 2010

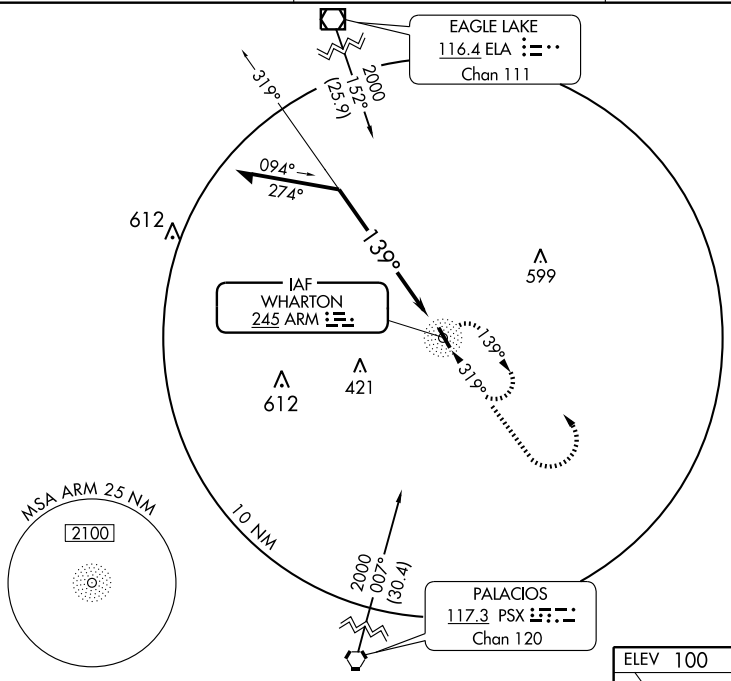
| NDB ARM | APP CRS | | |
|---|---|---|---|
| 245 | 139° | Rwy Idg | 5004 |
| | | TDZE | 100 |
| | | Apt Elev | 100 |

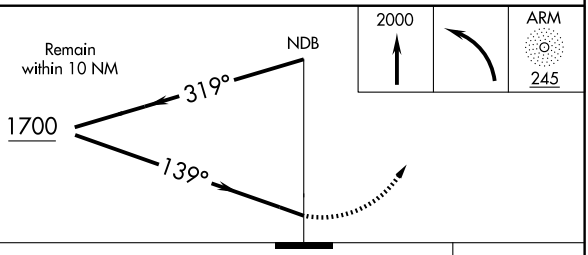
# NDB RWY 14
## WHARTON RGNL (ARM)

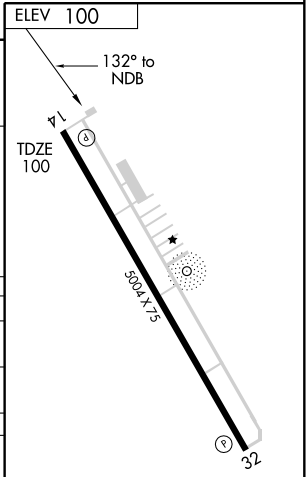
NA — Obtain local altimeter setting on CTAF; when not received use Victoria altimeter setting.

MISSED APPROACH: Climb to 2000 then left turn to ARM NDB and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.475 | 128.6 360.8 | 122.7 (CTAF) L |




MIRL Rwy 14-32 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14 | 560- 1 | 460 (500-1) | 560- 1¼ 460 (500-1¼) | NA |
| CIRCLING | 560- 1 | 460 (500-1) | 560- 1½ 460 (500-1½) | NA |
| VICTORIA ALTIMETER SETTING MINIMUMS | | | | |
| S-14 | 660- 1 | 560 (600-1) | 660- 1½ 560 (600-1½) | NA |
| CIRCLING | 660- 1 | 560 (600-1) | 660- 1½ 560 (600-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

| NDB ARM | APP CRS | | |
|---|---|---|---|
| 245 | 332° | Rwy Idg | 5004 |
| | | TDZE | 100 |
| | | Apt Elev | 100 |

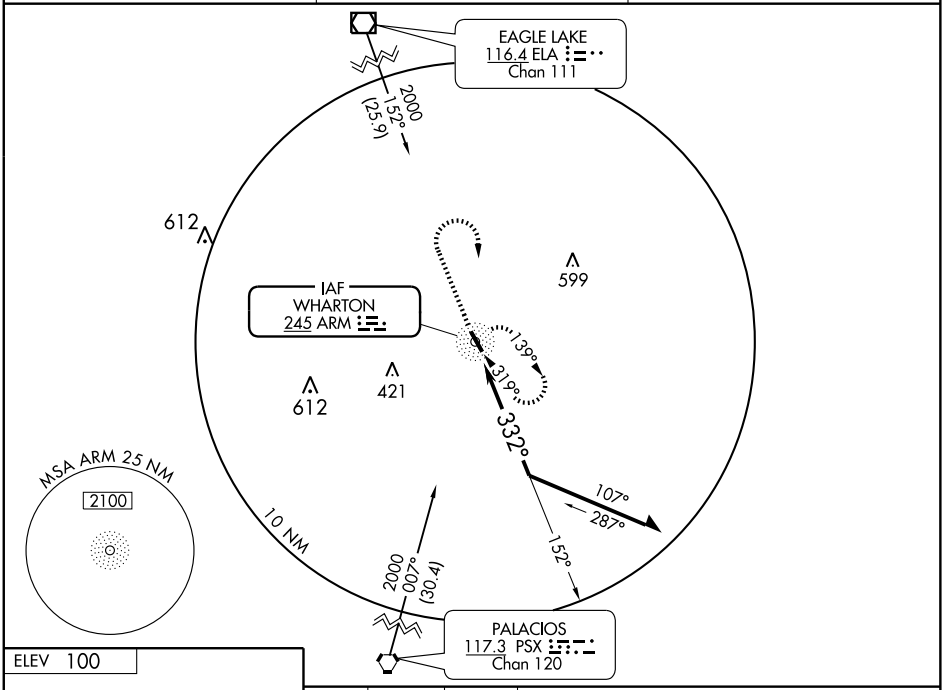
# NDB RWY 32
## WHARTON RGNL (ARM)

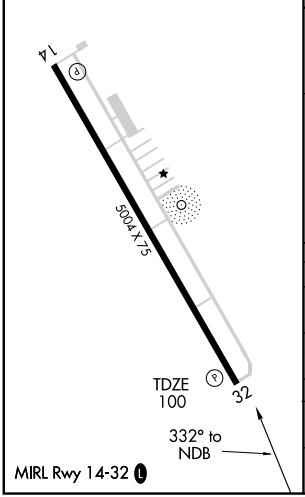
Obtain local altimeter setting on CTAF; when not received use Victoria Regional altimeter setting.

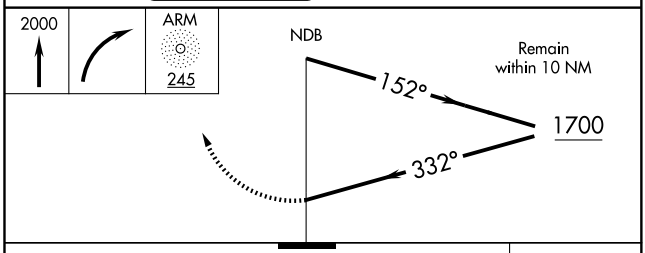
NA

MISSED APPROACH: Climb to 2000 then right turn direct ARM NDB and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.475 | 128.6 360.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32 | 560-1 | 460 (500-1) | 560-1¼<br>460 (500-1¼) | NA |
| CIRCLING | 560-1 | 460 (500-1) | 560-1½<br>460 (500-1½) | NA |
| VICTORIA ALTIMETER SETTING MINIMUMS | | | | |
| S-32 | 680-1 | 580 (600-1) | 680-1½<br>580 (600-1½) | NA |
| CIRCLING | 680-1 | 580 (600-1) | 680-1½<br>580 (600-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

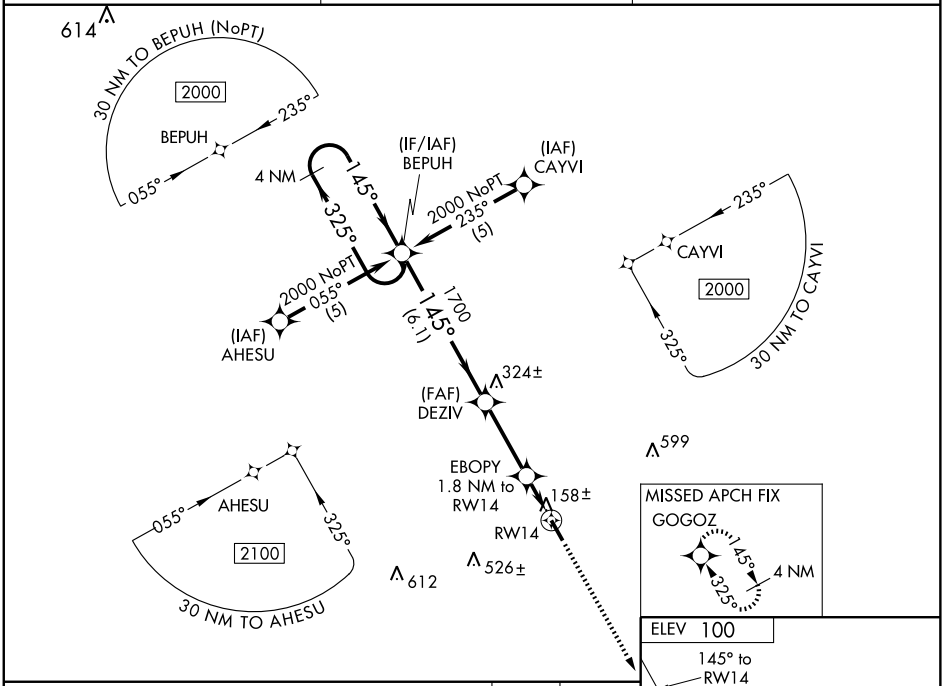
| WAAS | APP CRS | Rwy Idg | 5004 |
|---|---|---|---|
| CH 77714 | 145° | TDZE | 100 |
| W14A | | Apt Elev | 100 |

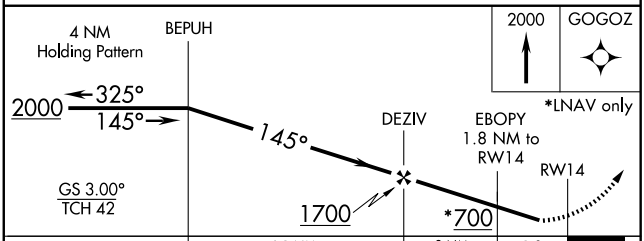
# RNAV (GPS) RWY 14
## WHARTON RGNL (ARM)

Baro-VNAV NA when using Victoria altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Victoria altimeter setting and increase all DA 110 feet and all MDA 120 feet, increase LPV visibility ½ mile all Cats, LNAV/VNAV visibility ¼ mile all Cats, LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct GOGOZ and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.475 | 128.6 360.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 396-1 | 296 (300-1) | | NA |
| LNAV/VNAV DA | 428-1¼ | 328 (400-1¼) | | NA |
| LNAV MDA | 420-1 | 320 (400-1) | | NA |
| CIRCLING | 500-1<br>400 (400-1) | 560-1<br>460 (500-1) | 560-1½<br>460 (500-1½) | NA |

MIRL Rwy 14-32 L

| WAAS | APP CRS | Rwy Idg | 5004 |
|---|---|---|---|
| CH 58114 | 325° | TDZE | 99 |
| W32A | | Apt Elev | 100 |

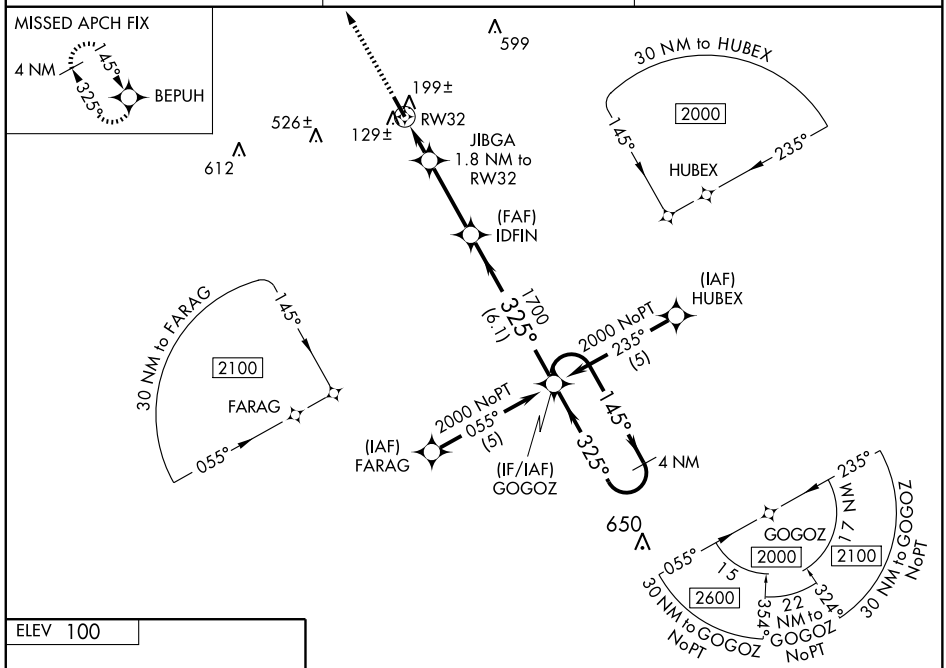
# RNAV (GPS) RWY 32

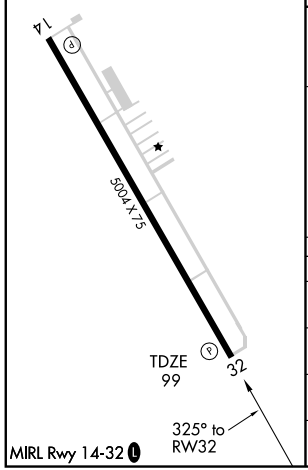
WHARTON RGNL (ARM)

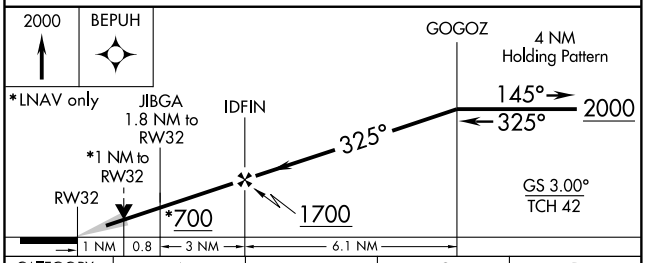
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Victoria altimeter setting and increase all DA 110 feet and all MDA 120 feet, increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats, LNAV Cat C visibility ¼ mile. VDP and Baro-VNAV NA when using Victoria altimeter setting.

MISSED APPROACH: Climb to 2000 direct BEPUH and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.475 | 128.6 360.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 349-1 | 250 (300-1) | | NA |
| LNAV/VNAV DA | 399-1 | 300 (300-1) | | NA |
| LNAV MDA | 460-1 | 361 (400-1) | | NA |
| CIRCLING | 500-1<br>400 (400-1) | 560-1<br>460 (500-1) | 560-1½<br>460 (500-1½) | NA |

SC-5, 14 JAN 2010 to 11 FEB 2010

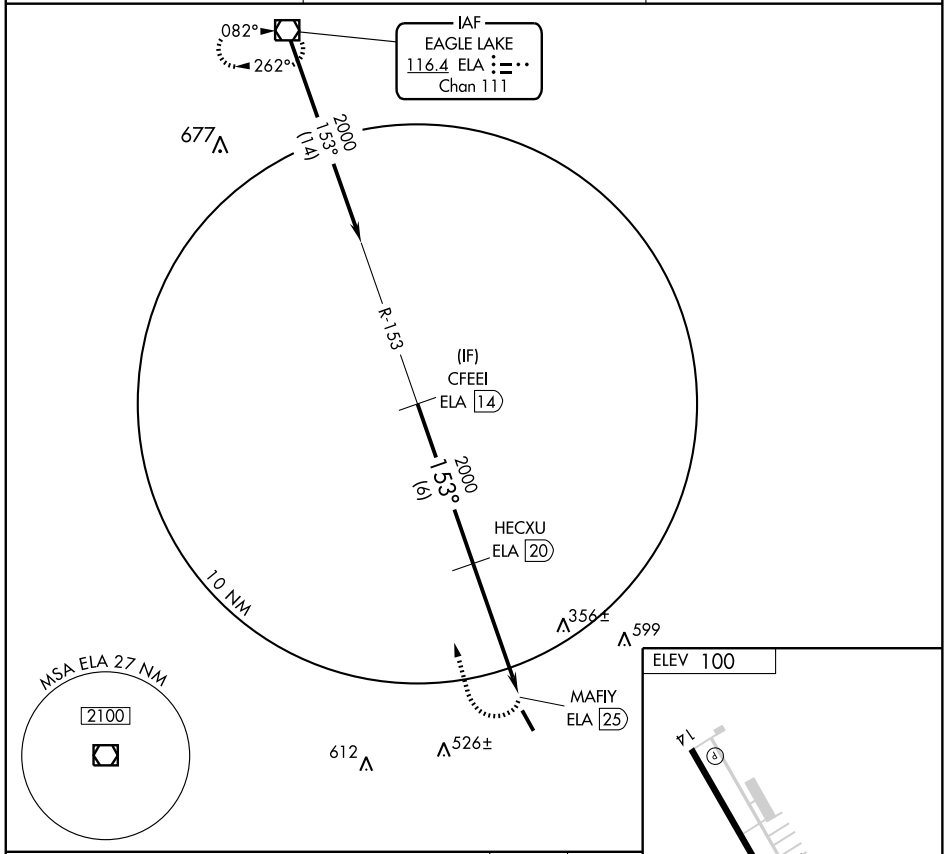
| VOR/DME ELA | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 116.4 | 153° | TDZE | N/A |
| Chan 111 | | Apt Elev | 100 |

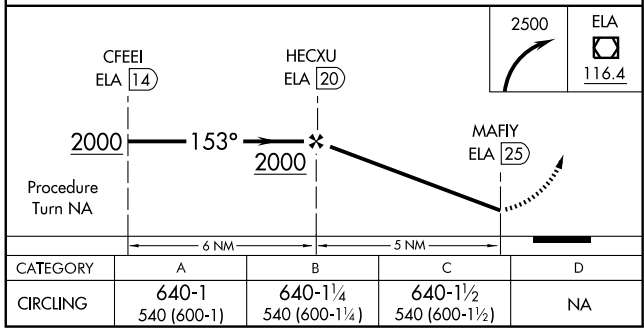
# VOR/DME-A
## WHARTON RGNL (ARM)

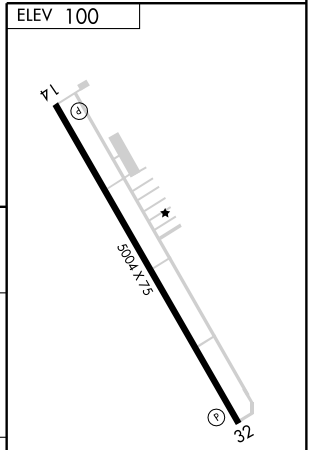
T A When local altimeter setting not received, use Victoria altimeter setting and increase all MDA 120 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2500 direct ELA VOR/DME and hold.

| AWOS-3 | HOUSTON CENTER | UNICOM |
|---|---|---|
| 118.475 | 128.6 360.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1<br>540 (600-1) | 640-1¼<br>540 (600-1¼) | 640-1½<br>540 (600-1½) | NA |

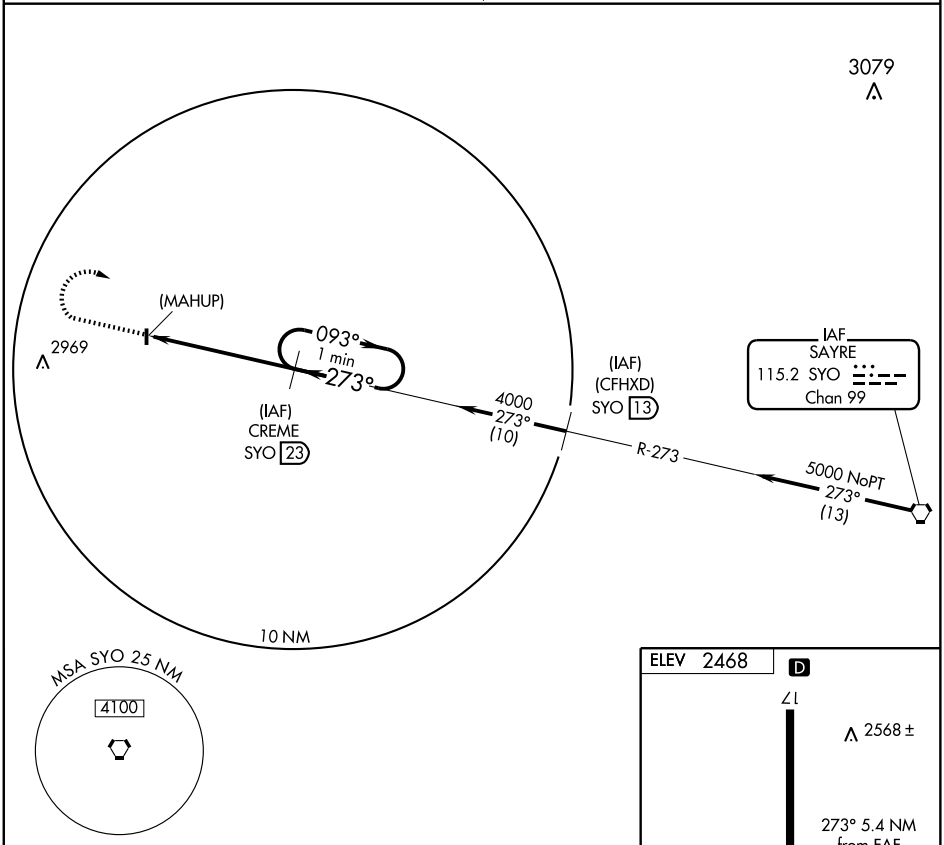
MIRL Rwy 14-32 L

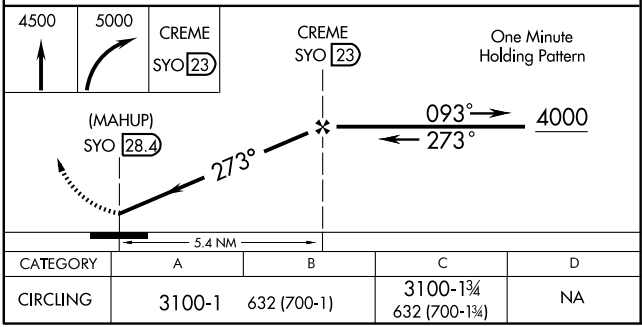
| VORTAC SYO 115.2 Chan 99 | APP CRS 273° | Rwy Idg N/A<br>TDZE N/A<br>Apt Elev 2468 |
|---|---|---|

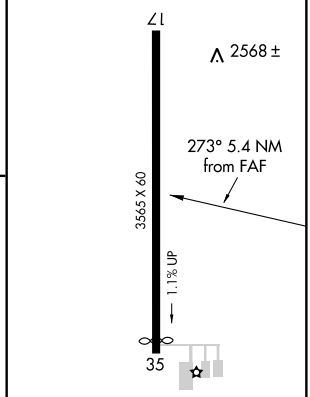
# VOR/DME or GPS-A

## WHEELER MUNI (T59)

| | |
|---|---|
| ⚠ NA Use Clinton-Sherman altimeter setting; if not received, procedure not authorized. | MISSED APPROACH: Climb to 4500 then climbing right turn to 5000 direct CREME and hold. |
| ALBUQUERQUE CENTER<br>**127.85 285.475** | CTAF<br>**122.9** |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3100-1 | 632 (700-1) | 3100-1¾<br>632 (700-1¾) | NA |

LIRL Rwy 17-35

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB SKB | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| 344 | 350° | TDZE | 998 |
| | | Apt Elev | 1003 |

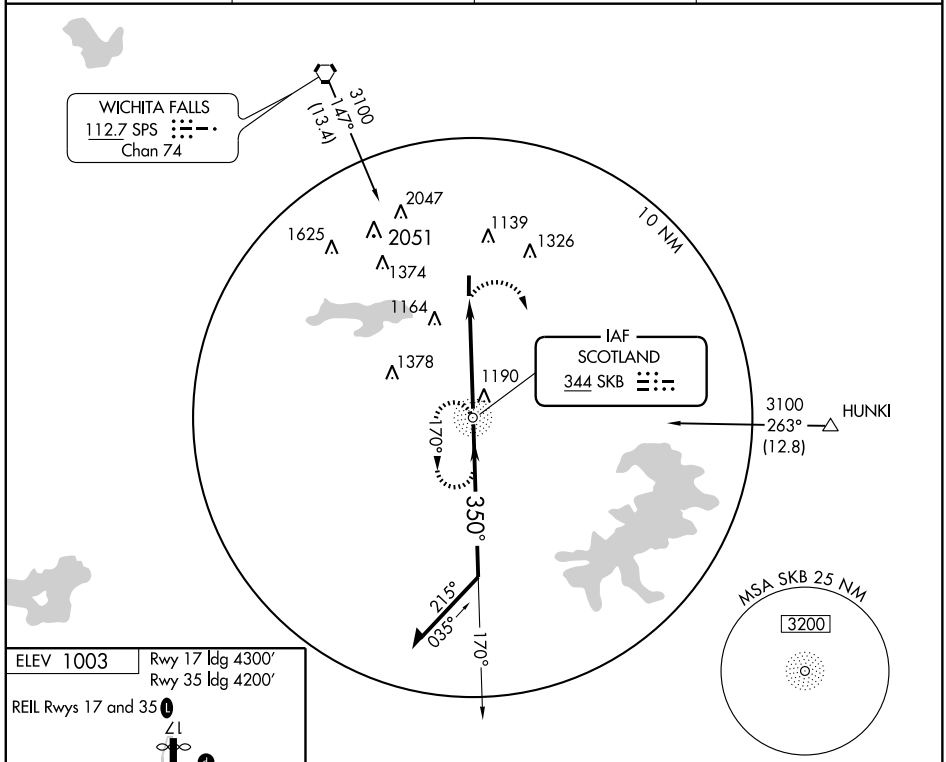
# NDB RWY 35

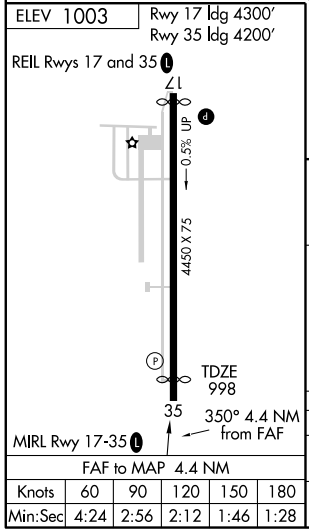
WICHITA FALLS/ KICKAPOO DOWNTOWN (CWC)

Use Sheppard AFB/Wichita Falls Muni altimeter setting.
NA

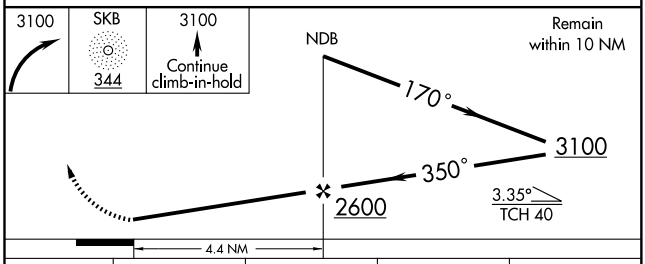
MISSED APPROACH: Climbimg right turn to 3100 direct SKB NDB and hold. Continue climb-in-hold to 3100.

| AWOS-3 | SHEPPARD APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 120.4 269.025 | 121.2 | 122.7 (CTAF) L |




| FAF to MAP 4.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:24 | 2:56 | 2:12 | 1:46 | 1:28 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1520-1 | 522 (600-1) | 1520-1½ 522 (600-1½) | NA |
| CIRCLING | 1520-1 | 517 (600-1) | 1520-1½ 517 (600-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB SKB | APP CRS | Rwy Idg | 4200 |
|---|---|---|---|
| 344 | 353° | TDZE | 998 |
| | | Apt Elev | 1003 |

# RNAV (GPS) RWY 35

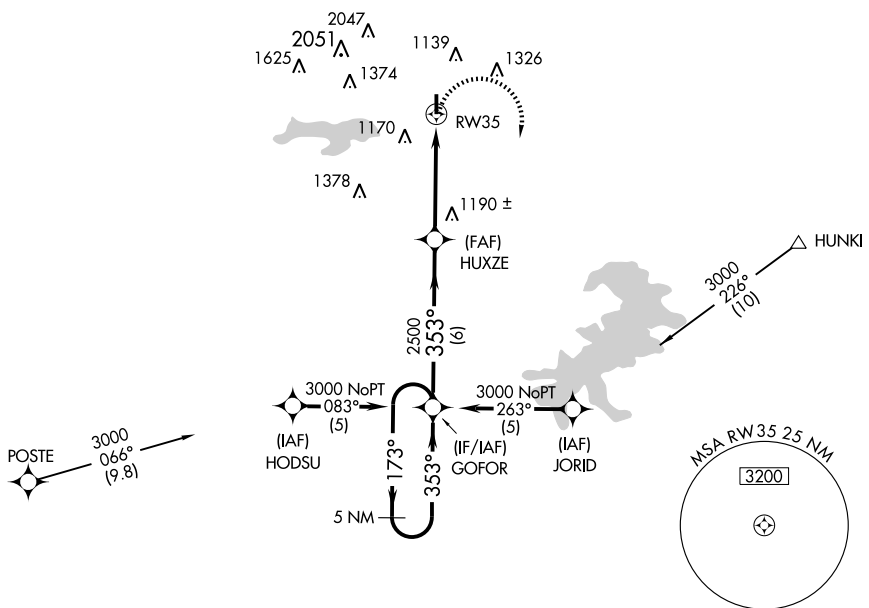
WICHITA FALLS/ KICKAPOO DOWNTOWN (CWC)

Use Sheppard AFB/Wichita Falls Muni altimeter setting. DME/DME RNP-0.3 not authorized.

NA

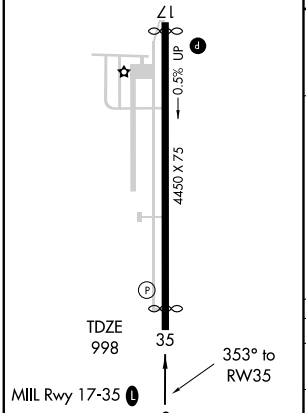
MISSED APPROACH: Climbing right turn to 3000 direct GOFOR and hold.

| AWOS-3 | SHEPPARD APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.625 | 120.4 269.025 | 121.2 | 122.7 (CTAF) L |

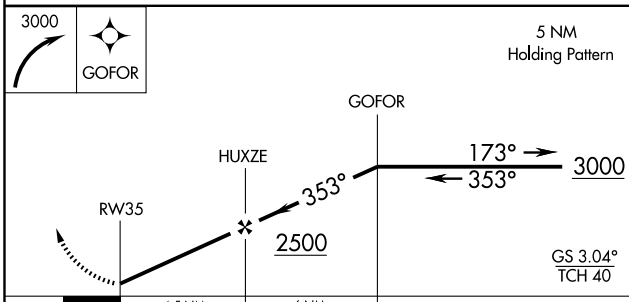



ELEV 1003

Rwy 17 ldg 4300
Rwy 35 ldg 4200




Procedure not authorized for arrivals at POSTE via V77 southwest bound.
Procedure not authorized for arrivals at POSTE via V278 westbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1460-1 | 462 (500-1) | 1460-1¼<br>462 (500-1¼) | NA |
| CIRCLING | 1500-1 | 497 (500-1) | 1500-1½<br>497 (500-1½) | NA |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC SPS | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.7 | 196° | TDZE | N/A |
| Chan 74 | | Apt Elev | 1005 |

# VOR-B

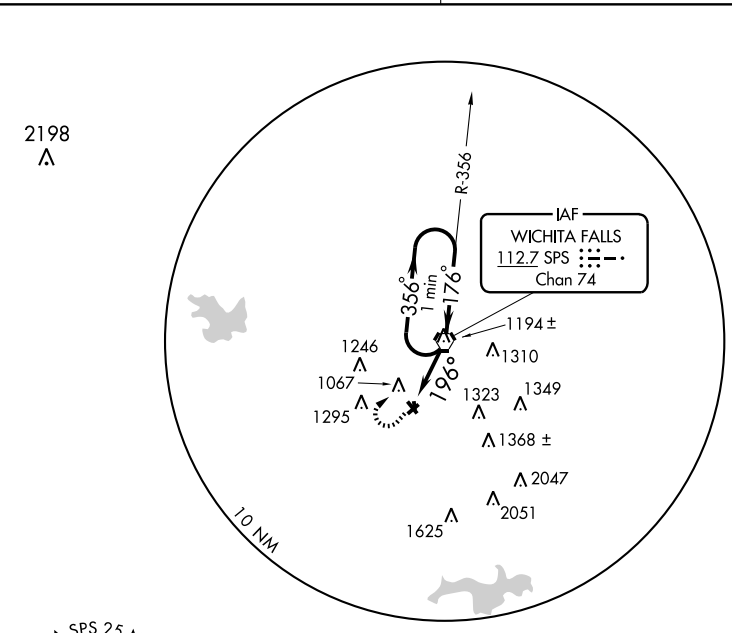
WICHITA FALLS/ WICHITA VALLEY (F14)

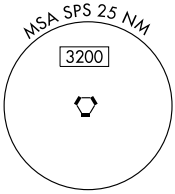
Use Sheppard AFB/Wichita Falls Muni, TX altimeter setting; If not received, use Frederick Rgnl altimeter setting and increase all MDAs 100 feet. Circling to Rwy 4-22 and 16-34 NA.

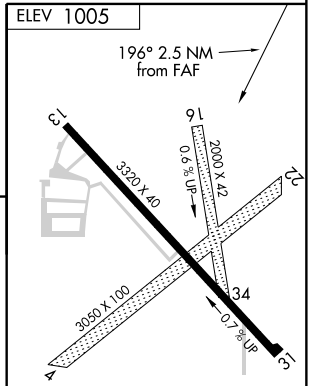
NA

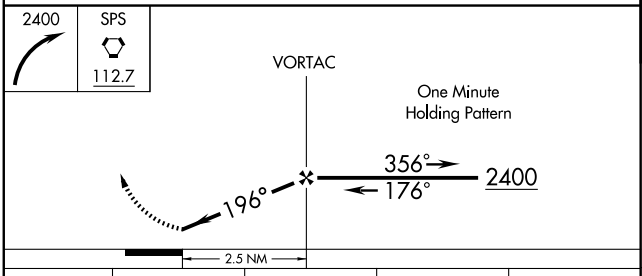
MISSED APPROACH: Climbing right turn to 2400 direct SPS VORTAC and hold.

| SHEPPARD APP CON * | UNICOM |
|---|---|
| 118.2 292.3 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1520-1 | 515 (600-1) | 1680-2 | NA |
| | | | 675 (700-2) | |

FAF to MAP 2.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 2:30 | 1:40 | 1:15 | 1:00 | 0:50 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| VORTAC SPS | APP CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.7 | 015° | TDZE | N/A |
| Chan 74 | | Apt Elev | 1005 |

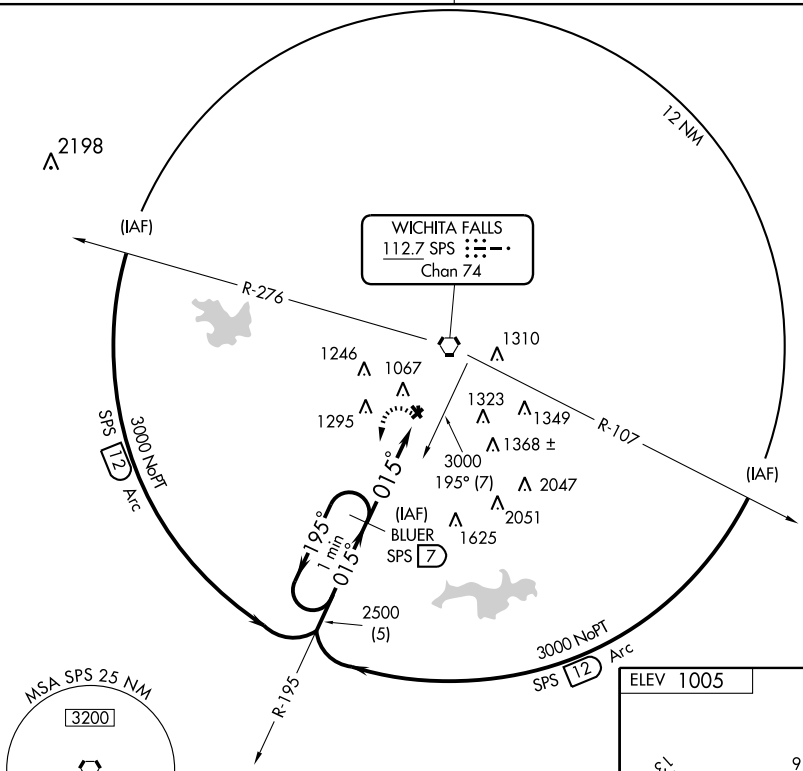
# VOR/DME-C

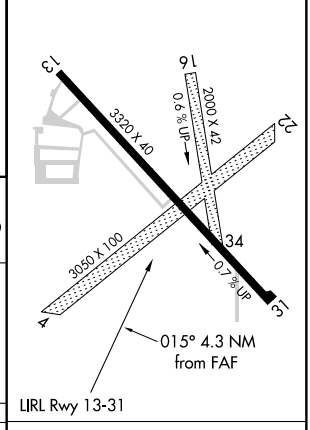
WICHITA FALLS/ WICHITA VALLEY (F14)

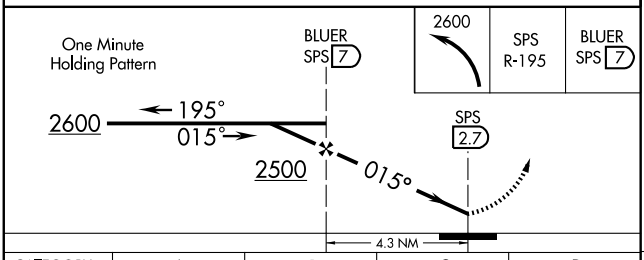
T NA Use Sheppard AFB / Wichita Falls Muni, TX altimeter setting.

MISSED APPROACH: Climbing left turn to 2600 via SPS R-195 to BLUER 7 DME and hold.

| SHEPPARD APP CON ★ | UNICOM |
|---|---|
| 118.2 292.3 | 122.8 (CTAF) |



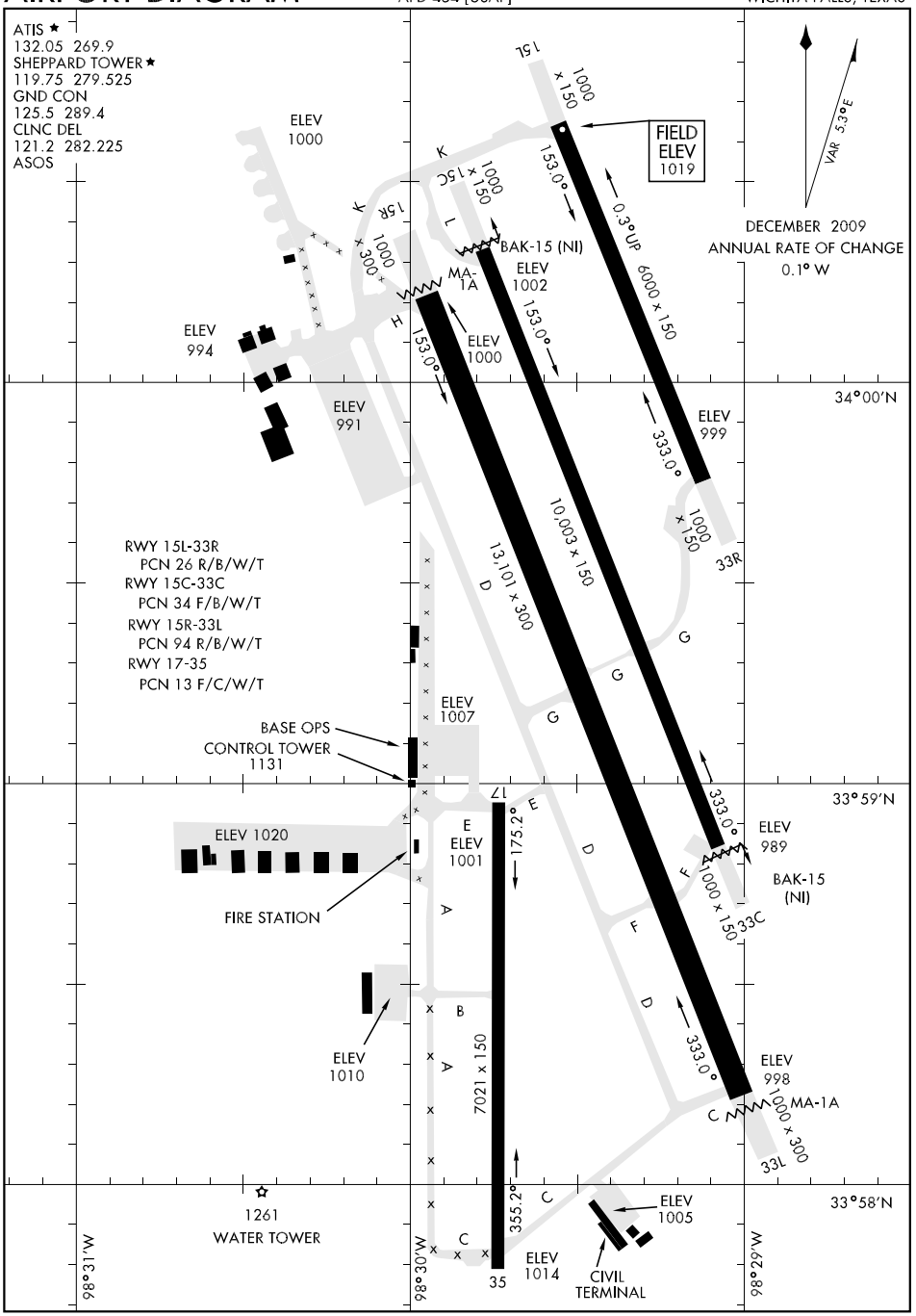




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1460-1 455 (500-1) | | 1680-2 675 (700-2) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-2, 14 JAN 2010 to 11 FEB 2010


ATIS ★
132.05 269.9
SHEPPARD TOWER ★
119.75 279.525
GND CON
125.5 289.4
CLNC DEL
121.2 282.225
ASOS
ELEV 1000
ELEV 994
ELEV 991
ELEV 1007
ELEV 1020
ELEV 1001
ELEV 1010
ELEV 1002
ELEV 1000
ELEV 999
ELEV 989
ELEV 998
ELEV 1005
ELEV 1014
FIELD ELEV 1019
BAK-15 (NI)
MA-1A
153.0°
333.0°
175.2°
355.2°
0.3° UP
VAR 5.3°E
DECEMBER 2009
ANNUAL RATE OF CHANGE
0.1° W
RWY 15L-33R
PCN 26 R/B/W/T
RWY 15C-33C
PCN 34 F/B/W/T
RWY 15R-33L
PCN 94 R/B/W/T
RWY 17-35
PCN 13 F/C/W/T
13,101 × 300
10,003 × 150
6000 × 150
7021 × 150
1000 × 150
1000 × 300
BASE OPS
CONTROL TOWER
1131
FIRE STATION
1261
WATER TOWER
CIVIL TERMINAL
34°00'N
33°59'N
33°58'N
98°31'W
98°30'W
98°29'W

# HI-ILS or LOC/DME RWY 33L

| LOC I-SPS | APCH CRS | Rwy ldg 13,101 TDZE 1000 Arpt Elev 1019 |
|---|---|---|
| 109.7 | 330° | JAL-454 [USAF] |

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* When ALS inop, increase CAT CDE vis to ¾ mile.
** When ALS inop, increase CAT CD vis to 1 mile, CAT E vis to 1¼ miles.

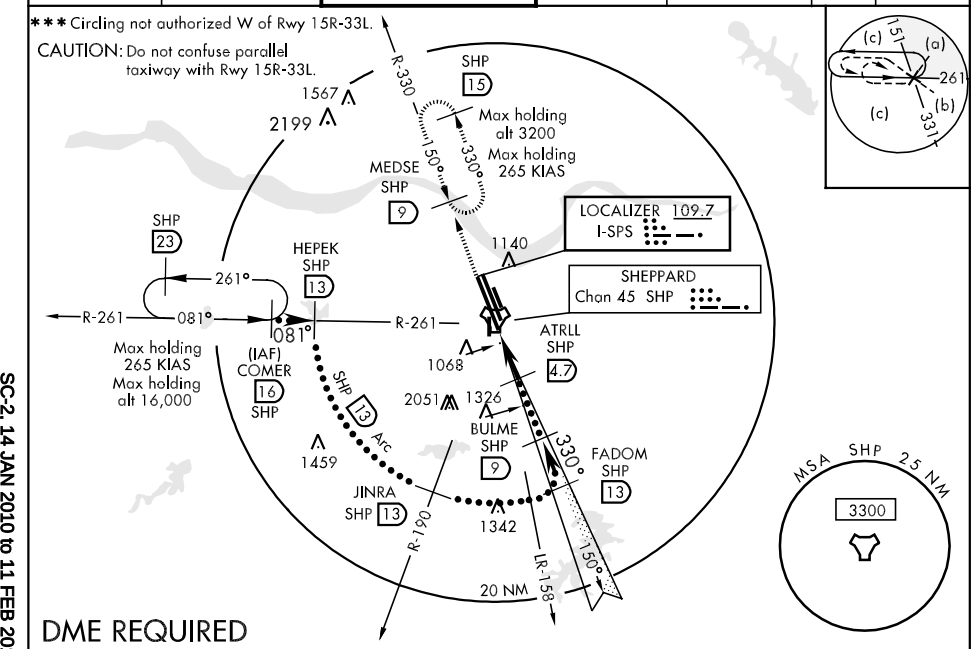
MALSR (A5)

MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

| ATIS ★ | SHEPPARD APP CON | SHEPPARD TOWER ★ | GND CON | CLNC DEL | ASOS | ASR/PAR |
|---|---|---|---|---|---|---|
| 132.05 269.9 | 118.2 269.025 | 119.75 279.525 (CTAF) | 125.5 289.4 | 121.2 282.225 | | |

★★★ Circling not authorized W of Rwy 15R-33L.

CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

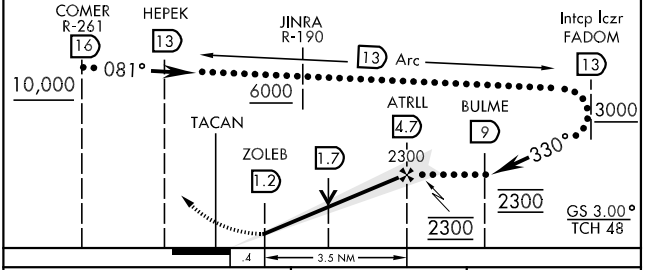


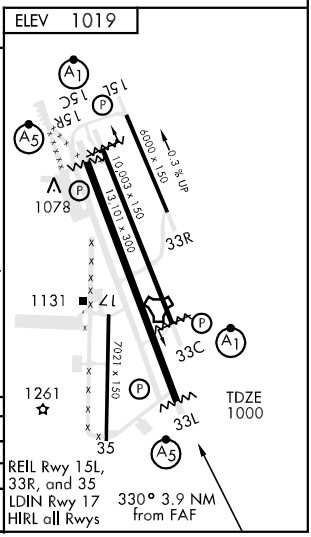

## DME REQUIRED

EMERG SAFE ALT 100 NM 4600

| 3200 Intcp SHP R-330 | MEDSE SHP R-330 9 |
|---|---|

VGSI and Descent Angle not coincident.




| CATEGORY | C | D | E |
|---|---|---|---|
| S-ILS 33L ★ | 1200-½ | 200 | (200-½) |
| S-LOC 33L★★ | 1340- ¾ | 340 | (400-¾) |
| CIRCLING ★★★ | 1480-1½ 461 (500-1½) | 1580-2 561 (600-2) | 2080-3 1061 (1100-3) |

# HI-TACAN RWY 15C

| TACAN | APCH CRS | Rwy ldg / TDZE / Arpt Elev | JAL-454 [USAF] |
|---|---|---|---|
| SHP Chan 45 | 149° | 10,003 / 1003 / 1019 | WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS) |

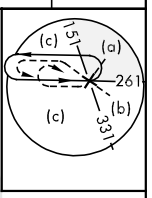
▼* When ALS inop, INCR CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 15R-33L.

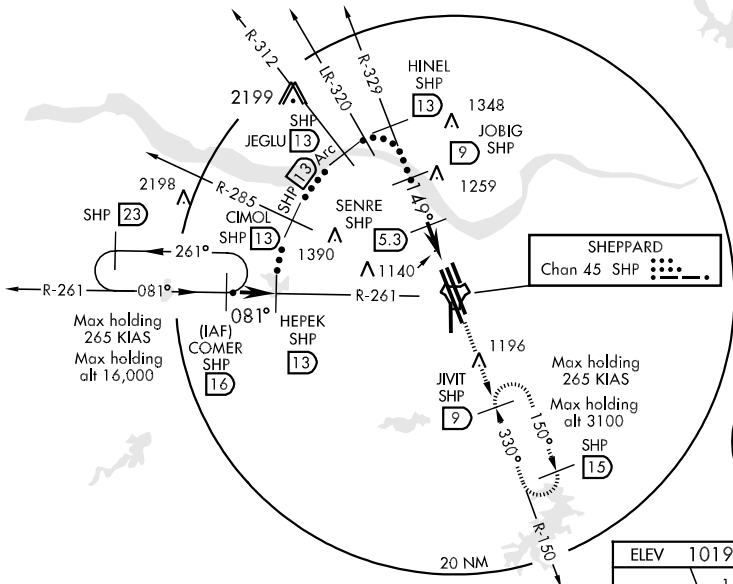
ALSF-1

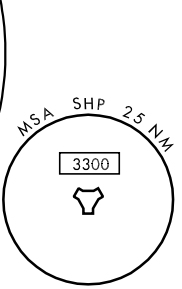
MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

| ATIS ★ | SHEPPARD APP CON | SHEPPARD TOWER ★ | GND CON | CLNC DEL | ASOS | ASR/PAR |
|---|---|---|---|---|---|---|
| 132.05 269.9 | 118.2 269.025 | 119.75 279.525 (CTAF) | 125.5 289.4 | 121.2 282.225 | | |

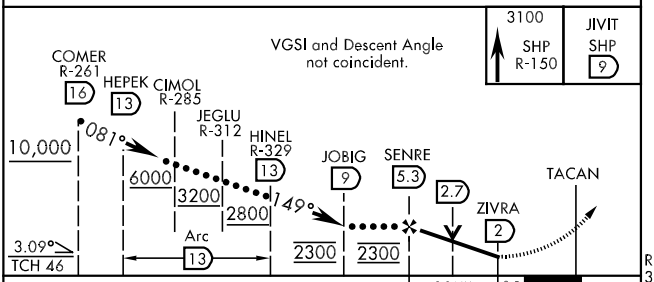
CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

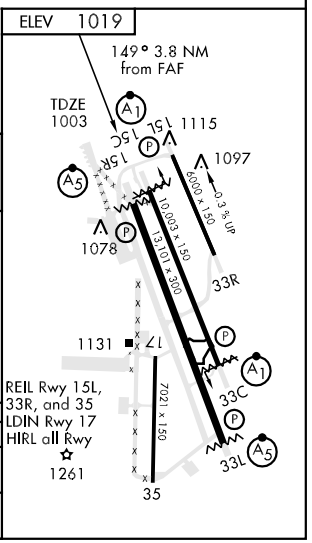



EMERG SAFE ALT 100 NM 4600




| CATEGORY | C | D | E |
|---|---|---|---|
| S-15C * | 1420-¾ 417 (500-¾) | | 1420-1 417 (500-1) |
| CIRCLING ** | 1480-1½ 461 (500-1½) | 1580-2 561 (600-2) | 2080-3 1061 (1100-3) |

# HI-TACAN RWY 33C

| TACAN SHP Chan 45 | APCH CRS 326° | Rwy ldg 10,003 TDZE 989 Arpt Elev 1019 | JAL-454 [USAF] |
|---|---|---|---|

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

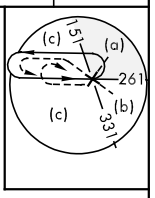
▼ * When ALS inop, increase CAT C vis to 1 mile, CAT DE vis to 1¼ miles.
** Circling not authorized W of Rwy 15R-33L.

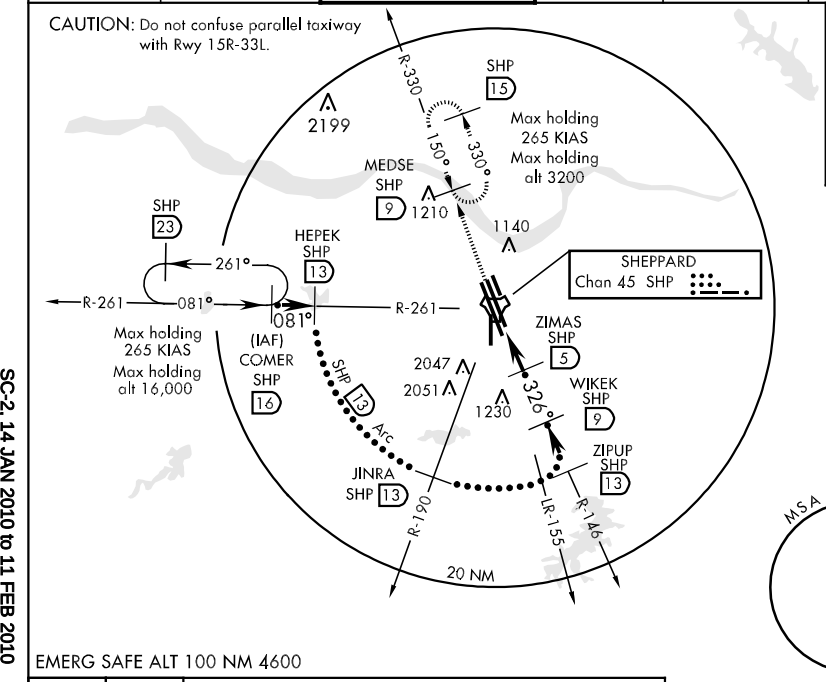
ALSF-1

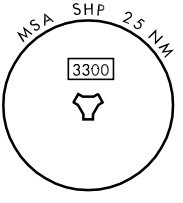
MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

| ATIS ★ | SHEPPARD APP CON | SHEPPARD TOWER ★ | GND CON | CLNC DEL | ASOS | ASR/PAR |
|---|---|---|---|---|---|---|
| 132.05 269.9 | 118.2 269.025 | 119.75 279.525 (CTAF) | 125.5 289.4 | 121.2 282.225 | | |

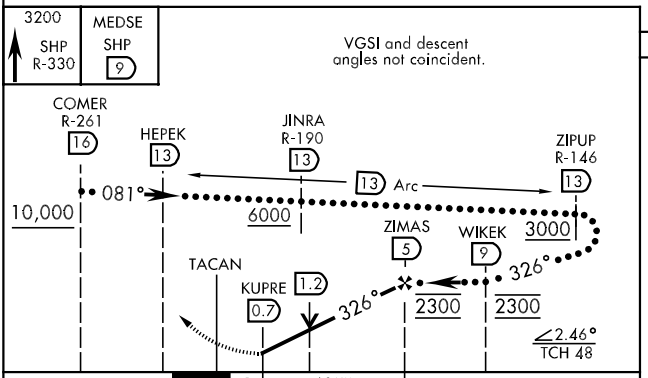
CAUTION: Do not confuse parallel taxiway with Rwy 15R-33L.

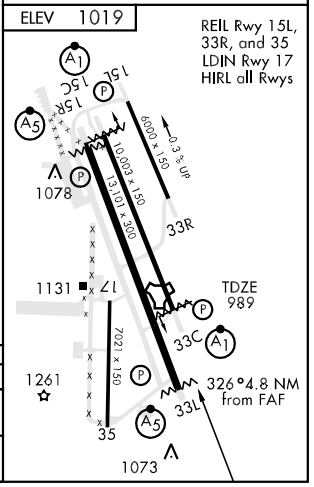



EMERG SAFE ALT 100 NM 4600




| CATEGORY | C | D | E |
|---|---|---|---|
| S-33C * | 1360-¾ 371 (400-¾) | | |
| CIRCLING ** | 1480-1½ 461 (500-1½) | 1580-2 561 (600-2) | 2080-3 1061 (1100-3) |

# HI-TACAN Z RWY 15R

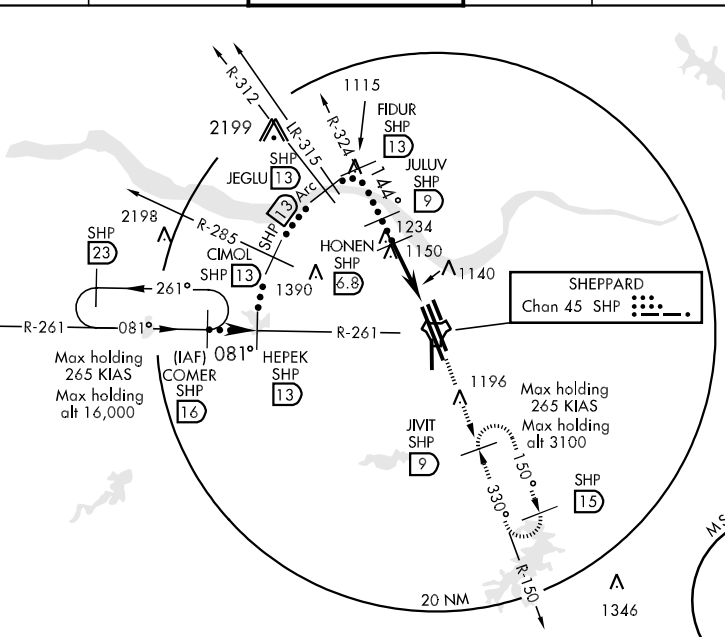
| TACAN | APCH CRS | Rwy ldg / TDZE / Arpt Elev | JAL-454 [USAF] |
|---|---|---|---|
| SHP Chan 45 | 144° | 13,101 / 998 / 1019 | WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS) |

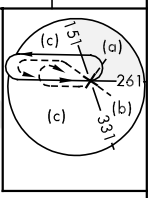
▼ * When ALS inop, increase CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 15R-33L.

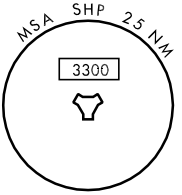
MALSR

MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

| ATIS ★ | SHEPPARD APP CON | SHEPPARD TOWER ★ | GND CON | CLNC DEL | ASOS | ASR/PAR |
|---|---|---|---|---|---|---|
| 132.05 269.9 | 118.2 269.025 | 119.75 279.525 (CTAF) | 125.5 289.4 | 121.2 282.225 | | |

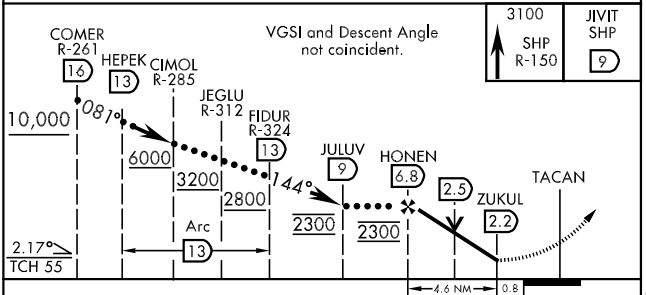


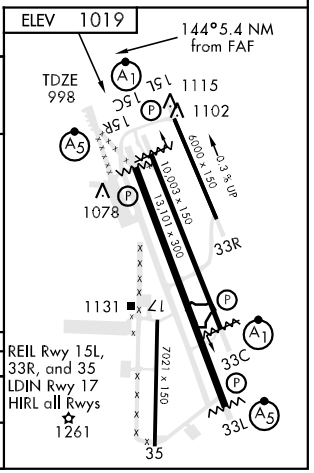




CAUTION:
Do not confuse parallel taxiway with Rwy 15R-33L.

EMERG SAFE ALT 100 NM 4600




| CATEGORY | C | D | E |
|---|---|---|---|
| S-15R * | 1420-¾ 422 (500-¾) | | 1420-1 422 (500-1) |
| CIRCLING ** | 1480-1½ 461 (500-1½) | 1580-2 561 (600-2) | 2080-3 1061 (1100-3) |

# HI-TACAN Z RWY 33L

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

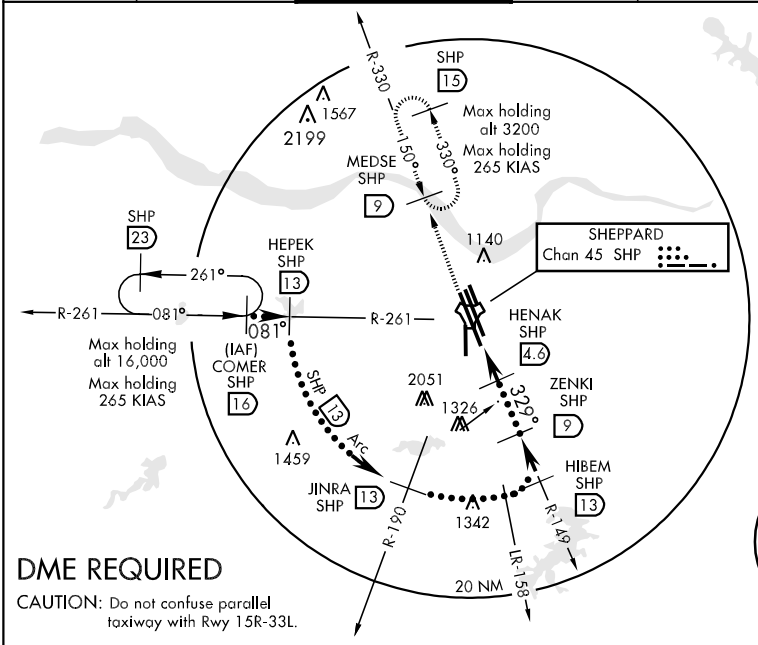
| TACAN | APCH CRS | Rwy ldg / TDZE / Arpt Elev | JAL-454 [USAF] |
|---|---|---|---|
| SHP Chan 45 | 329° | 13,101 / 1000 / 1019 | |

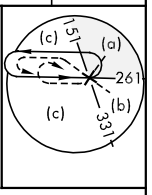
▼ * When ALS inop, increase CAT CD vis to 1¼ miles, CAT E vis to 1½ miles.
** Circling not authorized W of Rwy 15R-33L.

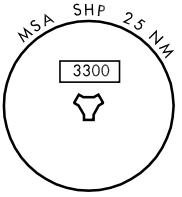
MALSR (A5)

MISSED APPROACH: Climb and maintain 3200 intercept SHP TACAN R-330 to SHP R-330/9 DME (MEDSE) and hold.

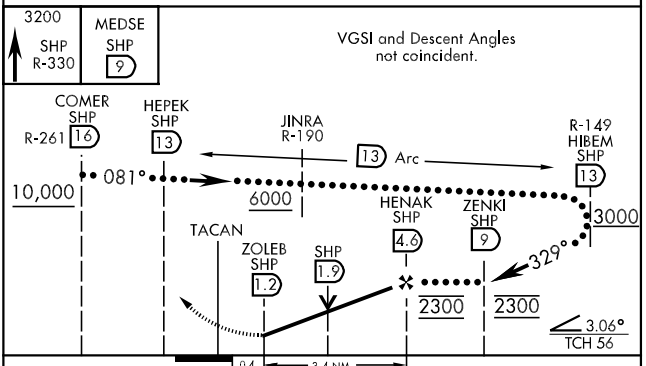
| ATIS ★ | SHEPPARD APP CON | SHEPPARD TOWER ★ | GND CON | CLNC DEL | ASOS | ASR/PAR |
|---|---|---|---|---|---|---|
| 132.05 269.9 | 118.2 269.025 | 119.75 279.525 (CTAF) | 125.5 289.4 | 121.2 282.225 | | |

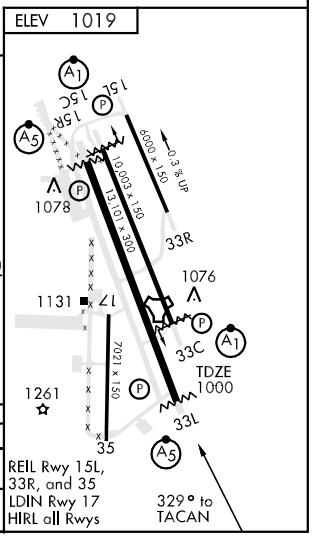



EMERG SAFE ALT 100 NM 4600




| CATEGORY | C | D | E |
|---|---|---|---|
| S-33L * | 1420-¾ 420 (500-¾) | | 1420-1 420 (500-1) |
| CIRCLING** | 1480-1½ 461 (500-1½) | 1580-2 561 (600-2) | 2080-3 1061 (1100-3) |

| LOC I-SHP 110.5 | APCH CRS 150° | Rwy ldg 10,003 TDZE 1003 Arpt Elev 1019 | AL-454 [USAF] |
|---|---|---|---|

# ILS or LOC/DME RWY 15C

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

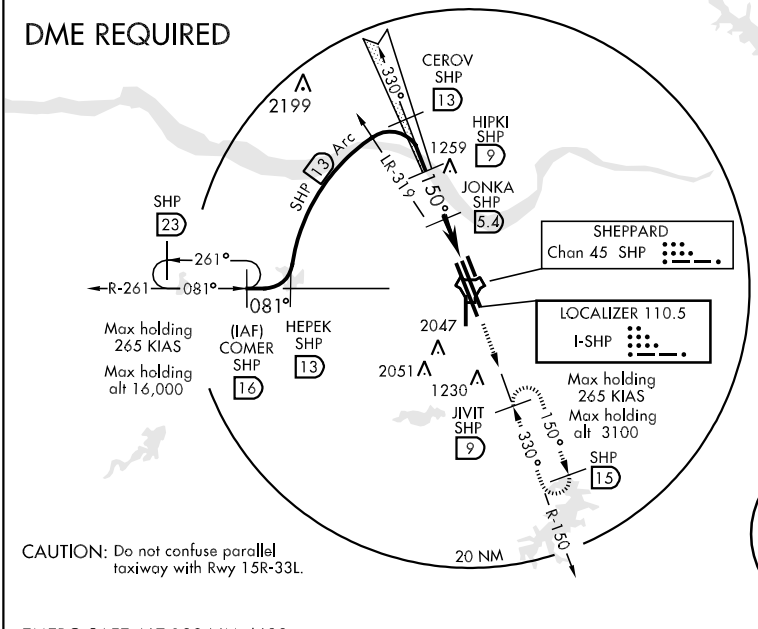
▼ * When ALS inop, increase vis all CATs to ¾ miles.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1¼ miles, CAT E to 1½ miles.

ALSF-1

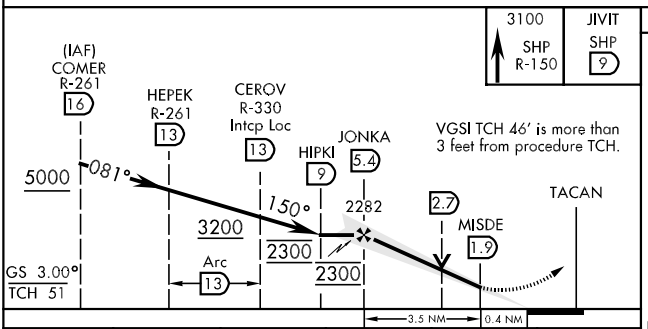
MISSED APPROACH: Climb and maintain 3100 intercept SHP TACAN R-150 to SHP R-150/9 DME (JIVIT) and hold.

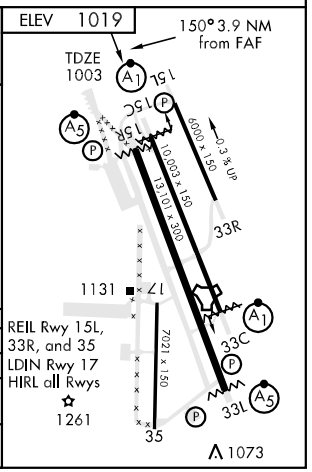
| ATIS * | SHEPPARD APP CON | SHEPPARD TOWER * | GND CON | CLNC DEL | ASOS | ASR/PAR |
|---|---|---|---|---|---|---|
| 132.05 269.9 | 118.2 269.025 | 119.75 279.525 (CTAF) | 125.5 289.4 | 121.2 282.225 | | |

*** Circling not authorized W of Rwy 15R-33L.




EMERG SAFE ALT 100 NM 4600




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 15C * | 1203-½ | | 200 | (200-½) | |
| S-LOC/ DME 15C ** | 1420-½ | 417 (500-½) | 1420-¾ | 417 (500-¾) | 1420-1 417 (500-1) |
| CIRCLING *** | 1440-1 421 (500-1) | 1480-1 461 (500-1) | 1480-1½ 461 (500-1½) | 1580-2 561 (600-2) | 2080-3 1061(1100-3) |

# ILS or LOC/DME RWY 33L

| LOC I-SPS | APCH CRS | Rwy ldg 13,101 / TDZE 1000 / Arpt Elev 1019 |
|---|---|---|
| 109.7 Chan 34 | 330° | |

AL-454 [USAF]

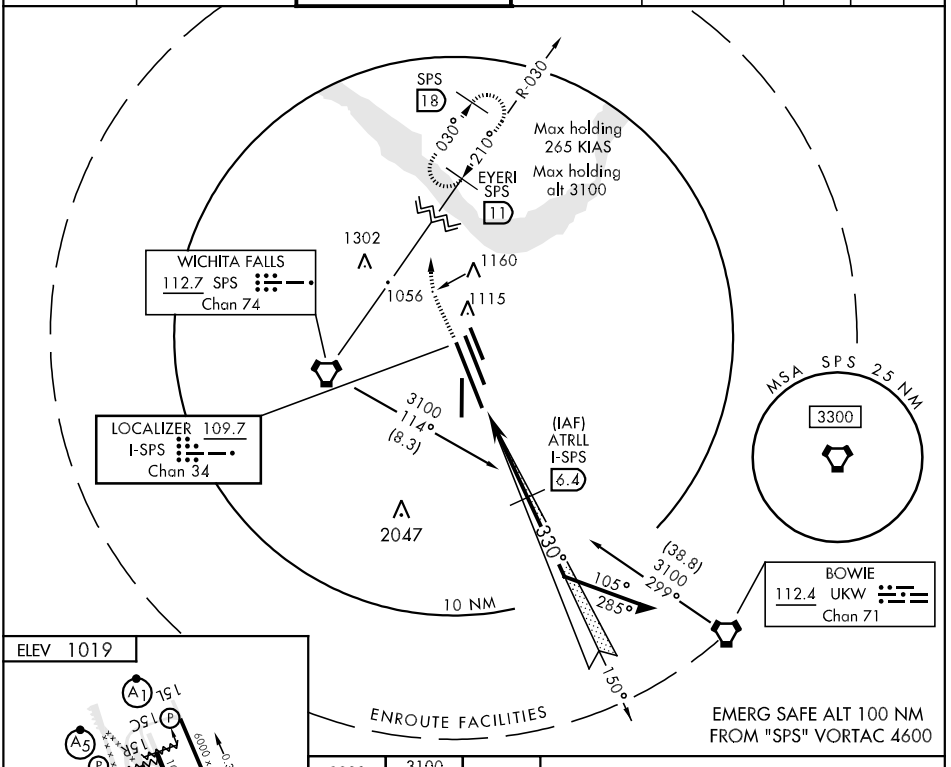
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS (KSPS)

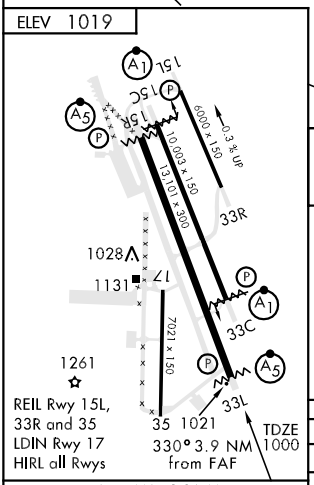
* When ALS inop, increase CAT ABCD vis to ¾ miles.
** When ALS inop, increase LOC CAT ABCD to 1 mile.
*** Circling NA West of RWY 15R/33L.

MALSR (A5)

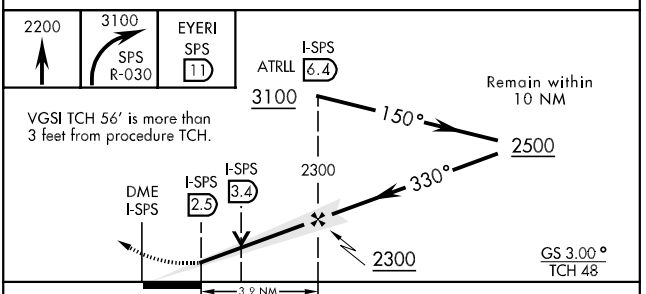
MISSED APPROACH: Climb to 2200, then climbing right turn to 3100 via SPS VORTAC R-030 to EYERI (SPS R-030/11) and hold.

| ATIS ★ | SHEPPARD APP CON | SHEPPARD TOWER ★ | GND CON | CLNC DEL | ASOS | ASR/PAR |
|---|---|---|---|---|---|---|
| 132.05 269.9 | 118.2 269.025 | 119.75 279.525 (CTAF) | 125.5 289.4 | 121.2 282.225 | | |




| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33L * | 1200-½ 200 (200-½) | | | |
| S-LOC/DME 33L ** | 1340-½ 340 (400-½) | | 1340-¾ 340 (400-¾) | |
| CIRCLING *** | 1440-1 421 (500-1) | 1480-1 461 (500-1) | 1480-1½ 461 (500-1½) | 1580-2 561 (600-2) |



SC-2, 14 JAN 2010 to 11 FEB 2010

# NDB RWY 33L

| NDB ICF 296 | APCH CRS 330° | Rwy ldg 13101 TDZE 1000 Arpt Elev 1019 |
|---|---|---|

AL-454 (USAF)

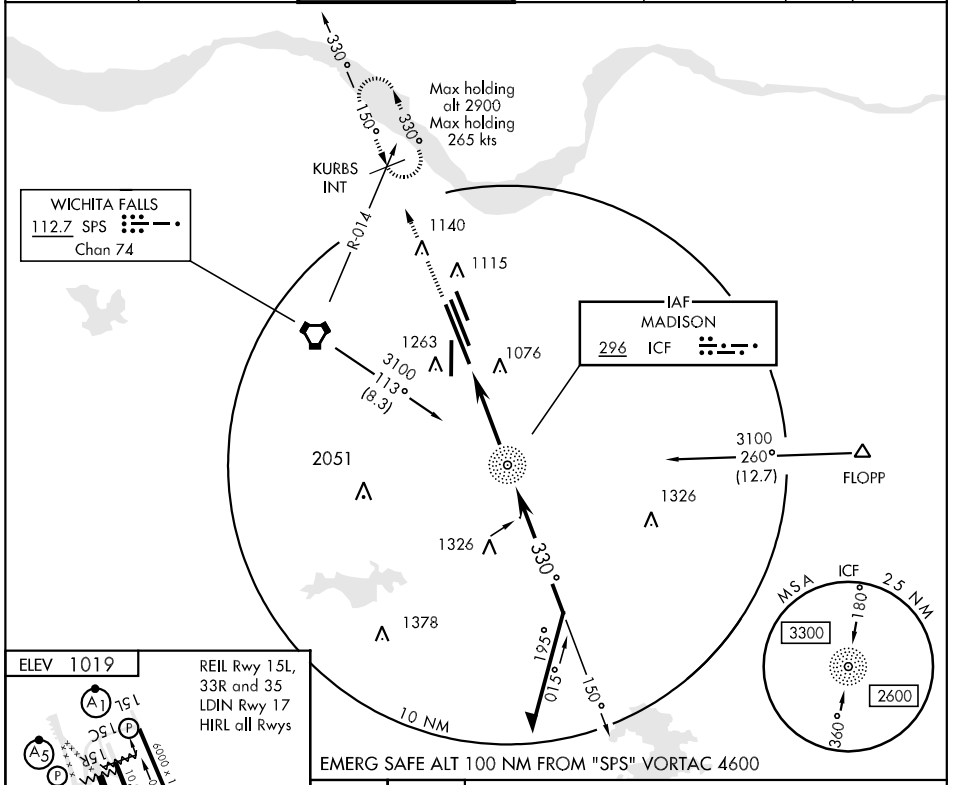
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

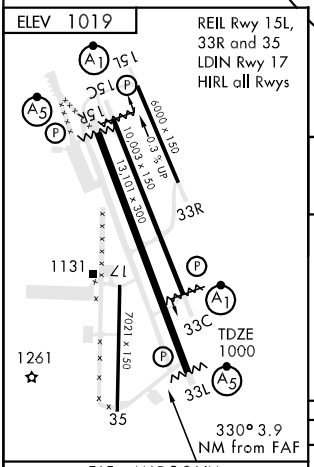
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT D vis to 1¾ miles.
** Circling NA West of Rwy 15R-33L.

MALSR (A5)

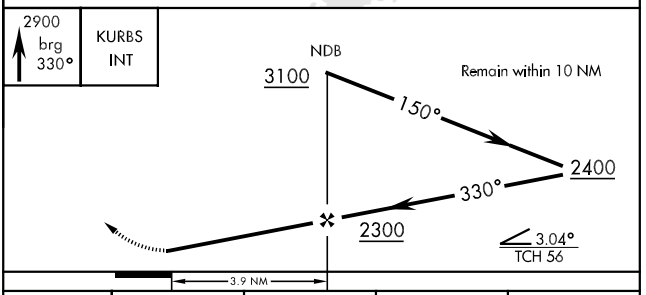
MISSED APPROACH: Climb to 2900 on bearing 330° from ICF NDB to KURBS INT and hold.

| ATIS ★ | SHEPPARD APP CON | SHEPPARD TOWER ★ | GND CON | CLNC DEL | ASOS | ASR/PAR |
|---|---|---|---|---|---|---|
| 132.05 269.9 | 118.2 269.025 | 119.75 279.525 (CTAF) | 125.5 289.4 | 121.2 282.225 | | |




| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33L * | 1540 - ½ | 540 (600-½) | 1540 - 1<br>540 (600-1) | 1540 - 1¼<br>540 (600-1¼) |
| CIRCLING ** | 1540 - 1 | 521 (600-1) | 1540 - 1½<br>521 (600-1½) | 1580 - 2<br>561 (600-2) |



SC-2, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 15R

| APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|
| 150° | 13,101 | 998 | 1019 |

AL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

▼ * When ALS inop, increase LNAV/VNAV vis to 1½ miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.
*** Circling NA West of RWY 15R/33L.

MALSR

MISSED APPROACH: Climb to 3500 direct AYIVO and via 150° track to RERUE and hold.

| ATIS ★ | SHEPPARD APP CON | SHEPPARD TOWER ★ | GND CON | CLNC DEL | ASOS | ASR/PAR |
|---|---|---|---|---|---|---|
| 132.05 269.9 | 118.2 269.025 | 119.75 279.525 (CTAF) | 125.5 289.4 | 121.2 282.225 | | |

Procedure NA for arrivals at WALTO via V77 northbound

BARO VNAV NA below -17°C (1°F)
DME/DME RNP 0.3 NA.

7 NM
WALTO
1508
2700
216°
(11)
(IAF)
LUCIR
2700
1348
NoPT
2700
216°
(5)
2199
Max holding
265 KIAS
Max holding
alt 2700
150°
330°
(IAF)
CEKAP
2300
150°
(16.6)
(FAF)
KEYEV
1140
1219
RW15R
AYIVO
Max holding
265 KIAS
Max holding
alt 3500
RERUE
150°
330°
7 NM
EMERG SAFE ALT FROM
"RW15R" 100 NM 4600

MSA RW15R 2.5 NM
3300

3500 | AYIVO | RERUE

† LNAV only

CEKAP
330°
2700
150°
150°
KEYEV
†1.2 NM
to RW15R
RW15R
2300
GS 3.00°
TCH 55
3.9 NM

ELEV 1019
1115
1119
150° to RW15R
15L
1028
15C
15R
6000 × 150
0.3% UP
10,003 × 150
13,101 × 300
33R
1123
TDZE
998
17
1146
1131
7021 × 150
REIL Rwy 15L, 33R and 35
33C
1261
33L
35
LDIN Rwy 17
HIRL all Rwys

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV * DA | 1460-1 462 (500-1) | | | |
| LNAV MDA ** | 1420-½ 422 (500-½) | | 1420-¾ 422 (500-¾) | |
| CIRCLING *** | 1440-1 421 (500-1) | 1480-1 461 (500-1) | 1480-1½ 461 (500-1½) | 1580-2 561 (600-2) |



SC-2, 14 JAN 2010 to 11 FEB 2010

# RNAV (GPS) RWY 33L

AL-454 [USAF]

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

| APCH CRS | Rwy ldg | TDZE | Arpt Elev |
|---|---|---|---|
| 330° | 13,101 | 1000 | 1019 |

* When ALS inop, increase LNAV/VNAV vis to 1½ mile.
** When ALS inop, increase CAT ABC vis to 1 mile, CAT D to1¼ miles.
*** Circling NA West of RWY 15R/33L.

MALSR

MISSED APPROACH: Climb to 2700 direct BAILE and via 330° track to CEKAP and hold.

| ATIS ★ | SHEPPARD APP CON | SHEPPARD TOWER ★ | GND CON | CLNC DEL | ASOS | ASR/PAR |
|---|---|---|---|---|---|---|
| 132.05 269.9 | 118.2 269.025 | 119.75 279.525 (CTAF) | 125.5 289.4 | 121.2 282.225 | | |

DME/DME RNP 0.3 NA.
BARO VNAV NA below -17°C (1°F)

7 NM
150°
330°
Max holding 265 KIAS
CEKAP
1115
1140
BAILE
RW33L
1076
330°
(FAF)
ZEGUM
1326
2300
330°
(8.1)
(IAF)
RERUE
150°
330°
7 NM
Procedure NA for arrivals at KARYN via V568 southeast bound.
3500 NoPT
355°
(11.2)
3500
(IAF)
KARYN

MSA RW33L 2.5 NM
3300

EMERG SAFE ALT FROM "RW33L" 100 NM 4600

ELEV 1019

15L
15C
15R
6000 x 150
0.3 % UP
10,003 x 150
13,101 x 300
33R
17
1131
7027 x 150
33C
TDZE 1000
33L
1261
1263
35
1038
1073
330° to RW33L

REIL Rwy 15L, 33R and 35
LDIN Rwy 17
HIRL all Rwys

| 2700 BAILE | tr 330° | CEKAP |
|---|---|---|

† LNAV only

RERUE
150°
3500
330°
ZEGUM
330°
†1 NM to RW33L
RW33L
2300
GS 3.00°
TCH 57
3.9 NM

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV * DA | 1420-1 420 (500-1) | | | |
| LNAV MDA ** | 1360-½ 360 (400-½) | | 1360-¾ 360 (400-¾) | |
| CIRCLING *** | 1440-1 421 (500-1) | 1480-1 461 (500-1) | 1480-1½ 461 (500-1½) | 1580-2 561 (600-2) |





33°59'N-98°30'W WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

RNAV (GPS) RWY 33L

# VOR-D

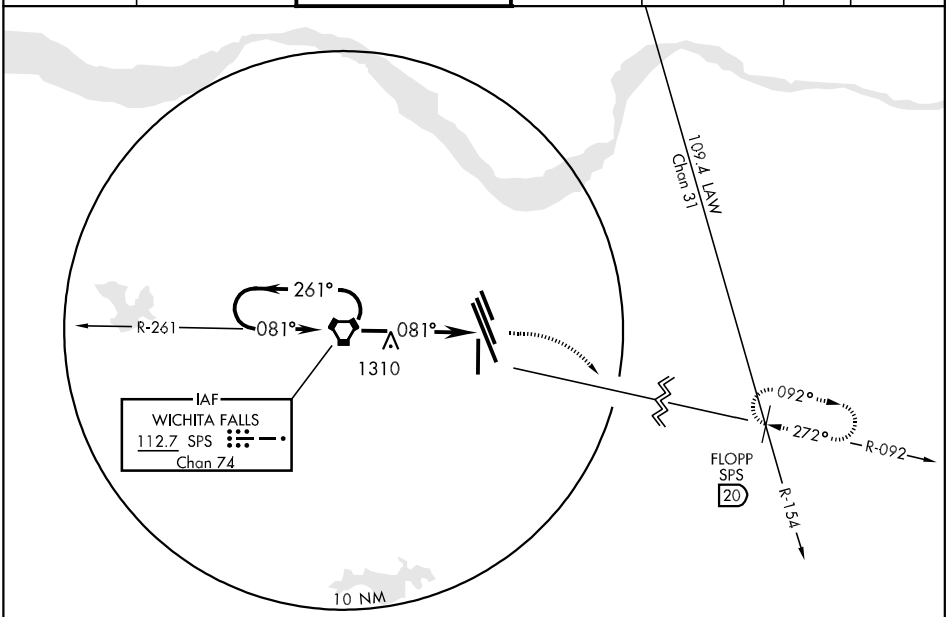
| VORTAC SPS | APCH CRS | Rwy Idg | N/A |
|---|---|---|---|
| 112.7 | 081° | TDZE | N/A |
| Chan 74 | | Arpt Elev | 1019 |

AL-454 (USAF)

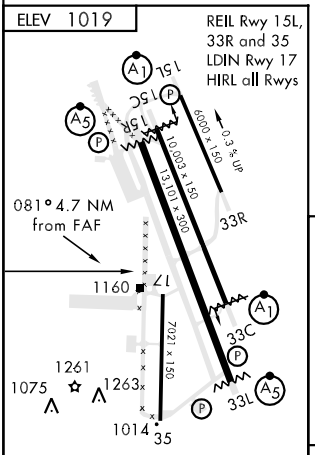
WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

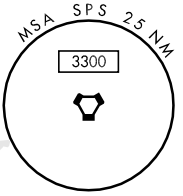
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SPS VORTAC R-092 to FLOPP intersection SPS 20 DME and hold.

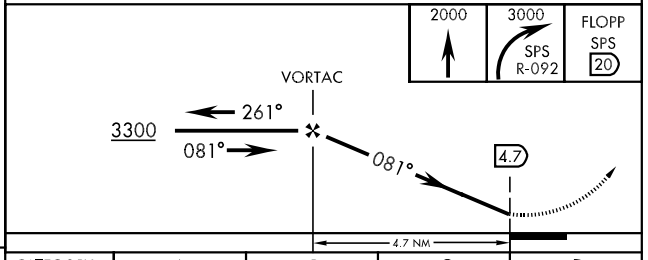
| ATIS ★ | SHEPPARD APP CON | SHEPPARD TOWER ★ | GND CON | CLNC DEL | ASOS | ASR/PAR |
|---|---|---|---|---|---|---|
| 132.05 269.9 | 118.2 269.025 | 119.75 279.525 (CTAF) | 125.5 289.4 | 121.2 282.225 | | |




EMERG SAFE ALT SPS 100 NM 4600




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1580 - 1 561 (600-1) | | 1580 - 1½ 561 (600-1½) | 1580 - 2 561 (600-2) |

# VOR/DME-E

| VORTAC SPS 112.7 Chan 74 | APCH CRS 260° | Rwy Idg N/A TDZE N/A Arpt Elev 1019 |
|---|---|---|

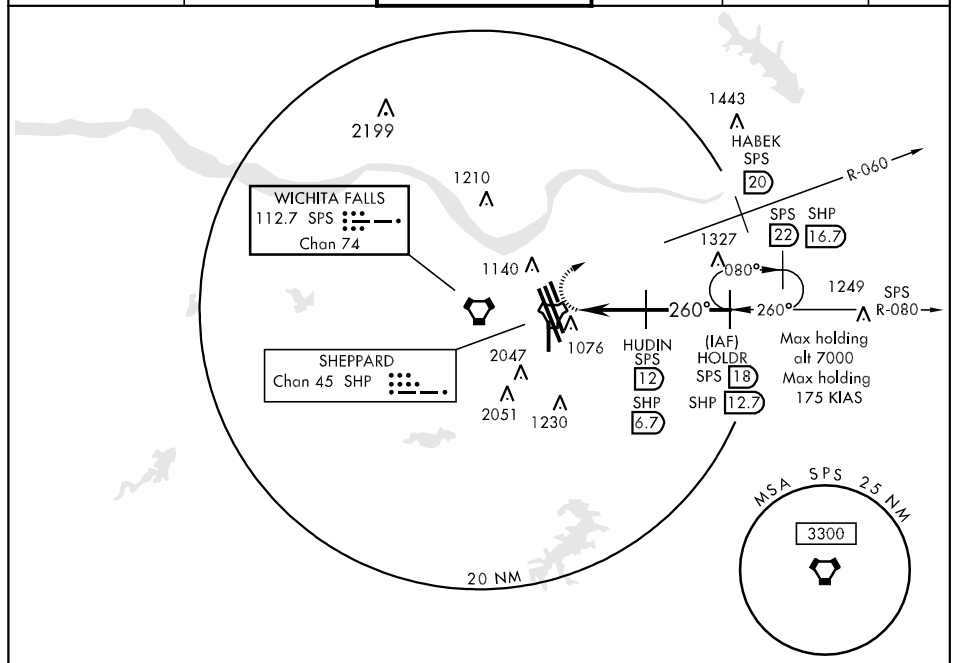
AL-454 [USAF]

WICHITA FALLS/ SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

* Circling not authorized W of Rwy 15R-33L.

MISSED APPROACH: Climbing right turn to 3200, intcp SPS VORTAC R-060 to 20 DME (HABEK). Expect radar vectors.

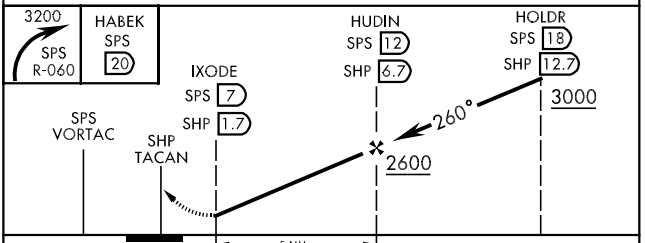
| ATIS ★ | SHEPPARD APP CON | SHEPPARD TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 132.05 269.9 | 118.2 269.025 | 119.75 279.525 (CTAF) | 125.5 289.4 | 121.2 282.225 | |



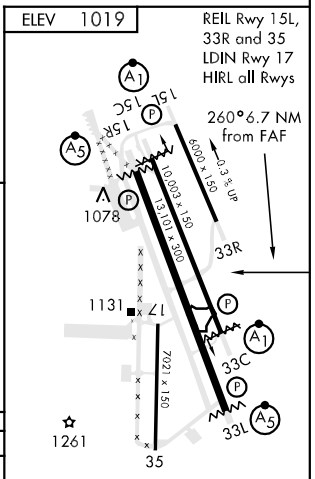

RADAR REQUIRED

PROCEDURE TURN NOT AUTHORIZED

EMERG SAFE ALT 100 NM 4600




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| CIRCLING * | 1440-2 421 (500-2) | 1480-2 | 461 (500-2) | 1580-2 561 (600-2) | 2080-3 1061(1100-3) |






SC-2, 14 JAN 2010 to 11 FEB 2010

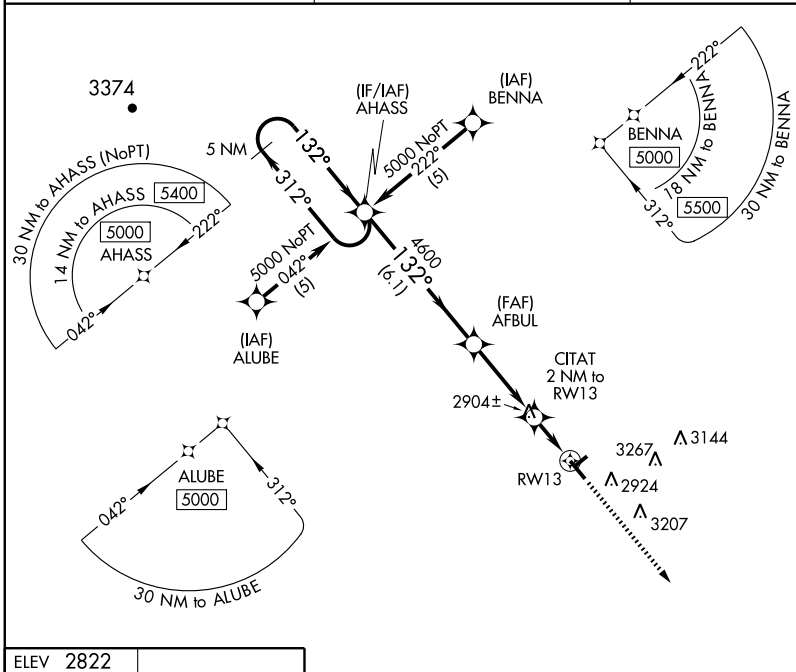
| APP CRS | Rwy Idg | 5003 |
|---|---|---|
| 132° | TDZE | 2822 |
| | Apt Elev | 2822 |

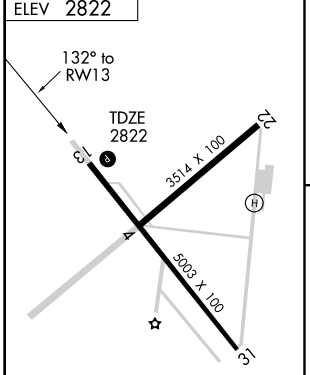
# RNAV (GPS) RWY 13
## WINK/WINKLER COUNTY (INK)

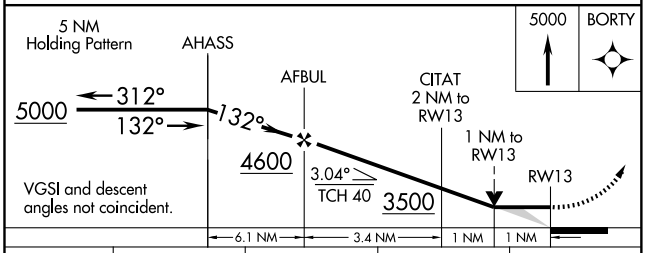
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

MISSED APPROACH: Climb to 5000 direct BORTY and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.325 | 133.1 298.95 | 123.0 (CTAF) L |






| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3160-1 338 (400-1) | | | NA |
| CIRCLING | 3280-1<br>458 (500-1) | 3300-1<br>478 (500-1) | 3300-1½<br>478 (500-1½) | NA |

SC-3, 14 JAN 2010 to 11 FEB 2010

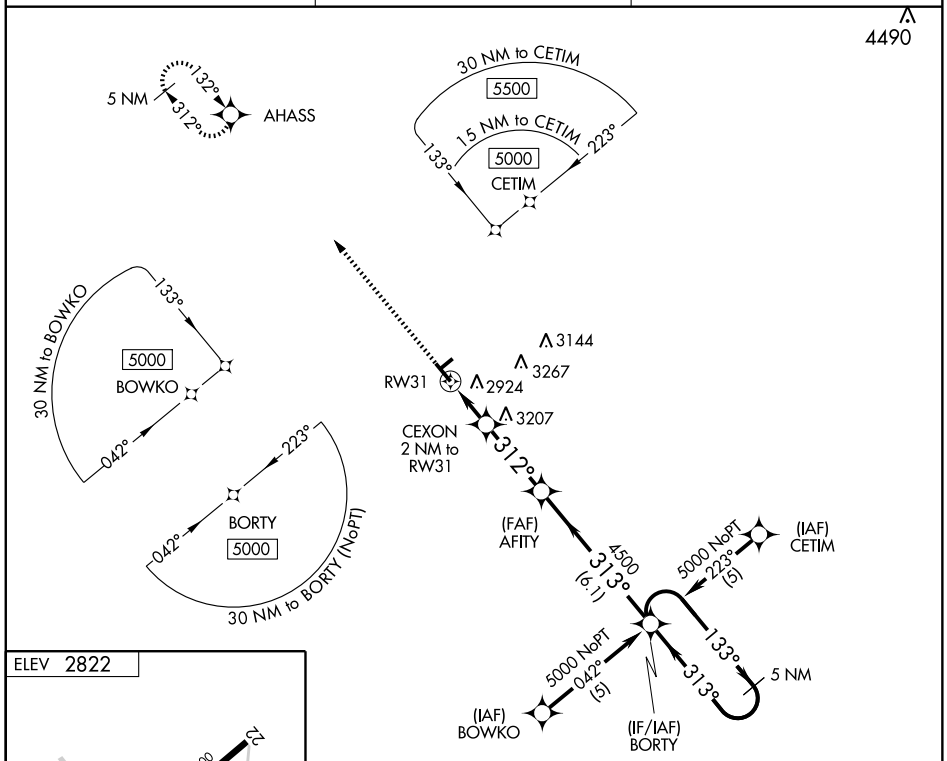
| APP CRS | Rwy Idg | 5003 |
|---|---|---|
| 312° | TDZE | 2818 |
| | Apt Elev | 2822 |

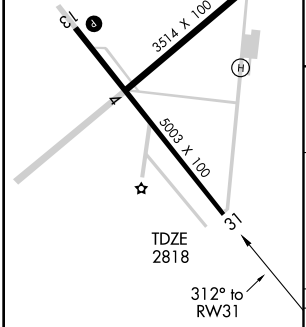
# RNAV (GPS) RWY 31
## WINK/WINKLER COUNTY (INK)

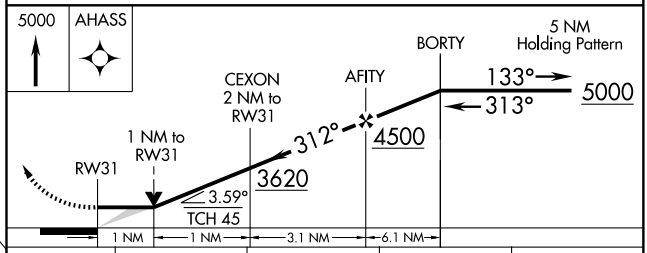
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pecos altimeter setting and increase all MDA 100 feet and LNAV Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

MISSED APPROACH: Climb to 5000 direct AHASS and hold.

| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.325 | 133.1 298.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 3240-1 422 (500-1) | | 3240-1¼ 422 (500-1¼) | NA |
| CIRCLING | 3280-1 458 (500-1) | 3300-1 478 (500-1) | 3300-1½ 478 (500-1½) | NA |

MIRL Rwys 4-22 and 13-31 L

SC-3, 14 JAN 2010 to 11 FEB 2010

| VORTAC INK | APP CRS | Rwy Idg | 5003 |
|---|---|---|---|
| 112.1 | 150° | TDZE | 2822 |
| Chan 58 | | Apt Elev | 2822 |

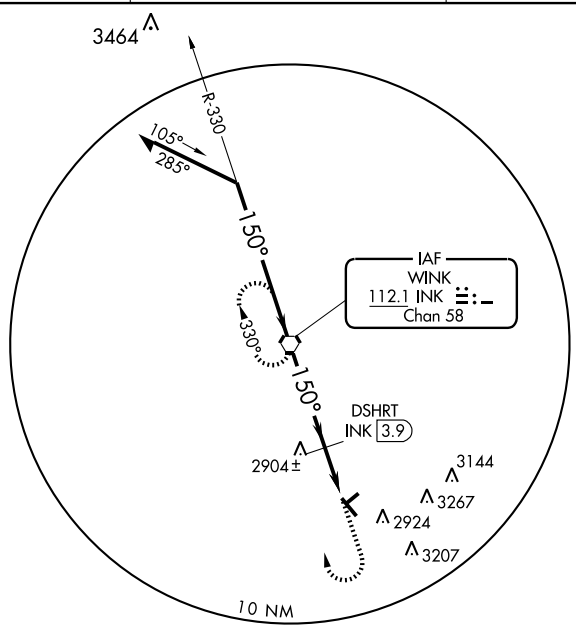
# VOR RWY 13

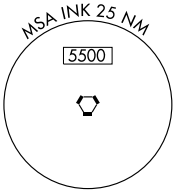
## WINK/WINKLER COUNTY (INK)

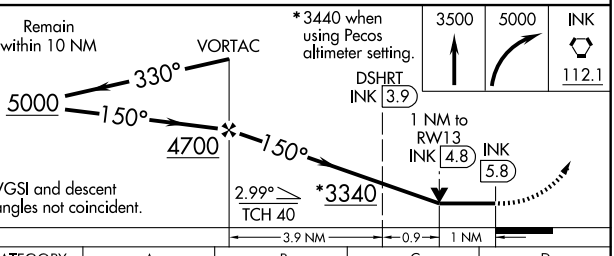
When local altimeter setting not received, use Pecos altimeter setting and increase all MDAs 100 feet and Cat C visibility ¼ mile and increase DSHRT fix: all MDA 100 feet and S-13 Cat C visibility ¼ mile. VDP NA when using Pecos altimeter setting.

MISSED APPROACH: Climb to 3500 then climbing right turn to 5000 direct INK VORTAC and hold.

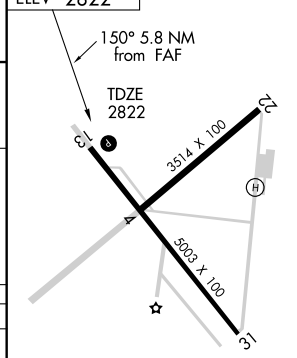
| ASOS | FORT WORTH CENTER | UNICOM |
|---|---|---|
| 118.325 | 133.1 298.95 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-13 | 3340-1 518 (600-1) | | 3340-1½ 518 (600-1½) | NA |
| CIRCLING | 3340-1 518 (600-1) | | 3340-1½ 518 (600-1½) | NA |
| DSHRT FIX MINIMUMS | | | | |
| S-13 | 3160-1 338 (400-1) | | | NA |
| CIRCLING | 3280-1 458 (500-1) | 3300-1 478 (500-1) | 3300-1½ 478 (500-1½) | NA |




MIRL Rwys 4-22 and 13-31 L

FAF to MAP 5.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

SC-3, 14 JAN 2010 to 11 FEB 2010

| VOR/DME UIM | APP CRS | Rwy Idg N/A |
|---|---|---|
| 114.0 | 044° | TDZE N/A |
| Chan 87 | | Apt Elev 513 |

# VOR-A

## WINNSBORO MUNI (F51)

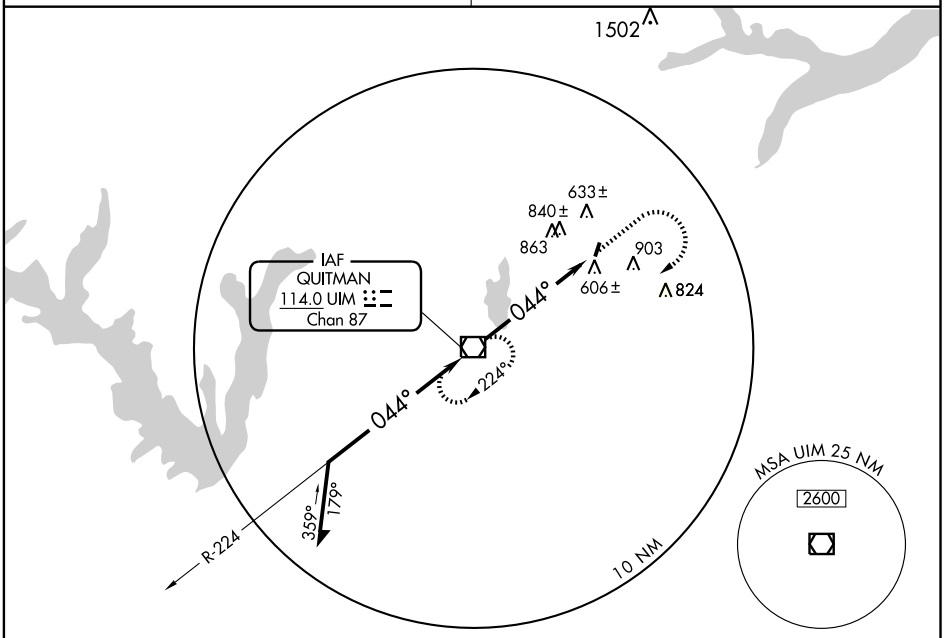
Use Tyler Pounds altimeter setting, if not received use Gregg County altimeter setting, when neither received procedure not authorized.

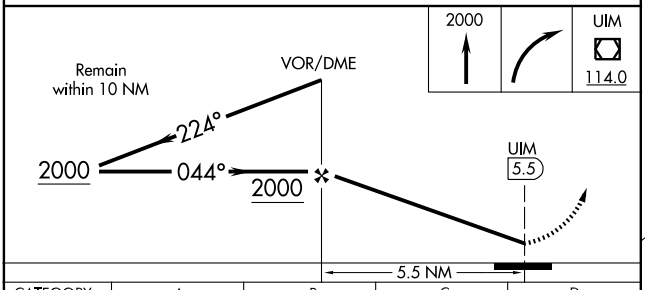
NA

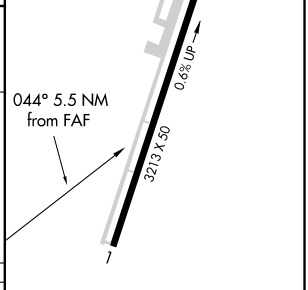
MISSED APPROACH: Climb to 2000 then right turn direct UIM VOR/DME and hold.

LONGVIEW APP CON★
**128.75 379.15**

CTAF
**122.9** L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1360-1<br>847 (900-1) | 1360-1¼<br>847 (900-1¼) | 1360-2½<br>847 (900-2½) | NA |
| GREGG COUNTY ALTIMETER SETTING MINIMUMS | | | | |
| CIRCLING | 1400-1¼ 887 (900-1¼) | | 1400-2¾<br>887 (900-2¾) | NA |

MIRL Rwy 1-19 L

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SC-2, 14 JAN 2010 to 11 FEB 2010

| NDB IEW | APP CRS | Rwy Idg | 3204 |
|---|---|---|---|
| 396 | 346° | TDZE | 1870 |
| | | Apt Elev | 1870 |

# NDB or GPS RWY 35

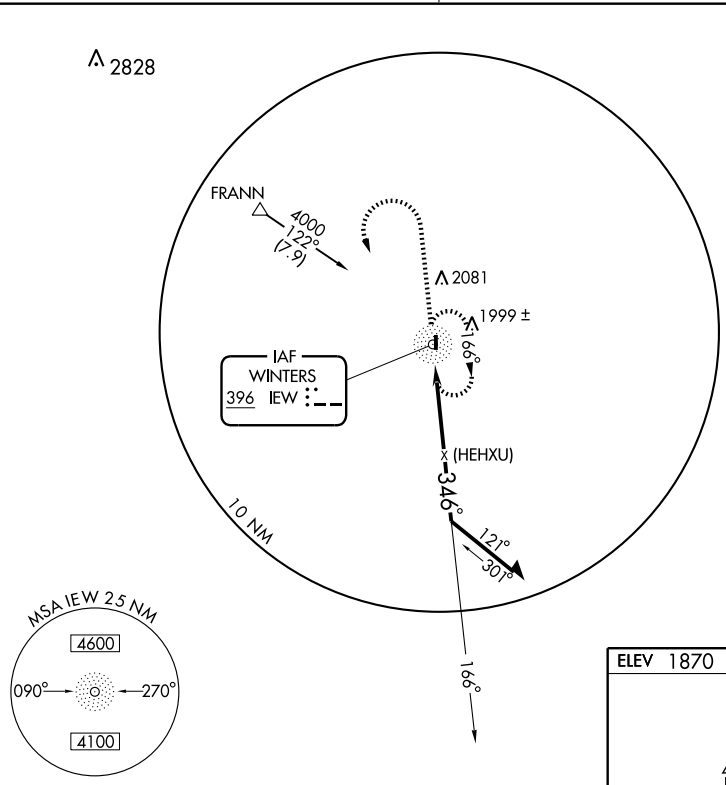
WINTERS MUNI (77F)

NA Use Abilene, TX altimeter setting.

MISSED APPROACH: Climb to 3000 then climbing left turn to 4000 direct IEW NDB and hold.

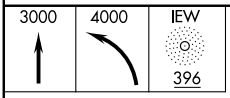
ABILENE APP CON
**127.2 282.3**

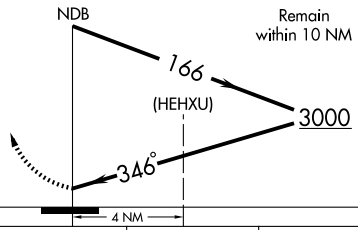
**122.9** (CTAF)



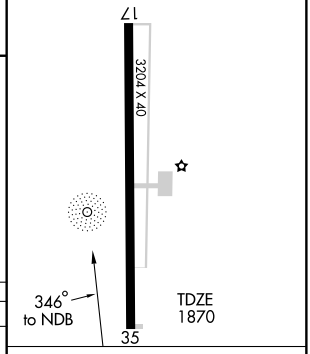







ELEV 1870 LIRL Rwy 17-35




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 2500-1 | 630 (700-1) | 2500-1¾<br>630 (700-1¾) | NA |
| CIRCLING | 2500-1 | 630 (700-1) | 2500-1¾<br>630 (700-1¾) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-3, 14 JAN 2010 to 11 FEB 2010

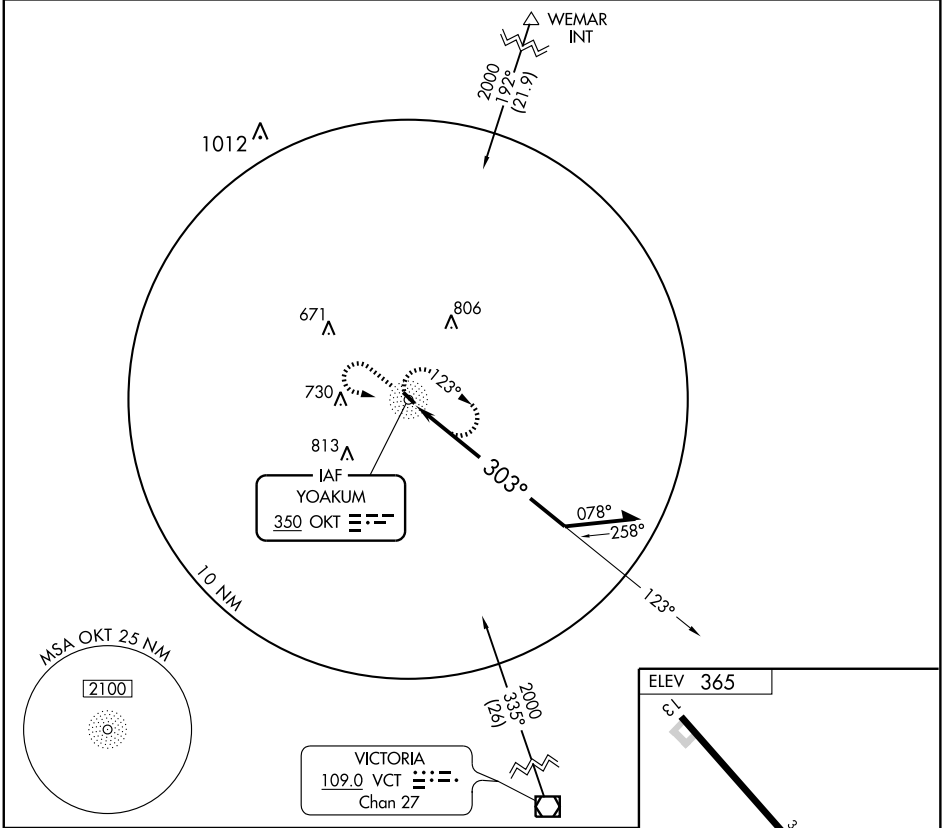
| NDB OKT 350 | APP CRS 303° | Rwy Idg 3445<br>TDZE 363<br>Apt Elev 365 |
|---|---|---|

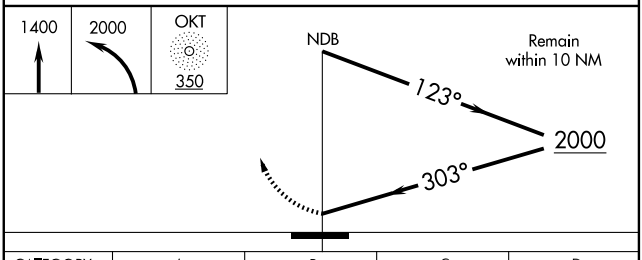
# NDB RWY 31
YOAKUM MUNI (T85)

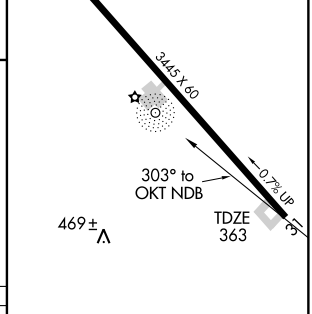
NA Use Victoria Regional altimeter setting. Procedure not authorized at night.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2000 direct OKT NDB and hold.

| VICTORIA REGIONAL ASOS | HOUSTON CENTER | CTAF |
|---|---|---|
| 119.025 | 132.8 343.7 | 122.9 L |




MIRL Rwy 13-31 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 940-1 | 577 (600-1) | 940-1½<br>577 (600-1½) | NA |
| CIRCLING | 940-1 | 575 (600-1) | 940-1½<br>575 (600-1½) | NA |

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | | | | | |

SC-3, 14 JAN 2010 to 11 FEB 2010

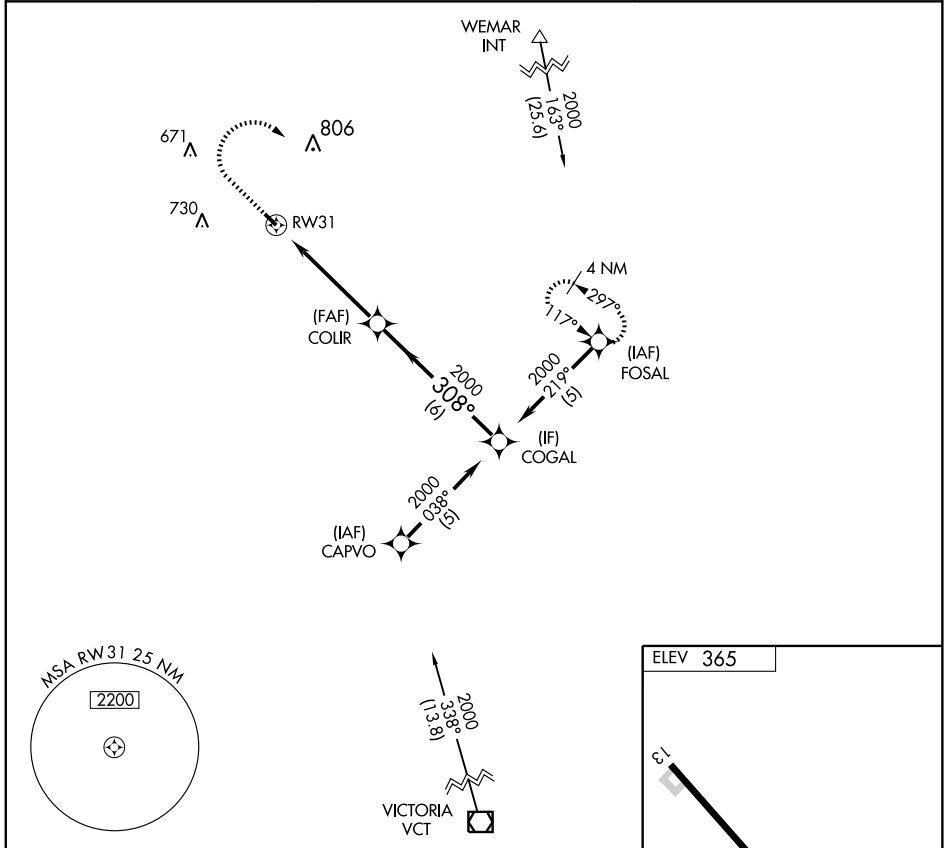
| APP CRS | Rwy Idg | 3445 |
|---|---|---|
| 308° | TDZE | 363 |
| | Apt Elev | 365 |

# RNAV (GPS) RWY 31
## YOAKUM MUNI (T85)

⚠ NA — Use Victoria Regional altimeter setting. Procedure not authorized at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct FOSAL and hold.

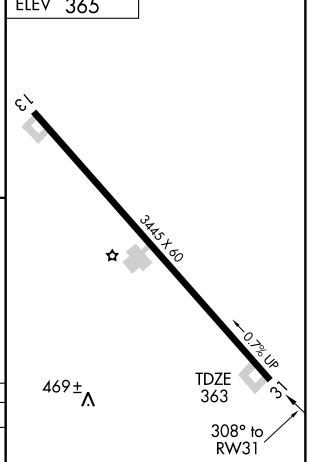
| VICTORIA REGIONAL ASOS | HOUSTON CENTER | CTAF |
|---|---|---|
| 119.025 | 132.8 343.7 | 122.9 L |

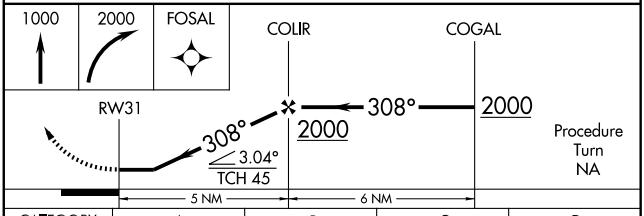









| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 840-1 | 477 (500-1) | 840-1¼ 477 (500-1¼) | NA |
| CIRCLING | 920-1 | 555 (600-1) | 920-1½ 555 (600-1½) | NA |

MIRL Rwy 13-31 L

SC-3, 14 JAN 2010 to 11 FEB 2010